

AGENDA

**Regional Transportation Council
Thursday, January 11, 2018
North Central Texas Council of Governments**

- 1:00 pm Full RTC Business Agenda
(NCTCOG Guest Secured Wireless Connection Password: rangers!)**
- 1:00 – 1:05** 1. **Approval of December 14, 2017, Minutes**
 Action Possible Action Information Minutes: 5
Presenter: Rob Franke, RTC Chair
Item Summary: Approval of the December 14, 2017, 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. **Transportation Improvement Program Modifications**
Presenter: Ken Bunkley, NCTCOG
Item Summary: Regional Transportation Council (RTC) approval of revisions to the 2017-2020 Transportation Improvement Program (TIP) will be requested.
Background: February 2018 revisions to the 2017-2020 TIP are provided as [Electronic Item 2.1](#) for the Council's consideration. These modifications have been reviewed for consistency with the Mobility Plan, the air quality conformity determination, and financial constraint of the TIP.
- 1:05 – 1:20** 3. **Orientation to Agenda/Director of Transportation Report**
 Action Possible Action Information Minutes: 15
Presenter: Michael Morris, NCTCOG
1. Metropolitan Planning Organization Certification for Three Urbanized Areas (Agenda Item 4)
 2. Movement Towards More Electronic Meeting Materials and Less Paper Materials for Regional Transportation Council (RTC) Meetings
 3. Upcoming Visit to the Texas Transportation Commission, January 25
 4. Draft Environmental Impact Statement on High-Speed Rail from Dallas to Houston (Public Hearings in Dallas County on January 29 and in Ellis County on January 30)
 5. High-Speed Rail from Fort Worth to Dallas and Fort Worth to Laredo
 6. Federal Highway Administration Resilience and Durability to Extreme Weather Pilot Program ([Electronic Item 3.1](#))
 7. Air Quality Funding Opportunities for Vehicles ([Electronic Item 3.2](#))
 8. Dallas-Fort Worth Clean Cities Events ([Electronic Item 3.3](#))
 9. Alternative Fuel Corridor Update ([Electronic Item 3.4](#))
 10. Volkswagen Settlement Workshop in Austin, Texas, January 17 ([Electronic Item 3.5](#))

11. United States Environmental Protection Agency Proposes Existing 10-County Nonattainment Area for the Revised 2015 National Ambient Air Quality Standards for Ozone ([Electronic Item 3.6](#))
12. December Public Meeting Minutes ([Electronic Item 3.7](#))
13. January Public Meeting Notice ([Electronic Item 3.8](#))
14. Public Comments Report ([Electronic Item 3.9](#))
15. Recent Correspondence ([Electronic Item 3.10](#))
16. Recent News Articles ([Electronic Item 3.11](#))
17. Recent Press Releases ([Electronic Item 3.12](#))
18. Transportation Partners Progress Reports

1:20 – 1:30

4. **Dallas-Fort Worth-Arlington, Lewisville-Denton and McKinney Metropolitan Planning Organization Federal Certification Review**
- Action Possible Action Information Minutes: 10
- Presenters: Barbara Maley, Federal Highway Administration and Ronisha Hodge, Federal Transit Administration
- Item Summary: Representatives from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) will provide information on the Dallas-Fort Worth-Arlington, Lewisville-Denton and McKinney Metropolitan Planning Organization Federal Certification Review.
- Background: FHWA and FTA conducted a joint review of the metropolitan planning process in the Dallas-Fort Worth Metropolitan Area on June 13-15, 2017. The review included communication with Regional Transportation Council members, North Central Texas Council of Governments staff, and the public. The review is required at least every four years for all Transportation Management Areas, which are urbanized areas with a population over 200,000. Correspondence documenting the overall findings of the Certification Review is provided in [Electronic Item 4.1](#). A copy of the final 2017 Federal Certification Review report is provided in [Electronic Item 4.2](#).

1:30 – 1:35

5. **2017-2018 CMAQ/STBG Funding Program: Federal/Local Funding Exchanges**
- Action Possible Action Information Minutes: 5
- Presenter: Adam Beckom, NCTCOG
- Item Summary: Staff will request Regional Transportation Council (RTC) approval of the proposed projects to be funded under the Federal/Local Funding Exchanges Program in the 2017-2018 Congestion Mitigation and Air Quality Improvement Program (CMAQ)/Surface Transportation Block Grant Program (STBG) Funding Program.
- Background: In April 2017, staff introduced the process to select projects using CMAQ and STBG funding through several funding programs. Staff has received requests from local agencies that wish to enter into partnerships with the RTC in which federal funds are spent on projects with some portion of exchange for local funding. Details on the funding swaps and the overall funding program can be found in [Reference Item 5.1](#) and [Electronic Item 5.2](#).

- 1:35 – 1:45** 6. **Equitable Transit Access**
 Action Possible Action Information Minutes: 10
 Presenter: Michael Morris, NCTCOG
 Item Summary: Staff will request Regional Transportation Council (RTC) approval of a program that reaches out to transportation authorities, local governments, and social service organizations to provide transit accessibility to people in need. The RTC will be requested to approve up to \$1 million in revenue to be matched by other public and private-sector entities in developing a sustainable revenue system for access to work, job training, and related activities.
 Background: Several organizations and RTC members have requested the RTC consider developing a program to provide more equitable access to transit system capabilities. There appears to be a significant need undermined by financial capability. If approved, North Central Texas Council of Governments staff will initiate a program across the entire region to provide opportunities to advance quality of life opportunities through access to transit.
- 1:45 – 1:55** 7. **General Motors**
 Action Possible Action Information Minutes: 10
 Presenter: Michael Morris, NCTCOG
 Item Summary: The Regional Transportation Council (RTC) will be requested to approve a process to engage public and private-sector parties to advance test track possibilities for the next generation of people mover systems.
 Background: Negotiations are underway with General Motors, the State of Texas, local governments, and the RTC in developing the next generation people mover test track between General Motors and the rail head. This distance is less than half of a mile. This project also includes the possibility of parts being delivered to the assembly plant in addition to vehicles being transported to the rail head.
- 1:55 – 2:05** 8. **Early Successes in Implementing the Collin County Action Plan**
 Action Possible Action Information Minutes: 10
 Presenter: Michael Morris, NCTCOG
 Item Summary: The Regional Transportation Council (RTC) will be requested to approve a funding partnership for approximately \$20 million among Collin County, Dallas County, the City of Sachse, the Texas Department of Transportation, and the RTC. The partnership is for improvements to Merritt/Woodbridge Parkway from SH 190/President George Bush Turnpike to Parker Road/FM 2514. Final RTC approval will be requested once the detailed cost/revenue allocation is determined.
 Background: Last month, the RTC approved advancement of the US 75 technology lanes initiative. Also in December, the North Central Texas Council of Governments (NCTCOG) Executive Board approved advancing the next phase of the environmental work on the Regional Loop. This item advances the next of several north/south transportation improvements in Collin County. Other recommendations will be included in Mobility 2045.

2:05 – 2:15

9. **"Big Projects": IH 635 East Update, IH 35W 3C Update, and Communication Program with the Texas Legislature**

Action Possible Action Information Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will provide an update on IH 635 East, IH 35W 3C, and "Big Projects" in the State of Texas. In addition, staff will present the "no tolls" scenario for Mobility 2045 as requested at the December 14, 2017, Regional Transportation Council (RTC) meeting. In addition, the RTC will be requested to approve \$5 million to aid in the implementation of IH 35W 3C.

Background: Funding for IH 635 East, IH 35W 3C, and implementing "Big Projects" in the region and the State of Texas have been discussed regularly. The IH 635 East Phase 3 project is escalating in cost by \$5 million per month. IH 35W 3C (US 287 to Eagle Parkway) is currently being negotiated by the Texas Department of Transportation (TxDOT) with the private-sector developer through existing contract mechanisms. North Central Texas Council of Governments staff is offering \$5 million in contingency funds for the project to go to construction. It is likely that these contingency funds will not be needed. [Electronic Item 9](#) contains copies of the three letters the RTC requested at its December 14, 2017, meeting. RTC members and staff will be attending the Texas Transportation Commission meeting on January 25, 2018.

2:15 – 2:25

10. **Mobility 2045 Update**

Action Possible Action Information Minutes: 10

Presenter: Kevin Feldt, NCTCOG

Item Summary: Work continues on the region's next long-range transportation plan, Mobility 2045. Staff will present a brief overview of the progress to date, including special initiatives. In addition, staff will present information regarding:

- Major policy revisions from Mobility 2040 (including new technology policies and a tolled/managed lane policy) and draft Mobility 2045 policies
- Major program revisions from Mobility 2040 and draft Mobility 2045 programs
- Draft financial plan
- Schedule for completion

Background: The last comprehensive update of the Metropolitan Transportation Plan (MTP) occurred in 2016 with the adoption of Mobility 2040. Staff has continued MTP development with a variety of efforts. Development will continue over the next several months. The Regional Transportation Council is expected to take action on Mobility 2045 in June 2018. Mobility 2045 will reassess existing recommendations and include new demographics, financial forecasts, and planning initiatives.

2:25 – 2:35

11. **Dallas-Fort Worth Clean Cities Fleet Recognition and Annual Survey**

Action Possible Action Information Minutes: 10

Presenter: Chris Klaus, NCTCOG

Item Summary: Staff will recognize fleets who earned Bronze or Silver Fleet levels through the Dallas-Fort Worth Clean Cities (DFWCC) fleet recognition program for their 2016 activities. Staff will also highlight and request participation in the Clean Fleet Policy and the Clean Cities 2017 annual survey.

Background: The North Central Texas Council of Governments has been the host organization for DFWCC, a United States Department of Energy (DOE) initiative to increase energy security and reduce petroleum consumption in the transportation sector since 1994. Clean Cities coalitions are required to complete annual reporting to DOE every March. In order to complete this reporting, DFWCC seeks information from local fleets about alternative fuel use and other fuel-saving activities. Three years ago, DFWCC began a recognition program to highlight fleets who demonstrate excellence in their fleet reporting. In December 2017, DFWCC staff announced fleets who had earned bronze or silver designation based on their 2016 reports.

In preparation for the March 2018 submittal to DOE, staff is preparing to collect fleet reports describing 2017 activities. DFWCC has a goal to demonstrate a 15 percent increase in petroleum displacement each year as part of this report. Fleets must complete this reporting in order to earn fleet recognition and to comply with partnership elements of the Regional Transportation Council's Clean Fleet Policy. Details can be found in [Electronic Item 11](#).

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, February 8, 2018, at the North Central Texas Council of Governments.**

MINUTES**REGIONAL TRANSPORTATION COUNCIL
December 14, 2017**

The Regional Transportation Council (RTC) met on Thursday, December 14, 2017, at 1:00 pm in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following members or representatives were present: Douglas Athas, Tennell Atkins, John Ryan (representing Sara Bagheri), Sue S. Bauman, Carol Bush, Loyl C. Bussell, Rickey D. Callahan, Mike Cantrell, David L. Cook, Rudy Durham, Charles Emery, Gary Fickes, Robert Franke, Sandy Greyson, Roger Harmon, Ron Jensen, Bryan Bird (representing Jungus Jordan), Lee M. Kleinman, Harry LaRosiliere, David Magness, Jon Michael Franks (representing Scott Mahaffey), B. Adam McGough, Steve Mitchell, Cary Moon, Stan Pickett, Mark Riley, Kelly Selman, Will Sowell, Mike Taylor, Keith Stephens (representing Stephen Terrell), T. Oscar Trevino Jr., William Tsao, Oscar Ward, Duncan Webb, Kathryn Wilemon, W. Jeff Williams, and Ann Zadeh.

Others present at the meeting were: David S. Arbukle, Kate Atwood, Tom Bamonte, Berrien Barks, Jay Barksdale, Carli Baylor, Natalie Bettger, Jonathan Blackman, Alberta Blair, David Boski, Bob Brown, David Cain, Marrk Callier, Drew Campbell, Jack Carr, Angie Carson, Sarah Chadderdon, Maribel Chavez, Lori Clark, Nancy Cline, Jim Coffey, Brian Crooks, Mike Curtis, Clarence Daugherty, Shelley Davis, Inga Dedow, Brian Dell, Cody Derrick, Kim Diederich, Chris Dyser, Chad Edwards, Traci Enna, Baylea Evans, Kevin Feldt, Brian Flood, Rhiannon Friedman, Mike Galizio, Christie Gotti, Jim Griffin, Victor Henderson, Philip Hiatthaigh, Jodi Hodges, Kristina Holcomb, Mark Holliday, Ivan Hughes, Terry Hughes, Tim James, Amy Rideout Johnson, Tony Kimmey, Ken Kirkpatrick, Chris Klaus, Paul Knippel, Kevin Kroll, Sonya Landrum, April Leger, Ray Leszcynski, Eron Linn, Amanda Long-Rodriguez, Ramiro Lopez, Stanford Lynch, Kate Marshall, Axel Herrmann, Michael Miles, Cliff Miller, Amy Moore, Erin Moore, Michael Morris, Jeff Neal, Mark Nelson, Corey Nesbit, John Nguyen, Mickey D. Nowell, Donald Parker, Johan Petterson, John Polster, Greg Porter, James Powell, Vercie Pruitt-Jenkins, Michelle Raglon, Chris Reed, Bill Riley, Christina Roach, Tito Rodriguez, Greg Royster, Moosa Saghian, Steve Salin, Jessica Scott, Randy Skinner, Dean Stuller, Gerald Sturdivant, Gary Thomas, Jonathan Toffer, Lauren Trimble, Dan Vedral, Mitzi Ward, Jonathan Weist, Amanda Wilson, Brian Wilson, Alicia Winkelblech, Sarah Wraight, Ed Wueste, Jing Xu, and Kate Zielke.

1. **Approval of November 9, 2017, Minutes:** The minutes of the November 9, 2017, meeting were approved as submitted in Reference Item 1. Lee M. Kleinman (M); Charles Emery (S). The motion passed unanimously.
2. **Consent Agenda:** There were no items on the Consent Agenda.
3. **Orientation to Agenda/Director of Transportation Report:** Michael Morris reviewed items on the Director of Transportation report and provided an overview of the agenda. A holiday letter published in the *Fort Worth Star Telegram* was provided in Electronic Item 3.1. He congratulated the Texas Department of Transportation (TxDOT) Dallas District on the environmental clearance of Loop 9 from IH 35E to IH 45. In addition, he congratulated the TxDOT Fort Worth District on the opening of the SH 360 project anticipated in April 2018. The 2018 Regional Transportation Council (RTC) meeting schedule was provided in Electronic Item 3.2. Current air quality funding opportunities for vehicles were provided in Electronic Item 3.3. Information on an upcoming idle reduction webinar was provided in

Electronic Item 3.4. A Volkswagen Settlement update was provided in Electronic Item 3.5.1. The Texas Commission on Environmental Quality has been designated as the statewide lead agency for the mitigation trust. Related correspondence was provided in Electronic Item 3.5.2. November public meeting minutes were provided in Electronic Item 3.6, and the December input opportunity notice was provided in Electronic Item 3.7. A traffic count fact sheet was provided in Electronic Item 3.8. The public comments report was provided in Electronic Item 3.9, recent correspondence in Electronic Item 3.10, recent news articles in Electronic Item 3.11, and recent press releases in Electronic Item 3.12. Transportation partner progress reports were distributed at the meeting.

4. **Performance Measures: Roadway Safety and Transit Asset Management:** Natalie Bettger requested Regional Transportation Council (RTC) approval of proposed regional targets for measuring and evaluating the performance of two aspects of the transportation system: roadway safety and transit asset management. Federal legislation identifies quantitative performance measure requirements and targets that must be tracked and reported annually, two of which were presented at the meeting. Proposed targets were prepared in coordination with State and regional partners. For safety targets, the Texas Department of Transportation led the coordination effort and established a 2 percent reduction for each safety target to be achieved by 2022. North Central Texas Council of Governments (NCTCOG) targets for each safety performance measure were provided in Reference Item 4. In addition, at its November 9, 2017, RTC meeting members asked that staff establish an aspirational regional goal stating that even one death on the transportation system is unacceptable. NCTCOG safety projects and programs being implemented within the region that address State safety emphasis areas were highlighted. As staff continues to move forward with existing and new types of programs, safety benefits that help meet targets and reduce the number of injuries and fatality crashes within the region will be tracked and reported to the RTC. For transit asset management, there are four categories of transit assets. Two categories are RTC emphasis areas: rolling stock (transit vehicles) and infrastructure (rail track). Targets focus on the aging condition of assets with the goal that no assets are older than the industry standard for maximum service or performance restrictions. In addition, further coordination is needed with transit agencies to develop standardized performance measures across all transit agencies. Additional details were provided in Reference Item 4. The timeline for this effort was reviewed. Ms. Bettger noted that the target-setting deadline for transit asset management is December 27, 2017, and February 27, 2018, for roadway safety. A motion was made to approve the regional targets for roadway safety and transit asset management as detailed in Reference Item 4 and to direct staff to continue coordination with transit providers to standardize a regional transit asset management approach. Action also included approval of the aspirational goal for roadway safety that even one death on the transportation system is unacceptable. Mike Cantrell (M); Mike Taylor (S). The motion passed unanimously.
5. **US 75 Technology Lanes Next Steps:** Michael Morris presented a proposed initiative to request legislative assistance to advance technology lane improvements in the US 75 corridor. The Regional Transportation Council (RTC) has funded improvements to US 75 that will modernize interim high-occupancy vehicle (HOV) improvements on US 75 in Dallas and Collin counties. The improvements are modeled after similar improvements on SH 161 in Irving between SH 183 and Belt Line Road. Staff has developed a white paper outlining reasons the improvements are needed in the corridor. The US 75 improvements will include the use of shoulder lanes in the peak period. In addition, shoulder lanes in the off-peak period are proposed to mitigate non-recurring, incident-related congestion. Partners with the Federal Highway Administration Division Office have been coordinating with staff because

the project was previously approved by the RTC using Congestion Mitigation and Air Quality Improvement Program funds that have associated constraints. Staff's recommendation is to escalate the discussion to members of the North Texas congressional delegation requesting a one sentence piece of legislation be approved, similar to legislation approved in other parts of the country. Proposed correspondence, including a graphic of existing technology lanes in SH 161, the enacted legislation in other parts of the country, and draft language needed to advance the HOV lane improvements on US 75 were provided in Reference Item 5. Mr. Morris noted that similar improvements will be considered in the western portion of the region in the future to make better use of shoulders during incidents and accidents. A motion was made to approve correspondence to members of the North Texas congressional delegation requesting legislation be approved to advance US 75 high-occupancy vehicle technology lane improvements, provided in Reference Item 5. Duncan Webb (M); Steve Mitchell (S). The motion passed unanimously.

6. **"Big Projects": IH 635 East Update and Communication Program with the Texas Legislature**: Michael Morris provided an update on the IH 635 East project and presented a proposed communication program with the Texas Legislature. He noted that the Texas Transportation Commission (TTC) met earlier in the day. Because the meeting occurred on the same day as the Regional Transportation Council (RTC) meeting, members were unable to also attend the TTC meeting. Correspondence to the TTC was proposed to express the RTC's willingness for members to attend the January 2018 Commission meeting to communicate the importance of IH 635 East to the North Texas region. Mr. Morris highlighted Reference Item 6.4, distributed at the meeting. The correspondence included comments regarding the Texas Department of Transportation's (TxDOT) proposed updates to the 2018 Unified Transportation Program, as a result of action taken at the November 9, 2017, RTC meeting. Also included was information regarding the fair share allocation, the importance of implementing IH 635 East, and reference to RTC Policy 17-01 supporting IH 635 Phase 3 from US 75 to and including the IH 30 Interchange approved in October 2017. The RTC Chair also provided correspondence to the TTC urging that it expedite the IH 635 Phase 3 procurement process, provided in Electronic Item 6.1. Mr. Morris noted that it was staff's understanding that the project was removed from the December TTC agenda and would potentially be placed on the January TTC agenda. Mr. Morris noted communication in Reference Item 6.4, that IH 635 East is not proposed as a toll road, but rather as a project with tolled managed lanes as only one component of the project. The project would result in approximately 14 lanes of non-tolled roadway; ten non-tolled highway lanes and at a minimum, four non-tolled frontage road lanes. In addition, two tolled managed lanes in each direction are included in the proposed projects (one more than today in each direction). He noted that he believed there is a misunderstanding by many regarding the region's intentions. He added that Electronic Item 6.3 contained correspondence from the North Texas Tollway Authority (NTTA) regarding the primacy waiver on IH 635. Mr. Morris highlighted Electronic Item 6.2. The region has built approximately \$28 billion in projects since 2000, leading the State in transportation delivery in partnership with TxDOT and NTTA. Data was highlighted showing congestion levels in 2013-2016 that have not increased despite population gains of over 600,000 persons in the same timeframe, which is a result of transportation decisions made many years ago such as toll roads and tolled managed lanes. He also highlighted data showing the percentage of the most congested corridors in the Dallas-Fort Worth region, which has been reduced by 30 percent in the same 2013-2016 timeframe. Remaining congestion supports the continued need for the fair share allocation. In addition, he highlighted a graphic showing the relationship of transportation revenues versus needs, with needs being much greater than the revenue from Congress and the Texas Legislature, as well as the RTC's responsibilities regarding

transportation. Mr. Morris also highlighted 15 questions to engage the Legislature to potentially increase transportation revenue. The first group of questions addresses the local congressional delegation: 1) why are revenues not collected smarter, 2) why is Texas sending money to other states, 3) why is Texas being short changed using old formulas, 4) why is everyone not paying taxes, and 5) why can't the Dallas-Fort Worth region pilot test the new federal infrastructure program since Texas is one of the few donor states. The second group of questions addresses the Texas Legislature: 6) why are revenues not collected smarter, 7) why is Texas sending money to other states, 8) why can't TxDOT borrow funds when the cost of construction is greater than the cost of money, 9) why can't TxDOT use the credit rating of the State and pay lower interest, 10) why did the Legislature reduce TxDOT's construction revenue by changing TxDOT interest payments, 11) why can't the Legislature give TxDOT more reliable authority on new revenue sources, 12) why does the Legislature restrict transit choices that lower the need for freeway capacity, toll managed lanes, and toll road lanes, 13) why does Texas let tax dollars leak to neighboring states for entertainment choices, 14) why does Texas resist local option revenue generation, and 15) why can't the Legislature support new institutional structures to deliver next generation technology, rail, people mover, and transportation reward programs. Staff proposed that the RTC approve advancement of a legislative conversation through the 15 revenue ideas presented in Electronic Item 6.2. Lee M. Kleinman stated the he believed discussion should be focused on the IH 635 East project as a result of TTC actions earlier in the day. Mr. Morris discussed concerns raised by groups regarding tolled projects and criticism by the Legislature of the RTC's decision to advance tolled projects. Regarding IH 635 East, North Central Texas Council of Governments (NCTCOG) staff requested that the project be placed on the December Texas Transportation Commission agenda. The TTC pulled the IH 635 East and IH 35E projects from the December agenda earlier in the day. He noted that his presentation includes proposed communication with the Legislature regarding transportation funding, as well as the importance of moving forward with the implementation of the IH 635 East project.

Several members expressed appreciation to staff for its efforts, but frustration that there has been no progress with the State regarding tolled managed lanes and the need for increased transportation funding. Some members also expressed disappointment that the IH 635 East project was removed from the December TTC agenda and frustration that a different outcome in January is not expected. Mr. Morris noted that staff's recommendation is that the Texas Transportation Commission be asked to place the IH 635 East project on the January 2018 TTC agenda, that the procurement process move forward quickly, and that RTC members be in attendance at the meeting to express its opinions. RTC Chair Rob Franke discussed the RTC's approach and strategy moving forward. Having members at the January TTC meeting would allow for members to communicate and present a strong case with the passion necessary to move projects forward in the region. Mr. Morris clarified for members that the purpose of inventorying the 15 legislative ideas is to communicate ideas to increase transportation funding. Discussion by members continued. A request was made by Rickey Callahan that the RTC send a letter stating its displeasure that the IH 635 East item was pulled from the December TTC agenda. Steve Mitchell noted the importance of communicating the financial impact of further delay to the IH 635 East project. Lee M. Kleinman noted the value of remaining united and invited Garland, Richardson, and Mesquite to meet to develop a strategy. Charles Emery requested that staff develop a Plan "B" for Mobility 2045 to show the level of service and other impacts in the region if tolled projects are not included in the long-range transportation plan. A motion was made to approve that the Regional Transportation Council engage the legislature in a longer-term conversation, send a letter indicating disappointment that IH 635 East continues to be

delayed, request the IH 635 East project be posted on the January Texas Transportation Commission agenda and that RTC members will be in attendance to articulate the region's desire to advance the IH 635 project, and work with the Texas Department of Transportation and Texas Transportation Commission on the barriers remaining that need to be eliminated prior to the January meeting. Douglas Athas (M); T. Oscar Trevino Jr. (S). Kelly Selman and Loyl Bussell abstained from the vote. RTC Vice Chair Gary Fickes made a friendly amendment to include the Governor and Lieutenant Governor on the communication of disappointment to the Commission. The friendly amendment was accepted. The motion passed. (The meeting minutes indicate that the TTC pulled the IH 635 East and IH 35E projects from the December TTC agenda earlier in the day. Most of the state had the same impression. Following the RTC meeting, staff were made aware that the TTC funded non-tolled portions of the IH 635 East project, but did not fund the tolled portions.)

7. **Transportation, Housing and Urban Development Floor Amendment: Rescission of Contract Authority (Carryover from October RTC Meeting):** Amanda Wilson provided a legislative update related to Fiscal Year (FY) 2018 appropriations that include Transportation, Housing, and Urban Development funding. The FY2018 appropriations is a continuing resolution through December 22 that continues funding at the FY2017 levels. The House has passed its full FY2018 bill, but the Senate bill has only passed through the Committee process. In addition, the House and Senate have each passed a tax bill and negotiations are ongoing. The Senate and the House FY2018 appropriations differ on several items. The Senate appropriations provides for \$1.5 billion in additional funding than 2017, restores Transportation Investments Generating Economic Recovery (TIGER) grants, funds the transit Capital Investment Grants program, but includes no funding for automated vehicle research. The House version of appropriations provides for \$1.1 billion less funding than 2017, cuts all funding for TIGER grants, cuts the transit Capital Investment Grants program, and provides \$100 million for automated vehicle research. Of biggest concern is the \$800 million contract authority rescission. Although rescissions are not new to transportation, the Woodall Amendment strikes language that prevents the current highway rescission from applying to safety programs and to sub-allocated Surface Transportation Block Grant Program funds, which historically were exempt from the rescissions. In addition, the amendment strikes the proportionately clause that historically required rescission to be taken proportionally. This gives states more flexibility but ends the protections that metropolitan planning organization funds have traditionally had regarding rescissions. Regional Transportation Council (RTC) correspondence was provided to the House in September opposing the amendment and was included as Electronic Item 7. There is no such provision in the Senate appropriations language. Staff will continue to monitor the appropriations and provide updates to the RTC.
8. **Air Quality Update:** Chris Klaus provided a summary of the 2017 ozone season for the Dallas-Fort Worth region, as well as other air quality updates. The end of November concluded the 2017 ozone season. For the first season on record, no level red ozone days were experience in the region and the number of exceedances continue to trend downward. The Environmental Protection Agency (EPA) 2008 standard for attainment is 75 parts per billion (ppb), and the region's design value is 79 ppb. The design value is the three-year average of the 2015, 2016, and 2017 seasons. Mr. Klaus noted that in 2015, the region experienced a design value of 88 ppb. Next year's average will not include this 88 design value so the future design value is expected to continue to decrease. However, attainment was not reached. Data showing the decreasing design value relative to the significant population growth in the region was highlighted. In addition, the ratio of nitrogen oxides (NO_x) and volatile organic compounds (VOC) was highlighted which indicate that NO_x

reductions are decreasing faster than VOC. Staff will send correspondence to the Texas Commission on Environmental Quality (TCEQ) seeking its input, which could result in different strategies moving forward to address air quality as a result of the converging NO_x/VOC ratio trends. The Regional Transportation Council has already funded specific VOC reduction programs and strategies to continue to be successful in the implementation of long-range transportation plan projects. Monitor exceedances for the 2008 ozone standard of 75 ppb were highlighted, with only one monitor out of 20 in the region exceeding the standard. Regarding the 2015 ozone standard of 70 ppb that was released in 2015, no attainment designations have been made. Monitor exceedances for the 2015 standard were noted. In November 2017, the EPA designated counties under the 2015 standard as attainment/unclassifiable or unclassifiable. No counties in North Central Texas were listed. However, additional counties may be added. In the coming months, staff will continue to monitor next steps associated with the region's design value being higher than the 75 ppb standard. In addition, staff will monitor the EPA's final designations and associated rules to the 70 ppb standard. Staff will also conduct a transportation conformity analysis on Mobility 2045. For the 2018 ozone standard, staff will work to enhance its communication plan for the region and continue to develop and implement mobile source emission reduction programs. As noted, staff will compose a letter to TCEQ on the NO_x and VOC ratios. Details were provided in Electronic Item 8.

9. **Mobility 2045 Update:** Kevin Feldt presented an overview of the progress to date as work continues on the region's next long-range transportation plan. The Mobility Plan development process was reviewed, as well as the upcoming related schedule. A Regional Transportation Council (RTC) workshop is scheduled for February 8, 2018, at which staff will present details for the proposed recommendations for Mobility 2045. Final Mobility 2045 action will be requested at the June 14, 2018, RTC meeting. Major project recommendations were highlighted. Recommendations build on the Mobility 2040 Plan, are consistent with House Bill 20, and are consistent with federal regulations. North Central Texas Council of Governments (NCTCOG) staff coordinates with stakeholders, partners, local governments, and transportation authorities throughout the region. Asset optimization recommendations were highlighted. These include existing facilities that can be modified to gain additional utility. Draft transit corridor projects were also highlighted. Recommendations are similar to Mobility 2040 and include the addition of express bus lanes on IH 35W, IH 30, US 75, and the Frisco rail corridor. Mr. Feldt also highlighted major arterial recommendations. Staff developed criteria for arterial system needs based on changes in population, employment densities, arterial spacing, congestion on arterials, and connectivity. In addition, he discussed both major and arterial roadway corridors for future evaluation, primarily located in southwest Denton County, northwest Collin County, northeast Parker County, and northwest Ellis County. Finally, major roadway recommendations were presented. Recommendations are similar to Mobility 2040, with additions such as Loop 9 and the outer loop in Collin County as a frontage road system on the east side of the county and a full facility between SH 121 and IH 35 in Denton County. Other facilities added include a loop around the west side of Denton and IH 20 in Parker County. Mr. Feldt noted RTC members would receive an email following the meeting containing proposed maps and tables for easier review.

Michael Morris noted staff will make every effort to have information for the January meeting for Mr. Emery's request to remove the tolled managed lanes, re-simulate, quantify the magnitude of congestion, and translate into a dollar cost. He noted technology will be an important component of Mobility 2045. He highlighted various transit options that may be operated by the public sector, private sector, or public sector through a private-sector

contractor. Examples include for-hire taxis, transportation network companies such as Uber and Lyft, bicycle share programs, automated car share programs, on-demand network shared-ride initiatives, elderly/disabled services through technology-based private contracts, guaranteed transit, and air taxis. In addition, next generation people movers will potentially move both people and goods, and high-speed rail may include next generation magnetic levitation technology. He noted the importance of being sensitive to these types of technology efforts in Mobility 2045 so the appropriate policies and programs are included that will nurture the private-sector transportation revolution. Mr. Morris also discussed the City of Arlington's commitments. Those include General Motor's test track, the three station high-speed rail concept that must be finalized by February 1, 2018, and the people mover connection to the CentrePort station and the Dallas Fort Worth International Airport that must also be finalized by February 1. Arlington is working with the region not only on the partnership it needs to have with the public-sector entity but also the generation of a new private sector sensitivity and capability with regard to these items. The General Motors Manufacturing Plant vehicle/parts transport mover system concept that will use the General Motors test track was presented. Similar technology could be used in the Legacy area, hospital district in Dallas, and Downtown Arlington to the Centreport station and the Dallas Fort Worth International Airport. He also presented conceptual drawings for bridges and the possibility that signage could be placed on bridges with the private sector paying for its name to be on the bridge as a revenue generator. The City of Arlington's demand response rideshare program was also highlighted. The transit option uses on-demand, real-time routing for lower volume transportation needs in Arlington. Also highlighted was Hyperloop technology and a potential pilot project in the region. Mr. Morris noted RTC members would be emailed a copy of the presentation following the meeting. Ann Zadeh noted that traditionally, public transit has been a necessity for a portion of the population that are transit dependent. Since many of the technologies highlighted may be expensive or rely on technology to access, she expressed concern that access may not be equitable for the transit dependent population. Mr. Morris discussed a situation earlier in the week in which social agencies/shelters did not have transit passes for clients to access training or interviews. He proposed staff bring a strategy to the RTC to develop an incentive program to work with this component of the region's population to have equitable access. Proposed efforts would be coordinated with transportation authorities and to those that are providing social services. Ms. Zadeh requested that this item be added to a future agenda.

10. **Rise of Fraudulent Temporary Vehicle Registration Tags:** Chris Klaus presented information on the increase in fraudulent and improper temporary vehicle registrations since the elimination of inspection certificates. Legislation in 2013 was successful in eliminating counterfeit inspection certifications, but there has been a significant rise in fraudulent temporary registration tags. This is due to numerous tag types with similar designs, different tag placement requirements, and a lack of security features making fraudulent tags difficult to identify and enforce. The fraudulent tags not only have a revenue impact to state/local jurisdictions due to lack of registration and inspection fee collections, but also to tolling authorities unable to collect tolls, as well as air quality impacts due to vehicles circumventing the emissions inspection requirements. In addition, many fraudulent tags have been tied to more severe criminal activity, and enforcement efforts are reduced since enforcement funding was vetoed by the Governor in the last legislative session. Moving forward, staff will work to investigate opportunities for law enforcement training and pursue enforcement funding opportunities. In addition, in the next legislative session staff will work on possible changes to the temporary tag process and develop potential solutions. Details were provided in Electronic Item 10.

11. **Transportation Funding Categories Summary:** Christie Gotti highlighted the summary of transportation funding categories provided to members in Electronic Item 11, as requested by Regional Transportation Council Chair Rob Franke at the November 9, 2017, meeting. The summary includes the funding category name, description, selection entity, and whether the funds are formula allocated. Examples include Category 2, which are funds selected by the Metropolitan Planning Organization (MPO) in coordination with the Texas Department of Transportation (TxDOT). These funds are formula allocated to the region. Another example is Category 4 3C, part of Category 4 funds established by the House Bill 20 10-year planning process for Congestion Connectivity Corridor funding. These funds are formulated allocated and selected by TxDOT in coordination with the MPO. In addition, Category 12 Clear Lanes is only available for four areas in the state: Austin, Dallas-Fort Worth, Houston, and San Antonio. Although initially unclear, the Texas Transportation Commission (TTC) intends that these funds be used for the top 100 most congested projects in the state. When staff selected projects for the 10-year Plan in December 2016, the TTC's expectations for Clear Lanes funding were unclear. Staff will continue to coordinate on changes to project listings to fulfill the expectations for the funding. Additional funding categories are listed and summarized in Electronic Item 11.
12. **Progress Reports:** Regional Transportation Council attendance was provided in Reference Item 12.1, and the current Local Motion was provided in Electronic Item 12.2.
13. **Other Business (Old or New):** There was no discussion on this item.
14. **Future Agenda Items:** Ann Zadeh requested a future agenda item on the equitable accessibility of transit as the region moves forward with advances in transit technology options.
15. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for Thursday, January 11, 2018, 1:00 pm, at the North Central Texas Council of Governments.

The meeting adjourned at 2:55 pm.

How to Read the Project Modification Listings - Roadway Section

The project listing includes all projects for which Regional Transportation Council action will be requested during this Transportation Improvement Program (TIP) modification cycle. Below is a **sample** TIP modification project listing. The fields are described below.

TIP Code: 11461 **Facility:** SH 289 **Location/Limits From:** AT INTERSECTION OF PLANO PARKWAY **Modification #:** 2017-0004
Implementing Agency: PLANO
County: COLLIN **CSJ:** 0091-05-053
City: PLANO **Desc:** 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
Request: REVISE LIMITS TO SH 289 FROM VENTURA DR TO 500 FEET WEST OF BURNHAM DRIVE AND ON PRESTON ROAD FROM ALLIANCE BLVD TO DEXTER DRIVE; REVISE SCOPE TO INTERSECTION IMPROVEMENTS TO REMOVE DOUBLE INTERSECTION, INCLUDING ADDING DUAL LEFT TURN LANES AND A RIGHT TURN LANE ON EACH APPROACH; RECONSTRUCT ALLIANCE BLVD INTERSECTION; ADD SIDEWALKS; INCREASE ENGINEERING FUNDING IN FY2015 AND DELAY TO FY2017; INCREASE CONSTRUCTION FUNDING IN FY2017

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2007	ENG	0091-05-053	Cat 7:	\$144,000	\$18,000	\$0	\$18,000	\$0	\$180,000
2015	ENG	0091-05-053	Cat 7:	\$256,000	\$32,000	\$0	\$32,000	\$0	\$320,000
2017	CON	0091-05-053	Cat 5:	\$1,280,000	\$160,000	\$0	\$160,000	\$0	\$1,600,000
2017	CON	0091-05-053	Cat 7:	\$1,200,000	\$150,000	\$0	\$150,000	\$0	\$1,500,000
Phase Subtotal:				\$2,480,000	\$310,000	\$0	\$310,000	\$0	\$3,100,000
Grand Total:				\$2,880,000	\$360,000	\$0	\$360,000	\$0	\$3,600,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2007	ENG	0091-05-053	Cat 7:	\$144,000	\$18,000	\$0	\$18,000	\$0	\$180,000
2016	ENG	0091-05-053	Cat 7:	\$496,000	\$62,000	\$0	\$62,000	\$0	\$620,000
2017	CON	0091-05-053	Cat 5:	\$2,050,000	\$260,000	\$0	\$260,000	\$0	\$2,570,000
2017	CON	0091-05-053	Cat 7:	\$1,950,000	\$240,000	\$0	\$240,000	\$0	\$2,430,000
Phase Subtotal:				\$4,000,000	\$500,000	\$0	\$500,000	\$0	\$5,000,000
Grand Total:				\$4,640,000	\$580,000	\$0	\$580,000	\$0	\$5,800,000

TIP CODE:	The number assigned to a TIP project, which is how NCTCOG identifies a project.
FACILITY:	Project or facility name or location (i.e., highway number); some HWY labels used for non-highway projects in the TIP are: VA (various), CS (city street), MH (municipal highway), and SL (state loop).
LOCATION/LIMITS FROM:	Cross-street or location identifying the ends limits of a project.
LOCATION/LIMITS TO:	Identifies the ending point of the project.
MODIFICATION #:	The number assigned to the modification request by North Central Texas Council of Governments (NCTCOG) staff.
IMPLEMENTING AGENCY:	Identifies the lead public agency or municipality responsible for the project.
COUNTY:	County in which project is located.
CONT-SECT-JOB (CSJ):	The Control Section Job Number is a TxDOT-assigned number given to track projects.
CITY:	City in which project is located.
DESCRIPTION (DESC):	Brief description of work to be performed on the project.
REQUEST:	As projects are modified through subsequent TIP/STIP modification cycles, the requested change will be noted.
CURRENTLY APPROVED FUNDING TABLE:	Provides the total funding currently approved for a project; incorporates total funding for all fiscal years and phases. This table will not appear for a modification that is adding a new project to the TIP/STIP.
FY:	Identifies the fiscal year in which the project occurs.
PHASE:	Identifies the phases approved for funding. ENG is Engineering, ENV is Environmental, ROW is Right-of-Way Acquisition, UTIL is Utility Relocation, CON is construction, CON ENG is Construction Engineering, IMP is Implementation, and TRANS is a Transit Transfer.
FUNDING SOURCE:	Identifies the sources that are used to fund the project. Chapter III of the TIP/Statewide Transportation Improvement Plan (STIP) provides description of the different funding categories and outlines abbreviations commonly used for the categories: http://www.nctcog.org/trans/tip/17-20/index.asp
REVISION REQUESTED FUNDING TABLE:	Provides the total proposed funding for a project as a result of the requested change; incorporates total funding for all fiscal years and phases.

PROPOSED FEBRUARY 2018 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 25023 **Facility:** VA **Location/Limits From:** TRAFFIC MANAGEMENT CENTER **Modification #:** 2017-0518
Implementing Agency: GRAND PRAIRIE
County: VARIOUS **CSJ:** 0000-18-083
City: GRAND PRAIRIE **Desc:** FACILITATE VIDEO AND DATA EXCHANGE BETWEEN CITY OF GRAND PRAIRIE, TXDOT (FORT WORTH & DALLAS DISTRICTS), AND NTTA THROUGH C2C SOFTWARE
Request: DE-FEDERALIZE PROJECT AND MOVE FEDERAL FUNDING TO TIP 25036/CSJ 0918-47-913; UPDATE CSJ FROM 0918-00-961 TO 0000-18-083; GRAND PRAIRIE TO IMPLEMENT THIS PROJECT WITH 100% LOCAL FUNDS
Comment: LOCAL CONTRIBUTION PAID BY GRAND PRAIRIE

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	CON	0918-00-961	Cat 5:	\$330,400	\$0	\$0	\$82,600	\$0	\$413,000
Grand Total:				\$330,400	\$0	\$0	\$82,600	\$0	\$413,000

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	CON	0918-00-961	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$413,000	\$413,000
Grand Total:				\$0	\$0	\$0	\$0	\$413,000	\$413,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	CON	0000-18-083	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$413,000	\$413,000
Grand Total:				\$0	\$0	\$0	\$0	\$413,000	\$413,000

Revisions since STTC Meeting: Include "Update CSJ from 0918-00-961 to 0000-18-083" in request

PROPOSED FEBRUARY 2018 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 54041 **Facility:** IH 20 **Location/Limits From:** WEST OF HAYMARKET RD **Modification #:** 2017-0597
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** WEST OF US 175
County: DALLAS **CSJ:** 2374-03-077
City: DALLAS **Desc:** CONSTRUCT 2 LANE EB AND WB FRONTAGE ROADS AND NEW RAMPS
Request: INCREASE FUNDING TO ACCOUNT FOR EXISTING AND ANTICIPATED CHANGE ORDERS
Comment: LOCAL CONTRIBUTION TO BE PAID BY BALCH SPRINGS

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2012	ENG	2374-03-077	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$500,000	\$500,000
2014	ROW	2374-03-077	S102:	\$0	\$218,763	\$0	\$0	\$0	\$218,763
2015	CON	2374-03-077	Cat 7:	\$5,780,408	\$1,445,102	\$0	\$0	\$0	\$7,225,510
Grand Total:				\$5,780,408	\$1,663,865	\$0	\$0	\$500,000	\$7,944,273

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2012	ENG	2374-03-077	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$500,000	\$500,000
2014	ROW	2374-03-077	S102:	\$0	\$218,763	\$0	\$0	\$0	\$218,763
2015	CON	2374-03-077	Cat 7:	\$5,780,408	\$1,445,102	\$0	\$0	\$0	\$7,225,510
2018	CON	2374-03-077	STBG:	\$640,000	\$160,000	\$0	\$0	\$0	\$800,000
Grand Total:				\$6,420,408	\$1,823,865	\$0	\$0	\$500,000	\$8,744,273

TIP Code: 11646 **Facility:** VA **Location/Limits From:** VARIOUS LOCATIONS **Modification #:** 2017-0603
Implementing Agency: TXDOT-FORT WORTH
County: TARRANT **CSJ:** 0902-00-180, 0902-00-181
City: VARIOUS **Desc:** BOTTLENECK REMOVAL THROUGH USE OF FREEWAY SHOULDERS
Request: CANCEL PROJECT
Comment: TXDOT HAS IDENTIFIED CSJ 0364-01-148 SH 121 FROM SH 183 TO GLADE ROAD, AS THE PROJECT LOCATION TO BE IMPLEMENTED WITH THESE FUNDS; THEREFORE, THESE FUNDS WILL BE MOVED TO TIP 13049/CSJ 0364-01-148

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	IMP	0902-00-180	Cat 7:	\$80,000	\$20,000	\$0	\$0	\$0	\$100,000
2018	IMP	0902-00-181	Cat 7:	\$1,200,000	\$300,000	\$0	\$0	\$0	\$1,500,000
Grand Total:				\$1,280,000	\$320,000	\$0	\$0	\$0	\$1,600,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	IMP	0902-00-180	STBG:	\$0	\$0	\$0	\$0	\$0	\$0
2018	IMP	0902-00-181	STBG:	\$0	\$0	\$0	\$0	\$0	\$0
Grand Total:				\$0	\$0	\$0	\$0	\$0	\$0

PROPOSED FEBRUARY 2018 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 40028 **Facility:** VA **Location/Limits From:** BROOKHAVEN COLLEGE CAMPUS - INTERCITY CONNECTIONS **Modification #:** 2017-0644
Implementing Agency: FARMERS BRANCH
County: DALLAS **CSJ:** 0918-47-140
City: FARMERS BRANCH **Desc:** PEDESTRIAN BRIDGE AND SIDEWALK ALONG MARSH LANE AND ON-STREET BIKEWAY IMPROVEMENTS ON ROSSER RD FROM IH 635 TO VALLEY VIEW LANE, INCLUDING SIGNAL IMPROVEMENTS AT THE ROSSER ROAD/VALLEY VIEW LANE INTERSECTION
Request: REVISE LIMITS AS "ON MARSH LANE AT FARMERS BRANCH CREEK" AND "ON VALLEY VIEW LANE AT ROSSER ROAD;" REVISE SCOPE TO "BROOKHAVEN COLLEGE CAMPUS - INTERCITY CONNECTIONS - CONSTRUCT PEDESTRIAN BRIDGE AND PURCHASE PEDESTRIAN SIGNALIZATION;" MOVE \$10,000 TOTAL TAP FUNDS FROM UTILITY PHASE TO CONSTRUCTION PHASE AND REMOVE UTILITY PHASE FROM FY2017; DELAY CONSTRUCTION AND CONSTRUCTION ENGINEERING PHASE TO FY2018
Comment: TOTAL PROJECT FUNDING SPLIT 75% FEDERAL AND 25% LOCAL; LOCAL CONTRIBUTION PAID BY THE CITY OF FARMERS BRANCH

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0918-47-140	Cat 9 TAP:	\$90,000	\$0	\$0	\$30,000	\$0	\$120,000
2017	UTIL	0918-47-140	Cat 9 TAP:	\$7,500	\$0	\$0	\$2,500	\$0	\$10,000
2017	CON	0918-47-140	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$5,210	\$5,210
2017	CON	0918-47-140	Cat 9 TAP:	\$379,940	\$0	\$0	\$126,647	\$0	\$506,587
Phase Subtotal:				\$379,940	\$0	\$0	\$126,647	\$5,210	\$511,797
2017	CONENG	0918-47-140	Cat 9 TAP:	\$33,310	\$0	\$0	\$11,103	\$0	\$44,413
Grand Total:				\$510,750	\$0	\$0	\$170,250	\$5,210	\$686,210

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0918-47-140	Cat 9 TAP:	\$96,000	\$0	\$0	\$24,000	\$0	\$120,000
2017	UTIL	0918-47-140	Cat 9 TAP:	\$0	\$0	\$0	\$0	\$0	\$0
2018	CON	0918-47-140	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$47,772	\$47,772
2018	CON	0918-47-140	Cat 9 TAP:	\$379,220	\$0	\$0	\$94,805	\$0	\$474,025
Phase Subtotal:				\$379,220	\$0	\$0	\$94,805	\$47,772	\$521,797
2018	CONENG	0918-47-140	Cat 9 TAP:	\$35,530	\$0	\$0	\$8,883	\$0	\$44,413
Grand Total:				\$510,750	\$0	\$0	\$127,688	\$47,772	\$686,210

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0918-47-140	Cat 9 TAP:	\$90,000	\$0	\$0	\$30,000	\$0	\$120,000
2017	UTIL	0918-47-140	Cat 9 TAP:	\$0	\$0	\$0	\$0	\$0	\$0
2018	CON	0918-47-140	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$5,210	\$5,210
2018	CON	0918-47-140	Cat 9 TAP:	\$387,440	\$0	\$0	\$129,147	\$0	\$516,587
Phase Subtotal:				\$387,440	\$0	\$0	\$129,147	\$5,210	\$521,797
2018	CONENG	0918-47-140	Cat 9 TAP:	\$33,310	\$0	\$0	\$11,103	\$0	\$44,413
Grand Total:				\$510,750	\$0	\$0	\$170,250	\$5,210	\$686,210

Revisions since STTC Meeting: Remove "Adjust Funding Shares To Be 80% Federal/20% Local And Move The Excess Local Match To Local Contribution" from the Request and Return Funding to 75% Federal/25% Local

PROPOSED FEBRUARY 2018 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 11465.1 **Facility:** US 75 **Location/Limits From:** US 75 FRONTAGE RDS IN RICHARDSON NORTH OF MIDPARK **Modification #:** 2017-0653
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** COLLIN CO LINE
County: DALLAS **CSJ:** 0047-07-206, 0047-07-222
City: RICHARDSON **Desc:** MOBILITY AND SAFETY INTERSECTION IMPROVEMENTS; ADD RIGHT HAND TURN LANES ON FRONTAGE ROADS
Request: INCREASE ENGINEERING FUNDING IN FY2013 AND ADJUST FUNDING SHARES TO BE 100% STATE FUNDING; UPDATE ROW FY TO FY2014; DELAY CONSTRUCTION TO FY2018 AND INCREASE CONSTRUCTION FUNDING IN FY2018 TO COVER EXISTING AND ANTICIPATED CHANGE ORDERS

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2013	ENG	0047-07-206	SBPE:	\$23,954	\$5,988	\$0	\$0	\$0	\$29,942
2013	ROW	0047-07-222	Cat 7:	\$1,490,400	\$372,600	\$0	\$0	\$0	\$1,863,000
2014	CON	0047-07-206	Cat 7:	\$583,477	\$145,869	\$0	\$0	\$0	\$729,346
2017	CON	0047-07-206	Cat 7:	\$51,064	\$12,766	\$0	\$0	\$0	\$63,830
Grand Total:				\$2,148,895	\$537,223	\$0	\$0	\$0	\$2,686,118

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2013	ENG	0047-07-206	SBPE:	\$0	\$76,536	\$0	\$0	\$0	\$76,536
2014	ROW	0047-07-222	Cat 7:	\$1,490,400	\$372,600	\$0	\$0	\$0	\$1,863,000
2014	CON	0047-07-206	Cat 7:	\$583,477	\$145,869	\$0	\$0	\$0	\$729,346
2018	CON	0047-07-206	STBG:	\$691,064	\$172,766	\$0	\$0	\$0	\$863,830
Grand Total:				\$2,764,941	\$767,771	\$0	\$0	\$0	\$3,532,712

PROPOSED FEBRUARY 2018 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 20209.2 **Facility:** US 175 **Location/Limits From:** US 175 CONNECTOR (ON SM WRIGHT PKWY PHASE 1/FORMERLY TRINITY PKWY PHASE 1/US 175) FROM IH 45 **Modification #:** 2017-0655
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** EAST OF BEXAR ST
County: DALLAS **CSJ:** 0197-02-122
City: DALLAS **Desc:** EXTEND US 175, RECONSTRUCTION INTERCHANGE WITH SM WRIGHT/SH 310, 2 LANE DIRECT CONNECTORS IN EACH DIRECTION WEST OF THE INTERCHANGE, RECONSTRUCT MAINLANES EAST OF INTERCHANGE TO BEXAR ST., 2/3 LANE FRONTAGE ON EACH SIDE BETWEEN LAMAR AND BEXAR ST.
Request: INCREASE CONSTRUCTION FUNDING AND ADD CONSTRUCTION PHASE TO FY2018 FOR CURRENT AND FUTURE CHANGE ORDERS

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	CON	0197-02-122	Cat 12:	\$15,152,000	\$3,788,000	\$0	\$0	\$0	\$18,940,000
2016	CON	0197-02-122	Cat 2M:	\$16,051,200	\$4,012,800	\$0	\$0	\$0	\$20,064,000
2016	CON	0197-02-122	Cat 7:	\$7,662,522	\$1,915,631	\$0	\$0	\$0	\$9,578,153
Phase Subtotal:				\$38,865,722	\$9,716,431	\$0	\$0	\$0	\$48,582,153
Grand Total:				\$38,865,722	\$9,716,431	\$0	\$0	\$0	\$48,582,153

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	CON	0197-02-122	Cat 12:	\$15,152,000	\$3,788,000	\$0	\$0	\$0	\$18,940,000
2016	CON	0197-02-122	Cat 2M:	\$16,051,200	\$4,012,800	\$0	\$0	\$0	\$20,064,000
2016	CON	0197-02-122	Cat 7:	\$7,662,522	\$1,915,631	\$0	\$0	\$0	\$9,578,153
Phase Subtotal:				\$38,865,722	\$9,716,431	\$0	\$0	\$0	\$48,582,153
2018	CON	0197-02-122	STBG:	\$800,000	\$200,000	\$0	\$0	\$0	\$1,000,000
Grand Total:				\$39,665,722	\$9,916,431	\$0	\$0	\$0	\$49,582,153

PROPOSED FEBRUARY 2018 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 665.2 **Facility:** US 75 **Location/Limits From:** AT PARK LANE **Modification #:** 2017-0656
Impementing Agency: TXDOT-DALLAS
County: DALLAS **CSJ:** 0918-45-381
City: DALLAS **Desc:** CONSTRUCT RIGHT TURN LANE ON NB US 75 FRONTAGE ROAD TO PARK LANE
Request: CANCEL PROJECT AS FHWA REMOVED PE FUNDING AS A RESULT OF THE 10 YEAR PE AUDIT; REMOVE FEDERAL FUNDING; OFFSETS FUNDING FOR REVISED PROJECT UNDER TIP 25043/CSJ 0918-47-914; REMAINING FUNDS WILL BE RETURNED TO REGIONAL POOL
Comment: PROJECT IS PART OF THE MILESTONE POLICY

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2010	ENG	0918-45-381	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$165,760	\$165,760
2018	ROW	0918-45-381	STBG:	\$2,560,000	\$0	\$0	\$640,000	\$0	\$3,200,000
2019	CON	0918-45-381	STBG:	\$2,800,000	\$0	\$0	\$700,000	\$0	\$3,500,000
Grand Total:				\$5,360,000	\$0	\$0	\$1,340,000	\$165,760	\$6,865,760

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2010	ENG	0918-45-381	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$0	\$0
2018	ROW	0918-45-381	STBG:	\$0	\$0	\$0	\$0	\$0	\$0
2019	CON	0918-45-381	STBG:	\$0	\$0	\$0	\$0	\$0	\$0
Grand Total:				\$0	\$0	\$0	\$0	\$0	\$0

TIP Code: 684 **Facility:** CS **Location/Limits From:** ON VALLEY VIEW/WALNUT FROM WEST OF GREENVILLE AVE **Modification #:** 2017-0657
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** EAST OF AUDELIA RD
County: DALLAS **CSJ:** 0918-45-374
City: DALLAS **Desc:** INTERSECTION IMPROVEMENTS AT SOUTH GREENVILLE AVE, ABRAMS RD, RICHLAND COLLEGE, AND AUDELIA RD
Request: CANCEL PROJECT AS FHWA REMOVED PE FUNDING AS A RESULT OF THE 10 YEAR PE AUDIT; REMOVE FEDERAL FUNDING; OFFSETS FUNDING FOR REVISED PROJECT UNDER TIP 25043/CSJ 0918-47-914; REMAINING FUNDS WILL BE RETURNED TO REGIONAL POOL
Comment: PROJECT IS PART OF THE MILESTONE POLICY

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
1997	ENG	0918-45-374	Cat 7:	\$833,000	\$0	\$0	\$208,250	\$0	\$1,041,250
2016	ROW	0918-45-374	Cat 7:	\$240,000	\$0	\$0	\$60,000	\$0	\$300,000
2019	CON	0918-45-374	Cat 7:	\$2,441,800	\$0	\$0	\$610,450	\$0	\$3,052,250
Grand Total:				\$3,514,800	\$0	\$0	\$878,700	\$0	\$4,393,500

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
1997	ENG	0918-45-374	Cat 7:	\$0	\$0	\$0	\$0	\$0	\$0
2016	ROW	0918-45-374	Cat 7:	\$0	\$0	\$0	\$0	\$0	\$0
2019	CON	0918-45-374	Cat 7:	\$0	\$0	\$0	\$0	\$0	\$0
Grand Total:				\$0	\$0	\$0	\$0	\$0	\$0

PROPOSED FEBRUARY 2018 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 11979.8 **Facility:** VA **Location/Limits From:** CLEAN TECHNOLOGIES REVOLVING LOAN PROGRAM **Modification #:** 2017-0660
Implementing Agency: NCTCOG
County: VARIOUS **CSJ:** 0902-00-170
City: VARIOUS **Desc:** ESTABLISH INNOVATIVE FINANCING TO OFFSET COST OF CLEAN VEHICLE TECHNOLOGIES (INCL. REPLACEMENTS, REPOWERS, RETROFITS, ALT FUELS, IDLE REDUCTION TECHNOLOGIES, ETC.) BY LEVERAGING FUNDING OPPORTUNITIES FOR INCREASED EMISSIONS REDUCTIONS
Request: ADD RTC LOCAL BACKSTOP FOR THE DEVELOPMENT PHASE OF THE CLEAN TECHNOLOGIES REVOLVING LOAN PROGRAM FOR IMPLEMENTATION IN FY2018, RTC LOCAL TO BE REPAID IF LOCAL MATCHING FUNDS ARE COLLECTED

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	IMP	0902-00-170	Cat 5:	\$3,000,000	\$0	\$0	\$750,000	\$0	\$3,750,000
Grand Total:				\$3,000,000	\$0	\$0	\$750,000	\$0	\$3,750,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	IMP	0902-00-170	Cat 3 - RTC/Local:	\$0	\$0	\$150,000	\$0	\$0	\$150,000
2017	IMP	0902-00-170	Cat 5:	\$3,000,000	\$0	\$0	\$750,000	\$0	\$3,750,000
Phase Subtotal:				\$3,000,000	\$0	\$150,000	\$750,000	\$0	\$3,900,000
Grand Total:				\$3,000,000	\$0	\$150,000	\$750,000	\$0	\$3,900,000

PROPOSED FEBRUARY 2018 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 11979.3 **Facility:** VA **Location/Limits From:** REGIONAL AIR QUALITY INITIATIVES (WESTERN SUBREGION) **Modification #:** 2017-0661
Implementing Agency: NCTCOG
County: TARRANT **CSJ:** 0902-00-157, 0902-00-158, 0902-00-159
City: VARIOUS **Desc:** ADMINISTER & IMPLEMENT INITIATIVES TO IMPROVE AIR QUALITY THROUGH AIR QUALITY PLANNING, CONTROL STRATEGY DEVELOPMENT, TECHNOLOGY/FUEL EVALUATION, DATA AND FEASIBILITY ANALYSES, POLICY & BEST PRACTICE DEVELOPMENT/DISSEMINATION, & STAKEHOLDER COLLABORATION
Request: INCREASE IMPLEMENTATION FUNDING IN FY2018 FOR AIR CHECK TEXAS IMPLEMENTATION; UPDATE LIMITS AS REGION-WIDE AIR QUALITY (AQ) INITIATIVES TO REDUCE EMISSIONS SUPPORTS NCTCOG STAFF, CONSULTANTS & PURCHASE OF MARKETING/OUTREACH MATERIALS TO EDUCATE PUBLIC/STAKEHOLDERS; UPDATE SCOPE AS ADMINISTER/IMPLEMENT AQ INITIATIVES INCLUDING CONTROL STRATEGY DEVELOPMENT & ENFORCEMENT, TECHNOLOGY/FUEL EVALUATION, DATA & FEASIBILITY ANALYSES, POLICY/BEST PRACTICE DEVELOPMENT/DISSEMINATION, STAKEHOLDER COLLABORATION, & AIR CHECK TEXAS ADMINISTRATION
Comment: 1,078,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	IMP	0902-00-158	Cat 3 - TDC (MPO):	\$0	\$0	\$276,000	\$0	\$0	\$0
2017	IMP	0902-00-158	Cat 7:	\$1,380,000	\$0	\$0	\$0	\$0	\$1,380,000
Phase Subtotal:				\$1,380,000	\$0	\$276,000	\$0	\$0	\$1,380,000
2018	IMP	0902-00-159	Cat 3 - TDC (MPO):	\$0	\$0	\$348,000	\$0	\$0	\$0
2018	IMP	0902-00-159	Cat 7:	\$1,740,000	\$0	\$0	\$0	\$0	\$1,740,000
Phase Subtotal:				\$1,740,000	\$0	\$348,000	\$0	\$0	\$1,740,000
2019	IMP	0902-00-157	Cat 3 - TDC (MPO):	\$0	\$0	\$224,000	\$0	\$0	\$0
2019	IMP	0902-00-157	Cat 7:	\$1,120,000	\$0	\$0	\$0	\$0	\$1,120,000
Phase Subtotal:				\$1,120,000	\$0	\$224,000	\$0	\$0	\$1,120,000
Grand Total:				\$4,240,000	\$0	\$0	\$0	\$0	\$4,240,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	IMP	0902-00-158	Cat 3 - TDC (MPO):	\$0	\$0	\$276,000	\$0	\$0	\$0
2017	IMP	0902-00-158	Cat 7:	\$1,380,000	\$0	\$0	\$0	\$0	\$1,380,000
Phase Subtotal:				\$1,380,000	\$0	\$276,000	\$0	\$0	\$1,380,000
2018	IMP	0902-00-159	Cat 3 - TDC (MPO):	\$0	\$0	\$578,000	\$0	\$0	\$0
2018	IMP	0902-00-159	STBG:	\$2,890,000	\$0	\$0	\$0	\$0	\$2,890,000
Phase Subtotal:				\$2,890,000	\$0	\$578,000	\$0	\$0	\$2,890,000
2019	IMP	0902-00-157	Cat 3 - TDC (MPO):	\$0	\$0	\$224,000	\$0	\$0	\$0
2019	IMP	0902-00-157	STBG:	\$1,120,000	\$0	\$0	\$0	\$0	\$1,120,000
Phase Subtotal:				\$1,120,000	\$0	\$224,000	\$0	\$0	\$1,120,000
Grand Total:				\$5,390,000	\$0	\$0	\$0	\$0	\$5,390,000

Revisions since STTC Meeting: **Revise Request as "Update Limits as Region-Wide Air Quality (AQ) Initiatives To Reduce Emissions Supports NCTCOG Staff, Consultants & Purchase Of Marketing/Outreach Materials To Educate Public/Stakeholders;" Update Scope as "Administer/Implement AQ Initiatives Including Control Strategy Development & Enforcement, Technology/Fuel Evaluation, Data & Feasibility Analyses, Policy/Best Practice Development/Dissemination, Stakeholder Collaboration, & Air Check Texas Administration"**

PROPOSED FEBRUARY 2018 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 20296 **Facility:** CS **Location/Limits From:** VALLEY RIDGE BLVD FROM MILL STREET **Modification #:** 2017-0663
Impementing Agency: LEWISVILLE **Location/Limits To:** COLLEGE STREET
County: DENTON **CSJ:** 0918-46-289
City: LEWISVILLE **Desc:** CONSTRUCT 0 TO 4 LANE DIVIDED URBAN ARTERIAL
Request: ADD ADDITIONAL CONSTRUCTION FUNDING IN FY2018 DUE TO COST OVERRUNS; INCREASE IN RTR 121-DE2 FUNDING OFFSET BY A DECREASE IN FUNDING ON TIP 20123/CSJ 0081-03-049
Comment: LOCAL CONTRIBUTION PAID BY CITY OF LEWISVILLE

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	CON	0918-46-289	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$4,700,000	\$1,175,000	\$0	\$5,875,000
Grand Total:				\$0	\$0	\$4,700,000	\$1,175,000	\$0	\$5,875,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	CON	0918-46-289	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$4,700,000	\$1,175,000	\$0	\$5,875,000
2018	CON	0918-46-289	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$10,270,000	\$10,270,000
2018	CON	0918-46-289	Cat 3 - RTR 121 - DE2:	\$0	\$0	\$1,300,000	\$325,000	\$0	\$1,625,000
Phase Subtotal:				\$0	\$0	\$1,300,000	\$325,000	\$10,270,000	\$11,895,000
Grand Total:				\$0	\$0	\$6,000,000	\$1,500,000	\$10,270,000	\$17,770,000

TIP Code: 25036 **Facility:** IH 30 **Location/Limits From:** MACARTHUR **Modification #:** 2017-0664
Impementing Agency: GRAND PRAIRIE **Location/Limits To:** SH 161
County: DALLAS **CSJ:** 1068-04-905
City: GRAND PRAIRIE **Desc:** INSTALLATION OF NEW DYNAMIC MESSAGE SIGNS AND NEW CCTV CAMERAS
Request: ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); OFFSETS A DECREASE ON TIP 25023/CSJ 0918-00-961
Comment: LOCAL CONTRIBUTION PAID BY CITY OF GRAND PRAIRIE

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	1068-04-905	SBPE:	\$0	\$75,000	\$0	\$0	\$0	\$75,000
2019	CON	1068-04-905	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$12,600	\$12,600
2019	CON	1068-04-905	Cat 5:	\$330,400	\$82,600	\$0	\$0	\$0	\$413,000
Phase Subtotal:				\$330,400	\$82,600	\$0	\$0	\$12,600	\$425,600
Grand Total:				\$330,400	\$157,600	\$0	\$0	\$12,600	\$500,600

PROPOSED FEBRUARY 2018 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 40017 **Facility:** VA **Location/Limits From:** DUDLEY BRANCH TRAIL FROM NORTH CARROLLTON/FRANKFORD DART STATION **Modification #:** 2017-0666
Impementing Agency: CARROLLTON **Location/Limits To:** OLD DENTON RD
County: DENTON **CSJ:** 0918-46-282
City: CARROLLTON **Desc:** CONSTRUCT APPROX 2.1 MILES BIKE/PEDESTRIAN TRAIL
Request: DELAY ENGINEERING PHASES TO FY2018 AND DELAY CONSTRUCTION AND CONSTRUCTION ENGINEERING PHASES TO FY2019
Comment: TOTAL PROJECT FUNDING IS 75% FEDERAL AND 25% LOCAL; LOCAL CONTRIBUTION PAID BY CITY OF CARROLLTON

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	0918-46-282	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$8	\$8
2016	ENG	0918-46-282	Cat 5:	\$545,747	\$0	\$0	\$181,915	\$0	\$727,662
Phase Subtotal:				\$545,747	\$0	\$0	\$181,915	\$8	\$727,670
2018	CON	0918-46-282	Cat 5:	\$2,258,600	\$0	\$0	\$752,870	\$0	\$3,011,470
2018	CONENG	0918-46-282	Cat 5:	\$195,653	\$0	\$0	\$65,218	\$0	\$260,871
Grand Total:				\$3,000,000	\$0	\$0	\$1,000,003	\$8	\$4,000,011

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0918-46-282	Cat 5:	\$582,130	\$0	\$0	\$145,540	\$0	\$727,670
2019	CON	0918-46-282	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$250,011	\$250,011
2019	CON	0918-46-282	Cat 5:	\$2,209,173	\$0	\$0	\$552,286	\$0	\$2,761,459
Phase Subtotal:				\$2,209,173	\$0	\$0	\$552,286	\$250,011	\$3,011,470
2019	CONENG	0918-46-282	Cat 5:	\$208,697	\$0	\$0	\$52,174	\$0	\$260,871
Grand Total:				\$3,000,000	\$0	\$0	\$750,000	\$250,011	\$4,000,011

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0918-46-282	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$8	\$8
2018	ENG	0918-46-282	Cat 5:	\$545,747	\$0	\$0	\$181,915	\$0	\$727,662
Phase Subtotal:				\$545,747	\$0	\$0	\$181,915	\$8	\$727,670
2019	CON	0918-46-282	Cat 5:	\$2,258,600	\$0	\$0	\$752,870	\$0	\$3,011,470
2019	CONENG	0918-46-282	Cat 5:	\$195,653	\$0	\$0	\$65,218	\$0	\$260,871
Grand Total:				\$3,000,000	\$0	\$0	\$1,000,003	\$8	\$4,000,011

Revisions since STTC Meeting: Remove "Adjust Funding Shares To Be 80% Federal/20% Local And Move The Excess Local Match To Local Contribution" from the Request and Return Funding to 75% Federal/25% Local

PROPOSED FEBRUARY 2018 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 25041 **Facility:** VA **Location/Limits From:** US 75 AT PARK LANE AND ON VALLEY VIEW/WALNUT STREET **Modification #:** 2017-0667
Impementing Agency: DALLAS **Location/Limits To:** FROM WEST OF GREENVILLE AVE TO EAST OF AUDELIA RD
County: DALLAS **CSJ:** 0918-47-978
City: DALLAS **Desc:** INTERSECTION IMPROVEMENTS AT SOUTH GREENVILLE AVE, ABRAMS RD, RICHLAND COLLEGE, AND AUDELIA RD; RIGHT TURN LANE ON NB US 75 FRONTAGE ROAD TO PARK LANE
Request: REPAYMENT OF ENGINEERING COST FOR TIP 684/CSJ 0918-45-374 AND TIP 665.2/CSJ 0918-45-381; ADD PROJECT TO 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
Comment: PROJECT IS PART OF THE MILESTONE POLICY

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0918-47-978	Cat 3 - RTR 121 - East Set Aside 1:	\$0	\$0	\$1,900,999	\$0	\$0	\$1,900,999
Grand Total:				\$0	\$0	\$1,900,999	\$0	\$0	\$1,900,999

TIP Code: 54114 **Facility:** US 377 **Location/Limits From:** JOHNSON/HOOD COUNTY LINE **Modification #:** 2017-0670
Impementing Agency: TXDOT-FORT WORTH **Location/Limits To:** SOUTH OF SH 171
County: HOOD **CSJ:** 0080-11-001
City: CRESSON **Desc:** CONSTRUCT 0 TO 4 LANE DIVIDED ROADWAY WITH INTERCHANGE AT US 377 AND BU 377; GRADE SEPARATION AT FWWR AND SH 171
Request: INCREASE TXDOT ROW FUNDS (S102) AND REMOVE LOCAL CONTRIBUTION FOR ROW IN FY2016, INCREASE CONSTRUCTION FUNDING IN FY2018
Comment: 10 YEAR PLAN PROJECT; LOCAL CONTRIBUTION PAID BY HOOD COUNTY

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2008	ENG	0080-11-001	SBPE:	\$0	\$1,678,434	\$0	\$0	\$0	\$1,678,434
2016	ROW	0080-11-001	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,807,221	\$2,807,221
2016	ROW	0080-11-001	S102:	\$2,400,000	\$600,000	\$0	\$0	\$0	\$3,000,000
Phase Subtotal:				\$2,400,000	\$600,000	\$0	\$0	\$2,807,221	\$5,807,221
2018	CON	0080-11-001	Cat 2M:	\$29,600,000	\$7,400,000	\$0	\$0	\$0	\$37,000,000
2018	CON	0080-11-001	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$11,000,000	\$11,000,000
Phase Subtotal:				\$29,600,000	\$7,400,000	\$0	\$0	\$11,000,000	\$48,000,000
Grand Total:				\$32,000,000	\$9,678,434	\$0	\$0	\$13,807,221	\$55,485,655

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2008	ENG	0080-11-001	SBPE:	\$0	\$1,678,434	\$0	\$0	\$0	\$1,678,434
2016	ROW	0080-11-001	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$0	\$0
2016	ROW	0080-11-001	S102:	\$4,239,600	\$529,950	\$0	\$529,950	\$0	\$5,299,500
Phase Subtotal:				\$4,239,600	\$529,950	\$0	\$529,950	\$0	\$5,299,500
2018	CON	0080-11-001	Cat 2M:	\$32,800,000	\$8,200,000	\$0	\$0	\$0	\$41,000,000
2018	CON	0080-11-001	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$11,000,000	\$11,000,000
Phase Subtotal:				\$32,800,000	\$8,200,000	\$0	\$0	\$11,000,000	\$52,000,000
Grand Total:				\$37,039,600	\$10,408,384	\$0	\$529,950	\$11,000,000	\$58,977,934

PROPOSED FEBRUARY 2018 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55161 **Facility:** IH 820 **Location/Limits From:** NORTH OF WESTPOINT BLVD **Modification #:** 2017-0675
Implementing Agency: TXDOT-FORT WORTH **Location/Limits To:** SOUTH OF NORMANDALE ST
County: TARRANT **CSJ:** 0008-15-051
City: FORT WORTH **Desc:** REPLACE STOLEN ELECTRICAL CONDUCTORS AND CONDUIT FOR ROADWAY ILLUMINATION AND IMPLEMENT STRATEGIES TO REDUCE WIRE THEFT
Request: ADVANCE CONSTRUCTION FUNDING TO FY2017, ADJUST FUNDING SHARES TO 100% STATE, AND REDUCE CONSTRUCTION FUNDING DUE TO LOW BID AMOUNT

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	0008-15-051	SBPE:	\$0	\$25,000	\$0	\$0	\$0	\$25,000
2018	CON	0008-15-051	STBG:	\$173,008	\$43,252	\$0	\$0	\$0	\$216,260
Grand Total:				\$173,008	\$68,252	\$0	\$0	\$0	\$241,260

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	0008-15-051	SBPE:	\$0	\$25,000	\$0	\$0	\$0	\$25,000
2017	CON	0008-15-051	STBG:	\$0	\$163,215	\$0	\$0	\$0	\$163,215
Grand Total:				\$0	\$188,215	\$0	\$0	\$0	\$188,215

TIP Code: 55218 **Facility:** FM 1171 **Location/Limits From:** IH 35W **Modification #:** 2017-0676
Implementing Agency: DENTON CO **Location/Limits To:** WEST OF FM 156
County: DENTON **CSJ:** 1311-01-055
City: JUSTIN, NORTHLAKE **Desc:** CONSTRUCT NEW 0 TO 6 LANE DIVIDED ARTERIAL
Request: ADD PROJECT TO APPENDIX D OF THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
Comment: LOCAL CONTRIBUTION PAID BY DENTON COUNTY

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	1311-01-055	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,600,000	\$1,600,000
2021	ROW	1311-01-055	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$900,000	\$900,000
2022	UTIL	1311-01-055	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$90,000	\$90,000
Grand Total:				\$0	\$0	\$0	\$0	\$2,590,000	\$2,590,000

PROPOSED FEBRUARY 2018 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55217 **Facility:** VA **Location/Limits From:** ON BELTLINE RD FROM DRY BRANCH **Modification #:** 2017-0677
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** BEAR CREEK
County: DALLAS **CSJ:** 0918-47-176
City: IRVING **Desc:** DRAINAGE IMPROVEMENTS
Request: ADD PROJECT TO 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP); TXDOT REQUESTS RTC APPROVAL OF TDCS FOR PROJECT
Comment: 550,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3- TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; GROUPED CSJ 5000-00-952

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	CON	0918-47-176	Cat 11:	\$2,750,000	\$0	\$0	\$0	\$0	\$2,750,000
2018	CON	0918-47-176	Cat 3 - TDC (MPO):	\$0	\$0	\$550,000	\$0	\$0	\$0
Phase Subtotal:				\$2,750,000	\$0	\$550,000	\$0	\$0	\$2,750,000
Grand Total:				\$2,750,000	\$0	\$0	\$0	\$0	\$2,750,000

TIP Code: 25042 **Facility:** IH 45 **Location/Limits From:** AT FM 1181 **Modification #:** 2017-0678
Implementing Agency: TXDOT-DALLAS
County: ELLIS **CSJ:** 0092-05-051
City: ENNIS **Desc:** CONSTRUCT INTERSECTION IMPROVEMENTS
Request: ADD PROJECT TO 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	CON	0092-05-051	Cat 11:	\$1,200,000	\$300,000	\$0	\$0	\$0	\$1,500,000
2019	CON	0092-05-051	STBG:	\$1,200,000	\$300,000	\$0	\$0	\$0	\$1,500,000
Phase Subtotal:				\$2,400,000	\$600,000	\$0	\$0	\$0	\$3,000,000
Grand Total:				\$2,400,000	\$600,000	\$0	\$0	\$0	\$3,000,000

Revisions since STTC Meeting: Update Scope as "Construct Intersection Improvements"

PROPOSED FEBRUARY 2018 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 19002 **Facility:** US 380 **Location/Limits From:** AT AIRPORT DRIVE **Modification #:** 2017-0679
Implementing Agency: MCKINNEY
County: COLLIN **CSJ:** 0135-03-047
City: MCKINNEY **Desc:** ADD SECOND WESTBOUND LEFT TURN LANE
Request: CANCEL PROJECT AS REQUESTED BY CITY OF MCKINNEY; MOVE FUNDING TO TIP 19009/CSJ 0918-24-903
Comment: PART OF COLLIN COUNTY LIRAP/LIP FUNDING PARTNERSHIP

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0135-03-047	Cat 3 - TDC (MPO):	\$0	\$0	\$14,400	\$0	\$0	\$0
2017	ENG	0135-03-047	Cat 5:	\$72,000	\$0	\$0	\$0	\$0	\$72,000
Phase Subtotal:				\$72,000	\$0	\$14,400	\$0	\$0	\$72,000
2018	CON	0135-03-047	Cat 3 - TDC (MPO):	\$0	\$0	\$98,600	\$0	\$0	\$0
2018	CON	0135-03-047	Cat 5:	\$493,000	\$0	\$0	\$0	\$0	\$493,000
Phase Subtotal:				\$493,000	\$0	\$98,600	\$0	\$0	\$493,000
2018	CONENG	0135-03-047	Cat 3 - TDC (MPO):	\$0	\$0	\$19,941	\$0	\$0	\$0
2018	CONENG	0135-03-047	Cat 5:	\$99,706	\$0	\$0	\$0	\$0	\$99,706
Phase Subtotal:				\$99,706	\$0	\$19,941	\$0	\$0	\$99,706
Grand Total:				\$664,706	\$0	\$0	\$0	\$0	\$664,706

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0135-03-047	Cat 3 - TDC (MPO):	\$0	\$0	\$0	\$0	\$0	\$0
2017	ENG	0135-03-047	Cat 5:	\$0	\$0	\$0	\$0	\$0	\$0
Phase Subtotal:				\$0	\$0	\$0	\$0	\$0	\$0
2018	CON	0135-03-047	Cat 3 - TDC (MPO):	\$0	\$0	\$0	\$0	\$0	\$0
2018	CON	0135-03-047	Cat 5:	\$0	\$0	\$0	\$0	\$0	\$0
Phase Subtotal:				\$0	\$0	\$0	\$0	\$0	\$0
2018	CONENG	0135-03-047	Cat 3 - TDC (MPO):	\$0	\$0	\$0	\$0	\$0	\$0
2018	CONENG	0135-03-047	Cat 5:	\$0	\$0	\$0	\$0	\$0	\$0
Phase Subtotal:				\$0	\$0	\$0	\$0	\$0	\$0
Grand Total:				\$0	\$0	\$0	\$0	\$0	\$0

PROPOSED FEBRUARY 2018 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 25043 **Facility:** CS **Location/Limits From:** ON PARK LANE AT US 75; WALNUT ST AT GREENVILLE AVE, ABRAMS RD, RICHLAND COLLEGE **Modification #:** 2017-0680
Impementing Agency: DALLAS
County: DALLAS **CSJ:** 0918-47-914
City: DALLAS **Desc:** CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING TRAFFIC SIGNAL UPGRADES WITH RADAR DETECTION, PEDESTRIAN IMPROVEMENTS WITH CROSSWALKS AND ADA RAMPS
Request: ADD PROJECT TO 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); OFFSET BY DECREASE ON TIP 665.2/CSJ 0918-45-381 AND TIP 684/CSJ 0918-45-374
Comment: LOCAL CONTRIBUTION PAID BY CITY OF DALLAS; PROJECT MUST LET BY END OF CY2018 OR FUNDS WILL EXPIRE

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0918-47-914	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$120,000	\$120,000
2019	CON	0918-47-914	Cat 5:	\$960,000	\$0	\$0	\$240,000	\$0	\$1,200,000
Grand Total:				\$960,000	\$0	\$0	\$240,000	\$120,000	\$1,320,000

Revisions since STTC Meeting: Add "Construct.." to Scope

TIP Code: 55160 **Facility:** IH 820 **Location/Limits From:** NORTH OF TEAM RANCH RD **Modification #:** 2017-0682
Impementing Agency: TXDOT-FORT WORTH **Location/Limits To:** SOUTH OF TEAM RANCH RD
County: TARRANT **CSJ:** 0008-15-050
City: FORT WORTH **Desc:** REPLACE STOLEN ELECTRICAL CONDUCTORS AND CONDUIT FOR ROADWAY ILLUMINATION AND IMPLEMENT STRATEGIES TO REDUCE WIRE THEFT
Request: ADVANCE CONSTRUCTION FUNDING TO FY2017, ADJUST FUNDING SHARES TO 100% STATE, AND INCREASE CONSTRUCTION FUNDING DUE TO LOW BID AMOUNT

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0008-15-050	SBPE:	\$0	\$25,000	\$0	\$0	\$0	\$25,000
2018	CON	0008-15-050	STBG:	\$227,680	\$56,920	\$0	\$0	\$0	\$284,600
Grand Total:				\$227,680	\$81,920	\$0	\$0	\$0	\$309,600

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0008-15-050	SBPE:	\$0	\$25,000	\$0	\$0	\$0	\$25,000
2017	CON	0008-15-050	STBG:	\$0	\$321,941	\$0	\$0	\$0	\$321,941
Grand Total:				\$0	\$346,941	\$0	\$0	\$0	\$346,941

Revisions since STTC Meeting: Replace "Reduce" with "Increase" in the Request

PROPOSED FEBRUARY 2018 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 40036 **Facility:** VA **Location/Limits From:** HIKE AND BIKE TRAIL FROM MILL STREET AND JONES **Modification #:** 2017-0686
Implementing Agency: DCTA **Location/Limits To:** HIGHLAND VILLAGE/LEWISVILLE LAKE RAIL STATION
County: DENTON **CSJ:** 018-46-292
City: VARIOUS **Desc:** CONSTRUCTION OF APPROX 2.5 MILE SECTION OF METRO RAIL TRAIL (EAGLE POINT SECTION)
Request: CONSTRUCTION AND CONSTRUCTION ENGINEERING PHASES TO FY 2019
Comment: 2015 STATE TAP CALL FOR PROJECTS

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	0918-46-292	Cat 9 TAP:	\$179,753	\$0	\$0	\$44,938	\$0	\$224,691
2017	CON	0918-46-292	Cat 9 TAP:	\$2,037,193	\$0	\$0	\$509,299	\$0	\$2,546,492
2017	CONENG	0918-46-292	Cat 9 TAP:	\$179,753	\$0	\$0	\$44,938	\$0	\$224,691
Grand Total:				\$2,396,699	\$0	\$0	\$599,175	\$0	\$2,995,874

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	0918-46-292	Cat 9 TAP:	\$179,753	\$0	\$0	\$44,938	\$0	\$224,691
2019	CON	0918-46-292	Cat 9 TAP:	\$2,037,193	\$0	\$0	\$509,299	\$0	\$2,546,492
2019	CONENG	0918-46-292	Cat 9 TAP:	\$179,753	\$0	\$0	\$44,938	\$0	\$224,691
Grand Total:				\$2,396,699	\$0	\$0	\$599,175	\$0	\$2,995,874

Revisions since STTC Meeting: **Modification Request Withdrawn**

PROPOSED FEBRUARY 2018 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 19009 **Facility:** CS **Location/Limits From:** ON STACY ROAD AT FM 2478 **Modification #:** 2017-0710
Implementing Agency: MCKINNEY **Location/Limits To:** EAST OF FM 2478
County: COLLIN **CSJ:** 0918-24-903
City: MCKINNEY **Desc:** CONSTRUCT INTERSECTION IMPROVEMENT
Request: ADD PROJECT TO 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
Comment: 118,574 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3- TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; PART OF COLLIN COUNTY LIRAP/LIP FUNDING PARTNERSHIP

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0918-24-903	Cat 3 - TDC (MPO):	\$0	\$0	\$21,000	\$0	\$0	\$0
2018	ENG	0918-24-903	Cat 5:	\$105,000	\$0	\$0	\$0	\$0	\$105,000
Phase Subtotal:				\$105,000	\$0	\$21,000	\$0	\$0	\$105,000
2019	CON	0918-24-903	Cat 3 - TDC (MPO):	\$0	\$0	\$97,574	\$0	\$0	\$0
2019	CON	0918-24-903	Cat 5:	\$487,872	\$0	\$0	\$0	\$0	\$487,872
Phase Subtotal:				\$487,872	\$0	\$97,574	\$0	\$0	\$487,872
2019	CONENG	0918-24-903	Cat 5:	\$71,834	\$0	\$0	\$17,959	\$0	\$89,793
Grand Total:				\$664,706	\$0	\$0	\$17,959	\$0	\$682,665

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0918-24-903	Cat 3 - TDC (MPO):	\$0	\$0	\$21,000	\$0	\$0	\$0
2018	ENG	0918-24-903	Cat 5:	\$105,000	\$0	\$0	\$0	\$0	\$105,000
Phase Subtotal:				\$105,000	\$0	\$21,000	\$0	\$0	\$105,000
2019	CON	0918-24-903	Cat 3 - TDC (MPO):	\$0	\$0	\$97,574	\$0	\$0	\$0
2019	CON	0918-24-903	Cat 5:	\$487,872	\$0	\$0	\$0	\$0	\$487,872
Phase Subtotal:				\$487,872	\$0	\$97,574	\$0	\$0	\$487,872
2020	CONENG	0918-24-903	Cat 5:	\$71,834	\$0	\$0	\$17,959	\$0	\$89,793
Grand Total:				\$664,706	\$0	\$0	\$17,959	\$0	\$682,665

Revisions since STTC Meeting: Add "Construct" to scope; Delay Construction Engineering Phase to FY2020

How to Read the Project Modification Listings – Transit Section

The project listing includes all projects for which Regional Transportation Council action will be requested during this Transportation Improvement Program (TIP) modification cycle. Below is a **sample** TIP modification project listing for transit projects. The fields are described below.

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year: FY2015 PROGRAM OF PROJECTS **Modification #:** 2015-0695

Request: REFINE FY2015 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 20,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5310 FUNDS

Currently Approved:		FUNDING TABLE:							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12644.15	SUPPORT TRANSIT FOR SENIORS AND INDIVIDUALS WITH DISABILITIES	2015	CAPITAL	\$105,426	\$0	\$0	\$26,357	0	\$131,783
12678.15	PROGRAM ADMINISTRATION	2015	CAPITAL	\$321,885	\$0	\$0	\$0	0	\$321,885
12752.15	MOBILITY MANAGEMENT	2015	CAPITAL	\$100,000	\$0	\$0	\$0	20,000	\$100,000
12765.15	OPERATING ASSISTANCE	2015	OPERATING	\$72,000	\$0	\$0	\$72,000	0	\$144,000
TOTAL:				\$599,311	\$0	\$0	\$98,357	20,000	\$697,668

Revision Requested:		FUNDING TABLE:								REVISION REQUESTED
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12644.15	SUPPORT TRANSIT FOR SENIORS AND INDIVIDUALS WITH DISABILITIES	2016	CAPITAL	\$105,426	\$0	\$0	\$26,357	0	\$131,783	NO CHANGE
12678.15	PROGRAM ADMINISTRATION	2016	CAPITAL	\$321,885	\$0	\$0	\$0	0	\$321,885	NO CHANGE
12752.15	MOBILITY MANAGEMENT	2016	CAPITAL	\$100,000	\$0	\$0	\$0	20,000	\$100,000	NO CHANGE
12765.15	OPERATING ASSISTANCE	2016	OPERATING	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
TOTAL:				\$527,311	\$0	\$0	\$26,357	20,000	\$553,668	

IMPLEMENTING AGENCY:	Identifies the lead public agency or municipality responsible for the project.
APPORTIONMENT YEAR:	Identifies the apportionment year in which funds were committed to the project.
MODIFICATION #:	The number assigned to the modification request by North Central Texas Council of Governments (NCTCOG) staff.
REQUEST:	Describes the action being requested through the modification.
UZA:	Identifies the Urbanized Area in which the project is located.
COMMENT:	States any comments related to the project.
FUNDING SOURCE:	Identifies the sources that are used to fund the project. Chapter III of the TIP/Statewide Transportation Improvement Plan (STIP) provides descriptions of the different funding categories and outlines abbreviations commonly used for the categories: http://www.nctcog.org/trans/tip/15-18/index.asp .
CURRENTLY APPROVED FUNDING TABLE:	Provides the total funding currently approved for a program of projects; incorporates total funding for projects in the program. This table will not appear for a modification that is adding a new program of projects to the TIP/STIP.
REVISION REQUESTED FUNDING TABLE:	Provides the total proposed funding for a program of projects as a result of the requested change; incorporates total funding for all projects in the program.

TIP CODE:	The number assigned to a TIP project, which is how NCTCOG identifies a project.
DESCRIPTION:	Identifies the scope of work that will be completed in the project.
FY:	Identifies the fiscal years in which the project occurs.
PROJECT TYPE:	Identifies if the project is a capital, operating, or planning project.
FUNDING TABLE:	Provides funding breakdown for funds associated with that program of projects.
REQUESTED REVISION BY PROJECT:	Identifies the request at the TIP Code level.

Sample

PROPOSED FEBRUARY 2018 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: CITY OF ARLINGTON

Apportionment Year FY2017 PROGRAM OF PROJECTS

Modification #: 2017-0689

Request: REFINE FY2017 PROGRAM OF PROJECTS AND ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 279,500 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:				FUNDING TABLE:							
TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL		
12036.17	BUS PREVENTIVE MAINTENANCE	2018	CAPITAL	\$185,000	\$0	\$0	\$0	37,000	\$185,000		
12037.17	OPERATING ASSISTANCE	2018	OPERATING	\$834,806	\$263,056	\$0	\$571,750	0	\$1,669,612		
12079.17	CAPITAL COST OF CONTRACTING	2018	CAPITAL	\$500,000	\$0	\$0	\$0	100,000	\$500,000		
12153.17	PURCHASE REPLACEMENT VEHICLES	2018	CAPITAL	\$950,000	\$0	\$0	\$0	142,500	\$950,000		
12826.17	OPERATING ASSISTANCE - JARC	2018	OPERATING	\$600,000	\$0	\$0	\$600,000	0	\$1,200,000		
TOTAL:				\$3,069,806	\$263,056	\$0	\$1,171,750	279,500	\$4,504,612		

Revision Requested:				FUNDING TABLE:						REVISION REQUESTED	
TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	BY PROJECT	
12036.17	BUS PREVENTIVE MAINTENANCE	2018	CAPITAL	\$185,000	\$0	\$0	\$0	37,000	\$185,000	NO CHANGE	
12037.17	OPERATING ASSISTANCE	2018	OPERATING	\$834,806	\$263,056	\$0	\$571,750	0	\$1,669,612	NO CHANGE	
12079.17	CAPITAL COST OF CONTRACTING - PART #1	2018	CAPITAL	\$500,000	\$0	\$0	\$0	100,000	\$500,000	REVISE PROJECT DESCRIPTION	
12153.17	PURCHASE REPLACEMENT VEHICLES	2018	CAPITAL	\$950,000	\$0	\$0	\$0	142,500	\$950,000	NO CHANGE	
12826.17	OPERATING ASSISTANCE - JARC	2018	OPERATING	\$230,000	\$0	\$0	\$230,000	0	\$460,000	DECREASE FUNDING	
12845.17	CAPITAL COST OF CONTRACTING - PART #2	2018	CAPITAL	\$370,000	\$0	\$0	\$92,500	0	\$462,500	ADD PROJECT	
TOTAL:				\$3,069,806	\$263,056	\$0	\$894,250	279,500	\$4,227,112		

PROPOSED FEBRUARY 2018 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: DALLAS AREA RAPID TRANSIT

Apportionment Year FY2016 PROGRAM OF PROJECTS

Modification #: 2017-0690

Request: REFINE FY2016 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 202,697 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; TDCs PART OF DALLAS AREA RAPID TRANSIT TYPE 2 TDC CALL FOR PROJECTS AWARD

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:				FUNDING TABLE:						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12028.16	SYSTEM PREVENTIVE MAINTENANCE	2016	CAPITAL	\$49,566,122	\$0	\$0	\$12,138,160	202,697	\$61,704,282	
12515.16	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2016	CAPITAL	\$565,669	\$0	\$0	\$141,418	0	\$707,087	
12809.16	PURCHASE EXPANSION VEHICLES	2017	CAPITAL	\$1,048,948	\$0	\$0	\$185,109	0	\$1,234,057	
TOTAL:				\$51,180,739	\$0	\$0	\$12,464,687	202,697	\$63,645,426	

Revision Requested:				FUNDING TABLE:						REVISION REQUESTED
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12028.16	SYSTEM PREVENTIVE MAINTENANCE	2016	CAPITAL	\$49,566,122	\$0	\$0	\$12,138,160	202,697	\$61,704,282	NO CHANGE
12515.16	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2016	CAPITAL	\$565,669	\$0	\$0	\$141,418	0	\$707,087	NO CHANGE
12809.16	PURCHASE EXPANSION VEHICLES	2018	CAPITAL	\$1,890,839	\$0	\$0	\$333,678	0	\$2,224,517	INCREASE FUNDING
TOTAL:				\$52,022,630	\$0	\$0	\$12,613,256	202,697	\$64,635,886	

Implementing Agency: DALLAS AREA RAPID TRANSIT

Apportionment Year FY2017 PROGRAM OF PROJECTS

Modification #: 2017-0691

Request: REFINE FY2017 PROGRAM OF PROJECTS AND ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:				FUNDING TABLE:						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12028.17	SYSTEM PREVENTIVE MAINTENANCE	2018	CAPITAL	\$50,928,903	\$0	\$0	\$12,732,226	0	\$63,661,129	
12515.17	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2018	CAPITAL	\$575,329	\$0	\$0	\$143,833	0	\$719,162	
TOTAL:				\$51,504,232	\$0	\$0	\$12,876,059	0	\$64,380,291	

Revision Requested:				FUNDING TABLE:						REVISION REQUESTED
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12028.17	SYSTEM PREVENTIVE MAINTENANCE	2018	CAPITAL	\$50,928,903	\$0	\$0	\$12,732,226	0	\$63,661,129	NO CHANGE
12515.17	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2018	CAPITAL	\$575,329	\$0	\$0	\$143,833	0	\$719,162	NO CHANGE
12809.17	PURCHASE EXPANSION VEHICLES	2018	CAPITAL	\$1,150,658	\$0	\$0	\$203,057	0	\$1,353,715	ADD PROJECT
TOTAL:				\$52,654,890	\$0	\$0	\$13,079,116	0	\$65,734,006	

PROPOSED FEBRUARY 2018 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: DALLAS AREA RAPID TRANSIT

Apportionment Year FY2018 PROGRAM OF PROJECTS

Modification #: 2017-0692

Request: REFINE FY2018 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:				FUNDING TABLE:						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12028.18	SYSTEM PREVENTIVE MAINTENANCE	2018	CAPITAL	\$45,124,966	\$0	\$0	\$11,281,242	0	\$56,406,208	
12415.18	SYSTEM TRANSIT ENHANCEMENTS	2018	CAPITAL	\$520,659	\$0	\$0	\$130,165	0	\$650,824	
12515.18	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2018	CAPITAL	\$520,659	\$0	\$0	\$130,165	0	\$650,824	
TOTAL:				\$46,166,284	\$0	\$0	\$11,541,572	0	\$57,707,856	

Revision Requested:				FUNDING TABLE:						REVISION REQUESTED
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	BY PROJECT
12028.18	SYSTEM PREVENTIVE MAINTENANCE	2018	CAPITAL	\$32,324,966	\$0	\$0	\$8,081,242	0	\$40,406,208	DECREASE FUNDING AND ADD PROJECT
12415.18	SYSTEM TRANSIT ENHANCEMENTS	2018	CAPITAL	\$520,659	\$0	\$0	\$130,165	0	\$650,824	ADD PROJECT
12515.18	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2018	CAPITAL	\$520,659	\$0	\$0	\$130,165	0	\$650,824	ADD PROJECT
12846.18	VARIOUS PROJECTS (RAIL)	2018	CAPITAL	\$12,800,000	\$0	\$0	\$3,200,000	0	\$16,000,000	ADD PROJECT
TOTAL:				\$46,166,284	\$0	\$0	\$11,541,572	0	\$57,707,856	

PROPOSED FEBRUARY 2018 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: DENTON COUNTY TRANSPORTATION AUTHORITY

Apportionment Year FY2016 PROGRAM OF PROJECTS

Modification #: 2017-0693

Request: REFINE FY2016 PROGRAM OF PROJECTS AND ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DENTON-LEWISVILLE

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:

Currently Approved:				FUNDING TABLE:						
TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	
12104.16	ASSOCIATED TRANSIT IMPROVEMENTS	2016	CAPITAL	\$56,124	\$0	\$0	\$14,031	0	\$70,155	
12354.16	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2016	CAPITAL	\$56,124	\$0	\$0	\$14,031	0	\$70,155	
12356.16	ADA PARATRANSIT SERVICE	2016	CAPITAL	\$561,234	\$0	\$0	\$140,309	0	\$701,543	
12465.16	OPERATING ASSISTANCE	2016	OPERATING	\$462,000	\$0	\$0	\$462,000	0	\$924,000	
12558.16	PURCHASE REPLACEMENT VEHICLES	2016	CAPITAL	\$498,943	\$0	\$0	\$88,049	0	\$586,992	
12798.16	PREVENTIVE MAINTENANCE	2017	CAPITAL	\$3,910,834	\$0	\$0	\$977,709	0	\$4,888,543	
TOTAL:				\$5,545,259	\$0	\$0	\$1,696,129	0	\$7,241,388	

Revision Requested:

Revision Requested:				FUNDING TABLE:						REVISION REQUESTED	
TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	BY PROJECT	
12104.16	ASSOCIATED TRANSIT IMPROVEMENTS	2016	CAPITAL	\$56,124	\$0	\$0	\$14,031	0	\$70,155	NO CHANGE	
12354.16	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2018	CAPITAL	\$169,292	\$0	\$0	\$42,323	0	\$211,615	INCREASE FUNDING	
12356.16	ADA PARATRANSIT SERVICE	2016	CAPITAL	\$561,234	\$0	\$0	\$140,309	0	\$701,543	NO CHANGE	
12465.16	OPERATING ASSISTANCE	2016	OPERATING	\$462,000	\$0	\$0	\$462,000	0	\$924,000	NO CHANGE	
12558.16	PURCHASE REPLACEMENT VEHICLES	2016	CAPITAL	\$498,943	\$0	\$0	\$88,049	0	\$586,992	NO CHANGE	
12798.16	PREVENTIVE MAINTENANCE	2017	CAPITAL	\$3,910,834	\$0	\$0	\$977,709	0	\$4,888,543	NO CHANGE	
TOTAL:				\$5,658,427	\$0	\$0	\$1,724,421	0	\$7,382,848		

PROPOSED FEBRUARY 2018 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: FORT WORTH TRANSPORTATION AUTHORITY

Apportionment Year: FY2016 PROGRAM OF PROJECTS

Modification #: 2017-0695

Request: REFINE FY2016 PROGRAM OF PROJECTS AND ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:

Currently Approved:				FUNDING TABLE:						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12033.16	SYSTEM PREVENTIVE MAINTENANCE	2016	CAPITAL	\$9,138,160	\$0	\$0	\$2,284,540	0	\$11,422,700	
12034.16	ASSOCIATE TRANSIT IMPROVEMENTS	2016	CAPITAL	\$227,763	\$0	\$0	\$56,941	0	\$284,704	
12390.16	PURCHASE REPLACEMENT VEHICLES	2016	CAPITAL	\$3,403,000	\$0	\$0	\$600,530	0	\$4,003,530	
12549.16	ADA PARATRANSIT SERVICE	2016	CAPITAL	\$1,200,000	\$0	\$0	\$300,000	0	\$1,500,000	
12731.16	OPERATING ASSISTANCE - JARC	2016	OPERATING	\$100,000	\$0	\$0	\$100,000	0	\$200,000	
12732.16	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2016	CAPITAL	\$558,801	\$0	\$0	\$139,701	0	\$698,502	
TOTAL:				\$14,627,724	\$0	\$0	\$3,481,712	0	\$18,109,436	

Revision Requested:

Revision Requested:				FUNDING TABLE:						REVISION REQUESTED	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12033.16	SYSTEM PREVENTIVE MAINTENANCE	2018	CAPITAL	\$9,430,761	\$0	\$0	\$2,357,961	0	\$11,788,452	INCREASE FUNDING	
12034.16	ASSOCIATE TRANSIT IMPROVEMENTS	2016	CAPITAL	\$227,763	\$0	\$0	\$56,941	0	\$284,704	NO CHANGE	
12390.16	PURCHASE REPLACEMENT VEHICLES	2016	CAPITAL	\$3,403,000	\$0	\$0	\$600,530	0	\$4,003,530	NO CHANGE	
12549.16	ADA PARATRANSIT SERVICE	2016	CAPITAL	\$1,200,000	\$0	\$0	\$300,000	0	\$1,500,000	NO CHANGE	
12731.16	OPERATING ASSISTANCE - JARC	2016	OPERATING	\$100,000	\$0	\$0	\$100,000	0	\$200,000	NO CHANGE	
12732.16	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2016	CAPITAL	\$558,801	\$0	\$0	\$139,701	0	\$698,502	NO CHANGE	
TOTAL:				\$14,920,325	\$0	\$0	\$3,555,133	0	\$18,475,188		

PROPOSED FEBRUARY 2018 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: FORT WORTH TRANSPORTATION AUTHORITY

Apportionment Year FY2017 PROGRAM OF PROJECTS

Modification #: 2017-0696

Request: REFINE FY2017 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 496,783 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - POLICY BUNDLE TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:				FUNDING TABLE:					
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12035.17	ASSOCIATED TRANSIT IMPROVEMENTS	2018	CAPITAL	\$182,935	\$0	\$0	\$0	36,587	\$182,935
12038.17	SYSTEM PREVENTIVE MAINTENANCE	2018	CAPITAL	\$8,252,463	\$0	\$0	\$1,642,912	420,204	\$9,895,375
12390.17	PURCHASE REPLACEMENT VEHICLES	2018	CAPITAL	\$4,800,000	\$0	\$0	\$1,200,000	0	\$6,000,000
12549.17	ADA PARATRANSIT SERVICE	2017	CAPITAL	\$1,200,000	\$0	\$0	\$300,000	0	\$1,500,000
12732.17	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2018	CAPITAL	\$199,957	\$0	\$0	\$0	39,992	\$199,957
TOTAL:				\$14,635,355	\$0	\$0	\$3,142,912	496,783	\$17,778,267

Revision Requested:				FUNDING TABLE:						REVISION REQUESTED
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12035.17	ASSOCIATED TRANSIT IMPROVEMENTS	2018	CAPITAL	\$182,935	\$0	\$0	\$0	36,587	\$182,935	NO CHANGE
12038.17	SYSTEM PREVENTIVE MAINTENANCE	2018	CAPITAL	\$10,452,377	\$0	\$0	\$2,106,610	420,204	\$12,558,987	INCREASE FUNDING
12390.17	PURCHASE REPLACEMENT VEHICLES	2018	CAPITAL	\$3,000,000	\$0	\$0	\$529,412	0	\$3,529,412	DECREASE FUNDING
12549.17	ADA PARATRANSIT SERVICE	2017	CAPITAL	\$1,200,000	\$0	\$0	\$300,000	0	\$1,500,000	NO CHANGE
12732.17	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2018	CAPITAL	\$199,957	\$0	\$0	\$0	39,992	\$199,957	NO CHANGE
TOTAL:				\$15,035,269	\$0	\$0	\$2,936,022	496,783	\$17,971,291	

Implementing Agency: CITY OF MCKINNEY

Apportionment Year FY2017 PROGRAM OF PROJECTS

Modification #: 2017-0697

Request: REFINE FY2017 PROGRAM OF PROJECTS

UZA: MCKINNEY

Comment: 267,927 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:				FUNDING TABLE:					
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12823.17	OPERATING ASSISTANCE	2018	OPERATING	\$755,607	\$312,000	\$0	\$443,608	0	\$1,511,215
12824.17	SUPPORT URBANIZED AREA TRANSIT SERVICE	2018	CAPITAL	\$755,608	\$0	\$0	\$0	151,122	\$755,608
TOTAL:				\$1,511,215	\$312,000	\$0	\$443,608	151,122	\$2,266,823

Revision Requested:				FUNDING TABLE:						REVISION REQUESTED
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12823.17	OPERATING ASSISTANCE	2018	OPERATING	\$1,339,633	\$312,000	\$0	\$1,027,633	0	\$2,679,266	INCREASE FUNDING
12824.17	SUPPORT URBANIZED AREA TRANSIT SERVICE	2018	CAPITAL	\$1,339,632	\$0	\$0	\$0	267,927	\$1,339,632	INCREASE FUNDING (MPO TDCs)
TOTAL:				\$2,679,265	\$312,000	\$0	\$1,027,633	267,927	\$4,018,898	

PROPOSED FEBRUARY 2018 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: TAPS PUBLIC TRANSIT
Request: DELETE PROJECT FROM THE 2017-2020 TIP/STIP

Apportionment Year FY2018 PROGRAM OF PROJECTS **Modification #:** 2017-0698

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:				FUNDING TABLE:						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12511.18	SUPPORT URBANIZED AREA TRANSIT SERVICE	2018	CAPITAL	\$540,000	\$0	\$0	\$135,000	0	\$675,000	
TOTAL:				\$540,000	\$0	\$0	\$135,000	0	\$675,000	
Revision Requested:				FUNDING TABLE:						REVISION REQUESTED BY PROJECT
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12511.18	SUPPORT URBANIZED AREA TRANSIT SERVICE	2018	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
TOTAL:				\$0	\$0	\$0	\$0	0	\$0	

Implementing Agency: TAPS PUBLIC TRANSIT
Request: DELETE PROJECT FROM THE 2017-2020 TIP/STIP

Apportionment Year FY2018 PROGRAM OF PROJECTS **Modification #:** 2017-0699

UZA: MCKINNEY

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:				FUNDING TABLE:						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12512.18	SUPPORT URBANIZED AREA TRANSIT SERVICE	2018	CAPITAL	\$2,492,353	\$0	\$0	\$623,089	0	\$3,115,442	
TOTAL:				\$2,492,353	\$0	\$0	\$623,089	0	\$3,115,442	
Revision Requested:				FUNDING TABLE:						REVISION REQUESTED BY PROJECT
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12512.18	SUPPORT URBANIZED AREA TRANSIT SERVICE	2018	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
TOTAL:				\$0	\$0	\$0	\$0	0	\$0	

Implementing Agency: DALLAS AREA RAPID TRANSIT
Request: ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); \$185,000 FEDERAL FUNDS AND 37,000 CAT-3 TDC (MPO) OFFSET BY A DECREASE ON TIP 12690.13/MOD 2017-0702

Apportionment Year FY2013 PROGRAM OF PROJECTS **Modification #:** 2017-0700

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 37,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; TDCs BEING USED ARE CATEGORY 1 - STRATEGIC AWARDS TO SMALL TRANSIT PROVIDERS AWARD

Funding Source: TRANSIT SECTION 5310 FUNDS

Revision Requested:				FUNDING TABLE:						REVISION REQUESTED BY PROJECT
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12847.13	ACQUISITION OF FARE COLLECTION EQUIPMENT	2018	CAPITAL	\$185,000	\$0	\$0	\$0	37,000	\$185,000	ADD PROJECT (MPO TDCs)
TOTAL:				\$185,000	\$0	\$0	\$0	37,000	\$185,000	

PROPOSED FEBRUARY 2018 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: TAPS PUBLIC TRANSIT

Apportionment Year FY2013 PROGRAM OF PROJECTS

Modification #: 2017-0702

Request: DELETE PROJECT; \$185,000 DECREASE IN FEDERAL FUNDS AND 37,000 CAT-3 TDC (MPO) OFFSET BY AN INCREASE ON TIP 12847.13/MOD 2017-0700

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5310 FUNDS

Currently Approved:				FUNDING TABLE:						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12690.13	ACQUISITION OF FARE COLLECTION EQUIPMENT	2014	CAPITAL	\$185,000	\$0	\$0	\$0	37,000	\$185,000	
TOTAL:				\$185,000	\$0	\$0	\$0	37,000	\$185,000	

Revision Requested:				FUNDING TABLE:							REVISION REQUESTED
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12690.13	ACQUISITION OF FARE COLLECTION EQUIPMENT	2014	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT	
TOTAL:				\$0	\$0	\$0	\$0	0	\$0		

Implementing Agency: DENTON COUNTY TRANSPORTATION AUTHORITY

Apportionment Year FY2009 PROGRAM OF PROJECTS

Modification #: 2017-0704

Request: REFINE FY2009 PROGRAM OF PROJECTS AND ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); \$227,000 INCREASE IN FEDERAL FUNDS AND \$227,000 LOCAL FUNDS OFFSET BY A DECREASE ON TIP 12492.09/MOD 2017-0703

UZA: DENTON-LEWISVILLE

Funding Source: TRANSIT SECTION 5316 FUNDS

Currently Approved:				FUNDING TABLE:						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12503.09	"VANPOOL PROGRAM" PROVIDE VANPOOL SERVICE TO RESIDENTS IN DENTON COUNTY	2009	OPERATING	\$50,457	\$0	\$0	\$50,457	0	\$100,914	
TOTAL:				\$50,457	\$0	\$0	\$50,457	0	\$100,914	

Revision Requested:				FUNDING TABLE:							REVISION REQUESTED
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12503.09	"VANPOOL PROGRAM" PROVIDE VANPOOL SERVICE TO RESIDENTS IN DENTON COUNTY	2009	OPERATING	\$50,457	\$0	\$0	\$50,457	0	\$100,914	NO CHANGE	
12848.09	OPERATING ASSISTANCE	2018	OPERATING	\$227,000	\$0	\$0	\$227,000	0	\$454,000	ADD PROJECT	
TOTAL:				\$277,457	\$0	\$0	\$277,457	0	\$554,914		

PROPOSED FEBRUARY 2018 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: FORT WORTH TRANSPORTATION AUTHORITY

Apportionment Year FY2011 PROGRAM OF PROJECTS

Modification #: 2017-0705

Request: REFINE FY2011 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); \$1,175,000 INCREASE IN FEDERAL FUNDS AND \$1,175,000 LOCAL FUNDS OFFSET BY A DECREASE ON TIP 12619.11/MOD 2017-0706

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5316 FUNDS

Currently Approved:				FUNDING TABLE:						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12614.11	ALLIANCE EMPLOYMENT CENTER CIRCULATOR SYSTEM	2013	CAPITAL	\$1,460,800	\$0	\$0	\$299,200	0	\$1,760,000	
TOTAL:				\$1,460,800	\$0	\$0	\$299,200	0	\$1,760,000	

Revision Requested:				FUNDING TABLE:							REVISION REQUESTED
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12614.11	ALLIANCE EMPLOYMENT CENTER CIRCULATOR SYSTEM	2013	CAPITAL	\$1,460,800	\$0	\$0	\$299,200	0	\$1,760,000	NO CHANGE	
12849.11	OPERATING ASSISTANCE - EXPRESS CONNECTION	2018	OPERATING	\$587,500	\$0	\$0	\$587,500	0	\$1,175,000	ADD PROJECT	
12850.11	OPERATING ASSISTANCE - NORTH QUADRANT	2018	OPERATING	\$587,500	\$0	\$0	\$587,500	0	\$1,175,000	ADD PROJECT	
TOTAL:				\$2,635,800	\$0	\$0	\$1,474,200	0	\$4,110,000		

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year FY2011 PROGRAM OF PROJECTS

Modification #: 2017-0706

Request: REFINE FY2011 PROGRAM OF PROJECTS; \$1,175,000 DECREASE IN FEDERAL FUNDS AND \$1,175,000 LOCAL FUNDS OFFSET BY AN INCREASE ON TIP 12849.11 AND 12850.11/MOD 2017-0705

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5316 FUNDS

Currently Approved:				FUNDING TABLE:						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12619.11	ALLIANCE RAIL DEMONSTRATION PROJECT	2013	OPERATING	\$1,175,000	\$0	\$0	\$1,175,000	0	\$2,350,000	
12621.11	PROGRAM ADMINISTRATION	2013	CAPITAL	\$254,510	\$0	\$0	\$0	0	\$254,510	
TOTAL:				\$1,429,510	\$0	\$0	\$1,175,000	0	\$2,604,510	

Revision Requested:				FUNDING TABLE:							REVISION REQUESTED
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12619.11	ALLIANCE RAIL DEMONSTRATION PROJECT	2013	OPERATING	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT	
12621.11	PROGRAM ADMINISTRATION	2013	CAPITAL	\$254,510	\$0	\$0	\$0	0	\$254,510	NO CHANGE	
TOTAL:				\$254,510	\$0	\$0	\$0	0	\$254,510		

PROPOSED FEBRUARY 2018 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: DALLAS AREA RAPID TRANSIT

Apportionment Year FY2012 PROGRAM OF PROJECTS

Modification #: 2017-0707

Request: REFINE FY2012 PROGRAM OF PROJECTS AND ADD PROJECT TO 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); \$240,000 INCREASE IN FEDERAL FUNDS AND 48,000 CAT-3 TDC (MPO) OFFSET BY A DECREASE ON TIP 12686.12/MOD 2017-0709

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 48,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; TDCs BEING USED ARE FROM THE CATEGORY 1 – STRATEGIC AWARDS TO SMALL TRANSIT PROVIDERS AWARD

Funding Source: TRANSIT SECTION 5317 FUNDS

Currently Approved:

FUNDING TABLE:									
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12640.12	AMBASSADOR PROGRAM FOR TRAVEL TRAINING	2013	CAPITAL	\$750,000	\$0	\$0	\$187,500	0	\$937,500
12684.12	RAIL STATION WAYFINDING ENHANCEMENTS	2014	CAPITAL	\$240,000	\$0	\$0	\$60,000	0	\$300,000
12685.12	PLANO TAXI SUBSIDY PROGRAM	2014	CAPITAL	\$185,200	\$0	\$0	\$68,800	0	\$254,000
TOTAL:				\$1,175,200	\$0	\$0	\$316,300	0	\$1,491,500

Revision Requested:

FUNDING TABLE:										REVISION REQUESTED
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12640.12	AMBASSADOR PROGRAM FOR TRAVEL TRAINING	2013	CAPITAL	\$750,000	\$0	\$0	\$187,500	0	\$937,500	NO CHANGE
12684.12	RAIL STATION WAYFINDING ENHANCEMENTS	2014	CAPITAL	\$240,000	\$0	\$0	\$60,000	0	\$300,000	NO CHANGE
12685.12	PLANO TAXI SUBSIDY PROGRAM	2014	CAPITAL	\$185,200	\$0	\$0	\$68,800	0	\$254,000	NO CHANGE
12851.12	MOBILITY MANAGEMENT	2018	CAPITAL	\$240,000	\$0	\$0	\$0	48,000	\$240,000	ADD PROJECT (MPO TDCs)
TOTAL:				\$1,415,200	\$0	\$0	\$316,300	48,000	\$1,731,500	

PROPOSED FEBRUARY 2018 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: DENTON COUNTY TRANSPORTATION AUTHORITY

Apportionment Year FY2012 PROGRAM OF PROJECTS

Modification #: 2017-0708

Request: REFINE FY2012 PROGRAM OF PROJECTS AND ADD PROJECT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); \$240,000 INCREASE IN FEDERAL FUNDS AND 48,000 CAT-3 TDC (MPO) OFFSET BY A DECREASE ON TIP 12686.12/MOD 2017-0709

UZA: DENTON-LEWISVILLE

Comment: 48,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; TDCs BEING USED ARE FROM THE CATEGORY 1 – STRATEGIC AWARDS TO SMALL TRANSIT PROVIDERS AWARD

Funding Source: TRANSIT SECTION 5317 FUNDS

Currently Approved:

Currently Approved:				FUNDING TABLE:						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12687.12	TRANSIT CAPITAL ACCESSIBILITY PROGRAM	2014	CAPITAL	\$64,831	\$0	\$0	\$16,208	0	\$81,039	
TOTAL:				\$64,831	\$0	\$0	\$16,208	0	\$81,039	

Revision Requested:				FUNDING TABLE:						<u>REVISION REQUESTED BY PROJECT</u>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12687.12	TRANSIT CAPITAL ACCESSIBILITY PROGRAM	2014	CAPITAL	\$64,831	\$0	\$0	\$16,208	0	\$81,039	NO CHANGE
12852.12	MOBILITY MANAGEMENT	2018	CAPITAL	\$240,000	\$0	\$0	\$0	48,000	\$240,000	ADD PROJECT (MPO TDCs)
TOTAL:				\$304,831	\$0	\$0	\$16,208	48,000	\$321,039	

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year FY2016 PROGRAM OF PROJECTS

Modification #: 2017-0711

Request: REFINE FY2016 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5310 FUNDS

Currently Approved:

Currently Approved:				FUNDING TABLE:						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12644.16	SUPPORT TRANSIT FOR SENIORS AND INDIVIDUALS WITH DISABILITIES	2016	CAPITAL	\$1,001,982	\$0	\$0	\$250,496	0	\$1,252,478	
12678.16	PROGRAM ADMINISTRATION	2016	CAPITAL	\$335,541	\$0	\$0	\$0	0	\$335,541	
TOTAL:				\$1,337,523	\$0	\$0	\$250,496	0	\$1,588,019	

Revision Requested:				FUNDING TABLE:						<u>REVISION REQUESTED BY PROJECT</u>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12644.16	SUPPORT TRANSIT FOR SENIORS AND INDIVIDUALS WITH DISABILITIES	2016	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
12678.16	PROGRAM ADMINISTRATION	2016	CAPITAL	\$335,541	\$0	\$0	\$0	0	\$335,541	NO CHANGE
TOTAL:				\$335,541	\$0	\$0	\$0	0	\$335,541	

PROPOSED FEBRUARY 2018 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year FY2016 PROGRAM OF PROJECTS

Modification #: 2017-0712

Request: REFINE FY2016 PROGRAM OF PROJECTS

UZA: DENTON-LEWISVILLE

Funding Source: TRANSIT SECTION 5310 FUNDS

Currently Approved:

Currently Approved:				FUNDING TABLE:					
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12646.16	SUPPORT TRANSIT FOR SENIORS AND INDIVIDUALS WITH DIABILITIES	2016	CAPITAL	\$112,640	\$0	\$0	\$28,160	0	\$140,800
12677.16	PROGRAM ADMINISTRATION	2016	CAPITAL	\$20,479	\$0	\$0	\$0	0	\$20,479
TOTAL:				\$133,119	\$0	\$0	\$28,160	0	\$161,279

Revision Requested:

Revision Requested:				FUNDING TABLE:						REVISION REQUESTED
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12646.16	SUPPORT TRANSIT FOR SENIORS AND INDIVIDUALS WITH DIABILITIES	2016	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
12677.16	PROGRAM ADMINISTRATION	2016	CAPITAL	\$20,479	\$0	\$0	\$0	0	\$20,479	NO CHANGE
TOTAL:				\$20,479	\$0	\$0	\$0	0	\$20,479	

Resilience and Durability to Extreme Weather Pilot Program

FHWA is seeking to partner with State Departments of Transportation (State DOTs), Metropolitan Planning Organizations (MPOs), Federal Lands Management Agencies (FLMAs), and Tribes to address one of three areas related to deploying resilience solutions:

- 1) Integrating resilience and durability into agency practices;
- 2) Using available tools and resources to assess the vulnerability and risk of transportation projects or systems; or
- 3) Deploying a resilience solution and monitoring performance.

This pilot program is sponsored by the FHWA Office of Planning, Environment and Realty, in cooperation with the FHWA Office of Infrastructure.

Background

Natural disasters have become increasingly damaging and problematic to transportation systems in many locations within the United States, affecting the performance of the transportation network and straining state and Federal funding for repair and maintenance. Addressing this critical issue is included in the U.S. Department of Transportation Draft Strategic Plan for FY 2018 -2022,¹ which includes development of new tools to improve transportation infrastructure durability and resilience as a priority innovation area. It also states that infrastructure should be made resilient and durable to withstand extreme weather events. This pilot program will assist U.S. DOT and FHWA in achieving these strategic objectives, reducing future maintenance costs over the full life-cycle of transportation assets.

Pilot Project Types

This pilot program will assist agencies in adapting practices, plans, and assets to make measurable improvements to the resilience and durability of their transportation systems.

The pilot projects will address one of three areas:

1. Integrate resilience and durability into agency practices and procedures
This category of pilots is intended for agencies that have already identified resilience measures, practices, or procedures to implement. Examples include:
 - a. Integrate resilience and risk considerations into standard operating procedures, manuals or guidance. The focus can be throughout the pilot agency or a specific functional area (e.g. asset management, hydraulics and hydrology, etc.). For example, a state may focus their pilot project on updating their drainage manual to reflect resilience and durability.
 - b. Develop communication methods and strategies to disseminate data or results of a vulnerability and/or risk assessments to support integration of resilience into agency practices.

¹ U.S. DOT, 2017. <https://www.transportation.gov/dot-strategic-plan>

2. Use currently available FHWA tools and resources to assess the vulnerability and risk of transportation projects or systems

Pilot projects of this type include:

- a. Conduct a project-level engineering assessment addressing resilience and durability to extreme weather events. For example, an agency could apply methods to analyze the resilience of a specific project, utilize and expand upon lessons learned for relevant engineering activities, and/or conduct economic analyses of resilience and durability solutions. Pilots of this type would implement techniques documented in [Synthesis of Approaches for Addressing Resilience in Project Development](#).
 - b. Conduct advanced-level coastal or riverine hydraulic analysis for planning, project development, and/or preliminary engineering. These pilots would implement techniques from the following:
 - i. [Hydraulic Engineering Circular 17](#) (HEC-17) Highways in the River Environment – Floodplains, Extreme Events, Risk, and Resilience, 2nd Edition (levels of analysis 3 through 5 as described in section 7.4)
 - ii. [Hydraulic Engineering Circular 25](#) (HEC-25) Volume 2: Highways in the Coastal Environment: Assessing Extreme Events (levels of analysis 2 and 3 as described in section 4.1). These analyses could take advantage of existing advanced modeling already conducted by the US Army Corps of Engineers [North Atlantic Coast Comprehensive Study](#) (NACCS). Results from this study could be substituted for complex coastal modeling required under Levels 2 and 3 in HEC-25 Volume 2 to help inform transportation planning or project development.
 - c. Use FHWA’s [Vulnerability Assessment Framework](#) to assess the vulnerability and risk of a transportation system to extreme weather impacts or other current and future environmental conditions. This can include expanding a vulnerability assessment analysis that has been done on a smaller area to region- or state-wide.
3. Deploy resilience solutions and monitor performance.
Implement a solution to improve highway resilience and monitor resulting performance. Pilot projects would use results of analyses such as those listed under 2(a) and 2(b) above. Projects could include infrastructure or nature-based solutions such as those documented in FHWA’s project [Nature-Based Resilience for Coastal Highways](#). Projects should include proposed monitoring methods and schedule.

FHWA will monitor progress of the pilots and will provide guidance as needed. FHWA will provide technical assistance requests to the extent practicable. FHWA will establish a single point of contact to ensure consistency in direction and communication.

Final Product

Each pilot agency will complete a final report that details the work performed, parties involved, roles and responsibilities, issues encountered, lessons learned, recommendations for future action, and recommendations on improving the FHWA resource(s) used. FHWA will provide feedback on the draft report and the recipient will finalize the report, taking into consideration FHWA feedback to the extent feasible.

The pilot reports must contain scientifically sound analysis, comply with FHWA standards for research reports², and be submitted on-time in both 508-compliant Microsoft Word format and 508-compliant pdf format. The final report will be posted to the FHWA website.

Number of Pilots and Funding

FHWA anticipates funding five to eight pilots, with the FHWA share of the pilot projects ranging from \$10,000 to a maximum of \$250,000 each. There is a matching requirement of at least a 20% non-federal share (e.g. 80/20 federal/non-federal). A 50% non-federal share is preferred. In-kind contributions such as staffing can count towards the match requirement.

Duration

For projects of Type 1 and Type 2 above, the pilot should be completed 24 months after commencement of work.

For Type 3 projects, an interim report is due 24 months after commencement of work, with monitoring reports submitted for 4 years after completion of project.

Eligibility

The funding recipient must be a State DOT, MPO, federally recognized tribal government or FLMA. However, partnerships with other agencies such as a local government are permissible.

Process and Timeline

The following process will be followed in the application, review, and award process for the pilot program:

1. Solicitation Released (December 18, 2017)
2. Informational Webinar (January 4, 2018)
3. Letters of Interest Submitted to FHWA Division and Headquarters Office (Due: February 9, 2018)
4. FHWA Announces Selected Pilot Projects (no later than February 28, 2018)

² For instance, reports must be suitable for posting to FHWA's website, cannot contain contractor logos, and must include a Technical Report Documentation page. Figures, tables, and images must include descriptive tags for 508 compliance.

Informational Webinar

FHWA will hold a free webinar for those interested in participating in this pilot program. The webinar will include an overview and general parameters for the pilot projects, and a question and answer session. The webinar will be held Thursday, January 4, 2018 from 2:00-3:00 Eastern. Registration is required and can be completed up to two days prior to the event at:

<https://collaboration.fhwa.dot.gov/dot/fhwa/WC/Lists/Seminars/DispForm.aspx?ID=1573>.

The webinar will be recorded and posted on FHWA's website.

Required Contents for Letter of Interest for Proposed Pilot Project

Interested agencies should submit a letter of interest of up to ten pages that includes the sections identified in the attachment to this request. Letters of support (Section IV, optional) do not count towards the ten page limit.

Finalizing the Work Plan

After selection, the recipient will participate in a conference call with FHWA to discuss the pilot project. FHWA will provide feedback on the draft work plan, the goals of the project and any additional assistance/resources that FHWA may have available. A revised work plan will be submitted and approved by FHWA before commencing work.

How to Submit Letter of Interest

Agencies should submit the letter of interest to Rob Hyman (robert.hyman@dot.gov) and Heather Holsinger (heather.holsinger@dot.gov) with FHWA's Office of Natural Environment and copy their respective FHWA Division office by the deadline of February 9, 2018.

Criteria for selection

The pilot areas will be selected to provide a mix of coastal and non-coastal environments, relevant extreme weather effects and risk factors, geographic dispersal, and urban/rural issues. Projects from inland areas are particularly encouraged to provide additional geographic diversity to the program. In addition, the following criteria will be used (not in priority order):

1. Project is application-oriented, not for theoretical research
2. Well thought out project plan and technical approach
3. Willingness to help improve FHWA resources and provide case studies and lessons learned to share with others
4. Demonstrated funding/staff/resources
5. Demonstrated non-Federal match
6. Collaborative approaches and partnerships demonstrated

Contacts

Rob Hyman, Office of Natural Environment, 202-366-5843

Heather Holsinger, Office of Natural Environment, 202-366-6263

Becky Lupes, Office of Natural Environment, 202-366-7808

FHWA Resilience Resources

[Hydraulic Engineering Circular 17: Highways in the River Environment - Floodplains, Extreme Events, Risk, and Resilience](#)

[Hydraulic Engineering Circular 25, Vol. 2: Highways in the Coastal Environment: Assessing Extreme Events](#)

[Synthesis of Approaches for Addressing Resilience in Project Development](#)

[Post-Hurricane Sandy Transportation Resilience Study](#)

[Nature-based Resilience for Coastal Highways](#)

[FHWA Vulnerability Assessment Framework](#)

[Previous FHWA Resilience Pilot Programs](#)

- [Air Quality Home](#)
- [Air Quality Programs](#)
- [Air Quality Committees](#)
- [Air Quality Policy and Regulations](#)
- [Car Care Clinics](#)
- [Clean Vehicle Information](#)
- [Major Air Pollutants](#)
- [Funding Opportunities](#)
- [Ozone Information](#)
- [State Implementation Plan \(SIP\)](#)
- [Transportation Conformity](#)
- [Transportation Home](#)

Air Quality Funding Opportunities for Vehicles

Funding programs that address air quality, such as clean vehicle projects, are available from a number of Federal, State, local, and non-profit entities. This site provides links to various current and recurring grant opportunities and incentives for clean technology and infrastructure. It also provides information that is helpful once you have received grant funding through NCTCOG.

[Air Quality Funding Home](#)

[Other Air Quality Funding Opportunities](#)

[Sign-Up for Email Updates](#)

Current Vehicle Grant Funding Opportunities

[Select Language](#) [?] ?

	Eligible Focus Areas									Eligible Applicant Type
	Heavy-Duty Vehicles						Light-Duty Vehicles			
	Buses	Oil and Gas Vehicles/Equipment	Long Haul Trucks	Dump Trucks	Idle-Reduction Technology	Other	Passenger Vehicles	Taxis	Idle-Reduction Technology	
AirCheckTexas Drive a Clean Machine Program							X			General Public
Federal and State Incentives and Laws (Including Tax Credits)	X	X	X	X	X		X	X		Private Sector
Fleets for the Future	X					X	X			Public Sector
New! IC Bus Grant Program	X									Public Sector
Updated Incentives! Propane Vehicle Incentives for Texas	X	X		X		X	X	X		Public Sector, Private Sector
New! Rebate Grants	X	X	X	X						Public Sector, Private Sector

Click the links below for a program description and relevant dates and details.

[NCTCOG Funding Opportunity Archive](#)

If you have any questions on upcoming funding opportunities, please e-mail AQgrants@nctcog.org.



DFW Clean Cities: Upcoming Events

Jan
30

WEBINAR: Idle Reduction Strategies

What: Learn about different ways your Emergency Vehicles can save money & increase engine life through implementing attainable idle reduction strategies for police and ambulances. Presentations from City of Columbus, Ohio; City of Euless; and more!

Where & When: Online from 1:30 – 2:30 PM

Register here: <https://www.dfwcleancities.org/webinars>

Feb
13

MEETING: Clean Freight Solutions

What: *Partnered with Regional Freight Advisory Committee-* Learn by example from freight leaders in the distribution sector about different strategies to make your fleet green. Presentations about Port of Houston, Freights Using Alt Fuels & Idle Reduction, and more!

Where & When: 12:30 – 2:00 PM at NCTCOG offices in Arlington

Register here: [Clean Freight Solutions Meeting Registration](#)

Feb
27

WEBINAR: Clean Vehicle Solutions- Refuse Haulers

What: Explore alternative fuels in the solid waste management sector & learn how you could save money

Where & When: Online from 1:30 – 2:30 PM

Register here: <https://www.dfwcleancities.org/webinars>

For Updates, Info, & Other Events, Visit: <https://www.dfwcleancities.org/events>

Or Email: cleancities@nctcog.org

Alternative Fuel Corridor Update

November 9 – Regional Transportation Council (RTC) took action to endorse a Texas Department of Transportation (TxDOT) plan to nominate all remaining interstates and metro loops as part of the Federal Highway Administration (FHWA) Alternative Fuel Corridor network, and also to recommend inclusion of US 67, US 287, and US 75 as part of this network.

November 30 – FHWA Alternative Fuel Corridor nomination deadline.

December 13 – TxDOT provided a presentation on their 2017 nominations to the DFW Clean Cities Annual Meeting.

Note: IH-820 and IH-635 were not ultimately included in the TxDOT 2017 nomination packet, but are slated to be submitted in 2018.

For more information, see the attached TxDOT presentation from the December 13 DFW Clean Cities meeting.

Questions? Contact Bailey Muller at (817) 695-9299 or bmuller@nctcog.org.



ALTERNATIVE FUEL CORRIDORS

2018 Submittal Summary

December, 2017

Texas Alternative Fuel Corridor Summary

Texas Alternative Fuel Corridors Summary

Updated November 30, 2017

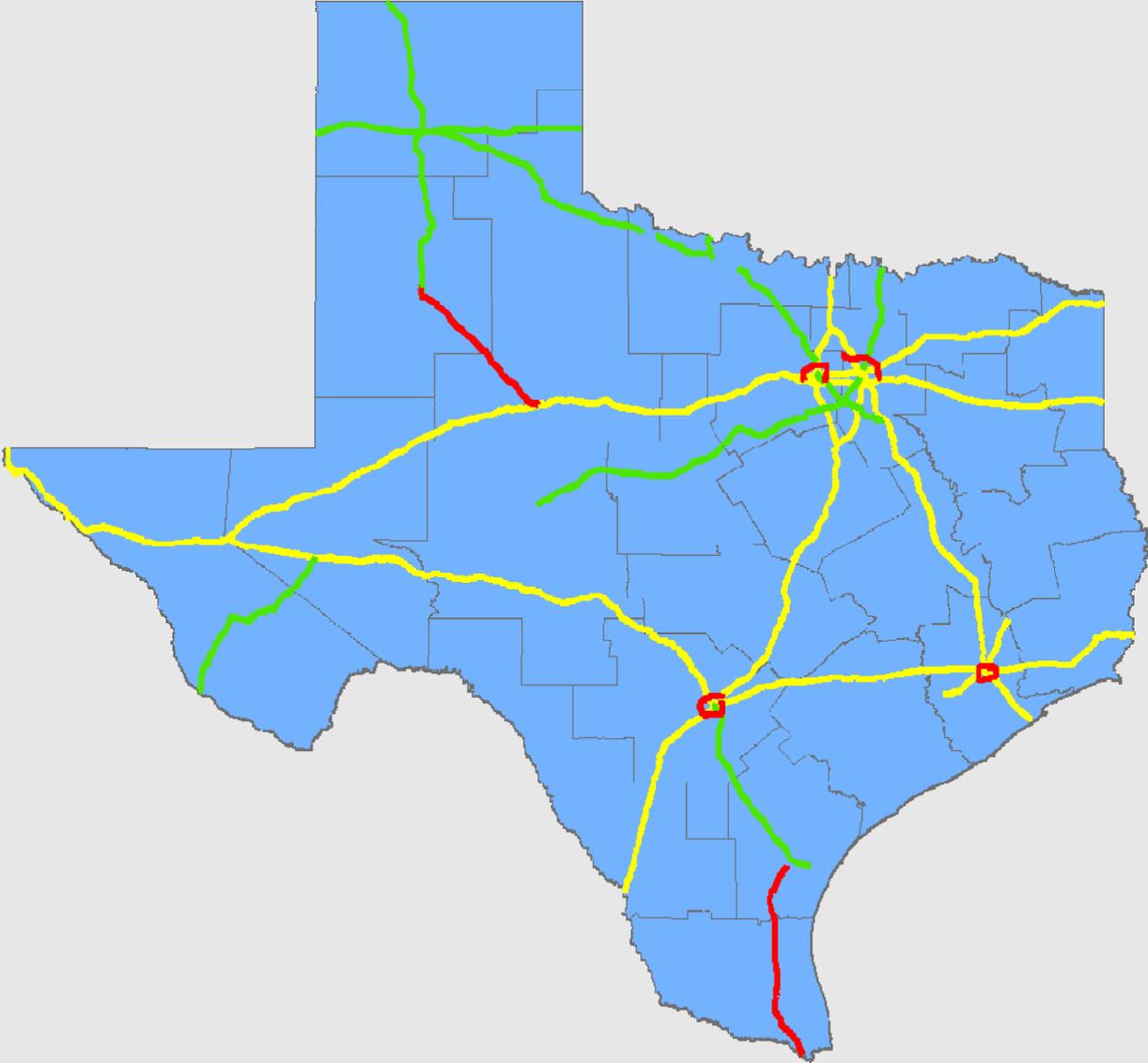
2016 Awarded Interstate Highways	2017 Submitted for Designation	2018 Planned for Submission
I-10	I-2	I-110
I-20	I-14	I-169
I-30	I-27	I-345
I-35	I-37	I-369
I-35 E	I-40	I-410
I-35 W	I-44	I-610
I-45	US 75	I-635
<u>I-69</u>	US 67	I-820
8 corridors	<u>US 287</u>	US 84
	9 corridors	<u>US 77</u>
		10 corridors

Alternative Fuel Corridor Designations

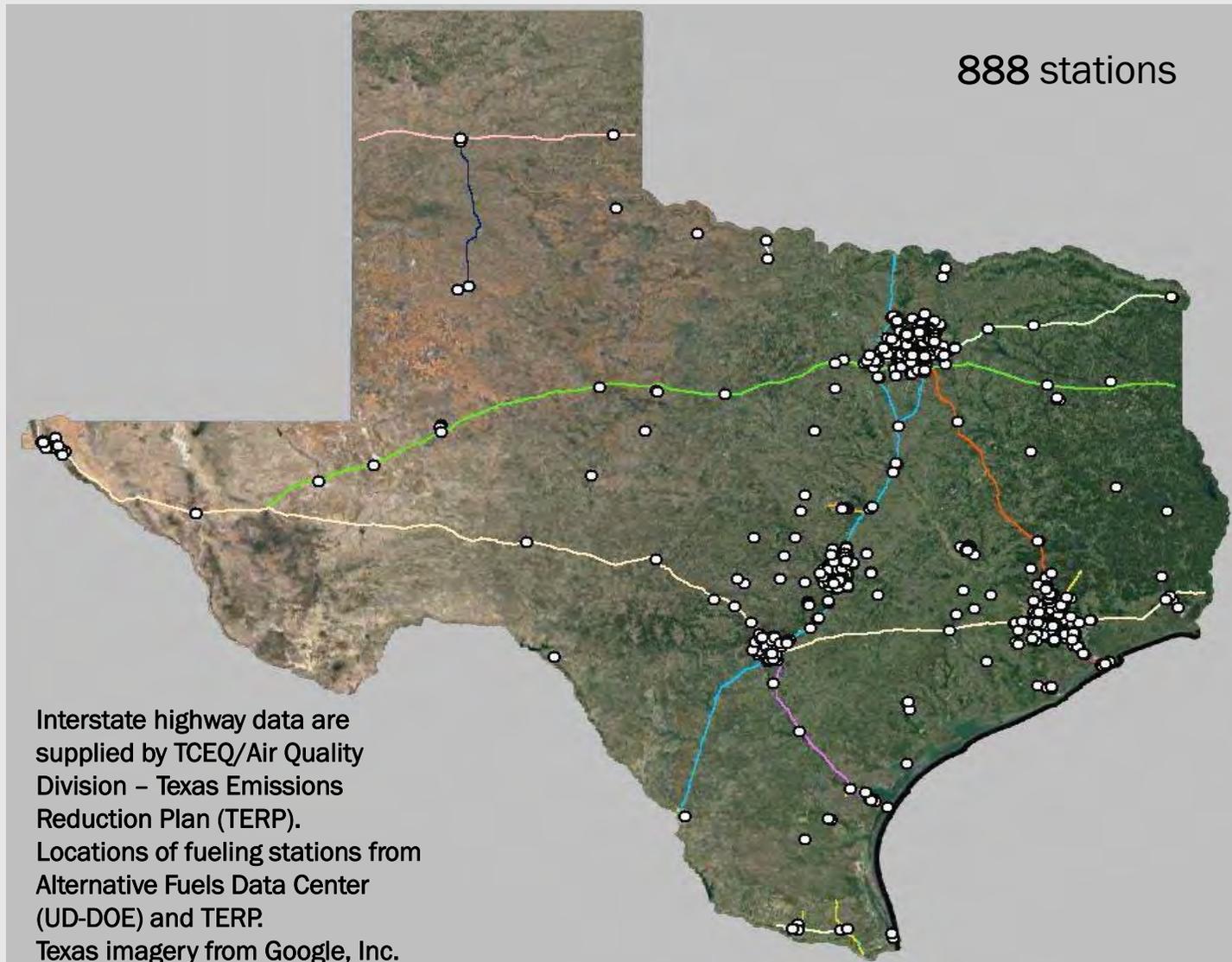
2016

2017

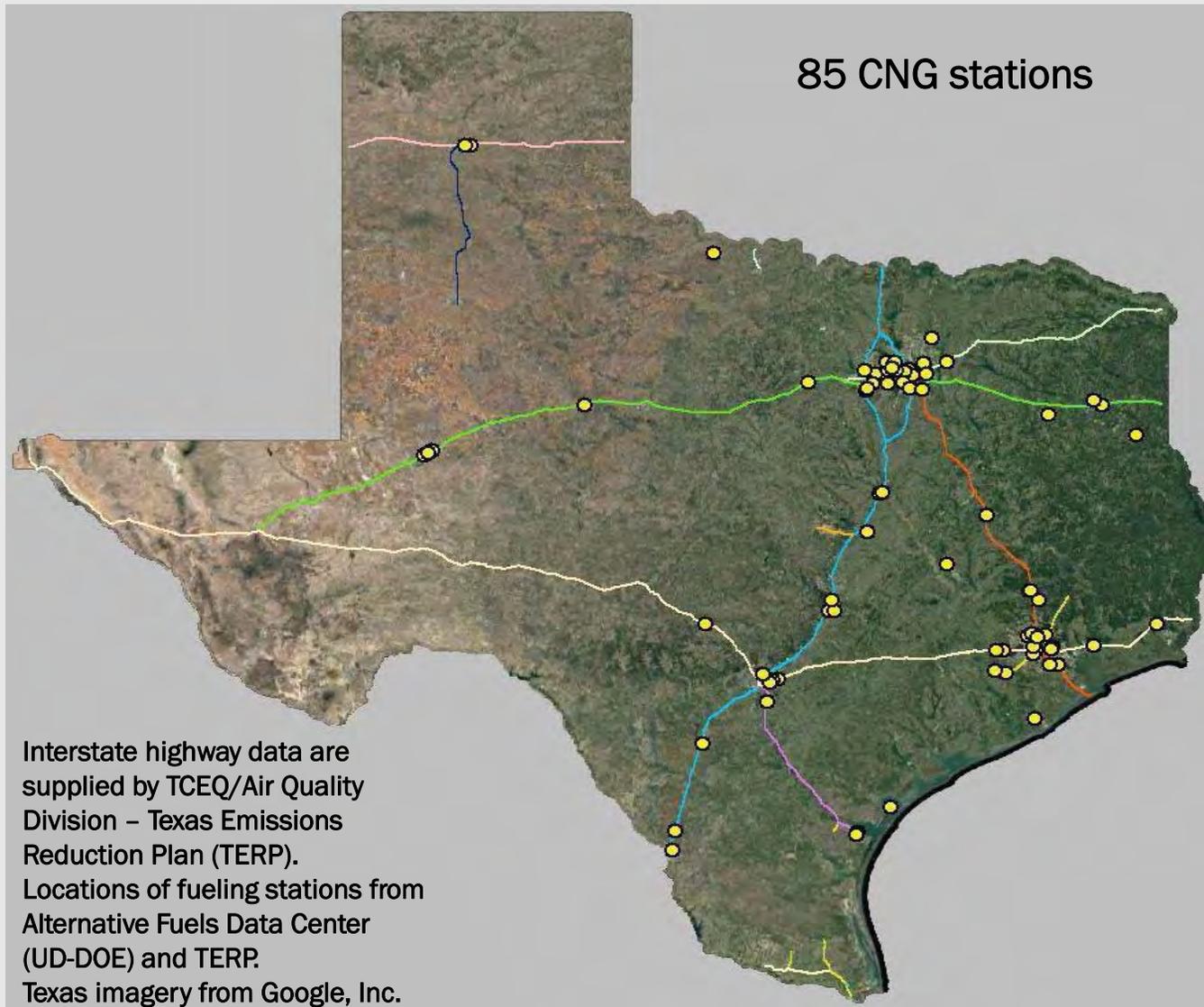
2018



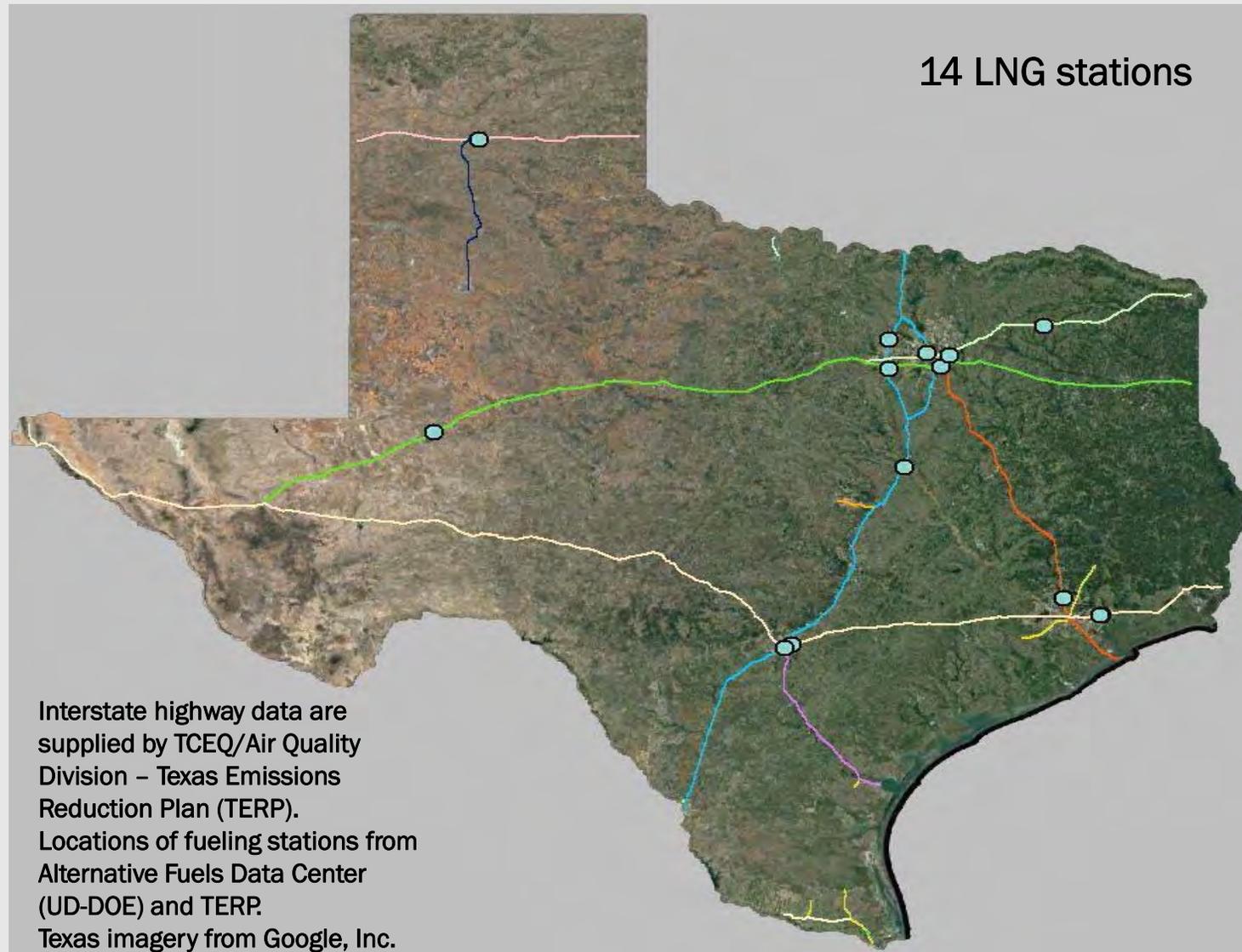
Public Operating Electric Charging Stations



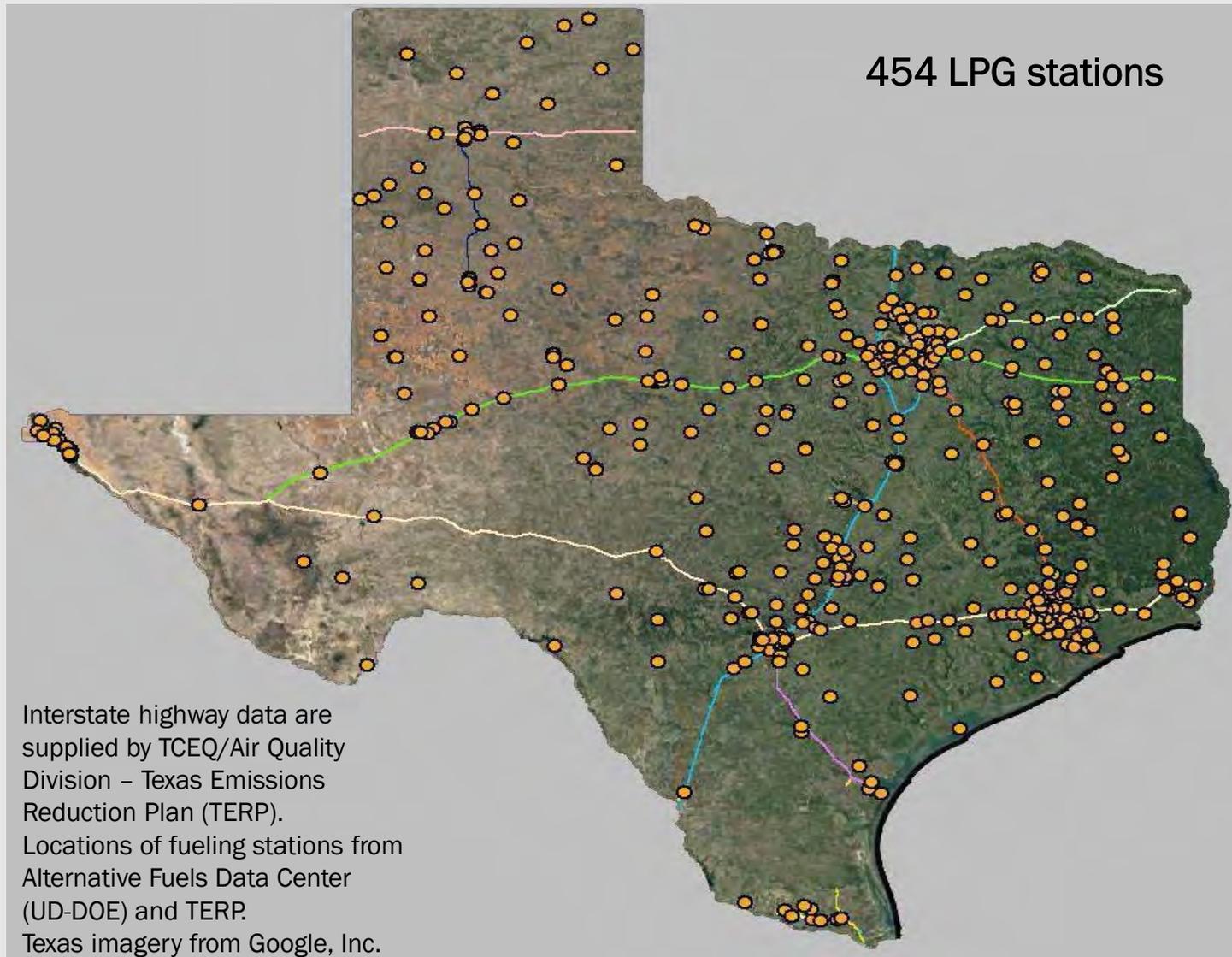
Public Operating CNG Stations



Public Operating LNG Stations



Public Operating LPG Stations



Alternative Fuel Corridor Planning Tasks/Timeline

Task	Target Date
Consider Electrify America Integration into annual planning process	February, 2018
Review previous submittals for any changes	March, 2018
Work with TxDOT signage policy team regarding “Signage Ready” routes	March, 2018
Review segments proposed for 2018 submission	April, 2018
Prepare 2018 Submission	November, 2018
Consider proposed corridor expansion for 2019	November, 2018

A Volkswagen Stakeholder meeting will be held in Austin on January 17, 2018, from 10:00 am to 4:30 pm; a draft agenda provided by the Texas Clean Air Working Group is outlined below. Time will be set aside for key stakeholders to provide oral comments to staff from the offices of the Governor and Texas Commission on Environmental Quality Commissioner Niermann, who is overseeing agency implementation. A list of questions/topics that comments should focus on is being prepared. Please note that there are certain questions that the Environmental Mitigation Trust agreement is supposed to address, and TCEQ staff has suggested that commenters should be sure to address these points:

- a. Overall goal for use of the funds
- b. Categories of mitigation actions and preliminary assessment of the percentages of funds anticipated to be used for each type of action (thus, commenters may wish to address what categories of mitigation actions should be prioritized)
- c. Description of how the Beneficiary will consider the potential beneficial impact on air quality in areas that bear a disproportionate share of the air pollution burden (thus, commenters may wish to address how funds should be distributed geographically)
- d. General description of the expected ranges of air emissions benefits

If you wish to attend this meeting, please RSVP to Windy Johnson of the Conference of Urban Counties at windy@cuc.org. If you wish to provide oral comments, please contact Cecilia Howard at choward@nctcog.org. The TCEQ is also currently accepting public comments at VWsettle@tceq.texas.gov, though this is not yet a formal public comment period.

Draft_Agenda

January 17, 2018

10:00 am – 4:30 pm

Texas Capitol in Auditorium

Morning: (10:00 am)

- Introductions (10 min)
- VW settlement overview (20min)
- Texas updates and milestones by TCEQ (15 min)
- Historically high emitting vehicles and eligible funding by application/applicant (20 min)
- Clean City Coordination (15 min)
- Bulk orders – Statements of intent (5min)
- Discussion/Q&A
- Recap

Lunch 12:00 pm (lunch on-your-own in the cafeteria)

Afternoon (restart at 1:00 pm):

- Technology update for policy makers and administrators (1 hr)
 - Eligible vehicles, emissions rates, and costs – including cost of ownership:
 - CNG, Diesel, EVs, LNG, Propane...
 - Infrastructure, cost, current availability, needs....
 - High Speed Charging (for light duty and heavy duty)
 - Fast fill CNG
 - LNG
 - Propane
- Technology Q&A (20 min)

Break (2:20-2:30 pm)

- TCEQ Commissioner Niermann (invited)
Steven Schar and Steven Albright from Governor's office
 - Recap morning
 - Governor's office comments on VW settlement
 - TCEQ Commissioner's comments
 - Opportunity for regional officials/administrators/public to briefly share comments and suggestions about implementation of the VW settlement in Texas.
(up to 3 min per person)
 - Q&A/moderated discussion (depending on time)
- Review outstanding issues
- Review next steps

Adjourn 4:15 pm



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 6
1445 ROSS AVENUE, SUITE 1200
DALLAS TX 75202-2733

December 22, 2017

The Honorable Greg Abbott
Governor of State of Texas
P.O. Box 12428
Austin, Texas 78711

Dear Governor Abbott:

Thank you for your multiple letters addressing air quality designation recommendations for the revised 2015 National Ambient Air Quality Standards (NAAQS) for ozone throughout Texas. I appreciate the information Texas shared with the U.S. Environmental Protection Agency (EPA) as we both move forward to improve ozone air quality. This letter is to notify you of the EPA's response to Texas's area recommendations and to inform you of our approach for completing designations for the revised ozone standards.

On October 1, 2015, the EPA lowered the primary 8-hour ozone standard from 0.075 parts per million (ppm) to 0.070 ppm to provide increased protection of public health. The EPA revised the secondary 8-hour ozone standard, making it identical to the primary standard, to protect against welfare effects, including impacts on sensitive vegetation and forested ecosystems. Working closely with the states and tribes, the EPA is implementing the standards using a common sense approach that improves air quality and minimizes the burden on state and local governments. As part of this routine process, the EPA is working with the states to identify areas in the country that meet the 2015 ozone standards and those that need to take steps to reduce ozone pollution to attain the 2015 standards.

As a first step in implementing the 2015 ozone standards, the EPA asked states to submit in the Fall of 2016 their designation recommendations, including appropriate area boundaries. In response to and consistent with the States' recommendations, EPA published an initial round of final designations on November 16, 2017 in the Federal Register. In that action, the EPA designated as Attainment/Unclassifiable most areas of the country, including all but 49 counties in Texas.¹

As required by the Clean Air Act, the EPA will designate an area as Nonattainment if there are certified, quality-assured air quality monitoring data showing a violation of the 2015 ozone standards or if the EPA makes a determination that the area is contributing to a violation of the

¹ In addition, the EPA designated three counties in the state of Washington as Unclassifiable, consistent with the State of Washington's recommendation. Further, consistent with EPA's "Policy for Establishing Separate Air Quality Designations for Areas of Indian Country" (December 20, 2011), the EPA designated two areas of Indian country as separate Attainment/Unclassifiable areas.

standards in a nearby area. Areas designated Attainment/Unclassifiable are not measuring or contributing to a violation of the standards.

After considering Texas’s multiple ozone designation recommendations, which were based on 2014-2016 air quality data, as well as other relevant technical information, the EPA intends to designate the areas listed in the table below as Nonattainment, and to designate all other areas in the State where the agency has received complete information, except as indicated by the State in letters to the EPA, and that were not previously designated in November 2017 as Attainment/Unclassifiable. The Technical Support Document for Texas, which provides a detailed analysis to support our proposed designation decisions is posted on the EPA’s Ozone Designations web site at <https://www.epa.gov/ozone-designations>.

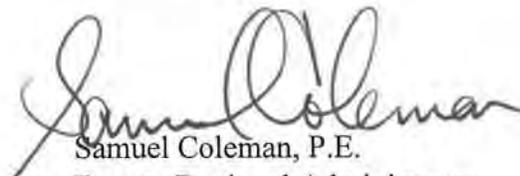
Area	EPA’s Intended Nonattainment Counties
Dallas/Fort Worth, TX	Collin County Dallas County Denton County Ellis County Johnson County Kaufman County Parker County Rockwall County Tarrant County Wise County
Houston-Galveston-Brazoria, TX	Brazoria County Chambers County Fort Bend County Galveston County Harris County Liberty County Montgomery County Waller County

In order for the EPA to consider more current (i.e., 2015-2017) air quality data in the final designation decisions for Texas, certified, quality-assured 2015-2017 air quality monitoring data for the area must be submitted to the EPA by February 28, 2018.

If Texas has additional information that it would like the EPA to consider, please submit it to us by February 28, 2018. Please submit additional information by sending it to EPA’s public docket for these designations, EPA-HQ-OAR-2017-0548, located at www.regulations.gov, and by sending a copy to EPA Region 6, pursuant to the instructions detailed in the forthcoming *Federal Register* action. The EPA will also make its proposed designation decisions and supporting documentation available to the general public for review and comment as part of the Federal Register action. We will be announcing a 30-day public comment period shortly in the *Federal Register*. After considering any additional information we may receive, and responding to significant comments, the EPA plans to promulgate final ozone designations in Spring of 2018.

The EPA is committed to working with the states and tribes to reduce ozone air pollution. We look forward to a continued dialogue with you and your staff as we work together to implement the 2015 ozone standards. Should you have any questions regarding this matter, please do not hesitate to contact me at 214-665-3110 or have a member of your staff contact Carrie Paige at 214-665-6521 or paige.carrie@epa.gov.

Sincerely,


Samuel Coleman, P.E.
Deputy Regional Administrator

cc: Richard A. Hyde, P.E., Executive Director, Texas Commission on Environmental Quality
Steve Hagle, P.E., Deputy Director, Office of Air,
Texas Commission on Environmental Quality

REGIONAL TRANSPORTATION COUNCIL ONLINE PUBLIC INPUT OPPORTUNITY

Proposed Modifications to the List of Funded Projects

Online Public Input Opportunity Dates

Monday, Dec. 11, 2017 – Wednesday, Jan. 10, 2018 - The North Central Texas Council of Governments (NCTCOG) posted information at www.nctcog.org/input for public review and comment.

Purpose and Topics

The online public input opportunity was provided in accordance with the NCTCOG Transportation Department Public Participation Plan, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the Metropolitan Planning Organization (MPO), and amended on February 12, 2015. Staff posted information regarding:

1. Proposed Modifications to the List of Funded Projects

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

COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

No public comments received via website, email and social media.

WRITTEN COMMENTS RECEIVED

Name and Title	Agency, City Represented	Topics Addressed	Comments
Phyllis Silver	Citizen	TIP code 12028.18	Attachment 1

Regional Transportation Public Input Opportunity

TIP Code 12028.18 - Decrease in Federal and
local funds for System Preventive Maintenance -
The amount of the decrease in this funding unit
to 12846.18 - Various rail projects.

I notice that there is FY18 funding
in TIP Code 12028.17 from FY17.

I do not have information as to whether
the remaining funds in 12028.18 is
sufficient. I urge you to verify
with DART staff to determine if
this is adequate funding. Preventive
maintenance is a key element for
transit systems operations.

Daphne Silver
12/24/17



PRESENTATIONS

Work Program Modifications

The UPWP for regional transportation planning provides a summary of the transportation and related air quality planning tasks to be conducted by the metropolitan planning organization. Proposed modifications to the FY 2018 and FY 2019 UPWP will be presented.

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

Mobility 2045 will define a long-term vision for the region's transportation system and guide spending of federal and state transportation funds. Staff will present an update on their work for the plan. More information, www.nctcog.org/mobility2045.

Solar Energy: North Texas SolSmart Designations

NCTCOG hosts trainings and webinars and works with individual cities to make the region more solar friendly. Staff will present the benefits of solar to the DFW region and showcase participating cities and their solar-friendly efforts. More information, <http://gosolarnorthtexas.org/solsmart>

RESOURCES AND INFORMATION

- AirCheckTexas: www.airchecktexas.org

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



NCTCOGtrans



North Central Texas
Council of Governments

TUESDAY, JAN. 9, 2018

6:00 PM

Crosby Recreation Center
1610 E. Crosby Road
Carrollton, TX 75006

WEDNESDAY, JAN. 10, 2018

2:30 PM

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

TUESDAY, JAN. 16, 2018

6:00 PM

Ella Mae Shamblee Library
1062 Evans Ave
Fort Worth, TX 76104

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

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



CentrePort/DFW Airport Station
Arrival Options Jan. 10

Eastbound Train 2:10 pm

Westbound Train 2:20 pm

PUBLIC COMMENTS REPORT

WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

Purpose

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

This report is a compilation of general public comments submitted by members of the public from Monday, November 20, 2017, through Tuesday, December 19, 2017. Comments and questions are submitted for the record and can be submitted via Facebook, Twitter, fax, email and online.

Autonomous Vehicles

Autonomous Vehicles

1. Nice to ride Milo @CityOfArlington innovative low speed AV moves guests between ATT Stadium & Ballpark.Thx also @NCTCOGtrans for organizing. – Smart Mobility Texas (@SmartMobilityTX)



Bicycle & Pedestrian

Email

1. Heath Wade

I would love to see the area become bicycle friendly. More protected bike lanes would help keep commuters safe and make the region more attractive to companies such as Amazon and others who evaluate transportation as part of relocation decisions.

Twitter

1. Bike Share Growing Pains Help Dallas Chart Plan to Rethink Transportation
<https://www.nbcdfw.com/news/local/Bike-Share-Growing-Pains-Help-Dallas-Chart-New-Plan-Rethink-Transportation-462199673.html> ... via @nbcdfw @CityOfDallas @NCTCOGtrans @DallasParkRec – Lee M Kleinman (@LeeforDallas)



Lake Corridor Comments

1. Lisa Strimpel

Dear Council Member,

I am writing you to ask that you consider another option for the NCTCOG transportation over Lake Lavon. Wylie east and the surrounding communities are homes to families that like lake living and being in the country. We like the calm and peaceful atmosphere of our land, lakes and wildlife. We do not want the pollution that mass transit would bring. Pollution to the waters, our neighborhoods and the 24 hour noise of vehicles on 8 lanes of traffic. I make an offer to update existing roads that are in need of repair instead of tearing down our homes. I bought this home 10 years ago at the age of 35. I was newly widowed and had two daughters ages 13 and 15 to raise by myself. I picked this home for the peace and tranquility. We have many family gatherings with children who play in the yard flying kites and chasing butterflies. The chickens we have as pets give us one egg every day. Our neighbors have sheep, goats and horses. Doves, Cardinals, Owls and Hawks fly overhead. Wild rabbits, foxes, squirrels, raccoons and coyotes run in the fields. I made the decision to move to a small community that is quiet at night and the stars shine bright in the sky. I can sit on my front porch and enjoy a cup of coffee and

watch the sun rise across the lake. I invite you to come spend a day with me and walk the property, have a BBQ, spend time and enjoying what nature has given me and my family.

Response by Jeff Neal, NCTCOG

Ms. Strimpel,

Good afternoon. Your comment in regards to the Collin County Strategic Roadway Plan has been received, and we appreciate your input and concern. Your comment will be included for viewing and consideration by the members of the Regional Transportation Council (RTC) as part of the Public Comments Report in the next RTC meeting agenda.

For further information about this study, including presentation materials and notification of upcoming meetings, please be sure to visit the following webpage:
<http://www.nctcog.org/trans/thoroughfare/CCSRP.asp>

2. Dr. Julie Kilgore

Please know that the Lake Corridor, the favored route currently recommended by the NCTCOG, is the MOST CONTESTED and the MOST EXPENSIVE in the newest iteration of the mobility plan. Please do NOT agree to further study on this route as you will be ultimately paying for a highway a mere 2 - 3 MILES from another thoroughfare (Hwy 78 - which needs to be converted to a true highway - not waste money paying to plow through neighborhoods - the redundancy, waste, and massive destruction is unnecessary). If you haven't seen a recent aerial view of this area (I recommend nearmap.com) you are vastly underestimating how long ago this ship has sailed, not to mention the fact that we just spent 1.9 million to dredge Lake Lavon (read: it's a lot deeper and will need a taller bridge: an additional cost of 100 million dollars or more) (1). This route is a vastly more costly alternative as it necessitates a bridge across Lake Lavon - the lake that provides 30% of the nearly 2 million residents of the North Texas Municipal water district - the water that comes out of your faucet. A lake that will require additional dredging to keep up with the water demands of a growing community which will be difficult to do with giant bridge in the way, not to mention the potential contamination and pollution of a major water source you risk with a huge bridge traversing it. And, it's not like the cost of the bridge is magically taken care of once it is finally paid for. The tax burden for the upkeep of a highway pales in comparison to a bridge, and you will continue to fit the bill for this bridge you may or may not use (2) Please improve the roads we have, time the lights appropriately, and utilize smart streets. We do not want this highway and encourage you to seek out better less damaging alternatives. We are not interested in creating further induced demand. A more innovative alternative to shuffling the trucks from the intermodal must be entertained. Please do not rubber stamp this computer generated path and waste taxpayer money studying a hotly contested, environmentally irresponsible, and community killing highway. Please also know that the ANNUAL direct cost of corrosion for highway bridges in the US is 13.6 BILLION dollars. And currently, the federal government's annual investment is less than two thirds what is actually needed to maintain roads and bridges and this does NOT factor in improvements (2). Translation: eventually we are going to run out of other people's money. We can't just plan for growth and how to get cars from point A to point B. We must do it in the smartest fiscal manner possible. And as a reminder the 2016 Master plan for Lake Lavon does not include ANY bridge. In fact, they already conducted a study in 2007, and Collin County voters approved funding for a preliminary route study to find an optimum alignment for a bridge across Lavon Lake. After conducting public meetings on the topic, the Collin County Commissioners Court voted on October 11, 2010, to REJECT the Lavon Lake bridge study and update the county

Thoroughfare Plan by removing any proposed new bridges that would directly affect USACE-managed lands and water surface. I ask that you similarly REJECT the Lake Corridor. It's dead in the water.

Response by Jeff Neal, NCTCOG

Dr. Kilgore,

Good afternoon. Your comment in regards to the Collin County Strategic Roadway Plan has been received, and we appreciate your input and concern. Your comment will be included for viewing and consideration by the members of the Regional Transportation Council (RTC) as part of the Public Comments Report in the next RTC meeting agenda.

For further information about this study, including presentation materials and notification of upcoming meetings, please be sure to visit the following webpage: <http://www.nctcog.org/trans/thoroughfare/CCSRP.asp>

3. Sandra Ritzmann

Members of Regional Transportation Council of North Texas:

I ask that you VOTE AGAINST or alternatively take an active stand AGAINST any further development of any part of this plan, especially the Lake Corridor. There are enough existing roads that can be enlarged, widened or improved without disruption of existing land, communities or disturbance of the lake environment.

Response by Jeff Neal

Ms. Ritzmann,

Good afternoon. Your comment in regards to the Collin County Strategic Roadway Plan has been received, and we appreciate your input and concern. Your comment will be included for viewing and consideration by the members of the Regional Transportation Council (RTC) as part of the Public Comments Report in the next RTC meeting agenda.

For further information about this study, including presentation materials and notification of upcoming meetings, please be sure to visit the following webpage: <http://www.nctcog.org/trans/thoroughfare/CCSRP.asp>

Response by Sandra Ritzmann

Mr. Neal

Please provide as soon as possible the LATEST UPDATE of Workshops for December. Is it not true you will be at Murphy on City Council Special Workshop meeting December 12th?

I wish to attend these Workshops. Your posted list is not up to date. Where else will NCTCOG be presenting in December and January?

Response by Jeff Neal, NCTCOG

Ms. Ritzmann,

Yes, ma'am...it is true that I've confirmed to give a Collin County Strategic Roadway Plan (CCSRP) presentation for the Murphy City Council meeting currently scheduled for Tuesday, December 12th. The only reason that information has not yet been posted on our CCSRP webpage is because the meeting agenda has not yet been posted on the City of Murphy's website...we wanted to be sure that the agenda was finalized before we posted a link to it. I didn't see an agenda on their website as of yesterday afternoon, but I will continue to check it daily and update our webpage accordingly.

At this time, no other CCSRP presentations have been scheduled at other City Council meetings...nor are there any upcoming NCTCOG public meetings dedicated to the CCSRP. As soon as any other meetings are scheduled and finalized, you can be sure that the information on the webpage will be updated as soon as possible. Thank you very much for your continued interest, and I'll look forward to visiting with you in Murphy and/or other meetings if you plan to attend.

I also wanted to let you know that NCTCOG has scheduled its next series of general public meetings in January 2018. However, please note that while the CCSRP and its preliminary recommendations will not be presented at these meetings, you're certainly invited to attend and provide comments regarding the various scheduled agenda items and/or any other transportation issues or interest or concern. Here are the dates, times, and locations for those meetings:

Tuesday, January 9 @ 6:00 pm

Crosby Recreation Center
1610 E. Crosby Road
Carrollton, TX 75006

Wednesday, January 10 @ 2:30 pm

NCTCOG
616 Six Flags Drive
Arlington, TX 76005

Tuesday, January 16 @ 6:00 pm

Ella Mae Shamblee Library
1062 Evans Ave
Fort Worth, TX 76104

Finally, please feel free to contact me at any time if you have any other questions or comments regarding the CCSRP study and its preliminary recommendations.

4. Dan Mingea

In 2014-2015, there was a proposal to construct a limited access toll road (Blacklands Corridor) from Greenville westward, connecting with George Bush Turnpike in Garland. This plan was vehemently protested by homeowners and businesses in the path of this highway, and was not supported by any city council along the pathway. Now, North Central Texas Council of Governments and county commissioners have come again, proposing to support the construction of a north-south limited access highway from Highway 380, southward with a bridge across Lake Lavon, through the eastern part of Wylie, and on down to PGBT. As with the previous plan, this new road will disrupt and displace established neighborhoods (eminent domain!) and schools, with untold environmental impact on noise, air quality, water quality, light pollution, quality of life, and road debris. This road, of course, will impact taxes, though commissioners would like to downplay that part. In short, this is a no-win proposal for those caught along the route. Now is the time to make your voice heard at city council meetings, in county commissioners' offices, and at NCTCG. Just say NO!!

Response by Jeff Neal, NCTCOG

Mr. Mingea,

Good afternoon. Your comment in regards to the Collin County Strategic Roadway Plan has been received, and we appreciate your input and concern. Your comment will be included for viewing and consideration by the members of the Regional Transportation Council (RTC) as part of the Public Comments Report in the next RTC meeting agenda.

For further information about this study, including presentation materials and notification of upcoming meetings, please be sure to visit the following webpage: <http://www.nctcog.org/trans/thoroughfare/CCSRP.asp>

5. Erin Larew

To whom it may concern,

I am writing in hopes that my words and worries do not fall on deaf ears. I am wholeheartedly against the Lake Corridor. I don't want it to come over Lake Lavon and carve its way to the George Bush Tollway. I have a future home that is being built on Troy Road. This is going to be my forever home and the city of Wylie is my forever town. My husband and I love it here. However, a limited access highway dividing Wylie in two and bringing with it noise, air, and light pollution will forever harm Wylie as well as ruin my families dreams. The last thing I want is my property to be taken from me through condemnation for a value that will most likely not be truly a fair market value.

I understand that something needs to be done. But that something is not The Lake Corridor. I am all for upgrading current large roadways. They don't have homes and neighborhoods that would be decimated. If Collin County wanted this freeway running through the small cities so badly, they should have bought the land many years ago before it was built up. Since then, homes, dreams, families, and lives have flourished. This proposed freeway is a reactive plan and not proactive. Now is the time to be proactive somewhere else. The boat was missed on this one.

Please also think about the cost. It would cost more to build a bridge than to build on land. Think about our drinking water - millions of cars and trucks with contaminates will be driving over it.

Think about air quality, which will only get worse in the area where this road is proposed by bringing traffic to this area. Lastly, please think about the lives you will impact. Again, please evaluate current large roads. There is another way. With many hearts, brains, and hands something better can be created. Sometimes it is not as black as white as a computer program and a grid system.

Response by Jeff Neal, NCTCOG

Ms. Larew,

Good afternoon. Your comment in regards to the Collin County Strategic Roadway Plan has been received, and we appreciate your input and concern. Your comment will be included for viewing and consideration by the members of the Regional Transportation Council (RTC) as part of the Public Comments Report in the next RTC meeting agenda.

For further information about this study, including presentation materials and notification of upcoming meetings, please be sure to visit the following webpage: <http://www.nctcog.org/trans/thoroughfare/CCSRP.asp>

6. Trish Donaghey

1) FREEWAYS CAUSE MORE USA DEATHS PER YEAR THAN AUTO WRECKS

53,000 USA deaths occur every yr. from auto exhaust. The absence of alarm about these deaths may be due to the delayed onset of health problems, like it was with smoking decades ago.

2) FREEWAYS CAUSE MORE HEART ATTACKS + CANCER, ESPECIALLY IN CHILDREN

Auto exhausts' particulate matter have been associated with more cases of heart disease, lung cancer, leukemia, COPD, and asthma. Children are especially vulnerable for a variety of reasons, include running outside more than adults. Children living within 1,000 ft. of a freeway were 8 times more likely to develop leukemia and 6 times more likely to develop other forms of cancer. Attached is a warning sign people put up near freeways.

3) TEXAS WEATHER IS CONDUCIVE TO HIGHER OZONE LEVELS FROM AUTO EXHAUST

Ground level ozone concentration is highest on sunny warm days. Each time a freeway is built, nearby people will pay with their health or lives.

4) ONE COMMUNITY IS SACRIFICED FOR ANOTHER

Why is the health of one community sacrificed for the commuting needs of another? Currently, freeway construction projects are relatively unregulated. The assumption is that NOT building the freeway will result in increased gridlock. However, more than 50 yrs. of studies show the opposite is true: a temporary relief is followed by INCREASED congestion called "induced demand."

5) DO WE WANT COLLIN COUNTY TO BECOME ANOTHER BROOKLYN, NY?!!!

My grandparents had a few acres in the Bed-Sty region of Brooklyn in the early part of the last century. They had a field of corn, fruit trees, and a beautiful lawn. Attached is a screen shot of how that same area looks today = solid concrete, congestion, and people living like rats in a maze.

IS THIS YOUR VISION FOR THE FUTURE OF COLLIN COUNTY?!!!

Facts from webpage below by Bill Adams,
Partner in San Diego Law Firm
12 of 20 References from 2011-2015
<https://sandiego.urbdeazine.com/2015/05/28/what-is-a-safe-distance-to-live-or-work-near-high-auto-emission-roads/>

Response by Jeff Neal, NCTCOG

Ms. Donaghey,

Good afternoon. Your comment in regards to the Collin County Strategic Roadway Plan has been received, and we appreciate your input and concern. Your comment will be included for viewing and consideration by the members of the Regional Transportation Council (RTC) as part of the Public Comments Report in the next RTC meeting agenda.

For further information about this study, including presentation materials and notification of upcoming meetings, please be sure to visit the following webpage: <http://www.nctcog.org/trans/thoroughfare/CCSRP.asp>

7. Karen Chaney

Good morning Jeff,

I had hoped to attend the meeting in Murphy that you will be presenting in on Dec. 12, but I have a schedule conflict.

Would you be willing to send me your presentation notes after the meeting on Dec. 13? I would like to see how the plan impacts Murphy residents and ask a few questions based on those facts.

Response by Jeff Neal, NCTCOG

Ms. Chaney,

Good afternoon. I would be happy to send you the presentation we'll be giving to the City of Murphy regarding the Collin County Strategic Roadway Plan (CCSRP). I'll be sure to forward it to you following the meeting, and I'll be happy to respond to any questions or comments you may have.

8. Robert and Diana Cain

Hello, Mr. Neal

I want to take a moment to personally thank you for your informative presentation at the Murphy City Council meeting last evening, December 12. We appreciate the time and effort it took to present the COG proposal to our citizens, especially those of The Timbers neighborhood.

As you were made aware, we in The Timbers are adamantly opposed the the COG Renner Road proposal which would essentially destroy our established and peaceful neighborhood. We will continue to resist this effort by pressuring the Murphy City Council to totally reject this plan.

The proposal, as it stands, would dramatically impact more than 100 upscale, existing homes and disrupt the lives of many of our families, especially the senior citizens seeking a quiet and peaceful place to live. It appears this proposal can only be achieved through the use of eminent domain leading to the destruction of many very fine residences lining the streets of Tall Tree, Hackberry, Jasmine, Weeping Willow, Oakbluff, Westwood, and Starlight Drive. This unwelcome and unsightly swath would be a blight on the landscape and an absolute end to our quiet neighborhood.

Having heard and carefully considered your proposal, we cannot ascertain any advantage whatsoever to the City of Murphy by granting this proposal. All it would seemingly accomplish would be to provide the gift of a short cut for outside commuters at the City's expense. This thoroughfare would provide nothing for our citizens and it would only bring noise, congestion, pollution, speeding traffic, giant and unsightly retaining walls, and heavily congested on/off ramps to our existing streets. The City of Murphy literally has nothing to gain from any part of this thoroughfare proposal.

We realize that organizations such as COG seek long-term answers to pressing questions facing the community. In that spirit we respectfully suggest that your office ponder the following options:

Research the feasibility of using the existing utility easement, which virtually would impact no existing homes;
Examine the rarely-utilized railway corridor which cuts across FM-544 and continues in the unpopulated areas behind several existing businesses, including Murphy Marketplace across Murphy Road;
Consider a link to FM-544 below or near Dublin Road. FM-544 can always be expanded and traffic control better regulated.
Abandon the Renner plan completely. Remember Mrs. Cain's comment, "if you build it, they will come." So Just don't build it. It isn't wanted, it isn't needed, and it is of no value.

Response by Jeff Neal, NCTCOG

Mr. & Mrs. Cain,

Good morning. Thank you very much for attending the Murphy Town Hall meeting on Tuesday night...and I also greatly appreciate your additional comments below regarding the preliminary recommendations for the Collin County Strategic Roadway Plan, as well as consideration of several alternative solutions to compare to the proposed Renner Road extension. Your comment will be included for viewing and consideration by the members of the Regional Transportation Council (RTC) as part of the Public Comments Report in the next RTC meeting agenda.

For further information about this study, including presentation materials and notification of upcoming meetings, please be sure to visit the following webpage: <http://www.nctcog.org/trans/thoroughfare/CCSRP.asp>

9. John Donaghey

Dear NCTCOG,

I agree w/ the Wylie City Council resolution for December 12, 2017 vote. An easterly outer loop and improvements to existing thoroughfares is a viable solution for the current expected growth in the northeast part of Colin County. Thank you for this opportunity to comment. We have little elected representation in rural Collin County.

10. Charles A. Allen

I would like to know the status of any proposed East West corridor through Lake Lavon reservoir. and if so what the affected land areas may be. Thank You for your service.

11. Wayne Chumley

Many of us in southeastern Collin County cannot understand why NCTCOG continues to push & try to force unwanted expressways, highways & freeways upon citizens who have repeatedly told you "we don't want them!" While there are a number of "feeder routes" that could use improvement & expansion, such as Renner Rd, Parker Rd. & Stacy Rd. A "highway to nowhere" that splits many communities, destroys people's homes & livelihoods, crosses pristine waterways & lakes are not necessary nor needed either now or in the future. You can count on support for the projects mentioned above, but not for the "hair brained schemes" that seem to keep coming out of your organization!

Project Planning Comments

Email

1. Councilman Oscar Pearson, City of Aubrey

Since moving to Texas in 2006, I am always bewildered at how long it takes to get a project done. I come from Southern California where the volume of traffic far exceeds pretty much anything Texas has and they get things done in a timely manner.

The expansion of the Hwy 380 from Denton heading east to the North Texas tollway should have been done years ago. It is nice to see that they are finally discussing the widening of Hwy 377 north from Hwy 380 to the Grayson County line. This is interesting since they just did major work in Pilot Point which they could have put on hold for the entire project to get done and saved some money at the same time. This is like a do-over. Waste of taxpayer money.

Two issues that I would like to address for the Aubrey area. One, the bypass off of Hwy 428 to go around the city is just sitting out there in limbo. Two, TXDOT won't even come to the table in reference to an appeal that would help with a traffic and safety issue that we have in downtown Aubrey. We are wanting a bridge to be built over the RR where Hwy 428 comes in to the town from the west out of Denton. We are asking for Hwy 428 to go straight over the tracks to Hwy 377. Currently when the fire department gets an emergency call and a train is coming by there is a serious time delay since they have to wait until it goes by. This delay causes them from responding in the needed time to get to an emergency.

2. Greg Sims

Lights need timing, and places where a circle would improve flow... Event Center at exchange in Allen Wylie: Alannis at TX 78 S Westgate Way @ TX 78 Brown @ TX 78 Stone Rd @ WA Allen - Needs a circle Stone @ Ballard Brown @ Country Club Park @ Country Club Park @ Jupiter TX 78 @ Ballard Other cities... E Campbell @ N Garland FM 544 @ Country Club - Wylie Create a large circle for Southview at Lucas Create a circle at Lucas @ Country Club FM544 @ County Line @ Vinson create a circle County Line @ Troy needs a circle TX 78 @ Skyview create a 4-lane wide circle with approach control (lights) Widen Skyview to Park @ Parker, to 6 lanes divided Add a Circle at Skyview @ Eubanks @ East Fork Park Circle at WEHS @ Brown Circle Beaver Creek @ Stone Circle at Troy @ Stonewall Circle at Pleasant Valley @ Princeton Dalrock at Miller Road SH78 @ SH205 Castle Drive @ Rowlett/Firewheel Keller Springs at Midway Keller Springs at Quorum Hebron @ International

3. Chris Hoffman

Highway 377 in Granbury is inadequate in size and needs to be improved with alternative routes and more travel lanes. Congestion is lined up for miles at frequent times during the day.

4. Elaine Laisure

I20 from Weatherford to Aledo is Gridlocked. Yet, Judge Riley says there is a 20 year time Frame BEFORE they add new lanes. They are building thousands of homes in Willow Park, Brock, Peaster, The Welch Ranch and Morningstar. FIX our Problem or Is the NCTCOG going to allow the traffic to get worse. I20 is only the main road from Brock, Weatherford and surrounding communities. A Toll Road would be acceptable. Please Fix this, at the very least make a 3 year plan.

5. J.E. Rodriguez

"Kudos" to Farmers Branch. Unlike Carrollton, their streets, curbs and median are always freshly painted, visible for drivers. It's dangerous driving not knowing which is your lane and unable to see unpainted curbs and median. Wonder if any city staff have ever driven in Farmers Branchy.

Twitter

1. We're thankful you choose safety behind the wheel. Phone down, eyes up. #ItCanWait – NCTCOG Transportation Department



Texting can wait but finishing the bridges at the CTP and I-20 can't. Get on it. – Jason R. Browder

Public Forums & Meetings

Facebook

1. NCTCOG Transportation Department invites you to learn about transportation in the region and help set future priorities through this public input opportunity. Find out more at www.nctcog.org/input. – City of Kennedale – City Hall



2. NCTCOG Transportation Department is looking for your input! – Tarrant County Commissioner Andy Nguyen



Transit

Email

1. **Russell Bainbridge**

Why is public transportation not more of a priority in the area? All the road ways are heavily congested and many drivers would prefer not to be on the road ways. There are many drivers that shouldn't be on the roads. Right now there are no other options currently for getting around Northern Texas, putting many residents at risk.

Response by Sarah Chadderdon, NCTCOG

Mr. Bainbridge,

Thank you for your question and comments regarding public transportation in North Central Texas.

As you point out, public transportation is a vital component of the region's overall transportation system. NCTCOG plans for near-term and long-term transit services in a 12-county region, and we work with communities and transit agencies to tailor services to best fit individual communities and the region. From the regional perspective, there are limited options for long-term, stable funding sources to support transit services, which limits the ability of public transportation to serve all the region's needs.

I encourage you to continue speaking up regarding the needs you see, by participating in NCTCOG's Mobility 2045 long-range planning process (<http://www.nctcoq.org/trans/mtp/2045.asp>), NCTCOG's near-term transit plan called Access North Texas (www.AccessNorthTexas.org) and by reaching out to your local elected officials to let them know that public transportation is a priority for you. The more engaged our residents are, the better our transportation system can respond.

2. **Mike**

How can we defund the train that will run through NRH, Colleyville, and Grapevine?

Response by Sarah Chadderdon, NCTCOG

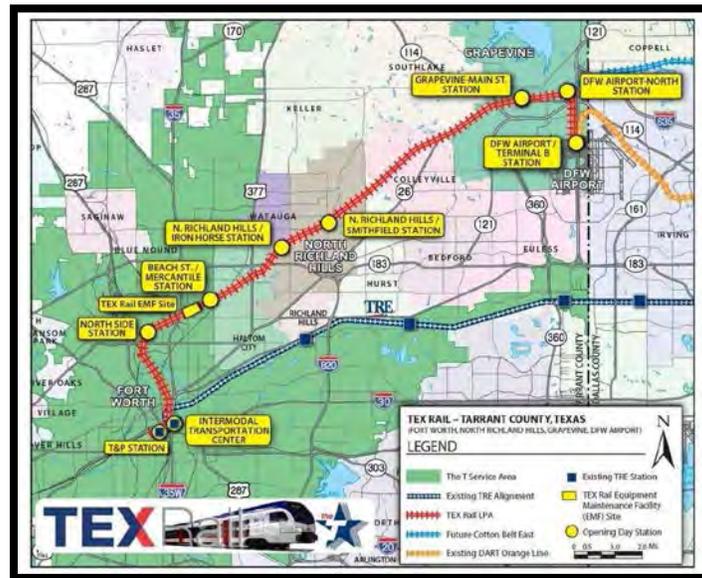
Mike,

Thank you for your question.

TEX Rail is an important future connection in the regional transportation system, serving Fort Worth, North Richland Hills, Grapevine and DFW International Airport. It is fully funded and under construction with service anticipated in late 2018. Information on the mitigation measures that will be implemented to avoid or reduce adverse impacts is available on the TEX Rail website at www.texrail.com.

Twitter

1. #TEXRAIL is coming to @DFWAirport #2018 ! @T4America @NCTCOGtrans @FTA_DOT @transitapp @APTA_Transit @Uber_DFW @lyft_dfw @UrbanLandInst @NCTCOGenv @DallasBizNews @texaseconomics @TexasEcotourism – Shawn Eric Gray (@ShawnEricGray)



2. Attn @CityOfArlington & @NCTCOGtrans, microtransit is a mobility tool, not a mobility solution. Arlington deserves a robust mass transit network. – Loren S. (@txbornviking)



Other

Email

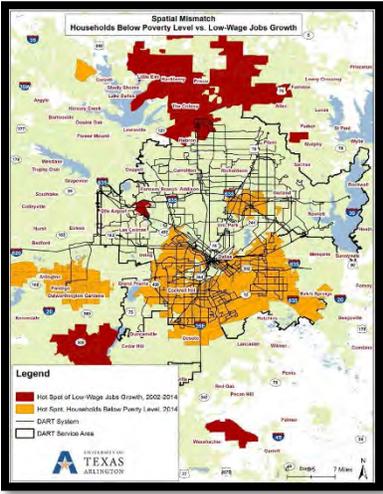
1. Irma Hesse

Good work! Keep searching for feasible plans

Twitter

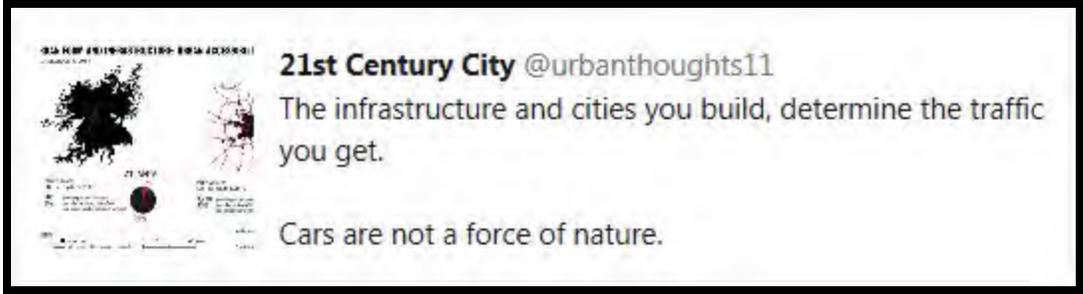
1. ICYMI: "shows how low-wage job growth is increasing in the far, northern fringe of the region outside the edge of DART's service area, while the low income population is concentrated south of Interstate 30"

<https://www.dmagazine.com/frontburner/2017/10/bombshell-report-reveals-darts-system-wide-inadequacy/> ... Housing mobility can help #FairHousing – InclusiveCommunities (@ICPMobility)



This is a predictable outcome, based on @NCTCOGtrans policies. – Wylie H Dallas (@Wylie_H_Dallas)

2. @Wylie_H_Dallas @UrbanFortWorth @NCTCOGtrans – Shawn Eric Gray (@ShawnEricGray)



21st Century City @urbanthoughts11
 The infrastructure and cities you build, determine the traffic you get.
 Cars are not a force of nature.

3. @NorthavenTrail #groundbreaking @cmjsgates @VoteOmarNarvaez @DallasParkRec @CityOfDallas @DallasCityMgr @elbagarcia @DallasCountyTx @TxDOTDallasPIO @BobbyAbtahi @NCTCOGtrans – at Royal Park – Lee M. Kleinman (@LeeforDallas)



Thx @LeeforDallas it is great to see the vision becoming a reality. – Will Dawson (@Will_Dawson)

4. @UrbanFortWorth @CarrolltonTX @CityofCoppell @thecityofirving @cityofplanotx @TheColonyTexas @cityofwaco @CityOfArlington @CityOfDallas @cityoffortworth @CityOfFriscoTx @NCTCOGtrans @TxDOT @USDOTFHWA – Shawn Eric Gray (@ShawnEricGray)



VerizonGreen @VerizonGreen
 Our intelligent network of sensors will give cities the ability to analyze the flow of traffic for greener rush hours. Learn how vz.to/2iuLWli #humanability

5. But also, make sure you catch up on Regional and Local transportation topics with the overview of the peer exchange we held with @DVRPC @NCTCOGtrans @metroportland @NOACA_MPO @LaurieMatkowski and others <https://transportationops.org/ondemand-learning/2017-regional-and-local-tsmo-peer-exchange> ... – NOCoE (@NOCoEOps)

6. The natural way to get around and haul packages/groceries/kids & pets!
<https://twitter.com/UrbanTribeBikes/status/934058218606792705> ... – Wylie H Dallas (@Wylie_H_Dallas)



@DFWStuff @CleanAirMoms_TX @rymgray @dentonaut @WeDentonDolt @BikeDFW @BikeFriendlyFW @BikeTexas @BikeLeague @greensourcedfw @greenhomestead @NCTCOGtrans @dentongreenfest @GreenDallas @completestreets – Shawn Eric Gray (@ShawnEricGray)

7. Understanding that many cities across the world are moving towards #VisionZero, does @NCTCOGtrans still find a target of 500 North Texas fatalities per annum to be acceptable? Any thoughts, @LeeforDallas? – Wylie H Dallas (@Wylie_H_Dallas)

Facebook

1. November is #NativeAmericanHeritageMonth! This month, we celebrate Native Americans who have shaped transportation over time. – NCTCOG Transportation Department



Natives America !!!!!!!!!!!!! – Isaac Ortegon

2. We hope all you Horned Frogs and Sooners fans going to AT&T Stadium for the Big 12 Championship Game have a safe trip! Consider carpooling to save on gas and reduce air pollution. – NCTCOG Transportation Department



Boomer! – Jessica Scott

SOONER ! Jessica Scott – D'Ann Hartpence

3. We had a wonderful time at our agency-wide Service Award Luncheon celebrating the milestones of our employees, including Vickie Alexander (pictured with director Michael Morris and assistant director Dan Kessler) who has served our department for 40 years! – NCTCOG Transportation Department



December 7, 2017

The Honorable J. Bugg, Jr.
Chairman
Texas Transportation Commission
125 East 11th Street
Austin, Texas 78701

The Honorable Laura Ryan
Member
Texas Transportation Commission
125 East 11th Street
Austin, Texas 78701

The Honorable Jeff Austin, III
Member
Texas Transportation Commission
125 East 11th Street
Austin, Texas 78701

The Honorable Victor Vandergriff
Member
Texas Transportation Commission
125 East 11th Street
Austin, Texas 78701

The Honorable Tryon Lewis
Member
125 East 11th Street
Austin, Texas 78701

Dear Chairman Bugg and Commissioners Austin, Lewis, Ryan and Vandergriff:

On behalf of the City of Dallas, we urge the Texas Transportation Commission (TTC) to expedite the Interstate Highway (IH) 635 Phase 3 procurement process. This project begins at US 75 and goes to and includes the IH 30 interchange. As the elected official representing a large portion of this corridor including the Skillman / 635 Interchange and bridge project, I must re-iterate to you my highest possible support for this project and the dire need for expediting procurement and construction at the Skillman Interchange. As one of the most congested stretches of highway, and recently deemed the most dangerous interchange in the region, we cannot wait any longer for progress. The Lake Highlands community strongly supports the Skillman Bridge Project as currently designed as well as the requisite alignment improvements and will not accept additional delay and \$5 million dollar per month increase in cost.

The IH 635 LBJ Freeway East project has long been identified as the highest priority project in our region. The IH 635 Phase 3 project is already included in the approved long-range transportation plan, has already received environmental clearance, meets air quality conformity and is ready to proceed. The community strongly supports the IH 635 LBJ Freeway East Project, and it is imperative that it, including the Skillman/Audelia bridge replacement project, move as quickly as possible to construction.

Sensitive negotiations that include the Skillman/Audelia Bridge within the Texas Department of Transportation (TxDOT) proposed contract are at risk with the delay of the IH 635 main lanes. The project has been planned for 20 years. Funding for a majority of the staged constructed project is currently in hand with multiple funding options available. Project costs are increasing at \$5 million per month. Finally, it is crucial that TxDOT begins the procurement process as soon as possible to avoid additional cost increases.

Texas Transportation Commission
December 7, 2017
Page 2

The City of Dallas appreciates the efforts of the Texas Transportation Commission and the Regional Transportation Council to identify and commit funding to large highway projects. We look forward to working with TxDOT on the design and implementation of these projects to improve mobility and air quality in the DFW area. If needed, feel free to contact Majed A. Al-Ghafry, Assistant City Manager, at (214) 671-9465 or by e-mail at majed.al-ghafry@dallascityhall.com

Sincerely,



B. Adam McGough, Chair
Public Safety & Criminal Justice
Dallas City Council District 10



Lee M. Kleinman, Chair
Mobility Solutions, Infrastructure and Sustainability
Dallas City Council District 11

C: James M. Bass, Executive Director, Texas Department of Transportation
Kelly Selman, Dallas District Engineer, Texas Department of Transportation
Michael Morris, Director of Transportation, North Central Texas Council of Governments
Honorable Mayor and Members of the Dallas City Council
T.C. Broadnax, City Manager, City of Dallas
Majed Al-Ghafry, PE Assistant City Manager
Michael T. Rogers, Director



North Central Texas Council Of Governments

December 8, 2017

The Honorable Darrell Cockerham
County Judge
Hood County
100 E. Pearl St., Rm 7
Granbury, TX 76048

The Honorable Nin Hulett
Mayor
City of Granbury
P.O. Box 969
Granbury, TX 76048

Mr. Dave Porcher
Chairman
Hood County Clean Air Coalition
123 E. Pearl St., #200
Granbury, TX 76048

Dear Judge Cockerham, Mayor Hulett and Mr. Porcher:

Thank you for your recent letter requesting additional funding needed for air quality activities that impacted Hood County. The North Central Texas Council of Governments (NCTCOG) appreciates Hood County's and Granbury's effort in preserving remaining Rider 7 funds to extend efforts in reducing emissions and commitments to fulfilling the county's Ozone Advance Program Action Plan accomplished through the Hood County Clean Air Coalition (HCCAC).

Staff will seek Regional Transportation Council (RTC) approval in January 2018 to increase air quality funding to continue various air quality programs in light of Governor Abbott's funding veto, which includes \$150,000 for Hood County and Granbury. The source of funds are the Surface Transportation Block Grant Program. Once RTC approval is received, staff will be able to begin the agreement process so funds can quickly be made available to the county/city for continued operations once federal approval is received. Final federal approval is anticipated in March 2018.

Thank you for your continued support to help improve air quality. If you have any questions, please feel free to contact me at mmorris@nctcog.org / (817) 695-9241 or Chris Klaus, Senior Program Manager, at cklaus@nctcog.org / (817) 695-9286.

Sincerely,

Michael Morris, P.E.
Director of Transportation

SS:ch

cc: Michelle McKenzie, Air Quality Program Manager, HCCAC
Chris Klaus, Senior Program Manager, NCTCOG



ORIGINAL

December 11, 2017

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

Re: IH 635 (LBJ Freeway)/Skillman Street Interchange Improvements

Dear Mr. Morris:

The City of Dallas is thankful funding has been identified and approved for the Texas Department of Transportation's (TxDOT) LBJ Freeway East Corridor project, which will include the LBJ Freeway/Skillman Street & Bridge interchange improvements. After years of delay, it is our understanding that the interchange bridge project, along with the noise walls, which were previously separated and expedited, is now proposed as a Design-Build project along with the LBJ East expansion project.

As you know, the City of Dallas has been administering and funding the design of interchange improvements to expedite the reconstruction as a Design-Bid-Build project. The City has spent approximately \$3.6 million on design to date, coordinating closely with community stakeholders and agency partners throughout its design efforts, which have produced 95% plans. Considering this, we request your assistance to ensure the schedule, timeline, and key components of this project, outlined below, are preserved now that the interchange improvements are to be implemented as part of the Design-Build project.

Key Components of Design-Bid-Build Project:

1. Provide a pure white (RAL 09010 per RAL color chart) single-span tied-arch bridge for the Skillman Street overpass similar in appearance, height and width as provided for in the City's 95% design plans.
2. Maintain street alignments for Skillman Street, Audelia Road, Whitehurst Drive and Adleta Court, creating a linear Skillman Street corridor as provided for in the approved schematic and the City's 95% design plans along with pedestrian and bike crossings and safety enhancements on both the north and the south side of LBJ Freeway with efforts made to connect the communities.
3. Provide signalized intersections for Skillman Street at the LBJ Freeway frontage roads, Audelia Road/Adleta Court and Audelia Road/Whitehurst Drive as provided for in the approved schematic and the City's 95% design plans.
4. Maintain bike lane and cycle track routes providing connections to the existing Dallas trail network as proposed in the approved schematic and the City's 95% design plans.
5. Maintain street cross-section layouts/widths as provided for in the approved schematic and the City's 95% design plans, including but not limited to intersection turn lanes, bike lanes, cycle tracks and sidewalks.
6. Provide noise walls (with the same aesthetic features used for the LBJ Freeway East Noise Wall project) along Skillman Street and Audelia Road as provided for in the approved schematic and City's design plans.
7. Provide programmable multi-color LED aesthetic bridge lighting (the lighting option selected by community and agency stakeholders will be provided to TxDOT).
8. Provide street and pedestrian LED lighting on the Skillman Street overpass that complements the aesthetics of the tied-arch bridge.

RECEIVED

DEC 21 2017

9. Provide continuous LED street lighting beyond the bridge for all streets within the approved schematic project limits.
10. Provide continuous Nyhavn style (same style of pedestrian lighting used for the Lake Highlands Town Center project) LED pedestrian lighting beyond the bridge along pedestrian walkways within the approved schematic project limits.
11. Incorporate hardscape/aesthetic improvements/treatments for the crosswalks, sidewalks, bike lanes, etc., within the approved schematic project limits per the preliminary specifications provided by the City.
12. Ensure hardscape/aesthetics at all LBJ Freeway interchanges/intersections within the City of Dallas are comparable to the Skillman Street interchange for continuity purposes.
13. Incorporate City-identified planting areas for landscaping and include installation of irrigation sleeves for a future TxDOT Green Ribbon Program project, as well as a commitment from TxDOT to give the Skillman Street interchange the highest priority in the Dallas District when selecting projects for available Green Ribbon Program funds to implement landscape improvements once the LBJ Freeway East Corridor project is completed.
14. Incorporate City-identified areas and electrical conduits for future gateway monuments to be installed by the City after the LBJ Freeway East Corridor project.
15. If project funding is available, bury the Oncor transmission and utility lines within the project limits.
16. As previously discussed by TxDOT and Dallas Water Utilities, bury the existing water line across LBJ Freeway beneath the freeway.

Based on the \$3.6 million spent to date, the City also respectfully asks that requested amenities, such as the bridge aesthetic lighting, hardscape improvements, etc., are first funded from the \$69.3 million allocated for the LBJ/Skillman interchange. If bids for the interchange exceed that amount, the City will then utilize the \$6.5 million provided for in the 2017 Bond Program to help fund the requested amenities.

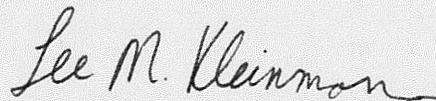
Thank you for helping ensure the City can complete the improvements envisioned for the LBJ Freeway/Skillman Street interchange as the project transitions from the originally planned Design-Bid-Build project to a Design-Build project. We look forward to working together on this important regional project.

If you have questions or need additional information, please let us know.

Sincerely,



B. Adam McGough, Chair
Public Safety & Criminal Justice
Dallas City Council, District 10



Lee M. Kleinman, Chair
Mobility Solutions, Infrastructure & Sustainability Committee
Dallas City Council, District 11

c: T.C. Broadnax, City Manager
Majed Al-Ghafry, Assistant City Manager
Dr. Theresa M. Daniel, Dallas County Commissioner, District 1
Alberta Blair, P.E., Director, Dallas County Public Works
Kelly Selman, Dallas District Engineer, TxDOT
Rick Galceran, P.E., Director, Department of Public Works

Michael Rogers, Director, Department of Transportation
Chris Turner-Noteware, P.E., Assistant Director, Department of Public Works
Tim Starr, P.E., Assistant Director, Department of Public Works
Tanya Brooks, Assistant Director, Department of Transportation
Chiamin Korngiebel, P.E., Sr. Program Manager, Department of Public Works



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

December 14, 2017

The Honorable Sam Johnson
United States House of Representatives
2304 Rayburn House Office Building
Washington, DC 20515

The Honorable Pete Sessions
United States House of Representatives
2233 Rayburn House Office Building
Washington, DC 20515

Dear Congressman Johnson and Congressman Sessions:

On behalf of the Regional Transportation Council (RTC), which serves as the Metropolitan Planning Organization for the Dallas-Fort Worth area, I would like to thank you for your service in the US Congress. The RTC would like to inform you of some transportation changes that are developing in your district and seek your direction on needed legislation.

Currently, an early interim, temporary high occupancy vehicle (HOV) lane exists on US Highway 75 in Dallas County and Collin County. This project was previously approved by the RTC in 1992 with Congestion Mitigation and Air Quality (CMAQ) Improvement Program funds and, due to constraints associated with CMAQ funding, legislation is now needed to advance and modernize the project. These modernization improvements, known as technology lanes, are modeled after similar improvements on SH 161 in Irving. The US 75 improvements will include the use of shoulder lanes in the peak period. In addition, shoulder lanes in the off-peak period are proposed to mitigate non-recurring, incident-related congestion. A graphic of technology lanes on SH 161 is included as Attachment 1 for your reference.

Legislation was previously approved for a project in the State of New Jersey and there is a need for similar legislation for the US 75 project to move forward. The enacted New Jersey legislation, along with the draft language needed to advance the HOV lane improvements on US 75, are provided as Attachments 2 and 3 for your review.

December 14, 2017

The RTC stands ready to work with members of the North Texas Congressional Delegation to advance this important project. If needed, feel free to contact Michael Morris, P.E., Director of Transportation for NCTCOG at (817) 695-9241 or mmoris@nctcog.org.

Sincerely,

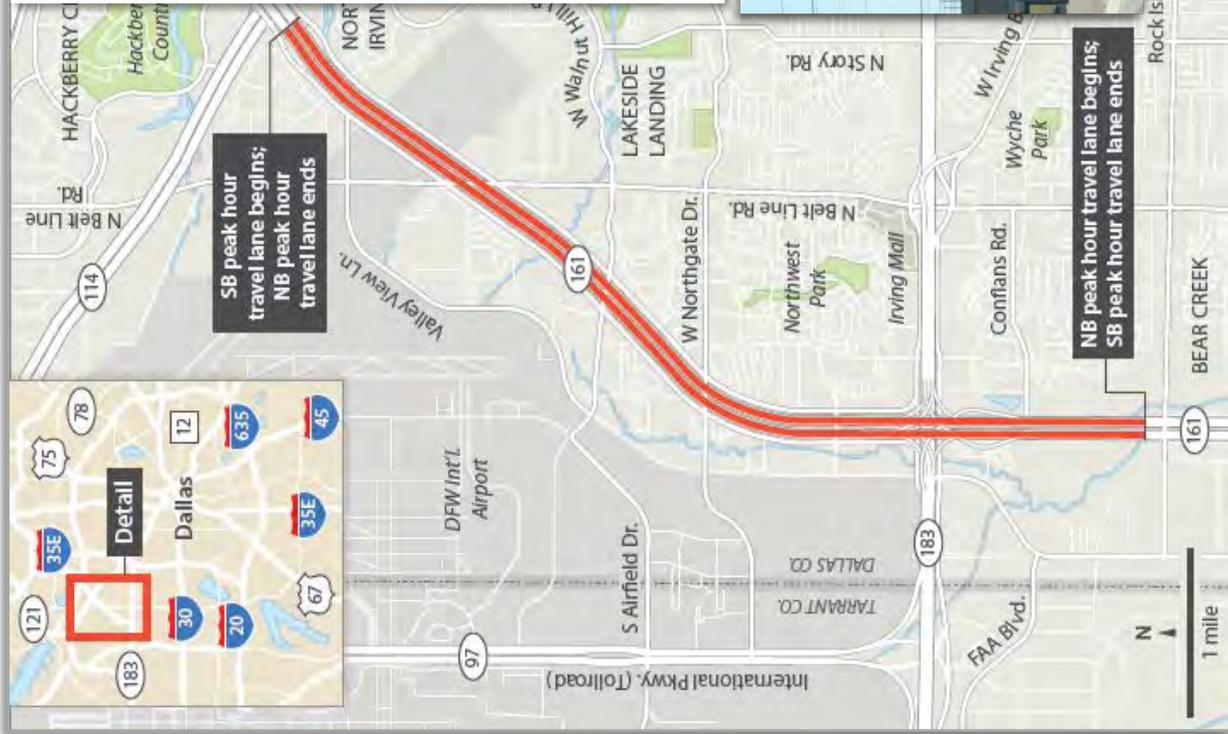


Rob Franke, P.E., Chair
Regional Transportation Council
Mayor, City of Cedar Hill

RH:ch
Attachments

cc: The Honorable Victor Vandergriff, Commissioner, Texas Transportation Commission
The Honorable Mike Cantrell, County Commissioner, Dallas County
The Honorable Theresa Daniel, County Commissioner, Dallas County
The Honorable Duncan Webb, County Commissioner, Collin County
The Honorable George Fuller, Mayor, City of McKinney
The Honorable Lee M. Kleinman, Councilmember, City of Dallas
The Honorable Harry LaRosiliere, Mayor, City of Plano
The Honorable Steve Mitchell, Councilmember, City of Richardson
The Honorable Stephen Terrell, Mayor, City of Allen
The Honorable Paul Voelker, Mayor, City of Richardson
Kelly Selman, P.E., District Engineer, TxDOT, Dallas District
Andrea Lofye, Director, Federal Affairs, TxDOT
Michael Morris, P.E., Director of Transportation, NCTCOG

SH 161 SHOULDER LANE



PEAK HOUR



OFF-PEAK HOUR



PUBLIC LAW 105-277—OCT. 21, 1998 112 STAT. 2681-472

SEC. 335. Rebates, refunds, incentive payments, minor fees and other funds received by the Department from travel management centers, charge card programs, the subleasing of building space, and miscellaneous sources are to be credited to appropriations of the Department and allocated to elements of the Department using fair and equitable criteria and such funds shall be available until December 31, 1999.

SEC. 336. Notwithstanding any other provision of law, rule or regulation, the Secretary of Transportation is authorized to allow the issuer of any preferred stock heretofore sold to the Department to redeem or repurchase such stock upon the payment to the Department of an amount determined by the Secretary.

SEC. 337. The unobligated balances of the funds made available in previous appropriations Acts for the National Civil Aviation Review Commission and for Urban Discretionary Grants are rescinded.

SEC. 338. (a) Notwithstanding any other provision of law—

(1) the land and improvements thereto comprising the Coast Guard Reserve Training Facility in Jacksonville, Florida, is deemed to be surplus property; and

(2) the Commandant of the Coast Guard shall dispose of all right, title, and interest of the United States in and to that property, by sale, at fair market value.

(b) RIGHT OF FIRST REFUSAL.—Before a sale is made under subsection (a) to any other person, the Commandant of the Coast Guard shall give to the City of Jacksonville, Florida, the right of first refusal to purchase all or any part of the property required to be sold under that subsection.

SEC. 339. Of the funds provided under Federal Aviation Administration "Operations", \$250,000 is only for activities and operations of the Centennial of Flight Commission.

SEC. 340. Notwithstanding any other provision of law, the Secretary of Transportation shall waive repayment of any Federal-aid highway funds expended on the construction of those high occupancy lanes or auxiliary lanes constructed on I-287 in the State of New Jersey, pursuant to section 338 of the fiscal year 1993 Department of Transportation and Related Agencies Appropriations Act (Public Law 102-388), if the State of New Jersey presents the Secretary with its determination that such high occupancy vehicle lanes or auxiliary lanes are not in the public interest.

SEC. 341. (a) AUTHORITY TO CONVEY.—The Secretary of Transportation may convey, without consideration, to the State of North Carolina (in this section referred to as the "State"), all right, title, and interest of the United States in and to a parcel of real property, together with any improvements thereon, in Ocracoke, North Carolina, consisting of such portion of the Coast Guard Station Ocracoke, North Carolina, as the Secretary considers appropriate for purposes of the conveyance.

(b) CONDITIONS.—The conveyance under subsection (a) shall be subject to the following conditions:

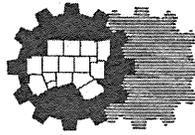
(1) That the State accept the property to be conveyed under that subsection subject to such easements or rights of way in favor of the United States as the Secretary considers to be appropriate for—

(A) utilities;

(B) access to and from the property;

Potential Draft Language for Advancement of US 75 HOV Lane Improvements

Notwithstanding any other provision of the law, the Secretary of Transportation shall waive repayment of any Federal-aid highway funds expended on the construction of high occupancy vehicle lanes constructed on US 75 in Dallas County and Collin County in the State of Texas.



North Central Texas Council Of Governments

December 22, 2017

Ms. Kris Hogan
MC 205
Office of Legal Services
Texas Commission on Environmental Quality
PO Box 13087-- MC 205
Austin, Texas 78711-3087

Subject: Public Comment on Proposed Rulemaking
Chapter 114, Control of Air Pollution from Motor Vehicles
SB 1731: Light-Duty Motor Vehicle Purchase or Lease Incentive Program
Rule Project Number 2017-030-114-AI

Dear Ms. Hogan:

On behalf of the North Central Texas Council of Governments (NCTCOG) and the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth area, the following comments are provided on the Texas Commission on Environmental Quality's (TCEQ) proposed revisions to Texas Administrative Code (TAC), Title 30, Chapter 114, Control of Air Pollution from Motor Vehicles, Light-Duty Motor Vehicle Purchase or Lease Incentive Program §114.610 – 114.613.

Light-Duty Motor Vehicle Definition

NCTCOG supports the TCEQ proposal to use the statutory definition of "light-duty motor vehicle" from the Texas Health and Safety Code §386.151(1), which includes all vehicles with a gross vehicle weight rating of 10,000 pounds or less. And, also supports the removal of specific weight references from §114.612 that varied based on fuel type. This definition and simplification will expand eligibility and allow for greater participation while streamlining the program.

Dates of Eligible Purchases

NCTCOG supports the proposed criteria of §114.612(b) that limits incentive eligibility to purchases made after the date established by the TCEQ in the application solicitation. Structuring eligibility in this manner helps ensure that these valuable incentive dollars have the intended impact of motivating alternative fuel vehicle purchases that may not have happened without the availability of these funds. NCTCOG also supports the requirement for a certification that the vehicle will be registered and operated in Texas for at least one year. NCTCOG suggests that the TCEQ may want to verify compliance with the registration requirement by confirming whether the vehicle qualifying for the incentive is still registered one year from the incentive date through coordination with the Texas Department of Motor Vehicles.

Additional Requirements for Compressed Natural Gas or Liquefied Petroleum Gas Vehicles Modified After First Retail Sale

The program includes eligibility for vehicles in which a compressed natural gas or liquefied petroleum gas system was installed after first retail sale, but within 500 miles of operation. Based on NCTCOG experience administering grant funds for alternative fuel vehicle projects, staff is aware of circumstances in which the negative impacts of improper installation of aftermarket systems undermined the benefits that would have otherwise have been gained from conversion of vehicles to alternative fuels, even when the installed system met all applicable federal and state requirements. Therefore, for vehicles that are modified after first retail sale, NCTCOG recommends additional language in §114.612(a)(1) that requires any compressed natural gas or liquefied petroleum gas system that is installed after first retail sale to have been installed by a qualified vehicle modifier (QVM).

Manufacturer's Report

TCEQ specifically indicated interest in feedback on the language proposed in Texas Administrative Code §114.613, in response to Texas Health and Safety Code §386.155(a). Based on the statutory language, it is clear that all types of manufacturers are required to provide information, but the three types of manufacturers fall into two categories: those who manufacture vehicles and those who manufacture compressed natural gas or liquefied petroleum gas systems. Therefore, to increase clarity of the Manufacturer's Report requirements, NCTCOG recommends expanding language of §114.613(a) as illustrated below. In addition, NCTCOG recommends that the report provided by manufacturers of compressed natural gas or liquefied petroleum gas systems must include a list of QVMs who are authorized to install the eligible system on an eligible vehicle. NCTCOG recommends that this list of QVMs either be endorsed by the relevant vehicle manufacturers prior to submittal by the system manufacturers, or be confirmed with the vehicle manufacturers by the TCEQ independently. The qualifying vehicle list posted by the TCEQ on its website as part of the program should include QVM information. Proposed language for §114.613(a) is as follows:

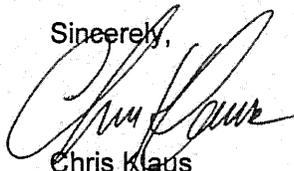
"A manufacturer of new light-duty motor vehicles or an intermediate or final state vehicle manufacturer shall provide to the executive director, or the executive director's designee, a list of the new light-duty motor vehicle models that the manufacturer intends to sell in this state during the model year and that are certified to meet the eligibility standards under §114.612(a). A manufacturer of compressed natural gas or liquefied petroleum gas systems shall provide to the executive director, or the executive director's designee, a list of the compressed natural gas or liquefied petroleum gas systems that it intends to sell in this state during the model year, along with a list of the new light-duty vehicle models in which the systems are approved for installation and qualified vehicle modifiers who are authorized to perform proper installation."

Ms. Kris Hogan
Page Three

December 22, 2017

NCTCOG appreciates the opportunity to comment on this rulemaking. NCTCOG supports the Light-Duty Motor Vehicle Purchase or Lease Incentive Program as an effective State resource to facilitate broader adoption of alternative fuel vehicles in the light-duty sector, which is rarely eligible for other incentives. Moreover, NCTCOG and the RTC stand in support of TERP and encourages its full funding through the appropriation of all revenue collected under the program. Therefore, NCTCOG and the RTC encourages the TCEQ to request full funding of the program as budgets are prepared for the next biennium. We look forward to a continued partnership with the TCEQ as we work together towards the common goal of cleaner air. If you have any questions, please feel free to contact me at (817) 695-9286 or cklaus@nctcog.org.

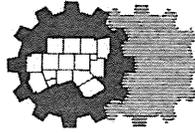
Sincerely,



Chris Klaus
Senior Program Manager

AA/LPC:ch

cc: David Brymer, Air Quality Division Director, TCEQ
Joe Walton, Manager, Implementation Grants Section, TCEQ
Steve Dayton, Technical Specialist, Implementation Grants Section, TCEQ
Michael Morris, P. E., Director of Transportation, NCTCOG



North Central Texas Council Of Governments

December 22, 2017

Mr. Derek Baxter
MC 205
Office of Legal Services
Texas Commission on Environmental Quality
PO Box 13087-- MC 205
Austin, Texas 78711-3087

Subject: Public Comment on Proposed Rulemaking
Chapter 114, Control of Air Pollution from Motor Vehicles
SB 1731: Texas Emissions Reduction Plan (TERP) Programs
Rule Project Number 2017-031-114-AI

Dear Mr. Baxter:

On behalf of the North Central Texas Council of Governments (NCTCOG) and the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth area, the following comments are provided on the Texas Commission on Environmental Quality's (TCEQ) proposed revisions to Texas Administrative Code Chapter 114, Control of Air Pollution from Motor Vehicles, including rules affecting the Diesel Emissions Reduction Incentive Program (DERIP), Texas Clean School Bus Program, and Drayage Truck Incentive Program. These comments are intended to help increase clarity and maximize emissions reductions in keeping with the original purpose of TERP.

Diesel Emissions Reduction Incentive Program

As availability of zero-emission and near-zero emission (e.g. engines certified to meet voluntary California Air Resources Board optional low oxides of nitrogen emissions standards) increases, NCTCOG recommends that the TCEQ consider providing additional incentives for projects using these engines through the DERIP solicitations. For example, projects involving these technologies could be prioritized, or qualify for an incrementally higher dollar amount. Such incentives could help drive greater awareness of these options as well as promote more industry participation in developing these technologies.

Texas Clean School Bus Program

NCTCOG staff supports the proposed revision to §114.644 (d), and the proposed language of §114.644(e)(4) and §114.644(g), which make it clear that application of the requirement for daily school bus use only applies during the school year. With regard to the revisions that expand the program to accommodate vehicle replacement, staff recommends language changes to improve clarity. Various portions of the rule reference either "pre-2007" or "2006 or older", which could cause unnecessary confusion. Staff recommends using the same phrasing consistently. Moreover, the proposed rules reference model year of the bus. NCTCOG proposes that additional language be added to specify that eligibility is tied to model year of the engine as opposed to the bus, to eliminate the chance of funds being expended to replace an older bus that was recently repowered with a

December 22, 2017

newer engine. The impact of this additional specificity would not conflict with the language of Senate Bill 1731 and would ensure that all projects achieve the greatest emissions reductions. Recommended language is as follows; alternatively, all references to "pre-2007" could be replaced with "2006 or older":

§114.644(a)(6): replacement of a pre-2007 model year school bus powered by a pre-2007 model year engine.

§114.644(e)(1): be powered by a pre-2007 model year engine;

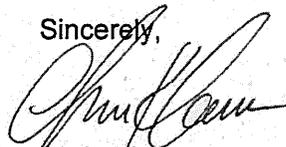
§114.644(f): A school bus proposed for purchase to replace a pre-2007 model year school bus must be of the current model year or the year before the current model year at the time of submission of the grant application, and be powered by an engine that is of the same model year or up to one year older than the model year of the bus.

Drayage Truck Incentive Program/Seaport and Rail Yard Areas Emissions Reduction Program

Overall, NCTCOG supports the proposed program changes, in particular, the expansion of the program to accommodate repowers. As with the DERIP, NCTCOG recommends that as the Seaport and Rail Yard Areas Emissions Reduction program is implemented, the TCEQ consider incorporating slightly higher funding levels for projects involving use of zero or near-zero emission vehicles and technologies. Such a change would support commercialization of near-zero emission technologies, encourage applicants to consider the cleanest available technology options, and contribute to additional incremental emission reductions.

Thank you for this opportunity to comment. NCTCOG and the RTC stand in support of TERP and encourage its full funding through the appropriation of all revenue collected under the program. Therefore, NCTCOG and the RTC encourage the TCEQ to request full funding of the program as budgets are prepared for the next biennium. We look forward to a continued partnership with the TCEQ as we work together towards the common goal of cleaner air. If you have any questions, please feel free to contact me at (817) 695-9286 or cklaus@nctcog.org.

Sincerely,



Chris Klaus
Senior Program Manager

AH/LPC:ch

cc: David Brymer, Air Quality Division Director, TCEQ
Joe Walton, Manager, Implementation Grants Section, TCEQ
Steve Dayton, Technical Specialist, Implementation Grants Section, TCEQ
Michael Morris, P. E., Director of Transportation, NCTCOG

Second phase of Northaven Trail in Dallas to get rolling this month

Jan. 1, 2018
Written by Joe Simnacher, Staff Writer
Dallas Morning News

Construction on the second portion of the Northaven Trail, Dallas' first east-west bicycle-pedestrian trail, is set to begin early in the new year.

When completed, the Northaven Trail will open Dallas' north-south path network to new transportation and recreational possibilities. Think of Northaven as a Northwest Passage connecting the White Rock Creek Trail on the east with the Elm Fork Athletic Complex and the Walnut Hill-Denton Drive DART Station to the West.

Former Dallas City Council member Lois Finkelman was among the first to envision an east-west trail serving North Dallas, running along what is now the Oncor utility easement. It was about 2003, and the White Rock and Katy trails were open and growing in popularity.

"I looked at the map of Dallas and realized that a large part of North Dallas had no access to a trail connection," Finkelman said recently. "And yet, we had this utility easement running east to west which had all kinds of potential."

Jump forward to the groundbreaking earlier in December of the new, nearly 4-mile, \$5.7 million trail section that will run from Denton Drive to Cinderella Lane. (The initial Northaven phase is already open and runs between North Central Expressway and Preston Road. Construction of the third section is set to begin this summer.)

Dallas County is managing construction of the next section, which is a collaboration among city, state and federal entities, said Dallas County Commissioner Elba Garcia.

The Texas Department of Transportation will manage eventual construction of a Northaven Trail bridge over North Central Expressway, which will provide a link to the city's eastern network of pathways.

"We are finally coming to the point of realization that these projects are very important in a region that is one of the fastest growing in the United States," Garcia said.

The roughly \$5.7 million project is set to be completed in fall 2019. It is funded by \$2.36 million in federal and state money, \$2.86 million from Dallas County and \$500,000 from the city of Dallas.

The trail construction beginning in early 2018 is challenging, involving 24 north-south street crossings, each with an intersection requiring its own curb ramps. Pedestrian traffic beacons will be installed at Webb Chapel Road and at Royal and Marsh lanes.

The large number of street crossings won't impede construction or the trail's success, Finkelman said.

"Hopefully it will have a positive impact on Dallas drivers and make them more aware of trail connections," Finkelman said.

A key connector

Northaven's eastern and western trail heads will connect to a growing network of trails that eventually will link much of Dallas and Fort Worth. Planners also are looking at building additional north-south links to trail systems elsewhere, including Irving, Grand Prairie and southwest Dallas County.

"This kind of connectivity has been in the books — everybody's books — since 2003-2004," Garcia said.

Urban planners see bicycle-pedestrian trails as an important means of getting people to nearby destinations and public transportation. Alternative transportation can help reduce air pollution in Dallas, Collin, Denton and Tarrant counties, which are non-attainment areas and don't meet federal air-quality standards.

"We're doing a mobility study that's looking at pedestrians, vehicles, everything," said Alberta Blair, Dallas County's director of public works. "We're looking at how is mobility working? Not just recreational trails, but mobility — to get to places and to get to work."

Finkelman welcomes the progress.

"It's a trend that other cities had grabbed maybe a decade or so ago," she said. "As is sometimes the case, we're a little slow to pick up on it.

"My feeling is that there should have been pedestrian and bicycle lanes on all the new bridges over the Trinity River. We ought to be encouraging those kinds of uses."

Building a trail network is somewhat like filming a movie, where the scenes aren't necessarily shot in sequential order.

'Bridge to Nowhere'

Enter the Harry Hines pedestrian bridge, dubbed "the Bridge to Nowhere." It was long criticized as a monument to waste, appearing to connect only an empty lot to an auto parts store.

But the bridge is part of the larger plan linking Northaven Trail to the Elm Fork Athletic Complex. A connection under Interstate 35E is also under construction.

Garcia explained why the bridge at Harry Hines was built before the other pieces were in place.

"People were saying, 'Why are you doing that? It doesn't have any connectors.' ... I don't want to miss the funding," she said. "I want to build it, then connect it."

Piecing together a paved trail across multiple governmental jurisdictions took time and cooperation. The Northaven project was an effort by Garcia; Dallas council members Lee Kleinman, Omar Narvaez and Jennifer Staubach Gates; and Dallas County Commissioner Mike Cantrell.

"All the agencies got together and said 'How's the best way to look at this?'" Garcia said.

<https://www.dallasnews.com/news/transportation/2018/01/01/second-phase-dallas-east-west-northaven-trail-get-rolling-month>

The technological race to find you a place to park

By Eric A. Taub
The New York Times
Nov. 30, 2017

One of the few things more frustrating than driving in a big congested city is searching for a parking spot so you can stop driving. On-street spaces are reoccupied just moments after the last motorist pulled out, and garages charge more than many people earn in an hour.

Technology has already started to solve the problem of squeezing into a space, with automatic parking features taking the pain out of parallel parking. Now it is trying to solve the other headache: finding a spot in the first place.

A slew of apps can predict where on- and off-street spaces will be available, direct you to them, reserve a space and let you pay for the spot through your smartphone. And manufacturers are beginning to add those capabilities to their vehicles' navigation screens. BMW, one of the first to do so, is making the functionality of the Parkmobile app available through the navigation system on many of its 2018 models.

The BMW screen shows available garages, and its ParkNow service allows drivers to reserve a space and, if the garage has contracted for the service, pay through the car. Certain garages will allow drivers to scan the app's bar code, using their phones, to open the gate.

For those metered parking spaces that have sensors, the car's navigation system asks if you want to start a parking session and then, once that's confirmed, charges for the meter on the screen.

Beginning next year, Parkmobile will also allow drivers to add additional meter time via the smartphone app and pinpoint available meters, said Jon Ziglar, Parkmobile's chief executive.

Most vehicles lack extensive integration with parking information, but drivers can easily replicate the functionality with one of the many smartphone apps on the market, including BestParking, Parker, ParkMe, ParkWhiz and SpotHero. Which one you choose may come down to the number of parking spaces that any particular app inventories in your city.

"All these apps are pretty similar in features," said Vishwas Shankar, research manager at the Frost & Sullivan consulting firm.

According to Frost & Sullivan's research, the various parking apps track more than 57 million on- and off-street spaces in the United States and Europe, and the apps are used by 30 million people.

INRIX, a data collection firm that provides traffic data to the federal government and space information to a number of parking apps, U.S. drivers waste 17 hours per year in a search for a space. Almost one-third of the drivers surveyed said they had been in a fight over a space in the previous year.

"Parking is a very important problem to solve," said Jason Schulz, 's general manager of parking. "Congestion and parking are opposite sides of the same coin."

INRIX and its competitors combine historical data and real-time information to predict how likely a driver will be to find a space in a garage, and which streets are more likely to have metered parking available during a particular time of day.

What INRIX doesn't do is let you know that a particular parking meter is available. The problem with such granular information is that it's accurate only for a minute or two at best, before someone else grabs the spot.

INRIX accumulates street parking data based on historical parking trends by day and time, cost and available hours. In addition, it is starting to receive information from cars that have ultrasonic sensors; as they pass an empty space, that information is relayed to the cloud and aggregated to generate parking patterns — which may already be known to residents in densely populated cities such as Manhattan.

Waze, the crowdsourcing navigation app, uses INRIX and other data sources as it enters the “initial stages” of integrating parking information, said Fej Shmuelewitz, the company's business development manager. The app can suggest available parking garages near a driver's destination, with information that is updated based on user input.

Waze is also looking to provide parking information that can be sorted based on price, with the ability to pay for parking through the app. Waze envisions street parking information that uses a vehicle's sensors and cameras to find free spots.

To find one's way in a covered parking garage, Waze is contemplating offering garage owners Waze Beacons, technology that uses Bluetooth to transmit navigation information in areas without cellular coverage.

HERE Technologies, a mapping and traffic data analytics service owned by Audi, BMW and Daimler, expects to release its parking data feature next year, said Helmuth Ritzer, the company's vice president of connected vehicle services.

“We're looking at parking holistically,” Ritzer said. That includes integrating historic street parking availability, real-time information and data from a particular vehicle's ultrasonic sensors as it drives by parking spaces.

This information will be supplied to HERE's app partners; used in its own map offering, available in Audi's new flagship A8 sedan; and shared with other Audi owners.

An improved parking experience is important not just to drivers but to municipalities as well, as one way to reduce gridlock and pollution. Los Angeles instituted its LA Express Park service several years ago, combining inroad parking meter sensors with smartphone apps that allow drivers to find empty spaces that might otherwise go underused.

Using \$15 million in federal grant funding and \$3.5 million from the city, Los Angeles placed roadway meter sensors in a 4.5-square-mile area of downtown. Drivers can use one of three commercial parking apps to learn where on-street or municipal garage spaces are available. Pricing is dynamic and ranges from 50 cents to \$6 per hour, based on demand.

The project has been successful enough that the city recently expanded its availability to the Westwood area, home of the University of California, Los Angeles, and will add the tourist-heavy Hollywood area in six months.

Making it easier to find parking spots is not merely a matter of convenience for drivers, but a necessity for cars when they start doing the looking themselves.

Automating the process of finding, navigating to and paying for parking is an essential element in the creation of a fully autonomous vehicle. Ziglar of Parkmobile said he could envision a time when his company's technology not only paid for and parked a car by itself, but also serviced, cleaned and charged the vehicle, automatically.

"We're setting up the infrastructure now to make this happen," Ziglar said.

<https://www.bizjournals.com/dallas/news/2017/11/30/the-technological-race-to-find-you-a-place-to-park.html>

The great American single-family home problem

By Conor Dougherty
The New York Times
Dec 3, 2017

BERKELEY, Calif. — The house at 1310 Haskell St. does not look worthy of a bitter neighborhood war. The roof is rotting, the paint is chipping, and while the lot is long and spacious, the backyard has little beyond overgrown weeds and a garage sprouting moss.

The owner was known for hoarding junk and feeding cats, and when she died three years ago, the neighbors assumed that whoever bought the house would be doing a lot of work. But when the buyer turned out to be a developer, and when that developer floated a proposal to raze the building and replace it with three small homes, the neighborhood erupted in protest.

Most of the complaints were what you might hear about any development. People thought the homes would be too tall and fretted that more residents would mean fewer parking spots.

Other objections were particular to Berkeley — like a zoning board member's complaint that shadows from the homes might hurt the supply of locally grown food.

Whatever the specifics, what is happening in Berkeley may be coming soon to a neighborhood near you. Around the country, many fast-growing metropolitan areas are facing a brutal shortage of affordable places to live, leading to gentrification, homelessness, even disease. As cities struggle to keep up with demand, they have remade their skylines with condominium and apartment towers — but single-family neighborhoods, where low-density living is treated as sacrosanct, have rarely been part of the equation.

If cities are going to tackle their affordable-housing problems, economists say, that is going to have to change. But how do you build up when neighbors want down?

"It's an enormous problem, and it impacts the very course of America's future," said Edward Glaeser, an economist at Harvard who studies cities.

Even though the Haskell Street project required no alterations to Berkeley's zoning code, it took the developer two years and two lawsuits to get approval. He plans to start building next year. The odyssey has become a case study in how California dug itself into a vast housing shortage — a downside, in part, of a thriving economy — and why the state Legislature is taking power from local governments to solve it.

"The housing crisis was caused by the unwillingness of local governments to approve new-home building, and now they're being held accountable," said Brian Hanlon, executive director of California YIMBY, a housing lobbying group that is backed by the tech industry and helped plan the lawsuits.

Mary Trew, a retired graphic designer who fought the project, drew the same conclusion with a different spin: "Municipalities are losing their authority."

The Missing Middle

The affordable-housing crunch is a nationwide problem, but California is the superlative. The state's median home price, at just over \$500,000, is more than twice the national level and up about 60 percent from five years ago, according to Zillow. It affects the poor, the rich and everyone in between.

In San Diego, one of the worst hepatitis outbreaks in decades has killed 20 people and was centered on the city's growing homeless population. Across the state, middle-income workers are being pushed further to the fringes and in some cases enduring three-hour commutes.

Then there is Patterson & Sheridan, a national intellectual property law firm that has its headquarters in Houston and recently bought a private jet to ferry its Texas lawyers to Bay Area clients. The jet was cheaper than paying local lawyers, who expect to make enough to offset the Bay Area's inflated housing costs. "The young people that we want to hire out there have high expectations that are hard to meet," said Bruce Patterson, a partner at the firm. "Rent is so high they can't even afford a car."

From the windows of a San Francisco skyscraper, the Bay Area looks as if it's having a housing boom. There are cranes around downtown and rising glass and steel condominiums. In the San Francisco metropolitan area, housing megaprojects — buildings with 50 or more units — account for a quarter of the new housing supply, up from roughly half that level in the previous two decades, according to census data compiled by BuildZoom, a San Francisco company that helps homeowners find contractors.

The problem is that smaller and generally more affordable quarters like duplexes and small apartment buildings, where young families get their start, are being built at a slower rate. Taken together, these projects hold vast potential to provide lots of housing — and reduce sprawl — by adding density to the rings of neighborhoods that sit close to job centers but remain dominated by larger lots and single-family homes.

Neighborhoods in which single-family homes make up 90 percent of the housing stock account for a little more than half the land mass in both the Bay Area and Los Angeles metropolitan areas, according to Issi Romem, BuildZoom's chief economist. There are similar or higher percentages in virtually every U.S. city, making these neighborhoods an obvious place to tackle the affordable-housing problem.

"Single-family neighborhoods are where the opportunity is, but building there is taboo," Romem said. As long as single-family-homeowners are loath to add more housing on their blocks, he said, the economic logic will always be undone by local politics.

California is trying to change that. In September, Gov. Jerry Brown signed a sweeping housing package with 15 bills devised to tame rental costs and speed construction.

In addition to allotting more money for subsidized housing, the package included a bill to speed the approval process in cities that have fallen behind state housing goals. There was a bill to close the policy loopholes that cities use to slow growth, and there were proposals that make it easier to sue the cities most stubborn about approving new housing.

"We can't just plan for growth. We have to actually build," said Ben Metcalf, director of the California Department of Housing and Community Development.

Even with a flurry of legislation, economists are skeptical that California can dent home prices anytime soon. Housing takes years to build. And five of the new housing bills included a union-backed measure that requires developers to pay prevailing wages on certain projects, something that critics say will increase construction costs.

But the bigger, thornier question is where all these new residences will go, and how hard neighbors will try to prevent them. The Haskell Street fight shows why passing laws is one thing and building is another, but also gives a glimpse of what the denser neighborhoods of the future might look like — and why lots of little buildings are more important than a few skyscrapers.

Neighbor Opposition

The 1300 block of Haskell Street sits in a kind of transition zone between the taller buildings in downtown Berkeley and the low-rise homes scattered through the eastern hills. The neighborhood has a number of single-family homes, and the street is quiet and quasi-suburban, but there are also apartment buildings and backyard cottages that nod to the city's denser core.

A little less than three years ago, a contractor named Christian Szilagy bought the property and presented the city with a proposal to demolish the house and replace it with three skinny and rectangular homes that would extend through the lot. Each would have one parking spot, a garden and about 1,500 square feet of living space.

The neighbors hated it. The public discussion began when Matthew Baran, the project architect, convened a meeting with 20 or so neighbors in the home's backyard. A mediator joined him and later filed a three-sentence report to the city: "The applicant described the project. Not a single neighbor had anything positive to say about it. No further meetings were scheduled."

On paper, at least, there was nothing wrong with the proposal. The city's zoning code designates the area as "R2-A," or a mixed-density area with apartments as well as houses.

Berkeley's planning staff recommended approval. But as neighbors wrote letters, called the city and showed up at meetings holding signs that said "Protect Our Community" and "Reject 1310 Haskell Permit!," the project quickly became politicized.

One focal point was Kurt Caudle's garden. Caudle is a brewpub manager who lives in a small house on the back side of Trew's property (that lot has two homes, or one fewer than was proposed next door). Just outside his back door sits an oasis from the city: a quiet garden where he has a Buddha statue and grows tomatoes, squash and greens in raised beds that he built.

In letters and at city meetings, Caudle complained that the homes would obstruct sunlight and imperil the garden "on which I and my neighbors depend for food." Sophie Hahn, a member of the city's Zoning Adjustments Board who now sits on the City Council, was sympathetic.

"When you completely shadow all of the open space," Hahn said during a hearing, "you really impact the ability for anybody to possibly grow food in this community."

The debate was easy to caricature, a textbook example of what housing advocates are talking about when they denounce the not-in-my-backyard, or NIMBY, attitude. Reality is more nuanced. As cities become magnets for high-paying jobs and corporate headquarters, there has been a backlash of anti-development sentiment and a push for protections like rent control.

Home prices in the ZIP code surrounding the 1300 block of Haskell Street have just about doubled over the past five years, to an average of about \$900,000, according to Zillow. Those numbers are terrifying to people like L.C. Stephens, 67, who is retired from the state corrections department.

Stephens pays \$1,600 to live in a modest apartment complex that was built in 1963 and sits just a few lots down from the project site. His building was recently purchased by investors and is being painted and renovated. The rehabilitated units go for \$2,400 and up.

"People are getting priced out," he said. "It's not about 'We need more housing.' Yeah, we can use it, but it needs to be affordable."

The proposed homes are not that. They are estimated to sell for around \$1 million. But this is an illustration of the economist's argument that more housing will lower prices. The cost of a rehabilitated single-family home in the area — which is what many of the neighbors preferred to see on the lot — runs to \$1.4 million or more.

Even so, economics is not politics. The argument that quiet, low-slung neighborhoods have to change to keep everyone from being priced out is never going to be a political winner. When the Haskell Street proposal came up for a vote, Jesse Arreguin, who was then a city councilman but is now mayor of Berkeley, gave a "no" vote that sounded like a campaign speech.

“This issue is bigger than Haskell Street,” Arreguin said. “This project sets a precedent for what I believe is out-of-scale development that will compromise the quality of life and character of our neighborhoods throughout the city of Berkeley.”

The city’s denial won applause from the crowd. It also drew a lawsuit.

Making It Easier to Sue

Not-in-my-backyard activism has been a fixture of California for long enough that the state already has a law about it. In 1982, Brown, during his first run as governor, signed the Housing Accountability Act, colloquially known as the anti-NIMBY law.

The law bars cities from stopping developments that meet local zoning codes. In other words, it’s illegal for cities to ignore their own housing laws. The act is rarely invoked, however, because developers don’t want to sue cities for fear it will anger City Councils and make it harder for them to gain approval for other developments.

Lately, the law has become a tool for activists. Two years ago, Sonja Trauss, who leads a group called the Bay Area Renters’ Federation and is running for a seat on San Francisco’s board of supervisors, sued Lafayette, a nearby suburb, for violating the Housing Accountability Act, and settled out of court.

Shortly after Berkeley denied the Haskell Street permit, Trauss sued the city — and won.

Berkeley agreed to give the project a new hearing and consider the Housing Accountability Act when reviewing future development. Neighbors, still incensed, continued to put pressure on the city to deny it. And the city did, this time refusing a demolition permit.

Trauss sued again, and in July a Superior Court judge for Alameda County ordered the city to issue the permit.

“Organizing alone doesn’t get us out of the crisis,” said Ryan J. Patterson, Trauss’ lawyer and a partner at Zacks, Freedman & Patterson in San Francisco. “You have to have a fist people fear.”

This almost certainly signifies the beginning of a trend. Right about the time Trauss sued Berkeley, Hanlon started raising money for California YIMBY. He found traction in the local technology industry, whose growth is partly responsible for the Bay Area’s housing crunch but whose employees are similarly discouraged by the astronomical rents.

Nat Friedman, a serial entrepreneur who became a vice president at Microsoft after selling his company to the software giant last year, has helped California YIMBY raise close to \$1 million for its efforts to lobby the state on housing issues.

“The smaller the unit of government, the harder it is to solve this problem,” Friedman said.

Hanlon’s first project was to push for a law that would make it easier to sue cities under the Housing Accountability Act. The result was SB 167, a bill written by Nancy Skinner, Berkeley’s state senator and a former member of the City Council. In addition to raising the legal burden of proof for cities to deny housing projects, the bill makes the suits more expensive to defend by requiring cities that lose to pay the other side’s lawyers’ fees.

“What’s frustrating for anybody trying to build housing is that they try to play by the rules and they still get told ‘no,’” Skinner said.

Skinner’s law takes effect next year, so the long-term impact is unclear. But just a few weeks before it was signed, the Zoning Adjustments Board had another contentious housing project.

Neighbors had familiar complaints: The homes were too tall and had long shadows, and more residents would make it harder to find parking. The board's chairman responded that he understood the concerns but couldn't risk another lawsuit.

California isn't going to solve its housing problem in the courts. But the basic idea — big-footing local government so that cities have a harder time blocking development — is central to the solutions that the state is pursuing.

This is a state of great ambition. It wants to lead the country on actions to reduce carbon emissions and has enacted legislation mandating a \$15 minimum wage by 2022. But housing is undermining all of it.

Even with a growing economy and its efforts to raise wages, California has the highest poverty rate in the nation, with 1 in 5 residents living in poverty, once housing costs are taken into account. And plans to reduce carbon emissions are being undermined by high home prices that are pushing people farther and farther from work.

In a brief speech before signing the recent package of housing bills, Brown talked about how yesterday's best intentions become today's problems. California cities have some of the nation's strictest building regulations, and measures to do things like encourage energy efficiency and enhance neighborhood aesthetics eventually become regulatory overreach.

"City and state people did all this good stuff," Brown said to a crowd of legislators. "But, as I always say, too many goods create a bad."

<https://www.bizjournals.com/dallas/news/2017/12/03/the-great-american-single-family-home-problem.html>

The old suburban office park is getting a big reboot

By Miranda S. Spivack
The New York Times
Dec. 6, 2017

The aging office park is getting a face-lift.

Once a proud symbol of suburban working life now suffering from high vacancy rates in many parts of the country, corporate office parks are being reimagined as sports domes, upscale town houses, retail shops and green gathering spaces, among other possibilities.

“It’s an obsolete model for an office,” said Robert Youngentob of the Maryland-based developer EYA, which has begun constructing upscale town houses in sections of an office park in suburban Bethesda, Maryland, including some that are selling for about \$1 million.

That office park, called Rock Spring Park, is at the junction of the Capital Beltway and Interstate 270 and is home to Lockheed Martin and Marriott International. Marriott is planning to move in the next few years to a downtown Bethesda location, citing the desires of its 3,500 employees for a more urban setting with easy access to restaurants, retail and public transit.

“In today’s world, most office tenants want access to public transportation in more walkable areas with retail amenities,” Youngentob said. “It’s about recruiting employees and creating an attractive work environment. Many of these older buildings do not meet the needs of today’s office workers.”

That has opened the way for EYA and several other developers around the country to consider new uses for the car-centric office and industrial parks, which are often lifeless spaces far from restaurants and retail but frequently near major highway interchanges.

The Urban Land Institute, which has been studying new uses for office parks and other commercial and industrial areas, found that in the Washington metropolitan area, about 16 percent of suburban office space had been deemed obsolete because of outdated buildings and limited access to amenities. In suburban Montgomery County, Maryland, site of Rock Spring Park, a recent Urban Land Institute study found that the office vacancy rate in two office parks near major highways was higher than 21 percent, compared with an overall office vacancy rate in the county — which includes urban centers such as Bethesda and Silver Spring — of about 14 percent. In the Rock Spring area, the study found, the office park’s proximity to highly rated public schools, and a prime location even without easy access to the Metro system, made it desirable for other kinds of uses.

Office parks, said Rich Forslund, executive vice president for Colliers International in Indianapolis, are finding success when they are either modernized or repurposed. Most important, he said, is that they offer “a sense of place, creating areas where people can create somewhat of a community.” He said that some office parks in and around Indianapolis were remaining all office, but trying new looks, including installing central green spaces for outdoor dining and retooling buildings to provide internal spaces that encourage workplace collaboration.

The potential to convert office and industrial space into something else is also driving redevelopment in East Fishkill, New York, where IBM for decades employed thousands but began to consolidate operations in the last several years. In one of the two 700-acre former IBM

campuses, Dan Fraioli, president and owner of Air Structures American Technologies, is planning to build what he said would be one of the largest indoor sports domes in North America. Fraioli said he was expecting it to open next year to provide a place for young athletes to hone their craft.

“Youth sports has exploded,” said Fraioli, the father of three boys who spent many years on the baseball diamond. In the northeastern United States, he said, those trying to excel can be disadvantaged by “weather conditions that are not conducive to the demand of youth sports.” As a result, he said, “we can’t bring these kids to their full potential as they do down South.”

The sports dome, being built on about 30 acres at the former IBM site, will have climate-controlled indoor turf fields for baseball, field hockey, lacrosse and soccer.

“Our hope is that we become a Southern state — without the heat,” Fraioli said.

Ronald Hicks, assistant county executive in Dutchess County, said the indoor sports facility should be a boon for high school teams, adult leagues and others who compete for limited public fields and are hampered by cold weather.

“We don’t have a lot of land available, or a lot of open parks,” he said.

Not every approach is successful. In Hopkinton, Massachusetts, Steven Zieff, a developer, struck out after several years of trying to persuade town officials to approve his proposal for a “new town” in an underused office park near Interstate 495, southwest of Framingham in the outer ring surrounding Boston.

Zieff and a partner had proposed that the town allow them to build a hotel and apartments and create retail spaces.

“It was a full-on mixed use development,” Zieff said. But in retrospect, he thinks his big-picture approach may have scared off local officials. “We should have taken it in bite-sized pieces.”

Hopkinton, a town of about 15,000, claims several buildings on the National Register of Historic Places. At public meetings to discuss the project, residents offered a litany of worries, including concerns about building heights and traffic.

“People were agitated that we were going to gentrify the downtown,” Zieff said.

But other projects have gained local approval. In October, officials in the Township of Morris in New Jersey, near Morristown and Hanover, approved the outlines of a proposal from JMF Properties and RD Management to redevelop an industrial and office site where Colgate once made liquid hand soap, body wash, antiperspirant and deodorant. The plans include retail space and market-rate and affordable housing.

“The idea is to create a destination and downtown,” said Joseph M. Forgione, founder of JMF Properties.

In Tempe, Arizona, the Wentworth Property Co. acquired an aging office park and modernized it by adding high-tech infrastructure for internet access and incorporating some urban amenities, such as restaurants, walking paths, workout stations and bike rentals, as well as a shuttle bus system to connect with nearby retail. Another developer has added two hotels.

“It was a very rundown, industrial office campus that used to be occupied by Motorola,” said Steve Butterfield, a Wentworth spokesman. “We came in with a new vision and transformed it from a single tenant to multiple tenants.”

Deborah K. Bilek, who has studied office parks for the Urban Land Institute, said there was no one solution for adapting corporate parks to new uses. She points to some highly successful models, such as some of the Silicon Valley tech campuses, which have brought amenities — gyms, restaurants and other perks — directly to employees and provide transportation to and from work.

She also sees reuse of office and industrial parks as a way to resolve one of the most vexing problems that urban areas face: the high cost of housing. “Different types of housing products could be offered,” Bilek said.

Youngentob of EYA agreed. “The greatest challenge for millennials is the affordability issue,” he said. “They would like much the same location as the empty nester, close in, convenient to retail amenities, access to transit and good schools.” Large tracts of land occupied by office parks and former industrial sites could provide some of those opportunities, he said.

<https://www.bizjournals.com/dallas/news/2017/12/05/the-old-suburban-office-park-is-getting-a-big.html>

The Quiet Revolution Happening in the Suburbs

Suburbs first gained popularity for being everything a big city wasn't. Now they want to be just like downtown.

DECEMBER 2017
BY ALAN GREENBLATT
GOVERNING MAGAZINE

It's a sunny Saturday afternoon in Shirlington. Clusters of people are sitting outside, dining al fresco at restaurants serving high-end American or Italian food, or quaffing drinks at a pub named for a famous Irish writer. Women walk by with mats under their arms, fresh from yoga class or sessions of massage or reflexology. Shoppers step in and out of an artisanal bakery, a kitchenware store playing peppy French music or a cheese boutique named Cheesetique. All the stores have doors that open right onto the sidewalk, with most people parking at a multilevel garage tucked off the main drag. Newly built apartment towers loom over the scene, although none of the residents are out on their tiny terraces.

Shirlington is a slice of suburban Virginia, just outside Washington, D.C. But it could just as well be a retail pocket in any number of suburbs in the D.C. area, or, for that matter, on the edge of Atlanta, Cleveland or Denver. All over the country, suburbs are rushing to develop new mixed-use corridors, complete with dense, walkable shopping areas, often attached to a town hall or performing arts complex, as in Shirlington, and usually surrounded by mid-rise apartment or condo buildings.

Mixed-use developments like these are becoming kind of a cliché in American metropolitan areas -- but that doesn't make them any less revolutionary. After decades offering themselves as safer, quieter alternatives to cities, suburbs are refashioning themselves to become more like them. Development built around cars, with zoning restrictions that strictly segregate housing from office space and shopping, is giving way to the desire to create new downtowns, bubbling with all kinds of activity, and create them largely from scratch. "We're starting to see some competition even between these comparable types of developments, as consumers and even businesses are looking to have a different atmosphere," says Julie Palakovich Carr, a member of the city council in Rockville, Md.

Back in the 1970s, Rockville, which is a few miles north of Shirlington, tore out its downtown in order to build an enclosed shopping mall. That mall declined over the years due to local competition and the overall drop in brick-and-mortar shopping, so now it's been torn down in favor of a mixed-use development. In effect, the downtown has been put back where it once was. Lots of suburbs have torn down dead or dying malls, putting in their place town centers that encourage foot traffic among the shops, while still taking advantage of their proximity to a highway or major arterial road. Office parks are reshaping themselves as well, hoping to hold on to tenants as big companies buy into the trend of moving back to center-city downtowns.

Demographics have also brought changes to what many people are looking for from suburban life. Carr points out that in Rockville, the biggest demand in housing over the next 20 years is going to be from one-person households. That's true in a lot of places. Around the country, one out of every four households is composed of a single person. Three out of four households don't have a school-age child living at home. There just aren't as many traditional families with a couple of kids at home, wanting a big yard, as there used to be.

Instead, the demand is for amenities not only at home but also out in common areas, whether it's a fancy game room or swimming pool in an apartment complex or a wide range of choices for things to do in the neighborhood -- preferably without having to drive to them. "People who don't have kids in their houses eat out a lot more than people who have kids," says Ellen Dunham-Jones, director of the urban design program at Georgia Tech University and a leading authority on suburban evolution. "Suddenly," she says, "you see the suburbs have way more restaurants than they used to, even bars and nightlife, which used to be anathema."

Certainly, this isn't the case in every suburb. Suburban populations are still growing fastest in developments further out, where cars remain king and sit in big garages next to big houses on big lots. Meanwhile, many close-in older suburbs with small bungalows built in the 1950s for a blue-collar clientele have entered into decline, with homes turning into downmarket rentals and rundown garden apartments leasing for cheap. Some of these suburbs are becoming pockets of intractable poverty, while others are ports of entry for new immigrants who are moving directly to conventional suburbs, bypassing urban life altogether.

But all of this creates a tempting opportunity to cater to members of the millennial generation who are attracted to cities but can't afford to live near the urban center. "The downtown housing has gotten absurdly expensive in those cities that have revitalized," says Dunham-Jones. This explains to a large extent the denser development taking shape in communities such as Shirlington and Rockville. Many millennials -- and a lot of empty nesters as well -- want a walkable lifestyle, with just about everything they need within a few blocks of their homes. Some suburbs have learned that they can attract this cohort by offering these urban-style amenities, often alongside high-performing schools that are better than their center-city counterparts.

This model of development isn't going to work everywhere. There has to be enough market demand for builders to be interested in reshaping large parcels of property. But the old suburban model of subdivisions as residential worlds unto themselves, often in a cul-de-sac format, has lost at least some of its luster. An increasing number of developers want to appeal to people who prefer to live and work in places where they don't have to drive for everything they want. "The suburbs that have gotten that are going to be the winners in the future," says Ed McMahon, a senior resident fellow with the Urban Land Institute. "The way people work, shop and move around is changing. Those that have figured that out are going to prosper, and others are going to decline."

Suburbs have always been shaped by transportation. The ones made possible by carriage and rail lines a century ago that took residents away from the pollution and noise of the big city were given the name of "streetcar suburbs." Following World War II, the desire to leave the city and attain some space was enabled by the interstate highway system. Those suburbs were built for and around the use of automobiles.

Now suburbs are being reshaped again, but this time more by communication than transportation. You might call them "smartphone suburbs." There's less need to go to the mall if you can have goods produced practically anywhere in the world shipped to your door by online retailers -- and perhaps more important, can stock up on toilet paper, diapers and medicine without ever leaving home. When you do need to get out, you don't have to own a car. Taxi service was always notoriously bad in suburbs, but now you can hire a Zipcar for weekend trips to Home Depot, or summon an Uber or Lyft to take you to a distant friend's house for dinner.

“When I was a kid, getting your driver’s license was a ticket to freedom,” McMahon says. “Today, the cellphone is a way to connect without having to get in a car.”

It’s true that millennials are driving less. Teenagers, too. In 2014, only one out of four 16-year-olds had a driver’s license, compared with nearly half back in 1983, according to a University of Michigan study. The share of 19-year-olds with licenses has also plunged, by 21 percent.

If more people are embracing a car-lite lifestyle, they’re also looking for more social interaction. The smartphone may have something to do with this as well. People have gotten used to sharing interior thoughts and intimate feelings over digital devices. They may not be baring their souls to all and sundry around the town center fountain, but they’re not coveting privacy in the way that earlier generations used to. This applies to older people as well as millennials. “The privacy that the aging boomers really valued while raising their kids, now they’re beginning to question that,” Dunham-Jones says. “Do I really want to mow that big lawn? If they’re retired, suddenly that privacy can seem lonely.” Or, to put it another way, the ability to conduct much of one’s life on a cellphone may be generating a desire for in-person contact, perhaps the only thing the phone cannot deliver.

Whatever is driving the demand for walkability in the suburbs, it’s clearly very much in vogue. You’ll pay at least 25 percent more per square foot for housing in Reston, Va., which is built around a town center, than in nearby Sterling, a postwar cul-de-sac suburb that’s the same driving distance from Washington. And there are more urban-style developments emerging all the time. In 2008, when Dunham-Jones and June Williamson published their book *Retrofitting Suburbia: Urban Design Solutions for Redesigning Suburbs*, they could come up with about 80 examples of suburban developments built to reduce automobile capacity. Today, their database contains more than 1,500 examples. “People are more willing to have compact housing,” says Williamson, an architecture and urban design professor at the City University of New York, “if it’s in the right location.”

To succeed, mixed-used developments have to be truly mixed-use. Simply moving town hall out from behind its big parking lot and onto a main street isn’t going to magically attract retail. If you build housing on top of retail, but can’t attract jobs to the area, your shops are going to be empty during the day. Or they’ll be empty at night if they’re near offices but no one’s living nearby. Suburban office parks, for their part, are attempting to bring in more restaurants and coffee shops. For decades, there were three rush hours at Research Triangle Park in North Carolina -- morning, evening and lunch hour. Forty thousand people work in the park, but until recently there was no place for them to buy a cup of coffee, let alone lunch. Now there is a growing number of choices. The managers of even the most successful office parks admit they will have to change to survive. “Downtowns have a sort of personality that does not exist in a suburban research park like ours,” says Bob Geolas, the Research Triangle Foundation’s former CEO. “A big part of what we’re doing is building a personality that people can relate to and be inspired by.”

It is possible to have a successful retail environment without including either housing or offices, but then you’ve just created, in effect, a roofless shopping mall. An enclave that’s pedestrian-friendly, but which everyone drives to, is not going to be as successful as one that combines jobs and housing and is connected to the outside world by transit, says Armando Carbonell, who leads the urban planning program at the Lincoln Institute of Land Policy.

That may be the most radical change in suburban planning: the growing consensus that transit matters. The most in-demand suburban developments are being built around transit, and this is true even where the share of commuters using transit is still low. Shops and apartments are springing up alongside fixed-rail stations all over the country. New developments are capitalizing on proximity to bus rapid transit lines, or sometimes just plain buses, as has happened with some projects that have taken over former malls. In Carmel, Ind., new housing is built near biking trails that can get residents directly from their doors to downtown Indianapolis.

Steve Bellone understood that transit was the one asset the struggling town of Babylon, N.Y., could count on. The Long Island Rail Road can take you from Babylon into Manhattan in under an hour (at least when there are no delays). Nevertheless, at the start of this century, when Bellone was serving on the town council, Babylon was rated the most economically distressed community on Long Island, with a failing school district, the highest unemployment rate in the area and all the other standard indicators of blight. Back then, it took a herculean effort to combine federal, state, county, town and local nonprofit resources just to build a supermarket. "It was certainly a nice addition to the community," Bellone says, "but it didn't fundamentally alter any of the underlying conditions."

Bellone knew his town needed to think bigger. Over a number of years and following a long planning process, the result was Wyandanch Rising, a \$140 million development that mixes apartment towers near the station and shops within walking distance. A majority of the apartments are subsidized, helping to lift up longtime residents rather than chasing them out. The first phase is open and lessons from the development are already being applied at a similar project nearby in East Farmingdale.

For an area that's about 15 miles from Levittown -- one of the pioneering postwar suburbs and an early model of exclusionary zoning -- Babylon's is a new approach, but one that harkens back to city building of the past. "What we're really doing in suburbia is retrofitting it in a way that is [similar to] how we used to build communities," says Bellone, now the Suffolk County executive. "You absolutely have to go back to the way we built communities in the past."

As Bellone suggests, the new approach in suburbia is really a return to form. For centuries, people congregated within compact areas, doing all their trading and socializing, as well as interacting with government officials, in cities. The concept of suburbs dates back to Roman times, but the modern American suburb -- which amounted to a barracks where people could sleep separate from all their other activities -- represented a break from historic norms. Today's suburbs represent an attempt to recapture a very old style of living, with commerce and community all mixed in together.

It's clear now that the old suburban model created imbalances. Even before the recession, retail space was being built at several times the rate of growth of retail sales. There was an oversupply of large-lot, single-family homes, and an undersupply of every other type of housing. The new developments are an attempt to give today's households what they are looking for in terms of convenience and choice.

Maybe today's mixed-used plazas will be torn down one day in favor of a new generation of strip malls, but that seems unlikely. "The automobile-based suburb isn't going to disappear overnight, and may never disappear," says Carbonell of the Lincoln Institute. "But the suburb that provides more of a center and is connected to the metro region is going to be the growing sector."

<http://www.governing.com/topics/urban/gov-suburban-urban-changes.html>

Trump rolls back Obama-era oil train rules

The Trump administration has angered environmental groups and residents of the Columbia River Gorge by rolling back a 2015 rule on oil train safety.

Dec. 8, 2017
Associated Press

PORTLAND, ORE. – The Trump administration has angered environmental groups and residents of the Columbia River Gorge by rolling back a 2015 rule on oil train safety.

The Obama administration rule change required trains carrying highly explosive liquids to have electronically controlled pneumatic brakes installed by 2021 – systems intended to help prevent fiery oil train wrecks like the one that happened in the Oregon last year, Oregon Public Broadcasting reported Thursday.

A Union Pacific train derailed in the small Columbia River town of Mosier in June 2016, spilling 42,000 gallons of crude oil and sparking a massive fire that burned for 14 hours.

The U.S. Department of Transportation under President Donald Trump now says, however, that the rule change would cost three times the benefit it would produce and is rolling it back, the station reported. Electronically controlled pneumatic brakes are supposed to be faster than the current industry standard – air-controlled brakes – because the simultaneously signal to the entire train.

Industry officials reacted positively to the news.

Chet Thompson, of the American Fuel & Petrochemical Manufacturers, said in a statement that the rollback was a “rational decision.”

Conservation groups and lawmakers in the Northwest said the rollback was frustrating, but unsurprising.

“We’re definitely frustrated that the Trump administration is weakening standards that are not strong enough to begin with,” said Dan Serres, conservation director with Columbia River-keeper. “We saw that with the Mosier derailment, potentially if there was a better braking system in place, we wouldn’t have seen so many cars come off the tracks.”

Worries about fairness, accuracy come with 2020 census

Dec. 10, 2017
BY MICHAEL WINES
New York Times

WASHINGTON – Census experts and public officials are expressing growing concerns that the bedrock mission of the 2020 census – an accurate and trustworthy head count of everyone in the United States – is imperiled, with worrisome implications.

Preparations for the count already are complicated by a sea change in the census itself: For the first time, it will be conducted largely online instead of by mail.

But as the Census Bureau ramps up its spending and workforce for the 2020 count, it is saddled with problems. Its two top administrative posts are filled by placeholders. Years of underfunding by Congress and cost overruns on the digital transition have forced the agency to pare its preparations, including abandoning two of the three trial runs of the overhauled census process.

Civil liberties advocates also fear that the Trump administration is injecting political considerations into the bureau, a rigidly nonpartisan agency whose population count will be the basis for redrawing congressional and state legislative districts in the early 2020s. And there is broad agreement that the administration's aggressive enforcement of immigration policies will make it even harder to reach minorities, immigrants in the country illegally and others whose numbers have long been undercounted.

Taken together, some experts say, those issues substantially raise the risk that the 2020 count could be flawed, disputed, or both.

"There's a set of unprecedented challenges that collectively threaten to create a perfect storm in 2020," Terri Ann Lowenthal, a consultant and a leading authority on the census, said in an interview. "If public confidence in the objectivity and quality of the 2020 census erodes, then another pillar of our representative democracy could be compromised."

John H. Thompson, who led the Census Bureau from 2013 until June, said the agency appeared on track to conduct its crucial and only "end-to-end" dry run of the count in Providence, Rhode Island, in April. "The career staff at the Census Bureau are really, really good and really committed to an accurate count," he said. "They will do the best job they can for the money and public cooperation they get."

Still, he added, "There's an issue with funding, and there's an issue with operational readiness. And there's an issue with accuracy."

Consternation about pulling off an accurate count has been part of the run-up to past censuses, especially regarding funding challenges. During the last census, worries ranged from undercounting military personnel and their families on bases to fairly accounting for large inmate populations in rural Republican districts.

A bungled count could have profound consequences. Data from the census – which aims to count everyone, citizens or not – dictate the distribution of more than \$600 billion yearly in grants and subsidies to state and local governments. Demographic data from the count are the bases for surveys that are bench marks for major businesses, governments and researchers.

The census results also will determine which states will gain or lose seats in the House of Representatives and how those lines are drawn when redistricting begins in 2021. Serious undercounts would invite lawsuits that could hogtie that process, some experts said, and sap public trust in one of the government's core functions.

The census is the gold standard of data collection not just in the United States but in the world, said Phil Sparks, a director of the Census Project, a network of organizations promoting an accurate head count in 2020. "The last thing we want to do in this current debate," he said, "is to make this a base metal."

The bureau has been working on the 2020 count since the 2010 census was completed. The complete overhaul now underway seeks to shrink the count's costliest and toughest task: sending hundreds of thousands of enumerators to find and interview the millions of people who fail to fill out their census forms.

An online head count, the reasoning goes, should reach more households more efficiently than mailed forms. The enumerators who track down those who do not respond (in 2010, almost 3 in 10 households) will use smartphone apps that instantly send data to the bureau's computers and track the canvassers' progress.

The bureau also hopes to mine federal databases and even satellite images for information that could reduce wasted trips by enumerators – to vacant buildings, for example – and automatically fill in personal data like addresses and ages.

The goal is to rein in the ballooning cost of censuses, from \$1.22 per person counted in 1970 to more than \$42 in 2010. Legislators exasperated by the \$13 billion cost of the 2010 tally demanded the 2020 tally not exceed that level, but that backfired: Census officials underestimated the cost of the digital transition, ensuring cost overruns.

Compounding that, Congress has regularly given the agency less money than it said was needed – \$200 million less through fiscal 2017 – forcing officials to slow or eliminate programs.

It also has canceled dry runs of the completed census process in Washington state and West Virginia that would have documented its performance in rural areas with spotty internet service and Native American reservations that do not use standard addresses. It has abandoned plans for smartphone canvasses in group-living quarters like college dorms and prisons, and scaled back its culling of information from federal databases.

The Commerce Department has raised the count's projected cost to \$15.6 billion, including a \$1.2 billion emergency fund – still less, it said, than the \$17 billion a mail-in census would have cost. Commerce Secretary Wilbur Ross asked Congress in October for an extra \$3.3 billion to fund that new budget. But while outsiders applauded his commitment to the census, they were uncertain the White House shared it.

To some experts, the situation recalls the 2010 census, in which the bureau sought to equip its enumerators with digital devices, fell behind schedule and had to spend \$3 billion on a last-minute switch to pencil-and-paper forms.

"We basically have a simple choice," said Rep. Carolyn B. Maloney, D-N.Y., who has proposed legislation adding about \$440 million to the bureau's fiscal 2018 budget. "Properly fund the

census now, or ask the taxpayers to pay a lot more down the road to make up for poor planning.”

But at least as worrisome as funding is concern over the Trump administration’s impact on the 2020 count.

For different reasons, both civil liberties advocates and census experts say they are troubled by the White House’s purported interest in Thomas Brunell, a political science professor at the University of Texas at Dallas, for the bureau’s vacant post of deputy director. Brunell, a scholar of redistricting, has been an expert witness for Republican defendants in several gerrymandering cases. He also has criticized the policy of statistically adjusting census results to account for minorities and others who are undercounted.

Neither Brunell nor the Trump administration has addressed that interest, first reported in Politico. Former officials of the bureau said in interviews that Brunell lacked managerial experience for a position long held by experienced executives. Civil rights advocates said they worried his appointment would signal partisan meddling in a census whose usefulness in drawing legislative districts depends entirely on its credibility.

The deputy director runs the bureau’s daily operations and is a key voice in census decisions. Liberals fear a partisan leader would scale back efforts to reach minorities and other Democratic-leaning groups that already are undercounted. Others said low-income and older rural residents who are reliably Republican also are undercounted, and that the issue was not so much partisanship as accuracy and credibility.

“The politicization of the census would erode what is already fragile trust and confidence in the integrity of the count,” said Vanita Gupta, the president of the Leadership Conference on Civil and Human Rights, which has worked for years on census issues.

The Trump administration’s heated rhetoric on immigration, race and the trustworthiness of government is fueling fears that minorities, legal and unauthorized immigrants and others – from asylum-seekers to victims of the opioid crisis – will be even harder to locate and count. The 2010 census actually overcounted non-Hispanic whites by 0.8 percent and undercounted African-Americans by 2.1 percent and Hispanics by 1.5 percent.

Suggestions by President Donald Trump and others that the census include a question about citizenship or immigration status are especially worrying to many. More than 11 million unauthorized immigrants lived in the United States in 2016, 8 million of them in the civilian workforce. The administration’s hard line on immigration already is having a chilling effect on Latino leaders whose support is crucial to an accurate count, said Arturo Vargas, the executive director of the Naleo Education Fund, which promotes Latino involvement in civic life.

Baylor Law grad with connections to ranching and Bush family to head EPA's Dallas office

DEC. 11, 2017

Written by Jeff Mosier, Energy and Environment Writer
Dallas Morning News

Anne Idsal, a key deputy to Texas Land Commissioner George P. Bush, was named Monday as the new Region 6 administrator for the Environmental Protection Agency.

The Dallas-based office covers Texas, Arkansas, Louisiana, New Mexico, and Oklahoma. The EPA has been among key federal agencies that President Donald Trump and his appointees are seeking to remake in such a way as to reduce their regulatory reach.

In her job as chief clerk, Idsal oversees budgets and spending at the Texas General Land Office, which manages 13 million acres of public land and the oil and gas rights underneath. The agency is currently working on an ambitious and somewhat contentious plan to renovate the Alamo.

Idsal previously served as general counsel at the Texas Commission on Environmental Quality.

"Anne is an accomplished lawyer and civil servant who will make an immediate impact in providing positive environmental and health outcomes as a regional administrator," said EPA Administrator Scott Pruitt, in a written statement. "She has spent her career working to shape environmental and land policy for the Lone Star State, and her experience in the region makes her exceptionally qualified to provide administrative leadership for Region 6."

Idsal comes from a prominent Texas GOP family. Her grandmother, Anne Armstrong, was an ambassador to the United Kingdom during George H.W. Bush's presidency. Idsal's mother, Katharine Armstrong, is a major Republican donor and member of a notable Texas ranching family.

A 2010 graduate of the Baylor Law School, Idsal has spent most of her career in the public sector. She worked in Texas Sen. John Cornyn's office, as a legal assistant for the U.S. Senate Judiciary Committee and as a federal court and Texas Supreme Court intern.

Idsal started at TCEQ in 2010 and moved to the Texas General Land Office in 2014.

<https://www.dallasnews.com/news/environment/2017/12/11/baylor-law-grad-connections-ranching-bush-family-head-epas-dallas-office>

\$3 ride-shares start this week in Arlington's entertainment district

BY BILL HANNA
FORT WORTH STAR-TELEGRAM
DECEMBER 11, 2017 03:43 PM

ARLINGTON – With a couple of quick taps on a smartphone, most Arlington residents can now catch a ride on Via, a ride-share program that officials are hoping will at least provide a partial answer to the city's transportation needs.

Via Rideshare started Monday with a fleet of 10 sleek, black Mercedes Benz vans that can each hold up to six passengers.

While the program is conceptually connected to transportation companies such as Uber and Lyft, Via is different in that passengers are sharing the rides with others. The tradeoff in the lack of privacy means a far cheaper price. It could also mean walking a block or two to be picked up or dropped off rather than curbside service.

Rides will cost \$3 one way, though there is a promotion for the first week that drops that price to \$2.25 one way.

Initially, it will have a small footprint in the entertainment district, including Six Flags Over Texas, Globe Life Park, AT&T Stadium, downtown Arlington and the University of Texas at Arlington. It will also take passengers to the CentrePort/DFW Airport Trinity Railway Express station.

The service area will expand over the next several months to eventually include the Parks Mall and Arlington Highlands by summer.

The program will not serve Arlington residents who live north of Interstate 30.

Via will replace the bus service, MAX, which runs from central Arlington to TRE stop CentrePort in east Fort Worth. The bus service will end service Dec. 31.

Ridership on Max has been dropping. In May, there was an average of 220 rides per day, down from 235 in May 2016, according to the city. In April, there were 242 average rides per day, down from 299 in April 2016.

'Overwhelmingly endorsed'

With a population of 400,000, Arlington is generally known as the largest city in the U.S. without a comprehensive public transportation system.

While city officials view Via as a step forward, they aren't putting a target on the number of riders they want to see.

"We aren't putting out any ride projections for Via because we haven't launched this type of service before," said Alicia Winkelblech, Arlington's assistant director of strategic planning.

Arlington Mayor Jeff Williams said Via won't solve all of the city's transportation needs but it could play a vital role in its future. A ride-share program was one of the key recommendations from the city's transportation advisory committee.

"We hope this is going to be one of the components," Williams said. "It's overwhelmingly endorsed by our transportation advisory committee so we are trying it as a pilot project. If it

works I could see it being one of the components of our overall transportation plan. If it doesn't work, we'll move on to some other technology that may not have even been invented yet."

The cost for the one-year pilot project is \$922,500 with \$600,000 being paid through a Federal Transit Administration grant. The city is paying \$322,500.

A 'transit desert'

Diane Jones Allen, the director of landscape architecture in University of Texas at Arlington's College of Architecture, Planning and Public Affairs, describes Arlington as a "transit desert."

"In light of the fact that there is no transportation in Arlington with the bus service going away, there really does need to be some kind of public system," Allen said. "This ride share system, this van system will offer something since Arlington is a transit desert.

"But this type of ride share program works better in places that have existing transit so it can provide a link to a larger transportation system."

Jones recently wrote about transit deserts in a case study called "Lost in the Transit Desert: Race, Transit Access, and Suburban Form."

Through Arlington was built on the old suburban, car-dependent model, Allen said many residents need some form of public transportation.

"Maybe this nontraditional way gets people to realize mass transit is a need, even people who have never voted for it or those people in power," Allen said.

Via currently serves New York, Chicago and Washington, D.C. It has had more than 21 million rides since launching in 2013.

It also has a pilot project with Capital Metro in Austin.

How it works

To get a ride with Via you'll need an app, which is available for iPhone (App Store) and Android (Google Play) devices.

For information about the ride-share program, go to arlington-tx.gov/residents/via/ or ridewithvia.com

The four rules for riding in a Via van:

- Be ready and waiting;
- Avoid phone calls;
- Don't eat or drink;
- and be considerate.

Hours of operation will be 7 a.m.-9 p.m. Monday through Friday and 9 a.m.-9 p.m. Saturday.

The service will not operate Sunday.

Customers can call or text 817-784-7382 if they have questions or need support from Via.

<http://www.star-telegram.com/news/local/community/arlington/article189217544.html>

360 Tollway project nears the finish line

BY NICHOLAS SAKELARIS
Mansfield News-Mirror
Dec. 13, 2017

The 360 Tollway has reached the home stretch, with the final crossover bridges expected to open in early 2018 and the main toll lanes to open in the spring.

It's welcome news for motorists in Arlington, Mansfield and Grand Prairie, who have endured years of construction and waited decades for the main lanes to be built.

Construction began late in 2015. More than 55,000 vehicles per day currently travel the corridor. An estimated 174,000 vehicles per day are projected in 2030.

"This project will reduce congestion and improve mobility on the State Highway 360 corridor," said Michael Peters, a Texas Department of Transportation spokesman. "This is a much-needed corridor for the area."

The 9.7-mile tollway starts at Camp Wisdom Road and ends at the junction with U.S.

287.

The toll gantries will scan North Texas Tollway Authority tags and, for vehicles that don't have tags, they will read license plates and send invoices through ZipCash.

Traveling the entire length of the corridor will cost \$1.62 for two-axle vehicles with TollTags.

That's about 16.7 cents per mile. The NTTA's average price is 18.2 cents per mile, said agency spokesman Michael Rey.

The cost will be 50 percent higher, \$2.44, for vehicles that use ZipCash to travel the length of the corridor.

The first toll gantry will be near New York Avenue in south Arlington. The second will be near Lone Star Road in south Mansfield. Other on-ramps will have their own toll gantries.

The frontage roads on either side will remain free, but drivers will have to stop at the traffic lights.

Some of the biggest traffic headaches have come from construction of the six crossover bridges and three overpasses for the highway. The final two bridges to be finished will be Camp Wisdom Road and Holland Road.

The eastbound lanes of Camp Wisdom Road, weather permitting, are scheduled to open Dec. 13, Peters said. Westbound traffic will continue to drive on the detour until the rest of the bridge opens in early 2018.

The bridge was one of the last to be built because of delays in getting utilities relocated. It also carries the heaviest traffic load.

Farther south, the Holland Road bridge will open in both directions in early 2018.

The three overpasses where the highway passes over New York Avenue, Lone Star Road and U.S. 287 will open when the main lanes open, Peters said.

Improvements on the intersections and crossover streets and bridges will continue into the summer, Peters said. All of the crossover streets will have so-called Texas turnarounds, which allow traffic to make a U-turn without going through a traffic light.

The junction at U.S. 287 also will be improved dramatically this spring. When completed, U.S. 287 will have two main lane bridges that bypass the 360 Tollway completely. Also as part of the project, the frontage roads and ramps for U.S. 287 will be improved.

It's not a full interchange yet, though.

There are no plans to extend the tollway south past U.S. 287 at this time, Peters said.

Though the NTTA will officially call it the 360 Tollway, the highway will actually have two other names depending on which city you're in.

Lawmakers lobbied for different names during the most recent legislative session before settling on a civil rights icon and longtime senator.

The Rosa Parks Memorial Parkway honors Rosa Parks, a Montgomery, Alabama, activist who famously refused to give up her seat on a bus. That stretches from Camp Wisdom Road south to Walnut Creek, the border of Mansfield and Arlington.

The Senator Chris Harris Memorial Highway honors Chris Harris, the Republican who served 28 years in the state senate.

Column: America's first bullet train is already a failure and it hasn't even been built

BY TRAVIS KORSON, OPINION CONTRIBUTOR
THE HILL
DEC. 4, 2017

As we mark three-years since the unveiling of one of the most ambitious high-speed rail projects currently proposed in America, Texas Central Partner's bullet train, its becoming clear that many of the assertions made about the project are way off track.

The 240-mile line promises to whisk riders from Houston to Dallas in less than 90 minutes with convenient departures every 30 minutes to an hour for a price comparable to that of a plane ticket. Backers of the project assert that all funding will come from the private sector and that rider demand will be sufficient to sustain operations without any taxpayer support. They point to a list of "infrastructure priorities" as proof that there is broad support for high-speed rail in Texas and that the Lone Star State is a prime location to introduce the first line in the country.

In reality, these claims do not hold up under scrutiny, and the project appears to quickly be going off the rails.

For starters, taxpayers may be on the hook for a public funding component. Texas Central Partner has indicated that they plan to apply for Railroad Rehabilitation and Investment Financing (RRIF) loans, a federally funded taxpayer subsidy. Should the project, like many federally backed projects have before it, go under (think Solyndra) taxpayers would ultimately be left holding the bag for the entire value of the loans.

Despite Texas Central Partner's promise that they have no plans to take state money the Texas Legislature took the extraordinary step this last session of codifying that promise and passing Senate Bill 977. The law, signed by Gov. Abbott this past May, stipulates that "the legislature may not appropriate money to pay for a cost of planning, facility construction or maintenance, or security for, promotion of, or operation of" the railway. The fact of the matter is the Texas's elected officials have more pressing issues at present, and they want to make sure they are not tethered to a failing high-speed rail project in the future.

Investors are probably starting to feel the same way and the few that have provided the 1 percent of capital raised to date may soon be looking to cut ties. Delays surrounding the environmental impact study have already put the project years behind schedule. Proposed construction costs have ballooned from \$10 billion to \$16 billion and the project is yet to break ground.

Overly optimistic ridership estimates also call into question the long-term viability of the project, should it ever secure the necessary funding to complete construction. Estimates from Texas Central Partner predict a ridership of 5 million annually by 2025 (up from earlier estimates of 4 million annual riders by 2035) and a whopping 10 million riders by 2050.

By comparison, Amtrak's higher speed rail offering the Acela, carried 3.5 million passengers in 2014. This despite the fact that it runs through the most densely populated rail corridor in America and in what many economists consider the only economically viable region for bullet train style high-speed rail in the United States.

Furthermore, Texas Central Partner's own numbers estimate that 14 million people currently travel between Houston and Dallas annually by airline, automobile or bus. Assuming that passenger traffic between the two cities remains relatively constant for the next few years, that would mean that 36 percent of all trips between Houston and Dallas would have to be by high-speed rail to achieve 5 million riders annually by 2025. By contrast, the Acela carried 2 percent of total passenger traffic in the Boston-Washington, D.C. corridor in 2010.

In short, the numbers just don't add up. Absent stratospheric demand for ridership, it appears that the Houston-Dallas high-speed rail project would race towards bankruptcy faster than a speeding bullet train. Private sector money tends to support ventures that have a viable path towards profitability. When the proposed passenger utilization rates inevitably do not materialize, federal subsidies will become a necessity.

This nexus between the Texas high-speed rail project and the federal government has been one of the greatest points of confusion. A surprise appearance in a list of "Emergency & National Security Projects" reportedly compiled by the National Governors Association and representatives from the Trump transition team in early 2017, made it appear that the project had received the blessing of the incoming administration.

However, as Westworld magazine reports, the origins of the list are hazy and "a couple of notable errors...raise questions about whether those who penned the document...are actually up to speed" regarding the projects included in the report. Subsequent official statements from the White House on infrastructure priorities have failed to include the project, raising doubt on the level of Trump administration interest.

On paper, Texas' high-speed rail seems like a pretty good deal. A next-generation transit project funded entirely by the private sector. Upon closer inspection it has become apparent that this project should be stopped dead in its tracks. Taxpayers should steer clear or risk getting railroaded into paying for this boondoggle.

Travis Korson is a senior fellow with Frontiers of Freedom a public policy think tank devoted to promoting a strong national defense, free markets, individual liberty, and constitutionally-limited government. To learn more about Frontiers of Freedom, visit www.ff.org.

<http://thehill.com/opinion/technology/363141-americas-first-bullet-train-is-already-a-failure-and-it-hasnt-even-been>

DART spending millions on guards, cameras, lighting for safety's sake

Dec. 12, 2017

Written by Claire Z. Cardona, Breaking News Producer
Dallas Morning News

Dallas Area Rapid Transit is boosting its security measures on buses and trains and at stations.

The DART board of directors on Tuesday evening unanimously authorized spending at least \$14 million for improved safety.

The board passed a measure that effectively doubles the number of armed security guards by adding 30 more people to its force, agency spokesman Morgan Lyons said.

The increase means that by spring 2018, all trains in the rail system will have a guard, fare officer or DART police officer, he said.

The transit system is looking to hire police officers but armed security guards can be deployed into the field quicker, Lyons said.

The additional guards will cost \$1.7 million, which will come out of the DART budget.

The changes follow a move last month to assign additional police officers to three facilities in the West End section of downtown.

The board also passed a measure to add more cameras on light-rail cars, a \$12.3 million process that is expected to take until 2020 to complete. The transit agency expects to have its first 48 rail cars fitted with the cameras by spring and will add the systems to 115 more in the next two years.

Many of its trains are at least 20 years old, and DART is putting cameras on the ones easiest to retrofit first, Lyons said.

The board also signed off on efforts for brighter lighting, additional fencing and metal benches, which are harder to sleep on than the slab concrete versions. Those changes will first be rolled out at DART's most heavily used facilities, particularly those around downtown, such as the West End Station and Rosa Parks Plaza, he said.

There will also be improvements in fare signage and station boundary markings.

The changes are being made "in large part in response to concerns about security," Lyons said.

In November, the board approved a resolution encouraging agency staff to take steps such as increasing the number and visibility of transit security and expanding the use of technology.

"The board has challenged us to be aggressive and intentional, and tonight's vote supports those actions," Lyons said.

The agency recently introduced its "DART Say Something" smartphone app that can be used to report crimes and submit photos, short videos, text descriptions and locations to improve safety.

DART plans to use crime statistics for its facilities, annual customer security surveys and the number of app downloads to gauge whether the changes are working.

So far this year, overall crime is down at DART stations and facilities. There were 766 offenses, including 157 robberies and 48 aggravated assaults last year. That's compared to 688 offenses as of Dec. 1. Of those, 136 were robberies and 44 were aggravated assaults. However, the number of reported rapes has risen from two to six, according to DART statistics.

There have been several attacks at DART stations and on trains that have people calling for security improvements.

Four people were arrested in the July 30 beating of a 44-year-old man at a DART station. Surveillance footage and cellphone video showed suspects hitting the victim with a skateboard.

In October, a 17-year-old said he was pistol-whipped, choked and robbed while riding home from school on a DART train he caught from the West End Station, KDFW-TV (Channel 4) reported.

Also that month, a woman reported that a man high on K2 attacked her at the Buckner Station, according to WFAA-TV (Channel 8).

The transit agency has joined forces with Dallas police and other agencies to tackle the synthetic drug epidemic, which is often bought and sold at downtown rail stations, among other locations.

<https://www.dallasnews.com/news/dart/2017/12/12/dart-spending-millions-guards-cameras-lighting-safety-sake>

Proposed Road Would Slice Murphy Neighborhood in Half

Dec 13, 2017
By Meredith Yeomans
NBCDFW

There is major pushback in a Collin County neighborhood that could be split in half because of a new road.

The idea is to extend Renner Road where it dead ends in Murphy.

An extension there would mean wiping out dozens of homes.

Nearly 200 people showed up at a town hall meeting Tuesday to hear about the proposal from the North Central Texas Council of Governments.

It's part of a comprehensive plan to handle explosive growth in Collin County over the next 20 years.

Extending Renner Road would impact dozens of homes in the Timbers neighborhood, and force at least 25 houses to be removed.

"We feel like we are really up against the giant here trying to maintain our peaceful quiet neighborhoods. It's why we moved here in the first place," said homeowner Robert Cain.

Murphy Mayor Scott Bradley says he plans to pass on the proposal at a city council meeting in January.

"We don't see from the city of Murphy's perspective that it makes a lot of sense," Bradley said.

He says there are other viable options.

The NCTCOG says plans are in the early stages, and that without community support, it will go back to the drawing board.

<https://www.nbcdfw.com/news/local/Proposed-Road-Would-Slice-Murphy-Neighborhood-in-Half-464050703.html>

Workforce: How Dallas-Fort Worth stacks up on tech talent for Amazon's HQ2

By Bill Hethcock
Dallas Business Journal
Dec 12, 2017, 3:52pm

Real estate, taxes, economic incentives, culture and business climate are all important considerations in Amazon's search for a second headquarters that will be equal to or bigger than its existing one in Seattle.

But more critical than any other factor will be the ability of Amazon (Nasdaq: AMZN) to attract the tech workers — especially software and web developers — that the company needs to continue its march toward world domination.

A handy new tool from information technology association CompTIA allows for metro-to-metro comparisons, and using this metric, Dallas looks to have a strong case as a front-runner in this highly competitive coast-to-coast showdown.

Fast-growing Amazon is looking for a second headquarters, or HQ2, that will employ a jaw-dropping 50,000 people with an average salary of \$100,000 or more. The company plans \$5 billion of infrastructure investment over 8 million square feet. The first buildings are scheduled to open in 2019.

Amazon's request for proposals says the company will consider metro areas with at least one million residents, close proximity to an international airport, mass transit, quality higher education, an educated workforce, high quality of life and a business-friendly environment, among other factors.

Amazon hasn't specified what job functions, divisions or departments it plans to house in its HQ2, but it's likely that it would include many from its cloud computing unit, Amazon Web Services, according to this Seattle Times report.

Tech workers also staff the teams that keep Amazon's retail site running, build the tools that route goods between the company's warehouses, and handle many other tasks for one of the world's fastest growing companies.

The city that Amazon chooses for its HQ2 will need to have or train about 17,000 software engineers, according to a CBInsights report.

This comes at a time when roughly 250,000 job openings for software developers in the United States remain unfilled.

The 17,000 software engineers will have to be hired from the ranks of the unemployed — slim pickings there with the unemployment rate as low as it is — or they'll be recruited from outside the area, hired upon college graduation, or lured away from another company.

That means that metro areas that already have a critical mass of software and web developers and other tech workers have a clear edge in the race to land Amazon.

So, let's look at how Dallas-Fort Worth compares on the workforce front.

DFW has 209,600 tech sector jobs, according to CompTIA. That far exceeds other Texas metro areas including Houston with 136,000, Austin-Round Rock with 113,200, and San Antonio-New Braunfels with 35,200.

Breaking it down further into software and web developer positions, DFW has 39,183, Houston has 21,542, Austin has 20,389, and San Antonio, which bowed out of the running for Amazon's HQ2, has 6,981 software and web developers.

So DFW's real competition in the supply of the type of jobs that Amazon will need to fill comes from out of state.

Perhaps not surprisingly, the nation's biggest metro, the New York-Newark area, has the most tech workers, with 392,400 in the sector. An impressive 96,068 of those are software and web developers.

It bears mention, however, that tech workers in and around the Big Apple earn \$131,000 on average, compared with \$109,000 for tech workers in or near Big D. Plus New York has a state income tax and generally higher housing and other costs of living compared to Texas.

The Atlanta metro area, a frequently mentioned front-runner with Dallas for Amazon's HQ2, has 155,600 tech sector workers. Of those, 32,722 are software and web developers.

The Denver area, another presumed front-runner, has 114,500 tech sector workers, including 24,476 software and web developers.

The Seattle area, where Amazon is based now, has 178,800 tech workers. Some 63,037 are software and web developers, and many of them work for Amazon already.

Moving down the West Coast, the San Jose, Calif., area has 310,900 tech sector workers — the second-biggest supply in the country after New York City. Of those, 74,051 are software and web developers.

The nearby San Francisco-Oakland area has 262,500 tech sector jobs, including 58,971 in software and web development.

In Southern California, Los Angeles-Long Beach has 287,600 tech sector jobs, with 52,185 for web and software developers, the CompTIA tool shows.

Moving west to east, the major metro areas, the number of tech workers and the number of software and web developers are as follows:

— Chicago: 190,500 tech jobs; 34,985 software and web developers

— Washington, D.C.: 297,900 tech jobs; 64,704 software and web developers

— Boston, 263,500 tech jobs; 52,588 software and web developers

Meanwhile, Amazon has cut way back on hiring at its Seattle headquarters as the company searches for its location for HQ2, according to the Seattle Times.

The company had about 3,500 open positions in Seattle last week, down from over 9,000 in June. Several employees told the Times that Amazon is freezing hiring for some positions, postponing others, and reorganizing staff and teams to cut costs while improving efficiency.

Amazon is evaluating 238 bids it received from communities, including DFW, that are interested in welcoming the company's HQ2. A decision on the location is expected next year.

<https://www.bizjournals.com/dallas/news/2017/12/12/workforce-how-dallas-fort-worth-stacks-up-on-tech.html>

I-35 toll lanes in Austin cut from long-range transportation plan

By Ben Wear
American-Statesman Staff
December 14, 2017

The Texas Transportation Commission, under pressure from Abbott and others, sliced all tolls from its plan.

A long line of Austin officials asked the commission to keep I-35 toll lane plans alive, to no avail.

Anti-toll activists have argued that Texas voters, in OK'ing more tax money for TxDOT, opposed new tollways.

State transportation officials, reacting to anti-toll pressure from Gov. Greg Abbott and Lt. Gov. Dan Patrick, voted Thursday to remove all new tollway projects from a key 10-year construction plan — including what would be the addition of two toll lanes to each side of Interstate 35 through Central Texas.

That 5-0 vote came despite the pleas of nearly a dozen Central Texas political, civic and business leaders — including Austin Mayor Steve Adler, Sen. Kirk Watson, Travis County Commissioner Gerald Daugherty and Capital Metro board chairman Wade Cooper — to keep the I-35 express lanes in the plan.

“A vote today to exclude I-35 from the (10-year plan) is a mistake that will take Texas into a future of worsening gridlock,” Watson wrote in a letter read to commissioners.

This fall the commission had been moving toward adding as many as 15 toll projects to that long-term plan, arguing that despite an annual infusion of \$4 billion or more of tax money into the Texas Department of Transportation since the passage of constitutional amendments in 2014 and 2015, some large urban projects would not be possible without selling bonds and charging tolls. And as late as Thursday's meeting, at least one version of the plan still had the I-35 toll lanes and a huge toll project for Interstate 635 in Northeast Dallas.

But the commission was under great pressure from Abbott and Patrick, who in turn were reacting to conservative, anti-toll activists who had argued that Texas voters assumed new toll projects would cease when they approved two constitutional amendments directing more tax dollars to transportation projects. Those amendments specified that influx of money could not be used to build toll lanes.

Watson's letter said anyone who argues that TxDOT's now has enough money to address all of the state's transportation needs is either “misinformed, disingenuous or pandering.”

But the intent of the commission, the five-member panel that oversees TxDOT, was clear.

“This will have the effect of removing all the toll elements” for projects added Thursday to the \$70 billion plan, Texas Transportation Commission Chairman Bruce Bugg said just before the commission vote.

The plan still includes some I-35 improvements over the next decade — ramp, overpass and frontage lane projects costing hundreds of millions of dollars — that would be paid for with tax money and have no tolls.

But the heart of the planned overhaul was the addition of two lanes to each side that, as with North MoPac Boulevard, would have variable tolls that rise as the lanes get more congested. Charging tolls would have allowed substantial borrowing to pay for the lanes.

The overall I-35 plan, officials said earlier this fall, would cost \$8 billion. The entire Austin district of TxDOT, which includes 11 counties, would get \$2.3 billion for highway expansion over the next decade under the plan approved Thursday, officials said.

Thursday's action could affect other pending Austin toll road projects as well, including expansion of U.S. 183 in North Austin, South MoPac Boulevard and the U.S. 290/Texas 71 "Y" at Oak Hill.

The Central Texas Regional Mobility Authority, which operates four of the area's eight tollways, might be able to build some of those projects without TxDOT financial assistance but likely not all of them, officials said this week.

Bugg, in remarks before the vote, said he had directed TxDOT staff to develop a plan to address the state's Top 100 congested highways with non-toll projects. But he made it clear those improvements might take more money than is currently allocated to TxDOT.

Whether to allow more toll projects going forward, he said, is a "policy decision" for state leaders and the Legislature, not the appointed commission he leads. Transportation commission members are named by the governor and confirmed by the Texas Senate.

"We are indifferent to the source of funding" for road projects, Bugg said, not indifferent to taking on traffic congestion.

<https://www.mystatesman.com/news/toll-lanes-austin-cut-from-long-range-transportation-plan/98WXwT6W9x0nksJ4iPMVNI/>

State scraps plans to partially toll I-635 East, leaving expansion in limbo

Dec. 14, 2017

Written by Ray Leszczynski, Communities
Dallas Morning News

The Texas Transportation Commission on Thursday unanimously voted to eliminate a \$1.8 billion rebuild and expansion of Interstate 635 East from the state's 2018 plan.

By taking I-635 East — the No. 1 project on regional planners' list — and Austin's Interstate 35 project off the table, the state commission accomplished its task of scrubbing all tolled projects from its Unified Transportation Program.

The 10.8 miles of freeway in Dallas, Garland and Mesquite was to have included both free and managed lanes, with tolls on the managed lanes used to pay back the project's debt. But Gov. Greg Abbott and Lt. Gov. Dan Patrick told commissioners last month that toll roads were no longer an option.

"It's pure politics," Garland Mayor Douglas Athas told the Regional Transportation Commission during its meeting Thursday in Arlington. "A few people financed by a few people are holding up things across the state over and over and over again. And I don't know when we're going to get tired of that."

The RTC said it would send a delegation to the Texas Transportation Commission's January meeting to emphasize the need for the I-635 East expansion and to present managed lanes as a successful tool for mobility in North Texas.

More immediately, it planned to send a letter to the state commission — copied to the governor and lieutenant governor — expressing disappointment with the decision to drop the project from the 2018 plan.

The RTC did not approach the question that has stalled expansion through the last three legislative sessions: If not with tolls, how does Texas fund massive road projects?

'Power struggle'

The busy freeway currently has four main lanes and one express lane in each direction. Some areas don't have frontage roads. The RTC-approved plan calls for five free lanes, two tolled managed lanes and continuous frontage roads in each direction.

The portion of LBJ Freeway yet to be rebuilt, between Interstate 30 and Central Expressway, handles about 200,000 cars per day.

Dallas City Council member Lee Kleinman said that I-635 East improvements are long overdue, that managed lanes are an acceptable model and that the managed lanes on Interstate 635 from Central west to Interstate 35E have been a success. Whether to drive on the tolled lanes is up to individual motorists, and Kleinman said the managed lanes help move traffic in all the lanes.

"There's an ongoing power struggle between locally elected officials that attend those homeowners association meetings and get those calls day in and day out to try and solve

problems vs. a Legislature that stands on rhetoric and not solutions," he said in an interview this week.

Kleinman told the RTC Thursday that he didn't have much faith that sending a delegation to Austin would change minds. Dallas County Commissioner Mike Cantrell pointed out that the city of Austin itself had had no luck when its real estate, business, economic development and elected leaders stated their case Thursday.

Austin's portion of I-35, like I-635 East, is a 50-year-old model that is failing to handle a regional boom.

"No one likes paying tolls. At the same time, no one likes being stuck in traffic," Austin Mayor Steve Adler told the state commission. "It is real clear that in Central Texas and in Austin, our priority in that choice would be to go and fix I-35."

Neither project has the legislative approval needed to be built with toll revenue. Before its unanimous vote, Texas Transportation Commission members said the agency was only following the guidelines it had been provided.

Sen. Bob Hall's view

State Sen. Bob Hall, R-Edgewood, has opposed tolls for the I-635 East project, which is partly in his district. He said recently that regional planners were allocating money to lesser projects only to come back later and say there wasn't enough money for the mega-project now at the top of the list.

"If you are focused on LBJ construction and have the design, go put in the service roads first," Hall said. "That will inspire economic development. Then come back later as the money becomes available and put in the rest of the road."

The state commission directed the Texas Department of Transportation and its regional funding agencies, such as the RTC, to focus on the state's top 100 projects and kick shortfalls back to the Legislature.

"If the funding streams are insufficient, the source should be a policy decision, not for this [Texas Transportation] Commission," said J. Bruce Bugg Jr., chairman of the panel.

<https://www.dallasnews.com/news/transportation/2017/12/14/state-scraps-plans-partially-toll-635-east-leaving-expansion-limbo>

Column: Arlington's next step toward meeting the public transit challenge

Dec. 18, 2017

BY RICHARD GREENE mayorgreene@mayorgreene.com
Fort Worth Star-Telegram

ARLINGTON – Arlington's first opportunity to provide some form of public transportation for its rapidly expanding population came in 1980.

Voters didn't favor the plan put before them that year. Two other elections proposing a variety of transit plans were held in years that followed but were summarily rejected as well.

The city was declared the largest in the country without a transit system to serve its residents or its growing number of visitors.

Critics would say that distinction should be seen as a positive characteristic of not burdening taxpayers with a cost for a service they believed was not needed.

City Council members evolving through annual election cycles, business and civic leaders, university officials together with their growing student population, and community activists across the city would see things differently.

Being in the center of one of the country's most dynamic urban regions and watching transit systems of cities all around expanding their services, advocates would continue to seek a way to become a vital part of it all.

With the number of visitors arriving in the city's entertainment and sports complex expanding exponentially every year, there has been a growing interest in finding some way to accommodate those crowds getting into, around and out of the city.

The most recent initiative was launched a year ago with the formation by the City Council of a Transportation Advisory Committee consisting of 31 residents holding a diversity of opinions of what, if anything, should be the next steps in Arlington's longest unmet public need.

The report of their deliberations, findings and conclusions was delivered in September, and now the implementation of a key recommendation has been launched.

Not unexpectedly, the news has been met by the city's naysayers with the same kind of criticism they expressed when the committee was formed — they didn't like the assembly of residents to hold discussions about any solution requiring public funding.

As earlier reported, the city is discontinuing the MAX bus route from UT-Arlington to the CentrePort TRE rail station due to a lack of riders.

It was replaced by a more comprehensive ride-share program. Residents can use a free smartphone app (or call) weekdays and Saturdays until 9 p.m. for a rideshare van from Via, the company the city has contracted with for the service.

For \$3, passengers can get one of six seats on one of the company's 10 black Mercedes-Benz vans and direct the driver to their destination.

The service is beginning in the entertainment district and will expand in the months to come ranging through the center of the city between Interstates 20 and 30.

With no fixed schedules, no fixed routes, and an infinite number of on-demand stops, the service seems to offer the kind of flexibility designed to meet residents' needs. Such a plan is a direct answer to those opposed to what they see as the main problem with traditional buses "running around empty."

Nevertheless, a quick check of Facebook postings by that naysayer group will reveal no tolerance whatsoever for this innovation in the longstanding public transit debate.

In addition to vitriol about the service being declared a failure before it began, there are the usual accusations of imaginary corruption among the city's elected officials, and plans to remove them all from office for venturing into a new way to help people get around the city.

Via operates in New York City, Chicago and Washington, D. C., providing over a million rides per month and is growing rapidly.

Among the dozen guiding principles of the Transportation Advisory Committee is one to offer flexible, adaptable solutions. The Via program seems to be right on target for that very outcome.

Richard Greene is a former Arlington mayor and served as an appointee of President George W. Bush as regional administrator for the Environmental Protection Agency.

Commuters lose transit, parking, biking benefits in bill

Dec. 18, 2017
BY JOAN LOWY
Associated Press

WASHINGTON – Count commuters among the losers in the Republican tax bill that the House and Senate are expected to vote on next week.

The final bill agreed to by Republican negotiators and released late Friday eliminates the tax incentive for private employers that subsidize their employees' transit, parking and bicycle commuting expenses.

Currently, companies can provide parking or transit passes worth up to \$255 a month to employees as a benefit to help pay for their commuting expenses, and then deduct the costs from their corporate taxes. That amount was set to increase to \$260 a month on Jan. 1.

The reasoning behind the elimination of the deduction is that since the tax bill substantially lowers the corporate tax rate, smaller tax breaks that complicate the tax code are no longer necessary. Companies could still provide the parking and transit passes to employees, but they would no longer get the tax deduction. And employees who pay for their own transportation costs can still use pre-tax income.

The elimination of the subsidy has transit agencies worried that fewer commuters will opt for transit.

"It's clearly a negative for commuters who are spending a lot of money on public transportation," said Rob Healy, vice president for governmental affairs at the American Public Transportation Association. The employer subsidies are generally more lucrative for commuters than the ability to use pre-tax income for transportation costs, he said.

"The concern is that if employers can't write it off, they won't offer it. And if they don't offer it, it's a loss to the employees," Healy said. "It could ultimately hurt the ridership."

Businesses that provide their employees with \$20 per month to cover the expense of commuting by bicycle would also no longer be able to write off the benefit under the tax bill. Without that incentive, the relatively few employers offering the benefit may discontinue it, said Ken McLeod, policy director for the League of American Bicyclists.

Bicyclists can use the benefit to offset the cost of a new bicycle or pay for helmets, locks, lights or maintenance like new tires, McLeod said. The money doesn't count toward employee earnings, he said.

Getting rid of the bicycle benefit, which was adopted in 2009, would save the government a relatively low \$5 million a year, McLeod said. By comparison, the parking benefit costs the government about \$7.3 billion a year in foregone taxes, according to a report by TransitCenter, a transit advocacy group.

The House version of the tax bill retained the benefit, but the Senate version eliminated it even though more than 1,500 bicyclists contacted members of the Senate Finance Committee to try to persuade them to keep the write-off, he said.

“Growth in commuting by bicycle contributes to reducing congestion, promoting good health and supporting a low-cost mode of transportation for all Americans,” 20 bicycle, community, and sports and outdoor industry groups said in a letter to the committee’s chairman, Sen. Orrin Hatch, R-Utah, and senior Democrat, Sen. Ron Wyden, D-Oregon.

What bothers bicyclists the most, McLeod said, isn’t so much the money, but “just that it feels like the federal government doesn’t support biking.

“I don’t know if that is something the legislators meant to express,” he said, “but that’s something we’re definitely hearing.”

Editorial: Arlington betting on technology to change its image

BY THE EDITORIAL BOARD
DECEMBER 15, 2017 06:33 PM

Is it possible that the largest city in the country without mass transit can become a model for public transportation?

Arlington thinks it can, and it's banking on technology to reverse its dubious place in transit history.

This is a city of 400,000 that has no bus system, no rail lines and has opted not to join the regional DART transportation system. It's where residents have rejected spending sales tax dollars on mass transit three times since 1979.

Arlington voters clearly don't want a bus system. What they're testing instead is an Uber-like ride-share program introduced this week. With a smartphone app riders can summon a Mercedes van and join other passengers for a \$3 ride to select locations in the city.

The city's Alicia Winkelblech says the one-year Via Rideshare pilot project will only reach about one-third of Arlington residents by next summer. The service area is almost entirely south of Interstate 30, though it includes the CentrePort Station north of I-30 where passengers can connect to regional transportation. Winkelblech says Via is deemed successful it could be expanded.

Anything that provides mobility for a community without it is welcome. But expanding ride-share could arguably take years and still leave large portions of the community without service.

Michael Morris, the director of transportation for the North Central Texas Council of Governments, says the ride-share program isn't going to meet all of Arlington's transit needs.

The vans, for example, only hold six passengers, so they can't be used to transport large groups.

But Morris says Arlington is "onto something" with its willingness to test a variety of technologies for moving people and goods. He says the city is becoming a leader in developing next-generation transportation.

Driverless shuttles are operating in the city's entertainment district transporting riders from parking lots to attractions like Six Flags Over Texas. Arlington is experimenting with apps that tell drivers when a light is turning red and how long they'll have to stop.

The new technology doesn't make up for years of leaving a city without viable transit.

Still, the ride-share pilot is a start. Arlington should step on it, spend what's needed and accelerate the expansion of ride-sharing if the community is using it.

<http://www.star-telegram.com/opinion/editorials/article190095294.html>

Feds pick preferred high-speed rail path

Dallas-Houston route faces public hearings before final decision

Dec. 16, 2017

By ROBERT WILONSKY Staff Writer rwilonsky@dallasnews.com

Dallas Morning News

The Dallas-to-Houston bullet train rolled a few inches closer to the starting line Friday with the release of a long-awaited federal study that narrows down several possible routes to a single path through powerline easements.

The Draft Environmental Impact Statement, released by the U.S. Department of Transportation, doesn't necessarily endorse the so-called Utility Corridor. The feds still have 60 days to hear from the public before a final decision is made at a date undetermined. Ten public hearings will be scheduled in the next two months in the 10 counties affected by the 240-mile, \$15 billion project privately funded by Texas Central Partners.

According to a briefing given to a Dallas City Council committee last month, Texas Central hopes to begin construction in late 2018 or early 2019, with service beginning in 2023. When finished, the train's expected to move travelers between Houston and Dallas in 90 minutes at speeds around 200 mph.

But the massive report released Friday is still a sketch. After the public comment period, a more detailed environmental study will follow, along with a final record of decision that fills in the big picture. And local and federal authorities expect significant push-back, especially in Houston, over land acquisition, environmental concerns and the fact that Houston's station would be far north of the city.

On Friday, Texas Central said it has acquired just 30 percent of the parcels along the proposed route. It also hasn't begun raising the \$15 billion the project is estimated to cost. Officials said they aren't taking the rail line to market until the feds have completely signed off, which doesn't happen until the release of the record of decision — for which no timeline has been given.

But officials in the Trump administration are counting on the public-private partnership to jump-start the president's stalled billion-dollar infrastructure plan. In a statement Friday, U.S. Transportation Secretary Elaine Chao endorsed the Dallas-to-Houston high-speed rail line, as well as a separate private passenger rail service in Florida, insisting it would increase travel options and promote economic growth in the region.

"Thousands of hours have been spent to ensure the Texas Bullet Train will be constructed and operated in a way that gives Texans a choice for the safest mode of transportation in the world," Texas Central CEO Carlos Aguilar said in a prepared statement. "This process ensures issues identified are addressed in the best way possible for communities and the environment."

The Utility Corridor option is far from a done deal. The draft says that portions of the Interstate 45 corridor "should be retained for further investigation in the event that constraints arise along the Utility Corridor." But for now, at least, the easement used in part by Oncor is the route of least resistance and has the smallest impact on surrounding areas and nearby neighbors, including wildlife and vegetation.

More than half of the 240-mile rail line would be constructed on elevated viaducts.

The draft report teases Dallas Area Rapid Transit with some possible good news — “increased ridership” that “would be a beneficial impact.” But there’s also a downside to the Utility Corridor route.

“Since the existing utility corridors do not extend into Dallas and Houston,” the draft says, “railroad right-of-way would be needed to complete the corridor connectivity.”

Given the preferred alignment, at least for the moment, the draft report says the stations would be near downtown Dallas, in an area bound by the Trinity River and interstates 30 and 35E and South Lamar Street, and along Interstate 610 and U.S.

Highway 290 north of Houston.

The Federal Railroad Administration also studied a third station being proposed by Texas Central, in unincorporated Grimes County near Roans Prairie.

The study says planting the Dallas station along I-30 is ideal because it “provides access to the former Reunion Area site, Dallas Union Station and the Dallas Convention Center” and “contains a mix of light industrial and commercial land uses, as well as the Trinity River floodplain.”

Fort Worth questions 'dockless' bike-share program

Dec. 18, 2017
BY SANDRA BAKER
Fort Worth Star-Telegram

FORT WORTH – This bike share program's biggest selling point is convenience. Instead of picking up and leaving bikes at a docking station, riders find these rides with an app and leave the bikes anywhere they want.

They're known as known as "dockless" bikes, and a citizens commission vetting the program said it's difficult to shed recent images of those same bikes littering Dallas.

But at the same time, members of the Pedestrian and Bicycle Advisory Commission said they're not convinced the city's program, in place for nearly five years, is meeting the transportation needs of all Fort Worth neighborhoods. Those bikes are kept at 46 "docking" stations.

For now, they'll continue researching whether station and station-free industries can both operate in Fort Worth before making a recommendation to the City Council early in 2018.

Jason Lamers, the advisory groups's chairman, said how the so-called "dockless" bikes are left by riders is a challenge. Recent pictures from Dallas show them cluttering sidewalks, piled on top of each other and even in the Trinity River.

"There are some good examples of what these companies have done," Lamers said. But, "introducing something like this is scary to me. I see what I see in other cities."

Servando Esparza, the North Texas representative for dockless bike share company ofo, told the group his company has 1,000 bikes in Dallas and 10 employees who are constantly making sure the bikes are where they're supposed to be.

"It's not in our best interest having a bike under a bridge or in a river," Esparza said. "We want the bikes used. There's high demand here. We want to be a different option for people who don't have access to transit."

The bike-sharing process is pretty simple: You download a bike share app, locate the bike via GPS, scan the bar code to unlock the bike and put the bike in a secure spot (ideally) when done. The service usually costs \$1 per hour.

The advisory commission is looking into a possible bike share policy after some dockless bike companies came into Fort Worth this summer and just dumped bikes on downtown sidewalks without permission. The bikes were removed by the company or impounded at the city's auto pound.

Companies also approached the city about operating here without bringing bikes in. Station-free bike companies operating in North Texas include V Bikes, Zagster, LimeBike, Spin and ofo.

Fort Worth requires a permit to operate in the public right-of-way. Dallas is conducting a pilot program and will look at possible regulations in a few months. If the issue gets past Fort Worth's advisory commission, a City Council committee will hear its recommendation before it goes to the full body.

Fort Worth's Planning Department staff presented findings to the commission Thursday night, but the members asked for more specifics on expansion plans for the city's BCycle program, which has 350 bikes. BCycle mostly operates downtown, on the Near South Side, West 7th Street corridor and the Cultural District.

Locations are in the Clear Fork development along the Trinity River, the Stockyards and near TCU. Bikes should be going to the Evans/Rose-dale area, near the T headquarters on Lancaster and Gateway Park, and possibly in the Alliance corridor in far north Fort Worth, said Michael Brennan, chairman of the BCycle board.

The BCycle program is operated by Fort Worth Bike Sharing, a non-profit entity created by the Fort Worth Transportation Authority. Lee Jones, director of business development with Wisconsin-based BCycle told the committee it, too, is looking at a dockless system.

A handful of people spoke in opposition to the new bike share programs, arguing bikes are usually left where they're unwanted and it's unsightly.

"We have seen the new dockless system," said Jim Wilson, president of the Clear Fork Bicycle Club and a Benbrook councilman. "It's absolutely a safety issue for bicyclists. What's going on in Dallas ... it's not done right."

Texas bullet train clears environmental hurdle, alignment approved

By Bill Hethcock
Dallas Business Journal
Dec 15, 2017, 6:50pm CST

The \$15 billion bullet train expected to connect Dallas and Houston cleared an important environmental hurdle Friday, marking a major milestone for the highly-anticipated but controversial project.

The U.S. Department of Transportation's Federal Railroad Administration signed the Draft Environmental Impact Statement review for the Texas Central Partners LLC high-speed rail project.

"The bullet train is for real, and we're moving out to 2018 with a big boost of energy," Tim Keith, Texas Central president, told the Dallas Business Journal in an interview Friday evening.

The 240-mile electrified rail line is expected to move riders between Texas' two biggest cities in 90 minutes at speeds of 205 miles an hour. Ticket prices would be comparable to that of a plane ticket, and it would be the first rail line of its type in the country.

The next step is a public comment period on the Draft EIS, followed by the Federal Railroad Administration addressing any substantive comments in a Final EIS. The 60-day public comment period will begin when the Draft EIS is published in the Federal Register. The Railroad Administration will hold 10 public hearings in the affected counties in Texas.

The Draft EIS analyzed six end-to-end build alternatives as well as a no-build alternative. The build alternatives included a terminal station in Dallas and an intermediate station in Grimes County near College Station. The Draft EIS also evaluated three Houston terminal station options: the Industrial Site Terminal, the Northwest Mall Terminal and the Northwest Transit Center Terminal.

The Dallas station will be in the Cedars area south of the Kay Bailey Hutchison Convention Center. The Brazos Valley Station in Grimes County will be near Texas 90 and State Highway 30. It would serve Bryan-College Station and include direct shuttle service to Texas A&M University, according to the report.

The FRA determined that train's route should be located in what's known as the "utility corridor," which follows existing electrical infrastructure easements between Dallas and Houston. The area is relatively flat, straight and has soil conditions that would support the rail infrastructure, the documents say.

The environmental statement called utility corridor "the only feasible end-to-end corridor alternative."

Knowing the alignment is a key development to making the project a reality, Keith said.

"Now we can progress with specific alignments in mind, and we can continue our land options programs with specific alignments in mind," he said. "It should narrow our focus and design efforts."

Land options for about 30 percent of the right-of-way necessary has been acquired, and knowing the alignment will allow Texas Central to know which land owners to approach for discussions about acquiring the rest, Keith said.

Some landowners along the potential routes have opposed the project, insisting that a bullet train would disrupt their rural way of life and bring few benefits.

Other next steps include finalizing design and costs and acquiring other necessary state and local permits.

With Friday's approval, construction could begin in late 2018 or early 2019. The build-out is expected to take four to five years, putting the train on track to roll by 2024, Keith said.

The estimated economic impact of the bullet train over 25 years includes \$36 billion of direct economic activity and \$2.5 billion in annual tax revenue to the state of Texas, Texas Central officials say. About \$125 million has been raised so far for the project.

Texas is also touting the bullet train system as a lure for Amazon's second headquarters. The high-speed connection could open a range of possibilities, including the option that Amazon workers could live in Houston and work in Dallas, or vice versa, project supporters say.

The signing of the Draft EIS and a similar document Friday for a rail project in Florida shows progress in the transportation department's efforts to accelerate environmental reviews and project delivery timelines for new infrastructure projects, U.S. Transportation Secretary Elaine L. Chao said. The steps will help the private sponsors move their projects forward, Chao said.

"Safe, accessible and efficient regional rail systems are an important component in the transportation networks of many areas," Chao said in a statement. "As proposed, these rail projects would increase travel options and promote economic growth in their regions of the country."

Plenty of hurdles for the Texas project remain.

Project detractors argue that the ridership projections are overly optimistic, and that the privately funded rail project may not be profitable. Estimates from Texas Central Partner predict 5 million riders annually by 2025 and a 10 million riders by 2050.

Most bullet trains require large subsidies from the public. That's no longer a possibility in Texas after passage of a recent law against it.

In the last state legislative session, over 20 bills were filed that took aim at the project, including some that may have killed the plan. Ultimately, just two bills passed — one ensuring that state taxpayers won't pick up any costs for the project and the other requiring adequate safety measures.

The rail developers pledged from the outset to not seek state or federal grants.

The proposed high-speed train technology would be built incorporating viaduct structures on a significant part of the alignment to maintain existing road crossings and allow for economic activity to continue. There will be no "at grade crossings," removing the risk of intersecting with vehicles and allowing for free movement of wildlife, pedestrians and cars.

The environmental assessment is the latest advancement on the train project, including the recent selection of Irving, Texas-based Fluor Enterprises Inc. and The Lane Construction Corp. as the preferred design/build team, with WSP USA conducting engineering work on their behalf.

The report incorporates input from thousands of comments by the public, including landowners, community groups, elected officials and others. An independent consultant managed by the FRA solicited, compiled and reviewed the public responses and technical reviews.

<https://www.bizjournals.com/dallas/news/2017/12/15/texas-bullet-train-clears-environmental-hurdle.html>

Virginia took a bold step in tolling I-66. And it's likely to pay off.

December 15, 2017
By Robert Puentes
Washington Post

When the Virginia Department of Transportation (VDOT) began charging rush-hour tolls on Interstate 66 inside Washington's Beltway, a very important economic experiment was launched. The state put a price on free-flowing traffic by allowing solo drivers to use the road and charged them based on the actual demand for the opportunity to do so. The idea is to see how much money drivers are willing to pay for a guaranteed delay-free trip through one of the densest corridors in the region at the most congested times.

So far, we are learning a lot.

Let's start with the elephant in the room: When it comes to tolls, how high is too high? So much was made of the \$34.50 peak that the tolls reached on the first day of the plan that it became a national story. While that price may seem preposterous to many, 39 drivers thought the toll was worth it and were treated to a congestion-free trip that was, on average, 15 minutes faster than a trip on a typical day last December. To put that into perspective, less than one-half of 1 percent of drivers on I-66 paid the peak toll Monday morning.

The high tolls naturally conjure up notions of so-called Lexus lanes, where only the super-rich can afford such a luxury. However, most of those who paid the toll during the morning rush hour — about 55 percent — paid about \$10. VDOT data also shows that more than 5,000 vehicles — about 38 percent of traffic — traveled as a carpool and paid no toll. In other words, these travelers enjoyed the same no-traffic, high-speed trip as those who paid the maximum fee. And since there were at least two people in each of those vehicles, that's thousands of commuters who rode for free. That is more than the average number of riders who board the subway at the Ballston Metro station in Arlington each morning.

Of course, transportation officials are not focused on individual roadways. It's no good if a road such as I-66 is cleared up, only to have traffic clog up nearby routes such as Lee Highway (Route 29), Arlington Boulevard (Route 50) or Leesburg Pike (Route 7). Fortunately, data supplied by the state shows that travel times on each of these roads changed very little. The biggest change came on I-66 itself, where both eastbound and westbound trips were much faster for more of the day, which is, of course, the point of the initiative.

Virginia's dynamic pricing strategy is the first of its kind in the nation for a highway such as I-66, but it is not at all unique in transportation. It's exactly the approach private companies such as airlines take when they charge more to operate around the Thanksgiving holiday, and what Uber and Lyft do when demand peaks for rides home late on a Saturday night. In Virginia, what seems to have rankled the general public is that the government, not the private sector, is the architect of the initiative. After all, shouldn't the government treat everyone the same, no matter whether they're in a Lexus or a LeSabre?

But here's where the policymakers behind the I-66 strategy were careful. It would be one thing if the toll revenue went into general coffers in the state capital or if it were repurposed for projects elsewhere in the region. In this case, all the money goes directly to projects to improve travel in the corridor. This includes fixes to existing lanes and the new technology that counts cars and measures traffic, as well as transit service improvements for bus and rail.

Yogi Berra is purported to have said, "If you keep doing what you always did, you'll always get what you always got." Many other states and regions continue to choose a traditional approach to traffic delays by throwing money at the problem. They build more roads that fill right up, so they build more roads, and the cycle continues. Officials in Richmond and Northern Virginia should be applauded for eschewing such a Sisyphean strategy and for trying something bold and different to deal with intractable transportation problems in the region.

By doing so, they just might make the daily commute better for everyone.

Robert Puentes is president and chief executive of the Eno Center for Transportation, an independent Washington think tank.

Editorial: Selling the right to name a highway overpass may pay for it

THE EDITORIAL BOARD
FORT WORTH STAR-TELEGRAM
DECEMBER 18, 2017 08:22 PM

No one thinks twice about whether professional sports teams should let corporations buy the naming rights to their stadiums.

You expect to hear about AT&T Stadium whenever a sportscaster talks about the home of the Dallas Cowboys.

The Texas Rangers play at Globe Life Park in Arlington.

The Dallas Mavericks do battle at the American Airlines Center in Dallas.

We understand sports franchises are big businesses and selling these corporate sponsorships is one way they make money.

Would we be as accepting if we saw the names and logos of corporations splashed across the highway overpasses we encounter on our daily commutes to work?

It's an idea Michael Morris, the transportation director at the North Central Texas Council of Governments, raised briefly at a recent meeting.

Morris showed a slide with the American Airlines name stretched across the length of an overpass and suggested the company might pay an unidentified amount to have that near its headquarters.

To our knowledge there's no detailed proposal to sell corporate naming rights for highway features in Texas, but we think it's something to explore.

Consider that despite some new funding the Texas Department of Transportation says it still needs several billion dollars more a year just to maintain existing roads. Meanwhile, the state's population and congestion continue to grow.

The State of Virginia passed a law in 2012 authorizing private companies to buy the naming rights to roads, highways and bridges.

At the time, it estimated the cost of a sign on a heavily traveled interstate would be about \$200,000 a year. Slapping your company's name on a high-profile bridge would set you back around \$350,000.

The American Association of State Highway and Transportation Officials says Virginia and Iowa also sell sponsorships at rest stops. Arizona, Louisiana, Minnesota, Nevada, New Hampshire, New Jersey, Ohio, Oregon, Tennessee and Utah have taken steps to do the same.

In Texas, this would probably require the legislature's approval. The state would have to decide which companies could buy in and which couldn't. Would we allow alcohol and tobacco businesses to participate? Would we take a company's name down if it got into legal trouble or closed its doors?

And what if the overpass with naming rights were on a highway where traffic is always at a standstill? That could be a tough sell. What business wants to be associated with gridlock and traffic jams?

Still, around 71,000 drivers every day pass the North Cooper Street bridge heading east on I-30. That's a lot of eyeballs on your brand.

Highway naming rights won't take the place of solid public funding, and the money raised wouldn't end the debate over toll roads. But if naming rights added a reasonable source of money to build and repair our roads, we should have the discussion.

<http://www.star-telegram.com/opinion/editorials/article190463454.html>

Toyota to offer electric version of every vehicle model by 2025

By Evan Hoopfer
Dallas Business Journal
Dec 18, 2017, 2:10pm

As the next decade approaches, Toyota Motor Corp. (NYSE: TM) wants to position itself as a leader in the electric car market, the company announced Monday.

By 2025, the auto manufacturer said every Toyota and Lexus model will either be a dedicated electric model or have an electric option.

And by 2030, Toyota hopes to have annual sales of 5.5 million electric vehicles, including 1 million zero-emission vehicles (battery electric vehicles, or BEVs, and fuel cell electric vehicles, or FCEVs). To date, the company has sold 11 million electric vehicles.

The Japanese company, which has its North American headquarters in Plano, plans to make more than 10 BEV models available by the early 2020s. The plan is to introduce the models to China before venturing into the Japanese, Indian, European and American markets.

As for the FCEVs, Toyota plans to have an expanded lineup prepared for passenger and commercial vehicles in the 2020s.

Toyota has been developing batteries for these electric vehicles with goals to introduce the technology to commercial markets by the early 2020s, the company said.

Car companies are jostling to get in front of the wave of electric car manufacturing. Tesla, Inc. (NASDAQ: TSLA) recently unveiled plans to make an electric semi truck. Companies have already started putting in orders for the vehicle, including Plano-based Frito Lay parent PepsiCo, Inc. (NYSE: PEP).

Toyota stock is up more than 2 percent Monday as of 2 p.m. CT.

<https://www.bizjournals.com/dallas/news/2017/12/18/toyota-electric-vehicle.html>

What Needs to Happen Before Electric Cars Take Over the World

Electric vehicles have only a tiny market share, but the auto industry is betting billions that they will soon be as cheap as conventional cars.

By Jack Ewing
The New York Times
Dec. 18, 2017

On the slope of a thickly forested Czech mountain, three men in hard hats and mud-spattered fluorescent vests dig for the metal that could power a new industrial revolution.

They watch carefully as a mobile rig, mounted on tank treads, hammers and spins a drill bit hundreds of yards into the bedrock. Water gushes from the bore as the bit punctures an underground spring.

The men are prospecting for new sources of lithium, a raw material now found primarily in China and Chile that could become as important to the auto industry as oil is now.

Faster than anyone expected, electric cars are becoming as economical and practical as cars with conventional engines. Prices for lithium-ion batteries are plummeting, while technical advances are increasing driving ranges and cutting recharging times.

“Once the trend gets going, it can happen very fast,” said Guido Jouret, chief digital officer at ABB, an electronics company based in Zurich whose businesses include constructing charging stations.

But this electric-car future is still missing some pieces. Some crucial raw materials are scarce. There are not enough places to recharge. Battery-powered cars still cost thousands of dollars more than many gasoline vehicles.

Car companies are racing to overcome these obstacles. They, and the millions of people they employ, risk becoming irrelevant.

“Many people are nervous about how fast this is coming and how much they have to invest,” said Norbert Dressler, a senior partner at Roland Berger in Stuttgart, Germany, who advises the auto industry.

Here’s a look at what needs to happen before electric cars take over the world.

Electric cars will go mainstream when the cost of the powertrain — the motor and other guts that make the vehicle move — is the same as owning cars that burn gasoline or diesel. How soon that day arrives is almost solely a function of the price of batteries.

Battery prices, measured by the power they produce, have already fallen by more than half since 2011, according to analysts at Bank of America Merrill Lynch. The unexpectedly rapid drop in prices has sped up the timetable.

Merrill Lynch analysts now expect electric vehicles in the United States will be cheaper than their traditional counterparts by 2024. Just a year ago, they estimated it would take until 2030.

One reason battery costs are falling is that manufacturers are ramping up production. The greater the supply, the lower the price.

Car companies like Daimler are getting into the battery business. Daimler has invested \$590 million in a new battery plant in Kamenz, a sleepy city in a rural part of eastern Germany.

“This is an important investment in the future,” Chancellor Angela Merkel told Daimler executives and other dignitaries at a groundbreaking in May. Within a few months, workers had erected prefabricated concrete walls for the enormous new building and assembled the roof girders.

“We could buy batteries,” said Jupp Kaufer, head of quality at Accumotive, Daimler’s battery unit.

But Daimler would rather earn the profits than pay them to a supplier like Samsung or Panasonic. “The battery is a crucial part of the vehicle,” Mr. Kaufer said as he walked through the assembly line of another factory in Kamenz that is already running at capacity.

Carmakers are racing to secure the essential ingredients in batteries like cobalt, lithium and graphite. They need to avoid shortages that would drive prices too high, making electric vehicles unaffordable.

But manufacturers are also dealing with a geopolitical dimension. Three-quarters of the world’s reserves of lithium, a crucial ingredient in the most common kind of electric car battery, are in China and Chile, according to the United States Geological Survey. As demand surges, China could deploy its natural resources as a diplomatic cudgel the same way that Saudi Arabia uses oil.

The risk that a few countries could control most of the ingredients for electric car batteries is what spurred the drilling crew to the mountainside in Cinovec in the Czech Republic. As early as the 1300s, miners dug tin — “cin” in Czech — from the mountains around the town. Later, the area was an important source of tungsten, but the last shaft closed in 1993. Demand for lithium has made mining in the area attractive again.

European Metals Holdings Ltd., an Australian company, is drilling into the bedrock and hauling out core samples to map deposits. The company plans to complete a feasibility study next year and begin mining and processing the ore in Cinovec soon after.

“We are already in touch with some battery makers,” Richard Pavlik, manager of a European Metals subsidiary overseeing the work in Cinovec, said as he watched the drilling crew.

As for cobalt, it comes primarily from the Democratic Republic of Congo, one of the world’s most war-torn and unstable countries. Illegal mining operations there have been accused of using child labor.

Mining companies are hunting for sources in less problematic locations. First Cobalt, based in Toronto, has announced plans to reopen a former silver and cobalt mine in the aptly named town of Cobalt, Ontario. “We think we are at a point of no return with electric vehicles,” said Trent Mell, the company’s chief executive.

Even when people can buy an electric car for the same price or less than a gasoline model, they face another problem: where to plug it in. And they won't want to wait all day for the car to recharge.

Electric cars will become commonplace once there is a dense network of high-voltage charging stations where drivers can refill their batteries in the time it takes to use the restroom and drink a cup of coffee.

At the moment, a cross-country drive in an electric car is an adventure.

Edwin Stafford, a professor of marketing at Utah State University in Logan, Utah, carefully plotted his charging stops before setting out recently in his Tesla S for Berkeley, Calif., with his family.

Tesla S owners have free access to Tesla charging stations and can use the waiting time to have a meal or shop. In half an hour, a high voltage Tesla "supercharger" can supply enough juice to travel 170 miles, according to Tesla. But the amenities at charging stations varied, Mr. Stafford said.

At one in Nevada, the only nearby business was a casino, he said. At another, the charging apparatus was blocked by an illegally parked truck. Close to the Bay Area, there were sometimes lines of other Tesla owners waiting to charge, he added.

But an array of start-ups and established companies like ABB are busy installing charging stations around the world, and they are on their way to becoming commonplace. There are already about 16,000 public charging stations in the United States, up from a few hundred in 2010. That compares with about 112,000 gas stations.

Surprisingly, Volkswagen's emissions scandal has accelerated the rollout. As part of its settlement with diesel owners in the United States who bought cars with illegal software, Volkswagen agreed to spend \$2 billion to promote electric cars and build infrastructure. Electrify America, a company established to invest the settlement money, plans to install more than 2,000 fast chargers nationwide by mid-2019 in a first phase, with thousands more to follow.

One of the biggest barriers for electric vehicles is psychological. People are used to internal combustion engines and the sensations that go with them — the odor of the fuel, the shifting of the transmission, the sound of the engine as the car accelerates.

Electric cars have a different personality that people need to get their heads around before they will buy one.

They may be pleasantly surprised. The physics of electric motors give them exceptional acceleration. A \$135,000 Tesla S clocked by Motor Trend magazine went from zero to 60 miles per hour faster than Ferraris, Lamborghinis or Porsches costing hundreds of thousands of dollars more.

Electric cars are quiet, nearly vibration free and they don't smell like gasoline or exhaust. They don't need oil changes. They cost less to operate — about 1 cent per mile compared to 10 cents per mile for a gasoline-powered car. Electric cars hug the road because heavy battery packs, typically arrayed underneath the passenger compartment, provide low centers of gravity and high stability.

“There is no question that an electric car gives you significantly better performance,” Mr. Stafford said. “I don’t think the mainstream driver is going to understand that unless they experience it.”

The industry is racing to invest in the future, as electric cars portend sweeping economic and societal changes. The transition will be painful for traditional carmakers and suppliers, potentially even catastrophic.

Electric cars have about 25 percent fewer parts than conventional autos. Companies that make engine parts like pistons, fuel injection systems or spark plugs will have to find new products to sell, or die. Some workers’ skills will no longer be needed.

Governments will lose fuel tax revenues. Filling stations and auto repair shops will go out of business. To compete with Tesla, which allows customers to buy cars online, car companies will have to radically streamline their dealership networks.

“The cake will be smaller,” said Volkmar Denner, the chief executive of Bosch, the auto parts maker.

Established carmakers will face new competitors taking advantage of the technology shift to break into the market. Chinese companies are investing heavily in electric cars. Dyson, a British company hitherto known for its innovative vacuum cleaners, has announced plans to develop an electric car.

Big car companies recognize the threat and argue that they can deploy their enormous manufacturing networks to roll out electric vehicles faster than Tesla, which has struggled to meet demand.

“We won’t have a problem building one million cars,” said Herbert Diess, chief executive of the division that makes Volkswagen brand cars.

But the automakers’ existing expertise — building internal combustion engines — will no longer give them a competitive edge.

“They are losing a lot of their intellectual capital,” said Geoffrey Heal, a professor at Columbia Business School. “And they have to find a way to replace it.”

Jack Ewing writes about business, banking, economics and monetary policy from Frankfurt, and he also contributes to breaking news coverage. Previously he worked for a decade at BusinessWeek magazine in Frankfurt, where he was European regional editor.

[https://www.nytimes.com/2017/12/18/business/electric-car-adoption.html?partner=rss&emc=rss&itx\[idio\]=26994404&ito=792&itq=f32fb86f-831a-402a-bfbb-987cf2d719d8](https://www.nytimes.com/2017/12/18/business/electric-car-adoption.html?partner=rss&emc=rss&itx[idio]=26994404&ito=792&itq=f32fb86f-831a-402a-bfbb-987cf2d719d8)

Officials Ask: Why Was Train in Fatal Amtrak Wreck Speeding?

Positive train control — technology that can automatically slow or stop a speeding train — wasn't in use on this stretch of track

Dec 19, 2017

By Michael Balsamo and Haven Daley
Associated Press

Federal investigators probing a deadly Amtrak derailment are trying to determine why the train was traveling at more than double the posted speed limit as it entered the curve where it left the tracks and plunged off an overpass and partly onto a busy freeway, killing three people and injuring dozens.

Early details from the probe indicate a conductor-in-training was in the cab with the engineer at the time of the derailment and the brake that eventually stopped the train was automatically activated instead of being applied by the engineer, National Transportation Safety Board member Bella Dinh-Zarr said Tuesday.

A federal official told The Associated Press that investigators are looking into whether the engineer was distracted by the presence of an employee-in-training next to him in the locomotive. The official, who was not authorized to discuss the matter publicly and spoke on condition of anonymity, said investigators want to know whether the engineer lost "situational awareness."

Investigators also confirmed that technology that can automatically slow or stop a speeding train — known as positive train control — was not in use on that stretch of track. Track sensors and other PTC components have been installed, but the system is not expected to be completed until the spring, Dinh-Zarr said. Regulators have been pressing railroads for years to install such technology, and some have done so, but the deadline has been extended repeatedly at the industry's request and is now set for the end of 2018.

Dinh-Zarr said it was too early in the investigation to say whether positive train control would have prevented Monday's tragedy but noted that a "mandate" to install the system on tracks nationwide by 2015 had been pushed back by Congress.

Sen. Richard Blumenthal, speaking on the floor of the U.S. Senate on Tuesday, said failing to enforce the new deadline to install positive train control would be a "moral failure."

"If we do nothing else in this Congress, let us insist that that deadline without additional delay," said Blumenthal, D-Connecticut.

The train was hurtling at 80 mph (129 kph) in a 30 mph (48 kph) zone Monday morning when it ran off the rails along a curve south of Seattle, sending some of its cars plummeting onto an interstate highway below, Dinh-Zarr said, citing data from the locomotive's event recorder.

Skid marks — so-called "witness marks" — from the train's wheels show where it left the track, she added.

Federal investigators will remain on scene past Christmas to complete a wide-ranging investigation that involves at least eight local, state and federal agencies, rail lines and train car manufacturers.

The train, with 85 passengers and crew members, was making the inaugural run along a fast new bypass route that was created by refurbishing freight tracks alongside Interstate 5. The 15-mile (24-kilometer), \$180.7 million project was aimed at speeding up service by bypassing a route with a number of curves, single-track tunnels and freight traffic.

Investigators will talk to the engineer and other crew members and review the event data record from the lead locomotive as well as an identical device from the rear engine, which has already been studied. Investigators are also trying to extract data from inward- and outward-facing on-board cameras that were damaged in the crash, Dinh-Zarr said.

Investigators were also looking into what training was required of the engineer and other crew members to operate on the new route, said Ted Turpin, the lead NTSB investigator of the crash. That includes assessing the training process and how much time the workers were required to spend on the trains before they shuttled passengers, he said.

"Under Amtrak policy, he couldn't run this train without being qualified and running this train previously," Turpin said of the engineer.

At least some of the crew had been doing runs on the route for two weeks prior to the crash, including a Friday ride-along for local dignitaries, Dinh-Zarr added.

The bypass underwent testing by Sound Transit and Amtrak beginning in January and lasting at least until July, according to documents on the Washington Department of Transportation website.

The conductor training in the cab was familiarizing himself with the new route, which is expected of conductors before they start work on a new itinerary, she said. A second conductor was in the passenger section of the train at the time of the crash, which is also part of the job responsibility, she said.

In previous wrecks, investigators looked at whether the engineer was distracted or incapacitated. It is standard procedure in a crash investigation to test the engineer for alcohol or drugs and check to determine whether he or she was using a cellphone, something that is prohibited while the train is running.

The engineer, whose name was not released, was bleeding from the head after the crash and his eyes were swollen shut, according to radio transmissions from a crew member. The transmissions mentioned a second person in the front of the train who was also hurt.

In 2015, an Amtrak train traveling at twice the 50 mph (80 kph) speed limit derailed along a sharp curve in Philadelphia, killing eight people. Investigators concluded the engineer was distracted by reports over the radio of another train getting hit by a rock.

In September, a judge threw out charges of involuntary manslaughter and reckless endangerment against the engineer, saying the crash did not appear to rise to a crime. Prosecutors are trying to get the case reinstated. Amtrak agreed to pay \$265 million to settle claims filed by the victims and their families. It has also installed positive train control on all its track between Boston and Washington.

<https://www.nbcdfw.com/news/national-international/Washington-State-Train-Speeding-Before-Deadly-Wreck-465244683.html>

With Dallas drowning in rental bikes, City Hall prepares to crack down

Dec. 19, 2017

Written by Robert Wilonsky, City Columnist
Dallas Morning News

I counted 77 parked rental bikes on the walk to the office Tuesday morning — a one-minute, two-block trek from the Scottish Rite parking lot to the new News digs on Commerce Street. The bikes, either Ofo's bright yellow offerings or LimeBike's yellow-and-green machines, were clustered on every corner and lined up along the sidewalks in the path of pedestrians. A few stood upright, but dozens were slumped over like New Year's Eve drunks.

The four companies that dumped thousands of dockless bikes on Dallas beginning this fall are supposed to straighten up their act, per instructions from a City Hall that's months away from cracking down on the buck-a-bike rentals to which it had given free rein. But on this dreary Tuesday morning, in front of our office, that job fell to Daniel Lott, a 52-year-old machinist who this time last year was sleeping in Tent City before he sobered up.

He was waiting for a bus when I saw him standing in the morning's downpour picking up a row of fallen LimeBikes. I motioned down the sidewalk, toward another long row of fallen bikes in front of the Statler, and asked why he was even bothering.

"Because this is my city," he said. "And it looks terrible." Hero.

In four months, Dallas has gone from begging for bike share to drowning in rentals. Bikes ditched and destroyed everywhere. Along the Katy Trail. In White Rock Lake. In a tree beside Lemmon Avenue. I found one a couple of weeks ago tossed behind an abandoned South Dallas house. Our photographer Rose Baca, who's spent the last couple of months documenting the out-of-nowhere bike blight, found a LimeBike beside Stemmons Freeway that "just looked like a tangled knot."

I asked LimeBike how much that bike cost. The company wouldn't say. But Ofo says its bikes, equipped with GPS devices that let the company keep track of its bikes (and an eye on the riders), cost "about a couple hundred dollars" to manufacture.

Just a few months ago city officials were giddy at the prospect of getting bike share for free. They said it would work itself out and thought there'd be one, maybe two companies left standing after the free-for-all. (The Economist recently noted that the bike-share giants, funded with billions in venture-capitalist cash, aren't turning a profit.) With good reason, city officials touted the long-term benefits — affordable transportation for those without cars or easy access to DART, let's say — over what they hoped would be temporary clutter. And they vowed to get the companies to clean up their mess, going so far as to host a meeting between a ticked-off Friends of the Katy Trail and reps from Spin, LimeBike, Ofo and VBikes. Two weeks later, city officials say — based on chats with Friends and calls to 311 — nothing's changed.

I've seen the recent uptick in complaints coming in to 311 and council offices. Ones that say "It's like a yellow bike graveyard" and "This needs to stop; otherwise I will start picking them up and taking them to the police station."

The city's patience has worn thin. So, early in the New Year, the City Council will be presented with a list of proposed regulations that City Hall had hoped to avoid.

Among the likely rules: charging companies for using the public's right of way, forcing the companies to put bikes in South Dallas and other transit-starved parts of the city and — most important — limiting the number of bikes they can dump. One proposal would mirror Seattle's rule that limits bike-share to 340 rentals per square mile, which is about the size of our central business district.

"I do still say that, generally, it's a good thing," Jared White, a senior transpo manager at City Hall and our de facto bike czar. "But we are about to cross a threshold where it could possibly get worse. If we have some formally regulated structure — if we have something with teeth — well, if those companies don't play nice, we'll remove their permit."

The city also wants access to the very thing some industry watchers expect is the only thing profitable about bike share: the data gold mine being collected by the GPS implants. But right now, White doesn't even know how many bikes are in Dallas. And more are coming every day. A rush to beat the regs, sounds like.

Anthony Fleo, LimeBike's Dallas general manager, told me Monday that the San Francisco-based company has 3,700 bikes on the ground here now but plans to up the ante to 5,000 before year's end. Ofo's U.S.-based head of communications, Taylor Bennett, said the Beijing-based company has around 4,000 bikes in Dallas, though "we just deployed several hundred more and will increase that."

And Shawn Ho at VBikes, the Garland-based company that brought bike share to Dallas in the first place, told me this week that he's heard other competitors are eyeing the market. Among them: Mobike, another Chinese company, which is slowly moving into the U.S. after a D.C. debut in September.

I asked how many bikes are being used every day. All the companies said they'd have to see if they could release that data. But I haven't heard back. Instead I got a press release from LimeBike full of vague stats like, "Dallas alone clocked 105,000 cumulative miles on LimeBikes since we launched in August."

I asked reps for the bike shares if they were selling renters' comings and goings. They all reiterated what Bennett said: "No no no no selling of the data here." But Jared White frets that that might well be "their overall intent." And I asked if they were making money.

LimeBike's Fleo gave the most honest answer: "We're generating revenue."

I think we're all about to get free bikes.

<https://www.dallasnews.com/opinion/commentary/2017/12/19/dallas-city-hall-says-not-one-tired-junky-bike-rentals>

Texas adds the equivalent of another Arlington to its population

BY GORDON DICKSON
FORT WORTH STAR-TELEGRAM
DECEMBER 20, 2017 11:03 AM

Texas added nearly 400,000 residents during the past year, the most of any state, according to the latest population estimates released Wednesday by the Census Bureau.

Texas now is home to 28,304,596 residents, after a fresh batch of 399,734 people was added to the Lone Star State's ranks.

To put that growth into perspective, that's roughly the equivalent of adding the entire population of Arlington to the state, in just one year.

So where are all these folks coming from?

- Population growth the old-fashioned way: More than half of these new Texans (209,690) are the result of births (404,311) outpacing deaths (194,621).
- International immigration: 110,417 people moved to Texas from other countries.
- Domestic immigration: 79,163 people arrived from other U.S. states.

Overall, the United States now has 325.7 million inhabitants, according to the U.S. Census Bureau, which updates its population figures annually. Although the new figures were released Wednesday, they reflect population changes from July 1, 2016, to July 1, 2017.

Texas is now firmly in second place among the most populous states. California is by far the most populated with 39.5 million residents. Florida is a distant third with 20.9 million people, and New York is fourth with a population of 19.8 million.

Which state had the highest percentage of population growth? That would be Idaho, which is now home to 1.7 million people and grew 2.2 percent during the past year.

"Domestic migration drove change in the two fastest-growing states, Idaho and Nevada, while an excess of births over deaths played a major part in the growth of the third fastest-growing state, Utah," said Luke Rogers, chief of the Census population estimates branch.

Eight states lost population, including Illinois, which saw a reduction of 33,703 people. (That may explain all the Chicago Cubs baseball caps that people wear on the streets of Dallas-Fort Worth!)

<http://www.star-telegram.com/news/business/growth/article190750684.html>

Column: One reason Fort Worth's lagging Dallas: Billions invested with public transit

DEC. 22, 2017

Written by Mitchell Schnurman, Business columnist
Dallas Morning News

Fort Worth is proud of its history, reflected in the motto, "Where the West begins."

But Cowtown has always been a little unnerved by the giant shadow cast by Dallas. The eastern side of the metro area accounts for about 70 percent of the region's total jobs and has much greater name recognition, owing somewhat to the success of the Dallas Cowboys and the old Dallas TV show.

Fort Worth's insecurities are still around, and this time, maybe for good reason.

The city recently released a report on economic development that's unusually blunt about losing ground to its neighboring cities. Rivals are generating more high-paying jobs, landing corporate relocations and luring highly educated young people.

While Fort Worth adds lots of residents, they're stuck with too much of the tax bill because the business side hasn't kept pace.

"Fort Worth has fallen behind its competition," the report said. "The threats facing the city may not always be apparent, but they are very real."

Here's an example. Since 2010, the North Texas region has added almost 140,000 jobs in professional business services and 48,000 in financial activities. Roughly 90 percent of the jobs in those high-paying categories were on the Dallas-Plano-Irving side of the metro, according to the U.S. Bureau of Labor Statistics.

Fort Worth is home to two Fortune 1000 companies. But Dallas has 17 Fortune 1000 headquarters, Irving has nine, Plano has six and Richardson has two, according to the report.

"Growth in sectors filled with high-wage professional jobs has taken place almost exclusively on the Dallas side of the metro area," the report said.

The city report is nearly 500 pages, cost \$350,000 and includes hundreds of specific suggestions to help turn things around.

It sets some audacious targets: Over the next five years, Fort Worth wants to land the headquarters of five Fortune 1000 companies and 36 Inc. 5000 firms. That would more than triple the current count.

By 2022, it wants to double the number of housing units near downtown and add 4,000 units a year within a 4-mile radius of the central business district.

Small steps

Mayor Betsy Price has taken a small step to help. She asked American Airlines to suggest that pilots welcome travelers to Dallas-Fort Worth, not just Dallas.

“It always upsets me that people don’t know Fort Worth,” Price said. “If you look at statistics, we appear to be a suburb of Dallas, and we’re not. We’re a city in our own right, and we’re not doing a very good job of messaging that to the business community and to the world.”

Indeed, the report finds that most people underestimate the size of Fort Worth and exaggerate the size of Dallas. Apparently, that’s a big deal, because the first initiative in the report is on branding and image.

The consultants, a team led by TIP Strategies Inc., propose launching a national effort to generate interest among real estate firms. Next in line is expanding the chamber of commerce’s role in marketing Fort Worth internationally.

There’s nothing wrong with tooting your horn and raising your profile, and Fort Worth has plenty to brag about. But not everything can be fixed with good PR.

If the mission is to redirect Fort Worth’s economy, how about tackling the substance first and telling the world about it later?

Transit and education

Two prime examples: mass transit and K-12 education, subjects that don’t get enough attention in the giant volume. Some telling details appear in a matrix midway through the report.

In a survey, about 30 employers rank the importance of 15 business factors, such as quality of life, cost of labor, etc. Then they scored Fort Worth on the factors.

By far, the biggest gaps were in regional transportation and quality of K-12 schools. Both factors were important to employers, but Fort Worth’s performance was ranked lowest among the categories.

These are difficult issues for most cities, but they can be priorities for some companies. Amazon, now in the midst of a search for a second headquarters, has put an emphasis on public transit and educational opportunities.

In its request for proposals, Amazon’s “core preference” is for a transit stop at HQ2 with access to rail, subways and buses. It specifically asks for information on K-12 programs in computer science.

Fort Worth has commuter rail and a bus system, but there’s no light rail line to compare with DART in Dallas. (One reason is that Fort Worth commits less sales tax to transit.)

If Fort Worth wants to figure out why the Dallas side is doing so well, it could start by evaluating the impact of light rail and transit-oriented development.

Dallas has built the longest light-rail system in the country, and rider counts are often disappointing. But major projects have emerged around rail stations in Plano, Richardson, Irving, Carrollton, Dallas and more.

Since 1999, nearly \$11 billion has been invested near DART’s 93-mile rail system, one study found. Those projects have helped attract many prominent employers.

In 2010, Fort Worth was offered a \$25 million federal grant toward a street car starter line. Ultimately, it could have connected popular Sundance Square with the emerging hospital district and developments on the other side of downtown.

That's exactly the kind of urban connectivity that Amazon and many millennials are looking for. But Fort Worth's City Council rejected the grant.

There's no mention of that lost opportunity in the report. By the way, that money went toward a streetcar line in Dallas.

<https://www.dallasnews.com/opinion/commentary/2017/12/22/one-reason-fort-worths-lagging-dallas-billions-invested-public-transit>

Many trains still lack crucial braking system

By Patrick McGeehan, Patricia Mazzei and Kirk Johnson
The New York Times
Dec 21, 2017, 10:57am

On a summer afternoon in Southern California nine years ago, a commuter train blew through a stop signal and ran head-on into an oncoming freight train, killing 25 people.

After investigators determined that the crash could have been prevented by automatic-braking technology, Congress ordered all passenger railroads to install new systems by 2016. Since then, Congress has extended that deadline and trains have kept speeding into preventable disasters, including the Amtrak derailment that killed three people in western Washington on Monday.

In Amtrak's case, this is a recurring nightmare. The crash this week was eerily reminiscent of one just two years ago in Philadelphia, where an Amtrak train barreled into a sweeping curve at 106 mph before jumping the tracks and rolling over. Eight people died.

That crash, too, could have been prevented by the technology, known as positive train control. But five months after it happened, Congress gave railroads at least three more years to install it.

"Here we are, almost 10 years later, and that deadline came and went," said Kitty Higgins, a former member of the National Transportation Safety Board. "The railroads have been slow-walking it, and it still is not implemented. It's absolutely outrageous."

Railroads have cited the cost and complexity of adding the technology, which relies on satellites and radio signals to prevent trains from running out of control if an engineer has lost focus or fallen asleep while driving. Industry estimates of the total cost of installation exceed \$10 billion.

But over the years since the mandate, railroads have continued to spend money on other priorities, including new trains and stations and passenger amenities. Since the Philadelphia accident, Amtrak has put the technology into use on the Northeast Corridor, from Boston to Washington. But it is not installed on most other passenger lines, including Long Island Rail Road and New Jersey Transit.

"It is complicated, but the railroads have been at this for a very long time," said Higgins, who was the safety board's lead representative at the scene of the California crash. "We put a man on the moon 50 years ago faster than we've been able to implement positive train control. I mean, come on."

The drawn-out campaign to adopt the technology reflects the conflicting forces at work on the nation's rails. Freight rail companies are the biggest users of tracks in most parts of the country, and they initially did not see enough benefits to investing in positive train control. But passenger railroads often share those tracks, as Amtrak's Cascades service does in the Pacific Northwest.

Indeed, the new section of track in DuPont, Washington, near where the Cascades train derailed on Monday, was an old freight line that had been revamped for passenger trains and named the Point Defiance Bypass. Investigators from the NTSB have not determined what caused the crash or if positive train control would have prevented it. But they said the train was going 80 mph into a curve with a limit of 30 mph, and that, although equipment for the automatic-braking system was in place, it was not yet in use.

On Wednesday, the Pierce County medical examiner's office identified the third victim of the crash as Benjamin Gran, 40, of Auburn, Washington.

Richard Anderson, co-chief executive of Amtrak, said Wednesday that the crash was "a wake-up call" and that Amtrak was determined to operate "the safest railroad in the world."

Installing the safety technology is only one challenge. The system requires operators of trains to be able to communicate instantly and continually with rail company back offices. Those must be connected with the track's owners so that real-time information about track conditions and switches — or curves requiring a slowdown — can be fed into the system that automatically slows or stops a train as conditions change. And as in many other parts of the nation's train system, different entities own different pieces. If all three of the components are not harnessed together and working, then none of it works.

The track used by Amtrak between Tacoma and DuPont, for example, is owned by Sound Transit, a regional transportation agency that serves the Seattle metro area. Rachele Cunningham, a spokeswoman for Sound Transit, said the agency was on schedule to have positive train control installed by the middle of next year. The BNSF Railroad owns most of the rest of the track in the corridor, Cunningham said, until the Oregon border, at which point, she said, it becomes Union Pacific's. When asked why the technology was not added in time for the maiden voyage, Sound Transit referred questions to Amtrak and Washington state's Department of Transportation. Amtrak earlier this week referred questions on the technology to Sound Transit.

Cunningham said Sound Transit was only responsible for the track components on a part of the system, while Amtrak and other companies were responsible for the equipment on trains, the radio towers and control center.

As they lobbied against the initial deadline in 2015, the railroad industry complained that the date had been set arbitrarily without studying how long it would take to develop the systems, secure permits and put the projects to public bids. One of the most expensive aspects of the technology is the need to acquire wireless spectrum over which information about train movement can be transmitted.

Warning that rail lines might have to suspend service and curtail shipments, railroads asked Congress to delay the 2015 deadline. Lawmakers were ready to push it back to 2020, until the Amtrak crash in Philadelphia in the spring of that year.

Legislators settled for a new deadline of Dec. 31, 2018, with an additional, two-year extension possible on a case-by-case basis. President Barack Obama signed the extension into law in October 2015.

The two Republican lawmakers behind the deadline extension, Rep. Bill Shuster of Pennsylvania and Sen. Roy Blunt of Missouri, were the top two recipients of political campaign contributions from the railroad industry in 2016, according to the Center for Responsive Politics.

"We knew the mandate would be challenging, but we hoped railroads would be able to meet that deadline, seven years into the future," said Shuster in 2015 during a hearing to delay the deadline. "Unfortunately, we know today that will not be the case."

Sen. Richard Blumenthal, D-Conn., who sits on the Senate Committee on Commerce, Science and Transportation, called the delays in adopting the technology “scandalously irresponsible.”

“They have been directly the result of railroads using their political sway to achieve repeated postponements,” he said.

The Senate committee plans to hold an oversight hearing on the status of positive train control this winter, in the wake of the Washington state crash. When the crash occurred in Philadelphia, Amtrak had a version of positive train control operating along parts of its network, but not on the section of the accident.

Joseph Boardman, a former chief executive of Amtrak, said the company could have had the system in place throughout the corridor more than 15 years ago if Congress had not kept cutting the railroad’s funding. “It’s the same problem that you see everywhere with the infrastructure funding — not enough being available to do the job,” he said.

For Amtrak, the latest crash has reinforced the view that the railroad may be skimping on safety. Last year, one of its trains slammed into a piece of maintenance equipment in Chester, Pennsylvania, killing two workers on the tracks. In a report on that accident, Robert L. Sumwalt, the chairman of the safety board, said “Amtrak’s safety culture is failing, and is primed to fail again, until and unless Amtrak changes the way it practices safety management.”

Boardman, who has at times been critical of his successors at Amtrak, disagreed.

“Do I think Amtrak’s unsafe?” he said. “No. It’s not unsafe, not at all.”

<https://www.bizjournals.com/dallas/news/2017/12/21/many-trains-still-lack-crucial-braking-system.html>

State's pushback on toll roads rankles Houston-area leaders

December 22, 2017
By Dug Begley
Houston Chronicle

Texas lawmakers have gone from championing to criticizing toll roads, a shift that some Houston-area leaders worry has gone too far and could limit coming projects.

"Without toll roads and that funding, I don't know what we are going to do," said Montgomery County Judge Craig Doyal, citing the need for new roadways in rapidly growing parts of the Houston area.

The concern, voiced at a Dec. 15 meeting of the Houston-Galveston Area Council's Transportation Policy Council - the region's transportation planning group - was shared in response to decisions by the Texas Transportation Commission. A day earlier, the commission removed two projects in the Dallas and Austin areas from the state's 10-year transportation plan because proposed expansions of Interstates 635 and 35 rely on a mix of state funding and toll revenues.

State lawmakers, in securing voter approval for two highway spending plans, had pledged not to use any of the money to advance toll roads. Both projects veered a little too close to mixing that state money with toll plans, drawing the ire of Gov. Greg Abbott and Lt. Gov. Dan Patrick.

The transportation commissioners yielded to the concerns of state officials, despite some Dallas- and Austin-area supporters defending the projects as smart uses of tax dollars with toll components aimed at encouraging carpool and transit use.

Even in striking the I-35 and I-635 expansions from coming plans, transportation commissioners noted the \$3 billion in additional money expected for highways annually is not enough.

"Those other projects are not going away," Transportation Commissioner Jeff Austin said. "They will get more expensive as we wait."

No Houston-area projects were affected by the changes to the state's Unified Transportation Plan. In fact, the region's most sought-after project, the massive redesign of Interstates 45 and 69 and Texas 288 in downtown Houston, was included in the updated plan.

It is the next round of projects, including the continuation of the I-45 redesign plans, that has Houston-area officials concerned. A number of projects, including the I-45 lanes north of downtown, could use managed lanes to add capacity to freeways while curtailing vehicle use. That mix of adding lanes to freeways but incorporating more carpool and tolling use has been popular in Houston, even as some groan at the notion of more tolling.

State lawmakers, Houston officials said, may have cut off that option for financing freeway expansion.

"The thinking that I believe has caught us all by surprise is managed lanes," said Alan Clark, manager of transportation and air quality programs for H-GAC. "Even though the proposal would not use state funds for the managed lanes, but for freeway improvements, it means even if that project is next door to (the toll lanes), you can't use state money."

Local elected officials are intensely committed to their own toll road efforts.

"Toll roads are our business," said Fort Bend County Commissioner James Patterson.

Though the Harris County Toll Road Authority, controlled by county commissioners, is the largest toll operator in the Houston area, it has been joined by many contemporaries in the past decade. Toll roads have opened or are planned in Fort Bend, Montgomery and Brazoria counties. TxDOT also built the Grand Parkway in Harris County, while the Metropolitan Transit Authority oversees HOT lanes along I-45, I-69 and U.S. 290.

Workers currently are adding a tollway in the center of Texas 288 from the Brazoria County line to downtown Houston. Work will start soon on the next phase of the Grand Parkway east, from I-69 near Kingwood to I-10.

Montgomery County and TxDOT worked closely to add toll lanes and expand Texas 249 to relieve traffic between the Houston area and College Station.

"Without that project, it would have been 10 years before TxDOT could start that road," Doyal said, "and that is just unacceptable."

Critics, however, say the state and local officials should live within their means like any household budget. Voters approved more money for transportation under the belief they would see improved freeways, not new toll lanes, said Don Dixon, who often attends state transportation meetings and challenges officials to reject toll roads. He called reliance on tolls "elitist" and counterproductive to encouraging business growth.

"The more money you pay, the faster ride you get, I don't like that," Dixon said. "We need to have a system in Texas that everybody can use for a low cost."

The challenge, state officials acknowledge, is whether that can be accomplished via any single method of paying for highways.

"We are indifferent to the sources of funding streams, but we are not indifferent to the need," Transportation Commission Chairman Bruce Bugg said.

Local officials countered that the need - and the state's inability to get many needed projects under construction - is why they have been so willing to embrace tolls, both in Houston and in suburban communities, to help people and freight move.

Harris County Precinct 3 Commissioner Steve Radack said county officials are about to spend \$1 billion for a new Sam Houston Tollway bridge across the Houston Ship Channel. If the states takes aim at toll projects, Radack said, perhaps they can build the new bridge.

"I am sure they have enough money somewhere," he said.

<https://www.houstonchronicle.com/news/transportation/article/Pushback-on-toll-roads-rankles-Houston-area-12450314.php>

GE's locomotive plant in Fort Worth will build 200 locomotives for a Canadian railroad

BY GORDON DICKSON
FORT WORTH STAR-TELEGRAM
DECEMBER 27, 2017 11:59 AM

FORT WORTH – After a couple of down years, General Electric's locomotive plant in Fort Worth is back to cranking out lots of shiny new railroad equipment.

The enormous plant near Texas Motor Speedway in far north Fort Worth recently received an order for 200 locomotives from Canadian National Railway. That's enough to keep workers at the facility, officially known as GE Manufacturing Solutions, busy for the next three years.

"We are bullish on the North American economy and on our ability to compete and win new business with our superior service model," Luc Jobin, Canadian National president and chief executive officer, said in a statement.

The locomotives will be built starting in 2018. Canadian National's order is the largest among North America's class 1 railways since 2014, several officials said.

"In the years ahead, these GE Transportation locomotives and their digital technology will support and enhance our operational efficiency," Jobin said.

The Tier 4 and Tier 3 (Tier 4 certified) Evolution Series locomotives are diesel-powered. They are known for their optimal power distribution, train handling, brake control and fuel efficiency.

"CN's steadfast commitment to serving the expanding needs of its customers across Canada and the United States is helping to turn around the North American locomotive market," said Rafael Santana, chief executive officer of GE Transportation. "We are proud to partner with CN on this agreement to meet the needs of their future growth, and optimize and further digitize their freight rail operations."

The announcement of the huge order comes about a month after GE chief executive John Flannery announced the company likely would sell or spin off its locomotive operations as part of a realignment of corporate priorities that includes selling \$20 billion in assets.

The Fort Worth plant opened in 2013, with the promise of luring about 700 jobs to Texas. But in recent years, the plant has had to lay off some workers as orders from railroads — many of which have experienced lean times in part because of reduced oil and coal shipments — slowed to a crawl.

GE also has a 125-year-old locomotive plant in Erie, Pa.

Some freight railroad observers in North Texas last month expressed concern for the future of the Fort Worth plant, saying they feared it could be downsized as part of a sale or GE corporate spinoff.

But that was before Canadian National's order of 200 locomotives was publicized.

GE's locomotive division also builds locomotives for Fort Worth-based BNSF Railway as well as Union Pacific Railroad, CSX and railroads in several foreign countries.

At its peak, the Fort Worth plant can crank out an average of one locomotive a day.

Observers say the factory has some of the most modern equipment and efficient manufacturing methods in the world.

"I have every hope they will be here for 100 years," said Michael Morris, transportation director for the North Central Texas Council of Governments. His organization and its subdivision, the Regional Transportation Council, agreed in 2012 to contribute about \$15 million to GE's construction costs to help build a 3-mile-long test track for locomotives coming off the assembly line.

Getting GE to build in North Texas took a cooperative effort among state and local governments. In addition to the RTC's \$15 million contribution, the Texas governor's office kicked in \$4.2 million from the Texas Enterprise Fund, which was created in 2003 to lure jobs to the state.

In Fort Worth, city officials approved an 85 percent abatement of city taxes to the property, which was expected to be worth \$5.4 million over 10 years.

A \$744,845 grant from the Texas Workforce Commission was awarded to cover training costs for new GE hires, who attended courses at North Central Texas College in Gainesville and the Tarrant County College South Campus in Fort Worth.

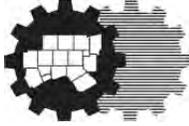
Overall, the cost of building the plant, which was fashioned from an existing speculative property, was about \$100 million, not including the test track.

The facility, housed in two enormous but otherwise nondescript buildings near Texas 114 and Farm Road 156, was heralded as a harbinger of a new wave of manufacturing jobs coming to the region.

The Fort Worth plant employed about 700 people at its peak in 2015-16. Earlier this year about 250 employees were laid off and other employees saw their work week reduced to 32 hours as GE struggled with reduced orders from the major freight railroads.

In addition to building locomotives in Fort Worth, GE makes mining equipment.

<http://www.star-telegram.com/news/business/growth/article191779294.html>



North Central Texas
Council of Governments

PRESS RELEASE

Contact: Brian Wilson
(817) 704-2511
bwilson@nctcog.org

Residents Invited to Provide Input on Transportation Projects Online
30-day comment period begins for proposed TIP modifications

Dec. 11, 2017 (Arlington, Texas) – Proposed modifications to the list of funded projects will be available for review during the upcoming online public comment period, scheduled to begin December 11. Residents are encouraged to provide input on modifications throughout the 30-day comment period.

A comprehensive list of funded transportation projects through 2020 is maintained in the Transportation Improvement Program (TIP). Projects with committed funds from federal, State and local sources are included in the TIP. NCTCOG works with TxDOT, local governments and transportation providers to develop the TIP. To maintain an accurate project listing, this document is updated on a regular basis.

The Regional Transportation Council approved the 2017-2020 TIP on May 12, 2016. The Federal Highway Administration and Federal Transit Administration approved the 2017-2020 TIP on December 19, 2016.

Information will be online through Jan. 10, 2018, at www.nctcog.org/input. To request printed copies, call 817-608-2365 or email cbaylor@nctcog.org. The online opportunity is offered to provide residents the chance to review plans, share their thoughts, and ask questions. For information on the TIP, including how projects are funded, visit www.nctcog.org/trans/tip.

About the North Central Texas Council of Governments:

NCTCOG is a voluntary association of local governments established in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit and coordinating for sound regional development. NCTCOG's purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication and make joint decisions.

NCTCOG serves a 16-county region of North Central Texas, which is centered on the two urban centers of Dallas and Fort Worth. Currently, NCTCOG has 238 member governments including 16 counties, 169 cities, 22 school districts and 31 special districts. For more information on the NCTCOG Transportation Department, visit www.nctcog.org/trans.

###



U.S. DEPARTMENT OF TRANSPORTATION
 FEDERAL TRANSIT ADMINISTRATION FEDERAL HIGHWAY ADMINISTRATION
 819 TAYLOR STREET, ROOM 8A36 300 E. 8TH STREET, ROOM 826
 FORT WORTH, TEXAS 76102-9003 AUSTIN, TEXAS 78701

December 19, 2017

Refer to: HPP-TX

Dallas-Fort Worth-Arlington, Denton-Lewisville
 and McKinney Transportation Management Area
 2017 FHWA/FTA Certification Report Transmittal

Rob Franke, P.E., RTC Chair
 Mayor, City of Cedar Hill
 285 Uptown Blvd.
 Cedar Hill, TX 75104

Dear Mayor Franke:

On September 28, 2017, the Federal Highway Administration and Federal Transit Administration (FHWA/FTA) provided a letter documenting the overall findings of the Dallas-Fort Worth-Arlington, Denton-Lewisville and McKinney (DFW) Transportation Management Area 2017 FHWA/FTA Certification action. Based on our 2017 review, FHWA/FTA determined the '3-C' metropolitan transportation planning process satisfies the provisions of 23 U.S.C. 134 and 49 U.S.C. 1607 and certified the DFW metropolitan transportation planning process.

Enclosed is a copy of the 2017 Certification Review report documenting the various components of the review. The report provides an overview of the metropolitan planning organization certification process including various recommendations, commendations and observations. We sincerely appreciate the time and effort spent by North Central Texas Council of Governments staff preparing for and participating in the review.

If you have any questions regarding the Certification Review process and/or the Certification Review Report, please contact FTA Ronisha Hodge at (817) 978-0576 or FHWA Barbara Maley at (214) 224-2175.

Sincerely yours,

/s/Donald R. Koski

Donald R. Koski, Director
 Planning and Program Development
 Federal Transit Administration

/s/Michael T. 'Mike' Leary

for
 Michael T. Leary, Director
 Planning and Program Development
 Federal Highway Administration

Enclosure

Electronic copies:

Texas Department of Transportation (Administration, Divisions, Districts)

EXD (James Bass)

TPP (Peter Smith, Jack Foster, Peggy Thurin, Nick Page)

PTN (Eric Gleason, Kelly Kirkland)

DAL (Kelly Selman, Season Clemons)

FTW (Loyl Bussel, John Cordary)

PAR (Noel Paramanantham, Dan Perry)

North Central Texas Council of Governments (Administration, Transportation)

Administration (Mike Eastland)

Transportation (Michael Morris, Dan Kessler)

Fort Worth Transportation Authority (Administration, Planning)

Administration (Paul Ballard)

Planning (Curvie Hawkins)

Dallas Area Rapid Transit (Administration, Planning)

Administration (Gary Thomas)

Planning (Steve Salin)

Denton County Transportation Authority (Administration, Planning)

Administration (Jim Cline)

Planning (Kristina Brevard)

North Texas Tollway Authority (Administration, Planning)

Administration (Gerry Carrigan)

Planning (Lori Shelton)

US EPA, Region 6

Air (Jeff Riley)

TCEQ, Austin

Air (Jamie Zeck)

FHWA, Florida Division

PDP (Losa Wilson)

FHWA, Headquarters

HEPP-10 (Jill Stark)

USDOT

VOLPE Center (Kevin McCoy)

FTA, Region 6

PPD (Don Koski, Ronisha Hodge, Lynn Hayes, Melissa Foreman)

FHWA, Texas Division:

HPP-TX (Mike Leary, Jose Campos)

HDA-TX (Mark Arrington)

HA-TX (Anita Wilson, Ujval Patel, Brett Jackson)

HTA-TX (Georgi Jasenovec, Steve Ratke, Millie Hayes)



U.S. Department
of Transportation
**Federal Highway
Administration**



U.S. Dep
of Tran:

Transportation Management Area Planning Certification Review

Federal Highway
Administration

Federal Transit
Administration

Dallas-Fort Worth-Arlington,
Lewisville-Denton
and McKinney

Transportation Management Area

December 19, 2017

Summary Report



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1.0 EXECUTIVE SUMMARY

On June 13-15, 2017, the Federal Highway Administration and the Federal Transit Administration (FTA) conducted the certification review of the transportation planning process for the Dallas-Fort Worth-Arlington, Lewisville-Denton and McKinney Transportation Management Area. The FHWA and FTA are required to jointly review and evaluate the transportation planning process for each urbanized area over 200,000 in population at least every four years to determine if the process meets the Federal planning requirements.

1.1 Previous Findings and Disposition

The first certification review for the Dallas-Fort Worth-Arlington, Lewisville-Denton and McKinney Transportation Management Area was conducted in 1999 as an Enhanced Planning Review. The second to fifth certification reviews were conducted in 2002, 2005, 2009, 2013, respectively. The summary statement from the 2013 review is provided below:

In general, the 2013 review determined the continued existence of a '3-C' (continuing, cooperative, and comprehensive) metropolitan transportation planning process that satisfies the provisions of 23 U.S.C. 134 and 49 U.S.C. 1607. Based on overall findings, FHWA/FTA hereby certify the Dallas-Fort Worth-Arlington, Denton-Lewisville and McKinney TMA planning process.

1.2 Summary of Current Findings

As a result of this review, the Federal Highway Administration and Federal Transit Administration found that the metropolitan transportation planning process in the Dallas-Fort Worth-Arlington, Denton-Lewisville, and McKinney Urbanized areas meets Federal planning requirements (e.g., Title 23 Code of Federal Regulations (CFR) Part 450 and Title 49 CFR Part 613 Planning Assistance and Standards.)

Contents

This certification action was conveyed in a September 28, 2017 letter to the Policy Board Chairman with electronic copies to: the Texas Department of Transportation, North Central Texas Council of Governments, Dallas Area Rapid Transit, Denton County Transportation Authority, Fort Worth Transportation Authority, North Texas Tollway Authority, US EPA-Air and TCEQ-Air.

There are no corrective actions that the Dallas-Fort Worth-Arlington, Lewisville-Denton and McKinney Metropolitan Planning Organization (DFW MPO) must take to comply with Federal



regulations. **Recommendations** (that warrant attention and follow-up) as well as **commendations** and **observations** are included within the following table.

Review Area	Finding	Commendations (24)/ Recommendations (10) / Observations (2)
Metropolitan Planning Area Boundaries 23 U.S.C. 134(e) 23 CFR 450.312(a)	Meets the provisions.	None.
MPO Structure and Agreements 23 U.S.C. 134(d) 23 CFR 450.314(a)	Meets the provisions.	The Review Team commends the DFW MPO for maintaining updated agreements.
Unified Planning Work Program 23 CFR 450.308	Meets the provisions.	The Review Team commends the DFW MPO for its robust solicitation process resulting in suggestions that folded into the publication. The Review Team looks forward to the further delineation between planning and non-planning funded activities.
Metropolitan Transportation Plan 23 U.S.C. 134(c),(h)&(i) 23 CFR 450.324	Meets the provisions.	The Review Team commends the DFW MPO for its on-going joint conversations with TxDOT and FHWA regarding issues, new regulations, timelines, quality control and quality assurance, etc. The MPOs financial process is readily available, transparent, reasonable and forward leaning. The MPO maximizes innovative financing at the federal, state, regional and local levels.
Transit Planning 49 U.S.C. 5303 23 U.S.C. 134 23 CFR 450.314	Meets the provisions.	The Review Team commends the DFW MPO for its discretionary grant application. The Review Team commends the DFW MPO on resolution of all its findings from the FY 2016 Triennial Review of the NCTCOG.
Transportation Improvement Program 23 U.S.C. 134(c),(h)&(j) 23 CFR 450.326	Meets the provisions.	The Review Team commends the DFW MPO for its transparency and use of various project calls with tailored project selections. Expectations are managed through the use of local agency, STTC and RTC meetings. The Review Team recommends the DFW MPO provide clarity to program and project prioritization.
Public Participation 23 U.S.C. 134(i)(6) 23 CFR 450.316 & 450.326(b)	Meets the provisions.	The Review Team commends the DFW MPO in its use of an array of current public involvement tools and its willingness to pilot new tools (e.g., <i>Nextdoor</i> social network app, live streaming, <i>Google Translate</i>). The Review Team commends the DFW MPO for the magnitude of its visualization efforts including, but not limited, to video.



<p>Civil Rights Title VI Civil Rights Act, 23 U.S.C. 324, Age Discrimination Act, Sec. 504 Rehabilitation Act, Americans with Disabilities Act</p>	<p>Meets the provisions.</p>	<p>The Review Team commends the DFW MPO for its new minority and low income population mapping effort.</p> <p>The Review Team commends the DFW MPO for its cross-cutting Environmental Justice (EJ) efforts (e.g., plans, programs and project selection).</p> <p>The Review Team commends the DFW MPO for its Minority Contractor listing and assistance with bonding capacity as well as its understanding of the construction trade when it comes to small businesses (e.g., that workers are often the reflection of an area).</p>
<p>Consultation and Coordination 23 U.S.C. 134(g) & (l) 23 CFR 450.316, 23 CFR 450.324(g)</p>	<p>Meets the provisions.</p>	<p>Observation. The Review Team acknowledges receipt of the Transportation Department’s <i>White Paper</i> on DFW-FHWA consultation and coordination issues. FHWA Texas Division-Planning and Program Development staff look forward to working with NCTCOG Transportation Department staff in resolving issues within our purview.</p>
<p>List of Obligated Projects 23 U.S.C. 134(j)(7) 23 CFR 450.334</p>	<p>Meets the provisions.</p>	<p>The Review Team recommends renewed efforts to work with program and project partners in reconciling obligated funding amounts.</p>
<p>Freight 23 U.S.C. 134(h) 23 CFR 450.306</p>	<p>Meets the provisions.</p>	<p>The Review Team commends the DFW MPO for the priority it places on freight planning as evidenced by Transportation Department structure.</p> <p>The Review Team recommends the DFW MPO renew its freight update efforts e.g., planning for the transport of hazardous materials.</p> <p>The Review Team recommends the DFW MPO evaluate the effectiveness of freight measures e.g., no truck lanes.</p>
<p>Environmental Mitigation / Planning Environmental Linkage 23 U.S.C. 134(i)(2)(D) 23 CFR 450.324(f)(10) 23 U.S.C. 168 Appx. A 23 CFR Part 450</p>	<p>Meets the provisions.</p>	<p>The Review Team commends the DFW MPO for the breadth and depth of its Planning Environmental Linkage (PEL) quarterly initiative.</p> <p>The Review Team commends the DFW MPO for its <i>Environmental One-Stop</i> efforts.</p>



<p>Transportation Safety 23 U.S.C. 134(h)(1)(B) 23 CFR 450.306(a)(2) 23 CFR 450.306(d) 23 CFR 450.324(h)</p>	<p>Meets the provisions.</p>	<p>The Review Team commends the DFW MPO on their proactive work in scheduling related technical assistance from FHWA to help improve walking and bicycling facilities.</p> <p>The Review Team recommends that the DFW MPO focus resources on meeting the Safety Performance Measures (PMs) (e.g., plans, programs).</p> <p>The Review Team recommends that existing NCTCOG Safety PM Fact Sheets transition to match the new Federal requirements.</p> <p>The Review Team recommends DFW MPO offer assistance to the City of Dallas (FHWA focus city) regarding their pedestrian safety action plan.</p> <p>The Review Team recommends DFW MPO work zone safety website information be updated (website, Plan).</p> <p>The Review Team recommends that the DFW MPO consider modifying the statewide highway safety plan (SHSP) for local data and local strategies and countermeasures.</p> <p>The Review Team recommends the DFW MPO investigate ways to incorporate safety into project selection including demonstration that selected projects achieve progress towards safety targets.</p>
<p>Transportation Security Planning 23 U.S.C. 134(h)(1)(C) 23 CFR 450.306(a)(3) 23 CFR 450.306(d) 23 CFR 450.324(h)</p>	<p>Meets the provisions.</p>	<p>None.</p>



<p>Nonmotorized Planning / Livability 23 U.S.C. 134(h) 23 U.S.C. 217(g) 23 CFR 450.306 23 CFR 450.3224f)(2)</p>	<p>Meets the provisions.</p>	<p>The Review Team commends the DFW MPO on the development of the <i>Green Infrastructure Resource Guide</i> (2017). The guidebook seeks to aid professionals toward improved integration of green infrastructure into various transportation projects including roadways, sidewalks, parking facilities, and trail projects. The guidebook provides benefits and costs of these green practices, local case studies, and innovative ways to incorporate green infrastructure into the project development process.</p> <p>The Review Team commends the DFW MPO on its funding of a number of green infrastructure projects through the Sustainable Development Funding Program (e.g., three rounds of funding awarded in 2001, 2006, and 2011) that incorporate green infrastructure components including the: a) Green at College Park at Arlington College Town, Arlington, TX and; b) Thomasson Square, Mesquite, TX. The Review Team is also of the understanding that the NCTCOG will be funding <i>Green Campuses</i>.</p> <p>The Review Team commends the DFW MPO on the development and adoption of livability and sustainability goals statements e.g., the 2040 MTP encourages livable communities that support sustainability and economic vitality.</p> <p>The Review Team commends the DFW MPO on the incorporation of environmental weighting factors that incorporate livability and sustainability (e.g., active transportation modes including bicycling and pedestrian, natural environment preservation, expanded public transit, air quality, social equity, and demand management to reduce congestion levels) as part of the project selection process.</p>
<p>Integration of Land Use and Transportation 23 U.S.C. 134(g)(3) 23 U.S.C. 134 (h)(1)(E) 23 CFR 450.306(a)(5)</p>	<p>Meets the provisions.</p>	<p>None.</p>
<p>Travel Demand Forecasting 23 CFR 450.324(f)(1)</p>	<p>Meets the provisions.</p>	<p>Observation. The Review Team thanks staff for their presentation during the on-site review and appreciates the recognition of the value of FHWA's National Performance Management Research Data Set.</p> <p>The Review Team commends the DFW MPO for its travel demand efforts (e.g., survey updates, upgrade to the model, consideration of AV/CV and inclusion of transit).</p>
<p>Air Quality Clean Air Act 42 U.S.C. 7401 40 CFR Part 93 23 CFR 450.324(m)</p>	<p>Meets the provisions.</p>	<p>The Review Team commends the DFW MPO for its aggressive outreach as evidenced by its air quality programs.</p>



<p>Congestion Management Process / Management and Operations 23 U.S.C. 134(k)(3) 23 CFR 450.322</p>	<p>Meets the provisions.</p>	<p>The Review Team commends the DFW MPO for its update efforts. The Review Team recognizes that DFWs Congestion Management Process (CMP) (congestion, reliability) is valued as evidenced in the various project selection criteria.</p> <p>The Review Team commends the DFW MPO for recognizing the importance of management and operations (MNO) as evidenced by the manner in which projects are prioritized for funding.</p> <p>The Review Team commends the DFW MPO for its <i>Next Generation Technology Lane</i> efforts.</p>
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Details of the certification findings for each of the above items are contained in this report.

2.0 INTRODUCTION

2.1 Background

Pursuant to 23 U.S.C. 134(k) and 49 U.S.C. 5303(k), the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) must jointly certify the metropolitan transportation planning process in Transportation Management Areas (TMAs) at least every four years. A TMA is an urbanized area, as defined by the U.S. Census Bureau, with a population of over 200,000. After the 2010 Census, the Secretary of Transportation designated 183 TMAs – 179 urbanized areas over 200,000 in population plus four urbanized areas that received special designation. In general, the reviews consist of three primary activities: a site visit, a review of planning products (in advance of and during the site visit), and preparation of a Certification Review Report that summarizes the review and offers Finding. The reviews focus on compliance with Federal regulations, challenges, successes, and experiences of the cooperative relationship between the MPO(s), the State DOT(s), and public transportation operator(s) in the conduct of the metropolitan transportation planning process. Joint FTA/FHWA Certification Review guidelines provide agency field reviewers with latitude and flexibility to tailor the review to reflect regional issues and needs. As a consequence, the scope and depth of the Certification Review reports will vary significantly.

The Certification Review process is only one of several methods used to assess the quality of a regional metropolitan transportation planning process, compliance with applicable statutes and regulations, and the level and type of technical assistance needed to enhance the effectiveness of the planning process. Other activities provide opportunities for this type of review and comment, including Unified Planning Work Program (UPWP) approval, the MTP, metropolitan and statewide Transportation Improvement Program (TIP) findings, air-quality (AQ) conformity determinations (in nonattainment and maintenance areas), as well as a range of other formal and less formal contact provide both FHWA/FTA an opportunity to comment on the planning process. The results of these other processes are considered in the Certification Review process.



While the Certification Review report itself may not fully document those many intermediate and ongoing checkpoints, the “findings” of Certification Review are, in fact, based upon the cumulative findings of the entire review effort.

The review process is individually tailored to focus on topics of significance in each metropolitan planning area. Federal reviewers prepare Certification Reports to document the results of the review process. The reports and final actions are the joint responsibility of the appropriate FHWA and FTA field offices, and their content will vary to reflect the planning process reviewed, whether or not they relate explicitly to formal “findings” of the review.

To encourage public understanding and input, FHWA/FTA will continue to improve the clarity of the Certification Review reports.

2.2 Purpose and Objective

Since the enactment of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, the FHWA and FTA, are required to jointly review and evaluate the transportation planning process in all urbanized areas over 200,000 population to determine if the process meets the Federal planning requirements in 23 U.S.C. 134, 40 U.S.C. 5303, and 23 CFR 450. The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), extended the minimum allowable frequency of certification reviews to at least every four years.

Certification of the planning process is a prerequisite to the approval of Federal funding for transportation projects in such areas. The certification review is also an opportunity to provide assistance on new programs and to enhance the ability of the metropolitan transportation planning process to provide decision makers with the knowledge they need to make well-informed capital and operating investment decisions.

3.0 SCOPE AND METHODOLOGY

3.1 Review Process

The initial certification review was conducted in 1999 as an Enhanced Planning Review. Subsequent certification reviews were conducted in 2002, 2005, 2009 and 2013. The summary statement from the 2013 review is provided below:

In general, the 2013 review determined the continued existence of a ‘3-C’ (continuing, cooperative, and comprehensive) metropolitan transportation planning process that satisfies the provisions of 23 U.S.C. 134 and 49 U.S.C. 1607. Based on overall findings, FHWA/FTA hereby certify the Dallas-Fort Worth-Arlington, Denton-Lewisville and McKinney TMA planning process



This report details the 2017 review, which consisted of a formal site visit and a public involvement opportunity, conducted in June 2017.

Participants in the review included representatives of FHWA, FTA, Texas Department of Transportation (TxDOT), the North Texas Tollway (NTTA), Denton County Transportation Authority (DCTA) and Fort Worth Transportation Authority (FWTA) and North Central Texas Council of Governments (NCTCOG). A list of participants is included in **Appendix A**; Public Comments are in **Appendix B** and a List of Acronyms are in **Appendix C**.

A desk audit of current documents and correspondence was completed prior to the site visit. In addition to the formal review, routine oversight mechanisms provide a major source of information upon which to base the certification Finding.

The certification review covers the transportation planning process conducted cooperatively by the MPO, State, and public transportation operators. Background information, current status, key findings, and recommendations are summarized in the body of the report for the following subject areas selected by FHWA and FTA staff for on-site review:

- Metropolitan Planning Area Boundaries (MPA)
- MPO Structure and Agreements
- Unified Planning Work Program (UPWP)
- Metropolitan Transportation Plan (MTP)
- Transit Planning
- Transportation Improvement Program (TIP)
- Public Participation
- Civil Rights (Title VI, Environmental Justice (EJ), Limited English Proficiency (LEP), Americans with Disabilities (ADA))
- Consultation and Coordination
- Annual List of Obligated Projects (ALOP)
- Freight Planning
- Environmental Mitigation/Planning Environmental Linkage (PEL)
- Transportation Safety
- Transportation Security Planning
- Nonmotorized Planning/Livability
- Integration of Land Use and Transportation
- Travel Demand Forecasting
- Air Quality
- Congestion Management Process (CMP) / Management and Operations (MNO)



3.2 Documents Reviewed

The following MPO documents were provided by NCTCOG staff. Some were evaluated as part of this planning process review:

- MPO Designation Agreement, 1988
- Bylaws (Revised) of the NCTCOG, 2014
- Bylaws and Operating Procedures RTC, April 2014
- The Memorandum of Agreement between the MPO, TxDOT and Public Transportation Operators, 2017
- Resolution regarding MPO Planning Contract with TxDOT, 2012
- Federal Transit Administration FY 2016 Triennial Review
- SB 312 Amendment
- NCTCOG/ETC Institute Inc. contract for the Traffic Counts and Classification Program
- Metropolitan Transportation Planning Process Responsibilities
- Environmental Justice Biennial Report FY 2016
- Transportation Improvement Program
- Metropolitan Transportation Plan
- Unified Planning Work Program
- Annual Listing of Projects
- Annual Performance and Expenditure Report

While not requested by the Review Team, 21 PowerPoint presentations were provided by NCTCOG staff, following the on-site review. These were not viewed during the on-site review.

- Model Development and Data Management, Arash Mirzaei
- Transportation Project Programming, Christie Gotti
- Air Quality Planning and Operations, Chris Klaus
- Consultation and Coordination: Moving Forward from 2014, Dan Kessler
- Transportation Funding Primer, Dan Lamers
- Regional Public Transit-Human Services Coordination Plan: Access North Texas, Dan Lamers
- MTP EJ Analysis, Dan Lamers
- Freight Planning, Dan Lamers
- Mobility Plan, Dan Lamers
- Roadway, Dan Lamers
- Regional Transit Coordination and Operations Functions, Dan Lamers
- Agreements and Contracts, Ken Kirkpatrick
- Disadvantaged Business Enterprise Program, Ken Kirkpatrick
- MPO Title VI Nondiscrimination Program Update, Ken Kirkpatrick
- Congestion Management Process (CMP), Natalie Bettger



- Intelligent Transportation Systems (ITS), Natalie Bettger
- Management and Operations (MNO), Natalie Bettger
- Security, Natalie Bettger
- Transportation System Safety Planning, Natalie Bettger
- UPWP Major Planning Initiatives: FYs 2016-2017 and FYs 2018-2019, Vickie Alexander
- Visualization, author unknown

4.0 PROGRAM REVIEW

4.1 Metropolitan Planning Area Boundaries

4.1.1 Regulatory Basis

23 U.S.C. 134(e) and 23 CFR 450.312(a) state the boundaries of a Metropolitan Planning Area (MPA) shall be determined by agreement between the MPO and the Governor. At a minimum, the MPA boundaries shall encompass the entire existing urbanized area (as defined by the Bureau of the Census) plus the contiguous area expected to become urbanized within a 20-year forecast period for the MTP.

4.1.2 Current Status

MPO Official Name. Per the NCTCOG/TxDOT Contract, it is North Central Texas Council of Governments (NCTCOG), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth-Arlington, Denton-Lewisville, and McKinney Urbanized Areas.

Metropolitan Planning Area Boundary (MPA). The DFW MPA includes 12 counties. The DFW MPA covers approximately 9,500 square miles.

Population Served. At the time of *Mobility 2040*, the region included approximately 7M residents with an estimated to growth to 10.7M by 2040. The DFW MAB serves over 140 local government agencies.

MPO Designation Agreement. Per NCTCOG, and as confirmed by our review, NCTCOG was designated by the Governor as the MPO for the Dallas-Fort Worth metropolitan area on July 2, 1974. The contract for the MPO involves the NCTCOG, the RTC and the State of Texas. The latest designation (which was approved by the RTC on August 8, 1988 and by the NCTCOG Executive Board on August 26, 1988) will continuously be in effect until rescinded.

4.1.3 Finding. The FHWA and FTA review found that the metropolitan transportation planning process conducted in the DFW area meets Federal metropolitan planning area boundary requirements.



4.2 MPO Structure and Agreements

4.2.1 Regulatory Basis

23 U.S.C. 134(d) and 23 CFR 450.314(a) state the MPO, the State, and the public transportation operator shall cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process. These responsibilities shall be clearly identified in written agreements among the MPO, the State, and the public transportation operator serving the MPA.

4.2.2 Current Status

The Regional Transportation Council (RTC) is the policy making body while NCTCOG is the designated MPO for the Dallas-Fort Worth-Arlington, Denton-Lewisville and McKinney urbanized areas. TxDOT is the responsible State agency and DART, DCTA and FWTA are the responsible public transportation operators. The RTC meets the second Thursday of each month.

Per NCTCOG, and as confirmed by our review, current membership of RTC consists of local governments in the MPA, either by direct membership or by representation. The maximum number of seats for individual and cluster cities shall be 27; the maximum for all other seats shall be 17, resulting in membership that shall not exceed 44 seats. The membership structure is based on the most recent NCTCOG demographic data, and the allocation readjusted to maintain the membership limit of 44. Cities with a population or employment total of 5,000 or greater are represented on the RTC through a membership cluster unless they are provided direct membership. Federally designated urbanized areas of 50,000 or greater, in which the RTC is serving as the MPO, is provided direct membership. The cities of Denton, Lewisville, and McKinney have been designated as urbanized areas. The RTC maintains a cluster seat for each of these three urbanized areas. Representation for the three urbanized area seats can come from any of the cities within the respective cluster. Transportation authority membership is provided only to those entities authorized and operating under the Texas Transportation Code.

The 2011 MOA between the DFW MPO, TxDOT and Public Transportation Operators has been updated to a September 6, 2017 version. Mutual metropolitan transportation planning process responsibilities are set out in the MOA. The Agreement between the NCTCOG and TxDOT-TPP is dated October 23, 2012. In columnar format, Exhibit I-2 of the UPWP includes the responsibilities of the NCTCOG/RTC, TxDOT/NTTA/CCTRA, DART / DCTA / McKinney / Mesquite / Arlington / Grand Prairie and DFW Airport. The NCTCOG is the fiscal agent for the DFW MPO.

Since 1974 NCTCOG has served as the Metropolitan Planning Organization (MPO) for transportation for the Dallas-Fort Worth area. The NCTCOG covers a 16-county planning region. NCTCOG's offices are located in Arlington in the Centerpoint Two Building at 616 Six Flags Drive.



Per NCTCOG, and as confirmed by our review, the NCTCOG Bylaws are dated 2014. NCTCOG's Department of Transportation is responsible for the regional planning process for all modes of transportation. The Department provides technical support and staff assistance to the RTC and its technical committees, which compose the MPO policy-making structure.

4.2.3 Finding. The FHWA and FTA review found that the metropolitan transportation planning process conducted in the DFW area meets Federal MPO structure and agreement requirements.

Commendation: The Review Team commends the DFW MPO for maintaining updated agreements.

4.3 Unified Planning Work Program

4.3.1 Regulatory Basis

23 CFR 450.308 sets the requirement that planning activities performed under Titles 23 and 49 U.S.C. be documented in a Unified Planning Work Program (UPWP). The MPO, in cooperation with the State and public transportation operator, shall develop a UPWP that includes a discussion of the planning priorities facing the MPA and the work proposed for the next one- or two-year period by major activity and task in sufficient detail to indicate the agency that will perform the work, the schedule for completing the work, the resulting products, the proposed funding, and sources of funds.

4.3.2 Current Status

Per NCTCOG, and as confirmed by our review, major planning Initiatives during the FYs 2016 and 2017 UPWP and FYs 2018 and 2019 UPWP include the following: Mobility Plan Updates and Associated Air Quality Conformity Analyses (*Mobility 2040* and *Mobility 2045*); 2017-2020 and 2019-2022 TIPs; Survey Data Analysis/Travel Model Enhancement; High Speed Rail; Asset Management; Performance-based Planning and Programming (PbPP); Automated Vehicle Technology; Freight Planning; SH 183/SH 199; Harry Hines Boulevard Corridor Study and McKinney Avenue Transit Authority M-line Extension.

Per NCTCOG, and as confirmed by our review, the Unified Planning Work Program (UPWP) is developed in cooperation with the TxDOT, 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 and local governments. This information is combined with regional needs identified by NCTCOG and, after allocating funds from available resources, presented as a proposed UPWP for the upcoming fiscal years.



The draft UPWP document is reviewed by the Surface Transportation Technical Committee (STTC) and is presented for comment at public meetings. The UPWP is then presented for approval to the RTC and the NCTCOG Executive Board. The initial 2016 and 2017 UPWP was federally approved on September 29, 2015. Over the course of the two years six amendments were subsequently approved. The initial 2018 and 2019 UPWP was federally approved on September 14, 2017. A standard format is used statewide.

FYs 2016 and 2017 Biennial Budget. Per NCTCOG, and as confirmed by our review, the formula-based FHWA PL 112 allocation to the UPWP was \$6,897,245 in FY2016 and \$7,455,075 in FY2017 for a two-year total of \$14,352,320. The FTA 5303 funding is \$2,677,763 in FY2016 and \$2,716,136 in FY2017 for a two-year total of \$5,393,899. An estimated balance of \$6,620,397 in unexpended/unobligated FHWA PL 112 funding will be available from the FY2015 authorization. Each of these funding amounts is incorporated by source agency into the Work Program by task and subtask. Total FHWA PL 112 and FTA 5303 funding for the FY2016 and FY2017 UPWP is estimated at \$26,366,616. Transportation Planning Funds in the amount of \$21,851,000 have been programmed and allocated to each of the UPWP subtasks. These programmed funds include the FTA 5303 allocation of \$5,393,899, the estimated FY2015 FHWA PL 112 fund balance of \$6,620,397, and \$9,836,704 of FYs 2016 and 2017 FHWA PL 112 funding. The remaining balance of FYs 2016 and 2017 FHWA PL 112 funds was carried over to FY 2018.

FYs 2018 and 2019 Biennial Budget. Per NCTCOG, and as confirmed by our review, the formula-based FHWA PL 112 allocation to the UPWP is \$7,455,075 in FY2018 and \$7,455,075 in FY2019 for a two-year total of \$14,910,150. The FTA 5303 funding is \$2,770,459 in FY2018 and \$2,825,868 in FY2019 for a two-year total of \$5,596,327. An estimated balance of \$5,981,498 in unexpended/unobligated FHWA PL 112 funding was available from the FY2017 authorization. Each of these funding amounts is incorporated by source agency into the Work Program by task and subtask. Total FHWA PL 112 and FTA 5303 funding for the FY2018 and FY2019 UPWP is estimated at \$26,487,975. Transportation Planning Funds in the amount of \$22,664,000 have been programmed and allocated to each of the UPWP subtasks. These programmed funds include the FTA 5303 allocation of \$5,596,327, the estimated FY2017 FHWA PL 112 fund balance of \$5,981,498, and \$11,086,175 of FYs 2018 and 2019 FHWA PL 112 funding. The remaining balance of FYs 2018 and 2019 FHWA PL 112 funds of \$3,823,975 is anticipated to be carried over to Fiscal Year 2020.

4.3.3 Finding. The FHWA and FTA review found that the metropolitan transportation planning process conducted in the DFW area meets Federal UPWP requirements.

Commendation: The Review Team commends the DFW MPO for its robust solicitation process resulting in suggestions that folded into the publication. The Review Team looks forward to the further delineation between planning and non-planning funded activities.



4.4 Metropolitan Transportation Plan

4.4.1 Regulatory Basis

23 U.S.C. 134(c), (h) and (i) and 23 CFR 450.324 set forth requirements for the development and content of the Metropolitan Transportation Plan (MTP). Among the requirements are that the MTP address at least a 20-year planning horizon and that it includes both long and short range strategies that lead to the development of an integrated and multi-modal system to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand.

The MTP is required to provide a continuing, cooperative, and comprehensive multimodal transportation planning process. The plan needs to consider all applicable issues related to the transportation systems development, land use, employment, economic development, natural environment, and housing and community development.

23 CFR 450.324(c) requires the MPO to review and update the MTP at least every four years in air quality nonattainment and maintenance areas and at least every 5 years in attainment areas to reflect current and forecasted transportation, population, land use, employment, congestion, and economic conditions and trends.

Under 23 CFR 450.324(f), the MTP is required, at a minimum, to consider the following:

- Projected transportation demand
- Existing and proposed transportation facilities
- Operational and management strategies
- Congestion management process
- Capital investment and strategies to preserve transportation infrastructure and provide for multimodal capacity
- Design concept and design scope descriptions of proposed transportation facilities
- Potential environmental mitigation activities
- Pedestrian walkway and bicycle transportation facilities
- Transportation and transit enhancements
- A financial plan

4.4.2 Current Status

Mobility 2040 was adopted by the RTC in March 2016 using the following principles to allocate financial resources: maintain and operate existing facilities; improve efficiency of existing facilities; reduce single-occupancy trips; improve land use-transportation connection; increase transit trips; increase auto occupancy; and increase system capacity for autos. While estimates

indicated a regional need of \$431.5B by 2040 to eliminate the worst levels of congestion expenditures were constrained to \$118.9B.

Along the lines of the Planning Factors, *Mobility 2040* goals included:

- Improve the availability of transportation options for people and goods.
- Support travel efficiency measures and system enhancements targeted at congestion reduction and management.
- Ensure all communities are provided access to the regional transportation system and planning process.
- Preserve and enhance the natural environment, improve air quality, and promote active lifestyles.
- Encourage livable communities which support sustainability and economic vitality.
- Ensure adequate maintenance and enhance the safety and reliability of the existing transportation system.
- Pursue long-term sustainable revenue sources to address regional transportation system needs.
- Provide for timely project planning and implementation.
- Develop cost-effective projects and programs aimed at reducing the costs associated with constructing, operating, and maintaining the regional transportation system.

Similar to *Mobility 2040*, *Mobility 2045* will follow the principles of *Maximize the Existing System* (infrastructure maintenance, MNO and Growth, Development and Land Use Strategies) and *Strategic Infrastructure Investment (Rail and Bus, HOV/Managed Lanes and Freeways/Tollways and Arterials)*. The *Mobility 2045* adoption schedule is as follows:

Partner Project Revision deadline	August 31, 2017
<i>Mobility 2045</i> Draft	April 1, 2018
Public Involvement	April 9, 2018
2019-2022 TIP (STTC Action)	April 27, 2018
2019-2022 TIP (RTC Action)	May 10, 2018
<i>Mobility 2045</i> and AQ Conformity (STTC Action)	May 25, 2018
<i>Mobility 2045</i> and AQ Conformity (RTC Action)	June 14, 2018
AQ Conformity DOT Determination	November 23, 2018

4.4.3 Finding. The FHWA and FTA review found that the metropolitan transportation planning process conducted in the DFW area meets Federal metropolitan transportation plan requirements as confirmed during a Summer-Fall 2016 review of *Mobility 2040* for metropolitan plans in air quality nonattainment areas.

Commendation: The Review Team commends the DFW MPO for its on-going joint conversations with TxDOT and FHWA re. issues, new regulations, timelines, quality control and



quality assurance, etc. The MPOs financial process is readily available, transparent, reasonable and forward leaning. The DFW MPO maximizes innovative financing at the federal, state, regional and local levels.

4.5 Transit Planning

4.5.1 Regulatory Basis

49 U.S.C. 5303 and 23 U.S.C. 134 require the transportation planning process in metropolitan areas to consider all modes of travel in the development of their plans and programs. Federal regulations cited in 23 CFR 450.314 state that the MPO in cooperation with the State and operators of publicly owned transit services shall be responsible for carrying out the transportation planning process.

4.5.2 Current Status

Transit policies and programs are addressed within *Mobility Options of Mobility 2040*. There are 14 policies then five programs addressing the topic. These policies include:

- Public transportation needs should be met by existing transportation authorities and providers through a comprehensive, coordinated, and cooperative approach to maximize existing transportation resources. Alternative implementation approaches may be necessary if existing transportation authorities and providers are unable to provide needed services in a timely manner.
- Work with the region's existing public transit providers to ensure a seamless multimodal transit system.
- Existing public use rights-of-way should be monitored for appropriate public transportation service.
- Transportation authority members who receive funds for the implementation of projects that promote transit accessibility will be required to pay back funds, as



determined by the RTC, should the entity choose to not continue as a member of that authority.

- Support the planning and development of high-speed rail to, through, and within the North Central Texas region by leading project development efforts and coordinating with federal and state initiatives as appropriate.
- Maximize the efficient use of public transportation resources in North Central Texas including public, private-nonprofit, and private-for-profit providers of services.
- Implement safety, management and operations, and multimodal system integration projects and programs as appropriate.
- Establish policies and procedures that encourage and reward coordination.
- Support efforts to make accommodations for rail and other public transportation services to major events centers during special events.
- Support efforts by transit authorities to secure funding through local, state, federal, and other sources for the development and implementation of public transportation, including the Federal Transit Administration's New Starts Program.
- Establish policies fostering high-speed rail system interoperability resulting in a "one seat ride" system operation to, through, and within the NCT region.
- Establish policies encouraging regional access by identifying grade-separated high-speed rail station locations in downtown Fort Worth, Arlington, and downtown Dallas.
- Support the planning and development of sustainable land uses near grade-separated high-speed rail locations by coordinating with the cities of Fort Worth, Arlington, and Dallas.
- Support the planning and development of sustainable land uses near at-grade high-speed rail station locations by coordinating with the cities hosting stations.

The transit programs include:

- Community Access Transit Program
- Last-mile Transit Connections Program
- Regional Connections: Bus and Rail Programs
- State and National Transit Connections Program
- Transit Enhancements

4.5.3 Finding. The FHWA and FTA review found that the metropolitan transportation planning process conducted in the DFW area meets Federal transit planning requirements.

Commendations:

The Review Team commends the DFW MPO for its discretionary grant application.

The Review Team commends the DFW MPO on resolution of all its findings from the FY 2016 Triennial Review of the NCTCOG.



4.6 Transportation Improvement Program

4.6.1 Regulatory Basis

23 U.S.C. 134(c), (h) and (j) set forth requirements for the MPO to cooperatively develop a Transportation Improvement Program (TIP). Under 23 CFR 450.326, the TIP must meet the following requirements:

- Must cover at least a four-year horizon and be updated at least every four years.
- Surface transportation projects funded under Title 23 U.S.C. or Title 49 U.S.C., except as noted in the regulations, are required to be included in the TIP.
- List project description, cost, funding source, and identification of the agency responsible for carrying out each project.
- Projects need to be consistent with the adopted MTP.
- Must be fiscally constrained.
- The MPO must provide all interested parties with a reasonable opportunity to comment on the proposed TIP.

4.6.2 Current Status

Per NCTCOG, and as confirmed by our review,

- Four-year TIPs (e.g., 2017-2020, 2019-2022) are developed through a cooperative effort of the NCTCOG, TxDOT, local governments, and transportation authorities. The STTC reviews policy, program, and project proposals for technical merit; aides in the development and application of evaluation criteria; and guides the refinement of projects. The STTC provides a recommendation for RTC approval of an original and quarterly revised TIP document (November, February, May and August) that meets plan and air quality goals.
- The MPO is responsible for programming projects in the following federal funding categories: Surface Transportation Program-Metropolitan Mobility (STP-MM), Congestion Mitigation and Air Quality Improvement Program (CMAQ), Urbanized Area Formula Program (e.g., Section 5307 - Urbanized Area Formula Program; Section 5310 – Enhanced Mobility of Seniors and Individuals with Disabilities Program; Section 5337 – State of Good Repair Grants; and Section 5339 – Grants for Bus and Bus Facilities), Texas Mobility Funds (TMF) and Metropolitan Area Corridor funds (in conjunction with the TxDOT Dallas, Fort Worth, and Paris Districts), RTC/Local funds and Regional Toll Revenue funds.
- For MPO-selected projects local governments submit project proposals during a RTC funding initiative. Funding initiatives are the method through which the RTC allocates federal transportation dollars to local governments and transportation agencies for



specific programs and projects. The two main types of funding initiatives are competitive calls for projects and strategic project selection programs.

- A call for projects is a competitive, technically based project selection process. When a call for projects is announced, NCTCOG staff works with the STTC and the RTC to establish a set of evaluation criteria and the evaluation methodology by which all project proposals will be judged. Once submitted, project applications are screened to ensure that they are eligible for available funding categories. Then, they are scored against the evaluation criteria. Selection criteria generally address cost-effectiveness (both current and future), air quality benefits, local commitment, congestion reduction, and the level of multi-modal and social mobility benefits afforded by a project.
- A strategic funding initiative is a more subjective method of selecting and funding transportation projects. Through this type of initiative, NCTCOG staff works cooperatively with STTC, RTC, and its regional partners to select projects that further regional priorities. Projects are evaluated based on their individual merits and their impact on the regional transportation system. Then, the set of recommended projects is evaluated to ensure an equal distribution of selected projects throughout the region.
- NCTCOG staff processes TIP modifications in accordance with the TIP Modification Policy as updated by the RTC March 2013 (**Appendix C** of the PPP). There are two types of TIP modifications defined by the policy: Revisions Requiring RTC Action and Administrative Amendments are administratively processed by NCTCOG staff.
- In addition to coordinating with TxDOT (Districts, Divisions) regarding funding allocations, project selection, and project implementation, NCTCOG staff monitors and tracks active and completed projects; and acts as a liaison between other TxDOT (Divisions, Districts), FHWA and FTA. The two TIPs represent \$7.5 billion spread across 963 projects.
- Public Involvement for the TIP is found in NCTCOGs public participation plan entitled '*Engaging Diverse Audiences in Planning for Transportation and Improving Air Quality*' dated February 2015. The section on the TIP is split out by 1) development of the TIP (multi meetings 30 days including one video prior to requesting RTC approval); 2) TIP revisions requiring RTC approval (posted online for comment for 30 days); 3) TIP Administrative Amendments and modifications supporting previous RTC action (web accessible; and 4) project changes not requiring TIP modification.

Self-Certification. DFWs *MPO Self Certification for Non-Attainment Areas* is dated June 6, 2016.

4.6.3 Finding. The FHWA and FTA review found that the metropolitan transportation planning process conducted in the DFW area meets Federal TIP requirements.

Commendation: The Review Team commends the DFW MPO for its transparency and use of various project calls with tailored project selections. Expectations are managed through the use of local agency, STTC and RTC meetings.

Recommendation: The Review Team recommends the DFW MPO provide clarity to program and project prioritization.



4.7 Public Participation

4.7.1 Regulatory Basis

Sections 134(i)(5), 134(j)(1)(B) of Title 23 and Section 5303(i)(5) and 5303(j)(1)(B) of Title 49, require a Metropolitan Planning Organization (MPO) to provide adequate opportunity for the public to participate in and comment on the products and planning processes of the MPO. The requirements for public involvement are detailed in 23 CFR 450.316(a) and (b), which require the MPO to develop and use a documented participation plan that includes explicit procedures and strategies to include the public and other interested parties in the transportation planning process.

Specific requirements include giving adequate and timely notice of opportunities to participate in or comment on transportation issues and processes, employing visualization techniques to describe metropolitan transportation plans and TIPs, making public information readily available in electronically accessible formats and means such as the world wide web, holding public meetings at convenient and accessible locations and times, demonstrating explicit consideration and response to public input, and a periodically reviewing of the effectiveness of the participation plan.

4.7.2 Current Status

THE DFW MPO Public Participation Plan (PPP), dated February 2015 is entitled '*Engaging Diverse Audiences in Planning for Transportation and Improving Air Quality*'. Within this document, explanation is provided on a variety of public involvement topics:

1. About the MPO
2. Collaboratively Developing Solutions
3. Specific Opportunities for Involvement, Outcomes
 - Transportation Planning Action (e.g., PPP, UPWP, Plan, TIP, Conformity, FTA funding, Annual Listing of Obligated Projects and CMP);
 - Minimum Public Involvement Opportunity;
 - Length of Comment Period; and
 - Minimum Notification of Opportunity.
4. Integrated, Comprehensive Outreach and Communications (websites and technology (e.g., *Google Translate*); social media (e.g., *Nextdoor* social network app); video, public meetings, workshops, conferences, forums and other events; and print and digital publications, stakeholder interviews; speakers' bureau; media relations; surveys and keypad polling; visualization; advertising; mail and e-mail; community events; telephone town halls; and connections and shareable content.)



5. Evaluation

NCTCOGs *Language Assistance Plan (LAP)*, dated February 2014 (**Appendix B** of the PPP), outlines its efforts to make information available to limited English proficient (LEP) persons. NCTCOGs *Title VI Complaint Procedures*, dated February 2015 (**Appendix D** of the PPP), outlines its Title VI policy, how an individual may submit a complaint, how the complaint will be investigated and potential resolution scenarios.

Public Involvement is addressed within *Social Considerations of Mobility 2040*. There are five policies addressing the topic. These policies include:

- Meet federal and state requirements to ensure all individuals have full and fair access to provide input on the transportation decision-making process.
- Demonstrate explicit consideration and response to the public input received.
- Use strategic outreach and communication efforts to seek out and consider the needs of those traditionally underserved by the transportation planning process.
- Enhance visualization of transportation policies, programs and projects.
- Provide education to the public and encourage input and engagement from all residents on the transportation system and the transportation decision-making process.

4.7.3 Finding. The FHWA and FTA review found that the metropolitan transportation planning process conducted in the DFW area meets Federal public participation requirements.

Commendations:

The Review Team commends the DFW MPO in its use of an array of current public involvement tools and its willingness to pilot new tools (e.g., *Nextdoor* social network app, live streaming, *Google Translate*).

The Review Team commends the DFW MPO for the magnitude of its visualization efforts including, but not limited, to video.

4.8 Civil Rights (Title VI, EJ, LEP, ADA)

4.8.1 Regulatory Basis

Title VI of the Civil Rights Act of 1964, prohibits discrimination based upon race, color, and national origin. Specifically, 42 U.S.C. 2000d states that “No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” In addition to Title VI, there are other Nondiscrimination statutes that afford legal protection. These statutes include the following: Section 162 (a) of the Federal-Aid



Highway Act of 1973 (23 U.S.C. 324), Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973/Americans with Disabilities Act (ADA) of 1990. ADA specifies that programs and activities funded with Federal dollars are prohibited from discrimination based on disability.

Executive Order #12898 (Environmental Justice) directs federal agencies to develop strategies to address disproportionately high and adverse human health or environmental effects of their programs on minority and low-income populations. In compliance with this Executive Order, USDOT and FHWA issued orders to establish policies and procedures for addressing environmental justice in minority and low-income populations. The planning regulations, at 23 CFR 450.316(a)(1)(vii), require that the needs of those “traditionally underserved” by existing transportation systems, such as low-income and/or minority households, be sought out and considered.

Executive Order # 13166 (Limited-English-Proficiency) requires agencies to ensure that limited English proficiency persons are able to meaningfully access the services provided consistent with and without unduly burdening the fundamental mission of each federal agency.

4.8.2 Current Status

Environmental Justice is addressed within *Social Considerations of Mobility 2040*. There are two policies addressing the topic. These policies include:

- Evaluate the benefits and burdens of transportation policies, programs, and plans to prevent disparate impacts and improve the decision-making process, resulting in a more equitable system.
- Balance transportation investment across the region to provide equitable improvements.

Stemming from these policies are the DFW MPOs cross-cutting Environmental Justice (EJ) efforts (e.g., plans, programs and project selection); the minority and low income population mapping effort; and the minority contractor activities.

The Review Team acknowledges electronic receipt of the *Environmental Justice Biennial Report, North Central Texas Council of Governments, Fiscal Years 2015 and 2016 as well as the* Federal Transit Administration FY 2016 Triennial Review letter dated September 20, 2016 advising NCTCOG that all findings had been resolved.

The *MPO Self Certification for Nonattainment Areas*, dated June 6, 2016, was executed by TxDOT Dallas, Fort Worth and Paris Districts as well as the RTC Chair.



4.8.3 Finding. The FHWA and FTA review found that the metropolitan transportation planning process conducted in the DFW area meets Federal civil rights requirements.

Commendations:

The Review Team commends the DFW MPO for its new minority and low income population mapping effort.

The Review Team commends the DFW MPO for its cross-cutting Environmental Justice (EJ) efforts (e.g., plans, programs and project selection).

The Review Team commends the DFW MPO for its Minority Contractor listing and assistance with bonding capacity as well as its understanding the construction trade when it comes to small businesses e.g., that workers are often the reflection of an area.

4.9 Consultation and Coordination

4.9.1 Regulatory Basis

23 U.S.C. 134(g) and (i)(5)-(6) and 23 CFR 450.316(b-e) set forth requirements for consultation in developing the MTP and TIP. Consultation is also addressed specifically in connection with the MTP in 23 CFR 450.324(g)(1-2) and in 23 CFR 450.324(f)(10) related to environmental mitigation.

In developing the MTP and TIP, the MPO shall, to the extent practicable, develop a documented process that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies as described below:

- Agencies and officials responsible for other planning activities (State, local, economic development, environmental protection, airport operations, or freight)
- Other providers of transportation services
- Indian Tribal Government(s)
- Federal land management agencies

4.9.2 Current Status

The 2017 Memorandum of Agreement (MOA) between the MPO, TxDOT and Public Transit Operators (15 signatories), makes provisions for cooperative mutual responsibilities in carrying out the metropolitan transportation planning process in the Dallas-Fort Worth metropolitan area.



Per NCTCOG, and as confirmed by our review, within the PPP under *Audiences and Stakeholders*, the MPO lists the groups and individuals to inform, involve e.g., 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; LEP 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 and youth.

In addition, per NCTCOG, and as confirmed by our review, the NCTCOG and RTC execute Memorandums of Understanding (MOUs) with regions beyond the MAB for interregional and interstate cooperation on transportation issues that are of mutual interest to the NCT region. Some of these regions include: East Texas Council of Governments (COG) and East Texas Corridor Council; the Northwest Louisiana COG; and the North Delta Regional Planning and Development District/Ouachita COG; the Heart of Texas COG and Waco MPO; Metroplan (MPO for the Central Arkansas Regional Transportation Study Area); Association of Central Oklahoma Governments (the MPO for the Oklahoma City metropolitan area); Lone Star Rail District (a governmental entity planning and developing rail passenger service and freight rail improvements in the Central Texas region).

4.9.3 Finding. The FHWA and FTA review found that the metropolitan transportation planning process conducted in the DFW area meets Federal consultation and coordination requirements.

Observation: The Review Team acknowledges receipt of the NCTCOG Transportation Department's *White Paper* on DFW-FHWA consultation and coordination issues. Texas Division-Planning and Program Development staff look forward to working with NCTCOG Transportation Department staff in resolving issues within our purview.



4.10 List of Obligated Projects

4.10.1 Regulatory Basis

23 U.S.C. 134(j)(7) and 23 CFR 450.334 requires that the State, the MPO, and public transportation operators cooperatively develop a listing of projects for which Federal funds under 23 U.S.C. or 49 U.S. C. Chapter 53 have been obligated in the previous year. The listing must include all federally funded projects authorized or revised to increase obligations in the preceding program year and, at a minimum, the following for each project:

- The amount of funds requested in the TIP
- Federal funding obligated during the preceding year
- Federal funding remaining and available for subsequent years
- Sufficient description to identify the project
- Identification of the agencies responsible for carrying out the project

4.10.2 Current Status

The FY 2016 Annual Project Listing for the DFW MPO was provided to TxDOT-TPP on December 14, 2016. TxDOT-TPP provided it to FHWA-Texas Division and FTA-Region 6 with a recommendation to approve on February 8, 2017. The listing included information (highway, transit, bicycle, pedestrian and/or grouped) for the Dallas, Fort Worth and Paris Districts of TxDOT. The obligation amounts include: construction, engineering and/or contingency. The source for the transit info was the FTA Transit Award and Management System (TrAMS).

4.10.3 Finding. The FHWA and FTA review found that the metropolitan transportation planning process conducted in the DFW area meets Federal ALOP requirements.

Recommendation: The Review Team recommends renewed DFW MPO efforts to work with program and project partners in reconciling obligated funding amounts.

4.11 Freight Planning

4.11.1 Regulatory Basis

The MAP-21 established in 23 U.S.C. 167 a policy to improve the condition and performance of the national freight network and achieve goals related to economic competitiveness and efficiency; congestion; productivity; safety, security, and resilience of freight movement; infrastructure condition; use of advanced technology; performance, innovation, competition, and accountability, while reducing environmental impacts.



In addition, 23 U.S.C. 134 and 23 CFR 450.306 specifically identify the need to address freight movement as part of the metropolitan transportation planning process.

4.11.2 Current Status

DFW MPO freight program goals include:

- Improve the efficiency of freight movements
- Establish processes for freight community input
- Promote safety and mobility issues
- Continue MPO involvement with freight industry groups
- Monitor freight traffic throughout the region
- Improve and ensure the safety of freight movements and hazardous materials truck routes
- Reduce air quality impacts of freight movements
- Evaluate accessibility of freight facilities
- Review intermodal and freight factors in project selection for rail and other investment studies.

The public has access to Critical Urban Freight Corridors via the DFW MPO website. The DFW MPO Regional Freight Advisory Committee (RFAC), serves as an information sharing forum between public and private providers. The RFAC met as recently as August 2017.

4.11.3 Finding. The FHWA and FTA review found that the metropolitan transportation planning process conducted in the DFW area meets Federal freight planning requirements.

Commendation: The Review Team commends the DFW MPO for the priority it places on freight planning as evidenced by Transportation Department structure.

Recommendations:

The Review Team recommends renewed DFW MPO freight update efforts e.g., planning for the transport of hazardous materials.

The Review Team recommends the DFW MPO evaluate the effectiveness of freight measures e.g., no truck lanes.



4.12 Environmental Mitigation/Planning Environmental Linkage

4.12.1 Regulatory Basis

23 U.S.C. 134(i)(2)(D)23 CFR 450.324(f)(10) requires environmental mitigation be set forth in connection with the MTP. The MTP is required to include a discussion of types of potential environmental mitigation activities for the transportation improvements and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan.

23 U.S.C. 168 and **Appendix A** to 23 CFR Part 450 provide for linking the transportation planning and the National Environmental Policy Act (NEPA) processes. A Planning and Environmental Linkages (PEL) study can incorporate the initial phases of NEPA through the consideration of natural, physical, and social effects, coordination with environmental resource agencies, and public involvement. This will allow the analysis in the PEL study to be referenced in the subsequent NEPA document once the project is initiated, saving time and money with project implementation.

4.12.2 Current Status

The natural environment is addressed within *Environmental Considerations of Mobility 2040*. There are four policies and one program (Environmental Data Collection and Resource Agency Consultation Program) addressing the topic. These policies include:

- Protect, retain, restore, or enhance the region's environmental assets during planning and implementation of transportation programs and projects.
- Work cooperatively with regulatory and conservation partners to develop innovative approaches that meet their conservation priorities and facilitate the delivery of transportation projects.
- Encourage transportation programs and projects that provide appropriate access to the natural environments to support healthy lifestyles.
- Incorporate sustainability and livability options during the project selection process. Include additional weighting or emphasis as appropriate and consistent with RTC policy objectives including, but not limited to, demand management, air quality, natural environment preservation, social equity, or consideration of transportation options and accessibility to other modes (such as freight, aviation, bicycle, and pedestrian).

NCTCOGs PEL working group consists of roadway transportation partners. It reviews current projects and their status; reviews any additional efforts needed by other agencies to complete projects; and updates each agency with new policies, programs, or laws that could affect



project implementation. Their meetings provide an open line of communication from long-range planning to project implementation and construction.

4.12.3 Finding. The FHWA and FTA review found that the metropolitan transportation planning process conducted in the DFW area meets Environmental Mitigation/PEL linkage requirements.

Commendations:

The Review Team commends the DFW MPO for the breadth and depth of its Planning Environmental Linkage (PEL) quarterly initiative.

The Review Team commends the DFW MPO for its *Environmental One-Stop* efforts.

4.13 Transportation Safety

4.13.1 Regulatory Basis

23 U.S.C. 134(h)(1)(B) requires MPOs to consider safety as one of ten planning factors. As stated in 23 CFR 450.306(a)(2), the planning process needs to consider and implement projects, strategies, and services that will increase the safety of the transportation system for motorized and non-motorized users.

In addition, SAFETEA-LU established a core safety program, the Highway Safety Improvement Program (HSIP) (23 U.S.C. 148), which introduced a mandate for states to have Strategic Highway Safety Plans (SHSPs). 23 CFR 450.306 (d) requires the metropolitan transportation planning process should be consistent with the SHSP, and other transit safety and security planning.

4.13.2 Current Status

Transportation System Safety is addressed within *Operational Efficiency of Mobility 2040*. There are six policies then five programs addressing the topic. These policies include:

- Require implementation of safety strategies in work zones consistent with industry best practices.
- Develop safety information partnerships with TxDOT, local governments, local police departments and organizations to encourage the sharing of regional/jurisdictional safety



data (including, but not limited to crash data, red light camera data, and incident response and clearance time data.)

- Implementation of programs, projects, and policies that assist in reducing fatalities across all modes of travel toward zero deaths (no fatalities across all modes of travel).
- Implementation of roadway improvement strategies that assist in reducing wrong way driving incidents consistent with regional and/or industry best practices.
- Implementation of low-cost, systemic intersection safety countermeasures that assist in reducing severe intersection crashes consistent with strategies outlines in the *Intersection Safety Implementation Plan for North Central Texas*.
- Mandatory passage of a jurisdictional incident management policy that is modeled after RTC Resolution R08-10, which is a resolution supporting a comprehensive, coordinated interagency approach to freeway incident management in the NCT region.

Transportation System Safety Programs include:

- Freeway Incident Management Program
- Regional Mobility Assistance Patrol Program
- Regional Safety Information System
- Safety Education and Training Program
- Crash Causal Road Factors Program

4.13.3 Finding. The FHWA and FTA review found that the metropolitan transportation planning process conducted in the DFW area meets transportation safety requirements.

Commendation: The Review Team commends the DFW MPO on their proactive work in scheduling related technical assistance from FHWA to help improve walking and bicycling facilities.

Recommendations:

The Review Team recommends that the DFW MPO focus resources on meeting the Safety Performance Measures (PMs) (e.g., plans, programs).

The Review Team recommends that existing NCTCOG Safety PM Fact Sheets transition to match the new Federal requirements.

The Review Team recommends the DFW MPO offer assistance to the City of Dallas (FHWA focus city) regarding their pedestrian safety action plan.

The Review Team recommends DFW MPO work zone safety website information be updated (website, Plan).



The Review Team recommends that the DFW MPO consider modifying the statewide highway safety plan (SHSP) for local data and local strategies and countermeasures.

The Review Team recommends the DFW MPO investigate ways to incorporate safety into project selection including demonstration that selected projects achieve progress towards safety targets.

4.14 Transportation Security Planning

4.14.1 Regulatory Basis

23 U.S.C. 134(h)(1)(C) requires MPOs to consider security as one of ten planning factors. As stated in 23 CFR 450.306(a)(3), the Metropolitan Transportation Planning process provides for consideration of security of the transportation system.

The regulations state that the degree and consideration of security should be based on the scale and complexity of many different local issues. Under 23 CFR 450.324(h), the MTP should include emergency relief and disaster preparedness plans and strategies and policies that support homeland security, as appropriate.

4.14.2 Current Status

DFWs transportation security recent planning efforts have centered around:

- Evaluation and nomination of transportation assets to the Critical Infrastructure/Key Resources Database
- Work with Regional Partners to Identify and Develop a Security Plan for the Top 10 Assets in the Region
- Resource Sharing for Communications, Surveillance and Equipment
- Participation in the reduction of copper theft and associated Fiber Damage
- Integrating Weather Service data into Traffic Management Center Software
- Coordination with Training and Exercises



4.14.3 Finding. Based on the Current Status information above, the FHWA and FTA review found that the metropolitan transportation planning process conducted in the DFW area meets transportation security planning requirements.

4.15 Nonmotorized Planning/Livability

4.15.1 Regulatory Basis

23 U.S.C. 217(g) states that bicyclists and pedestrians shall be given due consideration in the comprehensive transportation plans developed by each MPO under 23 U.S.C. 134. Bicycle transportation facilities and pedestrian walkways shall be considered, where appropriate, in conjunction with all new construction and reconstruction of transportation facilities.

23 CFR 450.306 sets forth the requirement that the scope of the metropolitan planning process "will increase the safety for motorized and non-motorized users; increase the security of the transportation system for motorized and non-motorized users; and protect and enhance the environment, promote energy conservation, improve the quality of life.

4.15.2 Current Status

Nonmotorized Policies and Programs as addressed as *Active Transportation with Mobility Options of Mobility 2040*. There are two policies then three programs addressing the topic. These policies include:

- Implement pedestrian and bicycle facilities that meet accessibility requirements and provide safe, convenient, and interconnected transportation for people of all ages and abilities.
- Support programs and activities that promote pedestrian and bicycle safety, health, and education.

The *Active Transportation* programs include:

- Active Transportation Planning and Design
- Active Transportation Network Implementation
- Active Transportation Education and Outreach

Some project obligations are captured in the 2016 Annual Listing of Projects: Dallas (30), Fort Worth (9) and Paris (1).



4.15.3 Finding. The FHWA and FTA review found that the metropolitan transportation planning process conducted in the DFW area meets nonmotorized planning/livability requirements.

Commendations:

The Review Team commends the DFW MPO on the development of the *Green Infrastructure Resource Guide* (2017). The guidebook seeks to aid professionals toward improved integration of green infrastructure into various transportation projects including roadways, sidewalks, parking facilities, and trail projects. The guidebook provides benefits and costs of these green practices, local case studies, and innovative ways to incorporate green infrastructure into the project development process.

The Review Team commends the DFW MPO on the funding of a number of green infrastructure projects through the Sustainable Development Funding Program (e.g., three rounds of funding awarded in 2001, 2006, and 2011) that incorporate green infrastructure components including the: a) Green at College Park at Arlington College Town, Arlington, TX and; b) Thomasson Square, Mesquite, TX. The Review Team is also of the understanding that the NCTCOG will be funding *Green Campuses*.

The Review Team commends the DFW MPO on the development and adoption of livability and sustainability goals statements (as shown in the 2040 MTP on page 1-3) e.g., the 2040 MTP encourages livable communities that support sustainability and economic vitality.

The Review Team commends the DFW MPO on the incorporation of environmental weighting factors that incorporate livability and sustainability (e.g., active transportation modes including bicycling and pedestrian, natural environment preservation, expanded public transit, air quality, social equity, and demand management to reduce congestion levels) as part of the project selection process.

4.16 Integration of Land Use and Transportation

4.16.1 Regulatory Basis

23 U.S.C. 134(g)(3) encourages MPOs to consult with officials responsible for other types of planning activities that are affected by transportation in the area (including State and local planned growth, economic development, environmental protection, airport operations, and freight movements) or to coordinate its planning process, to the maximum extent practicable, with such planning activities.

23 U.S.C. 134 (h)(1)(E) and 23 CFR 450.306(a)(5) set forth requirements for the MPO Plan to protect and enhance the environment, promote energy conservation, improve the quality of



life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

4.16.2 Current Status

Strategies to Improve health are addressed within *Environmental Considerations of Mobility 2040*. These strategies include:

- Reduce VMT
- Expand Public Transportation
- Promote Active Transportation
- Incorporate Healthy Community Design Features
- Improve Safety for All Users
- Ensure Equitable Access to Transportation Networks

Sustainable Development is addressed within *Operational Efficiency of Mobility 2040*. There are four policies and four programs. These policies include:

- Support mixed-use, infill, and transit-oriented developments that utilize system capacity, reduce VMT, and improve air quality through improved rail mobility and access management.
- Promote transit-oriented development for all station types that improves the jobs/housing balance, 'last mile' connections, and appropriate land-use density to encourage diverse transportation mode choices.
- Plan for land-use transportation connections, including a variety of land uses from natural areas to the urban core connected by multimodal transportation options through strategies such as smart zoning codes, green infrastructure, affordable housing,



preservation of agricultural land, healthy communities, economic development tools and innovative financing, etc.

- Support Independent School Districts and local governments through various programs and projects as supported by RTC Policy Supporting School Districts.

The programs, complete with PMs, include:

- Land Use-Transportation Connections Program
- Community Schools and Transportation Program
- Transit-Oriented Development Program
- Sustainable Development Funding Program

4.16.3 Finding. The FHWA and FTA review found that the metropolitan transportation planning process conducted in the DFW area meets the integration of land use and transportation requirements.

4.17 Travel Demand Forecasting

4.17.1 Regulatory Basis

23 CFR 450.324(f)(1) requires that the Metropolitan Transportation Plan include the projected transportation demand of persons and goods in the Metropolitan Planning Area over the period of the transportation plan. Travel demand forecasting models are used in the planning process to identify deficiencies in future year transportation systems and evaluate the impacts of alternative transportation investments. In air quality non-attainment and maintenance areas, they are also used to estimate regional vehicle activity for use in mobile source emission models that support air quality conformity determinations.

4.17.2 Current Status

Per NCTCOG, and as confirmed by our review, this DFW model is a four-step sequential model. The calibration and validation years are 2008 and 2010, respectively. The future model while a four step model will be completely re-structured and re-estimated. The calibration and validation years are 2014 and 2014/2017, respectively. The data program includes: household, transit, workplace, commercial vehicle, airport and external surveys. Traffic counts are collected annually with five year major updates, speed and transit ridership data is collected



monthly. With NCTCOG the Research Information and Transportation Department collaborate on demographic data.

4.17.3 Finding. The FHWA and FTA review found that the metropolitan transportation planning process conducted in the DFW area meets the TDM requirements.

Observation: The Review Team thanks staff for their presentation during the on-site review appreciates the recognition of the value of FHWA's National Performance Management Research Data Set.

Commendation: The Review Team commends the DFW MPO for its travel demand efforts (e.g., survey updates, upgrade to the model, consideration of AV/CV and inclusion of transit - ridership totals and boarding and alighting figures for studies (current), transit travel survey (future) and alternative transit ridership models (future)).

4.18 Air Quality

4.18.1 Regulatory Basis

The air quality provisions of the Clean Air Act (42 U.S.C. 7401) and the MPO provisions of Titles 23 and 49 require a planning process that integrates air quality and metropolitan transportation planning, such that transportation investments support clean air goals. Under 23 CFR 450.324(m), a conformity determination must be made on any updated or amended transportation plan in accordance with the Clean Air Act and the EPA transportation conformity regulations of 40 CFR Part 93. A conformity determination must also be made on any updated or amended TIP, per 23 CFR 450.326(a).

4.18.2 Current Status

Nonattainment Boundary. The DFW nonattainment area includes 10 counties: Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise.

Regional Transportation Conformity. The conformity letter for *Mobility 2040* and *2015-2018 TIP*, is dated September 7, 2016. The Division considers conforming plan and project consistency in advance of its STIP approvals.



Air Quality is addressed within *Environmental Considerations of Mobility 2040*. There are five policies and seven programs addressing the topic. These policies include:

- Pursue successful transportation conformity determinations of the Metropolitan Program consistent with federal and state guidelines.
- Provide technical assistance and analysis to attain and maintain National Ambient Air Quality Standards (NAAQS) and reduce negative impacts of other pollutants.
- Support and implement educational, operational, technological, and other innovative strategies that improve air quality in NCT, including participation in collaborative efforts with local, regional, state, federal, and private sector stakeholders.
- Support and implement strategies that promote energy conservation, reduce demand for energy needs, reduce petroleum consumption, and/or decrease greenhouse gas emissions.
- Incorporate sustainability and livability options during the project selection process. Include additional weighting or emphasis as appropriate and consistent with RTC policy objectives including, but not limited to, demand management, air quality, natural environment preservation, social equity, or consideration of transportation options and accessibility to other modes (such as freight, aviation, bicycle, and pedestrian).

Air Quality Programs, each with performance measures, include:

- Air Quality Communication Program
- Air Quality Demonstration Program
- Air Quality Enforcement Program
- Air Quality Partnerships and Collaborations
- Air Quality Regional Policies
- Air Quality Technology Improvements
- Air Quality Technical Planning and Analysis

4.18.3 Finding. The FHWA and FTA review found that the metropolitan transportation planning process conducted in the DFW area meets the air quality requirements.

Commendation: The Review Team commends the DFW MPO for its aggressive outreach as evidenced by its air quality programs.

4.19 Congestion Management Process / Management and Operations

4.19.1 Regulatory Basis

23 U.S.C. 134(k)(3) and 23 CFR 450.322 set forth requirements for the congestion management process (CMP) in TMAs. The CMP is a systematic approach for managing congestion through a



process that provides for a safe and effective integrated management and operation of the multimodal transportation system. TMAs designated as non-attainment for ozone must also provide an analysis of the need for additional capacity for a proposed improvement over travel demand reduction, and operational management strategies.

23 CFR 450.324(f)(5) requires the MTP include Management and Operations (MNO) of the transportation network as an integrated, multimodal approach to optimize the performance of the existing transportation infrastructure. Effective MNO strategies include measurable regional operations goals and objectives and specific performance measures to optimize system performance.

4.19.2 Current Status

The DFW MPO separates Operational Efficiency into the following subgroups: Travel Demand Management (TDM) and Transportation System Management and Operations (TSMNO). The

TDM programs, each with performance measures, include: Employer Trip Reduction Program, Regional Vanpool Program, Park-and-Ride Facilities and Transportation Management Associations.

TSMNO policies

- Ensure the efficient operation of the existing multimodal transportation system by evaluating and/or implementing maintenance, rehabilitation, enhancement, and/or operational type projects in order to maintain safe, efficient travel conditions.
- Ensure the existing multimodal transportation system operates efficiently by constructing bridge replacements with approaches, new bridges, overpasses or



underpasses for railroads, bicycle/pedestrian facilities, off-system roads, and non-regionally significant facilities.

- Installation of pedestrian facilities by local agencies as part of intersection improvement and traffic signal improvement programs shall provide access to usable walkways or sidewalks.
- Require regional partners to coordinate during major special events or planned events to ensure minimal impact on the transportation system for individuals traveling to an event or through an event zone.
- Require regional partners to coordinate with the US Department of Transportation on Connected Vehicle development and identify new TMSO technologies that can be considered for deployment.
- Priority funding consideration will be given to projects that meet the regional ITS deployment initiatives as outlined in the Dallas-Fort Worth Regional ITS Architecture.
- ITS projects must be consistent with the architecture and standards described in the Dallas-Fort Worth Regional ITS Architecture.

TSMNO programs, each with performance measures, include

- Intersection Improvement Program
- Signal Improvement Program
- Bottleneck Improvement Program
- Special Events Management Program
- Bottleneck Program for Regional Corridors
- Intelligent Transportation Systems Implementation Program
- Regional Intelligent Transportation Systems Architecture Program
- Advanced Traveler Information System Implementation Program
- Advanced Traffic Management System Implementation Program
- Advanced Public Transportation System Implementation Program
- Intelligent Transportation Systems Interoperability Program

The MPOs Congestion Management Process (CMP) was updated in 2013. In addition, to providing an overview of the process including system identification, performance and criteria, and corridor analysis and Strategy Identification, the appendices include TDM and TSMO strategies, CMP Corridor Fact Sheets and Rankings.

Per NCTCOG, and as confirmed by our review, Capital/Operations Asset Management (Cap-Main) employs the development and application of a data management system to track and analyze performance information such as infrastructure conditions, traffic patterns, geometric design, and other characteristics.



The Review Team understands that while an ITS Committee exists, it is not active. We further understand that ITS is an evolving science.

4.19.3 Finding. The FHWA and FTA review found that the metropolitan transportation planning process conducted in the DFW area meets the CMP / MNO requirements.

Commendations:

The Review Team commends the DFW MPO for its update efforts. The Review Team recognizes that DFWs Congestion Management Process (CMP) is valued as evidenced in the various project selection criteria. Congestion and reliability factor into the selection and implementation of capital improvements.

The Review Team commends the DFW MPO for recognizing the importance of management and operations (MNO) as evidenced by the manner in which projects are prioritized for funding.

The Review Team commends the DFW MPO for its *Next Generation Technology Lane* efforts.

5.0 CONCLUSION

As a result of this review, the Federal Highway Administration and Federal Transit Administration found that the metropolitan transportation planning process in the Dallas-Fort Worth-Arlington, Denton-Lewisville, and McKinney Urbanized areas meets Federal planning requirements in 23 CFR 450.336 that addresses Federal certifications:

(b) In TMAs, the FHWA and the FTA jointly shall review and evaluate the transportation planning process for each TMA no less than once every 4 years to determine if the process meets the requirements of applicable provisions of Federal law and this subpart.

(1) After review and evaluation of the TMA planning process, the FHWA and FTA shall take one of the following actions:

(i) If the process meets the requirements of this part and the MPO(s) and the Governor have approved a TIP, jointly certify the transportation planning process;

(ii) If the process substantially meets the requirements of this part and the MPO(s) and the Governor have approved a TIP, jointly certify the transportation planning process subject to certain specified corrective actions being taken; or



(iii) If the process does not meet the requirements of this part, jointly certify the planning process as the basis for approval of only those categories of programs or projects that the FHWA and the FTA jointly determine, subject to certain specified corrective actions being taken.

(2) If, upon the review and evaluation conducted under paragraph (b)(1)(iii) of this section, the FHWA and the FTA do not certify the transportation planning process in a TMA, the Secretary may withhold up to 20 percent of the funds attributable to the metropolitan planning area of the MPO(s) for projects funded under title 23 U.S.C. and title 49 U.S.C. Chapter 53 in addition to corrective actions and funding restrictions. The withheld funds shall be restored to the MPA when the metropolitan transportation planning process is certified by the FHWA and FTA, unless the funds have lapsed.

(3) A certification of the TMA planning process will remain in effect for 4 years unless a new certification determination is made sooner by the FHWA and the FTA or a shorter term is specified in the certification report.

(4) In conducting a certification review, the FHWA and the FTA shall provide opportunities for public involvement within the metropolitan planning area under review. The FHWA and the FTA shall consider the public input received in arriving at a decision on a certification action.

(5) The FHWA and the FTA shall notify the MPO(s), the State(s), and public transportation operator(s) of the actions taken under paragraphs (b)(1) and (b)(2) of this section. The FHWA and the FTA will update the certification status of the TMA when evidence of satisfactory completion of a corrective action(s) is provided to the FHWA and the FTA.

This certification action was conveyed in a September 28, 2017 letter to the Policy Board Chairman with electronic copies to: the Texas Department of Transportation, North Central Texas Council of Governments, Dallas Area Rapid Transit, Denton County Transportation Authority, Fort Worth Transportation Authority, North Texas Tollway Authority, US EPA-Air and TCEQ-Air.

There are no **corrective actions** that the DFW MPO must take to comply with Federal regulations. **Recommendations** (that warrant attention and follow-up) as well as **commendations** and **observations** are included in the above table (1.0 Executive Summary).



6.0 TRAINING/TECHNICAL ASSISTANCE

The following training and technical assistance is available to the DFW MPO:

Transportation Capacity Building Program

<https://planning.dot.gov/default.asp>

FHWA Resource Center

<https://www.fhwa.dot.gov/resourcecenter/training.cfm>

FTA Planning Topic Index A to Z

<https://www.transit.dot.gov/regulations-and-guidance/transportation-planning/planning-topic-index-z>



APPENDIX A - PARTICIPANTS

The following individuals participated in the on-site review:

Federal Transit Administration (FTA)

Don Koski, PPD Director

Ronisha Hodge, co-lead

Melissa Foreman

Lynn Hayes

Federal Highway Administration (FHWA)

Mike Leary, PPD Director

Barbara C. Maley, AICP, co-lead

Donny Hamilton, Jr.

Stephen Ratke

Jill Stark

Anita Wilson

Losa Wilson

Texas Department of Transportation (TxDOT)

Mohammad Al Hweil (FTW)

Nick Page (TPP)

Denton County Transportation Authority (DCTA)

Anna Mosqueda

Fort Worth Transportation Authority (FWTA)

Curvie Hawkins, Asst. VP, Planning

North Texas Tollway Authority (NTTA)

Lori Shelton

Other

Nancy Jakowitsch, Attorney, Fort Worth



North Central Texas of Governments (NCTCOG)

Mike Eastland, Ex. Director

Michael Morris, Transp. Director

Dan Kessler, Asst. Transp. Director

Vickie Alexander

Tom Bamonte

Omar Barrios

Berrien Barks

Adam Beckom

Natalie Bettger

Leah Brown

Ken Bunkley

Sarah Chadderdon

Lori Clark

Shawn Conrad

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Christie Gotti

Jeff Hathcock

Rebekah Hernandez

Ken Kirkpatrick

Chris Klaus

Kevin Kokes

Dan Lamers

Sonya Landrum

James Malone

Arash Mirzaei

Mindy Mize

Jenny Narvaez

Jeffrey C. 'Jeff' Neal

Vercie Pruitt-Jenkins

Kyle Ray

Shannon Stevenson

Marian Thompson

Karla Weaver

Sandy Wesch

Amanda Wilson

Brian Wilson

Hua Yang



APPENDIX B – PUBLIC COMMENTS

The RTC invited comments from the public via: its extensive mailing list as well as its website.

Prior to offering comments, the public could view a 20 slide PowerPoint entitled '*Transportation Management Area: Certification Review*'. Via this presentation, the public was requested to provide comments to the federal contact persons: FTA/Ronisha Hodge and/or FHWA/Barbara Maley no later than August 14, 2017.

The following questions were provided to the public as part of the public input form:

- Do you have any comments regarding NCTCOGs Regional Transportation Council performance in carrying out the responsibility of the region's Metropolitan Planning Organization (MPO)?
- Is NCTCOG doing an overall good job of providing the public with a reasonable opportunity to provide input and participate as part of the metropolitan planning process? Yes/No – Explain.
- Are there specific areas you feel NCTCOG could improve? If so, explain.

In addition to the public, the RTC invited comments from its membership during a public official meeting with two federal contact persons (Melissa Foreman and Barbara Maley) as held on Tuesday, June 8 from Noon to 1:30 pm. Many elected officials accepted this option.

RTC members were asked to consider the following as they formulated their remarks:

- Are NCTCOG staff doing an overall good job of providing RTC members with what they need as part of the metropolitan transportation planning process?
- Are there specific areas you feel NCTCOG staff could improve?
- Do you feel NCTCOG staff effectively support the RTC?
- How does NCTCOG staff educate, inform, and support new and on-going RTC members?
 - e.g., roles and responsibilities; and
 - e.g., background information and documentation behind the self-certification
- Are there any issues related to RTC voting?
 - e.g., fairness/equity? representation? weighting?
 - Regional Transit Authorities.
 - Do you feel as though your voting rights are commensurate with the other RTC members?
- Are there any implementing agencies, operators, or major modes of transportation that are not (yet you feel should be) represented on the RTC?
- Is there anything you would like to add regarding the regional process?



In summary. RTC members were complimentary of Transportation Department staff and of the RTC Orientation. The Policy Board seems to be working well within its established direction.

In the event RTC members were not available to provide comments, written comments were to be submitted by letter or email to the federal contact persons no later than August 14, 2017.

The public provided the following written comments:

- Do you have any comments regarding NCTCOG's Regional Transportation Council (RTC) performance in carrying out the responsibility of the region's Metropolitan Planning Organization (MPO)?

Yes, I do. The NCTCOG has hugely favored motor vehicle transportation over all other modes and has been a negative factor in relation to clean air standards, traffic congestion, and economic opportunity for residents. The NCTCOG provides minuscule funding for what it calls "alternative" transportation. I believe this is now only 0.5% of NCTCOG spending figures. The NCTCOG region is a non-attainment area and will continue to be an extreme air pollution zone due to there being no practical choice in transportation. As far as I can tell, the NCTCOG has not researched pollution or congestion reduction through increasing public transportation, bicycle lanes, or pedestrian paths and has no plan for these modes. In short, the NCTCOG appears to be captured by motor vehicle, highway, and suburban development interests. NCTCOG serves mainly to separate responsibility from results so the present motor vehicle/highway monopoly regime can avoid responsibility for the excessive pollution, congestion, and unaffordable costs of the DFW transportation system.

- Is NCTCOG doing an overall good job of providing the public with a reasonable opportunity to provide input and participate as part of the metropolitan transportation planning process? Yes/No – explain.

Since the transportation system is designed to serve corporate interests and guarantee a market for fossil fuels and cars, I do not believe NCTCOG has any need for public input. However, if public input were desired, the NCTCOG does a poor job of informing the public on transportation issues. In my own experience, the available information from government agencies is mostly propaganda and marketing with a heavy dose of misleading or irrelevant statistics. I have never seen any notice of a public hearing and I have not seen any analysis of transportation costs or benefits from NCTCOG.



- Are there specific areas you feel NCTCOG could improve? If so, explain.

NCTCOG is part of the problem. It is a cog in the special interest oriented transportation system. The transportation needs of the public are changing and public transportation, cycling, and walking will become much more important. This may happen as a result of concern over global warming, it may be due to increased joblessness and low incomes, or it may happen due to the realization that suburban sprawl is uneconomic and cities like Dallas need significantly higher density to remain economically successful. NCTCOG will still be dreaming of new highways to the suburbs and will be completely unprepared to deal with the change. I wonder if I am expecting too much, since it appears NCTCOG mainly keeps the papers organized and manages the necessary formalities. I suggest two improvements: 1) a detailed plan for pedestrian and cycle access to all public transportation stations is needed, and 2) a comprehensive statistical database on NCTCOG area transportation, including costs, so the public can figure out things for themselves.



APPENDIX C - LIST OF ACRONYMS

ADA	Americans with Disabilities Act
AMPO	Association of Metropolitan Planning Organizations
CAA	Clean Air Act
CAP-MAIN	Capita/Operations Asset Management
CFR	Code of Federal Regulations
CMP	Congestion Management Process
CO	Carbon Monoxide
COG	Councils of Government
DOT	Department of Transportation
DFW MPO	Dallas-Fort Worth-Arlington, Lewisville-Denton and McKinney Metropolitan Planning Organization
DART	Dallas Area Rapid Transit
DCTA	Denton County Transportation Authority
EJ	Environmental Justice
FAST	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FWTA	Fort Worth Transportation Authority
FY	Fiscal Year
HSIP	Highway Safety Improvement Program
ITS	Intelligent Transportation Systems
LEP	Limited-English-Proficiency
MAP-21	Moving Ahead for Progress in the 21 st Century
MNO	Management and Operations
MOU	Memorandum of Understanding
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
NAAQS	National Ambient Air Quality Standards
NCT	North Central Texas
NCTCOG	North Central Texas Council of Governments
NEPA	National Environmental Policy Act
NTTA	North Texas Tollway Authority
NO₂	Nitrogen Dioxide
O₃	Ozone
PbPP	Performance-based Planning and Programming
PM₁₀ & PM_{2.5}	Particulate Matter
PM	Performance Measure
PPP	Public Participation Plan



RFAC	Regional Freight Advisory Committee
RTC	Regional Transportation Council
SHSP	Strategic Highway Safety Plan
STIP	State Transportation Improvement Program
STTC	Surface Transportation Technical Committee
TDM	Travel Demand Management
TIP	Transportation Improvement Program
TMA	Transportation Management Area
TrAMS	Transit Award and Management System
TSM	Transportation System Management
TxDOT	Texas Department of Transportation
U.S.C	United States Code
UPWP	Unified Planning Work Program
USDOT	United States Department of Transportation



Report prepared by:
Barbara C. Maley, AICP
FHWA, Texas Division
Austin, Texas

Ronisha Hodge
FTA, Region 6
Fort Worth, Texas

2017-2018 CMAQ/STBG Funding Program
Federal/Local Funding Exchanges

Partner(s)	Project/Facility	Limits	Scope/Description	Fiscal Year	Phase	Proposed Funding				Total Proposed Funding	Project Cost	Notes/Partnership Details ²
						CMAQ (CAT 5) Federal Amount	STBG (CAT 7) Federal Amount	Local	TDCs ¹			
DFW Airport	Glade Road	From NB SH 360 Frontage Road to West Airfield Drive	Reconstruct from 2 to 2 lanes (add center turn lane and shoulders)	2019	ENG	\$0	\$524,857	\$0	104,971	\$524,857	\$5,713,837	In exchange for federal funds to construct this project, DFW Airport will reimburse NCTCOG/RTC with \$5,088,837 of local funds in two payments. The first payment will occur once the Notice to Proceed (NTP) for construction is issued. The second payment will be made once construction is completed. DFW Airport will pay for the utility work with 100% local funds. TxDOT will build this project and an associated bridge project. NCTCOG is requesting to use Transportation Development Credits as the match to maximize the local funds that will be repaid. The partnership is contingent upon approval by the DFW Airport Board, which is scheduled for January 4.
				2019	UTIL	\$0	\$0	\$625,000	0	\$625,000		
				2020	CON	\$0	\$4,563,980	\$0	912,796	\$4,563,980		
City of Terrell	FM 148 North	From South of US 80 to SP 557	Widen existing highway from two lane rural to four lane divided urban including intersection, signal, and bicycle/pedestrian improvements	2013	ENG	\$0	\$0	\$1,323,621	0	\$1,323,621	\$15,975,897	An exchange of \$8.6 million in federal funds for \$6.67 million in local funds will be executed. The local funds would be paid back to the RTC/NCTCOG over a period of 15 years via the City's Pass Through Finance agreement with TxDOT.
				2016	ROW	\$0	\$0	\$654,274	0	\$654,274		
				2016	UTIL	\$0	\$0	\$425,000	0	\$425,000		
				2018	CON	\$2,000,000	\$6,600,000	\$4,973,002	0	\$13,573,002		
Cities of Arlington, Bedford, Euless, Grand Prairie, Haltom City, and Hurst; DART and FWTA	TRE Local Swaps	N/A	Exchange of local funds from the non-transit member cities for federal funds; Federal funds to be used for improvements to the TRE	2019, 2020	CON	\$3,400,000	\$0	\$850,000	0	\$4,250,000	\$4,250,000	A total of \$560,325 from the cities will be collected by the RTC/NCTCOG for each of the next 3 years. In turn, \$3.4 million in federal funds will be given to Dallas Area Rapid Transit (DART) and/or the Fort Worth Transportation Authority (FWTA) for improvements to the Trinity Railway Express (TRE). NCTCOG staff is working with DART and FWTA to identify the specific TRE project(s).
City of Haltom City	Broadway Avenue	From US 377 to SH 26	Reconstruct and widen from 2 to 3 lanes with signal and sidewalk improvements	2019	ENG	\$0	\$659,190	\$0	131,838	\$659,190	\$5,975,212	In exchange for federal funds to construct this project, Haltom City will reimburse NCTCOG/RTC with \$5,975,212 in local funds. The local funds would be paid back over a period of 10 years. NCTCOG is requesting to use Transportation Development Credits as the match to maximize the local funds that will be repaid.
				2019	ROW	\$0	\$42,500	\$0	8,500	\$42,500		
				2020	UTIL	\$0	\$1,301,580	\$0	260,316	\$1,301,580		
				2021	CON	\$483,472	\$3,488,470	\$0	794,388	\$3,971,942		
Total						\$5,883,472	\$17,180,577	\$8,850,897	2,212,809	\$31,914,946	\$31,914,946	

Notes:
 1) TDCs are not counted in the funding total.
 2) Funds will not be added to the Transportation Improvement Program (TIP) until an agreement is executed with the partner(s).

2017-2018 CMAQ/STBG* FUNDING: FEDERAL/LOCAL FUNDING EXCHANGES

Regional Transportation Council
January 11, 2018

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

CMAQ/STBG FUNDING PROGRAMS

STATUS

PROGRAM



Federal/Local Funding Exchanges



Automated Vehicle Program (May bring back a Round 2 effort)



Strategic Partnerships (May bring back a Round 2 effort)



Planning and Other Studies



10-Year Plan/Proposition 1 Adjustments



Sustainable Development Phase 4: Turnback Program, Context Sensitive, Transit Oriented Development (TOD) Projects



Transit Program



Assessment Policy Programs/Projects



Local Bond Program Partnerships



Safety, Innovative Construction, and Emergency Projects



Management and Operations (M&O), NCTCOG-Implemented, and Regional/Air Quality Programs

= Project Selection Completed

= Pending STTC/Regional Transportation Council (RTC) Approval

= Program Partially Completed

CMAQ/STBG FUNDING PROGRAM: FEDERAL/LOCAL FUNDING EXCHANGES

Description/ Purpose	To increase regional revenues through the exchange of federal funds and local funding. This effort establishes Phase 3 of the RTC/Local program.
Current Requests	<ul style="list-style-type: none"> • DART TRIP Program (Done) • Glade Road/DFW Airport • TRE Local Swap • Kaufman County/City of Terrell
Next Steps	<p>DART TRIP Partnership approval received by RTC in March 2017; Need to execute agreement between DART and NCTCOG/RTC.</p> <p>Finalize details on other partnerships & bring back to committees for action.</p>

PROJECT EVALUATION

- Proposed projects were evaluated based upon:
 - RTC goals met by the projects:
 - Increase capacity of the transportation system
 - Improve safety
 - Reduce emissions
 - Add modes (i.e., multi-modal)
 - Return on investment
 - Amount of local funds to be collected over time
 - Timeframe in which local funds are received

SUMMARY OF PROPOSED FUNDING EXCHANGES¹

DRAFT

PROJECT	PARTNER(S)	PROPOSED FEDERAL FUNDING	PROPOSED LOCAL FUNDING
Glade Road	DFW Airport	\$5,088,837 ^{2,3}	\$5,088,837
TRE Local Swap	Cities of Arlington, Bedford, Euless, Grand Prairie, Haltom City, & Hurst; DART & FWTA	\$3,400,000 ⁴	\$1,680,975 ^{5,6}
FM 148	City of Terrell	\$8,600,000	\$6,674,160 ⁷
Broadway Avenue	City of Haltom City	\$5,975,212 ²	\$5,975,212 ⁸
	Total	\$23,064,049	\$19,419,184

- 1: Funds will not be added to the Transportation Improvement Program (TIP) until an agreement is executed with the partner(s).
- 2: Staff is proposing to use Transportation Development Credits (TDC) in lieu of a local match to maximize the amount of local funds collected.
- 3: Funds would be paid back in two installments. The first payment will occur once the Notice to Proceed (NTP) for construction is issued. The second payment will be made once construction is completed. The partnership is contingent upon approval by the DFW Airport Board, which is scheduled for January 4.
- 4: Federal funds would be given to DART & Fort Worth Transportation Authority (FWTA) for improvements to the TRE.
- 5: Partners each pay a portion of this amount determined by a survey conducted by NCTCOG.
- 6: Funding amount is the total to be paid over 3 years (\$560,325 annually).
- 7: Funds would be paid back to the RTC over a period of 15 years through Terrell's Pass Through Finance agreement with TxDOT.
- 8: Funds would be paid back to the RTC over a period of 10 years.

TIMELINE

MEETING/TASK	DATE
STTC Information	October 27, 2017
RTC Information	November 9, 2017
Public Meetings	November 2017
STTC Action	December 8, 2017
RTC Action	January 11, 2018
Executive Board – Action to receive and manage local funds	January 25, 2018

ACTION REQUESTED

- RTC approval of:
 - The proposed list of funding exchanges and projects to fund through the 2017-2018 CMAQ/STBG: Federal/Local Funding Exchanges Program (Reference Item 5.1)
 - Administratively amending the 2017-2020 Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other planning/administrative documents to incorporate these changes.

QUESTIONS?

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

January 3, 2018

The Honorable Dan Patrick
Lieutenant Governor
State of Texas
P.O. Box 12068
Austin, Texas 78711

Dear Lt. Governor Patrick:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area, please accept our perspective and some information related to the use of tolled managed lanes in our region and why we believe this is still a necessary and beneficial tool.

The RTC has a responsibility to plan and implement a multimodal set of transportation projects that meets the needs of residents in the DFW region now and two decades into the future. Since the early 1990s, the RTC has projected a significant shortfall in the amount of revenue through traditional federal and state sources for transportation. The RTC has consistently advocated for additional revenue and has supported many initiatives, such as Proposition 1 and Proposition 7, throughout the years. Despite these funding infusions, the transportation needs of a rapidly growing region and state far outpace the available revenue. Doing nothing has never been an option for the RTC, especially now with a population of 7.2 million that will grow to 11 million by 2045. As a result, the RTC has successfully utilized innovative finance tools such as tolled managed lanes to complete a dozen projects worth over \$12 billion since 2005. These are projects that would still be waiting in line for pay-as-you-go funding to be made available. The decades of delay from pay-as-you-go would leave residents stuck in unacceptable congestion and create economic hardship for our region.

It is our request that you support efforts of the DFW region and request the Texas Transportation Commission to support our efforts as they have in the past two decades. By giving you more information about the background and rationale for this initiative we hope to garner your support for collaborative solutions. In this regard, we have provided a summary of the problem, need for IH 35W 3C, need for IH 635 Phase 3, inadequate transportation revenues, inappropriate reference of toll roads and advantages of tolled managed lanes.

Problem - The Texas Transportation Commission (TTC) supported RTC recommendations regarding tolled managed lanes in the DFW region. This changed in December 2017. Improvements are currently being delayed on IH 35W 3C and IH 635 Phase 3. It appears your office has concerns about our projects resulting in inaction by the TTC.

Need for IH 35W 3C - This tolled managed lane project is in an already approved TxDOT construction contract. It is on IH 35W between IH 820 and the fast growing Alliance development. Three other phases of this contract have already been approved and have

proceeded. There are no public sector funds available to construct this \$800 million project. Private sector initiatives are available for this project to proceed. TxDOT staff will not proceed under the current political climate.

Need for IH 635 Phase 3 - This project has been under some form of construction for 20 years with citizens and elected officials wanting the final phase to proceed immediately and to completion. Phase 1 was on IH 635 south of IH 30. Phase 2 was from Luna Road to the US 75 interchange. Phase 3 is to complete IH 635 from US 75 to and including the IH 30 interchange.

This project is in an approved TxDOT environmental document. It has had extensive citizen involvement and support. Current users are exceeding the capacity of the existing interim tolled managed lane. It includes the Skillman/Audelia interchange. It includes the support of local governments. The TTC has removed the critically needed tolled managed lanes and delayed the TxDOT procurement process. Without immediate resolution, IH 635 could be delayed three years as the Skillman/Audelia interchange proceeds to construction. This would be a disastrous outcome.

Inadequate Transportation Revenues - The US Congress and the Texas Legislature have continuously underfunded metropolitan mobility. This is at least a three decade trend. To make things worse, the last legislative session reduced TxDOT's construction dollars with changes on how interest payments are going to occur. Under separate correspondence we have inventoried 15 possible ideas to enhance transportation revenues. In the meantime, these projects cannot wait any longer. They need to proceed now and have complimentary projects in other parts of the State. These two projects should not be held hostage due to systemic inadequate revenues.

Inappropriate Reference of Toll Roads - Critics often refer to these tolled managed express lane projects as toll roads. This is a significant mischaracterization of tolled managed lane corridors and the options and flexibility they offer. A toll road has all of its limited access (i.e., "freeway lanes") tolled. Toll roads often do not have parallel non-tolled frontage roads. Therefore, toll roads almost exclusively have a tolled option.

On IH 35W 3C there will be 6/8 tax supported freeway lanes and 4/8 tax supported frontage roads. All 10/16 lanes do not have a toll. Obviously, this is very different than a toll road. This project will have 4 tolled express lanes for travelers seeking higher guaranteed speeds that would not exist without the managed lane component.

On IH 635 Phase 3 there will be 10 tax supported freeway lanes and 4/6 tax supported frontage roads. All 14/16 lanes do not have a toll. Obviously, this is very different than a toll road. There are currently two interim tolled managed lanes with the addition of two additional tolled managed lanes. Therefore, the new toll managed lane facility will have four lanes providing an opportunity for users to pass slower vehicles and enjoy the benefits of guaranteed speeds.

Advantages of Tolled Managed Lanes - These facilities provide some of the necessary revenue to add additional lanes, fund the project, and provide guaranteed speeds for the users of the express lanes. For facilities built in the DFW region, users who wish to not pay a toll enjoy 50 percent faster speeds on the regular non-tolled tax supported freeway lanes. Freeways in our region would often have speeds below 40 mph in the peak period are now

January 3, 2018

traveling at speeds of 60 mph where tolled managed lanes have been added. This benefit occurs when significant numbers of users wish to travel at even higher speeds on the express lanes. Attachment 1 inventories the benefits associated with the upcoming tolled managed lanes in front of the Commission today.

Recent navigational data indicates that the DFW region has not seen an increase in congestion delay as a result of the addition of the last 600,000 persons to our region. We believe this mitigation of congestion is the result of the implementation of the tolled managed lane system in the DFW region. We will review this hypothesis by comparing our congestion levels with that of other major metropolitan areas within Texas. We look forward to your support for our system of transportation improvements. We hope this information clarifies inadequate information previously presented to you.

Thank you for your service to the State of Texas. We look forward to working with you on solutions for advancing critical transportation improvements through the use of tolled managed lanes. Members of the RTC and staff of the North Central Texas Council of Governments would be happy to meet with you to discuss this proposal or other ideas you have to address mobility needs throughout the State and especially in metropolitan regions. If needed, feel free to contact Michael Morris, P.E., Director of Transportation for NCTCOG, at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,



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

AW:clh
Attachment

cc: The Honorable Gregg Abbott, Governor, State of Texas
The Honorable Robert Nichols, Chairman, Texas Senate Transportation Committee
The Honorable Bob Hall, Senator, Texas Senate
The Honorable Don Huffines, Senator, Texas Senate
Members of the Texas Transportation Commission

IH 635 EAST FROM US 75 TO AND INCLUDING THE IH 30 INTERCHANGE

Significantly Less Revenue than Anticipated and
Reductions in Construction Revenue from Last
Legislative Session

Guaranteed Speed on Tolled Managed Lanes

Managed “System” – No Islands and Tails

Public Sector Owns Revenue

New Lower Cost Tolling Policy – Managed
Congestion

Can't Wait any Longer – Build all of the Project
Now

IH 635 EAST FROM US 75 TO AND INCLUDING THE IH 30 INTERCHANGE (Cont.)

May or May Not Need TIFIA

Users Average Approximately \$10 Per Month

Non-Tolled Users go 50 Percent Faster (40 mph to 60 mph)

Tolled Users go 75 Percent Faster (40 mph to 70 mph)

Citizens have Choice

\$165 Million INFRA Project Submittal to US DOT

Negotiations Underway with Revenue Providers

Skillman/Audelia has Priority if IH 635 Can't Go Now



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

January 3, 2018

The Honorable J. Bruce Bugg, Jr.
Chairman
Texas Transportation Commission
125 East 11th Street
Austin, Texas 78701

The Honorable Laura Ryan
Member
Texas Transportation Commission
125 East 11th Street
Austin, Texas 78701

The Honorable Jeff Austin, III
Member
Texas Transportation Commission
125 East 11th Street
Austin, Texas 78701

The Honorable Victor Vandergriff
Member
Texas Transportation Commission
125 East 11th Street
Austin, Texas 78701

The Honorable Tryon Lewis
Member
Texas Transportation Commission
125 East 11th Street
Austin, Texas 78701

Dear Chairman Bugg and Commissioners Austin, Lewis, Ryan and Vandergriff:

On behalf of the Regional Transportation Council (RTC) and the North Central Texas Council of Governments (NCTCOG), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) Area, we would like to express disappointment in the action taken by the Texas Transportation Commission (TTC) on December 14, 2017, which effectively removed funding for tolled managed lanes components of two projects in the DFW area, IH 635 East and IH 35W Phase 3C. This is a reversal of previous approvals obtained on managed lanes.

It is important to note that both of these projects have been through the environmental review process with final documents approved by the appropriate federal or State agency with tolled managed lanes as part of the document. This indicates that there is public support for the entire project from citizens, users, local governments and Regional Transportation Council elected and policy officials. The communities along these corridors specifically wish to move the entire corridor, including managed lanes as one construction project, rather than stretch out the project over a decade as additional funding may become available.

The RTC requests three items. First, that the TTC add tolled managed lanes back into the UTP at your earliest convenience where such lanes have been included in the metropolitan transportation plan of an MPO and approved by the federal or State government through the environmental review process. And second, that the TTC advances the LBJ East procurement as quickly as possible while the funding issues are resolved. Finally, that the Texas Department of Transportation Executive Director advance IH 35W Phase 3C as quickly as possible.

January 3, 2018

Members of the RTC will attend the January 25, 2018, TTC meeting and will wish to speak on the issue of tolled managed lanes on the IH 635 East and IH 35W Phase 3C projects. We were not able to attend your last meeting since it fell on our regularly-scheduled MPO meeting date.

We understand that selected State elected officials have placed pressure on you to delay. We are addressing that unfounded criticism directly. Adding \$5 million per month of delay for LBJ East for two years while the Skillman/Audelia interchange is completed results in huge public sector cost, economic development risk and delays in needed safety improvements. Removing the tolled managed lanes in the IH 35W 3C project results in a loss of approximately \$800 million in private sector investment. The region went through a comprehensive grassroots, bottom-up, democratic process in both corridors and outside interests are holding up projects that will continue to bring mobility and safety improvements for the next 50 years.

The RTC looks forward to working with the Texas Transportation Commission and TxDOT before the January TTC meeting on removing barriers necessary to advance the IH 635 East project. Again, thank you for your continued service to improving transportation in the State of Texas.

Sincerely,



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

AW:clh

cc: The Honorable Greg Abbott, Governor, State of Texas
The Honorable Dan Patrick, Lt. Governor, State of Texas
The Honorable Robert Nichols, Chairman, Texas Senate Transportation Committee
The Honorable Geanie Morrison, Chairman, Texas House Transportation Committee
Mr. James Bass, Executive Director, TxDOT



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

January 3, 2018

The Honorable Roberto Alonzo
Texas House of Representatives
P.O. Box 2910
Austin, TX 78768

Dear Representative Alonzo:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area, we would like to begin a conversation with the North Central Texas Legislative Delegation regarding options to address transportation needs across the State, and particularly in large metropolitan areas.

As you are aware, the RTC's role is to develop a metropolitan transportation plan that establishes a multimodal blueprint for the DFW region over a 20+ year period and then work with transportation partners, such as the Texas Department of Transportation (TxDOT), the North Texas Tollway Authority, and transit providers to implement the projects contained in the plan. The Texas Legislature, along with the United States Congress, is instrumental in implementing the plan through revenue sources and the authorization of tools. While new revenue sources have been provided recently through statewide voter approval, the use of tools such as tolled managed lanes and debt financing has been reduced. The latest Legislative session significantly reduced TxDOT revenues. Given the overwhelming transportation need in rapidly growing metropolitan regions, revenue is insufficient to address congestion concerns and build the highest priority projects. This is especially true with funding allocations awarded by the Texas Transportation Commission to non-metropolitan areas of the State.

When selected members of State government criticize urban regions and MPOs for advancing billion dollar projects with limited resources from the State, it triggers the need to focus on each of our responsibilities. The role of the Legislature is to establish the revenue levels, the role of the MPO is to stretch those limited funds to maximize transportation system improvements.

The RTC recently approved a list of 15 legislative ideas as a discussion point for the Texas Legislature on methods to provide additional revenue or tools. This list is attached and we look forward to hearing from members of our delegation on these proposals or other ideas the Legislature is considering to meet transportation needs moving forward. In the meantime, we will be advancing projects.

The Honorable Roberto Alonzo
Page Two

January 3, 2018

Thank you for your service to the State of Texas. We look forward to a dialogue as we approach the 86th Texas Legislature on transportation revenue and innovative tools. If needed, feel free to contact Michael Morris, P.E., Director of Transportation for NCTCOG, at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,



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

AW:clh
Attachment

cc: The Honorable Greg Abbott, Governor, State of Texas
The Honorable Dan Patrick, Lt. Governor, State of Texas
The Honorable Robert Nichols, Chair, Senate Transportation Committee
The Honorable Geanie Morrison, Chair, House Transportation Committee
Members of the Texas Transportation Commission
The Honorable Will Conley, Chair, CAMPO Transportation Policy Board
The Honorable Matt Sebesta, Chair, H-GAC Transportation Policy Council
The Honorable Kevin A. Wolff, Chair, AAMPO Transportation Policy Board
Mr. James Bass, Executive Director, TxDOT
Mr. Alan Clark, MPO Director, H-GAC
Mr. Ashby Johnson, Executive Director, CAMPO
Mr. Isidro Martinez, Director, AAMPO
Michael Morris, P.E., Director of Transportation, NCTCOG

RE-ENGAGE STATE LEGISLATURE

WORK WITH CONGRESS

1. Why don't we collect revenue smarter?
2. Why is Texas sending money to other states?
3. Why is Texas being short changed using old formulas?
4. Why isn't everyone paying taxes?
5. Why can't we pilot test the new federal program, especially since we are one of a few donor states?

RE-ENGAGE STATE LEGISLATURE

WORK WITHIN TEXAS

6. Why don't we collect revenues smarter?
7. Why isn't everyone paying taxes?
8. Why can't TxDOT borrow funds when cost of construction is greater than the cost of money?
9. Why can't TxDOT use the credit rating of Texas and pay lower interest?
10. Why did the legislature reduce TxDOT's construction revenues by changing TxDOT interest payments?

RE-ENGAGE STATE LEGISLATURE

WORK WITHIN TEXAS (Cont.)

11. Why can't the legislature give TxDOT more reliable authority on new revenue sources?
12. Why does the legislature restrict transit choices that lower the need for freeway capacity, toll managed lanes and toll road lanes?
13. Why does Texas let tax dollars leak to neighboring states for entertainment choices?
14. Why does Texas resist local option revenue generation?
15. Why can't the legislature support new institutional structures to deliver next generation technology, rail, people mover and transportation reward programs?

Dallas-Fort Worth Clean Cities Annual Report and Fleet Recognition



Regional Transportation Council
Chris Klaus
Senior Program Manager
January 11, 2018



**Dallas-Fort Worth
CLEAN CITIES**

2017 Outstanding Fleet Recognition Recipients*

Silver Awards

City of Carrollton
City of Denton
City of Euless
City of Grapevine
City of Lancaster
City of Richardson
City of Southlake
Town of Addison

2017 Silver Fleet



**Dallas-Fort Worth
CLEAN CITIES**

2017 Bronze Fleet



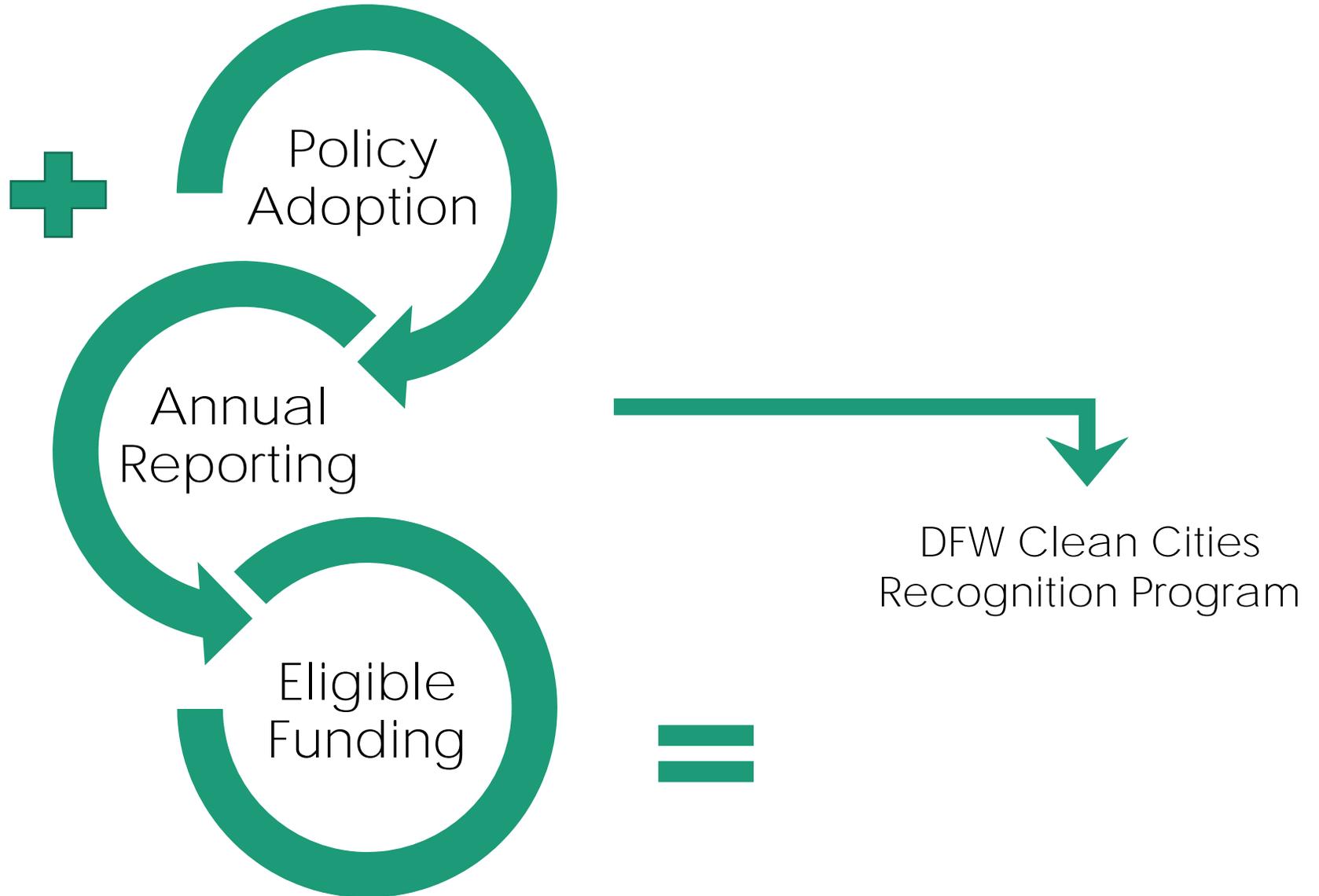
**Dallas-Fort Worth
CLEAN CITIES**

Bronze Awards

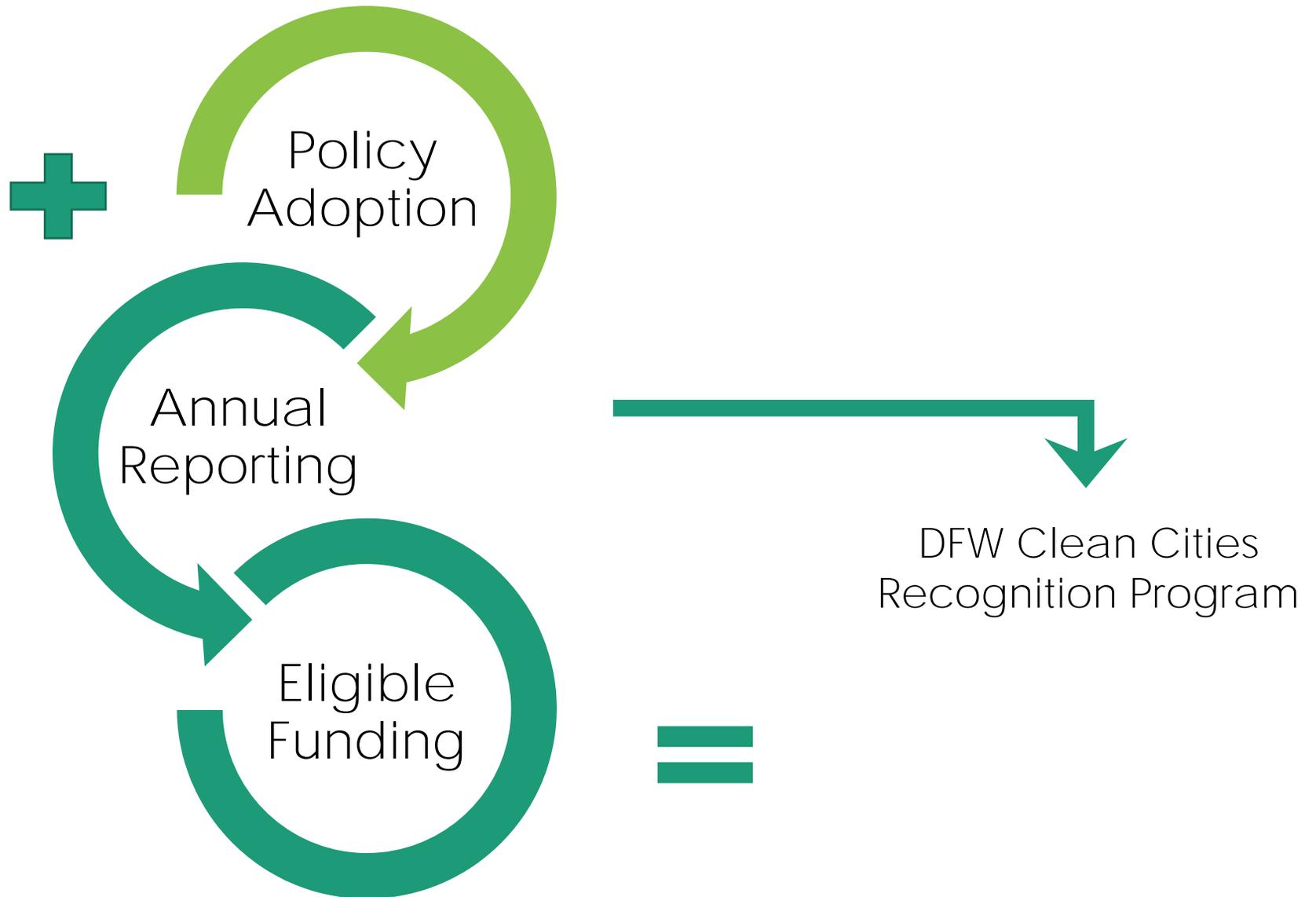
City of Allen
City of Coppell
City of Fort Worth
City of Lewisville
City of North Richland Hills
City of Plano
City of Rockwall
City of Wylie
Dallas Area Rapid Transit
Denton ISD
Town of Flower Mound

2 **2017 Recognition Based on Reports of 2016 Fleet Activity*

Connection Between Clean Cities and Fleet Policy



Connection Between Clean Cities and Fleet Policy



Clean Fleet Policy

2014

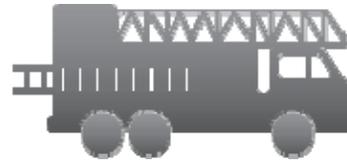
Year RTC Approved a Resolution Supporting the Adoption and Implementation of a Revised Clean Fleet Policy for Fleets in the Nonattainment area

64

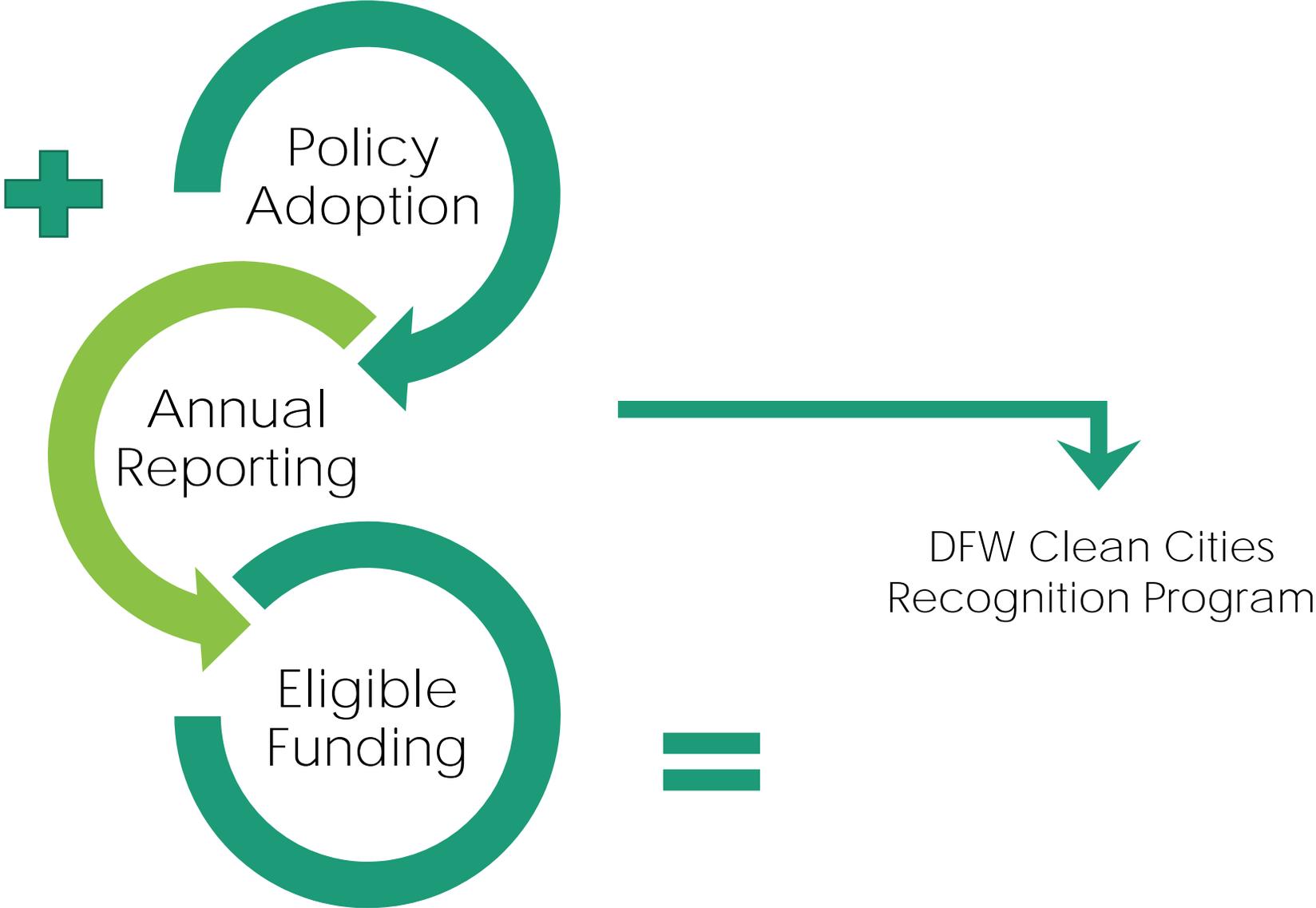
Fleets That Have Adopted the Policy

\$

Adoption and Reporting Necessary for Fleets to be Eligible for Vehicle Funding Through RTC. Also a Component of the [Metropolitan Transportation Plan Policy Bundle](#).



Connection Between Clean Cities and Fleet Policy



DFW Clean Cities Annual Report



DOE Goal to Save 2.5 Billion Gallons of Petroleum Per Year by 2020



DFWCC Goal to Increase Petroleum Reduction by 15% Every Year



Fleets Must Complete the Report & Adopt the Clean Fleet Policy to be Eligible for Fleet Recognition



Reports due February 15 Annually

www.dfwcleancities.org/annualreport

Annual Report Components & Policy Goals

Emissions Reductions

- Anti-idling Policy
- Training and Orientation
- On-board Technology
- Vehicle Prioritization

Fuel Reduction

- Eco-driving Policy
- Right-sizing Vehicles to Operation
- Alternative Fuel/Hybrid Vehicles

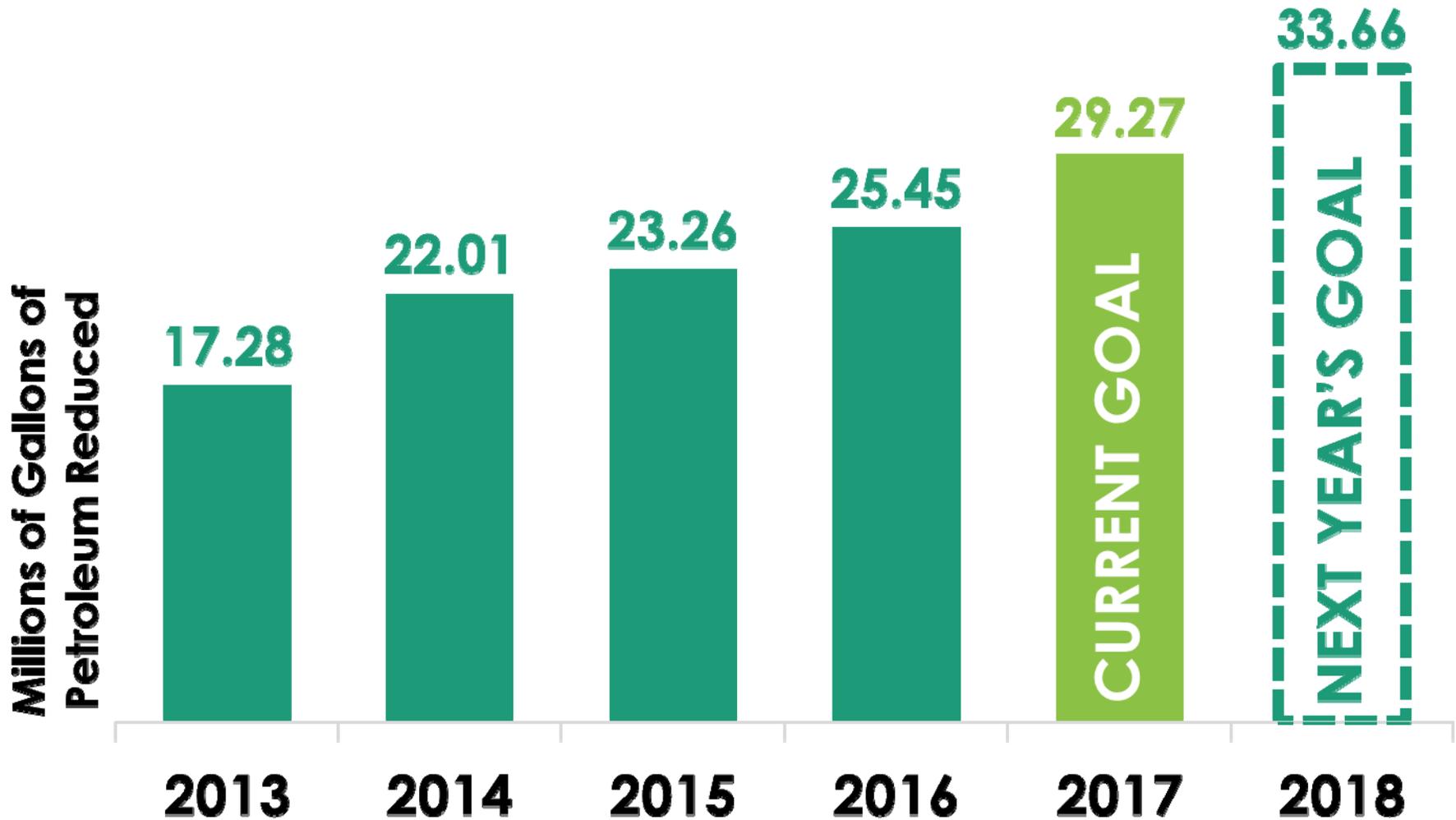
Partnership

- Promotion of Clean Fleet Policy/DFWCC to Partners
- Active in DFWCC Activities
- Reduce Environmental Impacts
- Annual Reporting

Outreach and Awareness of Air Quality Goals

- New Hire Orientation
- Driver Pledges
- Attend NCTCOG Trainings
- Performance and Recognition
- Shared Resources

Annual Report: Petroleum Reduction Results By Year



Help Us Reach Our 2017 Goal!

Fill Out Your Fleet Report Here: www.dfwcleancities.org/annualreport

Air Quality Emphasis Areas

- High-Emitting Vehicles/Equipment
- Low Speeds
- Idling
- Vehicle **Miles of Travel**
- Energy and Fuel Use**
- Cold Starts
- Hard Accelerations



**Dallas-Fort Worth
CLEAN CITIES**

Contact Information

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Dallas-Fort Worth
CLEAN CITIES

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**Regional Transportation Council Attendance Roster
January 2017-December 2017**

RTC MEMBER	Entity	1/12/17	2/9/17	3/9/17	4/13/17	5/11/17	6/8/17	7/13/17	8/10/17	9/14/17	10/12/17	11/9/17	12/14/17
Douglas Athas (06/13)	Garland	P	P	E(R)	P	P	P	P	P	P	P	P	P
Tennell Atkins (09/17)	Dallas	--	--	--	--	--	--	--	--	A	P	A	P
Sara Bagheri (12/16)	Denton	P	P	P	P	P	E(R)	P	P	P	P	P	E(R)
Sue S. Bauman (10/17)	DART	--	--	--	--	--	--	--	--	--	P	P	P
Carol Bush (01/15)	Ellis Cnty	P	A	P	E	P	A	P	P	E	P	P	P
Loyl Bussell (05/17)	TxDOT, FW	--	--	--	--	P	P	E(R)	P	P	P	P	P
Rickey D. Callahan (09/17)	Dallas	--	--	--	--	--	--	--	--	A	P	E	P
Mike Cantrell (1/07)	Dallas Cnty	P	P	P	P	P	P	P	P	P	A	E	P
David L. Cook (05/16)	Mansfield	P	P	P	P	E(R)	P	E	P	P	P	E(R)	P
Rudy Durham (7/07)	Lewisville	P	P	P	E(R)	P	P	P	P	P	P	P	P
Andy Eads (1/09)	Denton Cnty	P	P	P	P	P	P	P	P	P	P	P	E
Charles Emery (4/04)	DCTA	P	P	P	P	P	P	P	P	P	P	P	P
Kevin Falconer (07/17)	Carrollton	--	--	--	--	--	--	P	P	P	P	P	A
Gary Fickes (12/10)	Tarrant Cnty	P	P	P	P	E(R)	P	P	P	P	P	P	P
Robert Franke (1/08)	Cedar Hill	P	P	P	P	P	P	P	P	P	P	P	P
George Fuller (07/17)	McKinney	--	--	--	--	--	--	P	P	A	P	A	A
Sandy Greyson (11/11)	Dallas	P	P	A	P	P	P	A	P	P	P	P	P
Mojoy Haddad (10/14)	NTTA	A	A	P	A	P	A	P	P	P	P	A	A
Roger Harmon (1/02)	Johnson Cnty	P	E(R)	P	P	E	E	P	P	P	P	P	P
Clay Lewis Jenkins (04/11)	Dallas Cnty	P	E	E	P	P	P	P	P	P	P	E	E
Ron Jensen (06/13)	Grand Prairie	P	P	P	P	P	P	P	A(R)	E(R)	P	P	P
Jungus Jordan (4/07)	Fort Worth	P	P	P	P	P	P	P	P	E(R)	P	P	E(R)
Lee M. Kleinman (09/13)	Dallas	P	P	E	P	E	P	A	P	P	P	P	P
Harry LaRosiliere (06/17)	Plano	--	--	--	--	--	P	P	E(R)	P	E(R)	P	P
David Magness (06/13)	Rockwall Cnty	P	E	P	P	P	P	P	P	P	P	E	P
Scott Mahaffey (03/13)	FWTA	P	P	E(R)	P	P	P	P	P	P	E(R)	P	E(R)
B. Adam McGough (07/16)	Dallas	P	P	P	P	P	E(R)	P	P	P	P	P	P
William Meadows (02/17)	DFW Airport	--	E	P	P	P	P	E	A	P	A	P	E
Steve Mitchell (07/17)	Richardson	--	--	--	--	--	--	P	P	P	P	P	P
Cary Moon (06/15)	Fort Worth	E(R)	P	E(R)	P	P	P	A	P	P	E(R)	P	P
Stan Pickett (06/15)	Mesquite	P	P	E	E(R)	P	P	P	P	P	P	E	P
Mark Riley (1/09)	Parker Cnty	P	P	P	P	E(R)	P	P	E	P	P	P	P
Kelly Selman (02/15)	TxDOT, Dallas	E(R)	P	P	E(R)	P	P	E(R)	P	P	P	P	P
Will Sowell (10/17)	Frisco	--	--	--	--	--	--	--	--	--	P	E(R)	P
Mike Taylor (7/14)	Colleyville	P	P	P	P	P	P	P	P	P	P	P	P
Stephen Terrell (6/14)	Allen	P	P	P	P	E	E(R)	P	A	P	P	P	E(R)
T. Oscar Trevino Jr. (6/02)	Nrth Rch Hills	P	P	P	P	P	E(R)	P	P	E(R)	E(R)	P	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
January 2017-December 2017**

RTC MEMBER	Entity	1/12/17	2/9/17	3/9/17	4/13/17	5/11/17	6/8/17	7/13/17	8/10/17	9/14/17	10/12/17	11/9/17	12/14/17
William Tsao (3/17)	Dallas	--	--	P	P	P	P	P	E(R)	P	P	P	P
Oscar Ward (6/14)	Irving	P	E	P	P	P	P	P	P	E	E	P	P
Duncan Webb (6/11)	Collin Cnty	P	P	E(R)	P	P	P	P	P	P	P	P	P
B. Glen Whitley (2/97)	Tarrant Cnty	E	P	P	P	P	E(R)	P	P	A(R)	P	E(R)	E
Kathryn Wilemon (6/03)	Arlington	P	P	P	P	P	P	P	P	P	P	P	P
W. Jeff Williams (10/15)	Arlington	P	P	P	E	P	P	P	P	P	P	E(R)	P
Ann Zadeh (06/17)	Fort Worth	--	--	--	--	--	P	P	P	P	P	P	P

Note: Date in parenthesis indicates when member was 1st eligible to attend RTC meetings

P= Present
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--= Not yet appointed

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
October 2016-October 2017

STTC MEMBERS	Entity	10/28/16	12/2/16	1/27/17	2/24/17	3/24/17	4/28/17	5/26/17	6/23/17	7/28/17	8/25/17	9/22/17	10/27/17
Antoinette Bacchus	Dallas County	A	A	P	P	P	P	A	P	A	P	A	P
Micah Baker	Dallas County	P	A	A	A	A	A	P	A	A	A	P	A
Bryan Beck	Fort Worth	--	--	--	--	--	--	--	--	--	--	--	P
Katherine Beck	Fort Worth	--	--	--	--	--	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	A	P	P
Keith Brooks	Arlington	A	P	P	A	R	P	A	P	P	P	A	A
Mohammed Bur	TxDOT, Dallas	P	P	P	P	P	P	A	P	P	A	P	P
Dave Carter	Richardson	P	A	A	P	P	P	A	P	P	P	P	P
Ceason Clemens	TxDOT, Dallas	--	--	--	--	--	--	--	--	--	P	A	P
Robert Cohen	Southlake	--	--	--	--	--	--	--	--	R	P	A	R
Kent Collins	Coppell	P	P	P	P	R	P	A	P	P	A	A	P
John Cordary, Jr.	TxDOT, FW	P	P	P	A	P	P	P	P	P	P	P	P
Hal Cranor	Euless	P	P	P	P	P	R	P	P	R	P	P	A
Jacqueline Culton	Duncanville	--	--	--	--	--	--	--	P	P	P	P	A
Clarence Daugherty	Collin County	R	P	P	P	P	P	P	P	P	P	P	P
Chad Davis	Wise County	A	P	A	A	P	A	A	P	P	P	P	P
Greg Dickens	Hurst	R	R	A	R	R	R	R	R	R	R	A	R
David Disheroon	Johnson County	P	P	P	P	A	P	P	A	P	A	P	A
Phil Dupler	FWTA	--	--	--	--	--	--	--	--	--	--	--	P
Massoud Ebrahim	Greenville	P	P	A	P	P	P	P	A	P	P	P	P
Chad Edwards	DART	P	P	P	P	P	P	P	A	P	P	P	A
Claud Elsom	Rockwall County	P	P	A	P	P	P	P	P	A	P	P	A
Keith Fisher	Cleburne	--	--	P	R	P	P	P	P	P	A	R	P
Eric Fladager	Fort Worth	A	P	P	P	A	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	R	P	P	P	P	P	P
Gary Graham	McKinney	P	R	R	P	P	R	R	P	R	P	P	P
Tom Hammons	Carrollton	A	A	A	A	A	A	A	A	A	A	P	A
Ron Hartline	The Colony	P	P	R	A	R	R	R	R	A	R	A	R
Mark Hines	McKinney	A	A	A	A	A	A	A	A	A	A	A	A
Kristina Holcomb	DCTA	P	P	P	P	P	P	P	P	P	A	R	R
Matthew Hotelling	Flower Mound	P	P	P	P	P	P	P	P	P	P	P	P
Kirk Houser	Dallas	P	P	A	P	R	P	P	P	P	P	P	P
Terry Hughes	Parker County	P	P	P	P	P	P	P	P	P	A	P	P
Jeremy Hutt	Colleyville	P	P	A	P	P	P	P	P	A	R	P	P
Paul Iwuchukwu	Arlington	P	P	P	P	P	P	P	P	P	P	P	A
Tim James	Mesquite	A	P	P	A	A	P	A	P	P	A	P	P
Kelly Johnson	NTTA	A	A	A	A	A	A	A	P	A	A	A	A
Tom Johnson	DeSoto	P	A	P	A	P	P	P	P	A	P	P	P
Sholeh Karimi	Grand Prairie	A	P	P	P	P	P	A	P	P	P	A	P
Paul Knippel	Frisco	A	P	A	A	A	A	A	A	A	P	P	P
Chiamin Korngiebel	Dallas	P	P	P	P	A	A	P	P	P	R	R	A

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R =Represented -- =Not yet eligible to attend

Surface Transportation Technical Committee Attendance Roster
October 2016-October 2017

STTC MEMBERS	Entity	10/28/16	12/2/16	1/27/17	2/24/17	3/24/17	4/28/17	5/26/17	6/23/17	7/28/17	8/25/17	9/22/17	10/27/17
Alonzo Liñán	Keller	--	--	--	P	A	P	P	P	P	P	P	P
Paul Luedtke	Garland	P	P	P	P	P	R	P	P	P	P	P	P
Stanford Lynch	Hunt County	P	A	R	P	A	P	P	P	P	P	P	R
Srini Mandayam	Mesquite	R	R	R	A	R	R	A	P	A	R	A	A
Alberto Mares	Ellis County	--	--	--	--	--	--	--	--	P	A	P	P
Laura Melton	Burleson	P	P	A	A	P	P	P	P	P	P	P	A
Brian Moen	Frisco	A	A	A	A	P	P	A	P	P	P	A	A
Cesar Molina, Jr.	Carrollton	P	P	A	P	A	P	A	P	R	A	A	P
Lloyd Neal	Plano	P	P	P	P	A	P	P	P	P	A	A	A
Mark Nelson	Denton	P	P	P	P	R	P	A	P	P	P	R	P
Jim O'Connor	Irving	P	P	P	P	P	P	P	P	P	P	A	P
Kenneth Overstreet	Bedford	P	P	A	A	A	A	P	A	A	A	R	A
Kevin Overton	Dallas	A	P	P	P	P	P	P	A	P	P	P	P
Dipak Patel	Lancaster	P	P	P	P	P	P	P	P	P	P	P	P
Todd Plesko	DART	P	P	P	P	P	P	P	P	P	P	P	P
Shawn Poe	Rowlett	P	P	P	P	P	P	P	P	P	P	P	P
John Polster	Denton County	P	P	A	P	P	P	P	P	P	P	P	P
Tim Porter	Wylie	--	P	A	P	P	P	P	P	P	P	P	P
Daniel Prendergast	Plano	P	P	P	P	P	P	P	P	P	A	A	P
Lisa Pyles	Addison	P	A	P	P	A	A	P	P	A	P	A	P
William Riley	Tarrant County	P	P	P	P	P	A	P	P	P	P	A	P
Greg Royster	DFW Int. Airport	A	P	A	A	P	A	P	A	A	A	A	P
Moosa Saghian	Kaufman County	P	P	P	P	P	P	P	A	A	P	P	P
David Salmon	Lewisville	P	P	R	P	P	P	R	A	P	P	P	A
Lori Shelton	NTTA	P	P	P	P	P	P	P	P	P	P	P	P
Walter Shumac, III	Grand Prairie	P	A	P	P	P	A	P	A	P	A	P	A
Tom Simerly	Fort Worth	--	--	--	--	--	--	A	P	A	P	P	P
Randy Skinner	Tarrant County	P	P	P	P	P	P	P	P	P	P	P	P
Angela Smith	FWTA	P	A	P	P	A	A	P	P	P	P	P	P
Chelsea St. Louis	Dallas	--	--	P	P	P	R	P	P	P	P	P	P
Caleb Thornhill	Plano	P	P	A	P	P	P	A	P	P	P	A	P
Dave Timbrell	Garland	--	--	A	A	A	A	A	A	A	A	A	A
Mark Titus	Richardson	P	P	P	P	P	P	P	P	P	A	P	P
Gregory Van Nieuwenhuize	Haltom City	P	P	P	P	P	A	P	P	R	P	P	P
Daniel Vedral	Irving	A	A	A	P	A	P	P	P	P	P	P	P
Caroline Waggoner	North Richland Hills	P	A	P	P	P	P	P	P	P	P	P	P
Sam Werschky	Fort Worth	--	--	--	--	--	A	P	P	P	P	A	P
Jared White	Dallas	A	P	P	P	A	A	P	A	P	P	P	A
Bill Wimberley	Hood County	P	P	P	P	P	R	P	P	P	P	P	P
Robert Woodbury	Cedar Hill	--	--	--	--	--	--	--	--	--	--	--	P
Jamie Zech	TCEQ	A	A	A	A	A	A	A	A	A	A	A	A

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MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE October 27, 2017

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, October 27, 2017, at 1:30 pm, in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following STTC members or representatives were present: Antoinette Bacchus, Bryan Beck, Katherine Beck, David Boski, Laura Mitchell (representing Kristina Brevard), Mohammed Bur, Dave Carter, Ceason Clemens, Robert Cohen, Kent Collins, John Cordary Jr., Clarence Daugherty, Chad Davis, Duane Hengst (representing Greg Dickens), Phil Dupler, Massoud Ebrahim, Keith Fisher, Eric Fladager, Chris Flanigan, Ann Foss, Gary Graham, Brian McNulty (representing Ron Hartline), Matthew Hotelling, Kirk Houser, Terry Hughes, Jeremy Hutt, Tim James, Tom Johnson, Sholeh Karimi, Paul Knippel, Alonzo Liñán, Paul Luedtke, Alan Hendrix (representing Stanford Lynch), Alberto Mares, Cesar J. Molina Jr., Mark Nelson, Jim O'Connor, Kevin Overton, Dipak Patel, Shawn Poe, John Polster, Tim Porter, Daniel Prendergast, Lisa Pyles, William Riley, Greg Royster, Moosa Saghian, Lori Shelton, Tom Simerly, Randy Skinner, Angela Smith, Chelsea St. Louis, Caleb Thornhill, Mark Titus, Gregory Van Nieuwenhuize, Daniel Vedral, Caroline Waggoner, Sam Werschky, Bill Wimberley, and Robert Woodbury.

Others present at the meeting were: Alexis Ackel, Vickie Alexander, Tom Bamonte, Adam Beckom, Natalie Bettger, Ron Brown, Anthony Cao, Sarah Chadderdon, Lori Clark, Brian Dell, Cody Derrick, Daniel Edwards Sr., Kevin Feldt, Brian Flood, Christie Gotti, Brittany Hailey, Barry Heard, Chris Hoff, Crystal Humelsine, Dan Kessler, Mark Kinneman, Ken Kirkpatrick, Chris Klaus, Garry Kraus, Kevin Kroll, Dan Lamers, April Leger, Travis Liska, Allysha Mason, James McLane, Mark Middleton, Michael Morris, Corey Nesbit, Markus Neubauer, Donald Parker, Allix Philbrick, Greg Ramey, Chris Reed, Amy Rideout, Mario Rojo Jr., Kristina Ronneberg, Trey Salinas, Russell Schaffner, Dean Stuller, Gerald Sturdivant, Mitzi Ward, Amanda Wilson, Brian Wilson, and Sarah Wright.

1. **Approval of September 22, 2017, Minutes:** The minutes of the September 22, 2017, meeting were approved as submitted in Reference Item 1. John Polster (M); Jim O'Connor (S). The motion passed unanimously.
2. **Consent Agenda:** There were no items on the Consent Agenda.
3. **2017 Clean Diesel Subaward and Call for Projects:** Lori Clark presented details of the 2017 Clean Diesel Subaward and Call for Projects. In July 2017, the North Central Texas Council of Governments (NCTCOG) submitted a grant proposal on behalf of local governments to the Environmental Protection Agency (EPA) National Clean Diesel Funding Assistance Program. The EPA has recommended this proposal for full funding totaling approximately \$2 million to subaward for projects replacing older, high-emitting diesel powered vehicles and equipment. A small portion of the funds will be retained for NCTCOG staff administration of the program. Eligible entities will include local governments, as well as private companies that contract with local governments. Eligible activities include replacement of on-road, heavy-duty diesel trucks 16,000 pounds and up and non-road diesel equipment. The funding threshold is dependent on engine type. In preparation for submitting this proposal, NCTCOG solicited interest from local fleets who may wish to participate. The Denton County Transportation Authority (DCTA) submitted a bus replacement project with a match commitment that was detailed in the grant proposal to EPA. Staff proposed to subaward the DCTA project to replace four transit buses for approximately \$472,000. This would leave an available balance of approximately

\$1.5 million to subaward to other agencies. Staff proposed to award the funding through a Call for Projects on a modified, first-come, first-served basis. Applications would be due at 5 pm on the last Friday of every month. Each month, applications will be competitively evaluated using a cost per ton criteria. Following approval to open the Call and a final contract with EPA, staff will continue to make subawards through January 2019. Finally, Ms. Clark discussed the current North Texas Airport Emissions Reduction Call for Project. Funding is specific to airports for diesel powered ground support equipment. NCTCOG has been accepting applications for over one year and have yet to receive any applications. Staff proposed that the deadline for the Call for Projects be extended from December 29, 2017, to September 2018 or until all funds are exhausted. Ms. Clark added that both calls for projects address air quality emphasis areas of high-emitting vehicles/equipment and energy/fuel use. A motion was made to recommend Regional Transportation Council approval to subaward the Denton County Transportation Authority up to \$472,000 for four transit bus replacements; open the 2017 Clean Diesel Call for Projects with the structure, selection criteria, and schedule provided in Reference Item 3, and extend the North Texas Airport Emissions Reduction Call for Projects through September 2018. John Polster (M); Laura Mitchell (S). The motion passed unanimously.

4. **Transit Grant Funding Cleanup:** Sarah Chadderdon presented a recommendation for Regional Transportation Council approval of proposed reprogramming of transit funds to support several projects from the three transit authorities. The Regional Transportation Council (RTC) programs Federal Transit Administration (FTA) funds under several programs. Through regular monitoring, staff confirms that projects under these programs are proceeding as intended. When projects do not advance for two years, the funding becomes at risk of FTA taking back the funds. North Central Texas Council of Governments (NCTCOG) staff has identified canceled projects or projects that were not able to proceed in a timely manner. This includes funds initially programmed to the Texoma Area Paratransit System. Approximately \$7.2 million has been identified at risk and is available from four programs: Congestion Mitigation and Air Quality Improvement Program funds flexed to FTA, Enhanced Mobility of Seniors and Individuals with Disabilities, Job Access/Reverse Commute, and New Freedom. Dallas Area Rapid Transit (DART), the Fort Worth Transportation Authority (FWTA), and the Denton County Transportation Authority (DCTA) have requested this funding for a variety of projects that are eligible under these funding programs. Staff worked with the transit authorities to identify projects that serve a similar purpose and geography compared to the original use of the funds. DART has requested funding to support four projects: 1) fare equipment partnership with small and non-traditional providers, 2) software integration with non-traditional and private provider payment platforms, 3) taxi vouchers in nine service gap locations, and 4) seven low floor, smaller alternative-fuel vehicles and five 40 foot transit buses. DCTA and FWTA submitted a joint request that includes operating assistance and additional new buses to support a transit connection between Fort Worth and Denton. DCTA also requested funds to integrate trip scheduling software with small and nontraditional providers. Lastly, the FWTA requested operating assistance to support bus service upgrades to be implemented in FWTA's North Quadrant area. This project also includes a project to enhance connection to the Naval Air Station Joint Reserve Base Fort Worth. Proposed distribution of the available funds was summarized in Reference Item 4.1. Additional details were provided in Electronic Item 4.2. A motion was made to recommend Regional Transportation Council approval to reprogram transit funds to support the projects summarized in Reference Item 4.1. Committee action also included a recommendation that staff administratively amend the 2017-2020 Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents to incorporate the resulting changes. Laura Mitchell (M); John Polster (S). The motion passed unanimously.

5. **Update on Texas Department of Transportation "Big Projects" and Other Projects/Programs:** Michael Morris provided an update regarding "Big Projects" in the region. At the October 12 Regional Transportation Council (RTC) meeting, four RTC policy positions were approved: 1) P17-01, Policy Support to Expedite IH 635 Phase 3 to and Including the IH 30 Interchange (Electronic Item 5.1), 2) P17-02, Policy Support to Expedite IH 20 "Y" Connection/IH 820/US 287 (Electronic Item 5.2), 3) P17-03, Policy Support to Define Improvements on SH 183/IH 35E/IH 30/IH 45/US 175 and to Identify Resources (Electronic Item 5.3), and 4) P17-04, Policy Support to Advance Current Commitments (Electronic Item 5.4). In addition, RTC correspondence to the North Texas Tollway Authority requesting primacy be waived on eastern subregion projects was approved, provided in Electronic Item 5.5. Electronic Item 5.6 summarized other initiatives currently underway. In addition to the "Big Projects," staff has raised the importance of connections between rural connectivity projects funded by the State and urban projects. Staff has requested a full review of all rural connectivity projects to check for lane balance drops when the rural projects come into the metropolitan region. The State will be asked to fund the projects to reconcile the lane drops. In addition, staff is committed to projects that are under construction but that have inadequate resources to be completed, and also remains focused on strategic projects with unique circumstances such as projects that are hurricane evacuation routes from Houston and the high-speed rail route on IH 30 to Fort Worth. Each of these areas are being communicated to the Texas Department of Transportation (TxDOT) Headquarters as major focus areas over the next ten years. Mr. Morris noted that while all of the projects discussed are important, the concern is ensuring that the Texas Transportation Commission (TTC) provides the fair share allocation of funds to the region. Mr. Morris noted he attended the Texas Transportation Commission Workshop on October 25 and articulated the importance of the formula allocation. TxDOT Commissioner Victor Vandergriff has also laid out this focus on "Big Projects" and has expressed concern that the TTC may chose not to formula allocate revenues since the Dallas-Fort Worth region has built over \$28 billion in freeway improvements since 2000 while Houston and Austin have not implemented the same magnitude of projects. Mr. Morris noted past discussions with Rick Williamson as Chairman of the TTC in which he noted that if the Dallas-Fort Worth region asked its communities to use property tax/sales tax or toll roads to fund projects, that the TTC should not forget about that effort as future projects are selected for funding. He also noted that conversations occurred at the TTC meeting on October 26 that appear that the Commission may be moving ahead on projects in Austin and Houston without the formula allocation principle being firmly reiterated. A portion of a video during which Commissioner Vandergriff spoke at the TTC Workshop was shown. He discussed the Dallas-Fort Worth region's efforts during the previous era to implement projects through the use of tolls and the skepticism that the Dallas-Fort Worth region's current projects could be ranked comparatively to other regions in the State, thereby penalizing the Dallas-Fort Worth region for its past efforts to implement projects. He noted this was the reason the formula allocation was previously put into place. Mr. Morris noted that as the Transportation Director, he will continue to engage TxDOT Headquarters staff and support the region's district engineers regarding this subject. Chad Davis asked if future growth is considered in the formula funding. Mr. Morris noted the formula for the allocation takes into consideration all of the growth trends that occur. Dallas-Fort Worth's share likely grows slightly over time because the region is growing faster than other regions. The concern is that if the Commission does not use formula funding, but simply picks projects, the region may not receive its fair share.
6. **Regional Transportation Council Efforts Supporting Amazon HQ2:** Michael Morris provided an overview of information provided to the Dallas Regional Chamber regarding its request for assistance related to the Amazon HQ2 Request for Proposals. While the Regional Transportation Council supports large employers coming to the region, it is silent on endorsement of specific locations. Mr. Morris reviewed speed data for IH 30 and

IH 35E to the Dallas Fort Worth International Airport, compared to IH 5 to Seattle Tacoma International Airport in Seattle. The data shows congestion for these roadways, which is significantly less in the Dallas-Fort Worth (DFW) region. Mr. Morris also highlighted a graphic that showed a comparison of population and congestion between Seattle and Dallas-Fort Worth for the years 2013-2016. Data indicates that in 2013-2016, Seattle was half the size of DFW, but had twice the amount of congestion. He also referenced reports by others that the region lacks transit compared to other potential locations. The Dallas Regional Chamber was presented information about guaranteed transit on tolled managed lanes in the region, as well as people mover systems within the region. John Polster asked if any thought has been given to developing similar congestion comparisons. Mr. Morris noted that if the region is short listed, staff is prepared to develop similar comparisons for other projects.

7. **Coordinated Low-Speed Automated Vehicle Procurement:** Tom Bamonte briefed the Committee on a coordinated, statewide procurement process for low-speed automated vehicles. He discussed efforts by mainstream companies to join the automated vehicle deployment arena and highlighted various automated vehicle acquisitions by companies such as Ford, General Motors, Delphi, Intel, and others. In addition, the advertising community has also ventured into the automated vehicle technology field. An example ad was shown for members. He also highlighted a recent study that shows 60 percent of people under the age of 45 will be in the market for an automated vehicle in the next decade. Arlington has been a leader in the deployment and testing of low-speed automated vehicles with the Milo shuttle, and other Texas cities have expressed interest in this emerging market. Arlington is interested in refreshing its system and a regional procurement is proposed. This will give others interested in low-speed automated vehicles an opportunity to obtain vehicles and services through a single procurement process. The process will establish a prequalified pool of automated vehicle vendors, with flexibility for individual entities to structure their own contracts. The regional procurement is not mandatory. Mr. Bamonte noted the effort was in the initial stage. Input and participation were encouraged.
8. **Texas Mobility Summit/Texas Innovation Alliance Update:** Tom Bamonte briefed the Committee on Texas Innovation Alliance activities, including the Texas Mobility Summit. The Texas Innovation Alliance is a group of cities, universities, and transportation agencies that came together at the first Texas Mobility Summit to advance short-term transportation innovation. Ten teams came together from various part of Texas to address transportation issues and presented ideas to a group of experts. Two teams from the region participated: Team Tarrant County and Team Arlington. Team Tarrant County focused on how to improve transportation to and from healthcare facilities and developed a three-year plan. Team Arlington picked up on the low-speed automated vehicle proving ground site designated by the Texas Mobility Summit and scaled the effort statewide to position Texas as a leader in low-speed automated vehicle deployment. Mr. Bamonte highlighted upcoming Dallas-Fort Worth events. On December 7, transit agencies will host an automated vehicle open house, and on December 8 a short course on using Waze data will be held prior to the Surface Transportation Technical Committee meeting. In addition, an update on Advanced Transportation and Congestion Management Technologies Deployment grant funding was provided. Five to ten annual awards for projects ranging from \$1-12 million to deploy transportation technology is available. Three applications were submitted from the region for 2017, but were not selected. Funding remains available for 2018, 2019, and 2020. Mr. Bamonte also noted that the Texas Innovation Alliance recently worked together on a statewide application for funding to build a 5G research platform, but the application did not make it to the final round.

9. **Mobility 2045 Update:** Kevin Feldt provided an update on development of the region's next long-range transportation plan, Mobility 2045. As staff reassess the current Mobility Plan, there are three primary categories that make up the total funding available for projects, programs, and policies: system revenue, facility revenue, and local revenue. Infrastructure maintenance is the top priority, followed by management and operations; growth, development, and land use strategies; rail and bus; high-occupancy vehicle/managed lanes; and freeways/tollways and arterials. Currently, expenditures for Mobility 2045 are estimated at approximately \$133 billion over the life of the Plan. Passenger rail projects were highlighted including existing transit projects and those identified as recommendations in Mobility 2040. TEXRail and the Blue Line light rail extension have been removed due to completion. In addition, high-speed rail on the Trinity Railway Express corridor will be removed as a result of local consensus and will be replaced with an alignment along IH 30. Several projects under further evaluation will also be included such as rail service north and south of Downtown Fort Worth, through Frisco, and a McKinney Streetcar Extension. Mr. Feldt also reviewed the Collin County transit-related initiatives process. Roadway projects were also highlighted. Staff begins with project recommendations from Mobility 2040. Portions of the DFW Connector and President George Bush Tollway between the Dallas North Tollway and US 75 projects have been removed due to completion. In addition, two projects were removed due to local consensus. New projects and projects with design changes are also reflected such as the IH 20 "Y" Connector, IH 635 East Phase 3, and interstate highway capacity near Downtown Dallas. Also included will be four north/south facilities in Collin County. Mr. Feldt discussed current policies and programs that will be reviewed and revised as part of Mobility Plan development, as well as new policies to be included. Efforts will address legislative programs, enhance performance-based planning, and include guaranteed transit. Possible technology policies may be included such as support of open data best practices, cooperation on wireless communications infrastructure, multi-occupant ride sharing, and automated vehicle deployment. A tolled managed lane system policy will also be included and is intended to address tolled managed lanes as a strategy to increase capacity on facilities in the region. Staff will continue to coordinate with transit and roadway partners, begin finalizing projects by November 15, and provide monthly Regional Transportation Council (RTC) and Surface Transportation Technical Committee (STTC) updates. Financial forecasts will also be finalized and public meetings will be conducted. Draft recommendations are expected to be available in January 2018, with the official public comment period beginning in April. STTC and RTC action is expected in May and June, respectively. An air quality conformity determination is anticipated between June and November 2018.
10. **Performance Measures: Roadway Safety and Transit Asset Management:** Kevin Kroll and Jing Xu presented proposed regional targets for measuring and evaluating the performance of two aspects of the transportation system. Mr. Kroll noted the North Central Texas Council of Governments (NCTCOG) uses performance measures as part of a performance-based planning process. Recently, federal legislation has specified certain quantitative performance measures that must be tracked and reported on an annual basis. These performance measures are coordinated with State and regional transportation partners. NCTCOG uses a four step process when monitoring transportation system performance: 1) identify Regional Transportation Council (RTC) emphasis areas, 2) set metrics and targets focused on RTC policy emphasis areas, 3) track and report performance compared to targets, and 4) track federal, State, and partner agency implementation over time. Staff then incorporates performance and partner feedback for the RTC to determine if adjustments to the emphasis areas are necessary. Mr. Kroll noted there are four federally required performance measures. These include the two performance measures being presented, the Highway Safety Improvement Program and Transit Asset Management, as well as Infrastructure Condition and System

Performance/Freight/Congestion Mitigation and Air Quality, which will be presented in the future. Required roadway safety performance targets include the number of fatalities, the rate of fatalities, the number of serious injuries, the rate of serious injuries, and the number of non-motorized fatalities plus serious injuries. Metropolitan planning organizations (MPOs) may choose to establish their own targets or adopt the State's targets (based on a five year average). For 2018, 2014-2018 data will be used. The Texas Department of Transportation (TxDOT) released its Strategic Highway Safety Plan (SHSP) in August, which utilized a data-driven, multi-year, collaborative process to establish its safety targets. Stakeholder consensus was reached that a 2 percent reduction in the number of fatalities and serious injuries projected by SHSP target year 2022 was achievable. The 2 percent reduction can be achieved by a 0.4 percent reduction per year beginning in 2018 and continuing to 2022. NCTCOG 2018 safety target recommendations were highlighted. The recommendations incorporate the 0.4% percent reduction in each target category. Mr. Kroll noted the SHSP also established seven emphasis areas: distracted driving, impaired driving, intersection safety, older road users, bicycle/pedestrian safety, roadway and lane departures, and speeding. NCTCOG active programs and projects that directly address each of the emphasis areas were highlighted.

Jing Xu presented proposed regional targets for Transit Asset Management. Following the same four step process presented earlier, NCTCOG identifies transit asset emphasis areas, sets regional targets, and tracks and reports performance with a goal to achieve a transit network that is in a state of good repair. The Federal Transit Administration (FTA) sets general guidance on Transit Asset Management categories, which include rolling stock (transit vehicles), infrastructure (rail track), equipment (transit support vehicles), and facilities (building, stations, etc.). Five types of rolling stock and three types of rail tracks are RTC policy emphasis areas. Other types of rolling stock, equipment, and facilities are not policy emphasis areas and were not highlighted. Ms. Xu noted the process of setting regional targets is a bottom up approach. First, transit agencies set their agency-wide targets and then share the information with NCTCOG. NCTCOG receives transit asset data from ten transit providers at various levels of detail. Based on the data provided, the MPO sets regional targets which may differ from agency-wide benchmarks adopted by the individual transit agencies. The proposed regional targets and metrics for 2018 were highlighted. For rolling stock, the metric used is the condition of transit vehicles measured against the industry standard service year. For example, a regular bus has an industry standard service year of 14 years. The proposed target is that zero percent of transit vehicles have met or exceeded the industry standard service year. Similarly, the infrastructure industry standard is performance restrictions where a transit vehicle would have to operate below the guideway's full service speed. The proposed target is that zero percent of rail tracks have performance restrictions. Ms. Xu noted that for both roadway safety and transit asset management, staff will next set baselines for performance with current data, track progress towards the target, and report progress to regional, State, and federal partners. Metrics and targets for RTC emphasis areas will be brought back annually. The timeline for this effort was reviewed. Action on the proposed targets will be requested at the December Surface Transportation Technical Committee and RTC meetings. John Polster asked if these targets will be used for eligibility requirements in future funding opportunities. Michael Morris noted that the targets are intended to help identify elements that may require more focus. He added, staff is interested in any ideas members may have regarding meeting these requirements. Todd Plesko noted that streetcars and trolleys were not listed in rolling stock, as well as bridges and tunnels in infrastructure. He noted that Dallas Area Rapid Transit (DART) typically also evaluates those types of vehicles and infrastructure. Ms. Xu noted that although NCTCOG is required to set targets for streetcars, that type of rolling stock is not an RTC emphasis area, but was included in the presentation. NCTCOG is only required to set regional targets for the transit assets for which there is direct capital responsibility.

Mr. Plesko noted that although the streetcar is a City of Dallas and McKinney Avenue Transit Authority operation, public funds go towards the facility so it is part of the region's public transportation system. He suggested that staff consider including streetcars since in this case it is used and funded with public funds, even though it is not owned by DART. Dan Kessler noted that staff would look into including street cars.

11. **2017-2018 CMAQ/STBG Funding Program: Federal/Local Funding Exchanges:** Brian Dell briefed the Committee on the proposed projects to be funded under the Federal/Local Funding Exchanges Program in the 2017-2018 Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Surface Transportation Block Grant (STBG) Funding Program. The status of other efforts in the CMAQ/STBG Funding Program were highlighted. The goal of the Federal/Local Funding Exchanges Program is to increase the pool of regional funds through the exchange of federal and local funds. This effort will establish the third phase of the Regional Transportation Council (RTC)/Local fund. The new RTC/Local funds will be used for projects being built to local design standards, air quality projects, and regional programs. The intent is to expedite/implement projects not eligible for federal funds or that would be best implemented without federal funds. When the process began, there were four requests for partnerships. One of those, the Dallas Area Rapid Transit (DART) Transit Related Improvement Program (TRIP) program, was previously approved. Other requests include the Glade Road/Dallas Fort Worth International Airport project, the continuation of Trinity Railway Express (TRE) local swaps, and a partnership with the City of Terrell. TRE local swaps is a continuation of an existing program. Since 2002, the RTC has partnered with cities along the Trinity Railway Express corridor, along with DART and the Fort Worth Transportation Authority (FWTA). Cities along the TRE corridor that are not members of a transit authority contribute local funds to help offset the operational costs of the TRE that are often being used by their citizens. Historically, to help repopulate the regional pool of funds, the funds received from the local entities have gone to the RTC. In exchange, the RTC programs federal funds for improvements along the TRE in a ratio of approximately 2 to 1. Each city's contribution amount is based on the proportion of vehicles from each city that use the TRE (determined by a staff survey of license plates of the vehicles that visited TRE stations or via a transit onboard survey). Mr. Dell provided a summary of the proposed funding exchanges: Glade Road partnering with Dallas Fort Worth International Airport, TRE local swaps with various agencies, and FM 148 with the City of Terrell. Any approved funds will not be added to the Transportation Improvement Program (TIP) until an agreement is executed with the partners. For the Glade Road project, staff proposed to use Transportation Development Credits in lieu of a local cash match in order to maximize the amount of local funds that the RTC would receive over time. For the TRE local swaps, the federal funds would be given to DART and FWTA for improvements to the TRE. The entities will work together to propose a list of improvements for the funds. For the local funding, each partner would pay a set portion determined by the survey and the amount will be paid over three years. Finally, proposed local funding for FM 148 project would be paid back to the RTC over a period of 15 years through the City of Terrell's pass-through finance agreement with the Texas Department of Transportation. Staff are also working with Haltom City on a potential partnership. If a decision is made to fund any additional projects, details will be presented to members at the December 8, 2017, meeting. The schedule for the effort was highlighted.
12. **National Drive Electric Week Recap:** Kenny Bergstrom provided a summary of Drive Electric Week events. On September 9, 2017, the North Central Texas Council of Governments hosted the largest showcase of electric vehicles in Texas at Grapevine Mills Mall with over 500 in attendance. The event provided an opportunity for electric vehicle enthusiast and owners to share a real world perspective on the technology with attendees. The event was part of a national effort hosted during a two week period in September. Over

155 electric vehicles, a Texas record, were on display for attendees to ask questions and take rides with owners. RTC member Mike Taylor, City of Colleyville Councilmember, provided the keynote. In addition to various exhibitors, solar cars built by two teams of students from local high schools were on display. Mr. Bergstrom noted that in addition to the September 9 event, a series of five educational webinars took place the following week and covered a variety of electric vehicle related topics such as Workplace Recharging and Electric Vehicle 101. Additional information regarding the event was provided in Electronic Item 12 and available online at www.DriveElectricDFW.org.

13. **Fast Facts:** Allix Philbrick provided an overview of air quality funding opportunities for vehicles. She noted the Environmental Protection Agency (EPA) has opened its School Bus Rebate Program for up to \$20,000 in funding to repower or replace school buses. In addition, funding for those interested in investing in alternative fueling facilities infrastructure is available through the Alternative Fueling Facilities Program, administered by the Texas Commission on Environmental Quality (TCEQ). Details were made available in Electronic Item 13.1.1. Ms. Philbrick also highlighted two upcoming workshops. On November 2, an Electric Vehicle Infrastructure Workshop is scheduled on the benefits, installation, station ownership, best practices, and other topics. Additionally, TCEQ will discuss the Alternative Fueling Facilities Program and the Texas Natural Gas Vehicle Grant Program. Details were provided in Electronic Item 13.1.2.

In addition, Ms. Philbrick discussed an upcoming webinar on October 31 for school districts interested in investing in alternative fuels. Attendees will hear strategies from school districts that have implemented alternative fuels, as well as information about upcoming funding opportunities. On November 30, a Clean Vehicle Solutions webinar will be held on refuse haulers to explore alternative fuels in the solid waste management sector. Details were provided in Electronic Item 13.2.

Ms. Philbrick also provided a Volkswagen Settlement update. She noted the Trust Agreement was finalized on October 2, 2017. This trust effective date starts the timeclock for states to opt in to claim funds. Approximately \$209 million is available to the State of Texas. Details were provided in Electronic Item 13.3.

Jody Loza provided an ozone season update. As of the date of the meeting, the region had experienced 24 exceedance days. Staff is working with State and local agencies to determine the cause of haze in the region on October 19 that resulted in an exceedance day. She added, the current design value of the region is 79 parts per billion. Details were provided in Electronic Item 13.4.

DJ Hale noted an upcoming Metropolitan Transportation Plan Policy (MTP) Bundle Workshop, scheduled for January 26, 2018. By voluntarily adopting at least 50 percent of select policies included in Mobility 2040, participating agencies can receive an offset of local funds for federal transportation projects in the form of Transportation Development Credits. The second round of MTP policy funding will open on November 6 and the final deadline for submittal is April 6. Additional information was provided in Electronic Item 13.5 and available at www.nctcog.org/policybundle.

Camille Fountain highlighted the upcoming Executive Level Traffic Incident Management course scheduled for November 2. The course is geared towards decision and policy makers and highlights the importance of effective incident management to first responders. Information regarding registration for the course, as well as attendance for previous First Responders and Executive Level courses, was provided in Electronic Item 13.6.

Kathryn Rush discussed a new guidebook titled Planning for Community Oriented Schools: A Guide to School Siting in North Texas. The guidebook is intended to be a tool for cities and school districts looking to improve interagency coordination, as well as to plan and design for community oriented schools. Additional details are provided at www.nctcog.org/schools.

Travis Liska referred to the Transit Oriented Development (TOD) brochure distributed at the meeting. The brochure was created as a resource for promoting TOD throughout the region and highlighting North Central Texas Council of Government support for sustainable development. Copies were made available at the meeting and additional information is available at www.nctcog.org/TOD.

Adam Beckom noted the 9th round of the Transportation Investment Generating Economic Recovery (TIGER) Grant Program. Due to the expedited schedule of the grant program, staff resubmitted the three projects submitted in last year's grant program. The projects included: Regional Connections to Technology and System Integration, East Lancaster/SH 180, and the Park Lane/Vickery Meadow Complete Streets project. Details were provided in Electronic Item 13.7.1 and Electronic Item 13.7.2.

Carli Baylor noted that a summary of discussions from September public meetings was provided in Electronic Item 13.8. Carli Baylor also noted that general public comments submitted August 20-September 19, 2017, were provided in Electronic Item 13.9.

In addition, Carli Baylor highlighted the November public meeting notice, distributed at the meeting in Reference Item 13.12. Public meetings are scheduled November 13, 14, and 15. Presentations will include information on performance measures for transit assets and roadway safety, as well as federal and local funding exchanges.

Brian Wilson noted the Aviation Education fact sheet distributed at the meeting. The fact sheet contains information on how staff is working with partners to ensure that aerospace and aviation have a pool of highly qualified workers to fill jobs now and in the future. A copy of the fact sheet is also available at www.nctcog.org/factsheets.

Mark Kinnaman reminded members that the submittal deadline for the February 2018 Transportation Improvement Program/State Transportation Improvement Program modification cycle was close of business the day of the meeting.

April Leger noted the November and December Surface Transportation Technical Committee meetings will be combined. One meeting will be held at 1:30 pm on Friday, December 8, 2017.

The current Local Motion was provided in Electronic Item 13.10, and transportation partner progress reports were provided in Electronic Item 13.11.

14. **Other Business (Old and New):** Dan Kessler introduced new North Central Texas Council of Governments staff: Alexis Ackel, Brian Crooks, Crystal Humelsine, Alecia Mason, Mario Rojo Jr., and Sarah Wraight.
15. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on December 8, 2017, at the North Central Texas Council of Governments.

The meeting adjourned at 3:15 pm.



A monthly update on activities of the Regional Transportation Council and the North Central Texas Council of Governments Transportation Department

January 2018

Calendar

January 3, 8:30 am

TRTC

Fort Worth Intermodal
Transportation Center
1001 Jones St.
Fort Worth, TX 76102

January 5, 11 am

DRMC

Richardson City Hall
411 W. Arapaho Road
Richardson, TX 75080

January 9, 6 pm

Public Meeting

Crosby Recreation Center
1610 E. Crosby Road
Carrollton, TX 75006

January 10, 2:30 pm

Public Meeting

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

January 11, 1 pm

Regional Transportation Council

Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

January 16, 6 pm

Public Meeting

Ella Mae Shamblee Library
1062 Evans Ave.
Fort Worth, TX 76104

January 26, 1:30 pm

Surface Transportation

Technical Committee

Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

Public to receive update on Mobility 2045 plan

NCTCOG staff will present an update on Mobility 2045, Unified Planning Work Program modifications and SolSmart designations during public meetings in January. Residents can provide input on Mobility 2045, the long-range transportation plan for North Central Texas, and work program modifications at public meetings on January 9 (Carrollton), January 10 (Arlington) and January 16 (Fort Worth).

Mobility 2045 will define a long-term vision for the region's transportation system and guide spending of federal and state funds. This includes funding for highways, transit, bicycle and pedestrian facilities and other programs that can reduce congestion and improve air quality. Draft recommendations are expected to be available in spring 2018 with RTC action to follow in the summer.

In addition to developing a long-range transportation plan, NCTCOG staff also creates a Unified Planning Work Program. The UPWP for regional transportation planning provides a summary of transportation and related air quality planning tasks to be conducted by the metropolitan planning organization over a two-year period. Proposed modifications to the FY 2018 and FY 2019 UPWP will be presented.

Staff will also present the benefits of solar to the Dallas-Fort Worth area and showcase participating cities and their solar-friendly efforts. NCTCOG has served as a SolSmart adviser to North Texas for the past year by hosting trainings and webinars and working with individual cities to make the region more solar friendly.

Finally, AirCheckTexas Drive a Clean Machine will be highlighted.

Watch the Arlington meeting in real time by clicking the "live" tab at www.nctcog.org/video. A recording of the presentations will also be posted at www.nctcog.org/input.

For more information about Local Motion topics, contact Brian Wilson at 817-704-2511 or bwilson@nctcog.org. Visit www.nctcog.org/trans for more information on the department



City of Arlington partners with app-based rideshare company

A new rideshare option has come to Arlington, and it includes a connection to the Trinity Railway Express. Via, a company operating in Chicago, New York and Washington, D.C., has begun deploying its black Mercedes-Benz seven-passenger vans in a section of Arlington, giving residents an alternative to driving alone. The app-based service began December 11, providing users the chance to schedule rides to and from the TRE station, as well as in and around the Entertainment District.



City of Arlington photo

Arlington has partnered with Via, an app-based rideshare company that allows users to schedule trips by using their smartphones.

Rides cost \$3 each way and are available from 7 a.m. to 9 p.m. weekdays and 9 a.m. to 9 p.m. Saturdays. With the initial rollout, a North Texan who wants to go from, say, Fort Worth to classes at the University of Texas at Arlington, can take the TRE from downtown to the CentrePort/DFW Station and schedule a Via ride the rest of the way. The user would pull up the app, schedule a ride and report to the pick-up point a short distance away.

By spring or early summer, Via is expected to offer connections to the Parks at Arlington and Arlington Highlands along Interstate Highway 20.

When fully implemented, Via will serve locations in an area bound by Interstate Highway 30 to the north, IH 20 to the south, Fielder Road to the west and State Highway 360 to the east. For information, visit www.arlington-tx.gov/via.

The app is available in the App Store and on Google Play. Those without smartphones can call 817-784-7382 to book a ride. The City will pay \$322,500, 33 percent of the cost of the one-year pilot. The rest is to be paid for by the Federal Transit Administration.

Via replaces the Metro ArlingtonXpress, which provided bus service from the TRE's CentrePort/DFW Airport Station to UTA, with an additional stop near the Entertainment District for the past several years. MAX service ended in December.

OZONE SEASON

Air quality continues steady improvement

Ozone concentration in North Texas is at its lowest level on record, after falling to 79 parts per billion for the 2017 ozone season. For the first time, North Texas did not have any red (unhealthy for all groups) ozone days, a significant milestone since the region was first classified as nonattainment.

Ten counties in the Dallas-Fort Worth area are in nonattainment for ozone, an air pollutant that can cause a variety of health problems related to lungs and lung function.

In 2015, the standard was lowered from 75 ppb to 70 ppb and included a one-month extension of the ozone season.

Air quality in North Texas has improved significantly since 1998, when the ozone concentration was 102 ppb.

The region's progress is a result of NCTCOG and its partners adopting clean air programs and policies, along with advances in vehicle technology.

For information on how you can help improve air quality, visit www.airnorthtexas.org.

REGIONALNews

NTTA introduces new way to call for help



The North Texas Tollway Authority has introduced a faster, more efficient way to call for assistance when you are stranded on one of its toll roads.

You can now simply dial #999 on your cellphone if you get a flat tire, run out of gas or find yourself stranded for another reason. This will connect directly to NTTA's Safety Operations Center.

Roadside Safety Services crews and/or DPS Troopers can then be dispatched as needed. New roadside signs and Dynamic Message Boards (overhead electronic signs) will advise drivers of the new safety feature.

Through November, NTTA had assisted 24,138 motorists in 2017. This is an average of 72 a day. For more on the program, visit www.ntta.org.

RTC approves safety, transit asset measures

The RTC has approved performance measures to be used to gauge the safety of the region's roadway system. The targets are focused on reducing serious injuries and fatalities.

They are based on historical data and must be achievable, not just aspirational. For 2018, that means the goals for North Texas include 665 fatalities and approximately 3,600 serious injuries. Targets are based on five-year averages and will be reexamined each year.

The RTC requested an addendum be added explaining that one death is too many.

The RTC also approved transit asset performance measures. The goal of the transit performance measures is "to ensure transit vehicles, rail lines and other capital assets are in a state of good repair." Transit vehicles and rail track are areas of emphasis. Transit assets should not be older than the industry standard, according to the adopted performance measure.

The performance measures will be reported in Progress North Texas, NCTCOG's annual transportation state of the region, and used in various planning ventures.

Transportation Resources

Facebook

Facebook.com/nctcogtrans

Twitter

Twitter.com/nctcogtrans

YouTube

YouTube.com/nctcogtrans

Instagram

Instagram.com/nctcogtrans

Publications

NCTCOG.org/trans/outreach/publications.asp

Partners

Dallas Area Rapid Transit
DART.org

**Denton County
Transportation Authority**
DCTA.net

North Texas Tollway Authority
NTTA.org

**The Fort Worth
Transportation Authority**
FWTA.org

**Texas Department
of Transportation**
TxDOT.gov

By the Numbers

24,138

The number of motorists
NTTA assisted in 2017
(through November).

PUBLIC *Involvement*

Online comment period continues through Jan. 10

There is still time for residents to provide input on transportation projects scheduled through 2020.

Proposed modifications to the list of funded projects will be available for review during the online public comment period, which continues through January 10.

A comprehensive list of funded transportation projects through 2020 is maintained in the Transportation Improvement Program (TIP). Projects with committed funds from federal, state and local sources are included in the TIP.

To maintain an accurate project listing, this document is updated on a regular basis. For information, visit www.nctcog.org/input. To request printed copies, call 817-608-2365 or email cbaylor@nctcog.org.

@NCTCOGtrans revamps social media strategy

The NCTCOG Transportation Department's social media strategy has undergone a makeover.

The use of a light and conversational tone, modern graphic design elements moving images, like GIFs and videos, are all part of the new strategy implemented to refresh the content provided and make information more accessible to the Department's followers.

Social media is a valuable tool for the Transportation Department because of its speed and far-reaching capabilities. It is also a great way to connect with those in the North Texas region who may be looking for more convenient public involvement opportunities.

Follow us on Twitter and Instagram at @NCTCOGtrans; "like" the NCTCOG Transportation Department on Facebook; and subscribe to the NCTCOGtrans YouTube channel to keep up to date on all things transportation.

Prepared in cooperation with the Texas Department of Transportation and the US Department of Transportation, Federal Highway Administration and Federal Transit Administration. The contents of this report reflect the views of the authors who are responsible for the opinions, findings and conclusions presented herein. The contents do not necessarily reflect the views or policies of the Federal Highway Administration, the Federal Transit Administration or the Texas Department of Transportation.