

4. Public Outreach on Proposed Regional Single-Occupancy Vehicle Trip Reduction Target
 - Possible Changes to Transportation Development Credits and Possible Transit Passes for Private-Sector Employees
 - Draft Resolution ([Electronic Item 4.2](#))
 - Policy Rational ([Electronic Item 4.3](#))
5. Metropolitan Transportation Plan Schedule ([Electronic Item 4.4](#))
6. Changing Mobility: Data, Insights, and Delivering Innovative Projects During COVID Recovery ([Electronic Item 4.5](#))
(www.nctcog.org/pm/covid-19)
7. Commercial Motor Vehicle Violations: Enforcement, Prosecution, and Reporting Training Opportunity for Prosecutors and Judges, May 18 and 19, 2021
(<https://www.nctcog.org/trans/quality/safety/transportation-safety/commercial-vehicle-enforcement>)
8. Spring 2021 Virtual Traffic Incident Management Executive Level Course Announcement ([Electronic Item 4.6](#))
9. Dallas-Fort Worth Clean Cities Upcoming Events
(<https://www.dfwcleancities.org/dfw-clean-cities-meetings>)
10. Air Quality Funding Opportunities for Vehicles
(<https://www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle>)
11. Status of Texas Volkswagen Environmental Mitigation Program Funding Program ([Electronic Item 4.7](#))
12. March Online Input Opportunity Minutes ([Electronic Item 4.8](#))
13. April Online Input Opportunity Notice ([Electronic Item 4.9](#))
14. Public Comments Report ([Electronic Item 4.10](#))
15. Recent Correspondence ([Electronic Item 4.11](#))
16. Recent News Articles ([Electronic Item 4.12](#))
17. Recent Press Releases ([Electronic Item 4.13](#))

1:30 – 1:40

5. **COVID-19 #00X Infrastructure Program (Round 4)**

Action Possible Action Information Minutes: 10

Presenter: Christie Gotti, NCTCOG

Item Summary: Staff will request Regional Transportation Council (RTC) approval of a fourth round of COVID-19 #00X Infrastructure Program projects and the ability to amend the Transportation Improvement Program and other planning/administrative documents to incorporate the projects.

Background: Due to the COVID-19 outbreak, the economies of the United States, Texas, and Dallas-Fort Worth region have suffered large setbacks and there is an urgency to stimulate the economy. Over the past several months, North Central Texas Council of Governments staff received requests for funding from agencies around the region, which will inject much needed money into the local and State economies in the coming years. Staff recommends funding a fourth round of projects in this program that meet one or more of the RTC policies outlined in Mobility 2045 and/or assist with achieving the region's federal performance targets.

The complete list of proposed projects can be found in [Electronic Item 5.1](#). [Electronic Item 5.2](#) contains additional details about the program and projects being requested.

Performance Measure(s) Addressed: Roadway, Air Quality

- 1:40 – 1:45** 6. **2021 Federal Transit Administration Low or No Emissions Grant Program**
 Action Possible Action Information Minutes: 5
Presenter: Lori Clark, NCTCOG
Item Summary: Staff will request Regional Transportation Council approval of a proposed regional submittal to the Federal Transit Administration (FTA) Low or No Emissions Grant Program.
Background: The Federal Transit Administration has released the Fiscal Year 2021 Low or No Emissions Grant Program funding opportunity, which is expected to award \$180 million for advanced technology transit projects. Eligible projects include acquisition of low- or no-emission buses, supporting equipment, rehabilitation or improvement of bus facilities, and workforce development or training.

The North Central Texas Council of Governments proposes to submit one proposal on behalf of the region to electrify the Trinity Railway Express (TRE) Link service, which provides travelers a connection between the Centerport TRE station to Dallas-Fort Worth International Airport. Please see [Electronic Item 6](#) for more information.

Performance Measure(s) Addressed: Air Quality, Transit

- 1:45 – 1:55** 7. **Legislative Update**
 Action Possible Action Information Minutes: 10
Presenter: Rebekah Hernandez, NCTCOG
Item Summary: Staff will provide an update on federal and State legislative actions related to transportation and air quality issues affecting the Dallas-Fort Worth area. Legislative actions to be covered include the following:
 - Federal Infrastructure Bill Update
 - Federal and State Committee Actions
 - Bills of Interest in the Texas LegislatureBackground: Transportation issues continue to be a focus for both the United States Congress and the Texas Legislature. The 1st session of the 117th US Congress convened on January 3, 2021. The 87th Texas Legislature convened on January 12, 2021. This item will allow staff to provide updates on key positions of the Regional Transportation Council and allow any additional positions to be taken, if necessary.

Performance Measure(s) Addressed: Roadway, Transit

1:55 – 2:10

8. **Status Report on the North Texas Tollway Authority's Desire to Place SH 360 South in the NTTA System**

Action Possible Action Information Minutes: 15

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will highlight the North Texas Tollway Authority's (NTTA's) desire to place SH 360 South in the NTTA system. Staff will present NTTA's timeframe and anticipated action steps for a successful transaction.

Background: The Regional Transportation Council (RTC) approved action to advance the SH 360 toll road on December 5, 2013. The project has been opened to traffic since May 2018. The RTC provided the financial backstop to the Texas Department of Transportation (TxDOT) loan to NTTA. In December 2013, TxDOT provided \$300 million for the construction of SH 360 South from approximately Green Oaks to US 287 to be repaid by NTTA through project revenues. The transaction required a financial backstop in case the traffic demand could not meet the loan repayments to TxDOT. NTTA wishes to pay off the loan, sell bonds, and place SH 360 into the NTTA system. This would eliminate the RTC's need to financially backstop the project. [Electronic Item 8](#) contains monthly transactions on SH 360 South. Staff will summarize the current conversation between NTTA, TxDOT, and North Central Texas Council of Governments staffs. Action by the RTC will likely be requested at the May 13, 2021, RTC meeting.

Performance Measure(s) Addressed: Administrative, Roadway

2:10 – 2:15

9. **Fiscal Year 2021 Project Tracking Update**

Action Possible Action Information Minutes: 5

Presenter: Christie Gotti, NCTCOG

Item Summary: Staff will provide the Council with an update to the Fiscal Year 2021 Project Tracking Initiative that was initiated in order to reduce the region's carryover funding balances and expedite project delivery.

Background: Almost every year, Regional Transportation Council (RTC)-selected projects being implemented by local governments experience delays. While a one-year delay is of less consequence, projects tend to be delayed year after year. Over time, these delays led to the need to implement the Metropolitan Planning Organization Milestone Policy, which identifies projects that have not advanced to construction after being funded for at least 10 years. However, a 10-year project review does not create an action plan soon enough to reduce the region's growing Congestion Mitigation and Air Quality Improvement Program, Surface Transportation Block Grant Program, and Transportation Alternatives Set Aside carryover balances. As a secondary line of offense, staff has implemented a project tracking initiative that will highlight project schedule commitments to the Surface Transportation Technical Committee and the RTC on a regular basis and

report local agency progress toward the committed project development schedules. A list of projects that were scheduled to begin in Fiscal Year 2021 and their current status can be found in [Electronic Item 9.1](#). Additional details on this initiative can be found in [Electronic Item 9.2](#).

Performance Measure(s) Addressed: Roadway, Air Quality

2:15 – 2:25 10. **Regional Transit Performance Measures: Public Transportation Agency Safety Plan and Transit Asset Management**

Action Possible Action Information Minutes: 10

Presenter: Shannon Stevenson, NCTCOG

Item Summary: Staff will provide an update on proposed Public Transportation Agency Safety Plan (PTASP) regional targets, new federally required performance measures relating to improving transit safety in the region. An update on regional Transit Asset Management (TAM) performance will also be provided.

Background: The Public Transportation Agency Safety Plan Final Rule became effective on July 19, 2019, and seeks to improve public transportation safety by requiring operators of public transportation who receive federal Section 5307 Urbanized Area Formula Program funding to proactively manage safety risks in their systems through the development of PTASPs, which include individual agency transit safety performance targets. Once individual plans and targets are submitted to the Metropolitan Planning Organization, the Regional Transportation Council (RTC) must adopt regional transit safety targets within 180 days. Applicable regional providers have provided their plans to the North Central Texas Council of Governments as of December 2020. Staff worked with transit providers and performed detailed analyses to determine the best approach in adopting regional targets. The proposed regional targets will be used to track and report on the region's performance through existing documents, such as the Metropolitan Transportation Plan, and will be used in the planning process to prioritize funding investments and implement programs to improve transit safety.

A brief update on regional Transit Asset Management performance will also be provided, including a review of TAM and regional targets adopted by the RTC, performance for each of the four TAM performance measures, and discussion of next steps for updating the regional TAM targets and coordination to implement performance-based planning policies and projects. Details on both performance measures can be found in [Electronic Item 10](#).

Performance Measure(s) Addressed: Transit, Safety

2:25 – 2:35

11. **Regional Vanpool Program Modifications to Improve Overall Efficiency**

Action Possible Action Information Minutes: 10

Presenter: Shannon Stevenson, NCTCOG

Item Summary: Staff will provide information on the North Central Texas Regional Vanpool Program and an overview of recent coordination with transit providers to assess program modernization and opportunities to improve overall efficiency.

Background: The North Central Texas Regional Vanpool Program is operated by the Dallas Area Rapid Transit (DART), Denton County Transportation Authority (DCTA), and Trinity Metro and achieves many regional benefits including lowering emissions by removing single occupant vehicles off the road. The Regional Transportation Council previously approved funding to support vanpool services. Each transit agency operates their vanpool program slightly differently, which can be confusing to the public. Staff recently began assessing the program to look for ways to modernize and improve overall efficiency. In collaboration with staff from DART, DCTA, and Trinity Metro, various areas have been identified for improvement to help simplify the program, reduce rider confusion, avoid unintended competition among the transit agencies, and gain greater program efficiency.

Staff will propose various recommendations for the Regional Vanpool Program including updates to provider boundaries, temporary flexibility to the subsidy funding structure provided by the Regional Transportation Council, and discussion of a regional cooperative vanpool procurement to create a more unified program that will benefit current and future riders.

[Electronic Item 11](#) provides additional details.

Performance Measure(s) Addressed: Transit

2:35 – 2:40

12. **Air Quality Program Report**

Action Possible Action Information Minutes: 5

Presenters: Jenny Narvaez and Jason Brown, NCTCOG

Item Summary: Staff will present information regarding the region's 2021 ozone season and Texas temporary tags.

Background: The 2021 ozone season began on March 1 for the North Central Texas 9- and 10-county nonattainment areas and runs through the end of November. Concurrently, the region remains in nonattainment for both the 2008 and 2015 National Ambient Air Quality Standards (NAAQS) for ozone. As attainment was not met following the 2020 ozone season, it is anticipated the region will be reclassified to more stringent regulations for both standards. Daily ozone information including current conditions and forecasts is provided at: <https://www.nctcog.org/trans/quality/air/ozone>.

Texas temporary tags are issued to allow a vehicle buyer to be registered and operate a vehicle before permanent license

plates are obtained. Texas has experienced an increase in temporary tags after the Two Steps One Sticker program began in 2016. Due in part to the ease of creating, selling, and printing temporary “paper” tags, tens of thousands of vehicles are improperly registered throughout the state. These temporary registration tags are costing the State in lost revenue, can be purchased online from various outlets, and have been observed on vehicles across the United States.

Please see [Electronic Item 12](#) for more information.

Performance Measure(s) Addressed: Air Quality

2:40 – 2:45 13. **National Aeronautics and Space Administration Advanced Air Mobility Community Planning and Integration Proposal**

Action Possible Action Information Minutes: 5

Presenter: Ernest Huffman, NCTCOG

Item Summary: Staff will provide an update on a submission for the National Aeronautics and Space Administration (NASA) ARMD Advanced Air Mobility Research and Demonstration Announcement of Collaborative Partnership Opportunities.

Background: With the announcement of the ARMD Advanced Air Mobility Research and Demonstration Announcement of Collaborative Partnership Opportunities, NASA is making a commitment to support the Advanced Air Mobility (AAM) industry and community in addressing key safety and integration barriers by hosting an AAM National Campaign series and conducting key AAM research and evaluation activities. NASA is looking for local, regional, state, tribal government and community organizations to demonstrate and prepare for early adoption of AAM services.

Strategically, this community planning and integration effort is focused on two main areas: 1) addressing key barriers with AAM community integration towards adopting AAM services in urban areas and 2) addressing technical barriers across vehicle design, vehicle operation, airspace design, and airspace integration that would benefit from inputs provided by local, regional and or state decision makers. The key community integration barriers that will be explored as a result of this announcement include:

- Public acceptance
- Supporting infrastructure
- Operational integration
- Local regulatory environment and liability

Performance Measure(s) Addressed: Safety

14. **Progress Reports**

Action Possible Action Information

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

- RTC Attendance ([Electronic Item 14.1](#))
- STTC Attendance and Minutes ([Electronic Item 14.2](#))
- Local Motion ([Electronic Item 14.3](#))

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

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

17. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for ***1:00 pm, Thursday, May 13, 2021.***

REGIONAL TRANSPORTATION COUNCIL
March 11, 2021

In accordance with the Texas Governor's March 13, 2020, Disaster Declaration which was renewed through April 5, 2021, and subsequent suspension of certain Texas Open Meetings Act provisions, the March 11, 2021, meeting of the Regional Transportation Council (RTC) was conducted as a videoconference via Zoom. Staff conducted a roll call of members and the presence of a quorum was confirmed. The following members or representatives were present on the videoconference: Tennell Atkins, Richard E. Aubin, Mohamed Bur, Dianne Costa, Theresa Daniel, Jeff Davis, Pat Deen, Rudy Durham, Andy Eads, Kevin Falconer, Gary Fickes, George Fuller, Barry L. Gordon, Rick Grady, Lane Grayson, Mojoy Haddad, Roger Harmon, Ivan Hughes, Clay Lewis Jenkins, Greg Giessner (representing Ron Jensen), Carl L. Johnson, Jungus Jordan, John Keating, Mike Leyman, B. Adam McGough, William Meadows, Cara Mendelsohn, Robert Miklos, Cary Moon, Ignacio T. Nuñez, Philip J. Ritter, John Ryan, Chris Schulmeister, Jeremy Tompkins, T. Oscar Trevino Jr., William Tsao, Paul N. Wageman, Duncan Webb, W. Jeff Williams, and Ann Zadeh. Individual attendance was not taken for non-RTC member attendees.

1. **Opportunity for the Public to Speak on Today's Agenda: Consistent with HB 2840:**

This item allows members of the public an opportunity to give input on agenda items. Regional Transportation Council (RTC) Chair Roger Harmon asked if there were any public comments. No members of the public chose to speak.

2. **Approval of the February 11, 2021, Minutes:** The minutes of the February 11, 2021, meeting were approved as submitted in Reference Item 2. Theresa Daniel (M); Rick Grady (S). The motion passed unanimously.

3. **Consent Agenda:** The following item was included on the Consent Agenda.

- 3.1. **FY2020 and FY2021 Unified Planning Work Program Modifications:** Regional Transportation Council approval of modifications to the FY2020 and FY201 Unified Planning Work Program were requested. The proposed amendments were posted on the North Central Texas Council of Governments website for public review and comment, and also included as Electronic Item 3.1.1. Additional information was provided in Electronic Item 3.1.2.

A motion was made to approve the item on the Consent Agenda. T. Oscar Trevino Jr. (M); Theresa Daniel (S). The motion passed unanimously.

4. **Orientation to the Agenda/Director of Transportation Report:** Michael Morris provided an overview of items on the Director of Transportation Report. He noted that the Strategic Plan for the North Central Texas Council of Governments: 2020-2025 is available online at www.nctcog.org/executive-director/nctcog-strategic-plan. In addition, he noted that project ideas were being sought for development of the FY2022 and FY2023 Unified Planning Work Program and requests for planning studies from partners were due to NCTCOG on March 12, 2021. In addition, he noted that Electronic Item 4.2 contains a status report on Section 214/United States Army Corps of Engineers partnership. Funding for the partnership ends in 2022 and efforts to extend the partnership agreement will be brought back to the Council. Mr. Morris also presented information for Changing Mobility: Data, Insights, and Delivering Innovative Projects During COVID Recovery. He highlighted travel behavior by mode, and specifically noted that roadway patterns continue to differ from pre COVID-19 patterns with congestion not as significant in the peak periods. In addition, he highlighted

financial implications of COVID-19 to transit sales tax, sales tax, motor fuels tax, and motor vehicle sales and rental tax. Also highlighted were funding impacts to toll roads in the region. Mr. Morris also discussed lowered construction costs and efforts to work with Texas Department of Transportation partners to move projects forward in order to benefit from lower costs. Details were provided in Electronic Item 4.3 and the full dashboard is available at www.nctcog.org/pm/covid-19. Mr. Morris also discussed State requirements for Regional Transportation Council (RTC) meetings. Previous to COVID-19, the RTC met in person at the North Central Texas Council of Governments with both the Chair and members physically present at the meeting. As a result of the disaster declaration, State law has permitted both the RTC Chair and members to meet remotely and continue to conduct business. If the Governor of Texas were to no longer renew the disaster declaration, the RTC would still have flexibility by State law to have the RTC Chair in attendance physically at the NCTCOG office with RTC members continuing to meet remotely which is referred to as Phase 2. The desire is to eventually reach Phase 3 with both the RTC Chair and members meeting again physically at NCTCOG. Ken Kirkpatrick, General Counsel, provided further detail on the flexibility provided to the RTC under State law. He noted that as many are aware, local governments can meet by videoconference, but a quorum must be physically present. Since the RTC extends into three or more counties, there is flexibility that the quorum does not have to be physically present as long as the Chair is present at the meeting location meaning the RTC could continue to meet by videoconference if the RTC chooses to do so.

Next, Mr. Morris presented a proposed letter to the US Secretary of Transportation, provided in Electronic Item 4.1. Secretary Peter Buttigieg has discussed his commitment to equity in the transportation system and reconnecting communities where transportation facilities now serve as barriers and discussed similar efforts already occurring in the region. He noted the letter invites Secretary Buttigieg and/or his staff to the region in person or virtually to see examples of those types of projects in the region. A motion was made to approve transmittal of the letter to US Secretary of Transportation Peter Buttigieg, provided in Electronic Item 4.1. Ann Zadeh (M), Barry L. Gordon (S). The motion passed unanimously.

The remainder of the items in the Director of Transportation Report were not presented. Dallas-Fort Worth Clean Cities upcoming events were available at <https://www.dfwcleancities.org/dfw-clean-cities-meetings> and current air quality funding opportunities for vehicles were available at <https://www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle>. The status of Texas Volkswagen Environmental Mitigation Program funding programs was provided in Electronic Item 4.4. Electronic Item 4.5 included information on the SolSmart Bronze Award received by the North Central Texas Council of Governments. The February online input opportunity minutes was provided in Electronic Item 4.6 and the March public meeting notice was provided in Electronic Item 4.7. The current Public Comments Report was provided in Electronic Item 4.8, recent correspondence in Electronic Item 4.9, recent news articles in Electronic Item 4.10, and recent press releases in Electronic Item 4.11.

- 5. Previously Approved COVID-19 Infrastructure Program #015: Transit Partnership Funding:** Christie Gotti presented recommendations for Transit Partnership Funding approved through the third round of the COVID-19 Infrastructure Program. In November 2020, the Regional Transportation Council (RTC) approved \$25,000,000 in Surface Transportation Block Grant Program (STBG) funds for investments in transit to address the decline of transit ridership in the region due to the recent COVID-19 outbreak. Since that time, staff has worked with transit providers to determine the best subset of projects for the funding. When initially approved by the RTC, focus areas were identified: response to

COVID-19 impacts, insurance for passenger rail integration onto freight lines, engineering funds for passenger rail/roadway interfaces, next generation high-intensity bus expansion, review of bus stop amenities, and partnership with Class 1 Railroads on passenger rail corridors. The first focus area proposed for funding was the Regional Transit Educational Campaign Program. Since ridership decreased significantly during the COVID-19 pandemic, it was determined that bringing riders back to the system would require a targeted approach. A two-phased education campaign was proposed. Phase 1 would focus on growing consumer confidence that the system is safe and clean, and ready to be used. Phase 2 would focus on increasing ridership. Staff proposed \$1 million in STBG funds for the program, to be matched with regional Transportation Development Credits (TDCs). She noted that in order to expedite the funding, the first phase of the educational campaign would likely be implemented through a funding exchange with the transit agencies. The next focus area proposed for funding was Insurance for Passenger Rail Integration. Transit authorities are required to have insurance for passenger rail operations on freight corridors. Due to the combined effect of lower revenue from decreased ridership as well as increased premiums, insurance premiums have become more difficult to pay. Staff proposed \$5 million in STBG funds to assist transit agencies in the region in securing insurance until premiums level out and revenue rebounds. These funds would also be matched with regional TDCs. Next, staff proposed funding for Regional Class 1 Railroad Design Review to help expedite the review of engineering reviews for transportation projects. The proposal would provide \$7 million, matched with regional TDCs, to fund engineering agreements with Class 1 railroads such as Union Pacific, Burlington Northern Santa Fe Railway, and Fort Worth and Western Railroad similar to the partnership with the United States Army Corps of Engineers. The final proposed focus area was Investments in Regional Bus Stops. Many bus stops in the region have no concrete slabs or shelters, leaving transit riders waiting in grass and dirt. Proposed funding of \$1 million, matched with regional TDCs, would help identify locations and to engineer and construct concrete foundations and/or overhead shelters for bus stops in the Trinity Metro service area, with specific locations to be identified by the North Central Texas Council of Governments (NCTCOG) and Trinity Metro. In the future, stops in the Denton County Transportation Authority and Dallas Area Rapid Transit (DART) service areas will be identified and brought back to the Council. Ms. Gotti provided an overview of next steps for this effort, including the addition of approved projects to the next Transportation Improvement Program (TIP)/Statewide TIP in spring/summer. Staff will also identify potential projects for the remaining \$11 million of funding and bring proposals back to the Surface Transportation Technical Committee and the Regional Transportation Council. Details of the projects being proposed were provided in Electronic Item 5.1. Electronic Item 5.2 contained additional details about the partnership and programs/projects. Ms. Gotti noted that the original Electronic Item 5.2, provided online, included illegible text and that a corrected version containing the same information was posted on the website for the RTC and members of the public. Rick Grady discussed travel patterns on freeways and tollways discussed in an earlier presentation and asked if it was possible that transit ridership has declined somewhat because of job loss. NCTCOG staff noted that while loss of employment may be negatively impacting transit ridership, there are many other factors that are also contributing to the reduction such as safety concerns and employers that have not asked employees to return to work. He noted that staff will continue to work with private and public sector entities on the best course of action to encourage return to transit ridership. Cara Mendelsohn noted she appreciated the way items were laid out, but that she had a different opinion of how the funds should be used. When talking about a response to COVID-19 impacts, she indicated she did not see this as a means to fill funding gaps, but she believed it should be used to address the changes to transportation. Specifically, she noted she did not like the idea of spending money on a public relations campaign for transit because she believed that people should not return to using transit as normal at this time. In

addition, she noted that since sales tax revenue has recovered, transit agencies have the funds to manage their own budgets and have received federal funding to help with COVID-19 impacts. She added that she believed the RTC should look into addressing the increase in bicycling and make investments to add protected bike lanes and similar type projects. Dianne Cost noted that while transit authorities did receive COVID-19 funding, transit agencies were limited regarding how the funding could be spent. She discussed decreased revenue, increased insurance premiums, as well as decreased availability of insurance vendors and expressed appreciation for the proposed funding. Ms. Gotti reminded members that the funding recommendations discussed were a result of previous RTC action to set aside funding for transit. Staff will bring additional funding recommendations to the RTC next month that will be focused on other modes of transportation including bicycle and pedestrian, roadway and intersection improvements, and other strategic partnerships. Ms. Mendelsohn asked why the RTC was not considering all funding together. Ms. Gotti noted that some of the projects proposed at the meeting were expedited for various reasons and added that staff are reviewing projects to ensure that the best subset of projects moves forward, which takes time. A motion was made to approve the proposed COVID-19 Infrastructure Program Transit Partnership investments in Electronic Item 5.1 and administratively amending the TIP/STIP and other planning/administrative documents to include these projects. Ann Zadeh (M); Dianne Costa (S). John Keating and Cara Mendelsohn were opposed. The motion passed.

6. **Federal Transit Administration Funding Allocations in Response to COVID-19**

Relief 2.0 Funding Authorization: Shannon Stevenson presented recommendations to allocate funding provided through the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA). The primary objective of the funding is to ensure public transit agencies receive sufficient funding, when combined with the Coronavirus Air, Relief and Economic Security (CARES) Act apportionments, to equal at least 75 percent of the Urbanized Areas (UZA) public transit operating costs based on 2018 expenses. A table outlining the funding for North Texas was highlighted and included \$128,511,228 in Section 5307 and \$661,250 in Section 5310 for the Dallas-Fort Worth-Arlington UZA and \$41,938 in Section 5310 funds for the Denton Lewisville UZA. No funding was appropriated for the McKinney UZA. Also highlighted was a table outlining the 2018 operating expenses for all transit agencies and that identified 75 percent of the 2018 operating expenses for each agency. The table also contained the CARES Act allocations each agency received. Congress did not provide any Urbanized Area Formula Program funds to the Dallas-Fort Worth UZA for Trinity Metro and the UZA is receiving this Urbanized Area Formula Program funding only because Dallas Area Rapid Transit fell below the 75 percent threshold. She noted the North Central Texas Council of Governments (NCTCOG) is not retaining any of the funds for administrative purposes. Ms. Stevenson provided an overview of the review staff performed in making the funding allocation recommendation which determined that the annual formula allocations were correct and accurately account for the Trinity Railway Express (TRE). In addition, CARES Act funding was correctly allocated for the TRE. Based on the interlocal agreement between DART and Trinity Metro for the TRE, DART reports all operating expense to the National Transit Database and staff did include this as part of its analysis. Congress provided CRRSAA funding to North Texas only because DART fell below the 75 percent threshold. While the Metropolitan Planning Organization (MPO) does technically have some flexibility on how to distribute the funds within the region, assistance to Trinity Metro may occur through other methods. Ms. Stevenson noted that in the following agenda item, staff would propose submittal of an Infrastructure for Rebuilding America grant for the East Lancaster project in Fort Worth. Staff will also explore an FTA grant for a low- or no-emissions vehicles to help fund the guaranteed transit project along the IH 35W corridor. In addition, staff has been made aware

that Trinity Metro and DART have been negotiating other possible partnerships. She noted that MPOs across the country are facing similar challenges, and staff believes maintaining the Congressional desire minimizes exposure. Additional details regarding DART and Trinity Metro 2018 operating expenses, CARES Act allocations, and the recommended CRRRA allocation for DART was outlined in Electronic Item 6. A motion was made to approve the funding allocation proposed in Electronic Item 6 and to revise administrative documents as appropriate to incorporate the additional funds. Dianne Costa (M); Richard Aubin (S). The motion passed unanimously.

7. **2021 Infrastructure for Rebuilding America Discretionary Grant Program:** Jeff Neal presented projects proposed for submittal in the Fiscal Year (FY) 2021 Infrastructure for Rebuilding America (INFRA) Discretionary Grant Program. Approximately \$1.039 billion is available nationwide through this round of INFRA grant funding, and the United States Department of Transportation's (USDOT) application evaluation process includes two additional merit criteria addressing climate change and environmental justice impacts, as well as racial equity and barriers to opportunity. For FY2021, the INFRA Extra Program has been added enabling competitive projects not awarded grant funds possible authorization for Transportation Infrastructure Finance and Innovation Act (TIFIA) loans that could cover up to 49 percent of a project's total cost. Applications are due to the USDOT by March 19, 2021. Due to the short timeframe for application development, North Central Texas Council of Governments (NCTCOG) staff have reviewed past federal discretionary grant proposals, provided in the mailout material within Electronic Item 7.2, to determine if there were projects appropriate for re-submittal through this program. The first project proposed for consideration was the East Lancaster Ave. Complete Streets and Transit Technology project, originally submitted under the Transportation Investments Generating Economic Recovery (TIGER) Discretionary Grant Program in 2016. This project would focus on innovative transit technology, along with other multimodal elements, as part of the reconstruction of East Lancaster Avenue from downtown Fort Worth to Interstate Highway (IH) 820. Since the mail out, total cost and grant funds have been updated for the application to \$150 million total cost and \$90 million total grant funds requested. Partial funding is already associated with the project. The next proposed project was Enhancing Mobility within the Southern Dallas Inland Port, originally submitted last year under the Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant Program. This project would combine elements of transit, electric vehicle charging, signal and intersection improvements, and other multimodal characteristics designed to get employees to jobs and educational opportunities in the areas surrounding the Southern Dallas Inland Port. The total project cost is estimated at approximately \$12.8 million, with approximately \$7.7 million in grant funds to be requested. In addition, partial funding for this project has been secured through the third round of the COVID-19 #00X Infrastructure Program. The final project proposed for submittal was the IH 30 Downtown Dallas "Canyon" project in partnership with the Texas Department of Transportation (TxDOT) Dallas District. The proposed project would include construction of additional freeway capacity, but in a more efficient and narrow corridor with freed right-of-way (ROW) and decking opportunities to help knit communities together that have long been separated by the freeway. The total project cost is approximately \$496 million and total grant funds requested expected to be approximately \$146 million. The timeline for this effort was reviewed. Barry L. Gordon noted that the Best Southwest Partnership would be submitting a letter of support for the Southern Dallas Inland Port project. He added the current project includes very strict boundaries and that he would be amending the letter suggesting that the project boundaries be widened to include Duncanville, Cedar Hill, Hutchins, and Desoto. Regional Transportation Council (RTC) Secretary Ann Zadeh noted she was appreciative of the proposed East Lancaster project and requested that the application include flexibility on the use of technologies in

supporting fixed guideway and nonfixed guideway transit operations. Mr. Morris noted the INFRA grant proposal would include aggressive transit details. RTC Vice Chair Theresa Daniel noted the Southern Dallas Inland Port project impacts a very large area, and she contended the commercial truck and train connections impact the entire region. Cara Mendelsohn asked if there was any input solicited from the City of Dallas about expanding the project beyond the City and including the other cities proposed by Mr. Gordon. She added that southern Dallas is an underserved community regarding transportation, and that her interest as a Dallas City Councilmember is to ensure accessibility for her communities and that the benefits of the project not be diluted by including other cities. She noted she understood that the RTC was regional, but that she was concerned that adding other cities would take away from the citizens she represents. Mr. Morris noted the original application for the Southern Dallas Inland Port project had two major purposes. The first purpose was to get residents in the City of Dallas to jobs in the southern sector including the Inland Port as well as jobs in surrounding locations. The second purpose was to provide transit and improved walkability for residents in the southern sector accessing medical appointments at the Veterans Administration Medical Center, and to create linkages to transit for access to jobs in the southern sector. Regarding DART service, he noted that DART is looking to expand its transportation plans and provide more frequent bus service largely to citizens in Dallas. The application addresses City of Dallas residents who wish to work outside the DART service area and to access jobs in the southern sector. Ms. Mendelsohn noted she was appreciative of the comments regarding DART but added DART would be improving its frequency but not improving its coverage. She reiterated she was concerned more money is being taken from Dallas and its residents. Mr. Gordon discussed transit studies in the region and noted that the letter of support specifically mentions the City of Dallas while also adding regionality with the inclusion of the other cities. Ms. Mendelsohn acknowledged the other comments but noted transit remains inaccessible for a large percentage of the Dallas population, including those who are transit dependent with limited abilities to reach employment, grocery stores, and/or houses of worship, and those populations are in need of resources to make that access available. A motion was made to approve the three proposed projects for submittal to the FY2021 INFRA Discretionary Grant Program as presented at the meeting and to also approve administratively amending the Transportation Improvement Program/Statewide Transportation Improvement Program, and other planning/administrative documents to include the proposed projects if selected for an FY2021 INFRA Grant award. Theresa Daniel (M); Barry L. Gordon (S). The motion passed unanimously.

8. **Air Quality Calls for Projects Recommendations:** Chris Klaus presented funding recommendations for recent Calls for Projects (CFP) funded through the Environmental Protection Agency's (EPA's) National Clean Diesel Funding Assistance Program. Funding was available for local governments and private companies that work with local governments through the Clean Fleets North Texas 2020 CFP (Bucket 1), for private fleets and companies through the North Texas Emissions Reduction Projects CFP (Bucket 2), and for electrified parking spaces at freight terminals through the North Texas Freight Terminal Electrification CFP (Bucket 3). Project eligibility and funding thresholds for each of the Calls for Projects were highlighted. Details were provided in Electronic Item 8.1. Eligibility requirements and scoring criteria, approved by the Regional Transportation Council in October when the action to open the Calls for Projects was requested, were also highlighted. Projects were scored based 75 percent on cost effectiveness and 25 percent on oversight elements. For Buckets 1 and 2, adoption of the Clean Fleet Policy was also required. A summary of applications received for the Clean Fleets North Texas 2020 CFP was provided. One application was received from the City of Kennedale for \$165,000. Applications were also received from the City of Dallas, but the projects were not eligible. The City of Dallas will potentially submit an application for a future round of funding.

Approximately \$494,820 remains available for the next round of the Call for Projects. Details were provided in Electronic Item 8.2. For the North Texas Emissions Reduction Projects CFP, Alliance Aviation Services submitted two eligible Projects for \$108,770 and Paccar Leasing submitted one eligible project for \$161,555. Approximately \$2 million remains available for the next round of the Call for Projects. No applications were received for the North Texas Freight Terminal Electrification CFP which leaves approximately \$960,000 in available funds. Details were provided in Electronic Item 8.3. The schedule for this effort was reviewed, which includes moving forward with agreements if approved by the RTC and Executive Board. To award the remaining funds, the Calls for Projects have a rolling 90-day deadline until all funds are awarded with the next application deadline April 9, 2021. A motion was made to approve \$165,000 to the City of Kennedale through the Clean Fleets North Texas 2020 Call for Projects and to allow any funds released from prior awards to be applied to the balance of available funds for future awards. The motion also included approval of \$108,770 to Alliance Aviation Services and \$161,555 to Paccar Leasing through the North Texas Emissions Reduction Project 2020 Call for Projects. Ignacio Nuñez (M); Theresa Daniel (S). The motion passed unanimously.

9. **Legislative Update:** Rebekah Hernandez provided an update on federal legislative actions related to transportation and air quality issues affecting the Dallas-Fort Worth area. She noted the United States Senate recently passed an amended version of the latest stimulus bill, the American Rescue Plan Act of 2021. The House approved changes on March 10, and the President was expected to sign the bill later in the day. The bill provides \$30.5 billion in emergency funding for public transit agencies, as well as addition funding for the aviation sector. In addition, the House Appropriations Committee announced it would bring back earmarks as Community Project Funding and will accept project requests from members of Congress for Fiscal Year (FY) 2022. Each member will be limited to ten project requests, projects must have community support, and other measures will ensure transparency and accountability. Funding to for-profit entities will be banned. Likewise, the House Transportation Infrastructure Committee will accept earmark requests for highway and transit projects in the next surface transportation reauthorization bill. Ms. Hernandez also provided an update on State legislative actions. Bills continue to be filed and will be heard in Committee. The Senate Finance and House Appropriations Committee recently met on various articles of the budget, including the Texas Commission on Environmental Quality and transportation. Discussion included Texas Emissions Reduction Plan funds, current allocations, and changes since last session. Testimony was also provided regarding Texas Department of Transportation Category 12 allocations, debt, road user fees, general information about the breakdown of transit funds, and other transportation topics. Many of the topics discussed were also discussed in the Senate and House Transportation Committee. Bill topics related to the Regional Transportation Council (RTC) Legislative Program were highlighted. She reminded members that March 12, 2021, was the list day for bills to be filed. Related to transportation funding, bills have been filed that would increase or index the gas tax, create additional fees at the time of registration for electric vehicles, propose changes to usage of the State Highway Fund, and authorize obligation from the Texas Mobility Fund. Bills filed related to tolling and comprehensive development agreements (CDAs) include those that would require the cessation of tolls once a project has been paid, toll collection enforcement, and requirements of non-tolled lanes adjacent to tolled projects. CDA bills include IH 35 in Austin, LBJ East in Dallas, US 380 to IH 635 in Denton County and IH 30 in Tarrant County, as well as other projects throughout the State. Air quality-related bill topics include a bill filed that would allow counties that had participated in LIRAP to use those funds on other air quality improvements, the Texas Emissions Reduction Plan, electric vehicle infrastructure, and vehicle emissions inspections. Bills have also been filed related to safety and include reducing speed limits in urban areas,

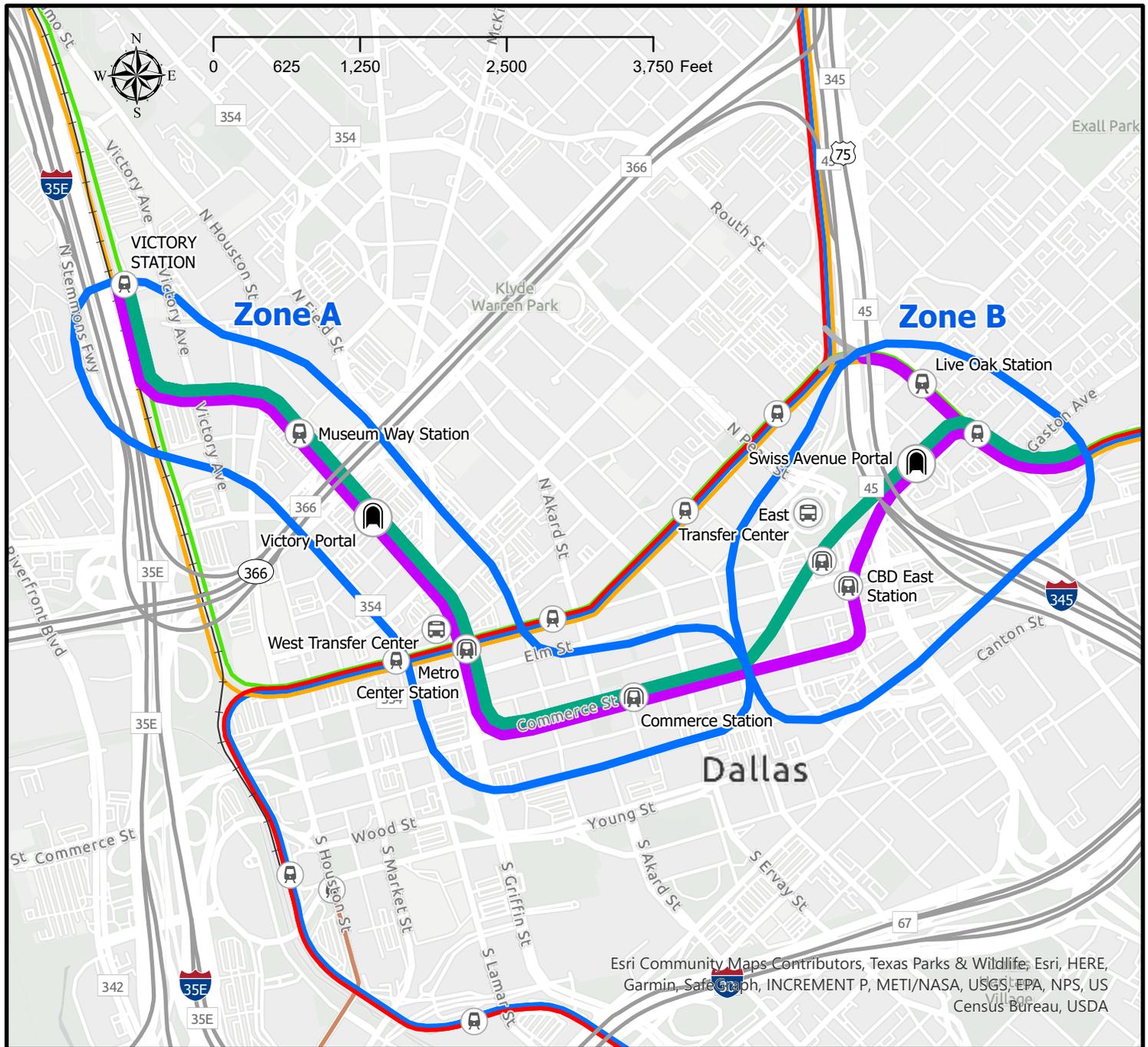
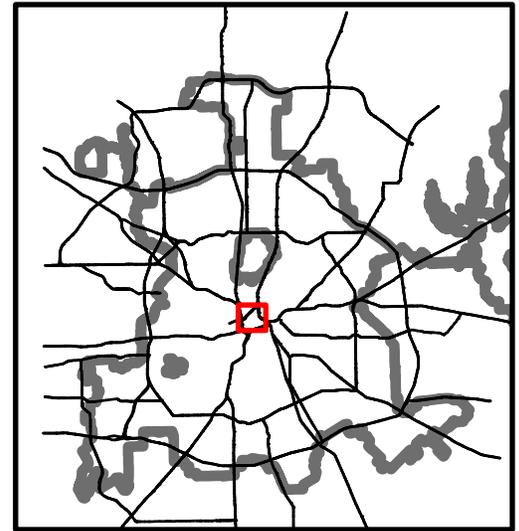
strengthening bicycle and pedestrian laws, and those clarifying cell phone/driving restrictions. In addition, several high-speed rail bills have been filed in the last couple of days. Ms. Hernandez noted that staff has reviewed the RTC Legislative Program, and very similar language is reflected in the noted bills, so no action was requested at the meeting. She added that staff was drafting a letter urging legislators to support any of the safety-related bills included in the Legislative Program. Legislative updates will continue to be provided to members during the legislative session. RTC Secretary Ann Zadeh thanked staff for their prompt responses to her questions regarding safety-related bills.

10. **Dallas-Fort Worth High-Speed Transportation Connections Study Update:** Kevin Feldt provided an update on the Dallas to Fort Worth High-Speed Transportation Connections Study. The objective of the study is to evaluate high-speed transportation alternatives, both alignments and technology, to connect Dallas-Fort Worth to other proposed high-performance passenger systems in the state and enhance and connect the Dallas-Fort Worth regional transportation system, as well as eventually obtain federal environmental approval of the viable alternative. The draft preliminary project purpose is to connect downtown Dallas and downtown Fort Worth, providing an alternative to travel by automobile, advance the State high-performance trail transportation network, support economic development opportunities, and enhance connectivity to State and local systems. The initial set of alignments and corridors were highlighted, as well as the initial modes of transportation to be considered. Primary and secondary Level 1 screening results were also highlighted, and as a result on IH 30 (12 alignments) and SH 180 (11 alignments) corridors and all technologies other than conventional rail were carried forward into Level 2 screening. From the Level 2 screening, 7 of the 12 IH 30 alignments were recommended for Level 3 screening, as well as 3 of the 11 SH 180 alignments. High-speed rail, maglev, and hyperloop were recommended as technologies for Level 3 screening. Level 3 will be a detailed evaluation of top alternatives and results will be carried forward into the draft environmental document. The detailed evaluation will look at costs; potential impacts to sensitive social, biological and/or cultural areas; potential community impacts; and constructability/operability. Descriptions of the criterion were highlighted. He also noted development of initial design options for the corridors advancing to Level 3 screening has begun, as well as development of alignments within each corridor for transportation technology modes advancing through the Level 2 screening, with anticipated completion by the end of March 2021. Mr. Feldt also discussed the Technology Forum Workshop held on December 9, 2020, and recent one-on-one meetings held with technology providers. In addition, technology peer group reviews have been completed. Also highlighted were public and agency engagement efforts that have included elected official briefings, technical working groups, and public meetings. The upcoming schedule for this effort was reviewed, which includes Committee action in June 2021 and Regional Transportation Council action in July 2021 on staff recommendations from Phase 1.
11. **Progress Reports:** Regional Transportation Council attendance was provided in Electronic Item 11.1, Surface Transportation Technical Committee attendance and minutes in Electronic Item 11.2, and the current Local Motion in Electronic Item 11.3.
12. **Other Business (Old or New):** There was no discussion on this item.
13. **Future Agenda Items:** There was no discussion on this item.
14. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for 1:00 pm, Thursday, April 8, 2021.

The meeting adjourned at 3:00 pm.

Attachment 1 DART D2 Project Council District 2, 14

- Locally Preferred Alternative - City Council Resolution September 2017
- DART's Current Proposed Alternative
- BLUE LINE
- GREEN LINE
- ORANGE LINE
- RED LINE
- MCKINNEY AVENUE TROLLEY
- DALLAS STREETCAR
- TRINITY RAILWAY



Esri Community Maps Contributors, Texas Parks & Wildlife, Esri, HERE, Garmin, SafeGraph, INCREMENT P, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA

DRAFT

**RESOLUTION SUPPORTING THE ESTABLISHMENT OF A REGIONAL SINGLE-
OCCUPANCY VEHICLE TRIP REDUCTION TARGET
(R21-02)**

WHEREAS, the North Central Texas Council of Governments (NCTCOG) is designated as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth Metropolitan Area by the Governor of Texas in accordance with federal law; and

WHEREAS, the Regional Transportation Council (RTC), comprised primarily of local elected officials, is the regional transportation policy body associated with the North Central Texas Council of Governments, and has been and continues to be the regional forum for cooperative decisions on transportation; and

WHEREAS, the Dallas-Fort Worth region is a federally designated nonattainment area for the pollutant ozone; and

WHEREAS, Travel Demand Management (TDM) strategies reduce the number of vehicles that travel on roadways by promoting alternatives to driving alone, assist in improving air quality, and reduce peak-period travel by shifting drive-alone travel to off-peak periods; and

WHEREAS, TDM strategies such as carpooling, vanpooling, biking, walking, taking transit, teleworking, and flexible work schedules are relatively low-cost, quick-implementation programs and projects that encourage alternatives to driving alone; and

WHEREAS, the Regional Employer Trip Reduction (ETR) Program, a cooperative educational program that seeks to reduce vehicle trips by employees working for large employers, encourages individual employers to develop trip reduction programs and set a goal of a minimum 20 percent reduction in vehicle commute trips; and

WHEREAS, an essential tool used within the Regional ETR Program is TryParkingIt.com, the regional commute tracking and ride-match website and application system; and

WHEREAS, Travel Demand Management Policy TDM3-003 of Mobility 2045, the current Metropolitan Transportation Plan adopted by the Regional Transportation Council, requests local agency staff and NCTCOG staff to meet with all major employers (defined as employers of 250 or more employees) to discuss and encourage the implementation of voluntary employer trip reduction programs; and

WHEREAS, in an effort to lead by example in 2021 NCTCOG updated its Alternative Commute Options Program to include a 20 percent target to reduce single-occupancy commutes by employees; and

WHEREAS, the Regional Transportation Council has shown a commitment to advancing active transportation facilities throughout the region by investing in the construction and improvement of bicycle and pedestrian facilities that provide a means of nonmotorized commute travel to major destinations, including transit stations, employment and education centers, and/or other major activity venues with high volumes of users; and

WHEREAS, the Regional Transportation Council has shown a commitment to advancing transit infrastructure and ridership throughout the region by investing in the construction and improvement of transit and rail facilities to support region-wide passenger rail and transit systems that increase transportation choices, reliability, and opportunities for economic development.

NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:

Section 1. The Regional Transportation Council supports the establishment of a regional trip reduction target of 20 percent to reduce the number of single-occupancy vehicle (SOV) commute trips during the peak period.

- Section 2.** The Regional Transportation Council strongly encourages both public and private sector employers to reduce employees' SOV trips consistent with Section 1 of this resolution through the establishment of a formal Employee Commute Program.
- Section 3.** The Regional Transportation Council strongly encourages both public and private sector employers to monitor and track agency participation of the Program through an online commute tracking platform.
- Section 4.** To aid in Program tracking and monitoring activities, both public and private sector agencies are strongly encouraged to utilize TryParkingIt.com, the region's commute tracking and ride-matching website and application. Employers may utilize an existing tracking platform comparable to Try Parking It for this purpose.
- Section 5.** For public sector agencies, the Regional Transportation Council will evaluate the agency's participation and implementation of the Program through a new policy established as part of the Metropolitan Transportation Plan Policy Bundles. Non-participation may impact the level of Transportation Development Credits received through the Policy Bundle Survey process.
- Section 6.** For private sector agencies, the Regional Transportation Council will monitor the agency's participation and implementation of the Program through TryParkingIt.com or a comparable tracking platform. Participation may result in awarding regional funding for TDM-related efforts (e.g., transit passes)
- Section 7.** NCTCOG staff will provide the Regional Transportation Council with annual updates on the status of the Regional Trip Reduction target to reduce SOV commute trips. Reported performance measures shall include Try Parking It utilization rates, number of users, trips reduced, and emissions reduced.
- Section 8.** This resolution shall be in effect immediately upon its adoption.

Roger Harmon, Chair
Regional Transportation Council
County Judge, Johnson County

I hereby certify that this resolution was adopted by the Regional Transportation Council of the North Central Texas Council of Governments for the Dallas-Fort Worth Metropolitan Area on May 13, 2021.

Ann Zadeh, Secretary
Regional Transportation Council
Councilmember, City of Fort Worth

HOW MUCH COMMUTING BENEFIT SHOULD RETURN: NEED FOR NEW TOOLS

TOO LOW

- ↑ Future Freeway Right of Way
- ↑ Emissions/VOC
- ↑ Carbon Dioxide
- Lost Opportunity

TOO HIGH

- ↑ in Fatalities
- ↓ in Rail Ridership
- ↓ in Lifestyle/Tourism
- ↓ in Transportation Revenues

MOBILITY 2045 – 2022 UPDATE

Regional Transportation Council
April 9, 2021

plan in progress
MOBILITY 2045
2022 UPDATE



MOBILITY 2045

RTC Adopted June 14, 2018

Must adopt updated plan within four years

Transportation Conformity achieved
November 21, 2018

Expires November 21, 2022



MOBILITY PLAN UPDATE

Target Adoption: June 2022

Base Year: 2023

Horizon Year: 2045

Revised 2045 Demographics

Revised 2045 Revenue Forecast

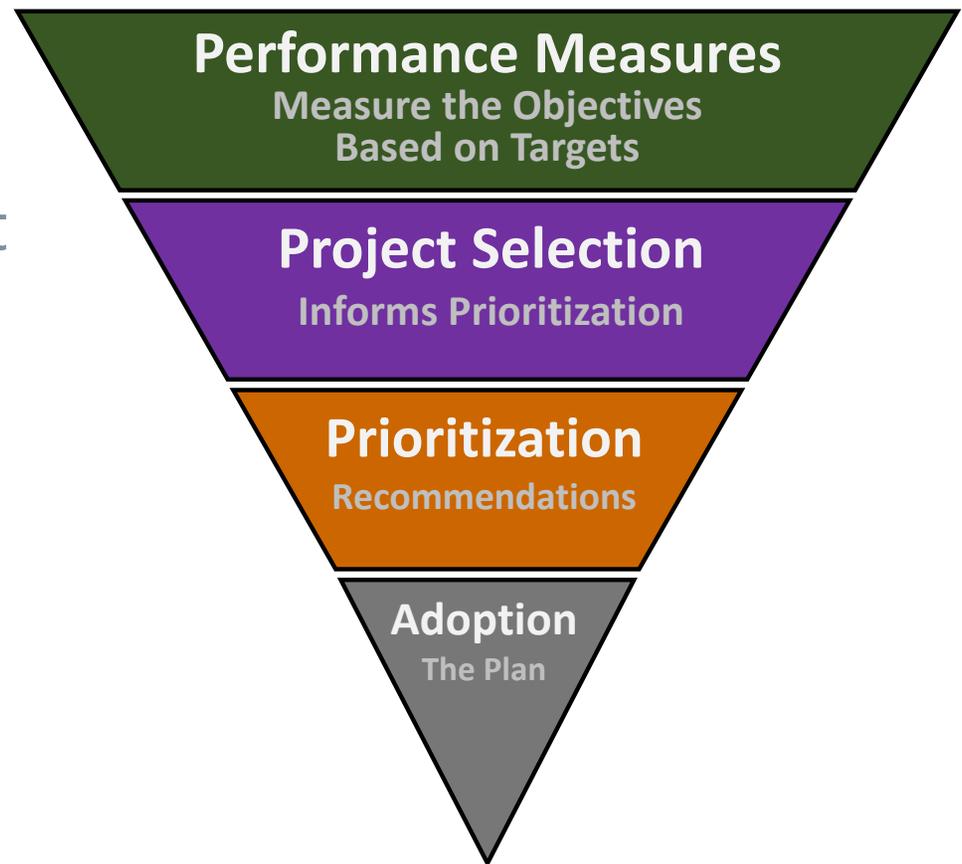
MOBILITY PLAN FOUNDATION

Strengthening the Mobility Plan through performance-based framework

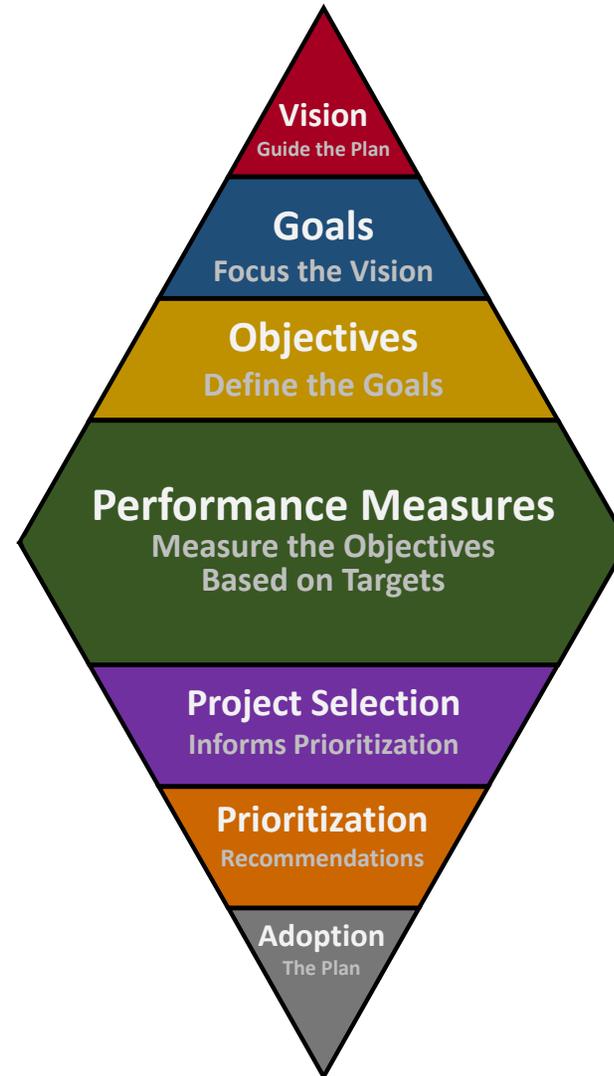


MOBILITY PLAN CONSTRUCTION

Performance measurement informs Mobility Plan recommendations



MOBILITY PLAN DEVELOPMENT





PLAN IN PROGRESS

COMPLETED

- ✓ Reaffirm vision, goals
- ✓ Public involvement framework
 - ✓ Mobility Plan Update webpage
www.nctcog.org/PlaninProgress
 - ✓ Map Your Experience webpage
www.nctcog.org/MapYourExperience

CURRENT EFFORTS

- ❑ Performance measure development
- ❑ Policy and program review
- ❑ Policy Bundle review
- ❑ Agency and partner coordination
- ❑ Financial plan

MOBILITY PLAN GOALS

Four goal themes

Nine goals

Mobility

- Improve Transportation Options
- Support Travel Efficiency Strategies
- Ensure Community Access to System and Process

Quality of Life

- Enhance Environment and Lifestyles
- Encourage Sustainable Development

System Sustainability

- Ensure Adequate Maintenance, Safety, and Reliability
- Pursue Long Term, Sustainable Financial Resources

Implementation

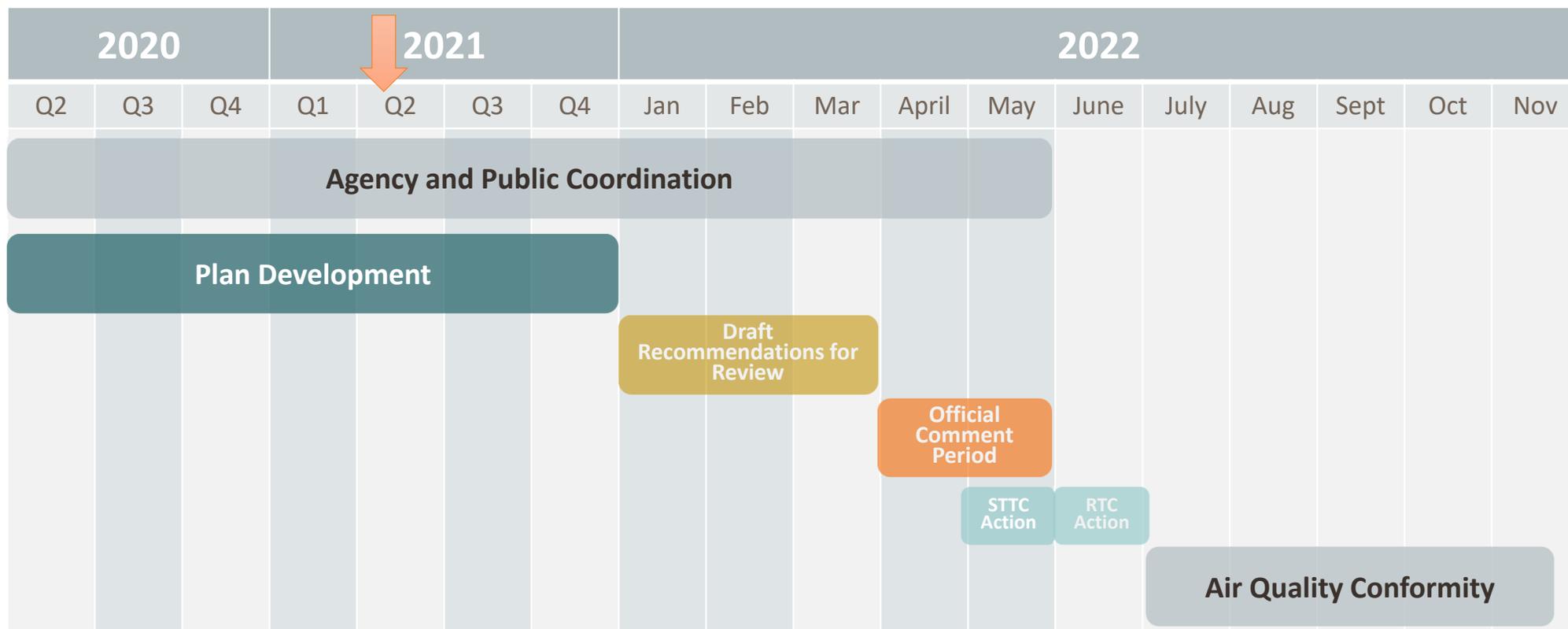
- Provide Timely Planning and Implementation
- Develop Cost Effective Projects and Programs

MAP YOUR EXPERIENCE

- Digital tool part of a suite of input tools and processes
- Input will be mapped against plan recommendations to find solutions already underway, gaps, and areas of need
- MYE campaign in March-April
- Results will be brought back to future meetings



MOBILITY PLAN SCHEDULE



Notes:

- Public meetings held during highlighted months.
- Regional Transportation Council action on Mobility 2045 scheduled for June 9, 2022.

CONTACT US



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CHANGING MOBILITY

DATA, INSIGHTS, AND DELIVERING
INNOVATIVE PROJECTS DURING COVID
RECOVERY

Regional Transportation Council
April 2021

Michael Morris, P.E.
Director of Transportation

TRAVEL BEHAVIOR BY MODE



Bicycle/Pedestrian (+36%, December)



Freeway Volumes (-17%, February)

Toll Road (-20%, January)

Airport Passengers (-48%, January)

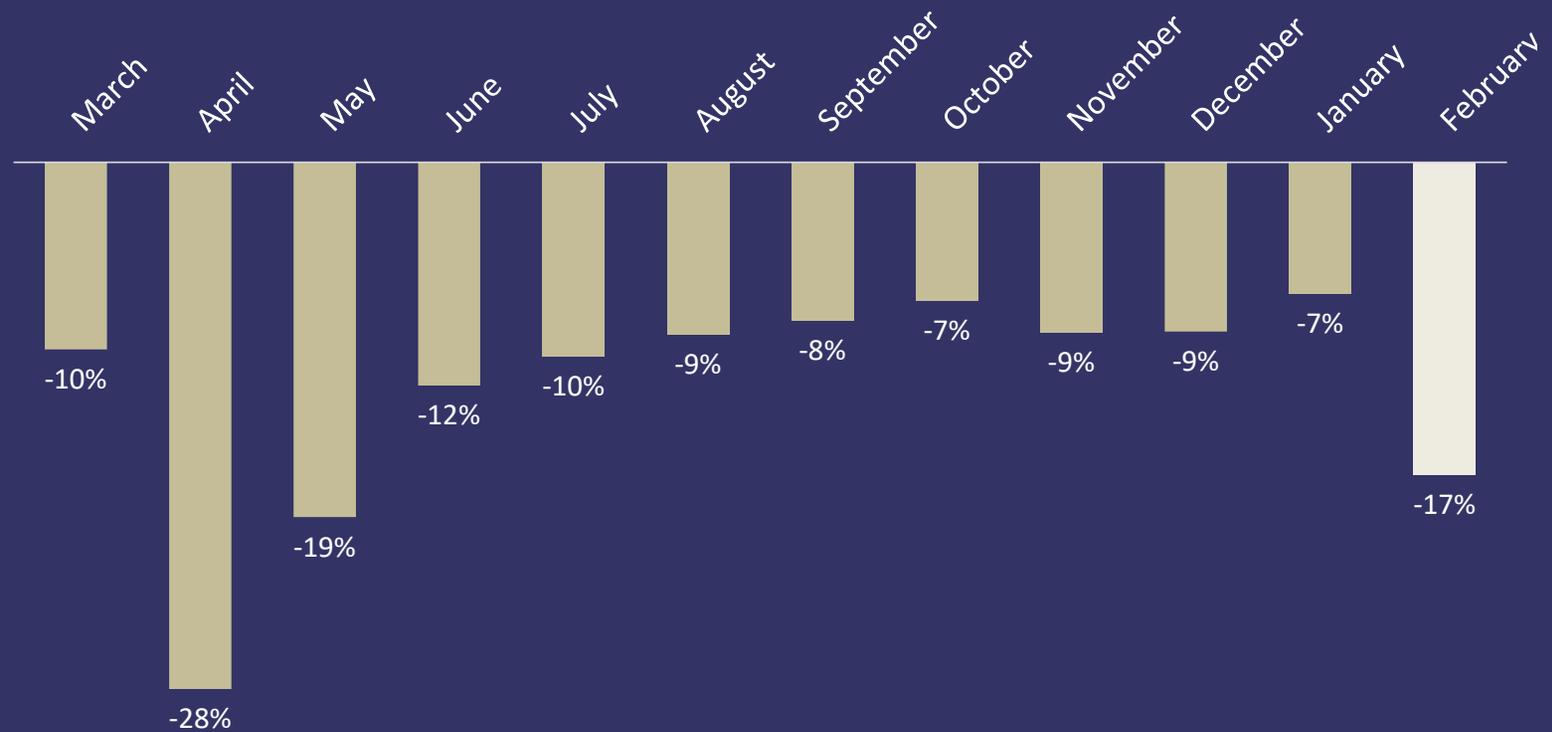
Transit Ridership (-51%, January)



ROADWAY TRENDS

Average
Weekday
Freeway
Volumes

Traffic Decrease vs 2019



Source: TxDOT Dallas/TxDOT Fort Worth Radar Traffic Counters.

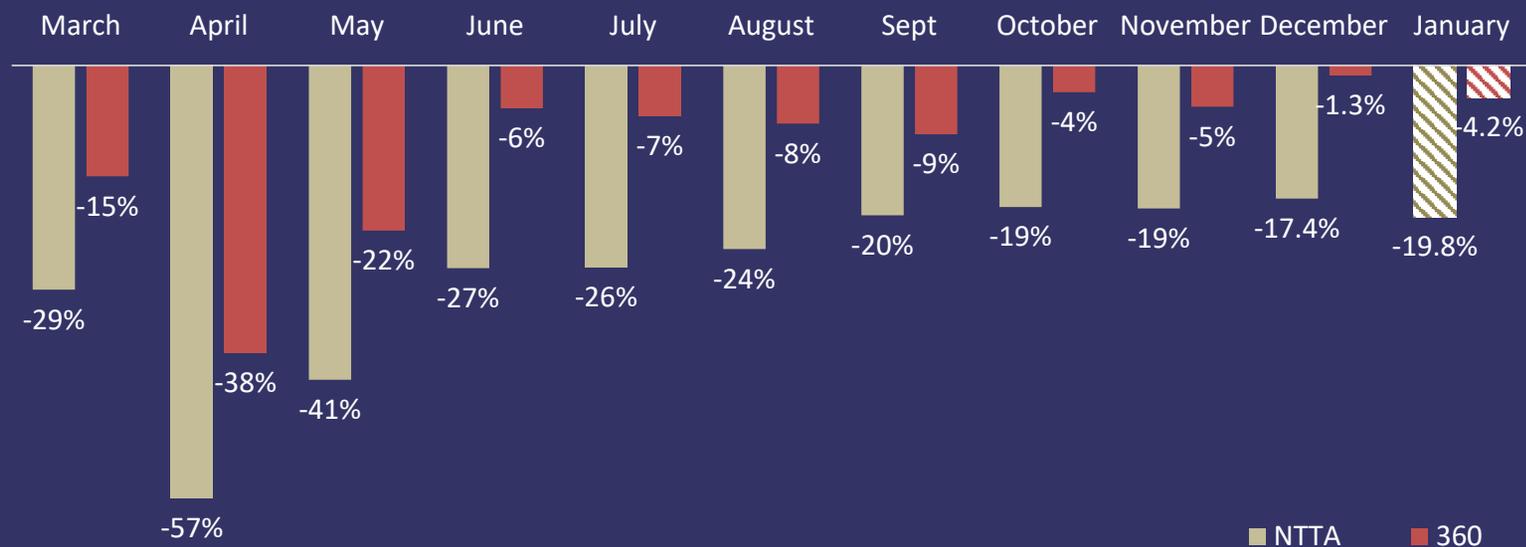
As of October 2020 growth calculations are based on Fort Worth locations.

Note: Drop in freeway volumes in Feb 2021 due in large part to week-long winter storm.

FUNDING IMPACT

NTTA
Transactions,
Including
SH 360

Change in Tollway Transactions: 2019 vs 2020



Source: NTTA

Note: Change for NTTA includes 360 Tollway

Additional Note: Despite decline in transactions, the revenues are sufficient to meet debt service for SH 360.

No current impact to RTC backstop expected.

Construction Cost Changes October 2019 to February 2021

Monthly Average Construction Cost Changes
(Letting Low Bid vs. Sealed Engineer's Est.)



Sources: TxDOT Connect and Monthly TxDOT Letting Reports

Notes: Does not include CSJ 2266-02-151; Includes grouped and non-grouped projects; Includes Dallas and Fort Worth District data

CANDIDATE PROJECTS

High Speed Rail: Dallas to Houston

High Speed Rail: Dallas to Fort Worth

Autonomous Transit (Tarrant, Midtown)

Technology (Freeway Induction Loops)

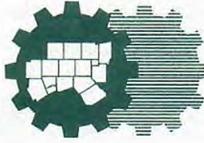
State Highway 183 (Section 2E+)

Y Connector (IH820/IH20)

COVID-19 #00X Program



Imagery Provided By Getty



North Central Texas Council Of Governments

TO: Regional Transportation Council
 (Primary and Alternate Members)
 Mayors, City Managers
 Surface Transportation Technical Committee
 County Sheriffs, Police Chiefs, Fire Chiefs
 Medical Examiners and Transportation Providers

DATE: March 19, 2021

FROM: Michael Morris, P.E.
 Director of Transportation

SUBJECT: Announcement for the May 2021 "Virtual" Traffic Incident Management Executive Level Course

As the Metropolitan Planning Organization for the Dallas-Fort Worth area, the North Central Texas Council of Governments (NCTCOG) developed Traffic Incident Management (TIM) Training courses to initiate a common, coordinated response to traffic incidents that will build partnerships, enhance safety for emergency personnel, reduce upstream traffic crashes, improve the efficiency of the transportation system, and improve air quality in the Dallas-Fort Worth region. In 2020, the 16-county Dallas-Fort Worth region experienced 111,227 total reportable crashes, of which 36,579 were injury crashes, and 786 were fatal crashes. These statistics prove that training for agencies responsible for managing and clearing traffic incidents is extremely important and have demonstrated the ability to improve responder and motorist safety and to significantly reduce the length and size of roadway closures.

Since February 2003, 118 classes have been offered at the first responder level to 3,266 students in the areas of police, fire, department of public safety, towing, EMS, Mobility Assistance Patrol, transportation agencies, and media representatives. Additionally, since February 2005, 30 classes have been offered at the executive level to 1,083 decision and policy makers. It is important to note that the NCTCOG TIM Training Course is equivalent to the course offered by Federal Highway Administration (FHWA); however, the NCTCOG course content is specific to the North Central Texas region. NCTCOG TIM Training Course participants can also earn continuing education credit for Texas Commission on Law Enforcement (TCOLE), Track Type II Fire, and Texas Department of State Health Services for EMS. For your reference, summaries of the regional attendance levels for the NCTCOG's First Responder and Manager Course and the Executive Level Course can be found on NCTCOG's Traffic Incident Management Training web page www.nctcog.org/TIM.

Although the NCTCOG TIM training has been very successful, it can be even more successful with the assistance and continual involvement of decision makers such as you. In order to have compliance at the first responder level, it is of vital importance that agency decision makers have an understanding of what is required of all responders during an incident; this includes police officers, fire fighters, tow truck operators, roadway construction crews, and mobility

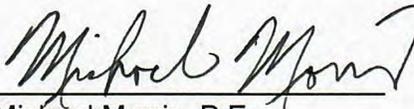
March 19, 2021

assistance crews, etc. Understanding the importance of incident management training, the Texas Commission on Fire Protection passed Rule 435.29 in July 2015, which requires completion of a minimum four-hour FHWA Traffic Incident Management program for all certified firefighters before December 1, 2020. Additionally, TCOLE incorporated a four-hour TIM training component into the Basic Peace Officer Course curriculum for new cadets/recruits as of April 1, 2020.

The Executive Level Course provides you with an overview of the two-day First Responder and Manager Course. Additionally, the Executive Level Course also includes a preview of the updated ANSI vest standards. Those agencies that have participated in the training prior to 2013 are strongly encouraged to attend again, as major course updates have occurred since then, as well as updates to legislation and best practices.

You are invited to attend the free virtual Traffic Incident Management Executive Level Course scheduled for Thursday, May 6, from 10 am to 12 pm. A link to the meeting information is included at www.nctcog.org/TIMTraining.

To RSVP for this virtual course, please contact Barbara Walsh of NCTCOG at 817/695-9245 or bwalsh@nctcog.org. We look forward to your participation on May 6, 2021.



Michael Morris, P.E.

CF:bw

cc: Natalie Bettger, Senior Program Manager, NCTCOG
Assistant Fire Chief John Glover, Town of Flower Mound Fire Department
Lieutenant Daniel Plumer, Dallas County Sheriff's Department

Traffic Incident Management - First Responders and Manager Course
Agency Attendance: February 2003 - February 2021

SPONSORING AGENCY City, County, DOT, Transit Agency			AGENCY TYPE Police and Fire		TOTAL	SPONSORING AGENCY City, County, DOT, Transit Agency			AGENCY TYPE Police and Fire		TOTAL
Able Springs VFD	Fire Department				3	City of Commerce	Fire Department				2
	Police Department				0		Police Department				2
Town of Addison	Fire Department				5	City of Coppell	Fire Department				2
	Police Department				1		Police Department				5
City of Aledo	Fire Department				2	City of Corinth	Fire Department				0
	Police Department				0		Police Department				5
City of Allen	Fire Department				2	City of Corsicana	Fire Department				1
	Police Department				28		Police Department				0
City of Alvarado	Fire Department				1	City of Crandall	Fire Department				0
	Police Department				8		Police Department				5
City of Anna	Fire Department				0	City of Cresson	Fire Department				1
	Police Department				1		Police Department				0
City of Argyle	Fire Department				1	City of Crowley	Fire Department				0
	Police Department				3		Police Department				1
City of Arlington	Fire Department				7	City of Dallas	Fire Department				8
	Police Department				62		Police Department				20
City of Aubrey	Fire Department				7	City of Decatur	Fire Department				0
	Police Department				0		Police Department				3
City of Azle	Fire Department				5	City of Denton	Fire Department				6
	Police Department				7		Police Department				37
City of Balch Springs	Fire Department				1	City of DeSoto	Fire Department				0
	Police Department				1		Police Department				8
City of Bedford	Fire Department				1	City of Duncanville	Fire Department				9
	Police Department				10		Police Department				6
City of Benbrook	Fire Department				3	City of Edgecliff Village	Fire Department				1
	Police Department				47		Police Department				0
Town of Brock Dennis VFD	Fire Department				1	City of Euless	Fire Department				4
	Police Department				0		Police Department				19
City of Burleson	Fire Department				4	Town of Fairview	Fire Department				1
	Police Department				22		Police Department				6
City of Caddo Mills	Fire Department				0	City of Farmer's Branch	Fire Department				15
	Police Department				1		Police Department				59
City of Carrollton	Fire Department				0	City of Ferris	Fire Department				1
	Police Department				5		Police Department				0
City of Cedar Hill	Fire Department				4	Town of Flower Mound	Fire Department				1
	Police Department				13		Police Department				7
City of Cleburne	Fire Department				1	City of Forest Hill	Fire Department				2
	Police Department				8		Police Department				14
City of Colleyville	Fire Department				3	City of Forney	Fire Department				3
	Police Department				10		Police Department				6

Traffic Incident Management - First Responders and Manager Course
Agency Attendance: February 2003 - February 2021

SPONSORING AGENCY City, County, DOT, Transit Agency		AGENCY TYPE Police and Fire	TOTAL	SPONSORING AGENCY City, County, DOT, Transit Agency		AGENCY TYPE Police and Fire	TOTAL
City of Fort Worth	Fire Department	3	75	City of Keene	Fire Department	10	4
	Police Department				Police Department		
City of Frisco	Fire Department	33	6	City of Keller	Fire Department	12	22
	Police Department				Police Department		
City of Garland	Fire Department	2	6	City of Kennedale	Fire Department	1	4
	Police Department				Police Department		
City of Glenn Heights	Fire Department	2	11	City of Kilgore	Fire Department	1	1
	Police Department				Police Department		
City of Granbury	Fire Department	0	4	City of Krugerville	Fire Department	0	1
	Police Department				Police Department		
City of Grand Prairie	Fire Department	2	4	Town of Krum	Fire Department	5	1
	Police Department				Police Department		
City of Grapevine	Fire Department	8	23	Lake Cities	Fire Department	2	1
	Police Department				Police Department		
City of Greenville	Fire Department	0	3	City of Lake Worth	Fire Department	3	5
	Police Department				Police Department		
City of Greenwood	Fire Department	2	0	City of Lakeside	Fire Department	0	1
	Police Department				Police Department		
City of Haltom City	Fire Department	1	22	City of Lancaster	Fire Department	15	21
	Police Department				Police Department		
City of Hickory Creek	Fire Department	1	1	City of Lavon	Fire Department	1	0
	Police Department				Police Department		
City of Highland Park	Fire Department	0	0	City of Lewisville	Fire Department	8	40
	Police Department				Police Department		
City of Highland Village	Fire Department	0	2	Town of Little Elm	Fire Department	5	10
	Police Department				Police Department		
City of Hudson Oaks	Fire Department	1	3	City of Longview	Fire Department	1	1
	Police Department				Police Department		
City of Hurst	Fire Department	2	24	City of Mansfield	Fire Department	9	13
	Police Department				Police Department		
City of Hutchins	Fire Department	2	2	City of Maypearl	Fire Department	0	1
	Police Department				Police Department		
City of Irving	Fire Department	7	20	City of McKinney	Fire Department	63	7
	Police Department				Police Department		
City of Italy	Fire Department	1	1	City of Melissa	Fire Department	0	3
	Police Department				Police Department		
City of Joshua	Fire Department	0	2	City of Mesquite	Fire Department	8	9
	Police Department				Police Department		
City of Kaufman	Fire Department	1	2	City of Midlothian	Fire Department	5	2
	Police Department				Police Department		

Traffic Incident Management - First Responders and Manager Course
Agency Attendance: February 2003 - February 2021

SPONSORING AGENCY City, County, DOT, Transit Agency			AGENCY TYPE Police and Fire		TOTAL	SPONSORING AGENCY City, County, DOT, Transit Agency			AGENCY TYPE Police and Fire		TOTAL
Town of Milford	Fire Department		0			City of Saginaw	Fire Department		0		
	Police Department		2				Police Department		1		
City of Murphy	Fire Department		1			City of Seagoville	Fire Department		3		
	Police Department		0				Police Department		11		
City of North Richland Hills	Fire Department		12			City of Southlake	Fire Department		2		
	Police Department		69				Police Department		10		
Town of Northlake	Fire Department		0			City of Springtown	Fire Department		0		
	Police Department		12				Police Department		1		
City of Oak Point	Transportation		3			Town of Sunnyvale	Fire Department		5		
			0				Police Department		0		
City of Ovilla	Fire Department		2			City of Terrell	Fire Department		0		
	Police Department		0				Police Department		6		
City of Pantego	Fire Department		0			City of The Colony	Fire Department		6		
	Police Department		2				Police Department		1		
City of Plano	Fire Department		72			Town of Trophy Club	Fire Department		1		
	Police Department		93				Police Department		0		
City of Ponder	Fire Department		1			City of University Park	Fire Department		2		
	Police Department		1				Police Department		9		
City of Prosper	Fire Department		1			City of Venus	Fire Department		0		
	Police Department		4				Police Department		12		
City of Red Oak	Fire Department		2			City of Watauga	Fire Department		3		
	Police Department		2				Police Department		3		
City of Reno	Fire Department		0			City of Waxahachie	Fire Department		1		
	Police Department		1				Police Department		16		
City of Richardson	Fire Department		2			City of Weatherford	Fire Department		35		
	Police Department		8				Police Department		9		
City of Richland Hills	Fire Department		2			Town of Westlake	Fire Department		0		
	Police Department		6				Police Department		1		
City of Roanoke / Marshall Creek	Fire Department		5			City of White Settlement	Fire Department		0		
	Police Department		3				Police Department		12		
City of Rockwall	Fire Department		4			City of Willow Park	Fire Department		13		
	Police Department		9				Police Department		5		
City of Rowlett	Fire Department		2			City of Wilmer	Fire Department		2		
	Police Department		5				Police Department		10		
City of Royse City	Fire Department		0			City of Wylie	Fire Department		2		
	Police Department		1				Police Department		1		
City of Sachse	Fire Department		3								
	Police Department		35								

Traffic Incident Management - First Responders and Manager Course
Agency Attendance: February 2003 - February 2021

SPONSORING AGENCY City, County, DOT, Transit Agency			AGENCY TYPE Police and Fire		TOTAL	SPONSORING AGENCY City, County, DOT, Transit Agency			AGENCY TYPE Police and Fire		TOTAL
COUNTIES						OTHER AGENCIES					
Collin County	Fire Department			0		TxDOT - Dallas District	Mobility Assistance			13	
	Sheriff's Department			7							
Dallas County	Mobility Assistance			44		TxDOT - Fort Worth District	Mobility Assistance			17	
	Sheriff's Department			259							
	Constable Precincts			17							
Denton County	Fire Department			1		TxDOT - State of Texas	Mobility Assistance			49	
	Sheriff's Department			5							
	Constable Precincts			2							
Erath County	Fire Department			0		Brownsville	Other			1	
	Sheriff's Department			1							
Hunt County	Fire Department			0		Careflite EMS	EMS			1	
	Sheriff's Department			2							
Johnson County	Fire Department			0		Central Texas Regional Mobility	Other			1	
	Sheriff's Department			4							
	Constable Precincts			1							
Kaufman County	Fire Department			1		Dallas Area Rapid Transit	HOV Operators			151	
	Sheriff's Department			0			Police Department			68	
Parker County	Fire Department			3		Dallas/Fort Worth Int'l Airport	Fire Department			1	
	Sheriff's Department			0			Police Department			11	
							DPS			20	
Rockwall County	Fire Department			1		LBJ Infrastructure Group	Other			43	
	Sheriff's Department			1							
Tarrant County	Fire Marshal			2		Lindsey Transportation Solutions	HOV			7	
	Sheriff's Department			62							
	Mobility Assistance			79							
Wise County	Fire Department			0		Lockheed Martin Fire Department	Fire			1	
	Sheriff's Department			1							
						Medstar	EMS			21	
						Metroplex Public Safety	Police			1	
						NTE Mobility Partners	Other			66	
						North Texas Tollway Authority	Transportation			148	
						Overland Park (Kansas)	Police Department			2	
						Protect Environmental	Other			4	
						Southwest Research Inst.	Transportation			1	

**Traffic Incident Management - First Responders and Manager Course
Agency Attendance: February 2003 - February 2021**

SPONSORING AGENCY City, County, DOT, Transit Agency	AGENCY TYPE Police and Fire	TOTAL

SPONSORING AGENCY City, County, DOT, Transit Agency	AGENCY TYPE Police and Fire	TOTAL
State of Texas	DPS	156
Texarkana	Police Department	2
Towing	Wrecker Services	121
Various	Other	76

**Freeway Incident Management - Executive Level Course
Agency Attendance: February 2005 - November 2020**

SPONSORING AGENCY City, County, DOT, Transit Agency, other	AGENCY TYPE Police, Fire, EMS, Towing, other	TOTAL ATTENDANCE	May-17	Nov-17	May-18	Nov-18	May-19	Nov-19	5/1/2020 (Cancelled due to COVID-19 restrictions)	Nov-20
CITIES/TOWNS										
Town of Addison	Fire	1								
	Police	1								
City of Allen	Police	5								
City of Alvarado	Fire	5					1			
	Police	5								
City of Anna	Police	3				1				
Town of Argyle	Police	1						1		
	Exec. City Staff	1								
City of Arlington	Fire	3					1			
	Police	12		1						
	Public Works	1								
	Exec. City Staff	3			2					
City of Azle	Fire	1								
	Police	1								
City of Balch Springs	Fire	1								
	Police	6					1			
	Exec. City Staff	1								
	Other	1								
City of Bedford	Fire	4								
	Police	5					2			
	Public Works	1	1							
City of Benbrook	Fire	7								
	Police	5			1		1			
	Exec. City Staff	1								
City of Burleson	Fire	1								
	Police	3								
City of Carrollton	Fire	3			2					
	Police	2			1					
	Public Works	1			1					
City of Cedar Hill	Fire	1								
	Police	3						1		
	Public Works	2	1							
City of Cleburne	Fire	1								
	Police	3	1							
	Other	1								
City of Cockrell Hill	Fire	1				1				
City of Colleyville	Police	2								
City of Commerce	Fire	1	1							
City of Coppel	Fire	3								
	Police	1								
City of Corinth	Fire	3								
	Police	4								
City of Crowley	Police	3								
City of Dallas	Fire	9								
	Police	9								
	Public Works	10				3		1		
	Exec. City Staff	6								1
	Elected Official	1								
City of Decatur	Fire	1				1				
City of Denton	Fire	1								
	Police	2								
	Other	1								
City of DeSoto	Fire	7								
	Police	7								
	Elected Official	1								
City of Duncanville	Fire	2								
	Police	5				1				
	Exec. City Staff	1						1		
	Public Works	2								
City of Ennis	Fire	2								

Freeway Incident Management - Executive Level Course
Agency Attendance: February 2005 - November 2020

SPONSORING AGENCY City, County, DOT, Transit Agency, other	AGENCY TYPE Police, Fire, EMS, Towing, other	TOTAL ATTENDANCE	May-17	Nov-17	May-18	Nov-18	May-19	Nov-19	5/1/2020	Nov-20
									(Cancelled due to COVID-19 restrictions)	
City of Euless	Fire	18						2		
	Police	8								
City of Everman	Fire	1		1						
Town of Fairview	Police	1								
City of Farmersville	Fire	1								
	Police	1								
City of Farmers Branch	Fire	3								
	Police	3								
	Public Works	1		1						
City of Ferris	Fire	5								
	Police	3								
Town of Flower Mound	Police	5	1							
	FIM Instructor	4	1			1	1			
	Engineering	1				1				
City of Forest Hill	Fire	2								
	Police	3								
	Public Works	1								
	Exec. City Staff	4		2						
	City Bldgs. Staff	2								
City of Forney	Fire	2								
	Police	2								
City of Fort Worth	Police	14			3			1		
	Public Works	1								
	Exec. City Staff	1								
	FIM Instructor	2				1				
City of Frisco	Fire	5								
	Police	9		2			2			2
	Public Works	1					1			
	Strategic Services	2								
City of Garland	Fire	4		1			1			
	Police	7				2				
	Elected Official	2								
	Other	1								
City of Glenn Heights	Police	2				1				
	Public Works	1				1				
City of Granbury	Police	3		2						
City of Grand Prairie	Police	4								
	Transportation	2			1		1			
	Engineering	2						1		1
City of Grandview	Police	2					2			
City of Grapevine	Fire	3		1						
	Police	7			1	2	2			
	Engineering	2	1							1
City of Greenville	Fire	1			1					
	Police	3								
City of Haltom City	Fire	2						1		
	Police	1								
	Exec. City Staff	1								
City of Hickory Creek	Police	2			1			1		
City of Highland Park	Police	2				1				
City of Highland Village	Fire	5	2							
	Police	1								
	FIM Instructor	2								
City of Hurst	Police	6								
City of Hutchins	Fire	4								1
	Police	9				2				
City of Irving	Fire	7		1						
	Police	7		1						
	Public Works	2			1					1
	FIM Instructor	1				1				

Freeway Incident Management - Executive Level Course
Agency Attendance: February 2005 - November 2020

SPONSORING AGENCY City, County, DOT, Transit Agency, other	AGENCY TYPE Police, Fire, EMS, Towing, other	TOTAL ATTENDANCE	May-17	Nov-17	May-18	Nov-18	May-19	Nov-19	5/1/2020	Nov-20
									(Cancelled due to COVID-19 restrictions)	
City of Kaufman	Police	1								
City of Keene	Fire	1						1		
City of Keller	Fire	1								
	Elected Official	1								
	Public Works	1				1				
City of Lake Dallas	Police	2	1							
	Exec. City Staff	2	1							1
City of Lake Worth	Exec. City Staff	1								
City of Lancaster	Fire	2								
	Police	7						2		
	Public Works	2			2					
City of Lavon	Fire	1		1						
	Police	1		1						
City of Lewisville	Police	3								
	FIM Instructor	7								
City of Mansfield (ISD)	Police	2								
City of McKinney	Fire	1								
	Police	2								
	FIM Instructor	3						1		
	Exec. City Staff	2								
City of Melissa	Fire	1								
	Police	1								
City of Mesquite	Fire	4					1	1		
	Police	7						1		
	Exec. City Staff	5								
	Elected Official	2								
	Engineering	2			1		1			
City of Midlothian	Fire	1								
	Police	2								1
City of Mineral Wells	Police	2				1		1		
	Fire	1				1				
City of Murphy	Police	3	2			1				
City of North Richland Hills	Fire	4								
	Police	18	3		1					
	Public Works	1								
	Exec. City Staff	2								
City of Parker	Police	2			1					
City of Pilot Point	Police	1		1						
City of Plano	Fire	4								
	Police	8								
	Exec. City Staff	1								
	Elected Official	1								
	Engineering	1			1					
City of Ponder	Fire	1								
City of Prosper	Fire	1								
	FIM Instructor	2					1			1
City of Red Oak	Fire	2								
	Police	3								
City of Rhome	Police	1								
	Elected Official	1								
City of Richardson	Police	9								2
	Public Works	1								
City of Richland Hills	Fire	2								
	Police	2								
	Elected Official	1								
City of Roanoke	Fire	1					1			
	Police	1				1				
City of Rockwall	Fire	1						1		
	Police	5								

**Freeway Incident Management - Executive Level Course
Agency Attendance: February 2005 - November 2020**

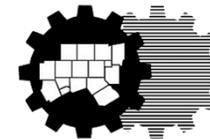
SPONSORING AGENCY City, County, DOT, Transit Agency, other	AGENCY TYPE Police, Fire, EMS, Towing, other	TOTAL ATTENDANCE	May-17	Nov-17	May-18	Nov-18	May-19	Nov-19	5/1/2020 (Cancelled due to COVID-19 restrictions)	Nov-20
City of Rowlett	Police	2								
	Public Works	2		1						
City of Royse City	Police	1								
City of Sachse	Fire	1								
City of Sansom Park	Police	2		1	1					
City of Seagoville	Fire	4								
	Police	5				1				
	Exec. City Staff	1								
City of Southlake	Police	4								
City of Springtown	Police	1	1							
Town of Sunnyvale	Police	1								1
City of Terrell	Fire	1								
	Police	6								
City of The Colony	Police	7								
	FIM Instructor	10								
	Other	1								
City of University Park	Police	2								
City of Venus	Fire	2					1			
	Police	2								
City of Waxahachie	Fire	2					1			
	Police	3								
	Exec. City Staff	1								
City of Weatherford	Fire	1								
	Police	3								
	Other	2					1			
City of White Settlement	Police	3		2	1					
City of Willow Park	Fire	2	2							
	Police	2	1							1
City of Wilmer	Fire	2								
	Police	2								
City of Wylie	Fire	2								
	Police	1								
COUNTIES										
Collin County	Sheriff	9		1						
	Med. Examiner's Office	1								
Dallas County	Sheriff*	46			2	4	1	5		
	Elected Official	2								
	Med. Examiner's Office	10								
	Court Administration	4	1					1		
	Public Works	1						1		
FIM Instructor	29	1			1	1	1		1	
Denton County	Sheriff	3								
	Elected Official	1								
	Med. Examiner's Office	2								
Ellis County	Sheriff	1								
	Court Administration	2					1	1		
Kaufman County	Emergency Management	2	2							
Parker County	Sheriff	1								
Rockwall County	Sheriff	1								
Tarrant County	Sheriff	4								
	Elected Official	1								

**Freeway Incident Management - Executive Level Course
Agency Attendance: February 2005 - November 2020**

SPONSORING AGENCY City, County, DOT, Transit Agency, other	AGENCY TYPE Police, Fire, EMS, Towing, other	TOTAL ATTENDANCE	May-17	Nov-17	May-18	Nov-18	May-19	Nov-19	5/1/2020 (Cancelled due to COVID-19 restrictions)	Nov-20
OTHER AGENCIES										
AAA	Representative	2								
Dallas Area Rapid Transit	Police	9								
DFW Airport	Police Dept	3		1						
Emergency Response Bureau	Representative	1								
FHWA	Representative	7	1		1	1	1	1		
Fort Worth Transportation Authority	Representative	2								
Kelly Services	Representative	1								
Mathis and Associates	Representative	1								
Methodist Dallas Medical Center	Representative	1								
NCTCOG	Representative	108	3	2		2	2	2		22
	FIM Instructor	44	2			2	2	2		2
NTTA	Representative	8						1		
Protect Environmental	Representative	60		1			2	5		9
TAS Environmental	Representative	8								
Tarrant Reg. Trans. Coalition	Representative	1								
Texas Health Harris Methodist Hospital Fort Worth	Representative	1								
Texas Rangers	Representative	1								
Texas Transportation Institute	Representative	1								
Trinity Metro Services	Operations	2				1				1
TxDOT - Austin	Operations	1			1					
TxDOT - Dallas	Operations	14	1			1				
TxDOT - Fort Worth	Operations	33	5			1	8			5
	FIM Instructor	13								
TxDOT - Johnson	Operations	2			1					1
Wrecker Services	FIM Instructor	16			1	1				1
	Representative	6								
TOTAL ATTENDANCE		1083	36	25	30	41	42	37	0	56

STATUS OF TEXAS VOLKSWAGEN ENVIRONMENTAL MITIGATION PROGRAM FUNDING

**Regional Transportation Council
April 8, 2021**



North Central Texas
Council of Governments

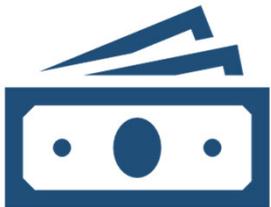
KEY TAKEAWAYS



NCTCOG Region Remains the Only Region That Has Requested All Available Funding in All Funding Buckets Thus Far



NCTCOG Region Has Twice as Many Public and Private Applicants for Both Refuse and Freight Funding as the Next Highest Region



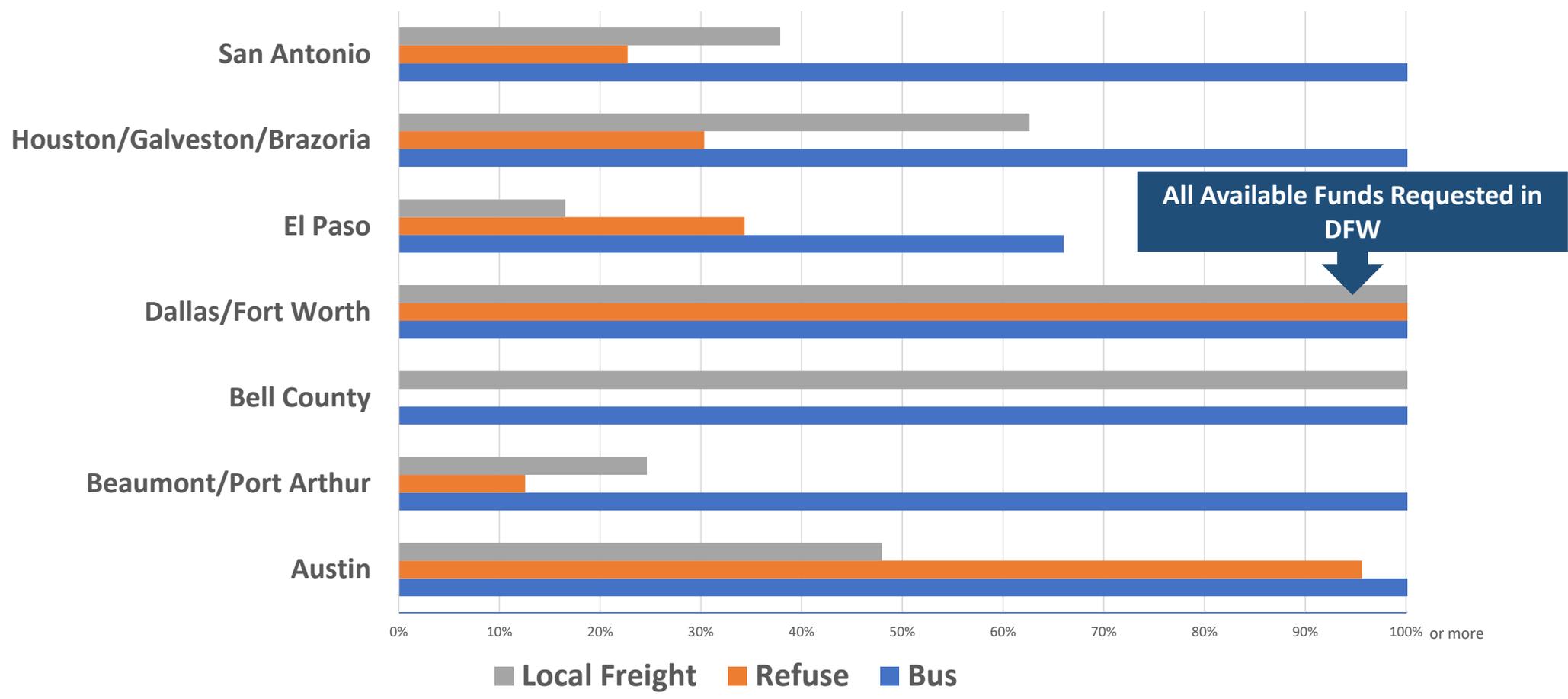
NCTCOG Region Is One of Only 4 of the 7 Identified Priority Areas That Have Requested Level 2 ZEV Infrastructure Funding

TEXAS VOLKSWAGEN ENVIRONMENTAL MITIGATION PROGRAM

Statewide Allocation	Program	DFW Area Allocation	Schedule	Status (as of March 26, 2021)
~\$169.5 Million	School, Shuttle, and Transit Buses	\$11,684,806	Closed	>\$17.3 Million Requested All Available Funds Awarded
	Refuse Vehicles	\$8,346,290	Closed	\$9,363,508 Requested \$3,724,066 Awarded
	Freight & Port Drayage Vehicles	\$6,677,032	Closed	\$8,850,532 Requested \$4,234,154 Awarded
	Electric Forklifts and Port Cargo-Handling Equipment	\$6,677,032	To Be Determined	
	Electric Airport Ground Support Equipment			
	Ocean-Going Vessel Shore Power			
~\$35.5 Million	ZEV Infrastructure - Level 2 Rebate	\$10,465,958 (Statewide)	Open; First-Come First Served Until 9/9/2021	\$532,500 Requested \$245,000 Awarded \$10,220,958 Available
	ZEV Infrastructure – DC Fast Charge Funding	~\$25 Million (Statewide)	May Open Spring/Summer 2021	

PERCENT FUNDING REQUESTED BY REGION

Percent Available Funds Requested by Funding Round



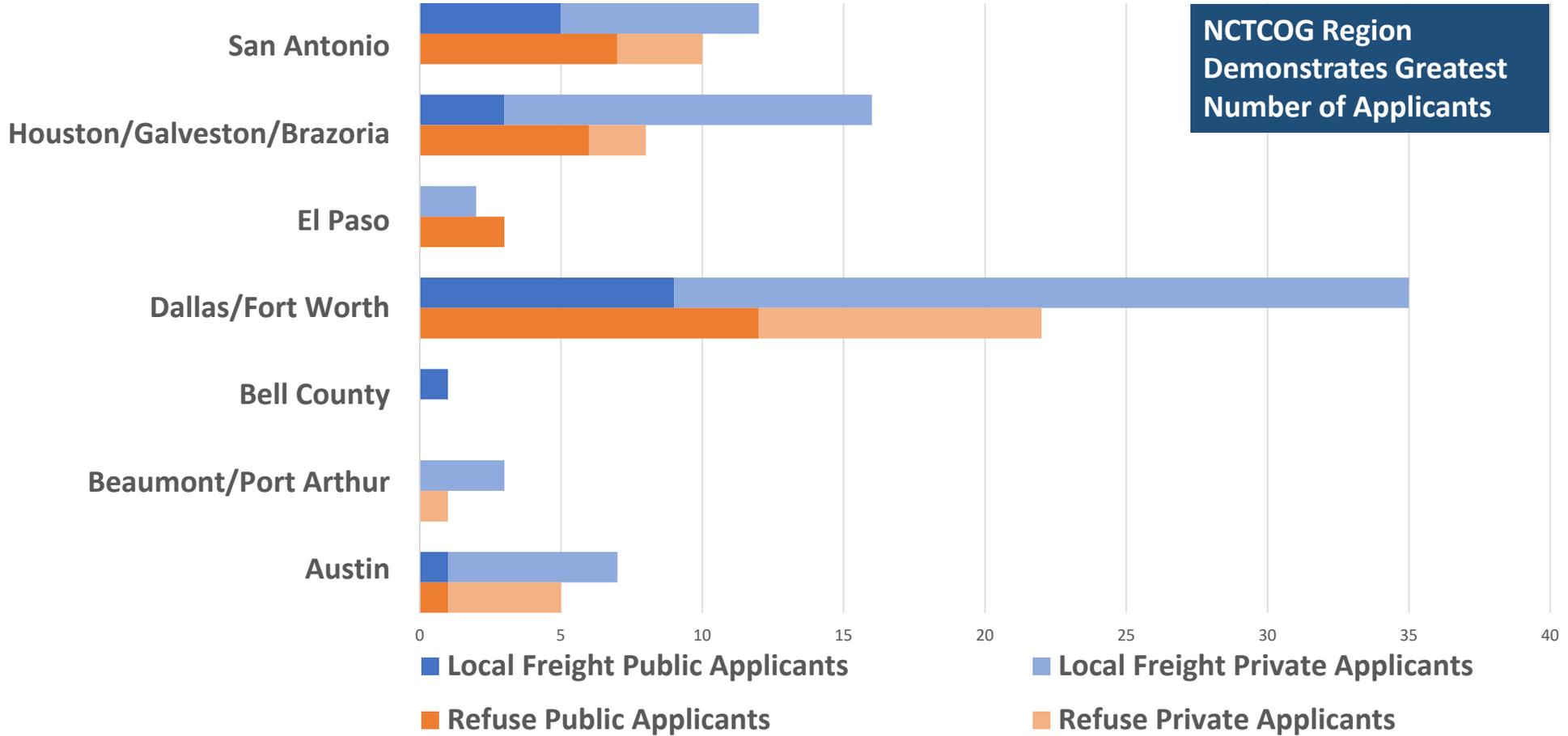
All Available Funds Requested in DFW



Data sourced from www.texasvfund.org on February 11, 2021

NUMBER OF APPLICANTS BY REGION

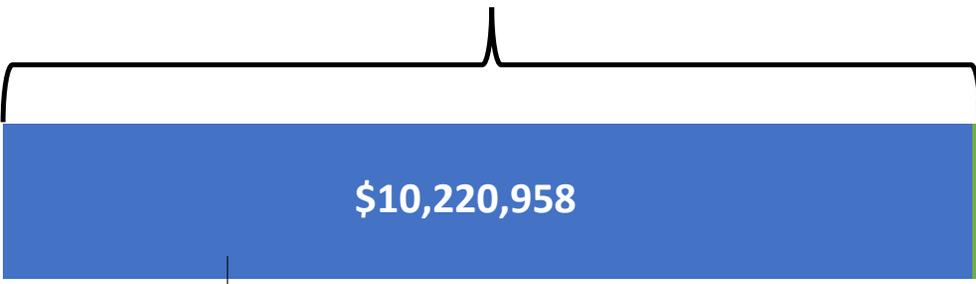
Local Freight and Refuse Vehicle Applicants



Data sourced from www.texasvfund.org on February 11, 2021

TxVEMP ZEV Infrastructure Level 2 Rebate

Total Statewide Allocation of Funds = **\$10,465,958**



■ Funds Remaining

■ Funds Awarded
\$245,000

All Rebates First Come, First Served

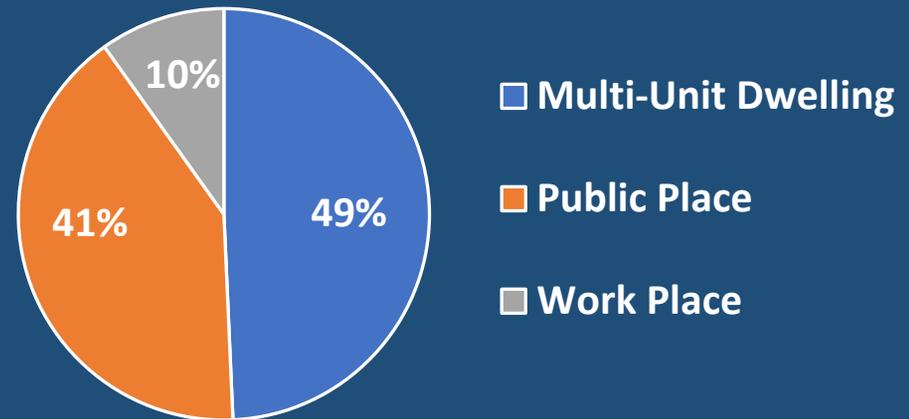
DEADLINE: 9/9/2021 or until funds run out, whichever is first

Quick Facts

213

Activities Requested
For Total of \$532,500

Infrastructure Distribution to Date



□ Multi-Unit Dwelling

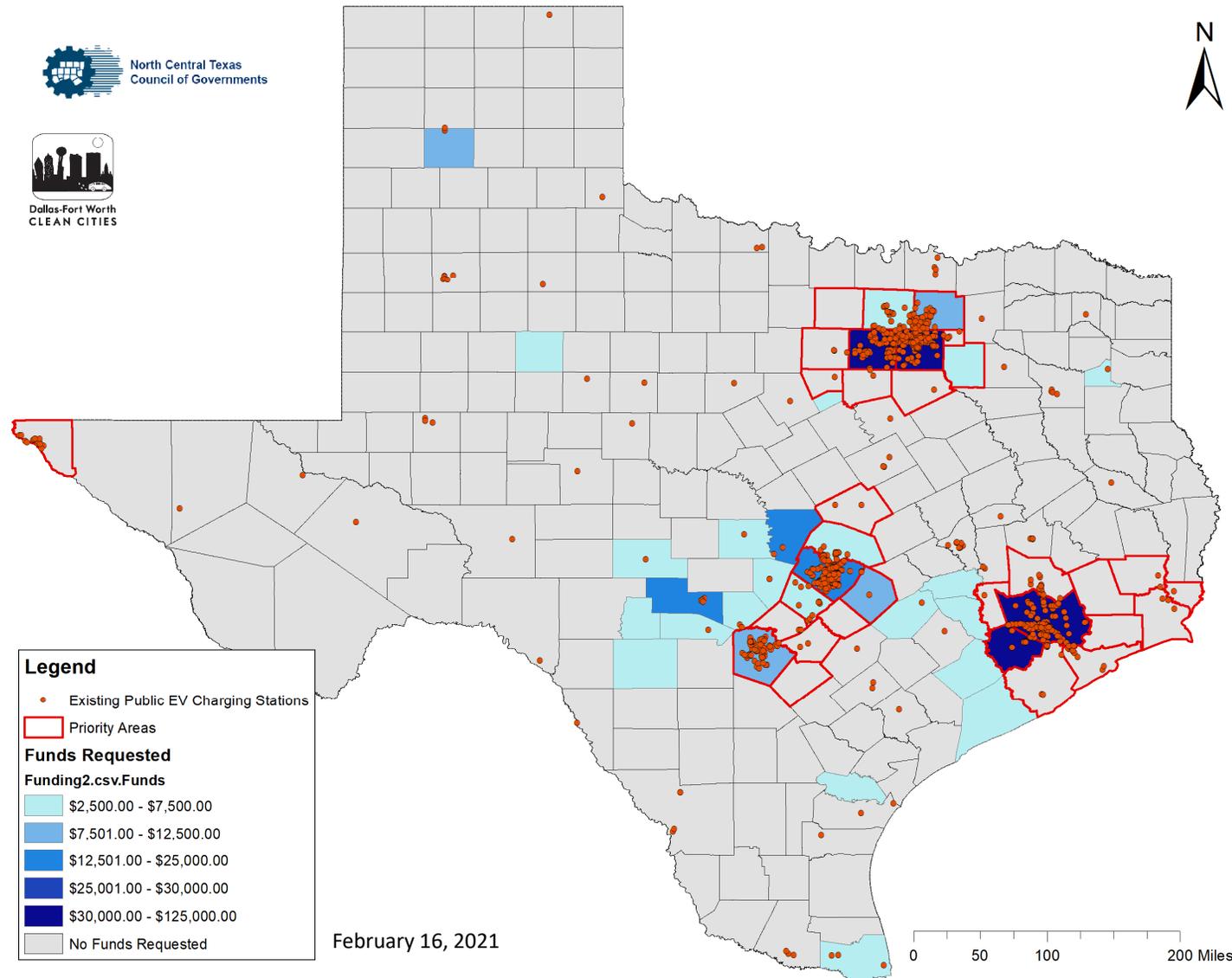
□ Public Place

□ Work Place

GEOGRAPHIC DISTRIBUTION OF ZEV LEVEL 2 FUNDING REQUESTS

Priority Areas

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



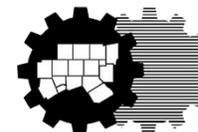
FOR MORE INFORMATION

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www.nctcog.org/aqfunding, “Hot Topics”



**North Central Texas
Council of Governments**

MINUTES

REGIONAL TRANSPORTATION COUNCIL ONLINE INPUT OPPORTUNITY

Mobility 2045 Update

Look Out Texans Campaign

DFW Clean Cities Update: 2019 Impacts and Fleet Recognition Awards

Online Public Input Opportunity Dates

Monday, March 8, 2021 - Wednesday, April 7, 2021 – The North Central Texas Council of Governments (NCTCOG) posted information at www.nctcog.org/input for public review and comment.

Purpose and Topics

The online public input opportunity was provided in accordance with the NCTCOG Transportation Department Public Participation Plan, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the Metropolitan Planning Organization (MPO), and amended on November 8, 2018. Staff posted information regarding:

1. Mobility 2045 Update
2. Look Out Texans Campaign
3. DFW Clean Cities Update: 2019 Impacts and Fleet Recognition Awards

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

Summary of Presentations

Mobility 2045 Update presentation:

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2021/03/MTTP.pdf>

Mobility 2045 is the Metropolitan Transportation Plan (MTP) that defines a long-term vision for the region's transportation system and guides spending of federal and State transportation funds. This includes funding for highways, transit, bicycle and pedestrian facilities and other programs that reduce congestion and improve air quality.

The Plan was adopted by the Regional Transportation Council (RTC) on June 14, 2018, and Transportation Conformity was achieved on November 21, 2018. Mobility 2045 has nine goals and its vision is to improve the region's mobility today and tomorrow by embracing technology and innovation.

NCTCOG staff is currently working on an update to Mobility 2045 and focused on updating travel and demographic data, refining projects, building upon a performance-based planning framework and launching virtual public involvement tools that encourage feedback from the public.

Public involvement and plan development efforts will take place throughout the 2021 calendar year and spring 2022. The official comment period for the Mobility 2045 update will take place in April and May of 2022. The RTC will take action on the update in June 2022.

Look Out Texans Campaign presentation:

[https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Involve/InputMeetings/2021/03/L
OT.pdf](https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Involve/InputMeetings/2021/03/LOT.pdf)

Use of Dallas-Fort Worth regional biking and walking trails increased by 70 percent at the beginning of the pandemic. Due to high crash fatalities, both Dallas and Fort Worth were named Pedestrian-Bicycle Focus Cities by the Federal Highway Administration. Because of these two events, NCTCOG staff is re-launching Look Out Texans (LOT), a regional bicycle and pedestrian safety campaign.

Research conducted for the Pedestrian Safety Action Plan found that young adults aged 23 to 33 as well as minority populations are most likely to be involved in pedestrian crashes and fatalities. This information was used to craft targeted messaging for the LOT campaign, and promotional efforts will include paid advertising with BCycle, Facebook, Spotify, YouTube, DART and Trinity Metro.

More information, resources and safety tips can be found at www.LookOutTexans.org.

DFW Clean Cities Update: 2019 Impacts and Fleet Recognition Awards presentation:

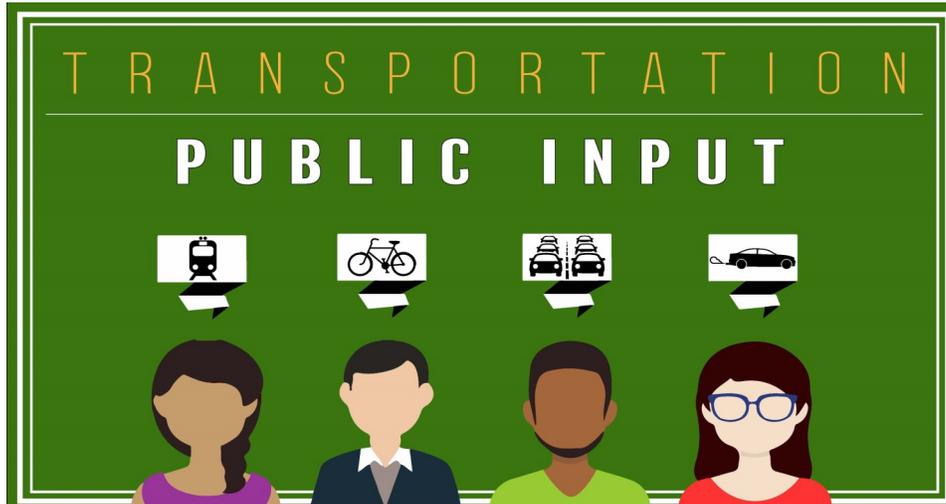
[https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Involve/InputMeetings/2021/03/D
FWCC-Fleet-Rec.pdf](https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Involve/InputMeetings/2021/03/DFWCC-Fleet-Rec.pdf)

NCTCOG is the host organization for Dallas-Fort Worth Clean Cities (DFWCC), a US Department of Energy initiative to reduce total energy impacts in the transportation sector. As part of these efforts, DFWCC surveys local fleets each year about alternative fuel use and other fuel-saving activities.

Forty-two fleets participated in the 2019 Annual Survey and assisted in reducing approximately 420 tons of ozone-forming nitrogen oxides and approximately 72,094 tons of greenhouse gas emissions. To view the 2019 Annual Report and for more information on the 2020 Annual Survey, visit www.dfwcleancities.org.

COMMENTS SUBMITTED BY WEBSITE, MAIL, EMAIL and SOCIAL MEDIA

No comments submitted via website, mail, email or social media.



WHAT DO YOU THINK? TELL US.

Information will be posted online at www.nctcog.org/input for public review and comment **April 12 - May 11, 2021**. To request printed copies of the information, call 817-608-2365 or email cbaylor@nctcog.org.

COVID-19 #00X Transportation Infrastructure Program: Round 4

The COVID-19 Infrastructure Program is intended to award federal and regional funding to projects across the region that would benefit from expedited action to help stimulate the economy. Staff will present details on this fourth round of projects for public review and comment.

Regional Trip Reduction Resolution for Single Occupancy Vehicle Trips

NCTCOG staff is proposing the passage of a single occupancy trip reduction resolution that establishes a regional trip reduction target to reduce drive alone commute trips through Travel Demand Management (TDM) strategies such as teleworking, ridesharing, active transportation, and transit. More information on the proposed resolution will be presented.

Start of 2021 Ozone Season

The 2021 ozone season began on March 1 and runs through November 30, 2021. The Dallas-Fort Worth region does not meet attainment for federal air quality standards for the pollutant ozone. NCTCOG staff will present an introduction to the pollutant, an overview of current progress, an ozone season update, and strategies to help reduce air pollution and reach attainment.

Car Care Awareness

NCTCOG educates citizens about vehicle maintenance and informs them about how they can contribute to the regional air quality solution by keeping their vehicles in good condition. Not only can proper maintenance save them money, but it also keeps the vehicle from polluting excessively by advising what to do if the check engine light illuminates. More information: www.ntxcare.org.

(ONLINE REVIEW & COMMENT; NO PRESENTATION)

Modifications to the 2021-2024 TIP Development Project Listing: www.nctcog.org/input

RESOURCES AND INFORMATION

- Access North Texas: www.nctcog.org/accessntx
- Interactive Public Input: Map Your Experience: www.nctcog.org/mapyourexperience
- Regional Smoking Vehicle Program: www.smokingvehicle.org
- Vehicle Incentives & Funding Opportunities: www.nctcog.org/aqfunding



REGIONAL TRANSPORTATION ONLINE INPUT OPPORTUNITY

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

Submit comments and questions to NCTCOG:

Email: transinfo@nctcog.org

Website: www.nctcog.org/input

Fax: 817-640-3028

Phone: 817-695-9240

Mail: P.O. Box 5888

Arlington, TX 76005-5888

For special accommodations due to a disability or for language translation, call 817-608-2365 or email cbaylor@nctcog.org.

Reasonable accommodations will be made.

Para ajustes especiales por discapacidad o para interpretación de idiomas, llame al 817-608-2365 o por email:

cbaylor@nctcog.org.

Se harán las adaptaciones razonables.

PUBLIC COMMENTS REPORT

WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

Purpose

The public comments report is in accordance with the NCTCOG Transportation Department Public Participation Process, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the Metropolitan Planning Organization (MPO) and amended on November 8, 2018.

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

This month, public comments were received on a number of topics across social media platforms and via email. Transit comments and project planning comments were in the majority.

In addition, comments were accepted through a new, online map tool. Users can drop a pin on a location in the region and leave a detailed comment. The tool was in test mode and was open to the public through August 2020. This month, there were 6 bicycle and pedestrian comments, five transit comments and 21 roadway comments. To read them, visit:

<http://nctcoggis.maps.arcgis.com/apps/CrowdsourceReporter/index.html?appid=b014e6d39b604b3ca329d9094ed1e9e2>.

Aviation

Facebook –

1. Want to learn what local communities are doing with drones? Attend our free and virtual March 6th workshop from 10 am – 12 pm CST and learn from actual public safety officials. To register visit: knowbeforeyoufly.eventbrite.com. To learn more about UAS in DFW, visit www.northtexasuas.com. #Drones #NorthTexasDrone – NCTCOG Transportation Department



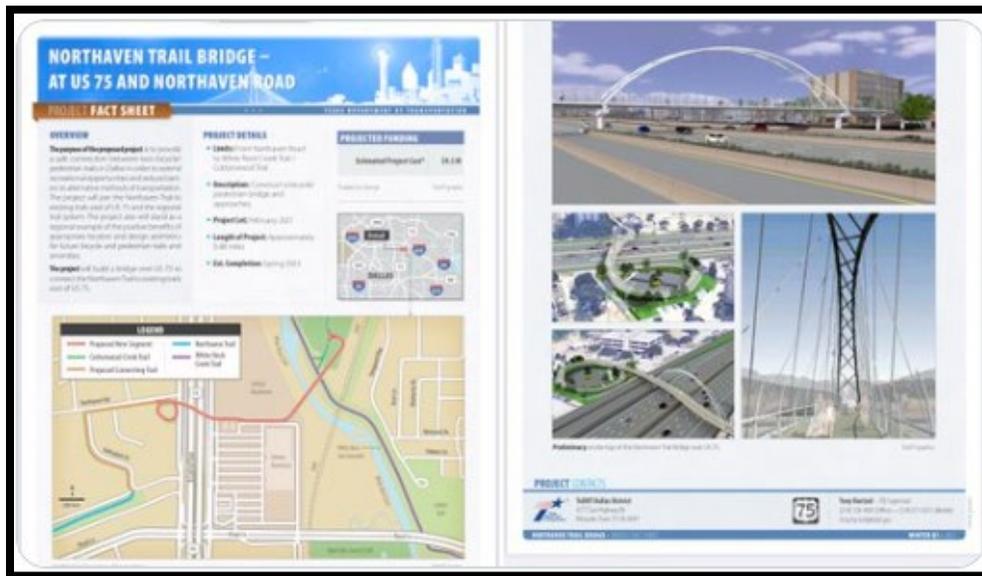
When is the next workshop? – Michelle Ebanks

Hi, Michelle! The next one will be April 3 from 10 a.m. to 2 p.m. We host these workshops on the first Saturday of each month, so if you can't make that one, there will be others! – NCTCOG Transportation Department

Bicycle & Pedestrian

Twitter –

1. @NorthavenTrail Bridge construction over Central Expy contract awarded @TxDOTDallas @DallasParkRec @CityOfDallas @DallasCountyTx @NCTCOGtrans @TMD_DallasComm @cmjsgates @AdamMcGoughD10 @JJKoch – Ministry of Happiness - Dallas (@DallasHappiness)



awesome – Jedworks (@Jedworks)

High-Speed Transportation

Twitter –

1. @NCTCOGtrans are studying alternatives for a proposed high-speed transportation system between Dallas and Fort Worth. Watch their presentation and leave your feedback by March 9. Visit <http://nctcog.org/trans/involve/meetings/february-public-input>. #transitmatters #transportation #dfw #fortworth #tarrantcounty – Tarrant Transit Alliance (@TarrantTransit)
2. you ever just think about the high speed rail system :,) – Sunrise Movement 🇺🇸 (@sunrisemvmt)



Have to show separate city stops in Fort Worth and Dallas. As you show in DC & Baltimore. Yes, would be awesome to have high speed rail among these places.
 @NCTCOGtrans @NCTCOG_Official @TrinityMetro – Andrew Blake
 (@andrewccblake)

Programs

Twitter –

1. Wow. Get transit info on 511DFW? – Peter J LeCody (@railadvo)



Yep, that's right! 😊 – NCTCOGTransportation (@NCTCOGtrans)

Project Planning

Email –

1. Nate Simmons

Hello,

I was told by a representative from the City of Lake Worth that when TXDOT presented their multi year plans to Connect Hwy 199 with Hwy 820 the City denied their plans.

I am not sure how a city has the power to deny plans presented by TXDOT. I was told that the City of Lake Worth informed TXDOT they did not want any Elevated Roadways in their City.

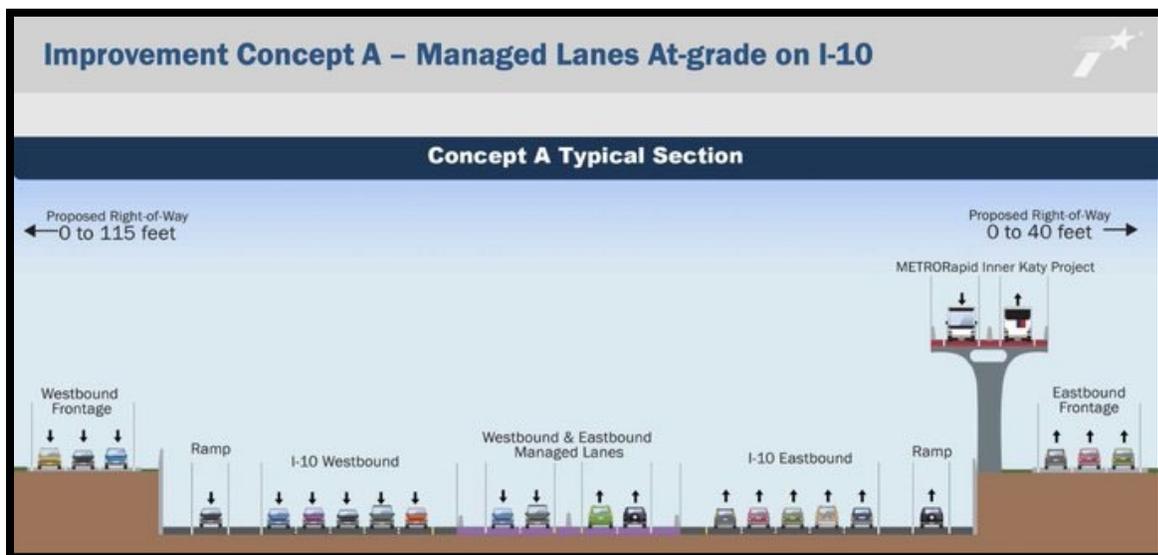
Is there a work around to alleviate the major bottle neck in the Hwy 199 transportation corridor inside the City of Lake Worth?

Anyone who drives this corridor knows the growing traffic count and feels it every day. Navigation Apps that many drivers use now re-route drivers onto Side Streets to circumvent the bottleneck along Hwy 199 between the Lake Worth Bridge to the North and Hwy 820.

The City does not want to loose traffic to their businesses but it is hurting the entire region. I feel this has to be addressed at the highest level and I hope to see some positive changes soon. For now it looks as if the City of Lake Worth has damaged the reputation of the entire region by not being forward thinking in their growth strategies.

Twitter –

1. The next TxDOT proposal for Houston: widening I-10 through the Heights. – Christof Spieler (@christofspieler)



@WalkableDFW @NCTCOGtrans @NCTCOG_Official Are highway funds allocated to urban regions in TX (HOU, D/FW, SA/AUS) so each receives roughly similar % of funds as as the % they put in (via regional taxes)? Or do we tend to have some who are net contributors or net recipients? – Andrew Blake (@andrewccblake)

generally, but then the \$ get moved around, horse-traded, etc. For example, \$2 billion of the Austin 35 expansion was originally designated for North Texas and b/c it was "more of a priority" and "more ready," there it went. – patrick.kennedy (@WalkableDFW)

2. If it doesn't include removing I-345, I'm not interested. 😞 – Boots v2.0: Titanium Edition 🤖 (@bootsified)



3. City of NRH is grateful for partnership with @US_EDA and assistance from @NCTCOGtrans to improve Iron Horse Blvd. Engineering design work will begin later this year, with construction to commence in 2022. – North Richland Hills (@CityofNRH)



Why dont yall use some money and fix bedford eules along 820. – smeeeebs 🇺🇸 (@smeeeebs)

Reconstruction of Bedford Eules Road is included in NRH 2020 Steet Bond Program. Engineering design work for that project has begun. Construction will commence early next year. <http://nrhtx.com/2020bond> – North Richland Hills (@CityofNRH)

Public Input

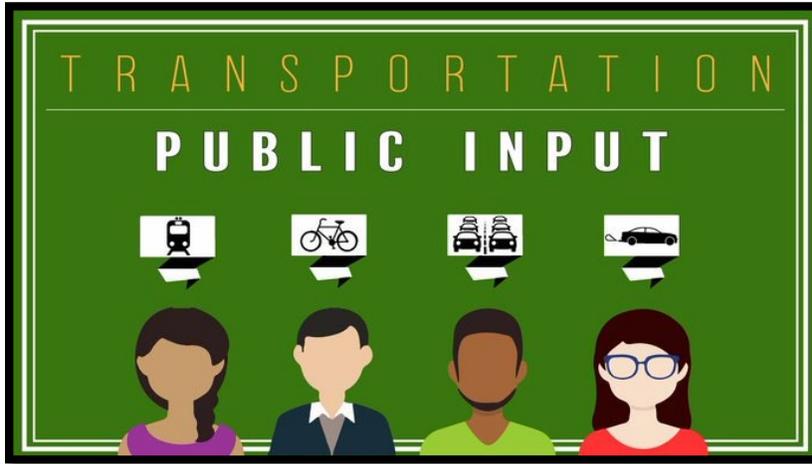
Twitter –

1. NCTCOG Transportation Department (@NCTCOGtrans) launched a new interactive mapping tool for North Texans to provide input on transportation needs to help NCTCOG staff develop innovative solutions for transportation issues.

“Map Your Experience” today! – Tarrant Transit Alliance (@TarrantTransit)



2. We have made a few updates to our Mobility 2045 plan, a plan for how people may travel around the Metroplex in 2045. We want to hear your thoughts on it! View the presentation and tell us what you think! <https://nctcog.org/trans/involve/meetings/march-public-input> – NCTCOGTransportation (@NCTCOGtrans)



Here's what I think without reading - you won't care what we think and everything will be tolled. Am I close? – Chris Paul (@ChrisAPaul)

Hi, Chris! We absolutely do care! We take comments from the public regularly and provide them to decision makers and our policy board, the Regional Transportation Council. – NCTCOGTransportation (@NCTCOGtrans)

...and do the public continue to demand more toll roads? They must. – Chris Paul (@ChrisAPaul)

Comments range from specific suggestions to general requests for transportation improvements. We work with state and local partners to identify funding, but many of the projects that are needed are underfunded, so options for building them cost effectively become limited. – NCTCOGTransportation (@NCTCOGtrans)

Roadway

Email –

1. Nate Simmons

Hello,

Why is it that when the NTTA Express Lane were installed there is a continual bottleneck when traveling West on 121/183 and taking the 820 West exit? When this project was designed this was a known high traffic count area.

Any time night or day that you travel this way and take the exit onto 820 West there is a back up.

Is there a solution in the works to resolve this constant bottleneck?

2. **Jon Donhy**

FYI: some city traffic lights are still not coordinated. I sat at a vacant intersection in Allen the other day, like we used to wait.

Transit

Email –

1. **D.J. Gee**

Absolutely not. We do not want public transportation in DeSoto or Cedar Hill. Traffic is already bad enough without making things worse.

Facebook –

1. DART in collaboration with the North Central Texas Council of Governments will conduct a fare equity survey to gather a range of customer data from public transit users beginning on Monday, March 22. <https://www.dart.org/news/news.asp?ID=1575>

NCTCOG Transportation Department – Dallas Area Rapid Transit (Official DART page)



Stop making the buses late or not showing up at all provide better service – Richard Granger

It's quite simple DART NEEDS TO LOWER THEIR FARE PRICES they are the most expensive in texas – Joshua Omuruy

Twitter –

1. Dallas' DART transit system to save \$190 million in interest costs from @USDOT's first railroad rehab loan under Pres. Joe Biden & Secretary @PeteButtigieg
<https://contractornews.com/109/usdot-loans-more-than-900-million-for-dallas-regional-rail-project> @DARTDallas @DARTAlerts @dartmedia @Plano_TX @trtcmobility @NCTCOGtrans @TxDOT @TxDOTDallas – Contractor News (@news_contractor)



2. DART in collaboration with the North Central Texas Council of Governments will conduct a fare equity survey to gather a range of customer data from public transit users beginning on Mon, March 22. <https://dart.org/news/news.asp?ID=1575> – dartmedia (@dartmedia)





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

March 15, 2021

The Honorable Peter Buttigieg
United States Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Secretary Buttigieg:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth (DFW) area, we would like to congratulate you on your confirmation as Secretary of Transportation. I would like to commend you on your early commitment to equity in the transportation system and reconnecting communities where transportation facilities now serve as barriers. A membership roster of the RTC is included as Attachment 1.

The RTC has been taking a holistic approach to reconnecting communities, sometimes removing freeways and sometimes depressing or lowering freeways. Additional information on current and future projects is enclosed as Attachment 2 but let me highlight a few notable efforts. The foremost example is S. M. Wright freeway south of downtown Dallas. This is an elevated highway that bifurcated a community and had a number of safety concerns. A new connection to IH 45 was provided to preserve access for the community, and a section of S. M. Wright is being torn down and turned into a boulevard. We invite you and your staff to visit the Dallas-Fort Worth region in person or virtually so you can visualize your policy direction already in operation.

Klyde Warren Park was built as a freeway deck plaza over Woodall Rogers Freeway and serves to connect downtown Dallas with Uptown Dallas. The RTC is assisting with funding an expansion to this premier community amenity. Our region is replicating this freeway deck plaza model in the reconstruction of the Southern Gateway project south of downtown Dallas in a primarily low-income and minority neighborhood to reconnect communities separated by a highway facility that is being reconstructed as a highway but in a way that can bring economic development opportunities. In Fort Worth, examples of projects include the Hemphill-Lamar connection and Fort Worth Housing Solutions land acquisition near downtown.

Thank you for your leadership on transportation issues facing the Nation. We look forward to working with you on reconnecting communities historically separated by transportation facilities and would like to invite you to visit the DFW region to see these project examples for yourself. If you have any questions, feel free to contact me or Michael Morris, P.E., Director of Transportation for NCTCOG, at mmorris@nctcog.org or (817) 695-9241.

Sincerely,

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

Roger Harmon, Chair
Regional Transportation Council
County Judge, Johnson County

AW:kw
Enclosures

cc: Mr. Al Alonzi, Texas Division Director, Federal Highway Administration
Ms. Gail Lyssy, Region 6 Administrator, Federal Transit Administration

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District Engineer
Texas Department of Transportation,
Dallas District

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Fort Worth District

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Mayor Pro Tem
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Councilmember
City of Arlington

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Citizen Representative
City of Dallas

John Ryan

Councilmember
City of Denton

Chris Schulmeister

Councilmember
City of Allen

Casey Thomas II

Councilmember
City of Dallas

Jeremy Tompkins

Mayor Pro Tem
City of Euless

T. Oscar Trevino Jr., P.E.

Mayor
City of North Richland Hills

William Tsao, P.E.

Citizen Representative
City of Dallas

Paul N. Wageman

Chair
Dallas Area Rapid Transit

Duncan Webb

Commissioner
Collin County

B. Glen Whitley

County Judge
Tarrant County

W. Jeff Williams, P.E.

Mayor
City of Arlington

Overview Materials for Secretary Buttigieg

Urban Freeway Reconnections

March 11, 2021

Urban Freeway Reconnections: Dallas-Fort Worth Examples Provided

- S.M. Wright Freeway
- Klyde Warren Park Extension
- Southern Gateway Deck Plaza
- IH 30 Deck Opportunities
- IH 345 Feasibility Study
- Dallas Area Rapid Transit D2 Line at IH 345
- IH 635 (LBJ Express) Tolled Managed Lanes
- Hemphill-Lamar Connection in Fort Worth
- Butler Place Redevelopment

IH 635 (LBJ Express) Tolled Managed Lanes



13.3 miles
\$2.6 billion investment
26% equity
56% debt
18% public subsidy
Open since September 2015

Key Principles

- Through intense Public involvement community determined need to add capacity but wanted the ultimate project **no higher-no wider** and that was achieved through depressed managed lanes with freeway lanes cantilevered over
- Project is carrying **15% higher volume** than before construction with roughly same footprint
- Continuous frontage roads were added to provide **access to local businesses** with the goal of enhancing economic opportunity



S.M. Wright Phase II Project

I-45 and SH 310 Project



S.M. WRIGHT | SITE PLAN RENDERING



PINE STREET & S.M. WRIGHT | SOUTH EAST CORNER LOOKING WEST



PINE STREET & S.M. WRIGHT | SOUTH EAST CORNER LOOKING WEST



PEROT MUSEUM OF NATURE AND SCIENCE

WOODALL RODGERS FREEWAY
PLANNED ELEVATED PARK

SITE

KLYDE WARREN PARK

DALLAS MUSEUM OF ART

NASHER SCULPTURE CENTER

MEYERSON SYMPHONY CENTER

WINSPEAR OPERA HOUSE

Southern Gateway Deck Plaza



PHASE 2 - BIRD'S EYE

SOUTHERN GATEWAY PUBLIC GREEN
COMMUNITY MEETING #3 | 09 NOVEMBER 2017 | 52

IH 30 Deck Opportunity Areas

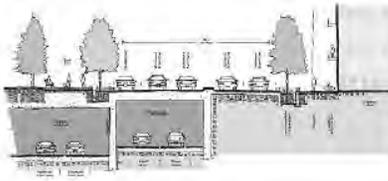
Site Forces and Considerations for Currently-Proposed Locations

2

Illustrative Plan | DRAFT

Canton - Griffin - Akard | Deck Park + Parkway

SECTION A-A

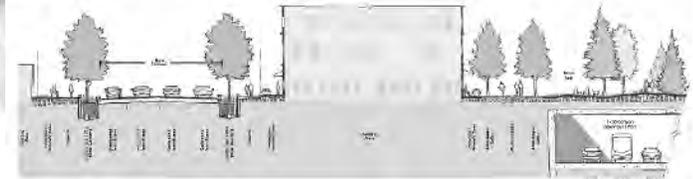


Source: TxDOT/City of Dallas (<http://www.KeepItMovingDallas.com/sites/default/files/docs/COD%20andscaping%20Board.pdf>), 2019



Dallas Heritage Village | Deck Park + Parkway

SECTION B-B



P-UD | I-30 Canyon
October 29, 2019

Legend

- Maximizing Downtown Dallas views
- Shift to consistent neighborhood scale
- Proximity and circulation to / from critical destinations (HSR, Convention Center)
- Drainage, utilities, and maintenance needs
- 16'-0" min. clearance above IH 30 assets
- Appropriate load type distribution(s)
- DART / Freight rail maintenance buffers
- Deck alignment to existing grade(s)
- Deck length threshold for ventilation (350')
- Adjacent land use type / intensity / access
- Potential air rights opportunities / constraints

I-345 Feasibility Study

PROJECT DETAILS

Limits: I-345 Feasibility Study from I-30 to Spur 366/
Woodall Rodgers Freeway

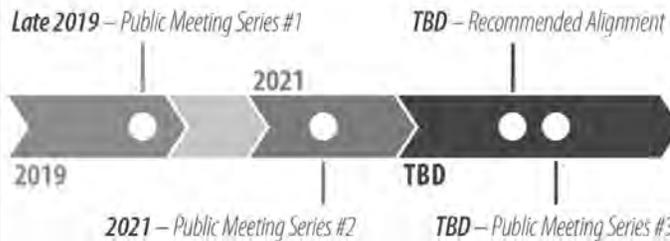
CSJ: 0092-14-094

Description: Feasibility Study

Project Let: TBD

Total Length: Approximately 1.4 miles

PROJECT TIMELINE

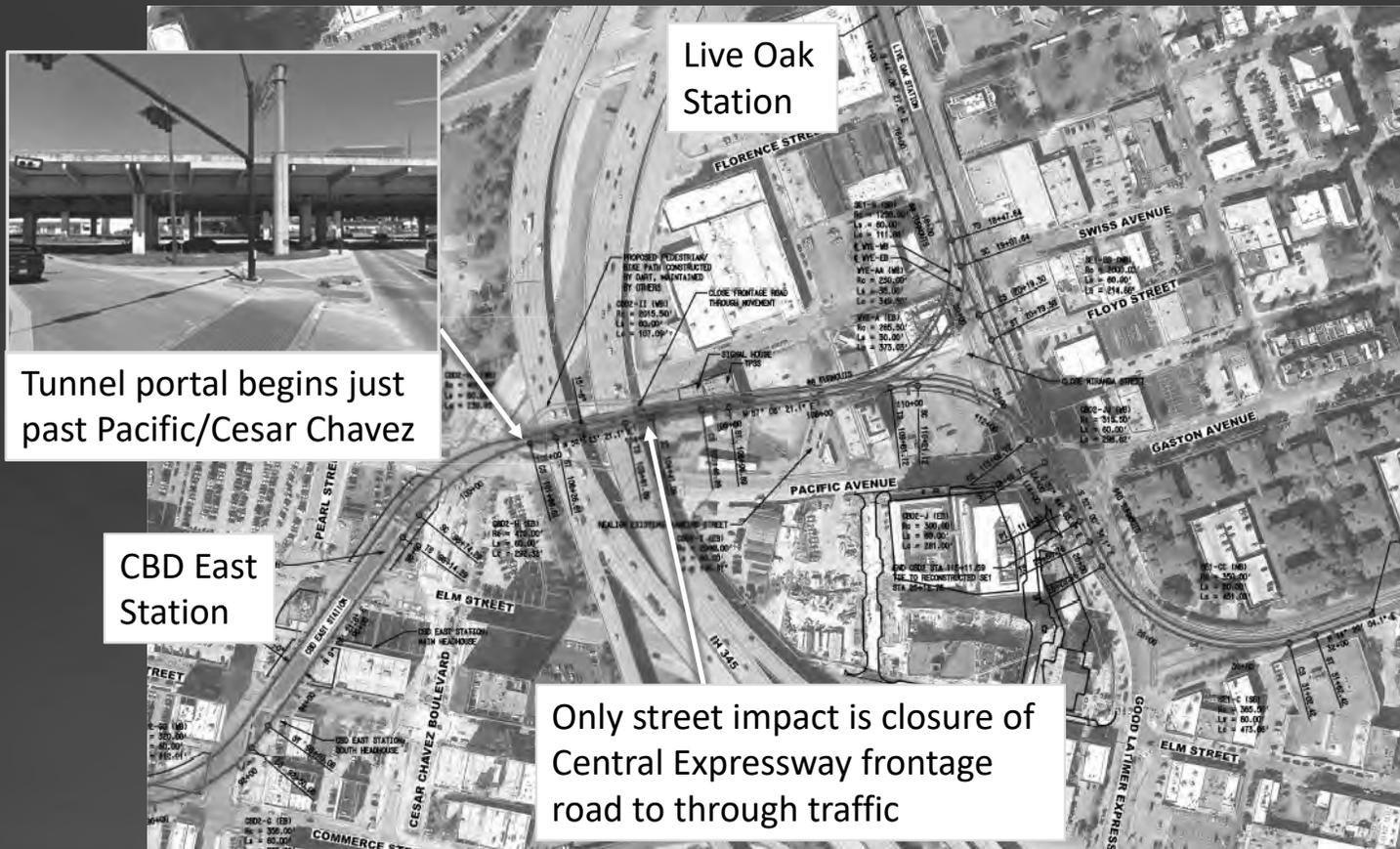


Estimated Construction Cost: TBD

Funded Amount: TBD



D2 Project



Tunnel portal begins just past Pacific/Cesar Chavez

Live Oak Station

CBD East Station

Only street impact is closure of Central Expressway frontage road to through traffic

Hemphill-Lamar Connector

Long-Awaited Downtown/Near Southside Linkage



- \$53 Million partnership project
- Anticipated completion – Dec. 2019
- 4-lane divided arterial (Lancaster Ave. to Vickery Blvd.)

BUTLER PLACE

- City of Fort Worth, Fort Worth Housing Solutions, and NCTCOG staff have coordinated about redevelopment of and accessibility to/from Butler Place in Fort Worth.
- Funding was approved by the RTC in April 2019 for engineering and land acquisition for this project.
- Additional funding is proposed for transportation connections to the site
- Limits: Bounded by IH 35W, IH 30, and US 287
- Scope: Improve accessibility to and from Butler Place
- Funding:
 - \$10,000,000 Surface Transportation Block Grant (STBG) (matched with Transportation Development Credits (TDC))
 - Half of funding to be repaid to the RTC via Tax Increment Finance (TIF) revenues over time.
- RTC Policies/Federal Performance Measures Addressed: Accessibility, Infill Development





Dallas Area Rapid Transit
P.O. Box 660163
Dallas, TX 75266-0163
214-749-3278

March 24, 2021

Mr. T.C. Broadnax
City Manager
City of Dallas
1500 Marilla Street, Room 4EN
Dallas, Texas 75201

Via Email: TC.Broadnax@dallascityhall.com

Dear Mr. Broadnax:

The March 24, 2021 Dallas City Council agenda includes consideration of a draft resolution for the D2 Subway Project. During the discussion of the draft resolution at the March 23, 2021 Transportation and Infrastructure Committee meeting, committee members requested several items prior to the March 24, 2021 meeting.

Key questions from the committee are listed below including references to specific information:

1. **Does the DART Financial Plan accommodate both the D2 Subway and bus service improvements?** Enclosures and information in response to this question include:
 - a. DART FY21 Business Plan (see www.DART.org/FY21BusinessPlan due to file size)
 - b. DART Board Resolution approving FY21 Twenty-Year Financial Plan

The current approved FY21 Twenty-Year Financial Plan does and will continue to accommodate the D2 Subway Project as well as draft recommendations from the DARTzoom Bus Network Plan to enhance bus service throughout the DART Service Area, including the southern sector of Dallas (see also question 2 below). Exhibit 9 of the FY21 Business Plan shows the Twenty-Year Financial Plan (pages 25 and 26). Exhibit 106 of the FY21 Business Plan shows DART's Annual Debt Service Schedule (page 307).

The FY 2022 Twenty-Year Financial Plan will reflect updated D2 Subway Project costs, along with the amounts necessary to fund and finance this project. As noted by DART during the March 23 discussion, better than anticipated sales tax revenue and lower long term interest rates than provided for in earlier plans, along with recent and upcoming Federal COVID-19 relief payments to support public transit have resulted in DART being well-positioned to continue to advance capital projects and bus service improvements.

2. **Provide a copy of the draft new bus network plan, and how does this affect Councilman Atkins District 8 service?** Enclosures in response to this question include:
 - a. DARTzoom Draft New Bus Network Report, March 2021
 - b. February 23, 2021 DART Presentation on the Draft Final Bus Network Plan

DART has now completed a Draft Final Bus Network Plan, which proposes a complete redesign of our current bus service. For District 8, changes include a new, more direct east/west route on Camp Wisdom, and upgraded service frequencies for routes serving Bonnie View, Highland Hills, and Singing Hills. The Rylie GoLink zone would be expanded, and we would continue to provide GoLink for the entire expanded Inland Port zone as we do now.

This Plan is the basis for proposed January 2022 service changes, and if approved by the DART Board later this summer, the changes will implement the Draft Final Bus Network Plan.

Public meetings on proposed changes start at the end of March and will continue through early June, with a number of virtual meetings planned for various areas in Dallas ending with a formal public hearing. Information will also be available at the project website, DARTzoom.org.

3. What is the current DART debt commitment and DART's capacity to add debt?

DART's current and future debt considerations are on line 32 of Exhibit 9. As shown, the current debt service for FY21 is \$204.0 million. The debt service coverage ratio for the current year indicates annual sales tax receipts are 2.9 times annual debt service. The maximum debt service amount in fiscal year 2033 is \$368.4 million, and the associated forecasted debt service coverage ratio for estimated sales tax receipts in that year would be 2.89 times annual debt service. DART has strict Financial Standards to ensure the debt is not overextended. Financial Standard D-7 requires DART to maintain a debt service coverage ratio (the External Coverage Ratio) such that gross sales tax revenues must be at least two times the amount of annual debt service.

The committee also proposed some changes in the language of the resolution under consideration by the Dallas City Council. The current Section 5 language was reviewed by DART and the Federal Transit Administration (FTA), and DART is highly confident the language is sufficient to satisfy the FTA requirement for local community support and approval of the proposed alignment.

With the proposed language for Section 5, DART is uncertain whether these changes will satisfy the FTA requirement since the change means support for the area referred to as Zone B has been deferred "...subject to..." versus confirmed "...subject to..." DART staff did attempt to reach out to FTA representatives to seek clarification, but was unsuccessful in contacting the appropriate person in authority.

Thank you for the opportunity to provide this information. The D2 project has been under consideration for many years and represents an important addition to the transportation network serving not only the City of Dallas but also the entire region. It has the potential to generate billions of new investments in the central Dallas area. There is the opportunity to obtain a significant portion of federal funding support under a category that will no longer be available to DART should we miss the current submission window in August of 2021.

Mr. T.C. Broadnax

March 24, 2021

Page 3

If you have further questions regarding the information provided, please feel free to contact me by email at dleininger@dart.org.

Sincerely,

/s/ David Leininger

Reviewed and approved, but not signed due to
COVID-19 Coronavirus Pandemic

David Leininger

Interim President & Chief Executive Officer

Enclosures: FY21 Business Plan (see www.DART.org/FY21BusinessPlan due to file size)
DART Board Resolution approving the FY21 Twenty-Year Financial Plan (PDF)
DARTZoom Draft New Bus Plan Report (PDF)
DARTZoom Presentation (PDF)

c: DART Board
Dallas Mayor and City Council
J. Todd Plesko, DART, Interim Executive Vice President, Growth/Regional Development
Edie Diaz, DART, Vice President, Government and Community Relations
Kay Shelton, DART, Interim Vice President, Capital Planning
Majed Al-Ghafry, City of Dallas, Assistant City Manager
Gus Khankarli, City of Dallas, Interim Director of Transportation
Michael Morris, Director of Transportation, North Central Texas Council of Governments



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

March 26, 2021

The Honorable Ana-Maria Ramos
Texas House of Representatives
P.O. Box 2910
Austin, TX 78768

Dear Representative Ramos:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth (DFW) area, I would like to extend our thanks for your leadership on transportation issues in the Texas Legislature. Improving transportation safety is a priority for the RTC and we would like to express support for several key pieces of legislation that would help to achieve this goal.

The RTC specifically supports state legislation that will lower speed limits in urban districts, require motorists to stop and yield the right-of-way to pedestrians crossing the street, and clarify the enforcement and increase penalties for the use of a wireless communication device while operating a motor vehicle, as provided in HB 442 and HB 443 by Representative Israel, and SB 42 and SB 221 by Senator Zafirini. The RTC's commitment to safe passage on North Texas roads is reflected by these pieces of legislation.

The Federal Highway Administration has designated the cities of Dallas and Fort Worth as Focus Cities for Pedestrian and Bicycle Safety, and Texas as a Focus State for Pedestrian and Bicycle Safety due to the high rate of pedestrian and bicycle crashes and fatalities. In the DFW area, the North Central Texas Council of Governments (NCTCOG) is currently finalizing its Pedestrian Safety Action Plan (PSAP) that underscores the importance of transportation safety. The PSAP recommends a holistic approach to safety to achieve the region's goals to significantly reduce the number of crashes and fatalities. The proposed bills provide important strategies that will increase safety and support efforts included in the NCTCOG PSAP.

Again, we urge you to support legislation that would increase transportation safety for all Texans. If you have any questions, feel free to contact me or Michael Morris, P.E., Director of Transportation for NCTCOG, at mmorris@nctcog.org or (817) 695-9241.

Sincerely,

A handwritten signature in black ink that reads "Roger Harmon". The signature is written in a cursive style with a large, sweeping "R" and "H".

Roger Harmon, Chair
Regional Transportation Council
Judge, Johnson County

NA:kw

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

As Texans lost power in winter storm, oil and gas pollution increased across state

By Haley Samsel, Fort Worth Star-Telegram

Armed with a smartphone, a North Face sleeping bag and a 65-pound pit bull in her bed, Sharon Wilson was on a mission.

Wilson has worked on natural gas issues for years as a senior field advocate for [the environmental group Earthworks](#). As the winter storm took out the power in her Dallas apartment, Wilson began to analyze incident reports from the Texas Commission on Environmental Quality, which companies are required to file if they do not want to face fines.

Collected with help from colleague Jack McDonald, Wilson eventually analyzed 347 records filed with state regulators since Feb. 11. They detailed the growing number of oil and gas generators experiencing equipment failure and power outages, leading to accidental emissions of natural gas and their associated chemicals.

“Every time there’s bad weather, there will be additional emission events due to the weather,” Wilson said. “The oil and gas supply chain is very fragile. Some of these event reports will say a power failure happened, and so we had to blow 90,000 tons of methane and benzene into the air.”

Between Feb. 11 and Feb. 23, emissions of volatile organic compounds in the Permian Basin skyrocketed to 35 times the levels observed in the weeks before the winter storm, according to [a similar analysis by the Environmental Defense Fund](#). The chemicals, known as VOCs, [are key components in forming ozone](#), or smog, which can cause breathing problems for residents exposed to it, according to the Environmental Protection Agency.

Another report by the EDF, Air Alliance Houston and Environment Texas found that [these issues were not limited to West Texas](#). In the same two-week period, Texas oil refineries, petrochemical plants and industrial facilities released 3.5 million pounds of extra pollution, with nearly 20% of those emissions reported in the Houston area.

“We lost power, we lost water, and we gained pollution last week,” said Colin Leyden, who oversees oil and gas legislative affairs in Texas for the Environmental Defense Fund. “The first priority is the fact that we still have a million people without water and a lot of suffering. ... But we shouldn’t forget that there’s an environmental cost with not planning and being prepared for these kinds of extreme events.”

Releases of benzene, a highly flammable chemical frequently used in oil and gas production, soared by about 600% when compared to previous levels, EDF researchers said. Long-term exposure to benzene [has been proven to cause cancer](#) in humans, while the effects of short-term exposure include headaches, unconsciousness and vomiting, according to the Centers for Disease Control.

“For people who live near petrochemical plants, there’s constant density monitors out at those plants to make sure that the surrounding neighborhoods aren’t being exposed to benzene or to try and alert when there’s an exposure to the surrounding communities,” Leyden said. “If we’re talking about the Permian Basin, it’s a more sparsely populated area, but you’ve got exposure for workers.”

What's behind the increase in pollution released into the air? Wilson points to companies that reported both power failures at their power plants and frozen parts that were meant to keep natural gas from being released into the air.

Most power generators do not have much above-ground storage for natural gas, she said, leading to major issues when compressor stations fail to take gas to a pipeline and prevent it from entering the air.

"The compressors were down because there was no power," Wilson said. "The problem was not just weatherizing power plants. It's that the whole chain failed. Companies say over and over that they had to vent [gas] because they couldn't get the gas downstream because the compressor station was down."

These reports rarely result in fines because energy generators tell the TCEQ that the pollution was an unplanned event they had no control over, Leyden said. Numbers in the incident reports are considered preliminary and will be finalized in the next two weeks.

"It seems pretty clear that we as a state need to take climate change seriously in the fact that extreme weather events are becoming more and more common, including these polar vortex events," Leyden said. "So far, state leadership has been unwilling to do that."

Several oil refineries and natural gas generators have [declined to comment on the emissions](#), although many committed earlier this year to [eliminating routine flaring](#), or burning of excess gas to save money, by 2030. Toby Baker, the TCEQ's executive director, told Bloomberg Green that the agency is looking to improve [its response to emergencies](#).

"We'll examine what worked, what didn't work so well, and what we can do to make things better next time — or, better yet, prevent it from happening again," Baker said.

As the Texas Legislature evaluates what went wrong with the state's electrical grid, Wilson is not optimistic that action will be taken to prevent similar pollution events from happening again. Shortly before the storm, [Texas House Democrats formed a climate and environment caucus](#), but told The Texas Tribune they do not plan to formally endorse any legislation during the 2021 session.

Wilson plans to continue her work on natural gas issues, thinking of families she heard from during the winter storm who were seriously affected by emissions.

"Your power's out, you don't have any lights, and you're getting gassed and having health impacts," Wilson said. "The snow turned brown from pollution. The people living out on the front line are constantly impacted so that we can have power, and it doesn't have to be that way."

Dallas-backed company powering the EV surge goes public today on the New York Stock Exchange

The SPAC listing combines Switchback Energy Acquisition Corp. and ChargePoint Inc.

By Paul O'Donnell, Dallas Morning News

A Dallas-backed firm that makes charging stations for the blossoming electric vehicle industry begins trading Monday on the New York Stock Exchange through one of the hottest trends in taking companies public.

ChargePoint Inc. is combining its EV charging business with Dallas-based Switchback Energy Acquisition Corp., a publicly traded special purpose acquisition company formed to seek out investments in energy-related firms. The combined company will be renamed ChargePoint Holdings Inc. and trade under the ticker symbol CHPT.

SPACs are formed to raise money through an initial public stock offering and that cash is then used to acquire a private company and take it public. Formed in May 2019, Switchback went public two months later and raised about \$300 million to search for energy deals.

The mechanism for taking companies public exploded in popularity last year, when 255 SPACs were formed. This year has already seen 364 SPACs seeking investments or taking companies public, [according to](#) SPAC Insider.

Headquartered in Campbell, Calif., ChargePoint has been building its EV network since 2007. Its cloud subscription platform and hardware include options for every charging scenario, from home and multifamily to workplace, parking, hospitality, retail and transport fleets.

EV adoption by automakers and buyers is expected to lead to an estimated \$190 billion investment in charging infrastructure by 2030, Switchback CEO Scott McNeill said when the SPAC deal was originally [announced in September](#). EVs are projected to grow to 29% of all vehicle sales by then.

The deal to take ChargePoint public gives it access to [\\$683 million in cash](#), putting an enterprise value of \$2.4 billion on the new company, according to filings with the U.S. Securities and Exchange Commission. ChargePoint plans to use the cash to further expand its business in Europe. German automakers Daimler and BMW are investors in the company.

ChargePoint is one of the largest EV charging service providers in the world, with 115,000 charging points offered through 4,000 partner businesses and organizations. Customers include Fort Worth-based BNSF Railway, PepsiCo, Target, United Airlines, GM and Ikea.

ChargePoint CEO Pasquale Romano said his company's growth is because it isn't tied to a single brand.

"With ChargePoint, you don't have to bet on choosing the next winning EV brand because we charge it all, both passenger cars and fleet vehicles," he said in September. "We're an index for the basket of all the auto brands in the markets that are adopting electrification."

And because vehicles spend most of their time parked, "every business that has parking places is a potential customer," he said.

ChargePoint's revenue fell from \$147 million in 2019 to \$135 million last year due to reduced driving during COVID-19. In an investor presentation, ChargePoint estimated its revenue will climb to \$198 million this year and projects annual revenue growth of 60%, powering it to \$2 billion in revenue by 2026.

Switchback CEO McNeill and chief commercial officer Jim Mutrie began talking with ChargePoint early last year about going public, according to a transcript of their recent fireside [conversation with IPO Edge](#). They had backing from a private investment fund advised by NGP Energy Capital Management.

McNeill and Mutrie were formerly executives at RSP Permian, a Dallas oil producer that [sold to Concho Resources](#) in 2018 for \$9.5 billion. RSP Permian was backed by a \$200 million investment from NGP, McNeill said.

After RSP Permian was sold, McNeill and Mutrie said they decided to partner with NGP again and that led them to ChargePoint.

"Electric vehicle adoption in the U.S. and worldwide is going to ramp significantly," Mutrie said at the IPO Edge event. "You can't have more EVs unless you have the charging infrastructure to support that."

DCTA proposes on-demand service, eliminating some bus routes

By Paul Bryant, Denton Record-Chronicle

Within months, Denton's public transportation system could eliminate several bus routes across the city in favor of an on-demand pilot program.

"We realized the member cities' contributions to the agency were continuing to increase," Denton County Transportation Authority Board Chair Chris Watts said recently. "Ridership was decreasing, and we were going in the wrong direction."

The DCTA budget is about \$43 million. Ridership has declined each year since 2015, when it was 555,423, to 2019, when it dropped to 393,700.

"I think we began talking about this maybe a year and a half ago as we looked at other systems in the metroplex," Watts said. "We've been doing our due diligence and are in the exploration stage."

Denton, Lewisville and Highland Village are DCTA's member cities. Sales tax revenue from each member funds the organization. In Denton, a half-cent sales tax was appropriated by residents in 2004 for DCTA.

'More services and less cost'

"We are not looking at this initiative from the standpoint of saving money," Watts said. "How do we maximize the tax dollars being paid by member cities to benefit the citizens? It's about more services and less cost."

Under the pilot program, Connect bus Routes 1, 2, 4 and 6 would be eliminated "to determine if riders prefer bus or on-demand," according to city documents. Essentially, a service similar to Uber would be used to provide transportation for up to six people at a time, between 5 a.m. and 9 p.m., in vans.

Connect Route 1 goes between the Downtown Denton Transit Center and the Unicorn Lake area. Route 2 is between the transit center and DCTA's MedPark Station.

On Route 4, buses go between Unicorn Lake and Rayzor Ranch shopping areas. Route 6 goes between the transit center and the University of North Texas' Discovery Park campus.

DCTA estimates the on-demand program would save the agency \$2.6 million a year.

"I think it will be beneficial for our seniors and our disabled," Denton City Council member Birdia Johnson said. "We will still have bus routes, but some older people are intimidated by riding those large buses. I'm studying it, but at this point, I think it's a good idea."

The on-demand service is app-based and includes a call-in number to schedule rides. One caveat to the service, though, is that the vans may not stop at riders' homes. Instead, "technology pairs riders within (a) short walk of their pickup and destination,"

'The right direction'

Council member Jesse Davis said the purpose of the pilot program is to gather data on ridership.

“I think we’re headed in the right direction,” he said. “Obviously, it is a decision for DCTA to make. But they are looking for our feedback and direction. On-demand service is a lot more efficient for the riders and the transportation authority.”

The service would be contracted through VIA of San Antonio.

“VIA is a private company,” council member Deb Armintor said. “I would like to see free public transportation. DCTA is not for profit, anyway. The biggest use is to help low-income people get to and from their jobs and have access to medical services they need.”

Fares for DCTA’s fixed bus routes range from \$1.50 for day and night rides to \$480 for annual passes. DCTA spokesperson Adrienne Hamilton said in an email that fares for the on-demand service have not been determined.

“The fare structure could vary,” she said. “This is a discussion that staff will be having with the DCTA board to best inform the agency’s strategy. If the fare structure changes from the current fare structure, that information will be provided as part of the public involvement process so that staff can collect public feedback before the DCTA board makes a final decision.

DCTA officials will continue to solicit community input for several months.

Lighting, wildflowers, upgrades: SoPac Trail is getting a facelift

By Elizabeth Uclés, Lakewood Advocate Magazine

SOPAC TRAIL and its surrounding areas are receiving major lighting and pedestrian improvements this year.

The City Council and the [Lake Highlands Public Improvement District](#) approved a partnership agreement, with the City accepting a \$122,000 donation from the PID to cover its share of new SoPac Trail lighting.

When the [trail](#) was first developed more than 10 years ago, Dallas County built the foundation for lights, but there was no budget to install them, says David Whitley, Lake Highlands PID executive director.

“We’ve been working with the City to try and figure that out because that’s something that we feel is important for folks to be able to really use that trail,” he says.

The PID completed design for more than 100 lights, with installation underway and expected to be completed this year, Whitley says. Lights will be added on the trail from Skillman Street to Greenville Avenue.

The PID also agreed to take over enhanced trail operations and maintenance, Whitley says, in addition to the baseline work provided by the City.

“We’ve got the opportunity to come in and direct some of our capital expenditures toward additional trail improvements, like looking at specific trailheads and figuring out if we want to put some amenities there to better connect those to the neighborhoods, as well as doing some programming and events,” Whitley says.

The 4.7-mile Southern Pacific, or SoPac, Trail was built in a former railroad corridor. It stretches from Moss Park in Lake Highlands to the western shore of White Rock Lake, where it connects with the White Rock Lake and Santa Fe trails.

The trail connections provide access to various neighborhoods, schools, parks and commercial centers. The PID has several projects in the works to further connect the trail and the community.

Another partnership with the City and the North Central Texas Council of Governments plans to revamp the Park Lane corridor, Whitley says.

“If you’re a pedestrian, it’s a pretty dodgy place to get across,” he says. “We have two schools right there at that location. We’re making sure that kids have safe access back and forth from school.”

A possible public plaza for the Park Lane area is also being negotiated with the City, Whitley says.

Later this spring, SoPac pedestrians and bikers should see colorful blooms along the trail. In December, the PID's Beautification Committee planted wildflower seeds.

[Friends of the SoPac Trail](#) are also planning for additional amenities, such as a butterfly garden, benches and trash bins, along the trail. "We're starting to think about some quick wins that can make a big difference,"

Whitley says. "We're also thinking about some public art opportunities that we can start to introduce to the trail corridor as well." Executing these projects will help address some of the surrounding neighborhoods' needs Whitley says.

"We're really trying to think big picture and think about how all of these investments can work together," he says. "A lot of folks who live and work here might either walk or bike to where they're needing to go. Making sure there's somewhere safe for them to do that is a priority. It's very important for the livability of the neighborhood."

Electric buses spark the beginning of a low emission fleet at A&M

By Jack Corrales, The Battalion

A new change is coming to the Aggie Spirit bus system as Texas A&M's Department of Transportation Services has purchased three electric and 35 diesel buses to be added to its fleet this coming summer.

Due to the large size of A&M's campus, the bus system is an essential service used by many students. Doug Williams, a director within Transportation Services, said the department has investigated purchasing alternatively fueled buses for some time. He said between the expensive price and new infrastructure support, cost put these alternative options out of reach.

"Historically, Transportation Services has been responsible for providing 100 percent of the funds required to acquire and operate the bus system," Williams said. "Typical municipal transit systems are designated as the transit authority eligible to receive subsidization by the federal government to acquire capital."

In the early 2000s, the university partnered with the Brazos Transit District to apply for and obtain its first subsidy with government funds, but they were unsuccessful until 2018, Williams said.

"We made a concerted effort in the 2018 application to appeal to the stated goals and requirements of the BUILD, Better Utilizing Investments to Leverage Development, grant program offered at that time, including appealing to the government desire to acquire zero emission buses," Williams said.

In their application, Transportation Services specified they would use the funds from the BUILD grant to purchase diesel buses in addition to three zero-emission, electric-powered buses acquired for \$443,487 and \$936,585 per bus respectively, Williams said.

"Thanks to the grant, the university paid just 30 percent of the total cost for these units," Williams said. "The total purchase has allowed us to retire 35 buses, 2001- and 2002-year models, that were becoming extremely expensive and difficult to keep in service."

Transportation Services elected to purchase three electric buses in the grant application because they wanted to test their performance and gauge the feasibility of moving toward an all-electric fleet, Transportation Services manager Madison Metsker-Galarza said.

"There were more logistical details involved in the electric bus order because we also needed electric chargers to 'fuel' them," Metsker-Galarza said. "This required coordination with Texas A&M Utilities and Energy Services and SSC, plus the vendor, Proterra, coming on site to commission the chargers."

Transportation Services has no prior experience with electric buses, but the transit industry is moving toward this technology with enthusiasm, Transportation Services manager Justin Tippy said.

“We hope to gain experience with these buses as operators as we enjoy the benefits of cheaper and cleaner fuel,” Tippy said. “There is some anxiety due to the unknown factors of range, comfort, reliability and other performance measures, [but] we anticipate success as we transition to electric vehicles.”

Since the initial order of three electric and 35 diesel buses, Transportation Services requested nine additional diesel buses, scheduled for delivery in fall of 2021, so they can retire the older buses in the fleet, Transportation Services assistant director Madeline Dillard said.

“Over the summer and fall, we hope to collect an array of data from running electric buses in our fleet,” Dillard said. “This will help inform our decisions about future bus purchases.”

These North Texas cities are among the worst in the country for electric car owners, study says

North Texas isn't especially hospitable to electric cars, according to a new study.

By Sarah Bahari, Dallas Morning News

If you own an electric car, Mesquite might not be the best place to call home.

The Dallas suburb ranked as the 5th worst place in the country to own an electric car, according to a [study by LawnStarter](#), a lawn care service company.

LawnStarter compared the 200 largest U.S. cities across 11 metrics, including the number of charging stations, electricity costs and tax incentives.

"You likely have seen more electric vehicles on the road, at stoplights, and charging in grocery store lots and parking garages," the study says. "But some U.S. cities have embraced the electric car faster than others."

Other Texas cities also fared poorly, with Midland ranking dead last. Among other worst places to own an electric car were:

- Garland (No. 11)
- McKinney (No. 14)
- Irving (No. 16)
- Frisco (No. 18)

Meanwhile, California accounted for 21 of the top 25 best places to own an electric car.

"Despite being [home to one of Tesla's newest EV factories](#), Texas has a long way to go before it can be considered a friendly place for electric vehicles," the study's authors wrote.

Council explores downtown improvements

By Don Munsch, Wylie News

Charm and character and historic manner are the two top traits possessed by downtown Wylie, respondents said in a survey about downtown sanctioned by the North Central Texas Council of Governments.

The respondents included both residents and stakeholders for downtown, who involve city officials and business owners, and they said more restaurants and a greater diversity of businesses, among other features, would encourage them to visit more. The survey was conducted in the fall of 2019 and included opinions about other aspects of downtown, such as parking.

Shawn Conrad, principal transportation planner for NCTCOG, presented findings of the draft study about downtown to the Wylie City Council during its Feb. 23 meeting. In 2019, the city submitted a request to the NCTCOG to assist with the development of a study to review pedestrian access and parking in the downtown Wylie area. Planners with NCTCOG worked with city staff, Wylie Downtown Merchants Association, Wylie Chamber of Commerce, Wylie Economic Development Corporation, Wylie First Baptist Church and other members of the community to coordinate the development of the plan, city officials said.

TxDOT proposes \$400 million project to improve I-35W in north Fort Worth

By Ian Pribanic, Community Impact Newspaper

Officials with the Texas Department of Transportation are seeking public input on a proposed \$400 million project to improve a portion of I-35W in north Fort Worth. The project will stretch from the city limits and Tarrant County line to the I-35W and I-35E interchange in Denton County.

The scope of the proposed improvements includes widening I-35W main lanes from four lanes, two in each direction, to six lanes with three in each direction. Main lanes will also be separated by a median for the 17-mile portion of I-35W, according to a city news release.

Other design criteria will be updated to allow a 70 mph speed limit for main lanes and a 50 mph speed limit for on and off ramps. The project will not include any need to acquire additional land for right of way usage, the release said.

Area residents have until March 8 to submit comments or a request for a public hearing in writing. Comments and written requests can be submitted by email to nelson.underwood@txdot.gov or by mail to the TxDOT Dallas District Office, 4777 E. US 80, Mesquite, TX, 75150.

GOP tries to strip \$175M in transportation projects from Democrats' coronavirus bill

GOP raises the alarm on more public transit spending in California and New York

By Marisa Schultz, Fox News

[Senate Republicans](#) are working to strip \$175 million worth of transportation projects tucked inside [President Biden's](#) \$1.9 trillion coronavirus relief bill, funding the GOP alleges is further proof Democrats have turned the pandemic bill into a bloated liberal wish list.

Republicans on the Senate Banking Committee identified five major public transit projects in New York, California and elsewhere they say have no business in a bill aimed at addressing the ongoing pandemic and economic downturn.

Sen. Steve Daines, R-Mont., will offer an amendment on the Senate floor as early as Friday to remove the five projects from the legislation.

"Democrats have loaded this 'COVID-19 relief package' with millions of dollars for unrelated, boondoggle, mainly blue state infrastructure projects," Daines said in a statement to Fox News. "These projects have nothing to do with the pandemic and everything to do with Pelosi and Schumer helping their friends in blue states."

Here are the five projects Republican have identified for removal:

- New York City East Side Access rail transit project: \$70 million
- Honolulu High-Capacity Transit Corridor light rail project: \$70 million
- San Francisco 3rd Street Light Rail Central Subway Project: \$23.1 million
- Santa Ana and Garden Grove electric-powered streetcar project in Orange County, California: \$9.4 million
- Dallas DART Red-Blue light rail platform extensions: \$2.5 million

The East Side Access project is supposed to bring a new eight-track Long Island Rail Road terminal to Grand Central Terminal in Manhattan, but the Metropolitan Transit Authority (MTA) project has been long-delayed, and cost estimates have ballooned.

Amanda Thompson, a spokesperson for the Republicans on the Senate Banking Committee, pointed out that even the [New York Times in 2017](#) dubbed the East Side Access project "the most expensive mile of subway track on earth."

Thompson also referenced a 2019 Wall Street Journal article on the Honolulu transit project titled "[How a Train Through Paradise Turned into a \\$9 billion Debacle](#)." The reporting found that the elevated train project has tallied one of the nation's biggest transit cost overruns that even a federal grand jury was looking into it.

"Expanding Honolulu's 'train through paradise' or what the New York Times has dubbed 'the most expensive mile of subway track on earth' has absolutely nothing to do with COVID-19 relief," Thompson told Fox News. "If Democrats want to abuse taxpayer dollars to fund projects behind schedule and over-budget, they ought to go through the regular appropriations process."

This isn't the first-time bloated transit projects in the \$1.9 trillion coronavirus bill have caused controversy.

Following press reports, Senate Democrats eliminated \$1.5 billion for the Seaway International Bridge between upstate New York and Canada.

And a provision that passed in the House version for roughly \$140 million in funding to expand an underground rail project in Silicon Valley had to be stripped from the Senate legislation because the parliamentarian ruled it violated budgetary rules.

That Bay Area Rapid Transit (BART) expansion from San Jose to Santa Clara was [first reported by FOX Business](#).

House Speaker Nancy Pelosi spokesman Drew Hammill said previously Republicans have been misleading the public about the transit projects in the bill. He said coronavirus hit America's transportation system and its employees hard and that's why funds for public transit were included in the relief legislation.

Hammill hoped the removal of the BART Silicon Valley project and the Seaway International Bridge would soften the GOP opposition to the bill that has been popular with the American public.

"Now that the two projects that Republicans misled the public about in the House bill have been removed, it is unclear how Republicans will justify their opposition to the American Rescue Plan, which has strong bipartisan support among the public," Hammill said.

<https://www.foxnews.com/politics/gop-tries-strip-transportation-projects-coronavirus-bill>

UTA engineer aims to reduce natural disaster damage to transportation infrastructure

UTA gauges resilience of highways, bridges during natural disasters

UNIVERSITY OF TEXAS AT ARLINGTON

A University of Texas at Arlington civil engineering assistant professor has received two grants to evaluate and measure the resilience of highways, bridges and other critical transportation infrastructure networks.

In the first project, Sharareh (Sherri) Kermanshachi is leading a \$112,236 grant funded by the U.S. Department of Transportation through the Transportation Consortium of South-Central States (Tran-SET), headquartered at Louisiana State University. She will develop a multi-level dynamic model that measures the resilience level of transportation infrastructure networks in natural disasters.

Tran-SET is a collaborative partnership among 11 institutions, including UT Arlington, across five states. It was established in 2016 "to address the accelerated deterioration of transportation infrastructure through the development, evaluation and implementation of cutting-edge technologies, novel materials and innovative construction management processes."

Kermanshachi has teamed up with Jianling Li, professor of planning in the College of Architecture, Planning and Public Affairs, on the U.S. Department of Transportation project.

In the second project, funded by a \$50,000 grant from the North Central Texas Council of Governments (NCTCOG), Kermanshachi will perform a vulnerability analysis on transportation infrastructure across the region and develop strategies to enhance the resilience of critical infrastructure prior to the occurrence of natural and manmade disasters.

"Many public agencies do not have the decision-making framework in place to assess the resilience of their infrastructure and accurately evaluate the cost of damages due to disasters," Kermanshachi said. "This project will develop a decision-support tool and quantitative models that measure the resilience level of transportation infrastructure and recommend the optimum resilience enhancement strategies."

She will develop a decision-making tool based on the resilience measurement dimensions and identified strategies of the project. In addition, Kermanshachi will create a color-coded vulnerability analysis of transportation infrastructure in North Texas.

"The models and tool resulting from this project will significantly help and guide decision-makers," she said. "We aim to reduce future damage to transportation infrastructure through accurate measurement of their resilience levels prior to disasters, recommend cost-effective strategies and solutions, and save taxpayer money."

Ali Abolmaali, chair of the UTA Department of Civil Engineering, said Kermanshachi's work will lead to longer lasting and more durable infrastructure.

"Materials to rebuild infrastructure following a natural disaster can be astronomical," Abolmaali said. "This project could give public officials needed information to prioritize the infrastructure resilience enhancement needs."

Kermanshachi is a recipient of the 2020 Women in Technology Award from the Dallas Business Journal. She has been selected as a 2019 Rising Stars in Civil + Structural Engineering. She received the 2018 Design-Build Institute of America Distinguished Leadership Award in the faculty category and was the only faculty recipient of the award for 2018. Kermanshachi was also the only academic recipient of the 2017 Texas and Louisiana Engineering News Record Top 20 Under 40 Award.

Some of her other awards include the American Society of Civil Engineers, or ASCE, Professional Service Award; ASCE Excellence in Civil Engineering Education Fellowship; Utility Engineering & Surveying Institute Fellowship; ASCE Outstanding Reviewer; Albert Nelson Marquis Lifetime Achievement Award; Open Educational Resources Research Fellowship; DBIA Owner Scholarship and the Graduate Climate Award.

On the Agenda: Zoning dissension in Mansfield, DFW mobility

By Bill Hethcock, Dallas Business Journal

High-density townhomes proposed for Mansfield

The city of Mansfield Planning and Zoning Commission on March 1 [approved the zoning](#) for the Habitat for Humanity Mansfield Cottages development in what has turned into a controversial matter.

A public hearing continuation was granted for a change of zoning from Single-Family Residential District to Planned Development District for single-family residential attached townhome uses on 3 acres in Mount Zion Estates, located at 301 Sayers Street.

The Planning and Zoning Commission voted to table the Mansfield Cottages planned development.

The zoning change would increase the density from low density, with a maximum of five units per acre, to medium density, with a maximum 11 units per acre. This would equate to a total of 33 units on the 3-acre lot.

[Tanya Ragan](#), president of Wildcat Management, voiced concerns at the meeting over safety and what she said are exceptions made for the project. Ragan said the project will stall future development for Mansfield.

Wildcat Management owns the 45-acre property next to the proposed project, known as the Castle Ranch development, at 700 W. Broad Street. This project is meant to be a mixed-use, multi-family development.

Castle Ranch is scheduled to begin pre-development in late 2021. Wildcat Management has worked with Mansfield city staff for years to put a plan in place for this development project and acquired multiple properties that stretch along W. Broad Street, spanning between Man's Best Friend Dog Park and Sayers Street, to prepare for this future development.

Since reviewing the proposed zoning changes and development plan, Wildcat has identified several concerns including fire department accessibility, gas pipeline operator permissions, lot size and density, a need for a traffic impact study, a lack of sidewalks connecting Sayers Street to W. Broad Street, and need for density standards for future growth, Ragan said.

Wildcat Management will meet with Mansfield officials soon to assess how this zoning change will affect its 45-acre development then assess the direction of its Castle Ranch development based on the new density standards if they are approved for Mansfield Cottagers, Ragan said.

"West Broad is undoubtedly one of the up-and-coming neighborhoods in Mansfield," Ragan said in prepared remarks. "Neighborhood experience and authenticity matter. We are proud to be a part of Mansfield's future. Mansfield is the place to be."

COG seeks input on transportation initiatives

North Central Texas Council of Governments is inviting people to review information on Mobility 2045 and other projects online.

Residents can review and comment on several transportation projects and programs during the March online input opportunity, which began March 8. The presentations are available through April 7 by [clicking here](#).

The Metropolitan Transportation Plan is a long-range blueprint that lays out transportation system improvements for at least 20 years.

The current MTP for Dallas-Fort Worth directs the spending of federal and state transportation funds through 2045. Staff has initiated an update to Mobility 2045 and will provide an overview and timeline for the plan.

Highway 26 face-lift includes beautification that will give Colleyville ‘amazing’ look

By Rick Mauch, Special to the Star-Telegram

With one of the largest road projects in the history of the city substantially complete, the [City of Colleyville](#) is starting to focus on the beautification of State Highway 26.

The Texas Department of Transportation transformed the highway into a six-lane roadway with raised curbed medians. The project features approximately 23 lane miles of new roadway, drainage system improvements, approximately 4.8 miles of 8-foot-wide sidewalks, eight signalized intersections, and a bridge over Little Bear Creek.

Now comes the beautification part, which covers the span of the project and will be completed in three phases.

“The SH26 beautification project is going to transform the boulevard in terms of beauty. The entire three-mile stretch through Colleyville will look amazing,” assistant City Manager Mark Wood said.

“You can already see glimpses of that on the north end of the project at SH26 and John McCain. The city is investing in the beautification of our major commercial corridor, and it is something that will be enjoyed for generations.”

The three phases of beautification include:

- Phase 1: Decorative light poles (completed December 2020).
- Phase 2: Median and right-of-way beautification (completion summer 2021).
- Phase 3: Gateway features (construction begins summer 2021).

“The light poles are semi-custom and provide a great feature as you drive through the corridor,” Wood said. “They provide a great balance of lighting the corridor while also being soft enough so that they aren’t intrusive. A lot of time and energy went into picking just the right ones.”

The gateway features will include:

- Pastoral Gateway, SH26 and John McCain Road: Colleyville identity sign, tower element, stone walls, flagstone, native meadow.
- Main Street Gateway, SH26 and Main Street: Tower elements, lanterns, seasonal color, canopy trees, improvements at intersection corners.
- Creekside Gateway, SH26 at Little Bear Creek: Colleyville identity sign, tower element, stone steps, ornamental trees, future trailhead.

The roadway improvements were completed in 2020, creating a smoother traveling experience, Wood said.

“The reconstruction of SH26 has provided much-needed improvements to the traveling public both in terms of convenience and safety,” he said.

And while there will be some traffic diverting during the beautification project, Wood said there only be minor delays.

“The contractor will close the lane nearest to where they are working, but unlike the roadway project, there will not be lanes closed for the entire stretch. Closures will be localized,” he said.

“We have heard from several residents of how much they like the beautification. We have already received compliments on the large trees in the medians and the stonework taking place,” Wood continued. “This project is so unique to Colleyville.

“Painstaking detail was undertaken to ensure the work fit within the community character and that it provides a lasting benefit to our community. We want residents to be proud when they drive through the city.”

NTTA works to expand Dallas North Tollway past Collin County

By Matt Payne, Community Impact Newspaper

The Dallas North Tollway is being expanded to link downtown Dallas to Collin, Denton and Grayson counties.

The North Texas Tollway Authority is extending the tollway with construction of a new four-lane bridge over U.S. 380. Construction began in February 2020, according to Michael Rey, media relations manager.

This project will extend the tollway 13.7 miles north of US 380, according to NTTA project documents.

Once the bridge is complete, the NTTA will add another four-lane segment of tollway between US 380 and FM 428 in Celina, officials said. This portion of the project is still under design, and design work may not finish until 2024, Rey said.

Construction on a two-lane frontage road from FM 428 to the Grayson County line is part of the project. The NTTA Board of Directors selected Mario Sinacola and Sons Excavating for construction of the frontage road, and CONSOR Engineering for construction management.

Coordination with stakeholders and partners is ongoing, the documents indicate. Crews continue to work on the DNT extension project over US 380 alongside environmental engineering work.

Rey said completion is scheduled for 2023.

Abandoned oil and gas wells threaten Texas' environment. Will taxpayers' foot the bill?

By Haley Samsel Fort Worth Star Telegram

Molly Rooke's family always knew there was a chance that abandoned oil and gas wells on their Refugio County ranch could leak methane and other volatile organic compounds into the air. Her father tried for years to get the Railroad Commission to clean up wells left behind by bankrupt operators.

Then, in April 2019, billowing clouds filled the air and killed vegetation after [one of the property's old wells blew out](#). After making frantic calls to the commission and posting videos of the incident online, staff arrived and shut the well in by the next day.

"Long-abandoned and deteriorating wells are like ticking time bombs, becoming more and more fragile and more likely to leak or blow out, putting our air, water, land, climate and communities at risk," Rooke said during a virtual event this month. "You can't quickly just shut it off. You don't really know what you're going to be dealing with."

Rooke is not alone in her concerns about bankrupt operators and the rising number of abandoned oil and gas wells in Texas. With demand for crude low during the COVID-19 pandemic and investors shifting their money to other ventures, [107 companies filed for bankruptcy](#) last year, according to the Dallas-based law firm Haynes and Boone.

The rising number of bankruptcies — totaling more than 500 since 2015 — stands to affect more than just the Texas economy. In a report released this month, environmental advocacy group Commission Shift [details a growing crisis](#) of inactive oil and gas wells, thousands of which have fallen out of compliance with state standards and may pose public health risks from methane emissions and groundwater contamination.

As oil and gas development declines, the report argues, Texas may be forced to either pull back on their plugging program or request more money from the taxpayer-funded General Revenue Fund, which includes sales, utility and tobacco taxes as well as natural gas and oil production taxes.

"If we don't recognize that these bankruptcies are going to continue and do something both to prevent the bankruptcies and hold the operators accountable on the front end, then we're going to be leaving this state with a huge mess to clean up," said Virginia Palacios, the executive director of Commission Shift. "That's going to fall on the taxpayers' shoulders."

146,000 INACTIVE GAS WELLS IN TEXAS

Charged with regulating the industry and running the state's well cleanup program, the Railroad Commission of Texas has identified about 146,000 inactive, or abandoned, wells concentrated in west and south Texas. There are about [2.1 million of these unplugged wells](#) across the country.

More than 6,000 in Texas are considered "orphan" wells, defined as wells that have been inactive for a year or more and are not being properly maintained by operators. The "vast majority" of operators fulfill their obligations to plug wells when production ceases, Railroad Commission spokesman Andrew Keese said in an email.

High-risk orphan wells are monitored by the commission for public safety reasons and plugged immediately, Keese said. In fiscal year 2020, the commission plugged 1,477 orphan wells to [exceed the Texas legislature's target](#) of 1,400, according to Keese.

“RRC’s program is funded through industry revenue including, but not limited to, well plugging reimbursements, fees and financial securities paid by the industry,” Keese wrote. “No general taxpayer money is used.”

While the state’s Oil and Gas Regulation and Cleanup Fund has grown its revenue from \$64.1 million in 2015 to \$139 million in 2020, the Railroad Commission must set aside revenues from bonds and other financial assurances, according to the Commission Shift report. This limits access to cleanup funding, leading the commission to request funds from the Texas General Revenue Fund for well plugging and remediation in 2022.

Operators are not explicitly required to plug and permanently shut down inactive wells, and do not have to remove wellhead equipment from the surface until the well has been inactive for 10 years, according to Commission Shift.

RISING COSTS FROM FRACKING WELLS

Palacios, who launched Commission Shift this month after several years as an environmental analyst, said the problems surrounding abandoned wells are likely to outgrow the commission’s existing funding sources.

One reason is that wells drilled with hydraulic fracturing or horizontal drilling methods leave larger amounts of chemicals behind and are much deeper than traditional oil and gas wells.

“The cost of plugging a hydraulically fractured well and a deeper well is much higher, and we have not updated the bonding program to account for that higher cost,” Palacios said.

Her organization is pushing for reforms to push companies to take care of their inactive wells themselves before the cleanup costs are passed to the Railroad Commission. Those recommendations include potentially increasing fees and bonding requirements for companies, which Palacios argues would deter operators from leaving inactive wells unplugged and shedding liability if they go bankrupt later.

Oil and gas industry groups have argued that these recommendations would put too much financial pressure on small producers, which the Commission Shift report found to be more likely to cause environmental incidents.

Todd Staples, president of the Texas Oil & Gas Association, said in a statement that companies are following some of the “most stringent laws in the nation related to plugging wells,” leading companies to pay to plug 7,375 wells last year.

“The industry also pays fees to the Railroad Commission of Texas and significant taxes and royalties to the state far in excess of any amounts the agency uses to fund plugging of abandoned wells,” Staples said by email. “A vibrant energy industry will ensure there are ample resources from operators, not taxpayers, available to manage well assets.”

With more operators folding and fewer new production permits being issued in Texas, Palacios and fellow environmental activists argue that the Railroad Commission must prepare for an

energy market transformation in which oil and gas taxes will not account for as much of the state's revenue.

“We’re in the middle of an energy transition, and I think it’s happening faster than people realize, faster than the commission is willing to acknowledge,” Palacios said. “We need to restructure the ways that we hold operators accountable for doing what they’re supposed to do. But we also need to think about how to fund the Railroad Commission going forward with a decelerating instead of accelerating oil and gas industry.”

AllianceTexas Generates \$91.98 Billion In Economic Impact for North Texas Over Three Decades

By WBAP

FORT WORTH (WBAP/KLIF)- AllianceTexas, the 27,000-acre master-planned, mixed-use community in north Fort Worth, continues to be one of the state's most formidable economic engines with approximately \$91.98 billion generated in regional economic impact and over \$2.82 billion in total taxes paid to local public entities during the past three decades. According to its annual Insight Research Corporation report, more than \$8.24 billion of the development's economic impact was generated in 2020 alone, exceeding the economic impact generated in 2019 by nearly \$1 billion – a remarkable business success story set against the backdrop of a global pandemic.

The report covers three complete decades of development (1990-2020) and takes into consideration the significant transportation investment currently underway in the AllianceTexas corridor with the construction of the Alliance Connector project (completion of I-35W from US 287 to Eagle Parkway; SH 170 from Parrish Road to I-35W; and Haslet Parkway extension). Construction on the project kicked-off in summer 2020 and will be a three-year, simultaneous effort to complete stretches of three separate highway arterials, creating seamless highway mobility throughout the area. A testament to the public-private partnerships central to the AllianceTexas story, of the \$768 million bid, only \$25 million was paid by the Texas Department of Transportation (TxDOT). The remainder, over \$743 million, came from private investment.

Significant milestones in 2020 were also attributed to exponential growth in the e-commerce sector, a cornerstone of the AllianceTexas industrial complex, as well as the continued expansion of the AllianceTexas Mobility Innovation Zone (MIZ). Launched recently as a first of its kind “do tank,” the MIZ has been developed to lead the nation in the deployment and commercialization of next generation mobility platforms for partner companies. Expanding on Alliance Airport's legacy as the world's first industrial airport, in 2020 Hillwood established the AllianceTexas Flight Test Center, which recently hosted North Texas' first unmanned aircraft system (UAS) delivery demonstration to a residential community with the Bell Autonomous Pod Transport (APT). TuSimple, a global technology company with a focus on self-driving, heavy-duty trucks, also launched expanded autonomous trucking operations from the MIZ last year with a Hillwood-developed freight terminal.

“While 2020 will certainly be remembered as one of the most challenging years ever for business, the three decades of partnership and collaboration between the private and public sectors has resulted in remarkably diverse economic success story,” said Mike Berry, president of Hillwood. “We've continued to focus on sound development fundamentals, while embracing new and innovative technologies that drive efficiency for our customers. Though we all have experienced significant difficulties during the past year, AllianceTexas continues to prove its sustainability as an economic engine for the state of Texas and a place where business can thrive during the toughest of circumstances.”

Since its inception in 1989, more than 53 million square feet of assorted commercial real estate asset classes have been developed at AllianceTexas. The expansive development is home to more than 530 companies directly employing 63,000 people and has transformed the North Texas economy by connecting the region to global industry. Widely considered one of the most successful public-private partnership endeavors in the country, total investment at AllianceTexas surpassed \$11.9 billion in 2020, with a staggering \$10.9 billion coming from the

private sector. Public investment totaling more than \$955 million has been invested in the project to date, representing a 12-to-1 private-to-public-dollar investment multiple.

Geographically encompassing seven municipalities, four independent school districts and two counties, AllianceTexas has exponentially increased tax revenue for the public entities within the project. Since 1990, more than \$2.82 billion has been paid in property taxes cumulatively to the Cities of Fort Worth, Haslet, Northlake, Roanoke and Westlake; Tarrant and Denton Counties; and Northwest, Keller, and Argyle Independent School Districts (City of Denton, Denton ISD and Corral City were not included in the 2020 report, as development is still forthcoming). In 2020 alone, the project contributed nearly \$273.6 million in property taxes to these local entities.

In addition to its industrial and office core, AllianceTexas also features an array of shopping, dining, medical, recreational and entertainment options seamlessly integrated into its diverse and highly-sought-after residential options. With a variety of single-family homes, townhome and multifamily units, Alliance Town Center remains the leading regional retail and entertainment destination for the entire north Fort Worth region. In 2020, AllianceTexas announced the addition of Firebirds Wood Fired Grill and DFW-area favorite, Truck Yard, adding to the growing list of experiential dining and entertainment options in far north Fort Worth.

You can check out the full report [**here**](#)

Economic impact of AllianceTexas in north Fort Worth estimated at \$8 billion in 2020

By Ian Pribanic, Community Impact Newspaper

A 27,000-acre, master-planned development by Hillwood, the AllianceTexas region of north Fort Worth continues to drive the local economy.

Hillwood representatives presented the annual AllianceTexas economic impact report to Fort Worth City Council on March 9. According to the report, the development helped generate more than \$8.24 billion in economic impact in 2020 and has generated an estimated \$91.98 billion in economic impact since 1990.

During the past three decades, developments within the AllianceTexas region have also contributed more than \$2.82 billion in taxes to local entities, including the cities of Fort Worth and Roanoke, Keller ISD and Northwest ISD, the report stated.

"While 2020 will certainly be remembered as one of the most challenging years ever for business, the three decades of partnership and collaboration between the private and public sectors has resulted in remarkably diverse economic success story," Hillwood President Mike Berry said in a company news release. "We've continued to focus on sound development fundamentals while embracing new and innovative technologies that drive efficiency for our customers."

According to the report, since 1990, the development has contributed millions in property taxes to public entities, including more than \$560 million to Fort Worth, more than \$60 million to Roanoke, more than \$600 million to Keller ISD, more than \$900 million to Northwest ISD and more than \$500 million to Tarrant County.

Hillwood officials also noted despite the effects of the coronavirus pandemic, the AllianceTexas region surpassed its 2019 economic output by more than \$1 billion.

"Though we all have experienced significant difficulties during the past year, AllianceTexas continues to prove its sustainability as an economic engine for the state of Texas and a place where business can thrive during the toughest of circumstances," Berry said in the release.

The AllianceTexas region includes more than 63,000 employees and 530 companies and represents a total investment of more than \$11.9 billion in the region, the report stated. More than \$955 million in public investments have also been made in the region, which represents a 12-to-1 private-to-public-dollar investment, according to the report.

Hillwood officials also recognized ongoing investments in the region, such as the Alliance Connector project, which will reconstruct portions of I-35 W., SH 170 and Haslet Parkway to improve mobility in the area.

Other high-profile projects, such as Truck Yard; the [AllianceTexas Mobility Innovation Zone](#); and Fort Worth Alliance Airport, a public-private partnership between Hillwood and the city of Fort Worth, will continue to increase the region's economic output, officials said.

For additional information about AllianceTexas, click [here](#).

Weatherford begins discussions on roadway impact fee study

By Autumn Owens, Weatherford Democrat

During a work session this week, City of Weatherford officials began discussions about a roadway impact fees study.

Roadway impact fees are charges assessed by local governments on new development projects and help fund transportation improvements that are needed as growth occurs in a city. The impact fees were authorized by state law and initiated in 1987 — sponsored by the Texas Homebuilders Association.

“Weatherford is growing and it’s almost at that curve where it is exponential, and it’s impacting a lot of things,” Weatherford’s Director of Capital Projects Terry Hughes said. “Roadways are extremely expensive to build, especially when you start adding new capacity to a system.”

Hughes said by 2030, Weatherford is projected to have a population of more than 38,000, a jump of about 9,000 from the last numbers provided by the U.S. Census Bureau.

“Obviously it puts pressure on our infrastructure whether that’s water, sanitary or in our case, roadways,” Hughes said. “All you have to do is drive down the roads to see how that pressure is applied to us.”

Constructing new roads ranges from \$1,400 per running foot for a six-lane road to just under \$1,000 for a residential collector road.

Hughes gave the cost of a Type B5 Minor Arterial — a four-lane road that has the capacity for 700 vehicles an hour per lane — as an example, which is more than \$6.8 million a mile.

“That’s a BB Fielder type roadway,” he said. “The last roadway we built that added capacity inside the City of Weatherford was an extension from Westover [Village] over to Dennis Road, it’s 2,000 feet and cost us \$2 million.”

The city currently funds maintenance projects — asphalt overlays, rehabilitation of existing roads and pothole repair — through the general fund, ad valorem tax and sales tax. Funding for capital projects — new roads, added capacity and congestion reduction — is done through various methods including the general fund, bond programs, special funding districts (TIRZ), projects approved by the North Central Texas Council of Governments and Texas Department of Transportation, and cost-share programs.

“We have been very successful with other tools, but we think maybe a roadway impact fee would be a tool we could add to the quiver of arrows that we’re using,” Hughes said. “It’s a one-time charge assessed to new development for a portion of costs related to specific capital roadway improvements.”

The next steps for a roadway impact fee study include:

- Defining service areas.
- Defining land use and growth projections.
- Developing an impact fee capital improvement plan.
- Developing cost per service unit calculations.
- Developing policies.
- Public hearings.
- City council approval.

Following council approval, the fees would be set, but Hughes said the study process will take about 10 months to complete and will be asking for council's approval on a contract at the next meeting.

"You look and we have wastewater and water impact fees, and you see how well our utilities have performed in the recent light of what we went through, and it's because of planning ahead," Place 4 Councilmember Kevin Cleveland said. "I think one of the common things you hear is about streets — why are we not getting ahead? Well, you can't get ahead without money."

Will NTSB expand its probe into deadly Fort Worth I-35W pileup? Maybe, experts say

By Gordon Dickson, Fort Worth Star-Telegram

The NTSB says its probe of a 133-car pileup that killed six people Feb. 11 on an icy stretch of Interstate 35W in Fort Worth will be limited to exploring whatever deicing techniques were followed by the highway crews before the historically horrific crash.

But others who have experience working with and following the National Transportation Safety Board say it's important not to rule out the possibility that the independent federal agency, which has a reputation for being tight-lipped until its research is complete, will expand its investigation.

The NTSB, they say, could expand its focus and look at factors such as:

- Why so many cars and trucks were traveling 75 mph or faster during well-publicized freezing weather that morning.
- Whether the design of the managed toll lanes, which are built on top of an otherwise non-toll interstate highway and separated from toll-free traffic by concrete barriers, created an inescapable trap for the vehicles in the pileup.
- How automobile features such as collision avoidance performed — or perhaps failed — at high speeds, on black ice.

Initially, the NTSB's decision only to investigate deicing techniques angered some Fort Worth drivers, who say some seemingly-obvious culprits in the deadly chain-reaction crash — namely, speed and road design — are being ignored.

VIRAL VIDEO OF THE I-35W TRAGEDY

The pileup occurred before dawn on a frigid Thursday morning, after a brief rainfall on a stretch of southbound I-35W TEXPress toll lanes with a 75-mph speed limit and impenetrable concrete barriers on both sides of the road.

The crash took place on a stretch of road between 28th Street and Northside Drive, where motorists may have had only a few hundred yards of warning before spotting the pileup ahead, as they crested a small hill and started down the road's slippery decline.

Video shot by passers-by showed cars and 18-wheelers careening out of control at high speeds and crashing into each other with violent sounds of crushing metal and shattering glass — and those images went viral on broadcast and social media.

John Holt, a Fort Worth resident who has driven the I-35W corridor for decades, said he typically avoids the toll lanes — which opened in 2018 — during wet or cold weather because the lanes don't feel safe.

The legal speed limit is too fast, he said, and the lanes don't have shoulders wide enough to serve as breakdown lanes, or to provide a relief outlet for drivers who need to get around the concrete barriers to avoid an accident ahead.

“If you think about it, why would they ever open a ‘fast lane’ during an ice storm?” Holt asked in an email.

‘TREASURE TROVE OF DATA’

Mike Slack, an aviation attorney who has represented clients in many airplane crash cases investigated by the NTSB, said the information available for investigators in the Fort Worth crash could be “a treasure trove of data and analytic support for NTSB, all in a single event.”

For example, Slack said the so-called “black boxes” installed in most modern automobiles could provide NTSB with data on how fast cars were going, and whether their artificially intelligent safety features such as lane departure were engaged as they lost control on the ice.

The NTSB in recent years has stepped up its research into how artificial intelligence works and where its weak points are in automobiles. That work is expected to become even more important in the coming years, as self-driving automobiles become more prominent on the nation’s roads.

Whether NTSB can get its hands on all that good data is another matter.

Slack said he is certain that NTSB, which was created by Congress in 1974, has the statutory authority to take control of any aircraft crash investigation, and to take possession of any black boxes or other evidence for as long as necessary. But Slack said he is less certain about how absolute NTSB’s authority is in cases not aviation related.

An NTSB spokesman said the agency’s authority is somewhat limited in investigations that aren’t aviation related.

“No, the NTSB does not have statutory authority in other modes of transportation like highway, rail, marine or pipeline,” spokesman Keith Holloway said.

When NTSB investigates highway accidents, it often serves in more of a collaborative role with local agencies, which in this case would be the Texas Department of Transportation and the North Tarrant Express Mobility Partners. The agency can then make recommendations to Congress or federal agencies to prevent similar crashes from occurring in the future.

[Lawsuits also could complicate the availability of black boxes](#) and other evidence. Several people who were in the crash have already filed lawsuits against several of the trucking companies involved in the crash.

The lawsuit, filed in Hidalgo County district court, alleges the drivers drove unsafely and contributed to the pileup, and asks for \$1 million in damages. The lawsuit lists the defendants as Fed Ex, GG’s Produce Transport, JB Hunt, Rich Logistics, and GO2 Logistics — and their drivers, who are listed as John Does 1-6 in the court records.

The plaintiffs include three people who according to the lawsuit were seriously injured in the crash: Mark Patel, Halee Escamilla and Angela Childeress.

NTSB may also be limited in how much evidence it can gather in the Fort Worth investigation, partly because the agency didn’t send a “go team” to the crash site and instead opted to launch the probe long-distance from the agency’s headquarters in Washington.

WHY NOT LOWER THE SPEED LIMIT?

Officials at the Texas Department of Transportation, the state government arm that owns I-35W, declined to answer any questions regarding the Fort Worth pileup, citing a warning from its lawyers about litigation.

Officials at North Tarrant Express Mobility Partners, the private consortium of companies hired by the state transportation department to build the toll lanes and collect tolls on them for 52 years, didn't respond to requests for comment.

The Fort Worth pileup should serve as a wakeup call that Texas and other states are setting speed limits too high, the leaders of several safety organizations said.

"We need people to become outraged over this because we need to do better," said Jane Terry, vice president of government affairs at the [National Safety Council](#).

However, lowering the speed limit likely would significantly reduce toll revenues collected by North Tarrant Express Mobility Partners, because fewer motorists would be motivated to use the toll lanes. As a result, the consortium's agreement with the Texas Department of Transportation might have to be revised.

Under terms of the contract, North Tarrant Express Mobility Partners arranged much of the funding for the \$1.4 billion I-35W expansion — so the state wouldn't have to pay for the entire project with traditional highway tax dollars. In return, the consortium gets to collect and keep tolls collected on the TEXPress lanes for 52 years — to reimburse itself for the road expenses, and to make a profit.

LEGISLATORS, NOT ENGINEERS, SET THE SPEEDS

The Texas Legislature several years ago passed a law making 75 mph the default speed limit for highways, although the Texas Department of Transportation can conduct speed tests to lower the limit on a stretch of road if traffic engineers have a concern about the speed.

During a [speed test — sometimes called a speed zone study](#) — traffic engineers use radar detectors to determine what speeds motorists are already traveling at on a given stretch of road. The speed limit is then set at the 85th percentile, rounded down to the nearest number divisible by 5. (For example, if the 85th percentile of traffic was moving at 67 mph, the speed limit would be set at 65 mph.)

The so-called 85th percentile speed test is considered a sound engineering principle by traffic experts nationwide, although safety groups say the test has several flaws.

For example, speed tests are typically done during off-peak hours, and when weather is favorable — but, in practice, many motorists assume it's safe to go the speed limit (or even a few miles per hour above it) even during heavy traffic or slick weather.

"Certainly, we want to evaluate how we are setting speed limits everywhere in the country," Terry said. "If the decision is made by legislators, is that the right place to set speed limits?"

As President Biden and Congress work on a new, multi-year bill to fund transportation projects across the United States, a nonprofit organization known as the [Governors Highway Safety Association](#) is pushing for more federal funding to be tied to speed-reduction programs.

“We are asking Congress to provide states more funding and flexibility to address speeding,” said Jonathan Adkins, association executive director. “Let’s treat speeding the same way we treat seat belt use and drunk driving.”

THROWING ROAD CREWS ‘UNDER THE BUS’

Fort Worth resident Dan Hardin said he is concerned that the NTSB, by focusing on whether overnight crews were properly deicing the roads, will “throw the road crews under the bus” rather than addressing the issue of whether the drivers were properly warned about icy conditions — and, if so, why they missed or ignored the warnings.

“I watched the videos on the news showing the accident unfold,” Hardin said in an email. “In my view, the vehicles coming on the crash were not apparently adjusting to conditions.”

“My bottom line is, if this is to be a thorough investigation, and not one looking to throw the road crews under the bus, shouldn’t NTSB also be looking into vehicle speeds too fast for conditions?”

Another motorist, Willis Bell, said he believes state officials should consider permanently lowering the speed limit of the TEXPress lanes, and installing gates at on-ramps to the toll lanes so they can be more easily closed to traffic during bad weather.

“When I watched the short videos of the crashes, it looked like something out of a movie, but it wasn’t staged or orchestrated,” Bell wrote in an email. “It was REAL.”

TxDOT: Pedestrians now account for 1 in 5 traffic deaths in Texas

By Thalia Brionez, KXXV

The Texas Department of Transportation has an important message for both drivers and pedestrians as spring approaches and more Texans take to the streets: watch out for each other.

State officials warn that pedestrian deaths are continuing to rise in Texas, and now account for 1 in 5 of all traffic fatalities, according to TxDOT.

In 2019 alone, 5,975 traffic crashes involving pedestrians occurred in Texas, resulting in 669 deaths, a 5% increase in fatalities over the previous year. TxDOT said another 1,317 people were seriously injured.

Locally, [a woman died after](#) being struck by a vehicle in Killeen on January 7, 2021. In February 2021, an 11-year-old boy [who was skateboarding was hospitalized following a hit-and-run](#).

"From 2015 to 2019, traffic crashes claimed the lives of 3,150 pedestrians," said TxDOT Executive Director James Bass. "To reach our goal of zero deaths on Texas roadways we need all drivers to obey the rules of the road, stay alert and take responsibility for looking out for pedestrians, and for pedestrians to follow safety tips."

TxDOT says they have spent \$153 million in federal and state funding to upgrade sidewalks, curbs and striping for pedestrian accessibility, safety and mobility since 2015.

"In addition, during that same time, TxDOT awarded \$116 million in grant funding to support more than 120 locally sponsored projects that provide safe routes to schools, multiuse pathways, sidewalks and bike paths in rural and small urban areas."

According to TxDOT, crash reports from law enforcement indicate the two leading causes for pedestrian fatalities are:

- 1) pedestrians failing to follow traffic safety laws and being struck when crossing streets and roadways
- 2) motorists failing to yield the right of way, driving distracted or driving too fast. Alcohol also is a factor in pedestrian-related crashes, deaths and injuries.

"Pedestrians are among the most vulnerable road users because they aren't equipped with protective equipment, such as airbags, seat belts and bumpers."

This month, TxDOT is launching a unique, socially distanced outreach campaign near intersections and high traffic areas in the state's major cities to call attention to this reality and deliver messages where people most need to see them—at street level.

This "walking billboard" public education effort will use stark, attention-grabbing visuals reminding motorists and pedestrians that "pedestrians don't come with airbags" and "you can't fix a pedestrian at a body shop."

TxDOT offers these safety tips to prevent a deadly encounter:

For drivers:

- When turning, yield the right of way to pedestrians.
- Stop for pedestrians at crosswalks.
- Be cautious when passing stopped buses or other vehicles.
- Pay attention and put your phone away—pedestrians may enter your path suddenly.
- Obey the speed limit and drive to conditions.

For pedestrians:

- Cross the street only at intersections and crosswalks. Look left, right, then left again before crossing.
- Make eye contact with drivers before crossing. Don't assume drivers see you.
- Obey all traffic and crosswalks signals.
- Use the sidewalk. If there isn't one, walk on the left side of the road, facing oncoming traffic.
- When walking, put away electronic devices that take your eyes and ears off the road.
- Wear bright clothing during the day and wear reflective materials or use a flashlight at night.

Eight redevelopment projects pitched for inclusion in upcoming Richardson bond

By Olivia Lueckemeyer, Community Impact Newspaper

Eight projects intended to enhance areas of Richardson targeted for redevelopment could be included in the city's upcoming municipal bond package.

Staff presented an overview of proposals at a March 15 City Council meeting. The projects would span the Core District and the Richardson Innovation Quarter and would be generally concentrated east of US 75 between Campbell and Spring Valley roads.

The projects that rose to the top of the list for potential bond inclusion were those that could build upon recent infrastructure improvements, could spur further investment and had the potential for matching funds from Dallas County, Deputy City Manager Don Magner said.

The total estimated costs for all eight projects is \$29.1 million; however, previous voter-approved bond funds and contributions by Dallas County bring the total cost down to \$19.6 million, Magner said.

The details and estimated costs for each project are below. Staff will refine the plans before returning in April for further guidance from council. A final bond proposition is expected to be confirmed in June. The election is tentatively scheduled for November.

Project 1: Intersection improvements at Belt Line/Main Street and US 75

This project would connect the historic downtown area east of US 75 with the Lockwood District and Richardson Heights Shopping Center on the west side of the highway via a wider sidewalk with enhanced lighting. It would also include a pedestrian greenway link that begins at Routh Young Park and ends in the Lockwood District.

The total cost for infrastructure is \$3.2 million; however, Dallas County has agreed to kick in \$1 million, which brings the bond cost to \$2.2 million. An additional \$2.8 million would be needed for amenities not included in the bond.

Project 2: Polk Street alley pedestrian improvements

The goal of this project is to enhance an underused alley by creating a pedestrian passageway between Main and Polk streets, Magner said. The alley, which already features a mural, courtesy of wedding collaborative The Darling Co., could incorporate more public art and could be used for additional outdoor seating for businesses.

The total cost for infrastructure is \$2.2 million and does not include a local match. The remaining \$2 million for amenities would not be included in the bond.

Project 3: McKinney Street reconstruction

McKinney Street reconstruction was included in the original pitch for the city's \$21 million Main

Street infrastructure project but was left on the cutting room floor during council approval, Magner said. A recent street assessment gave the stretch a failing grade, he added.

The project would involve a curb-to-curb replacement of McKinney Street, including underground utilities.

The total project cost is \$2.5 million; however, Dallas County has agreed to pitch \$680,000, which brings the bond cost to \$1.82 million, Magner said.

Project 4: Center turn lanes along Main Street

The project would provide center turn lanes along Main between Greenville Avenue and Abrams Road. This would improve the appearance and function of the roadway, Magner said.

The total cost for the project is \$7 million, but Dallas County has agreed to contribute \$2.96 million, which brings the bond cost down to roughly \$4 million.

Project 5: Glenville Drive reconstruction

The project would rebuild Glenville from Campbell to Arapaho roads. It would replace a vehicle lane in each direction with a raised bicycle and tech lane intended for bots and other automated delivery services, Magner said.

The total cost of the project is \$19.6 million; however, Dallas County has agreed to contribute \$3 million, and the city also has \$7.3 million in 2015 bond funds it can put toward the improvements, which brings the total bond cost down to about \$9.5 million.

Project 6: Arapaho Road and US 75 intersection improvements

The project would provide a safer pedestrian and bicycle passageway underneath US 75 along Arapaho Road, Magner said. The total cost is \$3.1 million; however, Dallas County has agreed to contribute \$1 million, which brings the bond cost to \$2.1 million.

Project 7: Collins Boulevard bridge portal and mobility improvements

This project would enhance the pedestrian and bicycle connection over US 75 by widening the sidewalk on the Collins Boulevard bridge. It would also add a bike lane in each direction.

The total infrastructure cost is \$5.1 million; Dallas County has agreed to contribute \$750,000, which brings the bond cost to \$4.4 million. An additional \$3.8 million in amenities would need to be covered through another source, Magner said.

Project 8: Duck Creek Trail enhancements

This project would build upon the city's recently completed extension of Duck Creek Trail, Magner said. It would add lighting, benches and trash cans, and erosion control, among other infrastructure improvements. The city hopes the trail will become an open space amenity for businesses in the Innovation Quarter, Magner said.

The infrastructure improvements have an estimated cost of \$3.6 million and do not include a local match, Magner said. An additional \$6.2 million that is not included in the bond proposal would be needed for amenities, such as murals, shade structures and more.

Granger Praises \$4.2 Million Federal Investment in North Richland Hills

By Kay Granger, Texas GOP Vote

As the Lead Republican on the House Appropriations Committee, I released the following statement after the U.S. Department of Commerce announced a \$4.2 million CARES Act Recovery Assistance grant to improve Iron Horse Boulevard in the city of North Richland Hills.

The grant will be matched with over \$1 million in local investments through the North Central Texas Council of Governments, and it is expected to retain 832 jobs and create 200 new jobs.

When Congress crafted the CARES Act, we made it a priority to support the American people as well as the enterprises that drive our economy. A year after its passage, I'm pleased to see the CARES Act continue to deliver strong results, with this latest investment through the Commerce Department coming at a crucial time as the North Texas economy comes roaring back.

This grant will make improvements to North Richland Hills' Iron Horse Boulevard, providing hardworking Texans with new opportunities and allowing for the expansion of businesses, including a major producer of personal protective equipment, an aerospace manufacturer, and a food processing facility.

I look forward to seeing this grant further transform one of North Texas' fastest growing communities, as we continue on a clear and safe path to recovery.

There is Game Changing News About Transportation in the Immediate Future

And it is bad news for parking garage builders, says BOKA Powell's Don Powell.

By Don Powell, D Magazine

For the past five years, I have been on a campaign to reduce the number of parking spaces dedicated to office, hotel, residential, and retail uses. Simple facts are slow to gain acceptance.

The vast majority of cars sit in parking spaces for 20 to 22 hours per day. In urban areas, we move our vehicles from one garage to another several times a day. In suburban areas, we have parking garages at home and surface or structured spaces at work.

Parking garages are enormously expensive to build and tie up resources that are inflexible and significantly under-utilized. Surface parking lots are less costly to build, but they encumber very valuable land without generating revenue. Our experience indicates that typical suburban office buildings utilize 45 to 55 percent of the built spaces.

In fairness, there are dramatic exceptions to parking needs in build-to-suit scenarios. Hotels are required to build dedicated parking spaces when a nearby office parking structure sits empty at night. Peak hours in hotel and office building counter-cycle perfectly. Office employees prefer to walk to lunch if the possibility exists.

BOKA Powell has been investigating future-proofing garages for the past three years. We have developed a template for how to convert podium office parking to 100 percent recyclable office space, without compromise. The conversion strategy will work, but it will emerge more quickly if municipalities support the initiative with tax incentives. Reduced demand for parking spaces will be met with greater acceptance once evidence can be presented to investors and corporate decision-makers.

Before COVID, the use of personal vehicles was trending downward in favor of ridesharing. We do not know what the long-term effects of COVID will be, but we will at some point, return to normal.

The game-changing news is coming from entrepreneur Elon Musk and Tesla Motors. Looking back six years ago, my wife was an early adopter of electric-powered cars. Her Tesla P85D was beautiful, smooth-riding, and fast as lightning without making an audible sound. Zero to 60 in under three seconds gave me goosebumps when I dared to activate the "Insane" mode. Ludicrous and Plaid modes are available on current Tesla models and achieve off-the-chart speed and comfort. Tesla has been updating its on-car technology while your car rests at night since its inception. Self-driving and parking features have been added and upgraded to unparalleled success.

Tesla is launching a new program called SAV – Shared Autonomous Vehicles. Your Tesla can be driven to work in traditional fashion, but the game changes when you, as the owner, decide to place your car (via the phone app) in the SAV pool and the Tesla network takes over. Your car will be dispatched to transport other members of the SAV program, but it will be available to you for your next ride whenever you predetermine a pick-up time. The incentive to place a car in the SAV pool is monetary. Tesla estimates the cars may generate up to \$30,000 per year in

revenue, or looking at it differently, reduce your cost per mile to about 4 cents. As a Tesla owner, you can choose to include or exclude your vehicle from the SAV pool altogether.

Questions arise immediately about the car owner's liability, depreciation of the car's value, user screening, autonomous driving reliability, operating expense increases (tires are prone to wear more quickly on Tesla's due to the high torque motors, but coolant replacement is about the only annual maintenance cost that may be incurred).

There is a myriad of software companies investing in autonomous vehicle technology. Tesla is ahead of the industry at this moment, but the overarching good news is that a *new* mass transportation methodology is entering the market at warp speed and the built environment will benefit wildly from that manifestation.

Trip generation will remain the same, but the hours that cars nest in parking facilities will diminish greatly, and that is bad news for parking garage builders.

Can Dallas Learn Anything From the Feds Intervening in Houston's I-45 Expansion?

It's largely apples to oranges, but it also shows that Texas cities may have a partner willing to help them push back.

By Matt Goodman, D Magazine

Something interesting is happening in Houston.

The Texas Department of Transportation wants to spend \$7 billion expanding and re-routing Interstate 45 around downtown and points north. According to the *Houston Chronicle*, the 25-mile project would require seizing land that contains housing for about 1,000 mostly Black, Brown, and low-income Houstonians. It would also eliminate businesses that collectively employ about 25,000 people.

Harris County [sued TxDOT to stop the project last week](#), citing violations of Title VI of the Civil Rights Act of 1964 because the project, which receives federal funding, would have a disproportionate impact on people of color. The county has also sued the state over the project's environmental impact, arguing that TxDOT misrepresented the damage such an expansion would have on the targeted neighborhoods, therefore violating the National Environmental Policy Act. Almost immediately, the Federal Highway Administration wrote the state asking it to pause issuing any requests for contract proposals while the agency investigates the claims. Streetsblog [has the full story right here](#).

Harris County's concerns are specific to this project. There isn't a highway overhaul in Dallas that would require such an extreme seizure of land. But it's alarming that TxDOT let the project get this far despite significant local opposition, including from [Houston's mayor](#) and [the county judge](#). Dallas' recent highway projects—namely the planned Interstate 30 overhaul through downtown and East Dallas, as well as the Southern Gateway Interstate 35 project in Oak Cliff—didn't require significant property takings through eminent domain, and they seem to at least adhere to the existing highway's footprint. (A TxDOT spokesman says the state acquired three acres of land for the Southern Gateway project, which included one residence.)

This is also why TxDOT's [CityMAP assessment from 2017 is so important](#). Led by TxDOT in partnership with the city and our region's metropolitan planning organization, the City Master Assessment Process analyzed how highway projects in Dallas could better stitch together the communities they tore apart. It's not a formalized plan, but it set parameters for each freeway. If the state ever proposed something counter to its findings for a major highway expansion, there is at least a guiding document the City Council could point to in contesting the details. We've already seen that come up once, with the I-30 expansion.

Houston doesn't seem to have that backstop. But now they appear to have the feds on their side. After the lawsuit, the FHWA moved quickly to review the alleged violations of the Civil Rights Act of 1964 and the National Environmental Policy Act. The investigation is in line with Transportation Secretary Pete Buttigieg's recent public comments.

"Misguided transportation policy has had a track record in our country of dividing neighborhoods, cutting them up, and even wrecking them altogether," Buttigieg recently said in response to [a question posed in a streamed forum by Rodney Ellis](#), a Harris County Commissioner and retired state senator. "It's not just a question of the quantity of the investment. I think we can all agree we want more dollars to go into infrastructure, but it is what

is actually being done with those dollars. It's one of many reasons why local concerns have to be taken on board."

In Dallas, those "local concerns" are generally worked out between city staff and TxDOT's Dallas engineers, with input from the North Central Texas Council of Governments. (That's the metropolitan planning organization mentioned above.) Recent City Council members haven't been afraid to wade into these matters. Even in 2015, TxDOT's top Dallas engineer [was quoted as saying](#) the agency "implements policy" set by elected officials. That, obviously, can be rocky. You'll recall in 2019, when the Dallas City Council passed a resolution advising TxDOT on what it wanted in the I-30 redo. They called them "[guiding principles](#)" in response to a draft plan [that appeared to show a bloated](#) I-30 widening and expanding frontage roads.

According to both the city and TxDOT, that conflict was a result of poor communication. After that blowup, the two parties started [having regular meetings to hash things out](#). By the time the public saw TxDOT's plan for I-30, it had been amended to remove many of those frontage roads and to shrink and bury the freeway where possible. The work happened behind the scenes, with TxDOT's engineers collaborating with city staff to design a freeway overhaul that tried to stitch neighborhoods together that the freeway once tore apart.

I know nothing about the relationship between the city of Houston and TxDOT. But it's clear the state has progressed a plan with substantial local opposition that includes questions about whether it violates federal law. It seems now that the FHWA is willing to play ball. This process could result in a far more amenable plan, with a smaller footprint that causes less pain for residents. Having a federal backstop could help give local governments more power in stopping massive, state-run transportation projects that run roughshod over more progressive, locally driven transportation planning efforts.

In Austin, where TxDOT is floating [expanding](#) I-35 near downtown and the east side, there is now perhaps a case study for how to push back.

In Dallas, it may mean that there's an ally at the federal level that could elevate projects that improve connectivity instead of funneling money toward building out the highways that damaged the city. We already have a framework that TxDOT actually created for us. CityMAP reimagined how our freeways could better link the city together. Perhaps now the feds will be willing to spend their transit dollars implementing those very principles.

Texans spent much of 2020 stuck at home. So why did so many people die in car crashes?

By Gordon Dickson, Fort Worth Star-Telegram

Believe it or not, there are times when traffic congestion actually can keep you safe.

This is not one of those times. And, safety experts say COVID-19 is to blame.

The number of people killed on roads in Texas and the rest of the United States has spiked during the past year, even though millions of people spent much of that time stuck in their homes due to the COVID-19 pandemic.

Safety experts say the main reason for the statistical bump is that fewer people are on the roads, which leaves lots more room for motorists to speed — then lose control and crash.

In Texas, 3,893 people were killed in automobile crashes during 2020, up from 3,623 deaths in 2019. That increase occurred even though traffic volumes were about 50% below normal for several months of the year, according to the Texas Department of Transportation.

Nationwide, during the third quarter of 2020, traffic fatalities jumped 13.1% to 11,260 deaths, compared to the same period a year earlier, according to the U.S. Transportation Department. During the first nine months of 2020 — the most up-to-date nationwide figures available — 28,190 people died on U.S. roads, up 4.6% from the same period in 2019.

Precise numbers on how many of those 2020 deaths were actually caused by speeding weren't yet available. Just before the pandemic, in 2019 [speeding was a primary cause in 20% of fatal crashes in Texas](#), according to transportation department records.

Even before the pandemic began, safety groups were worried about a surge in speed-related fatalities.

The nonprofit Governors Highway Safety Association is asking Congress and President Joe Biden to include funding for speed limit reduction and enforcement programs in the next multi-year transportation and infrastructure bill, which is currently being drawn up in Washington, D.C.

“While millions of families are focused on remaining safe by staying home and wearing masks during the pandemic, this relentless attention to safety needs to extend to the driver’s seat and our nation’s roads as well,” Jonathan Adkins, executive director of the nonprofit Governors Highway Safety Association, said in an email. “We can’t afford to compound the staggering loss of life from COVID-19 with additional preventable deaths caused by unsafe driving behaviors like speeding, driving under the influence or distracted and not wearing a seat belt.”

Nationally, speeding was a major factor in 26% of road fatalities, according to the National Safety Council.

The National Transportation Safety Board — which recently launched an investigation into a 133-car pileup that [killed six people on a stretch of Interstate 35W in Fort Worth](#) — issued a report in 2017 showing that the problem was even worse than that.

The [NTSB report determined that speed was a factor](#) in 31% of traffic fatalities nationwide from 2005-2014. The independent federal agency made numerous recommendations — including

that federal officials encourage states to step up speed enforcement, and that states consider using cameras or other technology for enforcement of speed limit violations.

“The relationship between speed and crash involvement is complex, and it is affected by factors such as road type, driver age, alcohol impairment, and roadway characteristics like curvature, grade, width, and adjacent land use,” NTSB members wrote in their report.

“In contrast, the relationship between speed and injury severity is consistent and direct. Higher vehicle speeds lead to larger changes in velocity in a crash, and these velocity changes are closely linked to injury severity.”

'It's Almost Like A Driving Junkyard': DPD Officer Says Large Debris On Highways An All Too Common Danger

By JD Miles, CBSDFW

DALLAS (CBSDFW.COM) – It's danger to everyone who drives down North Texas freeways. That's what a group of Dallas Police officers call the large objects and road debris that they complain are not being picked up fast enough.

"You may see part of a car you may see a trailer, a couch, a refrigerator, a barbecue grill and these things collect over time it's almost like a driving junkyard up and down Central," said Dallas Police Officer Frederick Frazier.

Frazier says photos taken just over the past week show the danger road debris poses to drivers on North Central Expressway from Dallas all the way to McKinney where he serves on the city council.

"It's an endangerment, it's way past the safety issue, way past unsightliness, this is a danger issue to everyone who drives that road every single day," said Frazier, who is also vice president of the Dallas Police Association.

He's calling on the Texas Department of Transportation to do a better job cleaning up junk that litters the shoulders and lanes of DFW's busiest roads.

"Something's got to be done and TxDOT has got to do a better job of patrolling this area," he said.

TxDOT Spokesman Tony Hartzel responded to an inquiry from CBS 11 on the matter with the following statement:

TxDOT is aware of the concerns, and the department values the working relationship it has with law enforcement agencies. TxDOT is experiencing performance issues with the current sweeping and debris contract. The department is working now on getting a sweeping services contract restored. In the meantime, TxDOT crews will be performing regular patrols and debris pickup to address this issue.

There's concern among officers like Frazier the problem is starting to impact their jobs.

"It's gotten so bad that the officers who use this highway to make their traffic stops and do their business on speeders they are directing them to keep going all the way down to the exits and then pulling them over," he said.

Frazier says he's contacted TxDOT about his concerns and wants to see a more reliable maintenance schedule to keep the freeways safe.

['It's Almost Like A Driving Junkyard': DPD Officer Says Large Debris On Highways An All Too ...](#)

Tarrant County considering \$400M transportation bond in November

By Ian Pribanic, Community Impact Newspaper

Tarrant County Commissioners Court is developing a transportation bond program for approval by voters in November.

The bond program is expected to total roughly \$400 million in county funds for projects across multiple municipalities, including Keller and Fort Worth. Tarrant County voters last approved a transportation bond in 2006 for a total of \$200 million.

"However, since 2006, population increases and strong economic development within Tarrant County have once again highlighted the need for further improvements to our transportation system," according to the county's 2021 transportation bond policy. "These improvements, including, but not limited to, congestion mitigation, safety enhancements and system connectivity, will be critical to ensuring a safe and reliable roadway network."

While the county is currently accepting projects for consideration from local municipalities and public agencies through April 16, the city of Fort Worth has already identified dozens of projects for consideration.

In order to receive approval from the county, Fort Worth and other cities will have to provide at least 50% of funds for the total cost of a project. According to a city of Fort Worth news release, the city will provide the bulk of its funds through a 2022 bond program.

Fort Worth officials have identified at least 39 projects for consideration at a cost of more than \$400 million. Projects include 12 arterial roadways, 12 intersections, and 15 traffic signals and grade-separated railroad crossings. According to the release, an estimated \$204.5 million in funding for the proposed projects will come from the city's May 2022 bond program.

The city of Fort Worth will hold public meetings March 23 and March 27 in order to provide residents more information on the county bond program as well as identify city projects that will be included.

"City staff is constantly looking at projects that are candidates for a bond election and have been working on the proposed 2022 bond program since the summer of 2019," Fort Worth City Manager David Cooke said in the release. "The selected projects are an excellent opportunity to partner with Tarrant County to make some roadway improvements throughout the city."

Fort Worth City Council is expected to vote on a resolution supporting the county transportation bond at an April 6 meeting. Tarrant County Commissioners Court approval of the November 2021 transportation bond is expected this summer.

Why Dallas should be grateful for a Thanks-Giving Square makeover

Architecture critic Mark Lamster weighs in on a new plan that would remake and expand the iconic downtown Dallas park.

By Mark Lamster, Dallas Morning News

It is accepted wisdom in the field of landscape architecture that the urban park is a space of healing, but few such spaces embrace that convention quite as literally as Thanks-Giving Square. From the outset — it opened in 1977 but was envisioned long before — it was to be a space of quirky altruism, dedicated to the spirit of the Thanksgiving holiday.

That it is weird is part of its charm, and in this city of conformist thinking, for that reason should be prized all the more. If you teach geometry, it's a dream. In point of fact, it is not a square at all, but an isosceles triangle, and it is defined by a cylinder, a corkscrewing white-washed chapel, which is modeled — and this is truly unlikely — on a thousand-year-old [Iraqi minaret](#).

The park [realized its promise](#) of civic communion in August of 2016, when it was thronged by a massive and diverse crowd for a candlelight vigil in the wake of the ambush killing of five Dallas police officers. For a moment, it seemed like the city might be at a turning point. "I'm hoping we're on the precipice of change," Bishop T.D. Jakes told the assembled.

Alas, that turned out to be false hope, both for the city (and country) and for the perennially underperforming park itself, which has been immune to any number of well-intentioned attempts to activate it over the last four decades.

Even as the downtown population has soared around it, the Square has seemed impervious to human habitation, but in a persistent battle with our four-legged friends, who use its lawns for relief from hydration.

A new plan put forward by the Thanks-Giving Square Foundation and designed by the architects CallisonRTKL (who have their office across the street from the park, in the Republic Center), might just be the cure the square has long needed.

The problems at Thanks-Giving Square stem from the flawed conception of its architect, Philip Johnson. He seemed like a logical choice to design it, when he was commissioned, a professional star fresh off the success of his [Fort Worth Water Gardens](#) and having already established himself in downtown Dallas with his concrete cube [memorial to John F. Kennedy](#).

Johnson's initial designs were, like that memorial, too square. "The first chapel designs he showed us were awful," recalled Peter Stewart, the philanthropist who conceived the park. Inspired by a conversation with a Benedictine monk, Stewart suggested an ascending spiral, on the theory that gratitude is a gift that "always returns to the giver on a higher plane."

Opinions on the design of the finished chapel varied. The critic of the *Boston Globe* scoffed that it looked like it was designed to "commemorate Liberace's ascension into heaven."

But the real issue wasn't so much the chapel, but the square itself, which Johnson enclosed behind heavy concrete walls and defensive bronze gates. "A great place needs to be hard to get to," Johnson said. It was one thing to be a secluded oasis, and another to be a hermetic fortress. "Thanks-Giving Square's high walls back people off instead of inviting them in, the way a roadblock diverts cars," future *Dallas Morning News* critic David Dillon wrote in 1980.

The new plan would solve this problem with a bit of quite literal outside of the box — or rather, outside of the triangle — thinking. The idea is to expand the footprint of the park beyond its concrete walls, reclaiming the perimeter space surrounding the square and transforming it into greenspace and promenades. On Pacific Avenue, the park would claw back a drop-off lane and a median strip, and on Ervay Street an underutilized lane that sits outside the flow of traffic.

Bringing new life to the spaces directly abutting the square would reduce the barrier effect of Johnson's walls. The result would be a park within a park, nesting dolls style, that would maintain Johnson's vision of a calm oasis within while creating a more active park experience to the surrounding area.

A connection between the two would be made along Ervay Street, where the wall over Johnson's gently cascading waterfall would be opened up to create a kind of viewing platform or loggia, looking over the legacy spaces within.

"We're inviting people to explore their curiosity about the square," says Kyle Ogden, the president and chief executive officer of the Thanks-Giving Square Foundation. "Outside the walls we have the liberty to be joyful. We want to be inviting and connected. ... Inside, we have a monument, a destination."

Neither a final price tag nor timeline had been set, but Ogden estimates a cost in the \$12 million-\$18 million range over a five-year horizon.

Aside for some more friendly native plantings, the geometry of Johnson's park would be largely retained. The most significant alteration would be the rebuilding of the elevated catwalk leading to the chapel. As it is, that ramped passage is not ADA compatible. The new design would reduce the slope, but the steel-plate sidewalls would be replaced with glass, creating a more vertiginous experience. This is in keeping with Johnson's intention of creating what he called "safe danger"; that is, experiences that give the frisson of perilousness while actually remaining harmless.

A glassed-in elevator would link the depressed level of the park with the elevated access point of the ramp. "We want the mobility-challenged visitor to have the same experience as all the rest of the visitors," says Michael Friebele, a senior associate with CallisonRTKL.

The plan would place a new triangular pavilion at the western tip of the park, with space for café and outdoor seating — a much needed addition. It would also provide a link to the tunnel system below the park, where additional facilities (kitchen, meeting space) for the park could be added.

The design reaches out across the DART tracks and Bryan Street, remaking the barren corporate no-man's land in front of Energy Plaza into a genuine urban space, with a pergola structure providing shade for what would become a planted outdoor room. The DART stop at Akard here would likewise be rebranded as the Thanks-Giving Square-Akard Street stop.

Ogden's goal is to make the square the centerpiece for an entire Thanks-Giving District in the heart of downtown, linking the Arts District, the West End, Uptown and the central business district.

That is ambitious, perhaps unnecessarily so. The remaking of the square alone would be a significant step in downtown's continuing transformation into a humane and pedestrian-oriented place. For that, we could all give thanks.

Calling All Lawyers: Can You Sort Out The HB 19 Trucking Bill in the Texas Lege For Us?

Being No. 1 in the nation is good unless we're talking trucking fatalities.

By Christine Allison, D Magazine

This morning, criminally early, I stumbled across a piece of legislation, House Bill 19, which caught my attention because I had insomnia and there's this rabbit hole called YouTube that, well, anyway... I had no idea that Texas had such an abysmal record in trucking fatalities on our roads and highways. According to Ware Wendall of Texas Watch, a consumer group, Texas led the country with 685 trucking fatalities last year alone, which was more than Oklahoma, Louisiana, Arkansas, New Mexico, Arizona, Kansas, Colorado, and Mississippi *combined*.

I thought reckless trucking was just a Pennsylvania Turnpike thing, where my parents narrowly escaped death by truck years ago. So, I am sensitive. But here's how I read this bill: it would eliminate the right in a civil case to hold responsible the company that put the commercial vehicle on the road, no matter that they hired a bad driver, or had maintenance or repair problems. Only the driver would be responsible.

First, know that [the bill](#) is still in committee. It will morph. Our Texas House representative from Collin County, Jeff Leach, R-Plano, chairs the committee and sponsored the bill. Still my mind flashed through a number of scenarios, and I'd love to know from the legal world—not just personal liability lawyers but including personal liability lawyers—what this could mean.

Would Uber not be responsible for vetting its drivers? Or, put plainly, would Uber not be incentivized to recruit careful drivers because who cares if their drivers back into another car, it's on him or her? Would the Amazon driver who was given a truck with a faulty brake system and rams into a pedestrian be responsible, and not Amazon?

And would no investigation be allowed into the company on the commercial license, reserved only for the driver? I'm no lawyer but it makes me feel like passage of this bill will make Texans less safe, not safer. It would be good news I suppose for insurance companies, and commercial trucking and transportation. But guardrails are there for a reason. So is government. To keep us safe. Talk to us in the comments.

Richardson's aging street network prompts need for roughly \$269M worth of repairs, recent analysis shows

By Olivia Lueckemeyer, Community Impact Newspaper

The condition of streets in Richardson is getting worse, according to a citywide analysis conducted in 2020.

Annual and preventive maintenance has helped the city safeguard streets in good and satisfactory condition, Deputy City Manager Don Wagner told City Council during a March 15 briefing. But the condition of those categorized by the assessment as poor or fair have declined since the last analysis in 2014. More than 70% of the city's streets are more than 40 years old, Wagner said. The expected useful life of a street is 25 years, he added.

"The reason why we are having less success with that [category] is because of the story of our growth as a community," he said, noting that the overall streets network remains classified as "satisfactory." "We had a lot of streets come on ... in the late '60s, through the '70s and even the early '80s. All of those streets are now 40-plus years old."

A good chunk of the \$269 million in repairs identified in the assessment will need to be addressed in the upcoming municipal bond package, Wagner said. The bond will not be sufficient in covering the expense in full, but staff has isolated projects considered crucial enough to include, he said.

"These projects are too large to tackle in any other way [besides a bond]," he said, noting streets in this condition have not been the focus of prior bond programs or annual maintenance. "If these projects don't get funded via [this] bond program, they will likely have to wait for the next bond program."

Staff is proposing that \$98 million worth of projects be included in the package. Some of the biggest projects include \$20 million for reconstruction of Custer Parkway between Campbell and Renner roads, about \$12 million for West Shore Drive between Campbell and Arapaho Road, and about \$9 million for Greenville Avenue between Huffhines Street and Centennial Boulevard.

Bond-worthy candidates are those in which a full reconstruction is the best option, Wagner said. These streets have higher traffic volumes, are in need of drainage improvements or have infrastructure damage below the street's surface. There is also \$10 million in proposed sidewalk projects included in the proposal.

There may be an opportunity to fund some of these projects with money from the recently passed stimulus package. Staff is still waiting for clarity on how those dollars can be used but may end up reworking the package based on that option, Wagner said.

Staff plans to resume council talks on the specifics of the streets proposition in April, Wagner said.

TxDOT launches pedestrian safety campaign

Staff reports, Times Record News

The Texas Department of Transportation has launched a new campaign aimed at drivers and pedestrians.

Pedestrian deaths are rising in Texas and now account for one in five of all traffic fatalities. In 2019 alone, 669 people were killed and 1,317 were seriously injured.

Crash reports from law enforcement indicate the two leading causes for pedestrian fatalities are pedestrians failing to follow traffic safety laws and being struck when crossing streets, and motorists failing to yield the right of way, driving distracted or driving too fast.

Alcohol also is a factor in pedestrian-related crashes, deaths and injuries.

TxDOT offers these safety tips:

For drivers,

- When turning, yield the right of way to pedestrians.
- Stop for pedestrians at crosswalks.
- Be cautious when passing stopped buses or other vehicles.
- Pay attention and put phone away.
- Obey the speed limit.

For pedestrians,

- Cross the street only at intersections and crosswalks.
- Make eye contact with drivers before crossing. Don't assume drivers see you.
- Obey all traffic and crosswalks signals.
- Use the sidewalk or walk on the left side of the road facing oncoming traffic.
- Put away electronic devices.
- Wear bright clothing during the day and reflective materials or use a flashlight at night.

Since 2015, TxDOT has spent \$153 million in federal and state funding to upgrade sidewalks, curbs and striping for pedestrian safety and awarded \$116 million in grant funding to support more than 120 locally sponsored projects that provide safe routes to schools, multiuse pathways, sidewalks and bike paths in rural and small urban areas.

‘An environmental disaster’: Residents decry clearing of trees in southwest Fort Worth

By Haley Samsel, Fort Worth Star-Telegram

For two days, Matthew Clemons couldn't bear to drive by the construction site near 4000 Bryant Irvin Road. As a Fort Worth native and certified arborist working in North Texas, seeing social media photos of downed trees at [the Waterside development](#) sent him into a "fit of rage."

Once he visited the property in southwest Fort Worth, Clemons was horrified by what he found. In early March, 20 trees classified as "significant" by [the city's urban forestry department](#) were cleared from an area near the Trinity River. The move could have major consequences for wildlife, flood control and the overall health of the river, Clemons said.

"I'm just beside myself," Clemons said. "It's extremely abusive, and an environmental disaster, really, in that little section of the river. It's unbelievable, the amount of habitat they just ripped away."

Clemons' concerns have been echoed by several Fort Worth environmental advocates, who see the removal of older pecan and oak trees as a casualty of rapid development in the city.

They want Fort Worth officials to do more to preserve the "little nature left" through a stronger tree ordinance and regulations for developers, said Don Young, a prominent conservationist known for [leading Friends of Tandy Hills Natural Area](#).

"I can understand that you're going to make a shopping center, you've got to remove trees," Young said. "But other cities recognize that these trees are 100 years old or older, and they need to be saved and protected. This is Fort Worth, and the developers rule."

About 194,516 square feet of tree canopy, or 47.9% of the property's canopy, was proposed for removal in Hines Waterside LLC's application for an urban forestry permit, according to Rochelle Joseph, Fort Worth's assistant director of development services.

Hines Waterside LLC, which [owns the deed to the property](#), and Trademark Property met all city requirements and [received the applicable permits](#) before moving forward with construction, Joseph said. Permits for the development are not yet publicly available online, making it unclear what is planned for the Bryant Irvin site.

Representatives for Hines Waterside did not respond to an email requesting comment. A representative for Trademark Property, which has been [developing the area since 2014](#), said the company sold the tract of land in March 2020 and the property was "in compliance with all applicable forestry guidelines" at that time.

"The City will monitor construction to ensure continued compliance with approved plans and permit requirements," Joseph said in a statement.

ENVIRONMENTAL CONSEQUENCES AT WATERSIDE

In 2016, [Visit Fort Worth celebrated Waterside](#) for its "commitment to sustainability, recycling and providing a park-like atmosphere" amid restaurants, shops and housing.

Many of the property's 100-year oaks were saved during construction, according to the city's tourism bureau, and the Whole Foods Market that opened in 2016 was built out of reused brick and wood from former Lockheed Martin buildings. The area [also features a 6,600-gallon cistern](#) that collects rainwater from the Whole Foods roof.

Young was familiar with the environmentally friendly reputation of Waterside, including the reuse of building materials at Whole Foods, where he often shops. The area holds sentimental value for long-time residents who remember it as the recreational area for employees of General Dynamics, the predecessor of Lockheed Martin, Young said.

"I thought it was fairly well done, and they preserved a whole lot of the stuff that was there originally," Young said. "The other day, we drove around back to where the river runs behind this beautiful area, and I could not believe my eyes when I saw some of the biggest trees I've ever seen laying on the ground. I thought ... what the hell have they done?"

He snapped some photos and shared them on Facebook, a post that eventually reached Clemons and a number of others in the North Texas environmental community.

Clemons, who was called in to evaluate the feasibility of protecting trees at Waterside in 2015, researched the area and [found that the trees served several environmental roles](#) when it came to absorbing water runoff.

The patch of forest was virtually untouched from development and served as a "refuge" for blue herons and other wildlife near the Trinity River, Clemons said.

"You can imagine what kind of wildlife was just displaced," Clemons said. "The other component is that all of the stormwater from Fort Worth Country Day School and Bryant Irvin Road is expected to filter through this biological filter. Now, the consequences of all that being removed means that this section of river is going to go dead."

With mature 40-inch trees and their foliage gone, Clemons said the chances are high that large amounts of dirt and mud will filter into the Trinity, leading it to be "completely silted in." This could negatively affect fish populations and cause flood control issues without trees to absorb the stormwater, Clemons said.

"This is private property here, but the trees and all of this is public interest," Clemons said. "These large trees have an enormous impact on public health right here. Can you imagine the cubic yards of sediment that is filtered by this every year? These were 60-foot tall trees."

Joseph, the city's assistant development services director, said that trees do help absorb stormwater and provide benefits during smaller rainfall events. During intense storms, though, the amount of water absorbed by trees is "not enough to have significant flood reduction benefits," Joseph said.

Waterside developers provided drainage and flood studies as well as erosion and sediment control plans that comply with city stormwater standards, according to Joseph. A review of the drainage and flood studies showed the project would not result in an increase in water surface evaluations, Joseph said.

Waterside developers also obtained a floodplain development permit and followed best practices to minimize erosion and sediment impacts downstream, according to Joseph. The site

was [awarded an “early grading permit”](#) that allows for tree clearing after developers submitted a stormwater pollution prevention plan.

PUSHING FOR TREE PRESERVATION

The episode has prompted calls for Fort Worth to reevaluate [its tree preservation ordinance](#), which is not as strong as [recently updated ordinances in Arlington](#), Flower Mound and Dallas, said Don Wheeler, a Fort Worth-based landscape architect who specializes in obtaining permits for developers. Young called for the city to adopt an ordinance akin to Austin, which is well-known for its preservation efforts.

“It’s just a matter of fact: The way the ordinance is set up, you’re only required to retain 25% of the existing canopy, not existing trees, but the existing canopy,” Wheeler said. “So if you had a two-acre site that was completely covered in canopy, you can remove 75% of the trees without any penalty.”

Fines for removing significant trees — [classified as any tree](#) with a diameter greater than 27 inches or 18 inches for post oaks or blackjack oaks — are assessed when a developer clears them without authorization, according to Fort Worth’s ordinance.

The fines for removing significant trees without permission are either \$600 per diameter inch or \$15 per canopy square foot, with smaller fines assessed for non-significant trees.

The city’s urban forestry ordinance requires developers to create preservation or mitigation plans when they remove significant trees, Joseph said.

Mitigation could look like additional preservation above the 25% required by Fort Worth’s ordinance, additional planting of replacements or paying into a “Tree Fund,” Joseph said. The fund provides money for planting trees on public property or acquiring land for preservation.

“The particular plan for this lot approved tree preservation for more than 50% of the existing tree canopy, including 10 ‘significant trees,’” Joseph said.

Several cities in Texas require a more thorough tree survey that requires developers to determine the value of trees and the penalties involved with removing them at the outset, Wheeler said.

This encourages developers to design their properties with tree preservation in mind rather than coming up with preliminary designs that are more difficult to adjust as development moves forward, he said.

Tree ordinances have not historically been a focus in North Texas, especially in Fort Worth where most development has taken place on native prairie land, Wheeler said.

“When all these developments were going in, especially on the north side of Fort Worth along the I-35 corridor, there weren’t that many trees that were being removed,” Wheeler said. “And people don’t really notice it. But when you get into an area like on Bryant Irvin Road or Azle, where there are more trees, it’s more noticeable.”

Young is encouraged by the growing focus on preserving natural spaces in the city, such as [Fort Worth’s acquisition of Broadcast Hill](#) as part of [its Open Space Conservation program](#).

However, Young has remained critical of the city's permitting process in the years since he served on Fort Worth's first urban forestry board in the late 2000s, which heard requests from developers on removing trees.

"We had only done about two or three cases when apparently the developers let the city know that they did not want this citizens board," Young said. "They disbanded the board not long after it started, so the developers now don't have to deal with people like me. They just have to deal with some city staff who rubber stamp their permits."

Clemons hopes Fort Worth officials will consider posting notices on properties when an urban forestry permit is being processed or removal is about to begin. The city's tree ordinance is "pretty good," he said, but citizens should be able to respond to large removals like what took place at Waterside.

"If there's a way to do this in the city of Fort Worth, under this permit, that's also a problem," Clemons said. "If somebody can just pay several hundreds or thousands to remove an ecological legacy like that, we need to think about that ... There's no way to remedy this."

Arlington partnering with Via, May Mobility on self-driving vehicle program for downtown, UTA

By Fort Worth Business Press Staff

Arlington is expanding its self-driving vehicle program.

Via Arlington customers can now select to be picked up in a self-driving vehicle for trips around Downtown and The University of Texas at Arlington.

The Arlington RAPID pilot program is the first in the United States to integrate on-demand autonomous vehicles into an existing public transportation service, according to a news release from the City of Arlington.

A fleet of five self-driving vehicles, including a wheelchair-accessible vehicle, is available to book from 7 a.m. to 7 p.m. Monday through Friday for destinations within the RAPID service area, which includes the Downtown Library, City Hall, UTA and numerous restaurants, offices, and businesses. The City of Arlington is operating RAPID (Rideshare, Automation, and Payment Integration Demonstration) in partnership with Via, May Mobility and UT Arlington through a grant provided by the Federal Transit Administration (FTA).

The goal of the Arlington RAPID project is to provide a blueprint for combining on-demand rideshare and autonomous technologies to develop effective, efficient, safe, and accessible transportation for all riders. In addition to improving public transportation options in Arlington, lessons learned from Arlington RAPID will be shared widely to help other communities throughout the nation seeking to combine rideshare and autonomous technologies.

“Arlington has developed a reputation around the country as one of the most innovative cities exploring technology-based mobility solutions and the testing of autonomous vehicles,” said Arlington Mayor Jeff Williams. “We’re excited to take the next step in this process with our partners May Mobility, Via and UT Arlington, as we explore the latest self-driving vehicle technology on our roads in the Downtown area.”

Via’s technology will power booking, routing, passenger and vehicle assignment and identification, customer experience, and fleet management, in coordination with May Mobility’s expertise in autonomous vehicle technology. Founded in 2012, Via pioneered the TransitTech category by using new technologies to power public mobility systems, optimizing networks of dynamic shuttles, buses, wheelchair accessible vehicles, school buses, and autonomous vehicles around the globe. In November 2020, May Mobility announced a partnership with Via to extend its reach into on-demand mobility as it expands its shuttle operations to new cities in 2021.

“The City of Arlington continues to be at the forefront of transit innovation, building on the launch of one of the nation’s first microtransit systems with a self-driving vehicle platform that is fully integrated into the public transit network,” said Daniel Ramot, co-founder and CEO of Via. “We are proud to expand Via’s long-term relationship with the City as we offer residents an exciting new way to use public transportation.”

May Mobility is providing the fleet of five autonomous vehicles, which comprises four hybrid electric Lexus RX 450h vehicles that can carry up to three passengers and one Polaris GEM

fully electric vehicle that can carry one wheelchair passenger. While the vehicles are self-driving, a trained Fleet Attendant will be in the driver's seat at all times.

"The Arlington RAPID program is important for May Mobility as we evolve our service with a more flexible and convenient on-demand option powered by Via on our Lexus RX 450h vehicles," said Edwin Olson, co-founder and CEO of May Mobility. "We are proud to partner with the City of Arlington, who is leading the way in new mobility solutions. This opportunity will play a crucial role in advancing our technology development and our overall mission to transform cities with safe, clean, and accessible self-driving shuttles."

The RAPID service area is generally bounded by Division Street to the north, Mary Street to the east, Mitchell Street to the south, and Davis Drive to the west. Riders traveling to and from destinations in this service area can book and pay for rides through the Via app or by calling Via's customer service line at 817-784-7382. Via's standard fares apply to rides taken on RAPID by the general public. Because of UTA's participation in the pilot program, UTA students can ride the RAPID service for free.

Greg Hladik, UT Arlington director of parking and transportation, said the autonomous vehicles offer students another mode of transportation to get around campus and downtown Arlington. "This is an exciting program for the University, and we will add it to the menu of transportation options that our students enjoy," Hladik said. "I'm sure it will be a popular option among students who have embraced these new modes of transportation in the past. We look forward to working with the city, Via and May Mobility in this new transportation endeavor."

Researchers from the College of Engineering, College of Architecture, Planning and Public Affairs and the Center for Transportation Equity, Decisions, and Dollars are also contributing to the project. According to Sharareh Kermanshachi, Principal Investigator for the research team, "The research is focused on assessing and comparing rider perceptions before, during and after the RAPID project to examine potential gaps in existing and new services, recommend strategies to overcome potential challenges of the AV system, and remove adoption barriers for an enhanced ridership experience."

Once a ride is booked, riders will be given instructions to walk up to one or two blocks from their location to a convenient pick-up location, providing truly on-demand service with autonomous vehicles when and where riders wish to travel.

"Downtown Arlington is the perfect place for demonstrating the proven technology and rider benefits of RAPID," said Maggie Campbell, President and CEO of Downtown Arlington Management Corporation. "Downtown Arlington measures only about one square mile but has an abundance of small and medium-sized businesses, popular locally-owned restaurants, cultural destinations, residential communities, plus UT Arlington along the southern edge.

All these assets generate strong demand for hyper-local movement within our district, particularly during the day. Commuters and locals alike want on-demand mobility to go to lunch, host meetings at different venues, grab coffee, or meet friends after work. They also want to park and re-park as little as possible, and they are savvy users of on-demand and rideshare technology. Downtown Arlington is ready to take RAPID for a ride!"

Via and RAPID riders are required to wear face masks because of the coronavirus pandemic, per Federal Transit Administration orders. A number of health safety features are present in the RAPID vehicles, including a partition between the Attendant and passenger areas, daily deep

cleaning, and mask requirements consistent with Centers for Disease Control and Prevention and FTA regulations. The number of passengers in the vehicles at one time can also be limited to allow social distancing, consistent with the current approach on the City's Via service.

As part of its ongoing efforts to Enhance Regional Mobility and Put Technology to Work, Arlington has already managed two successful autonomous vehicle deployments. The Milo off-street pilot program with EasyMile was conducted from August 2017 to August 2018 and the on-street pilot program with drive.ai vehicles was conducted from October 2018 to May 2019.

In 2020, the City of Arlington was awarded a \$1.7 million grant through the Federal Transit Administration's Integrated Mobility Innovation Program to integrate autonomous vehicles into the Via on-demand rideshare service. Arlington RAPID was one of 25 projects in the country to receive funding under the program, which supports projects that use innovative technologies and processes to improve access to public transportation, increase public transportation efficiency, and enhance the overall rider experience.

DART gets green light to seek federal dollars for \$1.7 billion downtown Dallas subway

The City Council voted Wednesday to continue to move forward with the project, re-upping prior approval of the route in 2017.

By Everton Bailey, Jr. Dallas Morning News

Dallas officials endorsed the latest version of a \$1.7 billion proposed underground light rail line through downtown, paving the way for possible federal funding.

The Dallas City Council voted Wednesday to continue to move forward with the D2 subway project, re-upping prior approval of the route in 2017.

Dallas Area Rapid Transit officials had said they needed the council's approval again by Wednesday to meet deadlines to apply for at least \$800 million in Federal Transit Administration grant money to help pay for the subway line.

DART, which is mostly funded by sales tax revenue from its member cities, plans to issue municipal bonds to raise the remaining \$900 million.

The proposed 2.4-mile light rail transit line would start near the American Airlines Center and wind downtown under areas that include Commerce Street and Interstate 345 to Deep Ellum. Portions of DART's Green and Orange lines would be rerouted around the subway's path. Four new stations would be built, including three underground, and the existing green line Deep Ellum Station would move to North Good Latimer Expressway and Live Oak Street.

The project, which has been in the works for more than a decade, was originally supposed to be completed by 2024, but the transit agency now estimates subway service starting in 2028.

The council's continued support is contingent on several caveats, according to the adopted resolution.

DART has to resolve alignment concerns from businesses, residents and other groups in the Deep Ellum area opposed to the east side of the proposed track. The agency must submit monthly D2 progress updates to the city and gain additional council approval by March 2022 on any more changes to the route before continuing with the project's design phase. It's been at 30% since last fall.

David Leininger, DART's interim president and CEO, said the transit agency has spent close to \$20 million on the project so far. He estimated another \$5 million to \$10 million being spent this year to address alignment concerns, such as the line reemerging from underground near I-345.

DART officials have said the new line is needed to accommodate regional growth demands and relieve congestion on the four transit lines that run through the lone set of tracks downtown. They also have touted a potential for \$7.2 billion in development around the downtown subway line. Kay Shelton, DART's interim vice president of capital planning, told council members during a March 1 presentation that the development could bring \$55 million in property tax revenue every year to the city.

Nonprofit Deep Ellum Foundation and other groups have opposed the subway line toward the entertainment district, citing construction, development and traffic impacts as well as safety concerns for pedestrians and bicyclists by moving the transit station.

“We recognize this D2 project will have an impact upon the entire region,” Stephanie Hudiberg, Deep Ellum Foundation executive director, wrote to DART in August 2020. “However, we have come to the conclusion that the D2 project’s Swiss Avenue alignment will have untenable negative consequences for the Good Latimer area and the Deep Ellum district as a whole.”

The city and DART have had an agreement since 1990 to consider a subway downtown when there was enough ridership to support it. Planning for the new light rail line has been in the works since 2007, and the City Council approved the D2 route in 2017.

But the route has changed since the city’s approval, leading to the line being split into two zones from the Main Street Garden Park area. One encompasses the west side of the proposed line that remains the same from 2017. The other covers the east side toward Deep Ellum, which includes changes such as a junction above ground that connects the subway with the existing light rail line along North Good Latimer Expressway.

Council member David Blewett, who represents part of downtown and Uptown, said developers and businesses in his district nearly all support the west side of the subway line, but the other side still lacks buy-in. He said he wants the subway to stay underground “as much as possible,” and he was concerned the line could negatively impact development around I-345.

Council member Omar Narvaez, who represents West Dallas, said he saw the subway as a chance to increase public transportation and transit use. If the project doesn’t happen, he said, he fears that the city will have to expand freeways in the next two decades to accommodate transit demands.

Council member Cara Mendelsohn, Far North Dallas’ representative, said the City Council doesn’t have a clear vision of top transportation priorities and she felt Wednesday’s vote didn’t get them any closer to articulating what they want to the public.

“If we polled our council right now, I don’t think a single one of us would say D2 is our pressing issue,” she said.

Where are the biggest polluters in Dallas-Fort Worth? These new maps will show you

By Haley Samsel, Fort Worth Star-Telegram

Born and raised in west Dallas, Raul Reyes knows he's been exposed to pollution from nearby industrial plants, including the asphalt shingle factory owned by major roofing manufacturer GAF. The area has long been a "hotbed for environmental injustices," said Reyes, who serves as president of the neighborhood coalition West Dallas1.

"I'm 47 years old, and it's always been part of my life," Reyes said. "What I'm trying to do now as a community leader is to make sure that my children don't have to deal with it. We've been taking stabs at industrial business in the area and saying: We don't want you here."

Now, as [WestDallas1 prepares to challenge GAF's permit renewal](#), a collection of [industrial air pollution data and maps](#) released by Paul Quinn College's Urban Research Initiative on Tuesday will help Reyes and other North Texans learn more about the largest polluters in their counties.

The data itself is nothing new, since it's taken from the Texas Commission on Environmental Quality's public 2019 statewide emissions inventory. The Environmental Protection Agency collects the data from states for enforcement of the Clean Air Act's priority pollutants, which include particulate matter, nitrogen oxide, lead, carbon monoxide, sulfur dioxide, and volatile organic compounds.

However, Texas posts the data in raw spreadsheets online "without explanation or context, and no publicity," according to the Urban Research Initiative.

"No one has taken the effort to break down these numbers and map them and show that this is particulate matter or lead pollution, and it is being emitted in these quantities near your home," said Evelyn Mayo, a fellow at Paul Quinn College and the author of the analysis. "Many communities welcome the data as further validation to stop the gaslighting on their lived experience with pollution."

Mayo's report, which will be released annually, provides maps of the top 20 polluters in 10 counties in Dallas-Fort Worth that are considered non-attainment zones, or areas that do not meet federal ozone and air quality standards. Those areas include Tarrant, Dallas, Ellis, Parker, Wise and Johnson counties, according to the Texas Commission on Environmental Quality.

So who are [the biggest polluters in Tarrant County](#)? Mayo's analysis ranks the General Motors assembly plant in Arlington as the No. 1 polluter, with Exgen Handley Power's plant in east Fort Worth following in second. The Village Creek Wastewater Treatment Plant and landfill in Fort Worth come in third and fourth.

Ranjana Bhandari, the executive director of [environmental advocacy group Liveable Arlington](#), said she was unsurprised to see three compressor stations ranked in the top 10 polluters in Tarrant County. The industrial facilities [maintain the flow and pressure](#) of natural gas as they remove gas from the pipeline, re-pressurize it and send it back into the pipeline, according to environmental research group Earthworks.

She recently received complaints from Arlington residents living downwind from two compressor stations, many of whom reported health issues. Bhandari has spent time documenting pollution at both and said she felt ill for days after being exposed to emissions of volatile organic compounds often associated with natural gas production.

“I could taste the pollution, and it felt like I had the flu every time I went,” Bhandari said. “Neither of those compressor stations we monitor made the list in the top 20 polluters. My first thought was: if these two aren’t even on the list, how bad are the ones that are on the list? What are people being exposed to?”

Mayo, who serves as the chair of [North Texas environmental activism group Downwinders at Risk](#), also compiled a list of the top 30 polluters across the Metroplex.

Six of the top 10 are in Ellis County, and four of the top five call Midlothian, the “cement capital of Texas,” home. Ellis County accounts for 45% of all industrial air pollution in North Texas, according to the report.

Activists in Midlothian have spent more than a year fighting cement company [Holcim’s bid to increase the amount](#) of carbon monoxide it can release into the air from 4,300 tons to 7,100 tons per year. The facility emitted 7,952 tons of total emissions in 2019, making it the No. 1 polluter in all of North Texas, according to state data.

Laura Hunt, a pediatrician and leader of community group Midlothian Breathe, has [led the charge to challenge Holcim’s permit](#) application to the Texas Commission on Environmental Quality.

The commission determined last year that the application “[meets the requirements of applicable law](#),” but has not yet decided if it will grant contested case hearings, similar to civil trials in state district court, to residents like Hunt. She expects commissioners to make that decision during a hearing later this spring.

“It’s like I can’t ever go more than a month or two before some other bomb is dropped,” Hunt said. “I just can’t help but get riled up. Of course, I wish it weren’t that way, because it’s frustrating, but at the same time, this fight has kept us together and make progress moving forward.”

Bhandari has filed her share of complaints with the commission and has often been disappointed when her efforts have not led to change from elected officials. Mayo’s report will help fill the gap, Bhandari said, between what residents are experiencing on a day-to-day basis and the evidence they can show to regulators.

“There is this generalized sense that the air quality in the region is poor, but until we know exactly what is contributing to it, we can’t even begin to look for solutions,” Bhandari said. “We can’t even begin to figure out who’s responsible and what needs to be done. It’s really, really important for the data to be laid out this way.”

For Reyes and West Dallas1, the report confirmed what they already intuitively believed: GAF is the fourth largest polluter in Dallas County, because of the large amounts of sulfur dioxide the facility releases into the air. Residents, including Reyes, have smelled the pollution and experienced symptoms like fatigue, headaches and nausea.

The coalition's environmental justice committee is learning how to use equipment like PurpleAir monitors, a brand of low-cost air quality sensors that have [become increasingly popular among environmental activists](#) across Texas, including in Midlothian. Reyes said the group is determined to keep new industrial facilities from popping up in the neighborhood.

"The data shows we're not wrong for asking GAF to move," Reyes said. "We're not wrong for asking them to get their act together and move out of the area. There's no other choice to do that, because if I can smell you, then you are violating our space."

With West End Square, Dallas gets a (very) smart park

Architecture critic Mark Lamster weighs in on a new park that brings green space and free technology to downtown.

By Mark Lamster, Dallas Morning News

Parks and technology are concepts we generally don't associate with one another. Parks are the realm of nature, and their technology does not belong. The urban park, for that matter, developed from its 19th-century roots as a rejoinder to the ills imposed by technology, a place of respite away from the harsh forces of the mechanized modern city.

In our digital age, however, when our pockets spill over with computing power that would have been unthinkable even a few decades ago, that dichotomy is obsolete. There is no wishing away the technology that is reshaping how we inhabit the city's built and natural environments, a process only accelerated by the pandemic.

The so-called smart city, in which technology is an omnipresent component of urban design — allowing the tracking of every conceivable metric in the name of efficiency — is a scary prospect, and one that warrants vigilance. But a new downtown “smart park,” West End Square, presents a model for how the delicate relationship between the urban landscape and our connected way of living might be navigated.

The three-quarter-acre, \$7.55 million park is sited, appropriately, in the heart of the West End Historic District, the city's burgeoning silicon business hub. It replaces a former surface parking lot bound on its north side by the Spaghetti Warehouse (built in 1893 and currently being rehabilitated), and by North Market, North Record, and Corbin streets on its east, west, and southern sides, respectively.

West End Square is the second of four parks to be developed by the nonprofit Parks for Downtown Dallas, founded by Robert W. Decherd, chairman, president and chief executive of A. H. Belo Corporation, the parent company of *The Dallas Morning News*. The first, [Pacific Plaza Park](#), opened in 2019.

The design is by [Field Operations](#), the New York-based studio founded by James Corner, and best known as the landscape architects of the High Line. The firm's other projects include the remaking of Chicago's Navy Pier and Freshkills Park, a reclamation of a 2,200-acre landfill on New York's Staten Island. As those projects suggest, an integration of natural ecologies within urban context has been a central theme of the studio's work.

So, what, exactly, does it mean to be a “smart park”? For one thing, it is Wi-Fi enabled, allowing visitors to hook into the Internet for either work or play. A 50-foot-long communal worktable, set under a pergola that provides shade, is equipped with wireless charging stations and traditional outlets, for the powering of our omnipresent devices. There is both free and fixed seating — in the form of long wooden benches — and the table height is set to accommodate wheelchairs.

An “innovation arcade” runs along the Market Street side of the park; here, the louver-topped pergola is equipped with “plug and play” rigging to accommodate art installations and other presentation equipment. (The inaugural project, [Antibodies](#), by the Montreal-based artist Daniel Iregui and sponsored by the Dallas arts group Aurora, is on view through April 4.)

Much of the park's infrastructure will be regulated by sensors. At night, when the park is closed, lighting will drop to 10% of standard — saving electricity and respecting the neighbors — but if motion is detected, lights flick back on to illuminate the area where that motion is detected, a

convenience and a safety measure. Plantings, as well, are generally low, so there is visibility across the square at all times, a feature sure to relieve anxious parents.

Sensors also monitor the plantings, controlling irrigation levels, keeping track of soil hydration, and remotely notifying the city if there are problems in the system.

The park does its best to accommodate the inevitable problem with technology: obsolescence. “We don’t know what’s going to be the next thing,” Decherd says. Flexibility is built into the infrastructure, with extra raceways for wiring — if there is even wiring in the future.

“We think about smart in a larger context,” says Isabel Castilla, the principal who led the project for Field Operations. “A smart park is responsive to its immediate context in terms of weather, in terms of how you can create a space that is comfortable for its users across all seasons, and that is sustainable in its plantings and material choices.”

A void, filled

The smartest thing about this park has nothing to do with technology. It’s the location. The West End, until now, has been a place without a place. The historic district has museums, restaurants, businesses and residences — but no real space where the public might gather and appreciate the environs in peace. The only green space in the area is Dealey Plaza, which is on the periphery, straddles a high-speed corridor, and is more of a tourist site than a genuine park.

West End Square fills this void, nestled comfortably in the neighborhood of red brick warehouses and light manufacturing architecture from the late 19th and early 20th century. “It opens up to the city and you have this view of the skyline that’s almost like you took a picture of it,” Decherd says. Indeed, it does offer postcard views, with the pyramid top of Fountain Place and the staggered rectangles of the Bank of America tower popping above the adjacent, low-slung historic buildings.

Within, the park is roughly divided into two zones: an interactive area that tracks the perimeter of the square, and a more passive internal garden, intended for strolling and contemplation.

The interactive spaces sit under the shade of the pergola and are defined by a path of brick pavers laid out in a herringbone pattern. “We wanted the edge of the park to feel integrated with its context,” Castilla says.

Among the interactive features are Ping-Pong and foosball tables, and a series of seven porch-style swings (four singles and three long enough for several individuals) that run along the western edge of the square. These are adult swings, though children will no doubt enjoy them, too. Their range of motion is restricted in height, but then the object isn’t to kick the sky, but achieve a bit of relaxing motion.

On the opposite side of the square, facing the “innovation arcade” is a semicircular stepped seating bench that can serve as a mini amphitheater.

All of the park’s fixed furniture — the swings, worktable, and benches — are made of heavy slats of reddish Brazilian ironwood. Benches are surprisingly comfortable, with thick backs and gently angled tops so you can prop up your elbows and stretch out your arms comfortably, like a pasha.

The reddish wood is both attractive and resilient, a dense species that will last, and coated to prevent damage from rodents, insects, people and water. If problems do arise, the modular slat design makes maintenance an almost literal snap. “They’re like really fancy Ikea,” says Jim Shipley, project manager for the Beck Group, which carried out the design. “You can just take one out and replace it.”

Lessons from the pandemic

The more contemplative, interior space of the park is laced with meandering walkways and a small lawn, ideal for picnics but too small for athletics. There is only one mature tree, a large crape myrtle at the southwest end of the park, which somehow managed to survive the site’s previous life as a parking lot.

In the park’s center, ringed by a bench, is a bur oak that is small now, but will grow quickly to provide substantial shade. Elsewhere the square is dotted with Mexican sycamore, chinkapin oak and plum trees. Plant species throughout were selected for durability.

There is a fountain, too, a modest table of black granite that looks like a sculpture by Isamu Noguchi. Depending on the conditions, it can produce either a pleasing aural trickle or a cooling shroud of mist.

Although the park was conceived prior to (and built during) the pandemic, it has perfectly captured the zeitgeist of this moment, when we are looking for alternatives that will allow us to function out of our homes and out of our offices.

“Ultimately, when the pandemic was at its height, the few places that people could go out to were parks,” says Castilla. “And what the pandemic has done is raise awareness in investing in parks and public spaces, because as human beings we need the opportunity to be around greenery and other people.”

That is smart thinking, and not just for downtown.

Fort Worth tech center may help Bell get helicopters, drones to the military faster

By Erin Clark, Report Door

One of Fort Worth's oldest and largest companies is taking steps to speed up its delivery of helicopters and unmanned aircraft to the military and other customers.

Bell Textron Inc., which employs about 4,200 people in North Texas and operates from a headquarters near the Fort Worth-Hurst border, on Thursday officially unveiled its new Manufacturing Technology Center. The tech center is at 5401 Sandshell Drive near Interstate 35W and Fossil Creek Boulevard in north Fort Worth, about a 20-minute drive from the company's executive suites.

The company's leadership team joined Fort Worth Mayor Betsy Price and other dignitaries for a celebration of the new facility, which has about as much floor space — 140,000 square feet — as a supermarket. It's meant to be a place where Bell's engineers can take their freshly-designed aircraft components — everything from gear boxes to wings and rotor blades — and figure out how to mass produce them quickly and accurately.

Delays and cost overruns can occur when there are flaws in producing new parts, or when problems surface with parts fashioned from new metals or other materials for emerging aviation and defense technologies. The Manufacturing Technology Center is designed to prevent those problems by giving engineers and other workers a place to retool and refine their innovations before sending them out for mass production, said Glenn Isbell, Bell vice president of rapid prototyping and manufacturing innovation.

For example, Isbell said the company's team working on the Bell V 280 Valor, a much-heralded tilt-rotor aircraft under development for the U.S. Army, believe they have found ways to dramatically lower the cost of parts such as helicopter masts — the vertical shafts connecting the rotor blades of a helicopter to the transmission.

"We took the V 280 mast, which has a lead time of a year to 18 months, and we were able to cut costs 40% and reduce the lead time by over 80%," Isbell said. "We can monitor how a part is being built. The whole idea of having a batch of parts and finding out they're all bad is what we're trying to avoid."

As mayor, Price has long advocated that the city lure more high-paying transportation and goods movement jobs.

"We intend for this region to be the heart of mobility innovation, and you all are at the front of that," Price told Bell employees during a ribbon-cutting ceremony Thursday. "For those of you who are working here, opportunities like this continue for you to grow your trade, to learn new skills and stay abreast of what's happening. It's exciting to see that happening."

Isbell said the new tech center, which at a given time could house 60 to 80 Bell employees working on various projects, also will provide a place for the company to demonstrate its manufacturing plans to the military and its congressional overseers, and ease concerns about delays and cost overruns.

“We have to prove to them we can do it,” he said. “Disbelief is a natural tendency.”

Mitch Snyder, Bell president and chief executive officer, said it was “imperative” that the company build the tech center, to stay on top of changing technologies in aviation and air defense, and the use of newer composites and other materials.

“This space has an ultra-modern look and feel that captures our pioneering spirit,” Snyder said. “There’s a combination of digital designs along with latest in manufacturing equipment.”

For now, the Manufacturing Technology Center is mostly an empty open space with bright white walls. A handful of machines have been installed, including a high-speed milling machine, an industrial-size freezer and a precision measuring machine for gears and hubs.

Many other large pieces of equipment will be installed during the next several months, as the tech center becomes fully operational.

In addition to building the V-280 Valor in a partnership with Lockheed Martin, Bell also is working on the 360 Invictus, a proposed helicopter design for the military’s Future Attack Reconnaissance Aircraft program. Those programs are likely to dominate the activity at the tech center in the short-term, officials said.

As drones and other unmanned aircraft become an even more prominent part of aviation and aero defense in the coming years, the design and manufacture of parts for those machines also likely will be closely connected to the tech center, officials said.

Bell officials haven’t disclosed a construction price for the tech center. The facility was built by refitting an existing building.

Bell didn’t receive any tax breaks for the expansion into north Fort Worth, although city officials helped with rezoning the property, said Robert Sturns, Fort Worth economic development director.

The tech center also will feature integrated computer software that will monitor and control Internet connections, cybersecurity and all movement of people and goods in the building.

Bell was founded by Lawrence Dale Bell in 1935, as Bell Aircraft Corp. in Buffalo, N.Y. He moved the company to northeast Fort Worth in 1951.

Today, Bell is a wholly owned subsidiary of Textron Inc., a multi-industry company that also includes Cessna and Beechcraft airplanes, as well as E-Z-GO golf carts and Arctic Cat snowmobiles and many other products.

How jobs will change in Arlington as General Motors moves to all-electric cars by 2035

By Gordon Dickson, Fort Worth Star-Telegram

General Motors isn't just one of Arlington's oldest and largest employers.

The 67-year-old [GM Arlington Assembly Plant](#) is part of the city's civic identity, right up there with the Texas Rangers baseball club and Six Flags Over Texas.

But GM is in the midst of an identity overhaul of its own.

The company's chair and chief executive officer, Mary Barra, announced in late January that [GM would convert its automobile manufacturing lines to electric-only by 2035](#). "The Start Button to an All-Electric Future has Been Pushed," the company boasts on a website page explaining its commitment to eliminate tailpipe emissions in all its light-duty vehicles — including pickups and SUVs.

Many people who follow the auto industry are sounding an alarm that the conversion to an all-electric assembly line will result in the loss of thousands of jobs at GM's factories, including the Arlington plant. Electric vehicles have far fewer parts than cars that run on combustible engines, and require far fewer humans to assemble.

For Arlington, the conversion to all-electric will require huge changes to the production lines. About 5,300 people work at the Arlington plant, and the enormous facility is where GM makes many of its best-selling, gas guzzling vehicles, including [Chevy Tahoes and Suburbans, GMC Yukons and Cadillac Escalades](#).

Jennifer Kelly, research director for the United Auto Workers union, estimated that with the shift to electric vehicles — or EVs — the [auto industry could lose as many as 35,000 jobs](#).

However, that estimate was published during a GM workers' strike in 2019, and since then the union has ended its strike and reached a new contract with GM, and toned down its concerns about the impending changes. The union also recently issued a report labeled [Taking the High Road](#), in which the union expressed confidence that the transition to electric manufacturing will go smoothly.

But the UAW is calling for car manufacturers and the federal government to ensure that American jobs are protected, and that parts for electric vehicles are not outsourced to other countries.

"As the automotive and tech companies begin to transform the automotive industry, it is important to ensure that companies do not use this shift as an opportunity to turn its back on workers," UAW said in the report. "While everyone is familiar with the high paid leaders in the tech industry — the vast majority of tech workers face a different reality. Electronics manufacturing is generally pushed to low-cost countries, where workers have few rights, while white collar jobs in developed countries are often staffed by temporary or contract workers."

GM officials say they are committed to preserving jobs, and training the existing work force to build the new EV cars.

“We intend to bring our employees along with us through our transformation to an all-electric future,” company spokesman Daniel Flores said in an email. “Some job assignments will change but we will have opportunities for everyone to come along with us in this transformation.”

The company also is [building a battery factory in Ohio](#) in a partnership with South Korean company LG Chem, and also is reportedly considering building a second battery facility as well.

GM’S IMPACT IN TEXAS

[GM can build about one SUV per minute](#) — 1,200 per day — at the Arlington plant, with employees working three shifts six days a week. The company managed to deliver 275,435 vehicles in 2020, despite interruptions caused by the COVID pandemic.

Statewide, more than 13,500 Texans work for GM. In addition to [the Arlington plant](#), the company operates a GM Financial headquarters in downtown Fort Worth, and also runs an IT Innovation Center in Austin.

CITY TAX BREAKS

Arlington city officials say they’re not overly concerned about GM’s switch to zero emissions vehicles. The city is seeking more high-tech jobs for its work force, and GM’s electric assembly line will provide an opportunity for a large number of those jobs, said Jim Parajon, deputy city manager.

GM has received [tax breaks from the city](#) of Arlington over the years. In 2017, the city approved tax breaks with GM and landowner NP Arlington Industrial LLC to build a 1.2 million square foot warehousing and logistics center at the former Six Flags Mall site, not far from the plant.

The logistics center houses GM’s suppliers, so parts can be delivered to the assembly lines in just minutes.

The tax incentive agreements provided NP Arlington a 10-year, 100% abatement of city property taxes on the added value of the logistics center site, which could save the company an estimated \$2.6 million. Another agreement makes NP Arlington eligible for up to \$6 million in grants and up to \$2 million for public infrastructure improvements to the site.

The city also has an incentive deal with GM for a 10-year tax abatement that would forgive 80% of business personal property taxes that the city would have collected. That could save GM an estimated \$2.7 million.

Council members said at the time that the incentives were important because they tied GM to the city for a period of time.

Parajon said the city’s agreement with GM brought in an additional 589 new jobs, in addition to GM’s existing employment base, and those additions are to remain in place until at least 2028.

He said the city has an open dialog with GM and is confident that the company wants to remain in Arlington for many years to come.

“We’re an innovation city,” Parajon said, “so for mobility companies like General Motors that are transitioning to new products, we’re always excited about the opportunity for that job growth and value growth.”

In Subway Vote, Some Council Members Admit Dallas' Transit Priorities Are a Mess

Why did it take such a significant resolution to get on the same page?

By Matt Goodman, D Magazine

The Dallas City Council [made a \\$1.7 billion decision Wednesday](#) that gives a startling look at the dysfunction that plagues transportation planning in this town.

Council unanimously approved a resolution to support the downtown subway project known as D2. That's the \$1.7 billion, at least half of which will be paid for by DART. The other half comes from the feds. But the resolution has layers. It requires DART to coordinate with the city and state in the planning of other major transportation projects. It also orders DART to develop solutions for the muddle created where the subway surfaces in Deep Ellum, a design matter that most of that neighborhood opposes. The City Council will again vote the resolution up or down in 2022, depending on how the next year goes.

The resolution reveals two important things: first, several generational projects have been chugging along without much coordination among them. The resolution finally calls for the city's three largest transportation projects to be planned in concert: D2, the future of I-345, and the redevelopment of Interstate 30. Second, the resolution shows us that DART doesn't much respect resolutions.

Wednesday's meeting—and the committee meetings that preceded it—signal that the City Council hasn't had a priority for its transportation planning strategy. "We don't have a clear vision to articulate what our priorities are for transportation, at least for the City Council," said Councilwoman Cara Mendelsohn, District 12's representative in Far North Dallas. "I hope that we will with, of course, the help of staff and our regional partners, be able to very concisely and clearly articulate what our goals are."

What is going on here? D2 isn't a new project. It has been in the works since 1990, when the city signed an interlocal agreement that asked DART to give it a subway once it met ridership thresholds. (And got the money.) The current alignment received support from Council in 2017, with the proviso that DART let everyone have a look at its designs [once they were 10 percent complete](#). That didn't happen, according to a top city staffer. When DART recently pulled out its plans for Council, they were 30 percent finished — and suddenly a new City Council is wavering on what the body had previously approved.

"In 2019, 2020, we met with DART staff several times," Majed Al-Ghafry, the assistant city manager for infrastructure, told me in February. At the time of our conversation, he was working on crafting the resolution the Council voted on this week. "The problem right now is they've gone to 30 percent design and haven't gone to the City Council, and now they want approval."

DART came back to the City Council in October, broadcasting a need for city approval in order to meet key deadlines for federal funding. But now there were problems with DART's ideas about how D2 should be built, and it started to feel like we had regressed right back to 2015. Back then, DART wanted to make D2 a surface line through downtown Dallas, along Jackson Street, just south of Commerce, permanently disrupting the street in a major way. Hundreds of objectors to that idea put on green shirts bearing a line from *The Warriors*— "Can you dig it?"— and packed into the transit agency's meetings. There were public discussions at the Bomb

Factory, and City Council debated it at length. DART agreed in 2017 to bury the line, securing the first Council resolution in support of the alignment. Public attention has wavered, too. On Wednesday, the real estate developer Scott Rohman and one of his employees were the only two people who signed up to speak ahead of the vote.

The new resolution issued Wednesday orders DART to work on the east side of the subway alignment, which has the line emerging aboveground in Deep Ellum, along Good Latimer. It also includes a “wye” junction at Swiss on Good Latimer, where the lines will converge. The Deep Ellum Foundation, which is made up of business and property owners that fund and manage the neighborhood’s Public Improvement District, doesn’t much care for the current alignment because of the disruption it believes the surface line would cause.

In the resolution, city staff split the project into two zones: Zone A is the west side, which is expected to stay about the same. Zone B is the east. DART has work to do with B, but it’s not clear how much leeway the feds will allow the transit agency; DART can’t spend more than \$1.7 billion. (In an email, Deep Ellum Foundation President Stephanie Hudiburg wrote, “We will be working diligently with our stakeholders, City Council and staff, NCTCOG, DART and TxDOT over the next several months to hopefully devise a workable alternative alignment for D2 on the east side.”)

This is a 2.4-mile track. It will double the light rail system’s capacity by adding a second rail for the Orange and Green lines and alleviate bottlenecks and help during the rare service disruptions.

And yet, here is Councilwoman Mendelsohn in Wednesday’s meeting: “I don’t think a single one of us would say, ‘Oh, D2 is our pressing issue.’” She wants better service for transit-dependent residents. And, indeed, DART is redesigning its bus routes to improve frequency, which is expected to begin next year.

“Every council member, city staff executive, and DART board member should be able to rattle off Dallas’ top five transportation priorities,” Mendelsohn said in a text message. “I hope those will address factors like population density, poverty, transportation dependency, existing rail, employment centers, the full geography of our city, and mobility needs of residents of all ages and abilities.”

But executing D2 will eat up DART’s borrowing power for at least the next 15 years. The question for this City Council would have been whether this was the best project for the current moment, when rail ridership has dropped by 50 percent amid the pandemic. Doubling capacity does not mean doubling ridership. But those conversations didn’t happen in earnest before the weight of federal funding deadlines were bearing down on the agency.

DART’s argument to the city is that the feds have \$800 million they want to put toward the project; the fact that DART will have to spend \$900 million was almost an afterthought.

Meanwhile, the City Council says its transit priorities are cloudy at best.

DART presented a project that is too big to fail and made sure to tell Council that the agency has already spent \$20 million and years of planning. (And to be fair, it has the support of a previous Council, even though the transit agency didn’t fulfill its end of the bargain on updating Council on the project.) This is a new City Council working under the decisions of the prior body.

And this Council hasn't grappled with the enormous transportation projects that will soon be underway.

That's alarming, considering what's happening around downtown. There is the D2 subway, but also talks of expanding streetcars from Oak Cliff into downtown. The Texas Department of Transportation is studying the feasibility of burying or tearing out I-345, the freeway that separates downtown from Deep Ellum and that will be a neighbor of D2. Interstate 30 is being redone in the Canyon and points east, which will likely result in a depressed freeway through East Dallas. Parks and green space and renovations are being built at Fair Park. DART is also redesigning its bus system to provide more frequency in the hopes of creating a more reliable, usable bus network.

And only now, after years of planning, are they formally tied together.

"The idea is to really integrate I-30, 345, and D2, to open up that whole area for something much greater," Al-Ghafry told me in our February chat. "That is the long-term plan, but the idea was to really do this visioning along with D2 so if it's going ahead of other projects it's not in conflict with them."

Whether D2 is best for the city is almost beside the point. There has been a breakdown between the city and its transit partner, and now the city has been backed into a corner. Deep Ellum probably won't get what it wants without another funding source; DART has said it will not spend more than \$1.7 billion and fixing the neighborhood's concerns will almost certainly sail past that. Nevertheless, DART's messaging worked: \$800 million is indeed up for grabs.

"I just can't see myself going away from an opportunity for such a large investment of federal dollars to mass transit improvement in our city when we know we need mass transit improvement in our city," said Councilman Adam Bazaldua, who represents South Dallas and Fair Park.

And yet, most council members who spoke on the record asked more about improving bus service for residents who need it to get to work, the doctor's office, worship, or the grocery store.

The resolution includes common sense requirements, like monthly updates. And now, it calls upon the city, TxDOT, DART, and the North Central Texas Council of Governments to plan the large transportation projects in concert. Meanwhile, DART is going to return to planning its engineering and applying for federal dollars. Its interim president, David Leininger, anticipated spending another \$5 million to \$10 million on something yet another City Council may vote against.

Michael Morris, the transportation director for the NCTCOG, urged the City Council to approve the resolution. "You're holding the cards," Morris said in Wednesday's meeting. "Let us work on a horizontally integrated vision."

It's stunning that this integration hasn't been happening all along.

Here's why Lockheed's F-35 program remains vital to U.S. security, Fort Worth economy

By Robert Martinez, Jr., Fort Worth Star-Telegram

Growing up as a kid in Fort Worth, I dreamed of joining the Navy to protect our nation. I enlisted in the U.S. Navy after high school, and after completing my tour of duty, I searched for another way to serve our country back in my hometown.

Fortunately, I was hired as an aircraft assembler on the F-16 production line at Lockheed Martin's Fort Worth division. Since World War II, [Fort Worth has been synonymous with providing technologically advanced airplanes](#) to our armed services.

I felt an enormous sense of American and Texas pride for making one of the world's most successful, combat-proven fighters in our nation's history. While working at the Fort Worth plant, I became a member of the [International Association of Machinists and Aerospace Workers](#) (IAM) Local 776A.

The brotherhood and sisterhood exemplified by IAM Local 776A continue to contribute to the success of the F-16 program significantly. The Fort Worth plant's dedicated men and women produced 3,630 aircraft before the last F-16 came off the line in 2017.

The Fort Worth production facility's pride [continues with the F-35 program](#). Since its inception, Machinists Union members have proudly built the F-35 Joint Strike Fighter, our nation's only fifth-generation stealth aircraft currently in production. The F-35 is a critical element of American air superiority for three U.S. military services.

The plane is also a vital weapon system for our most important allies. Once again, our city plays an outsized role in maintaining the peace.

But the F-35 is more than a fighter jet. It is a lifeline to a better life for thousands of working families in Fort Worth. The Biden administration and Congress should not entertain any conversations about cutting back on the number of F-35 aircraft for our armed services. The F-35 continues to be the only fighter in production capable of surviving in contested environments and ensuring that pilots return home safely.

The F-35 program is also an economic engine for Fort Worth, our state and the nation. This mature program supports more than 254,000 direct and indirect American jobs and about 1,800 first-tier suppliers across the country, not to mention the suppliers that support them. It generates an annual economic impact of more than \$49 billion in the U.S.

The program also fuels significant economic activity across Texas. More than 110 of the program's suppliers are located in our state, and the program is responsible for more than 55,000 direct and indirect jobs in Texas. This investment amounts to more than \$10 billion in our Texas economy. The economic impact of the F-35 program continues to grow.

Yet, some short-sighted politicians refuse to see the national security and economic benefits of the F-35 program by threatening to reduce funding for the program. Our country can't afford to lose the military advantages derived from the F-35. Production cuts threaten the economic future of our community as well as in countless other communities across the state and nation.

The economic vitality of Fort Worth depends on continued support for the F-35. Let's rally behind the program.

The F-35 program strengthens national security, enhances global partnerships, and powers economic growth. We are proud to represent workers across the country who produce, deliver, maintain and support this critical defense program. From production workers in Fort Worth to suppliers in nearly every state and maintenance depots from coast to coast, the F-35 program creates high-quality Machinists Union jobs.

Our members will continue to increase our efficiency on the assembly line and lower our nation's and customers' costs across the world. The Machinists Union will stand in unity with our Texas Congressional delegation, friends in Congress, and Lockheed Martin to protect our country while securing a bright economic future for Fort Worth families.

Dallas City Council approves DART D2 Subway resolution

The resolution includes a commitment to continue to work towards addressing community concerns on the east end of the alignment.

By Mass Transit

The Dallas City Council has unanimously approved a resolution supporting the Dallas Area Rapid Transit (DART) D2 Subway Project, a second light-rail line that will run through downtown Dallas and extend from Victory Park to Deep Ellum.

The resolution includes a commitment to continue to work towards addressing community concerns on the east end of the alignment.

"The DART D2 Subway project is an important regional project," said Paul N. Wageman, chair of the DART Board of Directors. "The second light rail alignment through downtown Dallas is a long-term investment in mass transit to support both the city's and the region's goals of a more walkable, transit-oriented and sustainable region. The DART Board appreciates the Dallas City Council's continued support of this transportation initiative."

The Dallas-Fort Worth area continues to experience unprecedented growth, with new businesses and residents moving to the area every day. The primary purpose of the D2 Subway project is to add long-term passenger carrying capacity to the DART light-rail system and provide operational flexibility and added reliability--especially important for the thousands of riders that use the DART system every day to get to work, services and school.

DART began planning for the D2 Subway project in 2007 and [the 30 percent level of preliminary design was completed in October of 2020](#). DART will continue to work with the Federal Transit Administration (FTA) to request re-entry into the Capital Investment Grant program engineering phase as a core capacity project. The first step in this process will be for the FTA to issue the Final Environmental Impact Statement/Record of Decision along with the 30 percent design package. Public, agency and stakeholder involvement will continue to be integral to the process.

"The DART D2 Subway project demonstrates a commitment to strengthening the DART system and creating a more transit-oriented and accessible network for the benefit of our riders and the residents of North Texas," said Wageman. "The next several months will be focused on continuing the collaborative, multi-agency effort among DART, the city of Dallas, the North Central Texas Council of Governments and [Texas Department of Transportation] to evaluate any proposed refinements, enhancements, and/or modifications to the east end of the corridor in coordination with stakeholders."

Federal Stimulus Money Could Improve Dozens of North Texas Roads

By Ken Kalthoff

North Texas transportation planners and contractors are gearing up for a big windfall from the infrastructure stimulus spending President Biden unveiled Wednesday.

Members of Congress are debating how large the spending should be, but most agree an infrastructure improvement plan of some size is necessary.

North Texas would be eligible for a large amount.

The North Central Texas Council of Governments maintains a long list of potential transportation projects.

“It’s exciting these conversations, for not just the size of the programs, but is there an opportunity to tear down traditional silos and create a new greater vision,” NCTCOG Transportation Director Michael Morris said.

For instance, Morris said improved internet access may be considered a green transportation option that saves people from driving.

“We possibly may be talking about equal access to the internet, maybe as a transportation mode,” Morris said.

President Biden also asked for spending on technology breakthroughs on climate issues, with a substantial portion of the money devoted to Historically Black Colleges and Universities, like Paul Quinn College in Southern Dallas.

“I’m really excited about that,” said Dallas building contractor Greg Cody. He attended a Historically Black University in North Carolina.

Today he is the owner of GCC Enterprises which teamed up with a Hispanic-owned firm Azteca on a renovation project, preparing for bigger things to come.

“It just goes to show if we pool our resources together, we can come up with something that increases our capacity,” Cody said.

The Regional Black Contractors Association of Dallas is working to promote inclusion for minority-owned businesses in this big economic stimulus plan.

“This is an opportunity to create jobs and we want to look for ways to say yes as opposed to shut people out,” RBCA President Kim Shaw said.

Among the big projects that could be in line for federal money is the complete reconstruction of the I-30 Canyon in Dallas. Deck parks are proposed to bridge the downtown segment of I-30 to the Cedars neighborhood that got cut off in the original freeway construction.

A bigger vision also removes the elevated roadway that divides downtown from Deep Ellum.

Adding technology for autonomous vehicles of the future and reconnecting neighborhoods could boost favor with the Biden Administration.

“Interstate 30 is a perfect example that I believe checks all the boxes,” Morris said.

Other examples of big transportation projects from the NCTCOG that could get a boost include:

*High Speed Rail: Dallas to Houston

*High Speed Rail: Dallas to Fort Worth

*Autonomous Transit (Tarrant, Midtown)

*Technology (Freeway Induction Loops)

*State Highway 183 (Section 2E+)

*Y Connector (IH820/IH20)

You can view the entire agenda here

- <https://www.nctcoq.org/nctcq/media/Transportation/Committees/STTC/2021/agenda-packet-mar.pdf?ext=.pdf>.

On the first page, click the link about 3/4 the way down the page that says "Electronic Item 3.1"

<https://www.nbcdfw.com/news/traffic/transportation-planners-and-contractors-watch-federal-stimulus-money/2594350/>

High-speed rail among three transportation modes under study

By City of Fort Worth

Capable of traveling up to 250 miles on a fixed schedule, high-speed rail's operational readiness is among its strengths, according to North Central Texas Council of Government's study team leading the DFW High-Speed Transportation Connections Study.

Also under intense review are magnetic levitation, called Maglev, and hyperloop technologies. Early on, conventional rail and higher-speed rail services were eliminated as possible transportation modes due, in part, to their travel times of more than 20 minutes for the 31-mile trip between Dallas and Fort Worth.

The first high-speed rail system, known as the Shinkansen, or "bullet" train, began operations in Japan in 1964. Today, Japan has a network of nine high-speed rail lines serving 22 of its major cities, carrying more than 420,000 passengers on a typical weekday. The railway has never had a passenger fatality or injury due to accidents.

High-speed rail is now under development in the United States as well. The first high-speed rail system in the U.S., located in California, is currently under construction, but the first phase, connecting San Francisco to Los Angeles and Anaheim, is not expected to be completed until 2029.

Texas Central Railroad is also planning a Shinkansen high-speed rail line between Dallas and Houston, with a goal to be operational in 2026.

[Learn more about the DFW High-Speed Transportation Connections Study.](#)

Texas high-speed rail could be first in line for funding from Biden, Congress

By Gordon Dickson, Fort Worth Star-Telegram

The federal government is serious about spending money on high-speed rail, and Texas could be among the first beneficiaries.

The recent interest in investing in bullet trains capable of going 200 mph or faster comes at a time when many Texans — after hearing promises about high-speed rail for the past 12 years — are skeptical that such a project will ever come to fruition.

But Transportation Secretary Pete Buttigieg is talking up the potential of using modernized passenger trains to revolutionize the way people travel across the Lone Star State. And several members of Congress, including a former official with the proposed Texas Central Railway high-speed rail project who now represents Massachusetts in the House of Representatives, have filed a bill that would provide \$205 billion in funding for projects nationwide over the next five years.

The Texas Central Railway project, which is backed by private investors, would provide a high-speed rail connection from downtown Dallas to Houston, using the same technology as [Central Japan Railway Co., also known as JR Central](#).

Several other projects are under study in Texas as well.

One proposal would extend high-speed rail from the Texas Central Railway station in Dallas to Arlington and Fort Worth — with possible future connections to Austin, San Antonio and perhaps Monterrey, Mexico.

The Regional Transportation Council, the Dallas-Fort Worth area's federally-recognized planning body, also is making a pitch for a Hyperloop test track to be built in the region.

Hyperloop is a new, yet unproven technology in which a very small amount of electrical energy is used to power a magnetic system that allows passenger pods to travel at incredible speeds inside a tube.

Buttigieg championed Texas high-speed rail during several recent public appearances, including during a Wall Street Journal podcast March 23 in which he mentioned the state by name without being prompted.

“I mean, if you just imagine what it would mean for Minneapolis and Milwaukee and Chicago and Louisville and Cincinnati and Detroit and all these cities, all to be within a swift ride of each other,” Buttigieg said on The Journal podcast last week. “But also think about Texas, think about what it would mean in Texas to have excellent high speed rail.”

When asked if his vision for rail was achievable in a bipartisan infrastructure bill, the former South Bend, Ind. mayor and Democratic presidential candidate replied that it was unacceptable for the U.S. to lack a passenger rail system on par with other countries.

“Yeah, I mean, my question is, when it comes to rail, why should Texas be inferior to China?” he said. “And I’m going to keep putting it that way and see if it resonates.”

A few days earlier, Buttigieg also expressed support for Texas high-speed rail during the [South By Southwest conference](#), which this year was held virtually.

The Biden administration is expected to soon introduce a \$3 trillion economic plan that could include a record amount of funding for development of high-speed rail.

And several members of Congress have filed a bill dubbed the [American High-Speed Rail Act](#) that would provide \$41 billion annually for five years. Among those members is Rep. Seth Moulton, D-Mass., who in the early 2010s lived in the Dallas area and served as a managing director with Texas Central Railway.

The American High-Speed Rail Act would create at least 2.6 million jobs over five years, Moulton said.

“High-speed rail is faster, cleaner, safer and better for our economy,” Moulton said in a statement. “It will connect people to more jobs in new places, give Americans freedom and choice in how they travel, and put us on par with the rest of the world.”

In addition to the \$41 billion in annual federal grants available for rail projects, the bill would provide incentives worth \$38 billion for high-speed rail construction, he said.

Projects would be prioritized on a variety of factors to determine if they qualify for funding. Some of the priorities include providing rail to communities that aren't well-served by airlines, connecting cities with a high volume of traffic with 750 miles of each other and connecting “hot job markets” to communities where housing is affordable, according to information on [Moulton's website](#).

Carlos Aguilar, chief executive officer of the company building the Texas Central Railway project, said Texas could become the first state in the U.S. to open its high-speed rail line.

“We at Texas Central look forward to bringing the very first high-speed rail system to the nation!” Aguilar said in a statement.

Other states where high-speed rail projects are in various stages of development include California, Florida and Nevada.

DMV Leaders Want to Turn “Commuter Rail” into “Regional Rail”

By Sandy Smith, Next City

This columnist, you may have noted, prefers to call what most Americans know as “commuter rail” by a different term: “regional rail.” As anyone who uses the commuter networks in New York, Boston or Philadelphia knows, the two are different creatures. In Philadelphia, whose transit agency already uses that phrase to refer to its suburban rail network, residents have access to regional trains throughout the day, at regular intervals, for nearly 18 hours a day.

That’s a far cry from the highly directional, peak-oriented service offered by most U.S. suburban rail systems. And a growing number of riders, planners and advocates say that running commuter rail the way they do in Europe, where regional trains operate frequently on multiple lines between core city and suburbs, would have a transformational effect on both metropolitan economies and the lives of city residents who lack convenient access to suburban job sites.

That’s the argument business leaders in the Washington/Baltimore/Richmond region are using to make the case for turning the two commuter rail systems there into a single, seamless regional rail network.

Meanwhile, in Dallas, the nation’s largest light metro system, DART, has been working on a second route downtown for some time now in order to unclog the congested street-running segment downtown. The Dallas City Council has just signed off on the agency’s plan to build a new downtown subway, provided it can redesign one end of it in cooperation with neighborhood residents and business leaders who object to the current design. While the project may still be valuable even after a pandemic-induced drop in ridership, the vote also revealed some confusion over just what Dallas should be doing right now to improve transit service.

New York Times columnist Farhad Manjoo has an answer: Throw money at the buses.

Buses [trigger status anxiety](#) in the minds of many Americans, which is one reason why rail transit proposals tend to garner more enthusiastic support from the public than proposals to improve bus service do. But many now argue that the money we spend on improving mass transit would be better spent beefing up bus service than laying more track. Manjoo says that the Biden Administration’s clear interest in dramatically improving the quality of mass transit service presents a golden opportunity to do so faster and for far less money than building lots of rail (or road) infrastructure would cost.

DMV Business Leaders Say It’s Time for a Unified Regional Rail Network; Civic Leaders Say It’s Time to Make the Metro Free

One problem several of our largest metropolises have is: Their territory extends across state lines, but their transit systems don’t. While this may not pose much of a problem for riders in one state who simply ride into the core city center on a service run by an agency in their state, it does make getting around the entire region more complicated than it ought to be.

That’s the case for regional rail in the Washington-Baltimore conurbation. Even though Washington’s rapid-transit system makes getting around “the DMV” a breeze, the regional rail lines operated by the states of Maryland and Virginia could make getting around a much larger region, extending all the way from the Susquehanna River in northeast Maryland to the James

River in central Virginia and as far west as West Virginia, just as convenient if only the services were run as a unified whole.

The Greater Washington Partnership, an alliance of business leaders from Baltimore to Richmond, has taken it upon itself to push for that unification. The group says that its “[Capital Region Rail Vision](#)” would create a stronger regional economy, increase rail ridership and increase access to both jobs and affordable housing for the region’s Black, Hispanic and lower-income residents.

Key elements of the vision include through-running of Maryland Area Rail Commuter (MARC) and Virginia Railway Express (VRE) trains, a single unified fare and operational structure for both services, and dramatically increased frequencies and hours of service, including all-day service on both MARC and VRE, night and weekend service, and 15-minute-or-shorter intervals between peak-hour trains. In short, the partnership seeks to turn what is now two commuter rail services into a true regional rail network along the lines of those serving New York and Philadelphia.

[A Washington Post story on the proposal](#) asks whether this vision is achievable but notes that the stars appear to be lining up favorably. Maryland officials have already pledged to pursue through-running of MARC trains into Virginia, Virginia is committed to making rail transit a higher priority in state transportation planning, and the heads of the transportation departments in both states and the District of Columbia are on record as supporting the idea.

The price tag for all this? \$23 billion, according to the Post article. That amount includes \$14 billion worth of infrastructure improvements, including two bottleneck-removal projects already in the works: a second Long Bridge across the Potomac and replacement of the ancient and deteriorating Baltimore & Potomac tunnels west of Baltimore Penn Station.

There’s no price tag as of now for making Washington’s Metro system free, but NBC4 Washington (WRC-TV) [reports](#) that some local officials and riders say that’s what’s needed, at least for now, to bring riders back to the trains and buses.

Alexandria Mayor Justin Wilson is quoted in the story as saying that picking up the tab for free transit service poses less of a challenge now than it would have one year ago. Noting that the buses have been fare-free for most of the pandemic, he told NBC4, “Right now, I can say in Alexandria, funding that, if you will, is not as big of a nut as it was a year-and-a-half ago.” The Washington Metropolitan Area Transportation Authority says that it has lost as much as \$2 million a day in fare revenue due to reduced ridership during the pandemic.

Dallas Council OK’s DART Downtown Subway — With a Caveat

Both [Railway Age](#) and sister publication [Railway Track & Structures](#) report this week on the Dallas City Council’s vote to support the construction of a downtown subway tunnel for Dallas Area Rapid Transit (DART) light-rail trains.

The subway project, known as “D2,” would eliminate a bottleneck that has trains on DART’s four lines through downtown Dallas crawling along Pacific Avenue and Bryan Street downtown. The D2 subway will carry two of the four lines under Griffin and Commerce streets, with three new underground stations, one new surface stop and a fifth new station replacing the present Deep Ellum station.

In the works since 2007, the second downtown route for DART trains is portrayed by DART officials as key to making both downtown Dallas and the Dallas side of the Dallas-Fort Worth Metroplex easier to get around and environmentally sounder.

“The DART D2 Subway is an important regional project,” DART Board of Directors Chair Paul N. Wageman said in a statement appearing in both reports. “The second light rail alignment through downtown Dallas is a long-term investment in mass transit to support the city’s and the region’s goals of a more walkable, transit-oriented and sustainable region. ...

“The next several months will be focused on continuing the collaborative, multi-agency effort among DART, the City of Dallas, the North Central Texas Council of Governments and TxDOT to evaluate any proposed refinements, enhancements, and/or modifications to the east end of the corridor in coordination with stakeholders. The DART Board appreciates the Dallas City Council’s continued support of this transportation initiative.”

That part about “modifications to the east end of the corridor” brings up the wrench that has kept this project from advancing faster.

D Magazine’s [report](#) on the vote calls it a decision “that gives a startling look at the dysfunction that plagues transportation planning in this town.” In giving the D2 tunnel its blessing, Dallas City Council also required that DART sit down with Deep Ellum residents to produce a tunnel portal and station the neighborhood could live with. The neighborhood just east of downtown Dallas is a renowned entertainment district that was once home to a sizable Black population but has since been repopulated with more affluent white residents.

D’s history of the D2 project notes that the city originally called on DART to build a subway once traffic warranted one back in 1990. But in 2015, a few years after that threshold had been crossed, the agency submitted a proposal for a second surface route to the city instead. That proposal would have closed one downtown street to other traffic completely, and the plan didn’t sit well with city residents who wore T-shirts to meetings asking the agency, “Can you dig it?” Then, once DART did submit a subway plan, it failed to comply with city requests to submit designs for Council and public review as work progressed, opting instead to release plans only as a deadline for obtaining federal funding loomed. The council’s vote this week was intended to enable DART to beat that deadline.

Furthermore, the article notes, some Council members aren’t even certain that D2 should be the city’s top transit priority right now. Councilmember Cara Mendelsohn, who represents a district in affluent North Dallas, said at the meeting where Council took its vote, “I don’t think a single one of us would say, ‘Oh, D2 is our pressing issue.’” According to the magazine, she would prefer that DART improve service for its transit-dependent riders first. (The article notes that DART is working on a bus network redesign that should increase bus frequency; the reworking is set to be implemented next year.)

Council gave DART one year to work things out in Deep Ellum. It plans to take another vote on the D2 project in 2022, and the outcome of that vote will depend on progress made on that matter.

Now’s the Time to Spend Big on Buses, Columnist Argues

“The Holy Grail of Transportation Is Right in Front of Us,” reads the headline over New York Times opinion columnist Farhad Manjoo’s March 18 [column](#).

That Holy Grail, Manjoo argues, would instantly make getting around our cities faster, more convenient, and environmentally friendlier for millions more Americans than doing so is now. All it would take is \$17 billion a year. That money, they argue, is all it would take to give every city of 100,000 or more in the United States bus service that people would want to use. “All we’ve got to do is buy more buses, hire more bus drivers and, in some places, give buses special privileges on the road. All we’ve got to do is care enough to build bus systems that work,” they write.

Several obstacles stand in the way of achieving this transit nirvana, however. One is the heavy tilt of federal transportation funding towards projects meant to move cars. Another is the federal government’s willingness to pay to build transit systems but not help run them.

And then there’s the image problem buses have in the eyes of much of the public, even the bus riders themselves. Manjoo writes, “Buses are old and boring. They rarely attract champions in the media or in government. Even among riders, a kind of hopelessness clings to them. ‘We’ve lived with subpar service for so long that it’s hard for people to rally around improving it,’ an advocate told [The Los Angeles Times in 2019](#).” (Perhaps ironically, Los Angeles is the city where bus riders did force improvements in bus service that caused ridership to soar, just as Manjoo argues that it will with this kind of investment. How quickly the riders and the Los Angeles Times forget.)

Manjoo’s conversion on this subject came on a visit to London last year, just before the pandemic hit. There, they encountered a city where buses traveled quickly on streets kept free of congestion thanks to a core-city congestion charge. And there were lots of them, too, enough to ensure very short waits on most lines. Bus stops displayed real-time next-vehicle information, fares were integrated with the Tube, and most of the buses ran on electricity or hydrogen fuel cells. “For many of my trips, the bus was my best option,” they write.

All of this is within reach of any American city willing to spend the money to produce it, they argue, and it doesn’t require the high-tech software the transportation network companies, and transit-on-demand providers have invested in. All it would take is a large shove from Washington, which appears ready to provide it if only we could get this message to the people in charge.

More than 1,200 bridges in Fort Worth area need to be replaced, road group says

By Mary Dimitrov, Fort Worth Star-Telegram

More than 7,000 bridges in the Fort Worth area need to be repaired, including 1,250 that should be replaced, according to a recent report from the American Road & Transportation Builders Association.

The proposed repairs total almost \$5 billion.

“The cost to repair data is submitted by states and collected by the Federal Highway Administration,” said John Schneidawind, the association vice president of public affairs. “We use that to estimate the cost to repair each structure where the inspection report indicates work needs to be done.”

The association considers bridges to be structurally deficient if one or more of their key structures is rated in poor or worse condition by the U.S. Department of Transportation’s National Bridge Inventory database.

Despite bridges being deemed structurally deficient, drivers shouldn’t worry about using them, though they might not be safe to use in the future.

“Structurally deficient bridges are not unsafe but do need to be fixed and are considered to be in poor condition,” Schneidawind said. “If there are safety concerns about a bridge, the state or local government will take steps to reduce traffic or weight on the structure.”

President Joe Biden’s \$2 trillion infrastructure plan, released Wednesday, could address some of Texas’ infrastructure issues, including bridges.

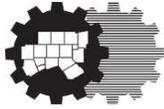
“It will fix the 10 most economically significant bridges in the country in need of reconstruction,” the plan read, but didn’t detail which bridges. “It also will repair the worst 10,000 smaller bridges, providing critical linkages to communities.”

Republicans and Democrats were divided about the plan.

“The congresswoman’s goal is to work on bipartisan solutions that would make a real difference for Texans but unfortunately the administration put forth a trillion-dollar partisan proposal that does little to accomplish this and instead raises taxes and leaves Texans subsidizing projects from San Francisco to New York,” said Andrea Coker, a spokesperson for Rep. Beth Van Duyne, R-Texas.

But Rep. Marc Veasey, D-Texas, said the plan “will make the lives of these folks easier by improving the forms of transportation that they travel on by making historic investments in our nation’s infrastructure, all while creating good-paying jobs for Americans that have been hurt by the pandemic.”

Despite the differing political opinions, Biden’s plan “will accelerate a long overdue conversation about how to modernize our roads, bridges, public transit and other infrastructure systems,” ARTBA President and CEO Dave Bauer said.



North Central Texas
Council of Governments



PRESS RELEASE

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North Texans Encouraged to Look Out for People Walking and Biking

Campaign provides tips for making roadways safer for all users

March 4, 2021 (Arlington, Texas) – Activity on the region’s bicycle-pedestrian trails has increased substantially since the coronavirus pandemic began in March 2020. Trails across Dallas-Fort Worth experienced a boost of over 70% last spring, and activity remained strong throughout last year.

As spring approaches, both the trails and streets of North Texas are likely to see increased activity from bicyclists and pedestrians. More people biking and walking puts a greater focus on the importance of safety for all users of the transportation system. Look Out Texans, a regional public safety and education campaign, is sharing tips to encourage everyone to help make the region’s roads safer for drivers, bicyclists and pedestrians.

Throughout the spring and summer, the campaign will use a variety of tools to reach those most at risk for being in a crash, while also reminding the general public of the importance of roadway safety.

Look Out Texans features tips to help people bicycling, walking and driving understand how they should interact together to improve safety on area roads. For example, drivers are reminded to yield for people in crosswalks and to give three feet of space when passing a bicyclist. Data shows that people between 23-33 years of age are most likely to be involved in pedestrian crashes, and that most fatalities happen in the dark.

Whether in an urban, suburban or rural setting, bicyclists and pedestrians are sharing the roads with drivers, and all users need to remain alert. Interactions between drivers, bicyclists and pedestrians could occur just about anywhere in the region, especially with the increases seen in active transportation in the past year. Wherever they are, everyone should be respectful and look out for one another.

Look Out Texans campaign efforts enhance the work of local, State and federal transportation partners who are focused on improving reliability and safety for all road users through roadway design solutions and greater awareness of how people can bike, walk and drive safely. The North Central Texas Council of Governments is coordinating Look Out Texans for cities and transportation partners across the region. It comes at a time when motor vehicle crashes that

involve people bicycling and walking are increasing in North Texas. Between 2015 and 2019, there were more than 10,500 such reported vehicle crashes with pedestrians and bicyclists, resulting in 864 fatalities in the Dallas-Fort Worth region.

Consequently, the Federal Highway Administration has designated both Dallas and Fort Worth as two of its 35 Pedestrian-Bicycle Focus Cities, which were selected based on high rates of crash fatalities.

For more information about the Look Out Texans campaign, including tips that can help make the roads safer for all, visit www.LookOutTexans.org. Follow the campaign on Facebook, Twitter and Instagram using #LookOutTexans.

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.

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COVID-19 #00X Infrastructure Program (Round 4)
Funding Recommendations: Bicycle-Pedestrian

DRAFT

COVID-19 ID#	Implementing Agency	City	Project/Facility	Limits	Project Scope	Fiscal Year	Phase	Proposed Funding					Scoring					Comments
								Federal CMAQ (CAT 5)	Federal STBG (CAT 7)	Local	Transp. Dev. Credits (TDCs)	Total Proposed Funding	Regional Network Connectivity/ Strong Context Design	Implementation of Mobility Plan	Safety	Regional Partnership	Total	
Projects Recommended for Funding																		
#052	Dallas	Dallas	Various	Preston Road from East Northwest Highway to Walnut Hill Lane; Douglas Avenue from Colgate Avenue to Northwest Highway	Construct sidewalks	2023	C	\$1,160,000	\$0	\$290,000	-	\$1,450,000	25	25	25	25	100	
								\$1,160,000	\$0	\$290,000	-	\$1,450,000						
#053	Dallas	Dallas	Various	Pine Street from US 175 to Malcolm X Boulevard; Hatcher Road from US 175 to 2nd Avenue	Construct sidewalks	2022	E	\$120,000	\$0	\$30,000	-	\$150,000	25	25	25	25	100	Related to TR Hoover Center
						2023	C	\$600,000	\$0	\$150,000	-	\$750,000						
								\$720,000	\$0	\$180,000	-	\$900,000						
#054	Fort Worth	Fort Worth	Bomber Spur Trail	Calmont Avenue to US 377	Construct shared use path, including pedestrian crossings over Camp Bowie and US 377	2024	C	\$4,720,000	\$0	\$180,000	800,000	\$4,900,000	25	25	25	25	100	City of Fort Worth MTP Policy Bundle TDCs to be utilized partially in lieu of a local cash match
								\$4,720,000	\$0	\$180,000	800,000	\$4,900,000						
#055	Lewisville	Lewisville	Denton to Dallas Trail	DCTA Hebron Station to Carrollton City Limits	Construct shared use path	2025	C	\$2,400,000	\$0	\$0	480,000	\$2,400,000	25	25	25	25	100	City of Lewisville MTP Policy Bundle TDCs to be utilized in lieu of a local cash match
								\$2,400,000	\$0	\$0	480,000	\$2,400,000						
#056	Midlothian	Midlothian	Midlothian to Waxahachie Trail	Segment 1: From Midlothian Parkway to US 287; Segment 2: From Bryan Place to Trail Bridge #6; Segment 3: From Shady Grove to Plainview Road	Engineer all three segments, construct shared use path for segment 1	2023	E	\$720,000	\$0	\$180,000	-	\$900,000	25	25	25	25	100	
						2025	C	\$1,600,000	\$0	\$400,000	-	\$2,000,000						
								\$2,320,000	\$0	\$580,000	-	\$2,900,000						
#057	Plano	Plano	Breckinridge Trail	Bradshaw Drive to future Shiloh Road Silver Line Station	Construct shared use path	2022	E	\$1,000,000	\$0	\$0	200,000	\$1,000,000	25	25	25	25	100	City of Plano MTP Policy Bundle TDCs to be utilized in lieu of a local cash match
						2023	C	\$3,200,000	\$0	\$0	640,000	\$3,200,000						
								\$4,200,000	\$0	\$0	840,000	\$4,200,000						
#058	Waxahachie	Waxahachie	Midlothian to Waxahachie Trail	Getzander Park to FM 875	Construct shared use path	2023	E	\$520,000	\$0	\$130,000	-	\$650,000	25	25	25	25	100	
						2024	R	\$960,000	\$0	\$240,000	-	\$1,200,000						
						2025	C	\$2,600,000	\$0	\$650,000	-	\$3,250,000						
								\$4,080,000	\$0	\$1,020,000	-	\$5,100,000						
Grand Total								\$19,600,000	\$0	\$2,250,000	2,120,000	\$21,850,000						

Green shaded projects are recommended for funding
Projects that are not shaded are not recommended for funding

**COVID-19 #00X Infrastructure Program (Round 4)
Funding Recommendations: Bicycle-Pedestrian**

DRAFT

COVID-19 ID#	Implementing Agency	City	Project/Facility	Limits	Project Scope	Fiscal Year	Phase	Proposed Funding					Scoring					Comments
								Federal CMAQ (CAT 5)	Federal STBG (CAT 7)	Local	Transp. Dev. Credits (TDCs)	Total Proposed Funding	Regional Network Connectivity/ Strong Context Design	Implementation of Mobility Plan	Safety	Regional Partnership	Total	
Projects Not Recommended for Funding																		
	Dallas	Dallas	Abrams Road	Mockingbird Lane to Richmond Avenue	Construct new sidewalks and widen existing sidewalk	2023	E	\$400,000	\$0	\$100,000	-	\$500,000	15	20	25	10	70	
						2025	C	\$4,400,000	\$0	\$1,100,000	-	\$5,500,000						
								\$4,800,000	\$0	\$1,200,000	-	\$6,000,000						
	Terrell	Terrell	VA	Broad Street from Frances Street to Delphine Street; Grove Street from Hattie St to SH 34; West Cottage St from Rockwall Ave to Delphine St; Rochester from Medora to Virginia Street; Rockwall Ave from Alley Road to Cottage; Medora from Grove St to Rochester; Frances St from Alley Rd to Rochester; Catherine St from Alley Rd to Rochester; Adelaide from Alley Rd to Rochester; Virginia St from Alley Rd to Rochester; Delphine from Moore to Cottage	Construct sidewalks	2023	C	\$750,000	\$0	\$0	150,000	\$750,000	15	20	20	15	70	
								\$750,000	\$0	\$0	150,000	\$750,000						
	Dallas	Dallas	White Rock Trail	Royal Lane to Lawther Lane	Reconstruct various segments of trail		E	\$800,000	\$0	\$200,000	-	\$1,000,000	10	5	0	0	15	
							C	\$8,000,000	\$0	\$2,000,000	-	\$10,000,000						
								\$8,800,000	\$0	\$2,200,000	-	\$11,000,000						
	Everman	Everman	TBD	TBD	Construct/reconstruct sidewalks			\$0	\$0	\$0	-	\$0	0	10	10	0	20	
								\$0	\$0	\$0	-	\$0						

FY	RTR	CMAQ	STBG
2022	\$0	\$1,120,000	\$0
2023	\$0	\$6,200,000	\$0
2024	\$0	\$5,680,000	\$0
2025	\$0	\$6,600,000	\$0
Total	\$0	\$19,600,000	\$0
Grand Total		\$19,600,000	

	West	East	West %	East %
CMAQ	\$4,720,000	\$14,880,000	24%	76%
STBG	\$0	\$0	0%	0%
RTR	\$0	\$0	0%	0%
Overall	\$4,720,000	\$14,880,000	24%	76%
Grand Total	\$19,600,000			

**COVID-19 #00X Infrastructure Program (Round 4)
Funding Recommendations: Complete Streets**

DRAFT

COVID-19 ID#	Implementing Agency	City	Project/Facility	Limits	Project Scope	Fiscal Year	Phase	Proposed Funding					Scoring				Comments	
								Federal CMAQ (CAT 5)	Federal STBG (CAT 7)	Local	Transp. Dev. Credits (TDCs)	Total Proposed Funding	Regional Network Connectivity or Strong Context Design	Consistency with Mobility Plan	Safety	Regional Partnership		Total
Projects Recommended for Funding																		
#059	Balch Springs or Dallas County	Balch Springs	Hickory Tree Road	Lake June to Elam Road	Reconstruct from 2 to 3 lanes with pedestrian improvements, including sidewalks and a sidepath	2022	E	\$0	\$800,000	\$0	160,000	\$800,000	25	25	25	25	100	In addition to proposed engineering funding, \$500,000 has already been approved for this project; Regional TDCs to be utilized in lieu of a local cash match; Local contribution to be paid by Dallas County (MCIP funds)
						2023	R	\$0	\$864,000	\$216,000	-	\$1,080,000						
						2024	U	\$0	\$0	\$165,000	-	\$165,000						
						2025	C	\$1,000,000	\$5,038,300	\$4,961,700	-	\$11,000,000						
								\$1,000,000	\$6,702,300	\$5,342,700	160,000	\$13,045,000						
#060	Terrell	Terrell	Moore Avenue (US 80)	Bradshaw Street to Burch Street	Restriping 4 to 4 lanes with pedestrian improvements including construction of pedestrian/ADA ramps and crosswalks, bulb outs at intersections, and traffic signal improvements	2021	E	\$0	\$0	\$120,000	-	\$120,000	20	25	15	25	85	City of Terrell MTP Policy Bundle TDCs to be utilized in lieu of a local cash match
						2023	C	\$600,000	\$600,000	\$0	240,000	\$1,200,000						
								\$600,000	\$600,000	\$120,000	240,000	\$1,320,000						
#061	Terrell	Terrell	Virginia Street (Spur 226)	Brin Street to Rochester Street	Restriping 2/4 to 2/4 lanes with pedestrian improvements including construction of pedestrian/ADA ramps and crosswalks, bulb outs at intersections, and traffic signal improvements	2023	C	\$200,000	\$0	\$0	40,000	\$200,000	20	25	15	25	85	City of Terrell MTP Policy Bundle TDCs to be utilized in lieu of a local cash match
								\$200,000	\$0	\$0	40,000	\$200,000						
#062	Alvarado	Alvarado	Cummings Drive	US 67 to 0.4 miles north of CR 508	Reconstruct 2 to 3 lane roadway with new sidewalks and intersection improvements at US 67 and Cummings	2022	E	\$0	\$1,200,000	\$300,000	-	\$1,500,000	10	25	25	25	85	Implementing needed improvements for connections to school for transportation safety
						2023	R	\$0	\$360,000	\$90,000	-	\$450,000						
						2024	U	\$0	\$0	\$550,000	-	\$550,000						
						2025	C	\$1,000,000	\$4,640,000	\$1,410,000	-	\$7,050,000						
								\$1,000,000	\$6,200,000	\$2,350,000	-	\$9,550,000						
#063	Dallas	Dallas	Camp Wisdom Road	US 67 to South Westmoreland Road	Reconstruct and widen sidewalks, install pedestrian lighting and other pedestrian and safety improvements	2022	E	\$400,000	\$0	\$100,000	-	\$500,000	15	25	15	25	80	
						2024	C	\$5,600,000	\$0	\$1,400,000	-	\$7,000,000						
								\$6,000,000	\$0	\$1,500,000	-	\$7,500,000						
#064	Arlington	Arlington	Center Street	East Bardin Road to SE Green Oaks Boulevard	Construct 0 to 4 lane divided roadway with shared use path	2021	E	\$0	\$0	\$1,565,000	-	\$1,565,000	25	25	15	15	80	
						2023	C	\$0	\$6,000,000	\$4,000,000	-	\$10,000,000						
								\$0	\$6,000,000	\$5,565,000	-	\$11,565,000						
Grand Total								\$8,800,000	\$19,502,300	\$14,877,700	440,000	\$43,180,000						

**COVID-19 #00X Infrastructure Program (Round 4)
Funding Recommendations: Complete Streets**

DRAFT

COVID-19 ID#	Implementing Agency	City	Project/Facility	Limits	Project Scope	Fiscal Year	Phase	Proposed Funding					Scoring				Comments	
								Federal CMAQ (CAT 5)	Federal STBG (CAT 7)	Local	Transp. Dev. Credits (TDCs)	Total Proposed Funding	Regional Network Connectivity or Strong Context Design	Consistency with Mobility Plan	Safety	Regional Partnership		Total
Projects Not Recommended for Funding																		
	Dallas	Dallas	Lovers Lane	Dallas North Tollway to Lemmon Avenue	Reconstruct from 4/6 to 4 lanes including signal improvements, shared use path, and sidewalks, and on-street parking from Lemmon Avenue to Briarwood		E	\$0	\$0	\$982,850	-	\$982,850	20	20	15	15	70	
							C	\$588,000	\$4,340,500	\$4,900,000	-	\$9,828,500						
								\$588,000	\$4,340,500	\$5,882,850	-	\$10,811,350						
	Dallas County	Dallas	Denton Drive	Royal Lane to City Limits	Reconstruct 2 lane rural to 3 lanes with bicycle lane		E	\$0	\$0	\$2,420,500	-	\$2,420,500	25	25	15	0	65	
							R	\$0	\$0	\$750,000	-	\$750,000						
							U	\$0	\$0	\$500,000	-	\$500,000						
							C	\$0	\$9,054,000	\$2,263,500	-	\$11,317,500						
								\$0	\$9,054,000	\$5,934,000	-	\$14,988,000						
	Denton	Denton	Mayhill Road	Colorado Boulevard to 0.5 miles south of Spencer Road	Reconstruct and widen 2 to 4 lane divided roadway, including new signal at Mayhill/Colorado intersection and shared use path		E	\$0	\$0	\$750,000	-	\$750,000	25	25	15	0	65	
							R	\$0	\$0	\$5,000,000	-	\$5,000,000						
							C	\$0	\$8,488,315	\$9,261,685	-	\$17,750,000						
								\$0	\$8,488,315	\$15,011,685	-	\$23,500,000						
	Dallas	Dallas	Ross Avenue	IH 345/US 75 to Greenville Avenue	Reconstruct from 5 to 4 lanes including shared use path		E	\$0	\$0	\$700,000	-	\$700,000	15	15	15	15	60	This project location identified as truck route, so it may not be a good candidate for a lanes reduction.
							R	\$0	\$0	\$250,000	-	\$250,000						
							C	\$0	\$5,175,250	\$3,500,000	-	\$8,675,250						
								\$0	\$5,175,250	\$4,450,000	-	\$9,625,250						
	Richardson	Richardson	Glennville Drive	Campbell Road to Arapaho Road	Reconstruct 4 to 2 lane divided roadway with bicycle lanes, widened sidewalks, and enhanced lighting		E	\$0	\$0	\$1,500,000	-	\$1,500,000	10	15	15	15	55	Current land use is not priority for complete streets implementation
							R	\$0	\$0	\$100,000	-	\$100,000						
							C	\$0	\$7,000,000	\$3,900,000	-	\$10,900,000						
								\$0	\$7,000,000	\$5,500,000	-	\$12,500,000						
	Lewisville	Lewisville	South Mill Street	Purnell Street to Harvard Avenue	Reconstruct 4 lane to 5 lane roadway with bicycle lanes and widened sidewalks		E	\$0	\$792,000	\$198,000	-	\$990,000	15	25	15	0	55	
							R	\$0	\$4,000	\$1,000	-	\$5,000						
							U	\$0	\$0	\$1,000,000	-	\$1,000,000						
							C	\$0	\$3,920,000	\$980,000	-	\$4,900,000						
								\$0	\$4,716,000	\$2,179,000	-	\$6,895,000						
	Richardson	Richardson	Custer Road	Campbell Road to SH 190	Reconstruct 2/6 to 2/6 lane roadway including reconstruction of existing bicycle lanes; Widen sidewalks and construct ADA ramp improvements		E	\$0	\$0	\$1,500,000	-	\$1,500,000	15	25	15	0	55	
							R	\$0	\$0	\$100,000	-	\$100,000						
							C	\$0	\$16,200,000	\$4,050,000	-	\$20,250,000						
								\$0	\$16,200,000	\$5,650,000	-	\$21,850,000						

**COVID-19 #00X Infrastructure Program (Round 4)
Funding Recommendations: Complete Streets**

DRAFT

COVID-19 ID#	Implementing Agency	City	Project/Facility	Limits	Project Scope	Fiscal Year	Phase	Proposed Funding					Scoring				Comments	
								Federal CMAQ (CAT 5)	Federal STBG (CAT 7)	Local	Transp. Dev. Credits (TDCs)	Total Proposed Funding	Regional Network Connectivity or Strong Context Design	Consistency with Mobility Plan	Safety	Regional Partnership		Total
Projects Not Recommended for Funding																		
	Richardson	Richardson	Coit Road	Arapaho Road to West Spring Valley Road	Reconstruct 6 lane divided to 6 lane divided including widened sidewalks, traffic signal improvements, ADA ramps at intersections, and enhanced lighting		E	\$0	\$0	\$1,500,000	-	\$1,500,000	10	25	15	0	50	
						R	\$0	\$0	\$200,000	-	\$200,000							
						C	\$0	\$16,200,000	\$4,050,000	-	\$20,250,000							
								\$0	\$16,200,000	\$5,750,000	-	\$21,950,000						
	Richardson	Richardson	Glenville Drive	Apollo Road to Belt Line Road	Reconstruct 4 to 2 lane divided roadway with bicycle lanes and widened sidewalks		E	\$0	\$0	\$2,126,250	-	\$2,126,250	10	15	20	0	45	Current land use is not priority for complete streets implementation
						R	\$0	\$0	\$100,000	-	\$100,000							
						C	\$0	\$9,113,750	\$2,835,000	-	\$11,948,750							
								\$0	\$9,113,750	\$5,061,250	-	\$14,175,000						

FY	CMAQ	STBG
2022	\$400,000	\$2,000,000
2023	\$800,000	\$7,824,000
2024	\$5,600,000	\$0
2025	\$2,000,000	\$9,678,300
Total	\$8,800,000	\$19,502,300
Grand Total	\$28,302,300	

Category	West	East	West %	East %
STBG	\$12,200,000	\$7,302,300	63%	37%
CMAQ	\$1,000,000	\$7,800,000	11%	89%
Total	\$13,200,000	\$15,102,300	47%	53%
Grand Total	\$28,302,300			

**COVID-19 #00X Infrastructure Program (Round 4)
Funding Recommendations: Intersection Improvements**

DRAFT

COVID-19 ID#	Implementing Agency	City	Project/Facility	Limits	Project Scope	Fiscal Year	Phase	Proposed Funding						Scoring						Comments		
								Federal CMAQ (CAT 5)	Federal STBG (CAT 7)	Regional Toll Revenue (RTR)	State	Local	Transp. Dev. Credits (TDCs)	Total Proposed Funding	Safety	Air Quality Benefits (Pounds NOX Per Day)	Cost Effectiveness	Volumes	Level of Service		Equity	Total
Projects Recommended for Funding																						
#065	Dallas	Dallas	Lemmon Avenue	Northwest Highway to US 75	Reconstruct and upgrade signals and construct pedestrian improvements at 7 intersections	2023	C	\$1,000,000	\$1,000,000	\$0	\$0	\$500,000	-	\$2,500,000	20	15	15	20	20	10	100	
								\$1,000,000	\$1,000,000	\$0	\$0	\$500,000	-	\$2,500,000								
#066	Flower Mound	Flower Mound	FM 1171 (Cross Timbers Road)	At FM 2499 (Long Prairie Road)	Construct westbound right turn lane; Realign a driveway at the intersection	2023	C	\$428,000	\$0	\$0	\$0	\$107,000	-	\$535,000	20	10	15	20	20	0	85	
								\$428,000	\$0	\$0	\$0	\$107,000	-	\$535,000								
#067	Flower Mound	Flower Mound	FM 2499 (Village Parkway)	At FM 407 (Justin Road)	Construct dual left turn lanes on eastbound, westbound, and southbound approaches; Construct additional through lane northbound; Reconfigure signalization	2022	E	\$200,000	\$0	\$0	\$0	\$50,000	-	\$250,000	20	10	15	20	20	0	85	
						2023	R	\$200,000	\$0	\$0	\$0	\$50,000	-	\$250,000								
						2024	C	\$1,000,000	\$264,000	\$0	\$0	\$316,000	-	\$1,580,000								
								\$1,400,000	\$264,000	\$0	\$0	\$416,000	-	\$2,080,000								
#068	Dallas	Dallas	Zang Avenue	At Saner Avenue	Construct intersection improvements, including left turn lane, realignment, upgraded traffic signal and pedestrian crosswalks	2023	C	\$600,000	\$0	\$0	\$0	\$150,000	-	\$750,000	15	5	15	15	20	10	80	
								\$600,000	\$0	\$0	\$0	\$150,000	-	\$750,000								
#069	Fort Worth	Fort Worth	Marine Creek Parkway	Nautilus Circle to Westbound Jim Wright (IH 820) Frontage Road	Construct left turn lanes and traffic signal improvements	2022	E	\$0	\$0	\$0	\$0	\$750,000	-	\$750,000	20	5	5	20	20	10	80	Local contribution for engineering, environmental clearance, and utilities to be paid by City of Fort Worth
						2022	ENV	\$0	\$0	\$0	\$0	\$100,000	-	\$100,000								
						2023	U	\$0	\$0	\$0	\$0	\$50,000	-	\$50,000								
						2024	C	\$2,720,000	\$0	\$0	\$0	\$680,000	-	\$3,400,000								
								\$2,720,000	\$0	\$0	\$0	\$1,580,000	-	\$4,300,000								
#070	Richardson	Richardson	Jupiter Road	At Campbell Road	Realign southbound lanes to add additional through lane	2022	E	\$0	\$0	\$0	\$0	\$260,000	-	\$260,000	20	5	10	20	20	2	77	Local contribution for engineering and right-of-way to be paid by City of Richardson; Local funding for construction includes \$500,000 Dallas County MCIP funds
						2023	R	\$0	\$0	\$0	\$0	\$15,000	-	\$15,000								
						2024	C	\$0	\$1,788,000	\$0	\$0	\$797,000	-	\$2,585,000								
								\$0	\$1,788,000	\$0	\$0	\$1,072,000	-	\$2,860,000								
#071	Prosper	Prosper	First Street	At SH 289	Construct additional left turn lanes	2022	E	\$80,000	\$0	\$0	\$0	\$20,000	-	\$100,000	15	10	15	20	15	0	75	
						2023	C	\$640,000	\$0	\$0	\$0	\$160,000	-	\$800,000								
								\$720,000	\$0	\$0	\$0	\$180,000	-	\$900,000								
#072	Richardson	Richardson	Waterview	At Frank Johnson	Construct new traffic signal	2021	E	\$0	\$0	\$0	\$0	\$27,000	-	\$27,000	5	5	15	20	20	10	75	Local contribution for engineering to be paid by City of Richardson; City of Richardson MTP Policy Bundle TDCs to be utilized in lieu of local cash match
						2023	C	\$0	\$350,000	\$0	\$0	\$0	70,000	\$350,000								
								\$0	\$350,000	\$0	\$0	\$27,000	70,000	\$377,000								
#073	Richardson	Richardson	Campbell Road	At University	Construct southbound left turn lane	2022	E	\$0	\$0	\$0	\$0	\$105,000	-	\$105,000	5	10	15	20	15	8	73	Local contribution for engineering to be paid by City of Richardson; City of Richardson MTP Policy Bundle TDCs to be utilized in lieu of local cash match
						2023	C	\$1,300,000	\$0	\$0	\$0	\$0	260,000	\$1,300,000								
								\$1,300,000	\$0	\$0	\$0	\$105,000	260,000	\$1,405,000								
#074	Frisco	Frisco	Ohio Drive	At Gaylord Parkway	Construct roundabout	2022	E	\$0	\$0	\$0	\$0	\$325,000	-	\$325,000	10	10	10	20	20	2	72	Local contribution for engineering to be paid by City of Frisco; City of Frisco MTP Policy Bundle TDCs to be utilized in lieu of a local cash match
						2023	C	\$2,720,000	\$0	\$0	\$0	\$0	544,000	\$2,720,000								
								\$2,720,000	\$0	\$0	\$0	\$325,000	544,000	\$3,045,000								
#075	Dallas	Dallas	Loop 12	At Country Creek Drive	Construct intersection improvements, including left turn lanes, new traffic signal, and pedestrian crosswalks	2022	E	\$0	\$0	\$0	\$0	\$100,000	-	\$100,000	5	5	15	20	15	10	70	Local contribution for engineering to be paid by the City of Dallas
						2023	C	\$520,000	\$0	\$0	\$0	\$130,000	-	\$650,000								
								\$520,000	\$0	\$0	\$0	\$230,000	-	\$750,000								
Grand Total								\$11,408,000	\$3,402,000	\$0	\$0	\$4,692,000	874,000	\$19,502,000								

Green shaded projects are recommended for funding
Projects that are not shaded are not recommended for funding

**COVID-19 #00X Infrastructure Program (Round 4)
Funding Recommendations: Intersection Improvements**

DRAFT

COVID-19 ID#	Implementing Agency	City	Project/Facility	Limits	Project Scope	Fiscal Year	Phase	Proposed Funding						Scoring						Comments			
								Federal CMAQ (CAT 5)	Federal STBG (CAT 7)	Regional Toll Revenue (RTR)	State	Local	Transp. Dev. Credits (TDCs)	Total Proposed Funding	Safety	Air Quality Benefits (Pounds NOX Per Day)	Cost Effectiveness	Volumes	Level of Service		Equity	Total	
Projects Not Recommended for Funding																							
	TxDOT Fort Worth	Saginaw	FM 156	At Rough Rider Dr	Construct intersection improvements, including new sidewalks		C	\$0	\$200,000	\$0	\$50,000	\$0	\$0	-	\$250,000	10	5	15	10	20	8	68	TxDOT has sufficient funding in existing project that is under construction, so there is no need for additional funding to add this intersection as a change order.
								\$0	\$200,000	\$0	\$50,000	\$0	\$0	-	\$250,000								
	TxDOT Dallas	Allen	Allen Drive	At US 75 Frontage Roads	Convert all-way stop intersections at Allen Drive/US 75 Frontage Roads to roundabouts and construct new sidewalks		C	\$2,800,000	\$0	\$0	\$0	\$700,000	\$0	\$0	\$3,500,000	10	5	10	20	15	4	64	
								\$2,800,000	\$0	\$0	\$0	\$700,000	\$0	\$3,500,000									
	Alvarado	Alvarado	Cummings Drive	At US 67	Construct right turn lane		E	\$149,089	\$0	\$0	\$0	\$37,272	\$0	\$0	\$186,361	15	5	15	20	5	4	64	
							R	\$0	\$0	\$0	\$0	\$75,000	\$0	\$0	\$75,000								
							U	\$0	\$0	\$0	\$0	\$216,393	\$0	\$0	\$216,393								
							C	\$314,442	\$0	\$0	\$0	\$78,610	\$0	\$0	\$393,052								
								\$463,530	\$0	\$0	\$0	\$407,276	\$0	\$870,806									
	Frisco	Frisco	Frisco Street	At Technology Drive, Sports Village Road, All Stars Avenue, and Research Road	Construct roundabouts at 4 intersections		E	\$0	\$0	\$0	\$0	\$825,000	\$0	\$0	\$825,000	15	15	10	10	5	6	61	
							R	\$0	\$0	\$0	\$0	\$87,200	\$0	\$0	\$87,200								
							C	\$5,625,000	\$0	\$0	\$0	\$0	\$1,125,000	\$0	\$0								
								\$5,625,000	\$0	\$0	\$0	\$912,200	\$1,125,000	\$6,537,200									
	Flower Mound	Flower Mound	FM 2499 (Long Prairie Road)	At FM 3040 (Flower Mound Road)	Reconstruct and realign intersection including dual left turn lanes, three thru lanes, and a dedicated right turn lane in each direction; Reconstruct sidewalks; Install signalization for new lane configuration		E	\$0	\$0	\$0	\$0	\$300,000	\$0	\$0	\$300,000	5	5	10	20	20	0	60	
							R	\$0	\$0	\$0	\$0	\$100,000	\$0	\$0	\$100,000								
							C	\$1,680,000	\$0	\$0	\$0	\$420,000	\$0	\$0	\$2,100,000								
								\$1,680,000	\$0	\$0	\$0	\$820,000	\$0	\$2,500,000									
	TxDOT Dallas	Lewisville	BS 121H	North of IH 35E to North of Northwood Mobile Home Park	Construct intersection improvements		C	\$3,023,809	\$0	\$0	\$755,952	\$0	\$0	\$3,779,761	20	5	5	15	5	10	60		
								\$3,023,809	\$0	\$0	\$755,952	\$0	\$3,779,761										
	TxDOT Dallas	Various	FM 546	At FM 3286	Construct intersection improvements		C	\$1,035,771	\$0	\$0	\$258,943	\$0	\$0	\$1,294,714	5	5	10	15	20	4	59		
								\$1,035,771	\$0	\$0	\$258,943	\$0	\$1,294,714										
	Prosper	Prosper	Prosper Trail	At SH 289	Construct additional left turn lanes		E	\$80,000	\$0	\$0	\$0	\$20,000	\$0	\$0	\$100,000	15	5	10	20	5	0	55	
							C	\$640,000	\$0	\$0	\$0	\$160,000	\$0	\$0	\$800,000								
								\$720,000	\$0	\$0	\$0	\$180,000	\$0	\$900,000									

FY	RTR	CMAQ	STBG
2022	\$0	\$280,000	\$0
2023	\$0	\$7,408,000	\$1,350,000
2024	\$0	\$3,720,000	\$2,052,000
2025	\$0	\$0	\$0
Total	\$0	\$11,408,000	\$3,402,000
Grand Total		\$14,810,000	

Category	West	East	West %	East %
CMAQ	\$2,720,000	\$8,688,000	24%	76%
STBG	\$0	\$3,402,000	0%	100%
RTR	\$0	\$0	0%	0%
Overall	\$2,720,000	\$12,090,000	18%	82%
Grand Total	\$14,810,000			

**COVID-19 #00X Infrastructure Program (Round 4)
Funding Recommendations: Roadways**

DRAFT

COVID-19 ID#	Implementing Agency	City	Project/Facility	Limits	Project Scope	Fiscal Year	Phase	Proposed Funding						Scoring							Comments		
								Federal CMAQ (CAT 5)	Federal STBG (CAT 7)	Regional Toll Revenue (RTR)	State	Local	Transp. Dev. Credits (TDCs)	Total Proposed Funding	Safety	Volumes	Level of Service	Equity	Pavement Condition	Bridge Condition		Freight Connectivity	Total
Projects Recommended for Funding																							
#076	Garland	Garland	Shiloh Road	Miller Road to Forest Lane	Reconstruct and widen from 4 to 6 lanes with sidewalks	2026	E	\$0	\$3,500,000	\$0	\$0	\$0	700,000	\$3,500,000	20	20	25	10	15	5	0	95	City of Garland MTP Policy Bundle TDCs to be utilized in lieu of a local cash match for some phases.
						2027	R	\$0	\$3,000,000	\$0	\$0	\$0	600,000	\$3,000,000									
						2027	U	\$0	\$0	\$0	\$0	\$1,650,000	-	\$1,650,000									
						2028	C	\$0	\$12,455,000	\$0	\$0	\$2,395,000	575,000	\$14,850,000									
								\$0	\$18,955,000	\$0	\$0	\$4,045,000	1,875,000	\$23,000,000									
#077	Rowlett	Rowlett	Merritt Road	PGBT to Chiesa Road	Construct 0 to 4 lane roadway with sidewalks	2023	R	\$0	\$400,000	\$0	\$0	\$100,000	-	\$500,000	N/A	30	40	16	0	0	0	86	Project provides an alternative to nearby roadway that floods frequently, thereby adding resiliency to the transportation system.
						2024	C	\$0	\$13,600,000	\$0	\$0	\$3,400,000	-	\$17,000,000									
								\$0	\$14,000,000	\$0	\$0	\$3,500,000	-	\$17,500,000									
Grand Total								\$0	\$32,955,000	\$0	\$0	\$7,545,000	1,875,000	\$40,500,000									
Projects Not Recommended for Funding																							
	Arlington	Arlington	Matlock Road	Bardin Road to Green Oaks Boulevard	Reconstruct and widen 4 lane divided to 6 lane undivided roadway with reversible lanes and new traffic signal at Embercrest Drive		E	\$0	\$0	\$0	\$0	\$500,000	-	\$500,000	20	15	25	10	15	0	0	85	After discussions with the City, it was determined that the Center Street project was their higher priority in part due to possible constructability issues with this project.
							U	\$0	\$0	\$0	\$0	\$1,680,000	-	\$1,680,000									
							C	\$0	\$12,548,980	\$0	\$0	\$1,771,020	1,092,980	\$14,320,000									
								\$0	\$12,548,980	\$0	\$0	\$3,951,020	1,092,980	\$16,500,000									
	TxDOT Dallas	Melissa	SH 121	At SH 5	Reconstruct interchange		C	\$0	\$16,000,000	\$0	\$4,000,000	\$0	-	\$20,000,000	10	25	25	8	15	0	0	83	Staff to review requests on the SH 5 corridor and ensure that it is being built from south to north
								\$0	\$16,000,000	\$0	\$4,000,000	\$0	-	\$20,000,000									
	TxDOT Dallas	Balch Springs	IH 20/IH 635	At US 175	Construct direct connect ramps		C	\$0	\$57,852,160	\$0	\$14,463,040	\$0	-	\$72,315,200	5	25	25	10	5	0	5	75	
								\$0	\$57,852,160	\$0	\$14,463,040	\$0	-	\$72,315,200									
	Dallas	Dallas	Dallas North Tollway	At Frankford Southbound Exit Ramp	Add additional lane on northbound Dallas Parkway to allow for 2 lane southbound exit ramp and intersection improvements at Frankford Road		E	\$0	\$200,000	\$0	\$0	\$50,000	-	\$250,000	15	25	25	4	5	0	0	74	
							R	\$0	\$80,000	\$0	\$0	\$20,000	-	\$100,000									
							C	\$0	\$720,000	\$0	\$0	\$180,000	-	\$900,000									
								\$0	\$1,000,000	\$0	\$0	\$250,000	-	\$1,250,000									
	TxDOT Dallas	Forney	FM 548	US 80 to FM 1641	Reconstruct and widen 2 lane to 4 lane urban divided			\$0	\$1,415,341	\$0	\$353,835	\$0	-	\$1,769,176	15	15	25	4	15	0	0	74	
								\$0	\$1,415,341	\$0	\$353,835	\$0	-	\$1,769,176									
	Flower Mound	Flower Mound	Lakeside Parkway	FM 2499 to SH 121	Reconstruct and widen from 4 to 6 lanes, including dual left turn lanes at the intersection of Lakeside and Gerault Road and signal re-timing		E	\$0	\$0	\$0	\$0	\$700,000	-	\$700,000	15	10	20	8	15	0	0	68	
							R	\$0	\$0	\$0	\$0	\$250,000	-	\$250,000									
							C	\$0	\$6,840,000	\$0	\$0	\$1,710,000	-	\$8,550,000									
								\$0	\$6,840,000	\$0	\$0	\$2,660,000	-	\$9,500,000									
	TxDOT Dallas	Dallas	Dallas North Tollway	At Walnut Hill Lane	Ramp modifications		C	\$0	\$0	\$0	\$0	\$0	-	\$0	10	25	25	0	0	0	0	60	
								\$0	\$0	\$0	\$0	\$0	-	\$0									

Green shaded projects are recommended for funding
Projects that are not shaded are not recommended for funding

**COVID-19 #00X Infrastructure Program (Round 4)
Funding Recommendations: Roadways**

DRAFT

COVID-19 ID#	Implementing Agency	City	Project/Facility	Limits	Project Scope	Fiscal Year	Phase	Proposed Funding						Scoring							Comments										
								Federal CMAQ (CAT 5)	Federal STBG (CAT 7)	Regional Toll Revenue (RTR)	State	Local	Transp. Dev. Credits (TDCs)	Total Proposed Funding	Safety	Volumes	Level of Service	Equity	Pavement Condition	Bridge Condition		Freight Connectivity	Total								
Projects Not Recommended for Funding																															
	TxDOT Dallas	Rockwall	SH 276	FM 549 to FM 551	Reconstruct and widen 2 lane rural to 4 lane divided urban (Ultimate 6)		C	\$0	\$26,205,472	\$0	\$6,551,368	\$0	-	\$32,756,840	15	10	25	0	10	0	0	60									
								\$0	\$26,205,472	\$0	\$6,551,368	\$0	-	\$32,756,840																	
	Dallas	Dallas	1st Avenue/Exposition	Exposition from Elm Street to 1st Avenue; 1st Avenue from Exposition to North of IH 30 frontage road	Exposition: Reconstruct from 5 to 3 lanes with on-street parking; 1st Avenue: Construct pedestrian improvements including sidewalks and ADA ramps		E	\$0	\$320,000	\$0	\$0	\$80,000	-	\$400,000	10	5	20	8	15	0	0	58									
							R	\$0	\$800,000	\$0	\$0	\$200,000	-	\$1,000,000																	
							C	\$0	\$2,400,000	\$0	\$0	\$600,000	-	\$3,000,000																	
								\$0	\$3,520,000	\$0	\$0	\$880,000	-	\$4,400,000																	
	TxDOT Dallas	Melissa	SH 5	South of SH 121 to South of Melissa Road	Reconstruct and widen 2/4 lane undivided roadway to 4 lane divided urban roadway (Ultimate 6)		C	\$0	\$1,796,718	\$0	\$449,180	\$0	-	\$2,245,898	5	10	20	8	15	0	0	58									
								\$0	\$1,796,718	\$0	\$449,180	\$0	-	\$2,245,898																	
	TxDOT Dallas	Ennis	IH 45	SH 34 to FM 85	Construct bridge at FM 1181, reconstruct frontage road including ramp reversal		C	\$0	\$15,455,520	\$0	\$3,863,880	\$0	-	\$19,319,400	15	15	5	10	5	0	5	55									
								\$0	\$15,455,520	\$0	\$3,863,880	\$0	-	\$19,319,400																	
	TxDOT Dallas	Rockwall	SH 276	FM 551 to FM 548	Reconstruct and widen 2 lane rural to 4 lane divided urban (Ultimate 6)		C	\$0	\$20,454,894	\$0	\$5,113,723	\$0	-	\$25,568,617	15	10	25	0	5	0	0	55									
								\$0	\$20,454,894	\$0	\$5,113,723	\$0	-	\$25,568,617																	
	TxDOT Dallas	Fairview	SH 5	Stacy Road to South of FM 1378	Reconstruct and widen existing 2 lane undivided to 4 lane divided roadway with intersection improvements		C	\$0	\$23,301,822	\$0	\$5,825,455	\$0	-	\$29,127,277	10	10	20	8	5	0	0	53									
								\$0	\$23,301,822	\$0	\$5,825,455	\$0	-	\$29,127,277																	
	TxDOT Dallas	Forney	FM 741	US 175 to FM 548	Reconstruct and widen from a 2 lane rural undivided to 4 lane urban divided (Ultimate 6)		C	\$0	\$67,768,790	\$0	\$16,942,198	\$0	-	\$84,710,988	20	5	5	8	10	5	0	53									
								\$0	\$67,768,790	\$0	\$16,942,198	\$0	-	\$84,710,988																	
	TxDOT Dallas	Melissa	SH 5	SH 121 to North of Collin County Outer Loop	Reconstruct and widen 2 lane rural highway to 4 lane urban			\$0	\$26,695,989	\$0	\$6,673,997	\$0	-	\$33,369,986	15	10	20	8	0	0	0	53									
								\$0	\$26,695,989	\$0	\$6,673,997	\$0	-	\$33,369,986																	
	TxDOT Dallas	Balch Springs	IH 635	Lake June Road to Bruton Road	Construct 0 to 4/6 lane frontage roads		C	\$0	\$22,165,680	\$0	\$5,541,420	\$0	-	\$27,707,100	0	20	15	16	0	0	0	51									
								\$0	\$22,165,680	\$0	\$5,541,420	\$0	-	\$27,707,100																	
	Lucas	Lucas	West Lucas Road	Angel Parkway (FM 2551) to Country Club Road (FM 1378)	Reconstruct and widen from 3 lane rural to 4 lane divided urban roadway with shared use path		E	\$0	\$0	\$0	\$0	\$1,125,000	-	\$1,125,000	10	10	25	6	0	0	0	51									
							R	\$0	\$0	\$0	\$0	\$825,000	-	\$825,000																	
							U	\$0	\$0	\$0	\$0	\$100,000	-	\$100,000																	
							C	\$0	\$0	\$0	\$0	\$0	-	\$10,500,000																	
								\$0	\$0	\$0	\$0	\$2,050,000	-	\$12,550,000																	
	TxDOT Dallas	Crandall	US 175	West of FM 148 Bypass to East of FM 148 Bypass	Construct 4 lane divided highway and 2 lane frontage road		C	\$0	\$20,818,496	\$0	\$5,204,624	\$0	-	\$26,023,120	10	25	5	0	10	0	0	50									
								\$0	\$20,818,496	\$0	\$5,204,624	\$0	-	\$26,023,120																	
	TxDOT Dallas	Rockwall	SH 276	FM 548 to Hunt County Line	Reconstruct and widen 2 lane rural to 4 lane divided urban (Ultimate 6)		C	\$0	\$22,093,306	\$0	\$5,523,327	\$0	-	\$27,616,633	15	10	20	0	0	5	0	50									
								\$0	\$22,093,306	\$0	\$5,523,327	\$0	-	\$27,616,633																	
	TxDOT Dallas	Dallas	IH 35E	Royal Lane to Manana Drive	Construct 0 to 2 lane frontage roads including sidewalks		E	\$0	\$0	\$0	\$0	\$1,500,000	-	\$1,500,000	0	15	15	20	0	0	0	50									
							C	\$0	\$11,399,663	\$0	\$0	\$4,000,000	-	\$15,399,663																	
								\$0	\$11,399,663	\$0	\$0	\$5,500,000	-	\$16,899,663																	

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**COVID-19 #00X Infrastructure Program (Round 4)
Funding Recommendations: Roadways**

DRAFT

COVID-19 ID#	Implementing Agency	City	Project/Facility	Limits	Project Scope	Fiscal Year	Phase	Proposed Funding						Scoring							Comments		
								Federal CMAQ (CAT 5)	Federal STBG (CAT 7)	Regional Toll Revenue (RTR)	State	Local	Transp. Dev. Credits (TDCs)	Total Proposed Funding	Safety	Volumes	Level of Service	Equity	Pavement Condition	Bridge Condition		Freight Connectivity	Total
Projects Not Recommended for Funding																							
	TxDOT Dallas	Balch Springs	IH 635	Seagoville Road to Lake June Road	Construct 0 to 4/6 lane frontage roads		C	\$0	\$44,961,360	\$0	\$11,240,340	\$0	-	\$56,201,700	0	15	15	20	0	0	0	50	
								\$0	\$44,961,360	\$0	\$11,240,340	\$0	-	\$56,201,700									
	TxDOT Dallas	Crandall	FM 148	South of FM 3039 to US 175	Realign existing 2 lane rural undivided roadway to 2 lane rural undivided roadway		C	\$0	\$7,067,676	\$0	\$1,766,919	\$0	-	\$8,834,595	5	10	20	4	10	0	0	49	
								\$0	\$7,067,676	\$0	\$1,766,919	\$0	-	\$8,834,595									
	TxDOT Dallas	Denton	FM 1173	Mausch Branch Road to IH 35	Realign from 2 lane rural undivided to 6 lane urban divided roadway		C	\$0	\$17,757,156	\$0	\$4,439,289	\$0	-	\$22,196,445	10	10	20	4	5	0	0	49	
								\$0	\$17,757,156	\$0	\$4,439,289	\$0	-	\$22,196,445									
	TxDOT Dallas	Various	FM 1641	FM 548 to FM 148	Reconstruct and widen 2 lane to 4 lane urban divided		C	\$0	\$43,088,370	\$0	\$10,772,092	\$0	-	\$53,860,462	20	5	5	8	5	5	0	48	
								\$0	\$43,088,370	\$0	\$10,772,092	\$0	-	\$53,860,462									
	TxDOT Dallas	Terrell	IH 20	Champion Road to Crossroads Parkway (westbound) and FM 148 to Rose Hill Road (eastbound)	Construct 0 to 4 lane frontage roads		C	\$0	\$46,080,000	\$0	\$11,520,000	\$7,100,000	-	\$64,700,000	0	15	15	12	0	0	5	47	
								\$0	\$46,080,000	\$0	\$11,520,000	\$7,100,000	-	\$64,700,000									
	Dallas	Dallas	Danieldale Road	Polk Street to IH 35E	Reconstruct and widen from 2/3 to 4 lane roadway with sidewalks and a shared use path		E	\$0	\$400,000	\$0	\$0	\$100,000	-	\$500,000	10	5	5	10	15	0	0	45	Additional lanes are not warranted
						R	\$0	\$1,600,000	\$0	\$0	\$400,000	-	\$2,000,000										
						C	\$0	\$4,000,000	\$0	\$0	\$1,000,000	-	\$5,000,000										
								\$0	\$6,000,000	\$0	\$0	\$1,500,000	-	\$7,500,000									
	Dallas County	Dallas	Danieldale Road	Old Hickory Trail to IH 35E southbound frontage road	Reconstruct and widen from 2/3 to 4 lane roadway with sidewalks and a shared use path		E	\$0	\$0	\$0	\$0	\$1,799,454	-	\$1,799,454	10	5	5	10	15	0	0	45	Additional lanes are not warranted
						R	\$0	\$0	\$0	\$0	\$3,021,750	-	\$3,021,750										
						C	\$0	\$8,815,739	\$0	\$0	\$9,178,796	-	\$17,994,535										
								\$0	\$8,815,739	\$0	\$0	\$14,000,000	-	\$22,815,739									
	Denton	Denton	Bonnie Brae Street	IH 35E to Scripture Street	Reconstruct and widen from 4 lane undivided to 4 lane divided roadway		E	\$0	\$0	\$0	\$0	\$1,569,980	-	\$1,569,980	20	10	5	10	0	0	0	45	
						R	\$0	\$0	\$0	\$0	\$1,500,000	-	\$1,500,000										
						U	\$0	\$0	\$0	\$0	\$172,263	-	\$172,263										
						C	\$0	\$6,377,674	\$0	\$0	\$1,594,419	-	\$7,972,093										
								\$0	\$6,377,674	\$0	\$0	\$4,836,662	-	\$11,214,336									
	Frisco	Frisco	Coit Road	Buckeye Road to US 380	Reconstruct and widen from 4 to 6 lanes		E	\$0	\$0	\$0	\$0	\$700,000	-	\$700,000	15	5	5	8	10	0	0	43	
						C	\$0	\$5,120,000	\$0	\$0	\$1,280,000	-	\$6,400,000										
								\$0	\$5,120,000	\$0	\$0	\$1,980,000	-	\$7,100,000									
	TxDOT Dallas	Anna	SH 5	North of Hackberry Drive to CR 375	Reconstruct and widen 2 lane rural highway to 4 lane urban		C	\$0	\$20,273,353	\$0	\$5,068,338	\$0	-	\$25,341,691	20	10	5	8	0	0	0	43	
								\$0	\$20,273,353	\$0	\$5,068,338	\$0	-	\$25,341,691									
	Farmersville	Farmersville	SH 78	North of McKinney Street to North of West Audie Murphy Parkway	Reconstruct and widen 2 lane rural to 4 lane divided urban roadway with new sidewalks		E	\$0	\$0	\$0	\$0	\$0	-	\$314,410	10	10	20	0	0	0	0	40	
						R	\$0	\$0	\$0	\$0	\$0	-	\$150,000										
						C	\$0	\$0	\$0	\$0	\$0	-	\$4,098,992										
								\$0	\$0	\$0	\$0	\$0	-	\$4,563,402									
	Lewisville	Lewisville	West College Street	IH 35E to Cowan Avenue	Reconstruct 2 lane to 2 lane roadway with new sidewalks		E	\$0	\$792,000	\$0	\$0	\$198,000	-	\$990,000	5	5	5	10	15	0	0	40	Roadway is not on the federal aid highway system
						R	\$0	\$4,000	\$0	\$0	\$1,000	-	\$5,000										
						U	\$0	\$0	\$0	\$0	\$50,000	-	\$50,000										
						C	\$0	\$3,280,000	\$0	\$0	\$820,000	-	\$4,100,000										
								\$0	\$4,076,000	\$0	\$0	\$1,069,000	-	\$5,145,000									
	Dallas County	Mesquite	Lawson Road	North of Berry Road to Dallas/Kaufman County Line	Reconstruct 2 lane asphalt to 2 lane concrete roadway with shoulders		E	\$0	\$0	\$0	\$0	\$550,000	-	\$550,000	5	5	5	8	15	0	0	38	
						R	\$0	\$0	\$0	\$0	\$75,000	-	\$75,000										
						U	\$0	\$0	\$0	\$0	\$75,000	-	\$75,000										
						C	\$0	\$2,000,000	\$0	\$0	\$500,000	-	\$2,500,000										
								\$0	\$2,000,000	\$0	\$0	\$1,200,000	-	\$3,200,000									

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**COVID-19 #00X Infrastructure Program (Round 4)
Funding Recommendations: Roadways**

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COVID-19 ID#	Implementing Agency	City	Project/Facility	Limits	Project Scope	Fiscal Year	Phase	Proposed Funding						Scoring							Comments		
								Federal CMAQ (CAT 5)	Federal STBG (CAT 7)	Regional Toll Revenue (RTR)	State	Local	Transp. Dev. Credits (TDCs)	Total Proposed Funding	Safety	Volumes	Level of Service	Equity	Pavement Condition	Bridge Condition		Freight Connectivity	Total
Projects Not Recommended for Funding																							
	TxDOT Dallas	Celina	SH 289	North Business 289C (North of Celina) to N CR 60/CR 107 (Grayson County Line)	Reconstruct and widen 2 lane rural highway to 4 lane divided urban (Ultimate 6)		C	\$0	\$19,238,339	\$0	\$4,809,585	\$0	-	\$24,047,924	10	5	5	0	5	0	0	25	
								\$0	\$19,238,339	\$0	\$4,809,585	\$0	-	\$24,047,924									
	Lewisville	Lewisville	South Cowan Avenue	Purnell Street to Main Street	Reconstruct 2 lane to 2 lane roadway with new sidewalks		E	\$0	\$792,000	\$0	\$0	\$198,000	-	\$990,000	5	5	5	10	0	0	0	25	
								\$0	\$4,000	\$0	\$0	\$1,000	-	\$5,000									
								\$0	\$0	\$0	\$0	\$50,000	-	\$50,000									
								\$0	\$3,280,000	\$0	\$0	\$820,000	-	\$4,100,000									
								\$0	\$4,076,000	\$0	\$0	\$1,069,000	-	\$5,145,000									
	TxDOT Dallas	McKinney	FM 1461	West of CR 166 to CR 123	Reconstruct and widen 2 lane rural to 4 lane urban (Ultimate 6)		C	\$0	\$9,068,310	\$0	\$2,267,078	\$0	-	\$11,335,388	0	5	5	0	10	5	0	25	
								\$0	\$9,068,310	\$0	\$2,267,078	\$0	-	\$11,335,388									
	TxDOT Dallas	Waxahachie	FM 664	US 287 to FM 1387	Reconstruct and widen 2 lane rural to 4 lane divided urban roadway (Ultimate 6)		C	\$0	\$45,576,473	\$0	\$11,394,118	\$0	-	\$56,970,591	15	5	5	0	0	0	0	25	
								\$0	\$45,576,473	\$0	\$11,394,118	\$0	-	\$56,970,591									
	TxDOT Fort Worth	Fort Worth	SH 183	At Chisholm Trail Parkway	Construct direct connect ramps			\$0	\$24,000,000	\$0	\$6,000,000	\$0	-	\$30,000,000	5	10	5	4	0	0	0	24	
								\$0	\$24,000,000	\$0	\$6,000,000	\$0	-	\$30,000,000									
	Celina	Celina	Legacy Road	Carey Road to FM 428	Construct 4 lane divided urban roadway		E	\$0	\$3,394,867	\$0	\$0	\$848,717	-	\$4,243,584	10	5	5	4	0	0	0	24	Additional lanes are not warranted
								\$0	\$13,031,272	\$0	\$0	\$3,257,818	-	\$16,289,090									
								\$0	\$16,426,139	\$0	\$0	\$4,106,535	-	\$20,532,674									
	Celina	Celina	Parvin Road	FM 1385 to Legacy Drive	Construct 0/2 to 4 lane divided roadway, including bridge improvements, traffic signal improvements, and new sidewalks		E	\$0	\$3,772,726	\$0	\$0	\$943,182	-	\$4,715,908	5	5	5	8	0	0	0	23	Additional lanes are not warranted
								\$0	\$33,512,347	\$0	\$0	\$8,378,087	-	\$41,890,434									
								\$0	\$37,285,074	\$0	\$0	\$9,321,268	-	\$46,606,342									
	TxDOT Dallas	Waxahachie	IH 35E	At Grainery Road	Construct ramps		C	\$0	\$8,586,400	\$0	\$2,146,600	\$0	-	\$10,733,000	0	10	5	0	0	0	5	20	
								\$0	\$8,586,400	\$0	\$2,146,600	\$0	-	\$10,733,000									
	Farmersville	Farmersville	CR 611	West of Welch Drive to SH 78	Reconstruct and widen 2 lane rural to 4 lane divided urban roadway with new sidewalks		E	\$0	\$0	\$0	\$0	\$417,465	-	\$417,465	5	5	5	0	0	0	0	15	Roadway is not on the federal aid highway system
								\$0	\$0	\$0	\$0	\$150,000	-	\$150,000									
								\$0	\$0	\$0	\$0	\$300,000	-	\$300,000									
								\$0	\$4,170,686	\$0	\$0	\$1,042,671	-	\$5,213,357									
								\$0	\$4,170,686	\$0	\$0	\$1,910,136	-	\$6,080,822									
	TxDOT Fort Worth	Grandview	Main Street	SH 81 to FM 4	Reconstruct from 2 lane rural to 2 lane urban roadway with sidewalks and a new traffic signal at SH 81		C	\$0	\$400,000	\$0	\$0	\$100,000	-	\$500,000	5	0	0	8	0	0	0	13	Roadway is not eligible for federal funding and cannot justifiably be added to the Federal Functional Classification System
								\$0	\$400,000	\$0	\$0	\$100,000	-	\$500,000									
	Terrell	Terrell	Rochester Street	Rockwall Avenue to SH 34	Construct 0/2 to 2 lane roadway		C	\$0	\$549,600	\$0	\$0	\$137,400	-	\$687,000	5	0	0	8	0	0	0	13	Roadway is not eligible for federal funding and cannot justifiably be added to the Federal Functional Classification System
								\$0	\$549,600	\$0	\$0	\$137,400	-	\$687,000									

Year	RTR	CMAQ	STBG
2023	\$0	\$0	\$400,000
2024	\$0	\$0	\$13,600,000
2025	\$0	\$0	\$0
2026	\$0	\$0	\$3,500,000
2027	\$0	\$0	\$3,000,000
2028	\$0	\$0	\$12,455,000
Total	\$0	\$0	\$32,955,000
Grand Total	\$32,955,000		

Category	West	East	West %	East %
CMAQ	\$0	\$0	0%	0%
STBG	\$0	\$32,955,000	0%	100%
RTR	\$0	\$0	0%	0%
Overall	\$0	\$32,955,000	0%	100%
Grand Total	\$32,955,000			

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**COVID-19 #00X Infrastructure Program (Round 4)
Funding Recommendations: Strategic Partnerships**

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COVID-19 ID#	Implementing Agency	City	Project/Facility	Limits	Project Scope	Fiscal Year	Phase	Proposed Funding						Comments	
								Federal STBG (CAT 7)	Regional Toll Revenue (RTR)	RTC Local	State	Local	Transp. Dev. Credits (TDCs)		Total Proposed Funding
Projects Recommended for Funding															
#078	NCTCOG	Everman	Integrated Stormwater/Flooding Management Study	Citywide	Conduct planning study to identify areas at risk of flooding; integration of stormwater management and transportation planning	2022	I	\$0	\$0	\$105,000	\$0	\$0	-	\$105,000	
								\$0	\$0	\$105,000	\$0	\$0	-	\$105,000	
#079	NCTCOG	Various	IH 30	Dallas/Tarrant County Line to IH 635	Planning study to review design elements needed to accommodate automated and electric vehicles, including dynamic inductive charging technology usable by all vehicle types	2022	I	\$1,600,000	\$0	\$0	\$400,000	\$0	-	\$2,000,000	Funding would be in addition to the \$2,000,000 STBG already approved via the Regional 10-Year Plan
								\$1,600,000	\$0	\$0	\$400,000	\$0	-	\$2,000,000	
#080	NCTCOG	Various	IH 30	IH 35W to Dallas/Tarrant County Line	Planning study to review design elements needed to accommodate automated and electric vehicles, including dynamic inductive charging technology usable by all vehicle types	2022	I	\$800,000	\$0	\$0	\$200,000	\$0	-	\$1,000,000	
								\$800,000	\$0	\$0	\$200,000	\$0	-	\$1,000,000	
#081	Dallas	Dallas	Northwest Highway	At Tulane Boulevard	Construct access point into redeveloping land use area	2022	C	\$200,000	\$0	\$0	\$0	\$50,000	-	\$250,000	
								\$200,000	\$0	\$0	\$0	\$50,000	-	\$250,000	
#082	Dallas	Dallas	Huntington Road	East Belt Line Road to South of DART Silver Line	Construct 0 to 4 lane roadway	2024	C	\$1,200,000	\$0	\$0	\$0	\$300,000	-	\$1,500,000	
								\$1,200,000	\$0	\$0	\$0	\$300,000	-	\$1,500,000	
#083	Dallas/Dallas County	Dallas	Lake June Road	At US 175	Replace structure and convert partial clover leaf to a conventional diamond intersection	2023	E	\$2,400,000	\$0	\$0	\$0	\$600,000	-	\$3,000,000	
								\$2,400,000	\$0	\$0	\$0	\$600,000	-	\$3,000,000	
#084	TxDOT Dallas	Denton	FM 407	Gulf Avenue to West of Sage	Realign existing 2 to 2 lane roadway to address safety issue	2022	C	\$1,040,000	\$0	\$0	\$260,000	\$0	-	\$1,300,000	Multiple crashes along this stretch of roadway
								\$1,040,000	\$0	\$0	\$260,000	\$0	-	\$1,300,000	
#085	Grand Prairie	Grand Prairie	Jefferson	Cimarron Trail to SH 161	Reconstruct 6 lane asphalt to 6 lane concrete roadway to withstand truck traffic	2023	C	\$4,000,000	\$0	\$0	\$0	\$1,000,000	-	\$5,000,000	Project needed to enable construction of Main Street project that was previously funded by the RTC
								\$4,000,000	\$0	\$0	\$0	\$1,000,000	-	\$5,000,000	

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Funding Recommendations: Strategic Partnerships**

DRAFT

COVID-19 ID#	Implementing Agency	City	Project/Facility	Limits	Project Scope	Fiscal Year	Phase	Proposed Funding						Comments	
								Federal STBG (CAT 7)	Regional Toll Revenue (RTR)	RTC Local	State	Local	Transp. Dev. Credits (TDCs)		Total Proposed Funding
Projects Recommended for Funding															
#086	TxDOT Dallas	McKinney	SH 5	Louisiana Street to Virginia Parkway	Conceptual engineering to identify improvements to connect adjacent neighborhoods in order to reknit the community	2022	E	\$2,000,000	\$0	\$0	\$0	\$0	400,000	\$2,000,000	Regional TDCs to be utilized in lieu of a local cash match
								\$2,000,000	\$0	\$0	\$0	\$0	400,000	\$2,000,000	
#087	NCTCOG	Various	National Park Service Partnership (Phase 1)	Regionwide	Create and convene committee to coordinate between various stakeholders seeking to facilitate tourism and recreation along the Trinity River National Water Trail	2022	I	\$0	\$0	\$150,000	\$0	\$0	-	\$150,000	Request is for \$50,000 per year for 3 years
								\$0	\$0	\$150,000	\$0	\$0	-	\$150,000	
#088	NCTCOG	Various	National Park Service Partnership (Phase 2)	Regionwide	Support Trinity River National Water Trail Committee by coordinating with local agencies to install NCTCOG-owned mobile count equipment, develop documentation and best practice guides on the impact of water trail access points on trail usage, as well as the eco-tourism benefits of water trail access points as it relates to the Fort Worth and Dallas Regional Trail	2024	I	\$120,000	\$0	\$0	\$0	\$0	24,000	\$120,000	Request is for \$40,000/year for 3 years; Regional TDCs to be utilized in lieu of a local cash match
								\$120,000	\$0	\$0	\$0	\$0	24,000	\$120,000	
#089	NCTCOG	Various	On-Road Vehicle Emissions Task Force	Regionwide	Establish mobile emissions enforcement task force to combat fraudulent registration plates, inspections in light- and medium-duty vehicles, and emissions component tampering; Collect tailpipe emissions data from medium and heavy-duty vehicles to develop air quality planning strategies	2022	I	\$2,500,000	\$0	\$0	\$0	\$0	500,000	\$2,500,000	Regional TDCs to be utilized in lieu of a local cash match
								\$2,500,000	\$0	\$0	\$0	\$0	500,000	\$2,500,000	
#090	Fort Worth	Fort Worth	Stop Six Improvements; On Miller Avenue	East Rosedale Street to Windowmere Street	Reconstruct 2 to 2 lanes as a context sensitive roadway, including sidewalks and lighting	2025	C	\$520,000	\$0	\$0	\$0	\$130,000	-	\$650,000	Additional funding for the Rosedale/Stop Six project from COVID Round 3
								\$520,000	\$0	\$0	\$0	\$130,000	-	\$650,000	
#091	Fort Worth	Fort Worth	Stop Six Improvements; On Ramey Avenue	South Hughes Avenue to South Edgewood Terrace	Reconstruct 2 to 2 lanes as a context sensitive roadway, including sidewalks and lighting	2025	C	\$640,000	\$0	\$0	\$0	\$160,000	-	\$800,000	Additional funding for the Rosedale/Stop Six project from COVID Round 3
								\$640,000	\$0	\$0	\$0	\$160,000	-	\$800,000	

**COVID-19 #00X Infrastructure Program (Round 4)
Funding Recommendations: Strategic Partnerships**

DRAFT

COVID-19 ID#	Implementing Agency	City	Project/Facility	Limits	Project Scope	Fiscal Year	Phase	Proposed Funding						Comments	
								Federal STBG (CAT 7)	Regional Toll Revenue (RTR)	RTC Local	State	Local	Transp. Dev. Credits (TDCs)		Total Proposed Funding
Projects Recommended for Funding															
#092	TxDOT Fort Worth	Cleburne	US 67 at Nolan River Road	North of US 67 Frontage Roads (at Chisholm Trail Parkway) to South of US 67	Reconstruct and widen from 2 to 4 lanes including widened bridge at US 67	2022	E	\$800,000	\$0	\$0	\$200,000	\$0	-	\$1,000,000	Specific limits to be determined after coordination between NTTA and TxDOT on where Chisholm Trail Parkway will terminate
								\$800,000	\$0	\$0	\$200,000	\$0	-	\$1,000,000	
#093	TxDOT Fort Worth	Various	IH 20	SS 312 to FM 1187	Reconstruct and widen from 4/6 to 6 general purpose lanes and 4/6 discontinuous to 4/6 continuous frontage roads	2024	E	\$6,400,000	\$0	\$0	\$1,600,000	\$0	-	\$8,000,000	
								\$6,400,000	\$0	\$0	\$1,600,000	\$0	-	\$8,000,000	
#094	TxDOT Fort Worth	Various	County Road 4668	At Bobo's Crossing	Reconstruct bridge to elevate out of flood plain for safety	2022	E	\$3,000,000	\$0	\$0	\$0	\$0	600,000	\$3,000,000	Regional TDCs to be utilized in lieu of a local cash match; Related to the Regional Transportation Stormwater Integration Program
								\$3,000,000	\$0	\$0	\$0	\$0	600,000	\$3,000,000	
#095	Cleburne	Cleburne	CR 900/Industrial Boulevard/CR 1125	Chisholm Trail Parkway to 0.5 miles east of Chisholm Trail Parkway	Reconstruct roadway from 2 to 2 lanes with intersection improvements	2022	E	\$0	\$120,000	\$0	\$0	\$30,000	-	\$150,000	RTR West Aside Account 2 funds; Project related to Chisholm Trail Parkway and the pavement is in very poor condition.
						2023	C	\$0	\$1,200,000	\$0	\$0	\$300,000	-	\$1,500,000	
								\$0	\$1,320,000	\$0	\$0	\$330,000	-	\$1,650,000	
#096	Rockwall County	Various	Regional Outer Loop Partnership	TBD	Partnership with Rockwall County in which the County will fund preliminary engineering/environmental for a portion of the Regional Outer Loop (from FM 1138 to SH 276) with local dollars in order to expedite the project and the RTC would fund a project (in return) that will be determined at a later time	2025	E	\$8,800,000	\$0	\$0	\$0	\$0	1,760,000	\$8,800,000	Regional TDCs to be utilized in lieu of a local cash match; If on-system projects are ultimately funded, the match may change to a State match; Funding can be advanced once specific project is identified; Project added after STTC materials were sent out
								\$8,800,000	\$0	\$0	\$0	\$0	1,760,000	\$8,800,000	
#097	Kaufman County	Various	Regional Outer Loop Partnership	TBD	Partnership with Kaufman County in which the County will fund preliminary engineering/environmental for a portion of the Regional Outer Loop (from SH 205 to IH 20) with local dollars in order to expedite the project and the RTC would fund a project (in return) that will be determined at a later time	2025	E	\$7,800,000	\$0	\$0	\$0	\$0	1,560,000	\$7,800,000	Regional TDCs to be utilized in lieu of a local cash match; If on-system projects are ultimately funded, the match may change to a State match; Funding can be advanced once specific project is identified; Project added after STTC materials were sent out
								\$7,800,000	\$0	\$0	\$0	\$0	1,560,000	\$7,800,000	
Grand Total								\$43,820,000	\$1,320,000	\$255,000	\$2,660,000	\$2,570,000	4,844,000	\$50,625,000	

**COVID-19 #00X Infrastructure Program (Round 4)
Funding Recommendations: Strategic Partnerships**

DRAFT

COVID-19 ID#	Implementing Agency	City	Project/Facility	Limits	Project Scope	Fiscal Year	Phase	Proposed Funding						Comments	
								Federal STBG (CAT 7)	Regional Toll Revenue (RTR)	RTC Local	State	Local	Transp. Dev. Credits (TDCs)		Total Proposed Funding
Projects Not Recommended for Funding															
	Dallas	Dallas	Grand Avenue	IH 30 to White Rock Lake	Conduct planning study to identify safe pedestrian access/facilities along major roadways to create connections to nearby parks, including Tennison Park, Dallas Arboretum, Samuell Grand, and Samuell Garland Park		E	\$640,000	\$0	\$0	\$0	\$160,000	-	\$800,000	The RTC previously funded a planning study for this corridor
								\$640,000	\$0	\$0	\$0	\$160,000	-	\$800,000	
	Richardson	Richardson	Citywide	Citywide	Develop an Intelligent Transportation Systems Master Plan		I	\$200,000	\$0	\$0	\$0	\$0	40,000	\$200,000	Not proposed for funding; NCTCOG staff recommends taking a more regional approach to ITS plans as opposed to funding individual plans for local governments
								\$200,000	\$0	\$0	\$0	\$0	40,000	\$200,000	
	Richardson	Richardson	Citywide	Citywide	Develop an Active Transportation Plan		I	\$180,000	\$0	\$0	\$0	\$0	36,000	\$180,000	Submit project through the Unified Planning Work Program
								\$180,000	\$0	\$0	\$0	\$0	36,000	\$180,000	
	Terrell	Terrell	UP RR	Delphine Street to Bowser Circle	Construct improvements to rail crossings, including quad gates, at Bowser Circle, Rockwall Avenue, Frances Street, Catherine Street, Adelaide Street, Virginia Street, and Delphine Street		C	\$3,920,000	\$0	\$0	\$0	\$980,000	-	\$4,900,000	Not proposed for funding; NCTCOG staff recommends considering this project at a later date once more coordination has been done with Union Pacific Railroad
								\$3,920,000	\$0	\$0	\$0	\$980,000	-	\$4,900,000	

FY	RTC Local	STBG	RTR
2022	\$255,000	\$11,940,000	\$0
2023	\$0	\$6,400,000	\$1,320,000
2024	\$0	\$7,720,000	\$0
2025	\$0	\$17,760,000	\$0
Total	\$255,000	\$43,820,000	\$1,320,000
Grand Total	\$45,395,000		

Category	West	East	West %	East %
STBG	\$12,280,000	\$31,540,000	28.02%	71.98%
RTC Local	\$255,000	\$0	100.00%	0.00%
RTR	\$1,320,000	\$0	100.00%	0.00%
Overall	\$13,855,000	\$31,540,000	30.52%	69.48%
Grand Total	\$45,395,000			

**Evaluation Methodology For
COVID-19 Infrastructure Program (Round 4)
Bicycle/Pedestrian Projects**

Category	Regional Network Connectivity or Strong Context Design	Implementation of Mobility Plan	Safety	Regional Partnership and Other Factors
Description	Improves connectivity of Mobility 2045 regional paths and bikeways between cities and counties. The design is suitable for the context of the location and provides high comfort for users of all ages and abilities.	Improves connectivity of Mobility 2045 regional paths and bikeways between cities and counties. Provides alternative travel options in lieu of motor vehicle trips in areas with greater opportunity for walking and bicycling, thus improving air quality.	Improves safety and provides facilities for pedestrians and bicyclists, and is located in an area with document high crash history and/or safety concerns.	NCTCOG has been actively coordinating with the implementing agency to advance planning and preliminary engineering. Project scope of work is well defined and coordinated with NCTCOG. Addresses other factors related to project impact upon the community.
Points (max)	25 (max)	25 (max)	25 (max)	25 (max)
High Criteria / Scoring Range (16-25 Points)	Project is on the Regional Veloweb (regionally significant) and provides connectivity between multiple jurisdictions. Project is identified along a regionally-significant bikeway corridor. Project provides pedestrian connections to major designations such as employment centers, downtowns, and higher density areas with a low stress/high comfort facility ² .	Project is on the Regional Veloweb designated in Mobility 2045. Project's length or resulting gap closure is long, resulting in significant continuous network mileage. Project connects to a rail station and/or is located in an area with a <u>high density</u> of short trips by motor vehicles. Project provides seamless connections to destinations.	Project is located in an area with high bicycle and/or pedestrian crash density, or implements safety countermeasure(s) identified in a safety report or audit. Project design addresses a documented safety issue.	Considerable design and engineering is complete and/or has been advanced by NCTCOG partnerships and funding. Project is feasible with realistic cost estimates. Project's benefits appear to justify the cost.
Medium Criteria / Scoring Range (5-15 points)	Project is on the Regional Veloweb (regionally significant), but is limited to one jurisdiction. Project's length is moderate to short. On-street bikeway facilities connect and extend an existing Regional Veloweb. Pedestrian connections are to major destinations per Mobility 2045 with a low stress/high comfort facility. ²	Project is designated as Regional Veloweb designated in Mobility 2045. Project closes a gap or extends an existing Regional Veloweb facility, and/or provides sidewalk accommodations to major destinations. Project is located in an area with a <u>moderate</u> density of short trips by motor vehicles.	Project includes a low stress/high comfort facility in a medium to low bicycle and/or pedestrian crash density area. ² Project is a safety countermeasure addressing a known issue but not identified in a safety report or audit.	Project has some progress in preconstruction (engineering and design). Project's benefits justify the cost. Project has moderate evidence of public support.
Low Criteria / Scoring Range (0-5 points)	Project is local in nature and provides limited benefit to the larger area (not regionally significant). Project is located in an area with no or low density of short trip by motor vehicles, but may provide direct access to local destinations. Project does not include a low stress/high comfort facility. ²	Project is not designated as a trail or bikeway facility in Mobility 2045, and/or sidewalks do not provide access to major destinations. Pedestrian facilities are consistent with the recommendations of Mobility 2045, but do not connect to major "high density" destinations.	Project area has no documented safety issues. Project is not in a bicycle and/or pedestrian crash density area. Project provides some inherent safety benefit.	No schematic design or engineering has been completed for project. Project may not be feasible and benefits may not justify the costs. Project has no evidence of public support, or limited documentation was available to justify the project benefits.

² A low stress / high comfort facility is considered a wide sidewalk (minimum 5 feet in width) for pedestrians or a minimum 10-14 foot wide off-street shared-use path for both pedestrians and bicyclists, or separated/protected bike lanes or on-street bike lanes with a suitable design for users of all ages and abilities based on the context of the project location (e.g. projected traffic volumes, speeds, adjoining land uses, etc.). Such project design must be consistent with relevant Design Guidelines and resources including AASHTO, NACTO, ITE, FHWA, and TxDOT.

Evaluation Methodology For COVID-19 Infrastructure Program (Round 4) Complete Streets Projects

Regional Network Connectivity or Strong Context Design

Lowest Score: 0; Highest Score: 25

Breakdown:*

0: No other modes beyond auto provided for

10: One additional usage added (auto + pedestrian)

15: Two or more modes, (auto, ped, bicycle, potential transit); bicycle accommodation is narrow or on-street bicycle lane

25: Adds enhanced bicycle + ped infrastructure separating the users from the roadway, enhanced transit accessibility

*Points adjusted based on land use and opportunities for redevelopment

Implementation of Mobility Plan: 0-25

Projects included in Mobility Plan or supported/were consistent with goals/policies in the Mobility Plan. Some adjustments made for other areas of the plan affected such as freight, transportation and land use compatibility, etc.

Safety

Lowest Score: 0 (no data); Highest Score: 25

Breakdown:**

0: No safety improvements mentioned

10: Sidewalks only

15: Bicycle path removes bicycle from roadway; enhanced pedestrian safety (wider sidewalks, lighting, ramps); and/or provides safety infrastructure for both bikes and peds; and/or adds another element (signal redesign, traffic calming) or increased safety at intersections (bump outs, etc.)

25: Also adds additional roadway safety (median, etc.); signalized ped crossings, enhanced bicycle/ped infrastructure or traffic calming

**Points adjusted for proximity to schools with improvements for safe travel and crossings near schools

Partnership: 0 to 25

Projects coordinated with COG with advance planning and/or engineering and/or multi-jurisdictional project. Level of advance planning and stakeholder involvement evaluated. Funding partnerships with other entities evaluated as well.

**Evaluation Methodology For
COVID-19 Infrastructure Program (Round 4)
Intersection Projects**

Initial Screen: Is the roadway at least a Major Collector on the FFCS (or can it justifiably be added)?

Safety (# of crashes from 2016-2020)	Air Quality Benefits (NOx reduction in lbs/day)	Cost Effectiveness (Cost/lb of NOx reduced over project life)	Traffic Volumes	Level of Service	Equity (i.e., project is located in an EJ area)
≥ 76 = 20	> 0.5 lbs/day = 15	≤ \$999 = 15	≥ 30,000 = 20	F = 20	3 layers touched (no buffer)= 10
40-75 = 15	0.26-0.5 lbs/day = 10	\$1,000-\$4,999 = 10	20,000-29,999 = 15	DE = 15	1-2 layers touched (no buffer) = 8
16-39 = 10	0.01-0.25 lbs/day = 5	≥ \$5,000 = 5	10,000-19,999 = 10	ABC = 5	3 layers within .25 miles = 6
≤ 15 = 5			≤ 9,999 = 5		1-2 layers within .25 miles = 4
					Any number of layers within .5 mile = 2
					No layers within .5 mile = 0

Notes:

Projects may receive a maximum possible score of 100.

NOx = Nitrogen Oxides

Source of crash data: Texas Department of Transportation

Equity score accounts for Minority, Low Income, and Limited English

Proficiency populations

**Evaluation Methodology For
COVID-19 Infrastructure Program (Round 4)
Addition of Lanes Projects**

**Initial Screen: Is the roadway at least a Major Collector on the FFCS (or can it justifiably be added)?
Are additional lanes warranted?**

Safety (# of crashes)	Traffic Volumes	Level of Service	Equity (i.e., project is located in an EJ area)	Pavement Condition	Bridge Deficiency	Freight Connectivity
≥ 211 = 20	≥ 40,000 = 25	F = 25	3 layers touched (no buffer) = 10	≥ 75 = 15	Poor Condition = 10	Y = 5
78-210 = 15	30,000-39,999 = 20	DE = 20	1-2 layers touched (no buffer) = 8	50-74 = 10	Fair Condition = 5	N = 0
20-77 = 10	20,000-29,999 = 15	ABC = 5	3 layers within 0.25 miles = 6	25-49 = 5	Good Condition/No data available/Project does not cross a bridge = 0	
≤ 19 = 5	10,000-19,999 = 10		1-2 layers within 0.25 miles = 4	≤ 24 or No data available = 0		
0 = 0	≤ 9,999 = 5		Any # of layers within 0.5 mile = 2			
			No layers within 0.5 mile = 0			

Notes:

Projects may receive a maximum possible score of 110

Source of crash data: Texas Department of Transportation (TxDOT) (2016-2020)

FFCS = Federal Functional Classification System

Equity score accounts for Minority, Low Income, and Limited English Proficiency populations

EJ = Environmental Justice

Pavement Condition score derived from percentage of segments deemed to be Good, Fair, and Poor

Source of Pavement Condition data: Pavement Management Information System (PMIS)

Source of Bridge data: National Bridge Inventory and TxDOT

**Evaluation Methodology For
COVID-19 Infrastructure Program (Round 4)
New Roadways**

Initial Screen: Are additional lanes warranted?

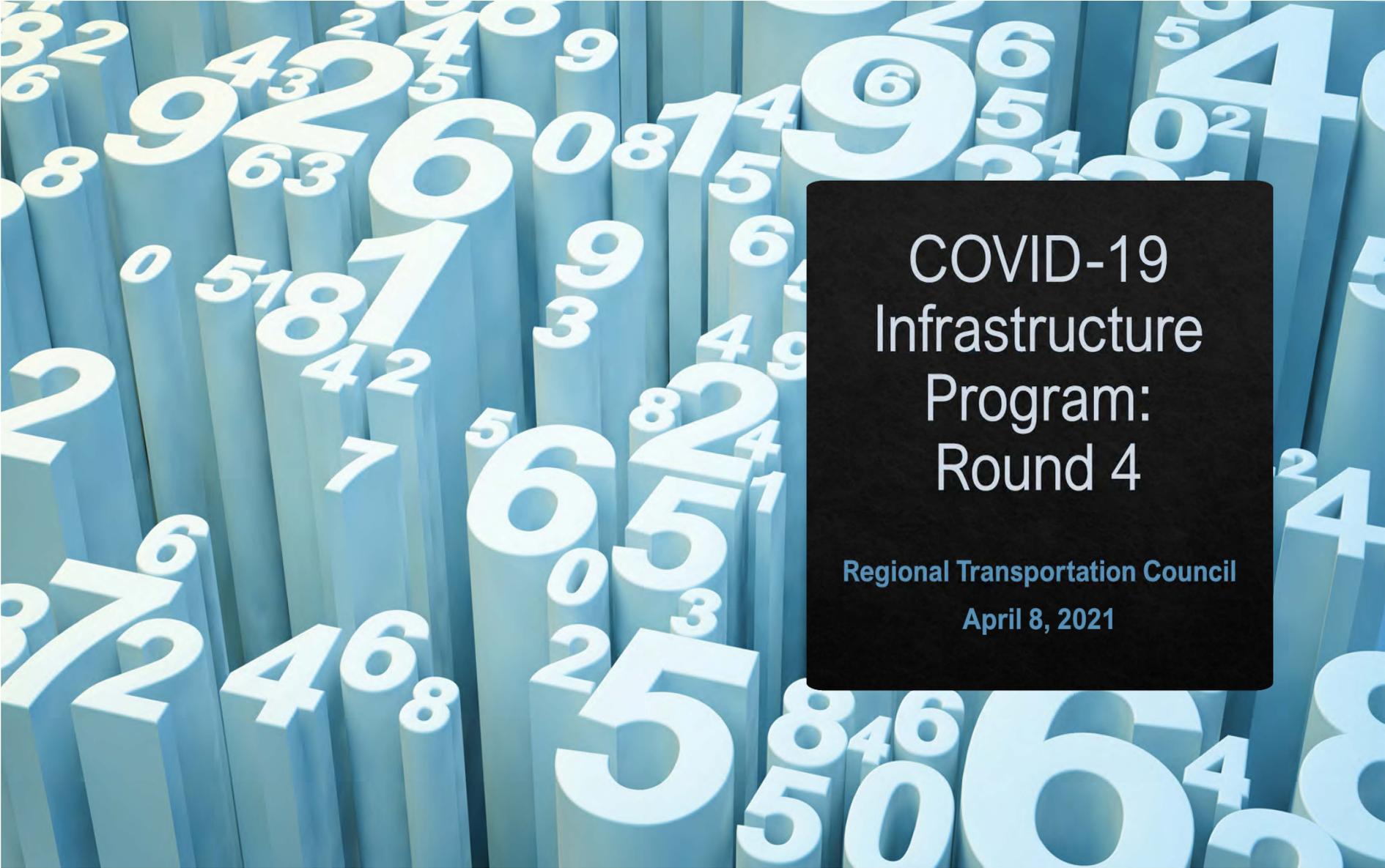
Traffic Volumes	Level of Service	Equity (i.e., project is located in an EJ area)
≥ 40,000 = 40	F = 40	3 layers touched (no buffer) = 20
30,000-39,999 = 30	DE = 30	1-2 layers touched (no buffer) = 16
20,000-29,999 = 25	ABC = 15	3 layers within 0.25 miles = 12
10,000-19,999 = 20		1-2 layers within 0.25 miles = 8
≤ 9,999 = 15		Any # of layers within 0.5 mile = 4
		No layers within 0.5 mile = 0

Notes:

Projects may receive a maximum possible score of 100

Equity score accounts for Minority, Low Income, and Limited English Proficiency populations

EJ = Environmental Justice



COVID-19
Infrastructure
Program:
Round 4

Regional Transportation Council

April 8, 2021

BACKGROUND

- ◇ Due to the ongoing COVID-19 pandemic, the economy has suffered large setbacks and there is an urgency to stimulate the economy.
- ◇ As was done in 2009, the idea is to inject much needed cash into the local and state economies using infrastructure investment.
- ◇ North Central Texas Council of Governments (NCTCOG) staff recommends funding a fourth round of projects.
- ◇ These projects meet one or more of the policies outlined in Mobility 2045 and/or assist in reaching the region's federal performance targets.
- ◇ Some of these projects have been the subject of discussions between NCTCOG staff and regional partners over the past several years and this action seeks to bring them to a conclusion. Others were submitted by local governments for consideration.

PROJECT TYPES

- ◇ Roadways
- ◇ Complete Streets
- ◇ Bicycle/Pedestrian
- ◇ Intersection Improvements
- ◇ Strategic Partnerships (e.g., planning studies, engineering, additional funding on existing projects, non-traditional funding type)

SUMMARY OF THE EVALUATION PROCESS

- ◇ Eligibility criteria considered:
 - ◇ For Roadway/Intersection projects, facility must be at least a Major Collector on the Federal Functional Classification System or can justifiably be added
 - ◇ For projects with a capacity increase, additional lanes must be warranted
- ◇ Selection criteria considered include:
 - ◇ Traffic volumes/Level of service
 - ◇ Air quality benefits/Cost effectiveness
 - ◇ Consistency with the Mobility Plan
 - ◇ Project addresses a safety issue (history of vehicle crashes)
 - ◇ Project addresses federal performance measures (e.g., bridge condition, pavement condition, part of the roadway freight network)
- ◇ The specific criteria/process used for each project type is included in the Council mailout

RECENT STIMULUS FUNDING

- ◇ As part of the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) signed into law in December 2020, \$9.8 billion of additional funding was set aside for transportation infrastructure.
- ◇ Of that amount, \$803 million is allocated to TxDOT and \$164 million is allocated to MPOs in Texas.
- ◇ Approximately \$54M is allocated to the Dallas-Fort Worth region.
- ◇ These funds will be added to the region's existing balance of Surface Transportation Block Grant funds in FY 2022/2023.
- ◇ Propose to incorporate these funds into existing project selection efforts (COVID Round 4+ and the 10 Year Plan).

WEST/EAST FUNDING DISTRIBUTION

West/East Sub-Region Funding Split of Recommended Projects				
Category	West	East	West %	East %
CMAQ ¹	\$8.44M	\$31.37M	21.2%	78.8%
STBG ²	\$24.48M	\$75.19M	24.6%	74.4%
RTR ³	\$1.32M	\$0	100%	0%
RTC Local	\$0.25M	\$0	100%	0%
Total	\$34.49M	\$106.56M	24.5%	75.5%

Funding distributions only take Regional Transportation Council (RTC) funds into account and do not include local matches

¹ Congestion Mitigation and Air Quality Improvement Program

² Surface Transportation Block Grant Program

³ Regional Toll Revenue

SUMMARY OF PROPOSED FUNDING

Project Type	CMAQ Funds	STBG Funds	RTR Funds	RTC Local Funds	Non-RTC Funds	TDCs ¹	Total
Roadways	\$0	\$32.95M	\$0	\$0	\$7.55M	1.88M	\$40.50M
Complete Streets	\$8.80M	\$19.50M	\$0	\$0	\$14.88M	0.44M	\$43.18M
Bicycle/ Pedestrian	\$19.60M	\$0	\$0	\$0	\$2.25M	2.12M	\$21.85M
Intersection Improvements	\$11.41M	\$3.40M	\$0	\$0	\$4.69M	0.87M	\$19.50M
Strategic Partnerships	\$0	\$43.82M	\$1.32M	\$0.25M	\$5.23M	4.84M	\$50.62M
Total	\$39.81M	\$99.67M	\$1.32M	\$0.25M	\$34.60M	10.15M	\$175.65M

¹ Transportation Development Credits (TDCs) are not cash and do not count in total funding

APPROVAL TIMELINE

Meeting/Task	Date
Deadline to Submit Project Requests	January 29, 2021
STTC Action	March 26, 2021
RTC Action	April 8, 2021
Public Involvement	April 2021
TIP Modification Submittal Deadline for August Cycle	April 23, 2021
Anticipated Federal Highway Administration Approval	October 2021

ACTION REQUESTED

- ◇ RTC approval of:
 - ◇ The proposed projects outlined in the tables in the mail out, and
 - ◇ Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other administrative/planning documents as needed.

QUESTIONS?

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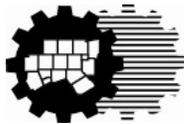
2021 Federal Transit Administration Low or No Emissions Grant Program

Regional Transportation Council Meeting

April 8, 2021

Lori Clark

Program Manager



North Central Texas
Council of Governments



FTA Low or No Emissions Grant

\$180 Million Available Funding

Eligible Projects	Federal Match	Non-Federal Match
Low or No Emission Buses	85%	15%
Related Equipment and Facilities	90%	10%
Workforce Development	80%	20%

Program Objectives

Reduce Energy Consumption

Reduce Harmful Emissions

Reduce Direct Carbon Emissions

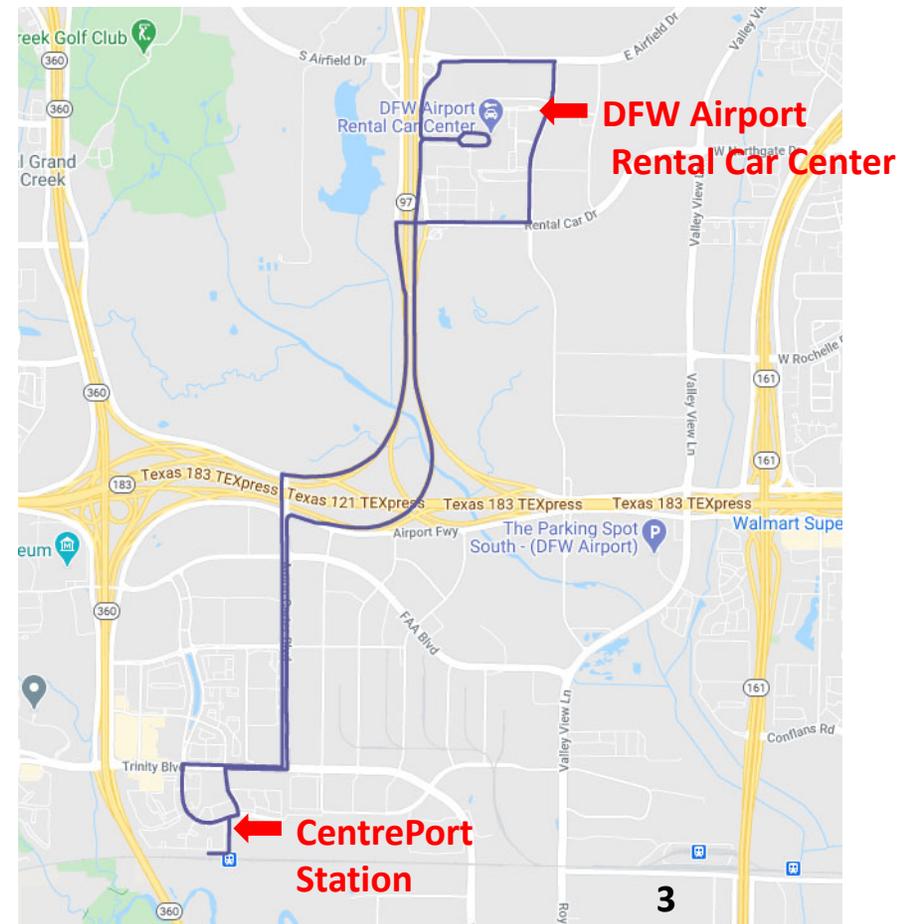
Proposed Regional Submittal: Electrify the TRE Link

TRE Link - Route 31
CentrePort Station
DFW Airport Rental Car Center

Electric Buses
Charging Equipment
Project Administration

Anticipated Award:
Up to \$7.5 Million Federal Funds

Proposed Match:
Up to 1.5 Million Regional TDCs



Schedule

Milestone	Estimated Timeframe
Notice of FTA Funding Opportunity Issued	February 11, 2021
STTC Action to Recommend Application	March 26, 2021
RTC Approval of Application	April 8, 2021
FTA Application Submittal Deadline	April 12, 2021
Executive Board Endorsement	April 22, 2021

Relevance to Regional Planning

Air Quality Emphasis Areas:

- High-Emitting Vehicles/Equipment
- Idling
- Hard Accelerations
- Low Speeds
- Cold Starts
- Vehicle Miles of Travel
- Energy and Fuel Use

Performance Measures:

Air Quality, Transit

Mobility 2045:

Air Quality Policies AQ3-003 and AQ3-004

[Mobility 2045 Chapter 4 – Environmental Considerations](#)

[Appendix C – Environmental Considerations](#)

Public Transportation Policies TR3-001, TR3-002, and TR3-010

[Mobility 2045 Chapter 6 – Mobility Options](#)
[Appendix E – Mobility Options](#)

Action Requested

Regional Transportation Council Approval of:

Proposed Project Application for the FY 2021 FTA Low or No Emission Grant Program Requesting Up to \$7.5 Million FTA Funds

Use of Up to 1.5 Million Regional TDCs as Match

Administratively Amending the Transportation Improvement Program (TIP), the Statewide TIP, and Other Planning/Administrative Documents to Include the Proposed Project, if Awarded

For More Information

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DFW Clean Cities Coordinator
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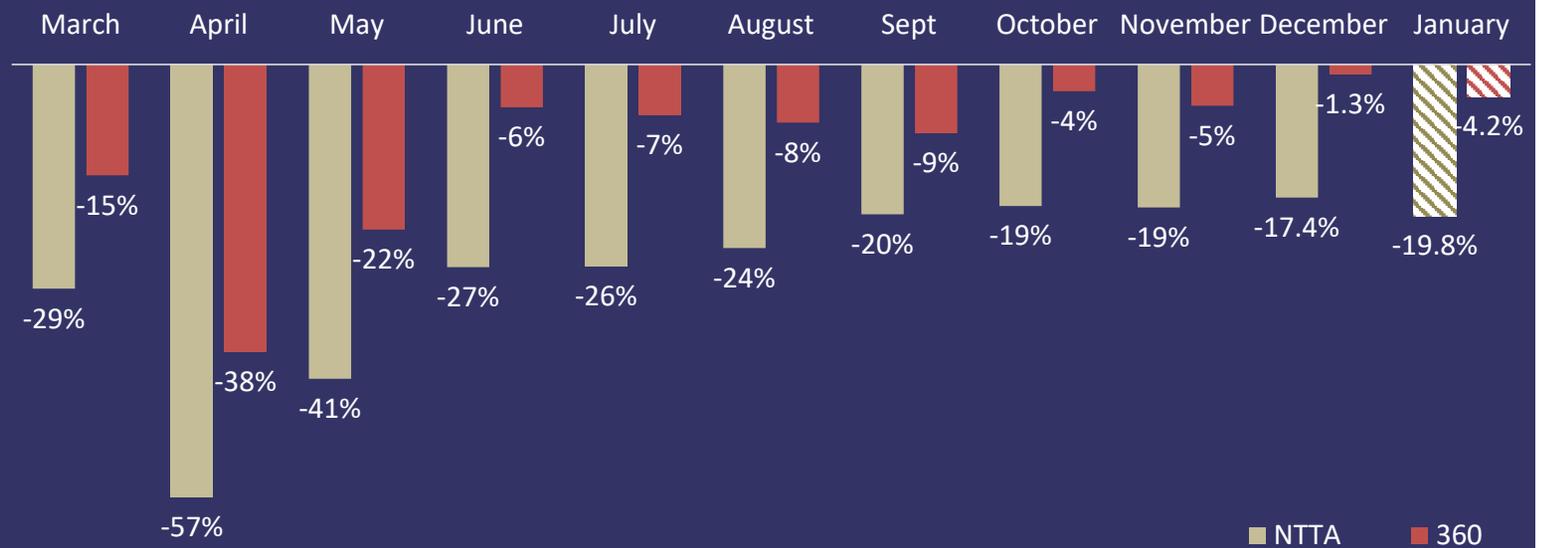
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FUNDING IMPACT

NTTA
Transactions,
Including
SH 360

Change in Tollway Transactions: 2019 vs 2020



Source: NTTA

Note: Change for NTTA includes 360 Tollway

Additional Note: Despite decline in transactions, the revenues are sufficient to meet debt service for SH 360.

No current impact to RTC backstop expected.

CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

TIP CODE	CSJ	PROJECT SPONSOR	FACILITY	PHASE	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	REVISED START DATE	OBLIGATION STATUS	COMMENTS
40054	0902-90-076	TXDOT-FORT WORTH	CS	C	WALNUT CREEK ELEMENTARY PEDESTRIAN WALKWAY; ALONG STRIBLING DR/STRIBLING DR N FROM TIMBEROAKS DR TO STRIBLING CIR	ALONG HIGH CREST DR FROM STRIBLING DR TO WALNUT CREEK DR	SAFE ROUTES TO SCHOOL; PEDESTRIAN IMPROVEMENTS INCLUDING SIDEWALKS AND CROSSWALKS	\$250,421	\$0	\$62,605	\$313,026	\$250,421	08/2020	08/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF JULY 2020; FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION
40054	0902-90-076	TXDOT-FORT WORTH	CS	CE	WALNUT CREEK ELEMENTARY PEDESTRIAN WALKWAY; ALONG STRIBLING DR/STRIBLING DR N FROM TIMBEROAKS DR TO STRIBLING CIR	ALONG HIGH CREST DR FROM STRIBLING DR TO WALNUT CREEK DR	SAFE ROUTES TO SCHOOL; PEDESTRIAN IMPROVEMENTS INCLUDING SIDEWALKS AND CROSSWALKS	\$6,636	\$0	\$1,659	\$8,295	\$6,636	08/2020	08/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF JULY 2020; FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION
11913.2	0918-00-356	TXDOT-DALLAS	VARIOUS	I	DIGITAL VIDEO PROJECT; ON ALL STATE FACILITIES	IN THE DALLAS DISTRICT	UPGRADE ITS CCTV ANALOG CAMERAS LOCATED THROUGHOUT THE DALLAS DISTRICT (APPROXIMATELY 576) WITH DIGITAL CAMERAS TO BE COMPATIBLE WITH UPGRADED DALTRANS TRAFFIC MANAGEMENT CENTER VIDEO EQUIPMENT	\$2,300,000	\$575,000	\$0	\$2,875,000	\$2,300,000	09/2020	08/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF JULY 2020; FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION
14080	0902-90-163	GRAND PRAIRIE	VA	E	REGIONAL VELOWEB TRAIL FROM TERMINATION OF FORT WORTH TRAIL AT CITY LIMITS	MIKE LEWIS PARK AT EXISTING TRAIL NEAR ROY ORR BLVD	CONSTRUCT SHARED-USE PATH	\$220,508	\$0	\$55,127	\$275,635	\$220,508	06/2020	09/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF SEPTEMBER 2020; FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION
14080	0902-90-163	GRAND PRAIRIE	VA	ENV	REGIONAL VELOWEB TRAIL FROM TERMINATION OF FORT WORTH TRAIL AT CITY LIMITS	MIKE LEWIS PARK AT EXISTING TRAIL NEAR ROY ORR BLVD	CONSTRUCT SHARED-USE PATH	\$22,000	\$0	\$5,500	\$27,500	\$22,000	09/2020	09/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF SEPTEMBER 2020; FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION
14059	2208-01-070	TXDOT-FORT WORTH	SS 303	C	COLLINS ST	SH 360	CONSTRUCT NEW SIDEWALK, RECONSTRUCT EXISTING SIDEWALK, ADD LIGHTING, AND SIGNAGE	\$3,144,000	\$786,000	\$0	\$3,930,000	\$3,144,000	09/2020	09/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF AUGUST 2020; FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION
11898.4	0718-02-074	TXDOT-FORT WORTH	FM 156	C	AT AVONDALE/HASLET PKWY		CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING LEFT AND RIGHT TURN LANES AND NEW SIDEWALKS	\$4,385,280	\$1,096,320	\$0	\$5,481,600	\$4,385,280	07/2020	10/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF SEPTEMBER 2020
11913	0918-00-353	TXDOT-DALLAS	VA	I	DIGITAL VIDEO PROJECT		PURCHASE NEW DIGITAL VIDEO SOFTWARE AND HARDWARE FOR TRAFFIC MANAGEMENT CENTER TO ALLOW FOR DIGITAL VIDEO TO BE INTEGRATED INTO THE TMC SOFTWARE, DISPLAYS, AND SHARING WITH PARTNER AGENCIES; INTELLIGENT TRANSPORTATION SYSTEM	\$1,200,000	\$300,000	\$0	\$1,500,000	\$1,363,468	09/2020	10/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF SEPTEMBER 2020; FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION
11898.3	0902-90-141	TXDOT-FORT WORTH	CS	C	ON AVONDALE-HASLET FROM INTERMODAL PARKWAY TO WEST OF HASLET COUNTY LINE ROAD;	HASLET PARKWAY/INTERMODAL PARKWAY CONNECTOR FROM IH 35W/SH 170 TO TRANSPORT DRIVE	ON AVONDALE-HASLET: CONST NEW 0 LN TO 4 LN AND RECONST AND WIDEN EXISTING 2 LN TO 4 LN DIVIDED URBAN ROADWAY AND NEW SIDEWALKS; ON HASLET PKWY/INTERMODAL PKWY: CONST 0 TO 4 LN DIVIDED URBAN WITH NEW SIDEWALKS	\$320,000	\$0	\$80,000	\$400,000	\$320,000	09/2020	10/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF SEPTEMBER 2020
25060	0902-90-036	TXDOT-FORT WORTH	CS	C	ON CHEEK SPARGER RD FROM SH 26	TO BROWN TRAIL	OVERLAY AND PAVEMENT MARKINGS; INSTALL SIDEWALKS, INCREASE SUPER ELEVATION, CONSTRUCT PAVED SHOULDERS (FROM SAN BAR LN TO E OF OAKBRIAR LN)	\$351,869	\$0	\$87,967	\$439,836	\$351,869	11/2020	11/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF AUGUST 2020; FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION
14010	1601-01-032	PARKER CO	FM 730	C	AT EAST LOOP		INTERSECTION IMPROVEMENTS, INCLUDING ADDITIONAL LEFT TURN LANES AND DEDICATED RIGHT TURN LANES AND NEW SIGNAL IMPROVEMENTS	\$980,000	\$245,000	\$0	\$1,225,000	\$980,000	08/2020	12/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF JULY 2020; FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION

CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

TIP CODE	CSJ	PROJECT SPONSOR	FACILITY	PHASE	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	REVISED START DATE	OBLIGATION STATUS	COMMENTS
14011	0008-03-119	PARKER CO	US 180	C	AT EAST LOOP		CONSTRUCTION OF INTERSECTION IMPROVEMENTS INCLUDING NEW TRAFFIC SIGNALS AND CONSTRUCTION OF DEDICATED TURN LANES	\$980,000	\$245,000	\$0	\$1,225,000	\$980,000	08/2020	12/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF JULY 2020; FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION
40060	0902-90-081	RICHLAND HILLS	CS	C	RICHLAND HILLS TRE CONNECTION; GLENVIEW DRIVE ON THE NORTH	INTERSECTION OF SH 121 WESTBOUND FRONTAGE ROAD AND HANDLEY-EDERVILLE ROAD ON THE SOUTH	CONSTRUCT BICYCLE AND PEDESTRIAN IMPROVEMENTS INCLUDING SHARED-USE PATH, BIKEWAYS, SIDEWALKS, CROSSWALKS, AND SIGNAGE	\$1,117,774	\$0	\$279,444	\$1,397,218	\$1,094,569	08/2020	12/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF JULY 2020; FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION
40060	0902-90-081	RICHLAND HILLS	CS	CE	RICHLAND HILLS TRE CONNECTION; GLENVIEW DRIVE ON THE NORTH	INTERSECTION OF SH 121 WESTBOUND FRONTAGE ROAD AND HANDLEY-EDERVILLE ROAD ON THE SOUTH	CONSTRUCT BICYCLE AND PEDESTRIAN IMPROVEMENTS INCLUDING SHARED-USE PATH, BIKEWAYS, SIDEWALKS, CROSSWALKS, AND SIGNAGE	\$76,233	\$0	\$19,058	\$95,291	\$79,551	08/2020	12/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF JULY 2020; FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION
14065	0918-47-274	DALLAS	VA	E	SOPAC TRAIL FROM INTERSECTION OF GREENVILLE AVENUE AND MEADOW	NORTHAVEN TRAIL	CONSTRUCT SHARED USE PATH	\$400,000	\$0	\$0	\$400,000	\$400,000	11/2020	03/2021	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF SEPTEMBER 2020
14013.3	0902-00-235	FORT WORTH	CS	E	CENTREPORT TRAIL FROM CENTREPORT STATION	CITY LIMITS	CONSTRUCT 12' WIDE SHARED-USE PATH	\$127,973	\$0	\$0	\$127,973	\$190,000	08/2020	12/2021	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF MARCH 2020
14064	0918-47-273	DALLAS	VA	E	ON KCS TRAIL CONNECTOR FROM LBJ/SKILLMAN DART STATION	RICHARDSON CITY LIMIT	CONSTRUCT SHARED USE PATH	\$400,000	\$0	\$0	\$400,000	\$400,000	01/2021	N/A	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF SEPTEMBER 2020
14013.2	0918-48-003	DART	VA	E	COTTON BELT VELOWEB TRAIL FROM DFW AIRPORT NORTH COTTON BELT STATION	SHILOH COTTON BELT STATION	DESIGN FOR COTTON BELT VELOWEB TRAIL (26 MILES) AND CONSTRUCTION OF MULTIPLE SECTIONS OF THE TRAIL CORRIDOR (IN COPPELL, CARROLLTON, ADDISON, DALLAS, PLANO, AND RICHARDSON)	\$14,830,000 \$8,200,000	\$0	\$0	\$14,830,000 \$8,200,000	\$14,830,000	11/2020	01/2021 (ACTUAL)	OBLIGATED (2021)	FUNDING HAS OBLIGATED AS OF JANUARY 2021
14013.2	0918-48-003	DART	VA	R	COTTON BELT VELOWEB TRAIL FROM DFW AIRPORT NORTH COTTON BELT STATION	SHILOH COTTON BELT STATION	DESIGN FOR COTTON BELT VELOWEB TRAIL (26 MILES) AND CONSTRUCTION OF MULTIPLE SECTIONS OF THE TRAIL CORRIDOR (IN COPPELL, CARROLLTON, ADDISON, DALLAS, PLANO, AND RICHARDSON)	\$150,000	\$0	\$0	\$150,000	\$150,000	11/2020	01/2021 (ACTUAL)	OBLIGATED (2021)	FUNDING HAS OBLIGATED AS OF JANUARY 2021
55108.1	0047-07-228	TXDOT-DALLAS	US 75	C	AT NORTHAVEN ROAD		CONSTRUCT BIKE/PEDESTRIAN BRIDGE OVER US 75 (ON SYSTEM SECTION)	\$5,680,000	\$1,420,000	\$0	\$7,100,000	\$6,383,704	06/2021	02/2021 (ACTUAL)	OBLIGATED (2021)	FUNDING HAS OBLIGATED AS OF JANUARY 2021
55108.2	0918-47-242	TXDOT-DALLAS	VA	C	ON NORTHAVEN TRAIL FROM WEST OF US 75 AT NORTHAVEN ROAD TO US 75 BRIDGE	AND FROM EAST OF US 75 TO WHITE ROCK CREEK TRAIL/COTTONWOOD TRAIL JUNCTION	CONSTRUCT APPROACHES TO A BICYCLE/PEDESTRIAN FACILITY OVER US 75 AND CONSTRUCT A BICYCLE/PEDESTRIAN BRIDGE OVER WHITE ROCK CREEK (OFF SYSTEM SECTION)	\$1,207,448	\$0	\$301,862	\$1,509,310	\$1,207,448	06/2021	02/2021 (ACTUAL)	OBLIGATED (2021)	FUNDING HAS OBLIGATED AS OF JANUARY 2021
14027	0918-47-290	CEDAR HILL	CS	C	ON WINTERGREEN ROAD	AT NEW CLARK ROAD	NEW SIGNAL IMPROVEMENTS, INCLUDING RETIMING	\$280,000	\$0	\$70,000	\$350,000	\$280,000	09/2020	03/2021 (ACTUAL)	OBLIGATED (2021)	FUNDING OBLIGATED AS OF MARCH 2021
14079	0918-47-295	DALLAS	CS	E	PARK LANE FROM GREENVILLE AVENUE	HEMLOCK AVENUE	RECONSTRUCT ROADWAY TO ACCOMMODATE BICYCLE LANE AND SIDEWALKS FROM GREENVILLE AVE TO HEMLOCK AVE; INTERSECTION IMPROVEMENTS AT SHADY BROOK AND 5-POINT INTERSECTIONS; RESTRIPE PAVEMENT TO ACCOMMODATE 4 THROUGH LANES WITH LEFT TURN LANES AND BICYCLE LANES	\$559,390	\$0	\$0	\$559,390	\$559,390	10/2020	06/2021	OBLIGATED (2021)	FUNDING OBLIGATED AS OF FEBRUARY 2021
11925	0008-12-095	TXDOT-FORT WORTH	IH 20	C	AT TRANSVISION TRAFFIC MANAGEMENT CENTER	ON IH 20 AT MCCART	PURCHASE NEW DIGITAL VIDEO SOFTWARE AND HARDWARE FOR TRAFFIC MANAGEMENT CENTER (TMC) TO ALLOW FOR DIGITAL VIDEO TO BE INTEGRATED INTO THE TMC SOFTWARE, DISPLAYS, AND TO ENABLE SHARING WITH PARTNER AGENCIES	\$2,250,000	\$562,500	\$0	\$2,812,500	\$1,558,823	08/2020	04/2021	OBLIGATED (2021)	\$1,336,096 HAS OBLIGATED AND \$223,527 IS ADVANCED CONSTRUCTION (AS OF MARCH 2021)

Sorted by Obligation Status, then Estimated Start Date
 Estimated Start Dates reflect schedules as of 03/2021
 Red underlined text/strikethroughs indicate projects added or changes made since last presented

CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

TIP CODE	CSJ	PROJECT SPONSOR	FACILITY	PHASE	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	REVISED START DATE	OBLIGATION STATUS	COMMENTS
40055	0902-90-079	NORTH RICHLAND HILLS	CS	C	NRH ACTIVE TRANSPORTATION PROJECTS FOR TRAIL/ON-ROAD BOUNDED BY NORTH TARRANT PARKWAY TO THE NORTH	PRECINCT LINE ROAD TO THE EAST, GLENVIEW DRIVE TO THE SOUTH, SUNCREST DRIVE TO THE WEST	CONSTRUCT BIKE/PED SAFETY IMPROVEMENTS INCL INSTALLING FLASHING BEACONS, BIKE/PED SIGNALS, CROSSWALKS, SIGNAGE, SIDEWALKS, BIKEWAYS, REFUGE ISLANDS AT INTERSECTIONS, AND SHARED USE PATH FROM EXISTING COTTON BELT TRAIL TO EXISTING JOHN BARFIELD TRAIL	\$308,647	\$0	\$77,162	\$385,809	<u>\$301,653</u>	09/2020	05/2021	OBLIGATED (2021)	<u>FUNDING HAS OBLIGATED AS OF MARCH 2021</u>
25066.2	0581-01-157	DALLAS	SL 12	E	AT CARBONDALE		CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING REGRADING, REPAVING, AND SIDEWALKS	\$160,000	\$40,000	\$0	\$200,000	\$0	09/2020	05/2021	EXPECTED TO OBLIGATE IN FY 2021	
25066.1	0918-47-310	DALLAS	CS	E	<u>ON LINFIELD RD OVER UPRR RAIL YARD FROM SH 310 TO CARBONDALE ST ON LINFIELD OVER UPRR RAIL YARD</u>	<u>AND ON CARBONDALE ST FROM LINFIELD RD TO SL 12</u>	<u>CONSTRUCT BICYCLE AND PEDESTRIAN BRIDGE ON LINFIELD ROAD OVER THE UPRR RAIL YARD. ADD LANDSCAPING TO THE PROJECT AREA INCLUDING ALONG CARBONDALE STREET.</u> CONSTRUCT BICYCLE AND PEDESTRIAN BRIDGE ON LINFIELD ROAD OVER THE UPRR RAIL YARD	\$900,000	\$0	\$0	\$900,000	\$0	11/2020	05/2021	EXPECTED TO OBLIGATE IN FY 2021	
13032	0009-02-067	TXDOT-DALLAS	SH 78	C	AT GASTON AVE		RECONFIGURE INTERSECTION WITH SIDEWALK IMPROVEMENTS	\$5,600,000	\$1,400,000	\$0	\$7,000,000	\$0	11/2020	05/2021	EXPECTED TO OBLIGATE IN FY 2021	
20096	0135-10-050	TXDOT-DALLAS	US 380	C	US 377	WEST OF CR 26 (COLLIN COUNTY LINE)	WIDEN 4 TO 6 LANES DIVIDED URBAN WITH NEW GRADE SEPARATIONS AT FM 423, FM 720, NAVO RD, TEEL PKWY, AND LEGACY DR, WITH SIDEWALK IMPROVEMENTS	\$44,960,000	\$11,240,000	\$0	\$56,200,000	\$0	05/2021	05/2021	EXPECTED TO OBLIGATE IN FY 2021	
14013.3	0902-00-235	FORT WORTH	CS	R	CENTREPORT TRAIL FROM CENTREPORT STATION	CITY LIMITS	CONSTRUCT 12' WIDE SHARED-USE PATH	\$165,200	\$0	\$0	\$165,200	\$0	06/2021	06/2021	EXPECTED TO OBLIGATE IN FY 2021	
11657.1	0918-00-297	NCTCOG	VA	I	M&O - AIR QUALITY PUBLIC EDUCATION AND OUTREACH PROGRAM	IMPLEMENT STRATEGIC COMMUNICATION EFFORTS TO EDUCATE AND INFORM THE REGION ON TRANSPORTATION AND AIR QUALITY RELATED	ISSUES, INCLUDING STRATEGIES FOR IMPROVEMENT, FUNDING OPPORTUNITIES, TRAINING INITIATIVES, AND NEW PROGRAMS/POLICIES; MAJOR EFFORTS WILL FOCUS ON TRANSPORTATION AND AIR QUALITY, PUBLIC OUTREACH, EDUCATION, AND ENGAGEMENT PROGRAMS	\$1,560,000	\$0	\$0	\$1,560,000	\$0	06/2021	06/2021	EXPECTED TO OBLIGATE IN FY 2021	
19005	0918-24-251	PLANO	VA	C	<u>PLANO CITYWIDE CCTV CAMERA EXPANSION</u>		<u>INSTALL NEW CCTV CAMERAS CITYWIDE. PLANO CITYWIDE TRAFFIC CAMERA, TRAFFIC SIGNAL, AND SIGNAL COMMUNICATION UPGRADES</u>	\$1,867,000	\$0	\$0	\$1,867,000	\$0	06/2021	06/2021	EXPECTED TO OBLIGATE IN FY 2021	
11614.5	0918-46-267	DENTON	VA	R	CITY OF DENTON SCHOOL CONNECTION SIDEWALKS		<u>NEW SIDEWALK SEGMENTS NEAR SCHOOL SITES AT PECAN CREEK ELEMENTARY SCHOOL ALONG POCKRUS PAGE ROAD AND WOODROW WILSON ELEMENTARY SCHOOL IN THE CITY OF DENTON.</u> NEW SIDEWALK SEGMENTS NEAR SCHOOL SITES AT PECAN CREEK AND WOODROW WILSON ELEMENTARY SCHOOL IN THE CITY OF DENTON	\$60,800	\$0	\$15,200	\$76,000	\$0	07/2020	06/2021	EXPECTED TO OBLIGATE IN FY 2021	
40049	0918-47-206	DALLAS	VA	C	LAKE HIGHLANDS TRAIL NORTHERN EXTENSION & LAKE HIGHLANDS TRAIL PHASE 2A, 2B; FROM EXISTING WHITE ROCK CREEK TRAIL TO	EXISTING LAKE HIGHLANDS TRAIL AT WHITE ROCK TRAIL ROADWAY TO THE LAKE HIGHLANDS DART STATION NEAR WALNUT HILL	CONSTRUCT NEW SHARED-USE PATH FOR BICYCLISTS AND PEDESTRIANS; BIKEWAY AND PEDESTRIAN IMPROVEMENTS INCLUDING SIDEWALKS, BICYCLE/PEDESTRIAN SIGNALS, CROSSWALKS, SIGNAGE, AND BICYCLE/PEDESTRIAN TRAFFIC COUNT EQUIPMENT	\$1,238,753	\$0	\$309,688	\$1,548,441	\$0	02/2021	06/2021	EXPECTED TO OBLIGATE IN FY 2021	

CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

TIP CODE	CSJ	PROJECT SPONSOR	FACILITY	PHASE	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	REVISED START DATE	OBLIGATION STATUS	COMMENTS
11616	0902-00-256	NCTCOG	VA	I	REGIONAL TRAFFIC SIGNAL RETIMING; DEVELOP AND IMPLEMENT TRAFFIC SIGNAL COORDINATION IN THE DFW NON-ATTAINMENT AREA;		INCLUDES IMPROVING SIGNAL OPERATION AND PROGRESSION THROUGH TRAFFIC SIGNAL RETIMING, EQUIPMENT AND IMPLEMENTATION, AND EVALUATION OF THE RESULTANT IMPROVEMENTS; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE	\$1,040,000	\$130,000	\$130,000	\$1,300,000	\$0	09/2020	07/2021	EXPECTED TO OBLIGATE IN FY 2021	
11652.1	0902-00-278	TXDOT-FORT WORTH	VA	C	VARIOUS LOCATIONS ALONG SH 199 AND US 377		INSTALLATION OF MINOR INTERSECTION IMPROVEMENTS, INCLUDING BROAD BAND RADIOS AND CCTV IP CAMERAS	\$133,200	\$33,300	\$0	\$166,500	\$0	09/2020	07/2021	EXPECTED TO OBLIGATE IN FY 2021	
54119.1	2964-10-008	TXDOT-DALLAS	SL 9	C	IH 35E	DALLAS/ELLIS COUNTY LINE	CONSTRUCT 0 TO 2 LANE FRONTAGE ROADS (ULTIMATE 6) INCLUDING TURN LANES	\$345,600	\$86,400	\$0	\$432,000	\$0	03/2021	07/2021	EXPECTED TO OBLIGATE IN FY 2021	
54119.2	2964-10-009	TXDOT-DALLAS	SL 9	C	ELLIS/DALLAS COUNTY LINE	IH 45	CONSTRUCT 0 TO 2 LANE FRONTAGE ROADS (ULTIMATE 6) INCLUDING TURN LANES	\$326,400	\$81,600	\$0	\$408,000	\$0	03/2021	07/2021	EXPECTED TO OBLIGATE IN FY 2021	
14013.2	0918-48-004	DART	VA	C	COTTON BELT VELOWEB TRAIL FROM DFW AIRPORT NORTH COTTON BELT STATION	SHILOH COTTON BELT STATION	DESIGN FOR COTTON BELT VELOWEB TRAIL (26 MILES) AND CONSTRUCTION OF MULTIPLE SECTIONS OF THE TRAIL CORRIDOR (IN COPPELL, CARROLLTON, ADDISON, DALLAS, PLANO, AND RICHARDSON)	\$8,401,592	\$0	\$2,100,398	\$10,501,990	\$0	11/2020	08/2021	EXPECTED TO OBLIGATE IN FY 2021	
<u>14081</u>	<u>2374-05-092</u>	<u>GRAND PRAIRIE</u>	<u>VA</u>	<u>C</u>	<u>ON GREAT SOUTHWEST PARKWAY FROM EASTBOUND IH 20 FRONTAGE ROAD</u>	<u>WESTBOUND IH 20 FRONTAGE ROAD</u>	<u>WIDEN ROADWAY FROM 4 TO 6 LANES WITH SIDEWALKS</u>	<u>\$375,200</u>	<u>\$93,800</u>	<u>\$0</u>	<u>\$469,000</u>	<u>\$0</u>	<u>08/2021</u>	<u>08/2021</u>	<u>EXPECTED TO OBLIGATE IN FY 2021</u>	<u>NOVEMBER 2020 TIP MODIFICATION MOVED CONSTRUCTION INTO FY 2021</u>
14018	0918-47-281	DALLAS	CS	E	BOUNDED BY US 75 TO THE WEST, GREENVILLE AVE TO THE EAST,	LOVERS LN TO THE NORTH, AND MOCKINGBIRD LN TO THE SOUTH	PEDESTRIAN IMPROVEMENTS INCLUDING TRAFFIC SIGNALS, SIDEWALKS, CROSSWALKS, LIGHTING, AND INTERSECTION IMPROVEMENTS	\$281,897	\$0	\$70,474	\$352,371	\$0	02/2021	09/2021	EXPECTED TO OBLIGATE IN FY 2021	
25022	0902-90-050	FORT WORTH	VA	C	CENTERPOINT TRAIL FROM TRINITY BLVD/SKYVIEW DR	TRINITY RAILWAY EXPRESS (TRE) CENTREPORT RAIL STATION	CONSTRUCT SHARED-USE PATH (TRAIL) FROM THE INTERSECTION OF TRINITY BLVD/SKYVIEW DRIVE TO CENTREPORT RAIL STATION; PRELIMINARY ENGINEERING FOR CONNECTION TO MIKE LEWIS TRAIL	\$0 \$2,706,334	\$0	\$0 \$676,583	\$0 \$3,382,917	\$0	06/2021	10/2021	NOT EXPECTED TO OBLIGATE IN FY 2021	<u>PROJECT PHASE DELAYED TO FY 2022 VIA FEBRUARY 2020 TIP MODIFICATION CYCLE; PENDING ENVIRONMENTAL CLEARANCE</u>
14052	0902-90-147	COLLEYVILLE	CS	C	GLADE ROAD AT BLUEBONNET DRIVE		LOWER INTERSECTION TO ELIMINATE A 3-WAY STOP	\$1,200,000	\$0	\$300,000	\$1,500,000	\$0	10/2020	10/2021	NOT EXPECTED TO OBLIGATE IN FY 2021	<u>PROJECT TO BE DELAYED TO FY 2022 DUE TO DELAYS ASSOCIATED WITH THE ENVIRONMENTAL CLEARANCE PROCESS</u>
14058	0902-90-153	FORT WORTH	CS	E	TRINITY TRAIL FROM TRINITY BLVD.	TRINITY LAKES STATION	CONSTRUCT SHARED USE PATH	\$40,267	\$0	\$0	\$40,267	\$0	10/2019	12/2021	NOT EXPECTED TO OBLIGATE IN FY 2021	<u>PROJECT TO BE DELAYED TO FY 2022 AS THE CITY AND THE DEVELOPER ARE STILL WORKING THROUGH AGREEMENT TERMS FOR OVERALL PROJECT</u>
40061	0902-90-082	FORT WORTH	VA	C	WJ TURNER ELEM, DIAMOND HILL ELEM AND BONNIE BRAE ELEM SCHOOL CAMPUSES BOUNDED BY W LORRAINE ST TO THE N	NORTH BEACH ST TO THE EAST; BRENNAN AVE TO THE S, TITUS ST TO THE W	CONSTRUCT NEW AND RECONSTRUCT EXISTING SIDEWALKS, DRIVEWAYS, CROSSWALKS, SIGNS, AND PEDESTRIAN SIGNALS (SAFE ROUTES TO SCHOOLS FOR 3 SCHOOLS IN NORTH DISTRICT)	\$764,577	\$0	\$191,144	\$955,721	\$0	07/2020	12/2021	NOT EXPECTED TO OBLIGATE IN FY 2021	<u>PROJECT TO BE DELAYED TO FY 2022 DUE TO ISSUES WITH THE ENVIRONMENTAL CLEARANCE PROCESS</u>
40062	0902-90-084	FORT WORTH	VA	C	CC MOSS ELEM, BOUNDED BY MARTIN LUTHER KING JR FWY TO THE SW, PATE DR TO THE E, E BERRY ST TO THE N	ML PHILLIPS ELEM BOUNDED BY CAMP BOWIE BLVD TO THE SE, WINTHROP AVE TO THE E, CALMONT AVE TO THE N, LACKLAND RD TO THE W	CONSTRUCT NEW AND RECONSTRUCT EXISTING SIDEWALKS, DRIVEWAYS, CROSSWALKS, SIGNS, AND PEDESTRIAN SIGNALS (SAFE ROUTES TO SCHOOLS FOR 2 SCHOOLS IN SOUTH DISTRICT)	\$431,070	\$0	\$107,768	\$538,838	\$0	07/2020	12/2021	NOT EXPECTED TO OBLIGATE IN FY 2021	<u>PROJECT TO BE DELAYED TO FY 2022 DUE TO ISSUES WITH THE ENVIRONMENTAL CLEARANCE PROCESS</u>

CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

TIP CODE	CSJ	PROJECT SPONSOR	FACILITY	PHASE	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	REVISED START DATE	OBLIGATION STATUS	COMMENTS
40063	0902-90-083	FORT WORTH	VA	C	D MCRAE ELEM BOUNDED BY AVE J TO THE N, S AYERS AVE TO THE E, LITTLEJOHN AVE TO THE S, THRALL ST TO THE W; DAGGETT ELEM	BOUNDED BY WILLING/FAIRMOUNT AVE TO THE W, W RICHMOND AVE TO THE N, HEMPHILL ST TO THE E, CANTEY ST TO THE S	CONSTRUCT NEW AND RECONSTRUCT EXISTING SIDEWALKS, DRIVEWAYS, CROSSWALKS, SIGNS, AND PEDESTRIAN SIGNALS (SAFE ROUTES TO SCHOOLS FOR 2 SCHOOLS IN SOUTH DISTRICT)	\$406,255	\$0	\$101,564	\$507,819	\$0	07/2020	12/2021	NOT EXPECTED TO OBLIGATE IN FY 2021	<u>PROJECT TO BE DELAYED TO FY 2022 DUE TO ISSUES WITH THE ENVIRONMENTAL CLEARANCE PROCESS</u>
14036	0902-90-139	FORT WORTH	BUS 287	E	BUS 287/NORTH MAIN STREET AT NORTH HANGAR ENTRANCE		ADD RIGHT TURN LANES FOR SOUTHBOUND TRAFFIC	\$52,000	\$0	\$0	\$52,000	\$0	09/2020	12/2021	NOT EXPECTED TO OBLIGATE IN FY 2021	<u>PROJECT TO BE DELAYED TO FY 2022 DUE TO INACTIVITY</u>
14037	0902-90-137	FORT WORTH	BUS 287	E	BUS 287/NORTH MAIN STREET AT NORTH AIRPORT ENTRANCE		ADD RIGHT TURN LANE FOR SOUTHBOUND TRAFFIC INTO AIRPORT'S NORTHERN ENTRANCE (MAIN ENTRANCE FOR JET FUEL TRUCKS)	\$52,000	\$0	\$0	\$52,000	\$0	09/2020	12/2021	NOT EXPECTED TO OBLIGATE IN FY 2021	<u>PROJECT TO BE DELAYED TO FY 2022 DUE TO INACTIVITY</u>
14085	0918-47-296	DALLAS	VA	C	CIRCUIT TRAIL CONNECTOR/KATY TRAIL EXTENSION FROM KATY TRAIL	TRINITY STRAND TRAIL	EXTEND TRINITY STRAND TRAIL TO THE KATY TRAIL VIA HI LINE DRIVE AND VICTORY AVENUE TO HOUSTON STREET	\$8,000,000	\$0	\$2,000,000	\$10,000,000	\$0	04/2021	01/2022	NOT EXPECTED TO OBLIGATE IN FY 2021	<u>PROJECT TO BE DELAYED TO FY 2022</u>
11614.5	0918-46-267	DENTON	VA	C	CITY OF DENTON SCHOOL CONNECTION SIDEWALKS		NEW SIDEWALK SEGMENTS NEAR SCHOOL SITES AT PECAN CREEK ELEMENTARY SCHOOL ALONG POCKRUS PAGE ROAD AND WOODROW WILSON ELEMENTARY SCHOOL IN THE CITY OF DENTON NEW SIDEWALK SEGMENTS NEAR SCHOOL SITES AT PECAN CREEK AND WOODROW WILSON ELEMENTARY SCHOOL IN THE CITY OF DENTON	\$264,480	\$0	\$66,120	\$330,600	\$0	07/2020	01/2022	NOT EXPECTED TO OBLIGATE IN FY 2021	<u>PROJECT TO BE DELAYED TO FY 2022</u>
40017	0918-46-282	CARROLLTON	VA	C	DUDLEY BRANCH TRAIL FROM NORTH CARROLLTON/FRANKFORD DART STATION	OLD DENTON RD	CONSTRUCT APPROX 2.1 MILES BIKE/PEDESTRIAN TRAIL	\$2,804,347	\$0	\$934,785	\$3,739,132	\$0	07/2021	01/2022	NOT EXPECTED TO OBLIGATE IN FY 2021	<u>PROJECT TO BE DELAYED TO FY 2022 DUE TO THE NEED TO RE-EVALUATE THE PROJECT'S ALIGNMENT BASED ON PUBLIC INPUT</u>
40017	0918-46-282	CARROLLTON	VA	CE	DUDLEY BRANCH TRAIL FROM NORTH CARROLLTON/FRANKFORD DART STATION	OLD DENTON RD	CONSTRUCT APPROX 2.1 MILES BIKE/PEDESTRIAN TRAIL	\$195,653	\$0	\$65,218	\$260,871	\$0	07/2021	01/2022	NOT EXPECTED TO OBLIGATE IN FY 2021	<u>PROJECT TO BE DELAYED TO FY 2022 DUE TO THE NEED TO RE-EVALUATE THE PROJECT'S ALIGNMENT BASED ON PUBLIC INPUT</u>
25036	1068-04-176	GRAND PRAIRIE	IH 30	C	MACARTHUR	SH 161	INSTALLATION OF NEW DYNAMIC MESSAGE SIGNS AND NEW CCTV CAMERAS	\$400,480	\$100,120	\$0	\$500,600	\$0	10/2020	03/2022	NOT EXPECTED TO OBLIGATE IN FY 2021	<u>PROJECT TO BE DELAYED TO FY 2022 DUE TO DELAYS IN GETTING THE ENGINEERING STARTED</u>
14013	0918-47-236	DALLAS CO	VA	C	TRAIL CONNECTIONS TO FUTURE CYPRESS WATERS COTTON BELT RAIL STATION; FROM SOUTH OF CYPRESS WATERS COTTON BELT STATION	TO EXISTING TRAIL NORTH OF OLYMPUS BLVD	CONSTRUCT SHARED USE PATH AND RELATED PEDESTRIAN AND BICYCLE IMPROVEMENTS (PEDESTRIAN CROSSWALKS, SIGNAGE, LIGHTING, AND SIGNALS) IN PROXIMITY OF THE FUTURE CYPRESS WATERS COTTON BELT RAIL STATION	\$1,834,068	\$0	\$458,517	\$2,292,585	\$0	04/2021	04/2022	NOT EXPECTED TO OBLIGATE IN FY 2021	<u>PROJECT TO BE DELAYED TO FY 2022</u>
11630.6	0008-08-077	GRAND PRAIRIE	SH 180	E	EAST OF HENSLEY	GREAT SOUTHWEST PKWY	INSTALLATION OF 4 NEW CCTV CAMERAS AND 5 NEW DMS ALONG SH 180 TO FACILITATE TRAFFIC MANAGEMENT BY VIEWING TRAFFIC CONDITIONS VIA CCTV AND ADJUSTING SIGNAL TIMING AND PROVIDING FEEDBACK TO MOTORING PUBLIC VIA DMS	\$40,000	\$10,000	\$0	\$50,000	\$0	08/2020	09/2022	NOT EXPECTED TO OBLIGATE IN FY 2021	<u>PROJECT TO BE DELAYED TO FY 2023</u>

CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

TIP CODE	CSJ	PROJECT SPONSOR	FACILITY	PHASE	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	REVISED START DATE	OBLIGATION STATUS	COMMENTS
11630.6	0008-08-077	GRAND PRAIRIE	SH 180	C	EAST OF HENSLEY	GREAT SOUTHWEST PKWY	INSTALLATION OF 4 NEW CCTV CAMERAS AND 5 NEW DMS ALONG SH 180 TO FACILITATE TRAFFIC MANAGEMENT BY VIEWING TRAFFIC CONDITIONS VIA CCTV AND ADJUSTING SIGNAL TIMING AND PROVIDING FEEDBACK TO MOTORING PUBLIC VIA DMS	\$400,000	\$100,000	\$0	\$500,000	\$0	04/2021	06/2023	NOT EXPECTED TO OBLIGATE IN FY 2021	<u>PROJECT TO BE DELAYED TO FY 2023</u>
14051	0902-90-146	GRAPEVINE	VA	E	NORTHWEST HIGHWAY AND SH 26 FROM WEST SH 114	SH 121	INSTALLATION OF ITS FIBER AND ITS EQUIPMENT	\$0 <u>\$141,820</u>	\$0	\$0	\$0 <u>\$141,820</u>	\$0	07/2020	N/A	NOT EXPECTED TO OBLIGATE IN FY 2021	<u>FEBRUARY 2021 TIP MODIFICATION TO MOVE ENGINEERING FUNDS TO CONSTRUCTION (FY 2022); CITY OF GRAPEVINE TO PAY FOR ENGINEERING WITH LOCAL FUNDS</u>
25022	0902-90-050	FORT WORTH	VA	R	CENTERPOINT TRAIL FROM TRINITY BLVD/SKYVIEW DR	TRINITY RAILWAY EXPRESS (TRE) CENTREPORT RAIL STATION	CONSTRUCT SHARED-USE PATH (TRAIL) FROM THE INTERSECTION OF TRINITY BLVD/SKYVIEW DR TO CENTREPORT RAIL STATION; PRELIMINARY ENGINEERING FOR CONNECTION TO MIKE LEWIS TRAIL	\$110,200 <u>\$116,000</u>	\$0	\$27,550 <u>\$29,000</u>	\$137,750 <u>\$145,000</u>	\$0	10/2020	N/A	NOT EXPECTED TO OBLIGATE IN FY 2021	<u>CITY OF FORT WORTH HAS INDICATED THAT FUNDING WILL NOT BE NEEDED FOR RIGHT-OF-WAY; FUNDING TO BE MOVED TO CONSTRUCTION (FY 2022)</u>
25022	0902-90-050	FORT WORTH	VA	U	CENTERPOINT TRAIL FROM TRINITY BLVD/SKYVIEW DR	TRINITY RAILWAY EXPRESS (TRE) CENTREPORT RAIL STATION	CONSTRUCT SHARED-USE PATH (TRAIL) FROM THE INTERSECTION OF TRINITY BLVD/SKYVIEW DR TO CENTREPORT RAIL STATION; PRELIMINARY ENGINEERING FOR CONNECTION TO MIKE LEWIS TRAIL	\$34,200 <u>\$36,000</u>	\$0	\$8,550 <u>\$9,000</u>	\$42,750 <u>\$45,000</u>	\$0	10/2020	N/A	NOT EXPECTED TO OBLIGATE IN FY 2021	<u>CITY OF FORT WORTH HAS INDICATED THAT FUNDING WILL NOT BE NEEDED FOR UTILITIES; FUNDING TO BE MOVED TO CONSTRUCTION (FY 2022)</u>
19010	0135-02-067	MCKINNEY	CS	E	ON US 380/WEST UNIVERSITY DRIVE AT COMMUNITY AVE		CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING DUAL LEFT TURN LANES AND RIGHT TURN LANES	\$0 <u>\$130,000</u>	\$0	\$0	\$0 <u>\$130,000</u>	\$0	03/2021	N/A	NOT EXPECTED TO OBLIGATE IN FY 2021	<u>FEBRUARY 2021 TIP MODIFICATION MOVED ENGINEERING FUNDING TO CONSTRUCTION PHASE; CITY OF MCKINNEY TO PAY FOR ENGINEERING WITH LOCAL FUNDS</u>
25066.1	0918-47-310	DALLAS	CS	R	<u>ON LINFIELD RD OVER UPRR RAIL YARD FROM SH 310 TO CARBONDALE ST ON LINFIELD OVER UPRR RAIL YARD</u>	<u>AND ON CARBONDALE ST FROM LINFIELD RD TO SL 12</u>	<u>CONSTRUCT BICYCLE AND PEDESTRIAN BRIDGE ON LINFIELD ROAD OVER THE UPRR RAIL YARD; ADD LANDSCAPING TO THE PROJECT AREA INCLUDING ALONG CARBONDALE STREET</u> CONSTRUCT BICYCLE AND PEDESTRIAN BRIDGE ON LINFIELD ROAD OVER THE UPRR RAIL YARD	\$0 <u>\$350,000</u>	\$0	\$0	\$0 <u>\$350,000</u>	\$0	11/2021	N/A	NOT EXPECTED TO OBLIGATE IN FY 2021	<u>PROJECT PHASE DELAYED TO FY 2022 VIA NOVEMBER 2020 TIP MODIFICATION CYCLE</u>
TOTAL								\$125,993,418	\$18,545,040	\$7,927,360	\$152,465,818	\$41,759,320				

TOTAL CLOSEOUTS/WITHDRAWALS	(\$824,319)
TOTAL PROJECT ADJUSTMENTS	(\$416,967)
TOTAL OBLIGATED IN 2020	\$16,488,302
TOTAL OBLIGATED IN 2021	\$25,271,018
TOTAL EXPECTED TO OBLIGATE	\$67,415,642
TOTAL NOT EXPECTED TO OBLIGATE	\$17,029,597

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

TIP CODE	CSJ	PROJECT SPONSOR	FACILITY	PHASE	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	REVISED START DATE	OBLIGATION STATUS	COMMENT
11670.2	0902-00-274	TXDOT	VA	I	IH 30 DALLAS	IH 30 FORT WORTH	TX CONNECTED FREIGHT CORR (TCFC) ON IH 30 FROM DAL TO FW, TXDOT WILL: CONDUCT STAKEHOLDER OUTREACH, DEV CONOPS & PLANS; PERFORM DESIGN & APP DEV, SYSTEM INTEGRATION & TESTING; DEPLOY, OPERATE, MAINTAIN, COLLECT DATA & ANALYSIS OF COMMUNICATIONS EQUIP	\$800,000	\$200,000	\$0	\$1,000,000	\$800,000	02/2020	05/2019 (ACTUAL)	OBLIGATED (2020)	FUNDING OBLIGATED AS OF JULY 2020
11684	0902-00-283	NCTCOG	VA	I	REGION WIDE PROJECT TO ASSIST LOCAL PARTNERS AS THEY IMPLEMENT AV DEPLOYMENTS BY PROVIDING FUNDING FOR COSTS RELATED	TO DEPLOYMENTS AND SUPPORTING COSTS OF ACTIVE AUTOMATED VEHICLE DEPLOYMENTS IN PARTNERSHIP WITH THE PRIVATE SECTOR;	INCLUDES LOCAL GOVERNMENT STAFF & CONSULTANT TIME, INFRASTRUCTURE UPGRADES (EX: SIGNAL, STRIPING, DSRC & 5G CONNECTIVITY), LEGAL SERVICES, PUBLIC ED, SAFETY (EX: COORD W/ FIRST RESPONDERS); SOFTWARE & TECH EXPERTISE; NCTCOG ADMINISTRATION	\$2,120,000	\$0	\$0	\$2,120,000	\$2,120,000	09/2020	07/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF JULY 2020; <u>FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION</u>
11685	0902-00-281	NCTCOG	VA	I	REGION WIDE PROJECT TO PROVIDE AV RELATED PLANNING ASSISTANCE TO LOCAL PARTNERS;	INCLUDES STAFF AND CONSULTANT TIME, AND NCTCOG ADMIN; AUTOMATED TRANSPORTATION PLANNING RESOURCES FOR CITIES	PLANNING ACTIVITIES MAY INCLUDE: TRAFFIC MODELING; IDENTIFYING USE CASES; POLICY DEVELOPMENT; PUBLIC OUTREACH & ED; SCENARIO PLANNING; LAND USE PLANNING	\$850,000	\$0	\$0	\$850,000	<u>\$850,000</u>	08/2021	07/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF JULY 2020; <u>FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION</u>
11619.1	0902-90-124	TXDOT-FORT WORTH	VA	C	REGIONAL MOBILITY ASSISTANCE PATROL (FORT WORTH DISTRICT)		MOBILITY ASSISTANCE PATROL THAT PROVIDES ASSISTANCE TO STRANDED MOTORISTS DUE TO VEHICLE PROBLEMS OR NON-INJURY ACCIDENTS	\$2,125,000	\$531,250	\$0	\$2,656,250	\$2,125,000	09/2020	08/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF AUGUST 2020; <u>FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION</u>
11650	0902-00-262	NCTCOG	VA	I	CORRIDOR STUDIES AND CAPITAL ASSET MANAGEMENT	IDENTIFY STRATEGIES TO EXTEND OPERATIONAL LIFE OF TRANSPORTATION FACILITIES BY PROMOTING USE OF STRATEGIC MAINTENANCE,	REPAIR, AND EXPANSION; INCLUDES CONTINUED DEVELOPMENT, MONITORING, AND TECHNICAL ASSISTANCE TO REGIONAL PARTNERS TO BALANCE PRESERVATION VS. UPGRADE OF ASSETS	\$280,000	\$0	\$0	\$280,000	\$280,000	09/2020	09/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF SEPTEMBER 2020; <u>FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION</u>
11893.5	0902-00-259	NCTCOG	VA	I	511 TRAVELER INFORMATION SYSTEM (ITS)		DEVELOP AND IMPLEMENT TRAVELER INFORMATION SYSTEM IN REGION	\$780,000	\$195,000	\$0	\$975,000	<u>\$780,000</u>	09/2021	09/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF SEPTEMBER 2020; <u>FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION</u>
11898.3	0902-90-141	TXDOT-FORT WORTH	CS	U	ON AVONDALE-HASLET FROM INTERMODAL PARKWAY TO WEST OF HASLET COUNTY LINE ROAD;	HASLET PARKWAY/INTERMODAL PARKWAY CONNECTOR FROM IH 35W/SH 170 TO TRANSPORT DRIVE	ON AVONDALE-HASLET: CONST NEW 0 LN TO 4 LN AND RECONST AND WIDEN EXISTING 2 LN TO 4 LN DIVIDED URBAN ROADWAY AND NEW SIDEWALKS; ON HASLET PKWY/INTERMODAL PKWY: CONST 0 TO 4 LN DIVIDED URBAN WITH NEW SIDEWALKS	\$800,000	\$0	\$200,000	\$1,000,000	\$800,000	06/2020	10/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF SEPTEMBER 2020
11898.3	0902-90-141	TXDOT-FORT WORTH	CS	C	ON AVONDALE-HASLET FROM INTERMODAL PARKWAY TO WEST OF HASLET COUNTY LINE ROAD;	HASLET PARKWAY/INTERMODAL PARKWAY CONNECTOR FROM IH 35W/SH 170 TO TRANSPORT DRIVE	ON AVONDALE-HASLET: CONST NEW 0 LN TO 4 LN AND RECONST AND WIDEN EXISTING 2 LN TO 4 LN DIVIDED URBAN ROADWAY AND NEW SIDEWALKS; ON HASLET PKWY/INTERMODAL PKWY: CONST 0 TO 4 LN DIVIDED URBAN WITH NEW SIDEWALKS	\$14,160,000	\$0	\$3,540,000	\$17,700,000	\$14,160,000	09/2020	10/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF SEPTEMBER 2020
11612.2	0902-00-233	NCTCOG	VARIOUS	I	REGION-WIDE EMPLOYER TRIP REDUCTION PROGRAM (ETR)	TRACK AND IMPLEMENT ETR STRATEGIES THROUGH COMMUTER/EMPLOYER OUTREACH; MANAGEMENT/OVERSIGHT OF TRYPARKINGIT.COM	PERFORMANCE MONITORING/REPORTING; MAINTAIN/UPDATE THE TDM TOOLKIT, TRIP REDUCTION MANUAL FOR EMPLOYERS, OUTREACH MATERIALS; MANAGED LANE REIMBURSEMENT; ADMINISTRATION OF VANPOOL PROGRAM; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE	\$861,000	\$0	\$0	\$861,000	\$861,000	06/2021	10/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF SEPTEMBER 2020; <u>FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION</u>

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

TIP CODE	CSJ	PROJECT SPONSOR	FACILITY	PHASE	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	REVISED START DATE	OBLIGATION STATUS	COMMENT
11621.1	0902-00-266	NCTCOG	VA	I	PLANNING STUDIES AND STREAMLINED PROJECT DELIVERY (REGIONAL)		PROVIDE MPO PLANNING SUPPORT AND TECHNICAL ASSISTANCE FOR SURFACE TRANSPORTATION PROJECTS WITHIN THE METROPOLITAN PLANNING AREA INCLUDING PLANNING STUDIES AND EXPEDITE ENVIRONMENTAL REVIEW PROCESS	\$1,248,000	\$0	\$0	\$1,248,000	\$1,248,000	06/2021	10/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF SEPTEMBER 2020; <u>FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION</u>
11613.2	0902-00-272	NCTCOG	VARIOUS	I	REGIONAL GOODS MOVEMENT/CORRIDOR STUDIES; CONDUCT GENERAL CORRIDOR STUDIES & PLANNING ACTIVITIES IN SUPPORT OF THE	REGION'S GOOD MOVEMENT INCL; NCTCOG STAFF TIME & CONSULTANT ASSISTANCE TO ASSESS IMPACT OF TRUCK, RAIL, & OTHER FREIGHT	MOVEMENT, DATA COLLECTION & ANALYSIS, SAFETY, COORD WITH PRIVATE SECTOR PARTNERS IN FREIGHT BUSINESS; MONITORING TRUCK LANE CORRIDORS, HAZMAT, ECON ANALYSIS, LAND USE COMPATIBILITY, PASSENGER & FREIGHT RAIL INTEGRATION, PUBLIC OUTREACH/EDUCATION	\$657,000	\$0	\$0	\$657,000	\$657,000	08/2021	10/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF SEPTEMBER 2020; <u>FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION</u>
11693	0918-00-312	NCTCOG	VA	I	SMART TRANSIT CORRIDORS AND WALKABLE PLACES		DEVELOP AND IMPLEMENT MULTIMODAL STRATEGIES TO INCREASE NON-SINGLE OCCUPANT VEHICLE TRANSPORTATION OPTIONS THROUGH COORDINATED LAND USE AND TRANSPORTATION PLANNING IN PRIORITY TRANSIT CORRIDORS AND WALKABLE NEIGHBORHOODS	\$364,000	\$0	\$0	\$364,000	<u>\$364,000</u>	08/2021	10/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF SEPTEMBER 2020; <u>FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION</u>
25060	0902-90-036	TXDOT-FORT WORTH	CS	C	ON CHEEK SPARGER RD FROM SH 26	TO BROWN TRAIL	OVERLAY AND PAVEMENT MARKINGS; INSTALL SIDEWALKS, INCREASE SUPER ELEVATION, CONSTRUCT PAVED SHOULDERS (FROM SAN BAR LN TO E OF OAKBRIAR LN)	\$1,189,882	\$0	\$297,470	\$1,487,352	\$1,189,882	11/2020	11/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF AUGUST 2020; <u>FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION</u>
25013	0902-90-172	FORT WORTH	CS	E	MEANDERING ROAD FROM SH 183 TO ANAHUAC AVE	LTJG BARNETT FROM MEANDERING ROAD TO NASJRB EAST GATE	RECONSTRUCT MEANDERING ROAD FROM 4 TO 3 LANES, REALIGN INTERSECTION AT ROBERTS CUT OFF, CONSTRUCT INTERSECTION IMPROVEMENTS AT YALE ST AND LTJG BARNETT, ADD SIDEWALKS AND SIDEPATHS WITHIN PROJECT LIMITS AND BIKE LANES ON LT JG BARNETT	\$900,000	\$0	\$0	\$900,000	<u>\$900,000</u>	09/2016	11/2020 (ACTUAL)	OBLIGATED (2021)	COST OVERRUN FUNDS ON A PREVIOUSLY OBLIGATED PHASE; FUNDING HAS OBLIGATED AS OF NOVEMBER 2020
11618.1	0918-00-345	TXDOT-DALLAS	VA	I	REGIONAL MOBILITY ASSISTANCE PATROL (DALLAS DISTRICT)		MOBILITY ASSISTANCE PATROL THAT PROVIDES ASSISTANCE TO STRANDED MOTORISTS DUE TO VEHICLE PROBLEMS OR NON-INJURY ACCIDENTS	\$3,400,000	\$850,000	\$0	\$4,250,000	<u>\$3,400,000</u>	11/2021	11/2020 (ACTUAL)	OBLIGATED (2021)	FUNDING HAS OBLIGATED AS OF NOVEMBER 2020
11258.9	0918-47-072	DALLAS	CS	C	8 INTERSECTIONS AT KCS RR IN DALLAS AT E DALLAS/KCS RR CROSSINGS - PEAVY RD, GUS THOMASSON RD,	<u>BARNES BRIDGE RD, CENTERVILLE RD, LAKELAND DR, HIGHLAND DR, SANTA ANNA AVE, ST FRANCIS AVE, & MARIPOSA DR AT KCS RR</u>	<u>UPGRADE GATES AND INSTALL MEDIANS, SIGNAGE, PAVEMENT MARKINGS & PEDESTRIAN ACCESS AT ALL NINE LOCATIONS; RESURFACE AT LAKELAND, ST FRANCIS, & MARIPOSA</u>	\$1,828,070	\$0	\$457,017	\$2,285,087	<u>\$1,774,408</u>	12/2020	12/2020 (ACTUAL)	OBLIGATED (2021)	PROJECT HAS OBLIGATED AS OF OCTOBER 2020 (ADVANCED CONSTRUCTION)
11572	0902-48-579	TXDOT-FORT WORTH	CS	E	US 81/US 287 AT FM 3479/HARMON ROAD/NORTH TARRANT PARKWAY		<u>CONSTRUCT NORTH TARRANT PARKWAY OVER US 81 WITH TURNAROUND ON EASTSIDE; CONSTRUCT HARMON RD OVER US 81</u>	\$501,000	\$125,250	\$0	\$626,250	<u>\$501,000</u>	12/2020	12/2020 (ACTUAL)	OBLIGATED (2021)	<u>FUNDING HAS OBLIGATED AS OF DECEMBER 2020</u>

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

TIP CODE	CSJ	PROJECT SPONSOR	FACILITY	PHASE	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	REVISED START DATE	OBLIGATION STATUS	COMMENT
14074	0918-46-319	DENTON	CS	R	BONNIE BRAE STREET FROM WINDSOR DRIVE	US 77	WIDEN FROM 2/4 LANES TO 4 LANES DIVIDED WITH SIDEWALKS AND SHARED-USE PATH (SEGMENT 6B)	\$1,589,200	\$0	\$397,300	\$1,986,500	<u>\$1,589,200</u>	01/2021	01/2021 (ACTUAL)	OBLIGATED (2021)	FUNDING OBLIGATED UNDER ROW CSJ 0918-46-320 (ADVANCED CONSTRUCTION)
11572	0902-48-579	TXDOT-FORT WORTH	CS	R	US 81/US 287 AT FM 3479/HARMON ROAD/NORTH TARRANT PARKWAY		CONSTRUCT NORTH TARRANT PARKWAY OVER US 81 WITH TURNAROUND ON EASTSIDE; CONSTRUCT HARMON RD OVER US 81 CONSTRUCT NORTH TARRANT PARKWAY OVER US 287 WITH TURNAROUND ON EASTSIDE; CONSTRUCT HARMON RD OVER US 287; RECONSTRUCT EXISTING SB ENTRANCE RAMP TO US 287 W/AUXILIARY LANE	\$260,000	\$65,000	\$0	\$325,000	<u>\$260,000</u>	08/2020	12/2021	OBLIGATED (2021)	FUNDING HAS OBLIGATED AS OF DECEMBER 2020
<u>14026.2</u>	<u>0902-38-139</u>	<u>WEATHERFORD</u>	<u>VA</u>	<u>E</u>	<u>NEW BYPASS ROUTE FROM FM 2552/US 180 NORTHWEST TO FM 51/MAIN ST</u>	<u>FM 51/MAIN ST SOUTHWEST TO US 180/WACO ST</u>	<u>RECONSTRUCT 2/4 LANE ROADWAY TO 4 LANE BYPASS INCLUDING NEW BICYCLE LANES AND SIDEWALKS</u>	<u>\$1,386,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$1,386,000</u>	<u>\$1,108,800</u>	<u>02/2021</u>	<u>02/2021 (ACTUAL)</u>	<u>OBLIGATED (2021)</u>	<u>PROJECT SPLIT OUT FROM TIP 14026/CSJ 0008-03-121, WHICH OBLIGATED FEBRUARY 2021</u>
<u>14026.3</u>	<u>0313-02-065</u>	<u>WEATHERFORD</u>	<u>FM 51</u>	<u>E</u>	<u>SOUTH OF INTERSECTION OF FM 51/BRIDGE STREET</u>	<u>NORTH OF INTERSECTION OF FM 51/BRIDGE STREET</u>	<u>CONSTRUCT INTERSECTION IMPROVEMENTS AT FM 51 FOR NEW 4 LANE BYPASS</u>	<u>\$221,760</u>	<u>\$55,440</u>	<u>\$0</u>	<u>\$277,200</u>	<u>\$221,760</u>	<u>02/2021</u>	<u>02/2021 (ACTUAL)</u>	<u>OBLIGATED (2021)</u>	<u>PROJECT SPLIT OUT FROM TIP 14026/CSJ 0008-03-121, WHICH OBLIGATED FEBRUARY 2021</u>
14026	0008-03-121	WEATHERFORD	US 180	E	<u>INTERSECTION AT US 180/FM 2552 FM 2552</u>	<u>INTERSECTION AT US180/WACO ST WACO ST.</u>	CONSTRUCT INTERSECTION IMPROVEMENTS AT US 180/FM 2552 AND US 180/WACO ST FOR NEW 4 LANE BYPASS CONNECTIONS RECONSTRUCT 2/4 LANE ROADWAY TO 4 LANE ROADWAY INCLUDING INTERSECTION IMPROVEMENTS AT US 180/WACO ST, FM 51/MAIN ST AND US 180/FM 2552 AND NEW BICYCLE LANES AND SIDEWALKS	<u>\$253,440</u> \$1,886,000	<u>\$63,360</u> \$94,000	\$0	<u>\$316,800</u> \$1,980,000	<u>\$253,440</u>	03/2021	N/A	OBLIGATED (2021)	FUNDING OBLIGATED AS OF FEBRUARY 2021
11572	0902-48-579	TXDOT-FORT WORTH	CS	U	US 81/US 287 AT FM 3479/HARMON ROAD/NORTH TARRANT PARKWAY		CONSTRUCT NORTH TARRANT PARKWAY OVER US 81 WITH TURNAROUND ON EASTSIDE; CONSTRUCT HARMON RD OVER US 81 CONSTRUCT NORTH TARRANT PARKWAY OVER US 287 WITH TURNAROUND ON EASTSIDE; CONSTRUCT HARMON RD OVER US 287; RECONSTRUCT EXISTING SB ENTRANCE RAMP TO US 287 W/AUXILIARY LANE	\$220,000	\$55,000	\$0	\$275,000	<u>\$220,000</u>	06/2021	06/2022	OBLIGATED (2021)	FUNDING HAS OBLIGATED AS OF DECEMBER 2020; ROW TO START IN 12/2021 WITH UTILITIES TO BEGIN SIX MONTHS LATER IN 6/2022
<u>14054</u>	<u>0902-90-148</u>	<u>FORT WORTH</u>	<u>CS</u>	<u>E</u>	<u>HORNE STREET FROM VICKERY BLVD.</u>	<u>CAMP BOWIE BLVD.</u>	<u>WIDEN FROM 2 TO 3 LANES WITH BICYCLE LANES, PEDESTRIAN/SIDEWALK IMPROVEMENTS, AND TRAFFIC SIGNAL IMPROVEMENTS</u>	<u>\$1,020,712</u>	<u>\$0</u>	<u>\$0</u>	<u>\$1,020,712</u>	<u>\$1,613,177</u>	<u>07/2021</u>	<u>07/2021</u>	<u>OBLIGATED (2021)</u>	<u>FUNDING OBLIGATED AS OF JANUARY 2021 (OBLIGATED EARLY)</u>
11559	0902-48-799	FWTA	CS	T	TRE CROSSING	AT CALLOWAY CEMETERY	UPGRADE TO QUAD GATES AND RESURFACE CROSSING	\$504,186	\$0	\$126,047	\$630,233	\$0	02/2020	2/2020 (ACTUAL)	EXPECTED TO OBLIGATE IN FY 2021	PROJECT PREVIOUSLY STARTED AND IS PARTIALLY OBLIGATED, BUT THESE UNOBLIGATED FUNDS REMAIN
11615.3	0902-00-279	NCTCOG	VA	I	REGIONAL AERIAL PHOTOGRAPHY: DATA COLLECTION/PLANNING		COOPERATIVE DIGITAL AERIAL PHOTOGRAPHY DATA COLLECTION TO IMPROVE TRAVEL DEMAND MODEL, OUTER LOOP PLANNING, AND CORRIDOR ALIGNMENT PLANNING, AND TRACK POPULATION/EMPLOYMENT CHANGES	<u>\$1,700,000</u> \$800,000	<u>\$425,000</u> \$200,000	\$0	<u>\$2,125,000</u> \$1,000,000	\$0	02/2021	04/2021	EXPECTED TO OBLIGATE IN FY 2021	
14077	0918-24-249	ANNA	CS	E	FERGUSON PKWY FROM ELM STREET	THE COLLIN COUNTY OUTER LOOP	CONSTRUCT 0/2 TO 4 LANE URBAN DIVIDED (6 LANES ULTIMATE), INCLUDING NEW SIDEWALKS AND 0 TO 6 LANE BRIDGE OVER SLAYTER CREEK	\$1,072,481	\$0	\$268,120	\$1,340,601	\$0	09/2018	05/2021	EXPECTED TO OBLIGATE IN FY 2021	

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

TIP CODE	CSJ	PROJECT SPONSOR	FACILITY	PHASE	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	REVISED START DATE	OBLIGATION STATUS	COMMENT
25061	0918-47-294	NCTCOG	VA	E	IRVING BICYCLE MASTER PLAN; CITYWIDE		DEVELOP A CITYWIDE BICYCLE MASTER PLAN TO IDENTIFY CORRIDORS AND METHODOLOGIES FOR PROVIDING BICYCLE CONNECTIVITY FROM EXISTING FACILITIES AND TRAILS TO ADDITIONAL AREAS OF THE CITY; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE	\$400,000	\$0	\$0	\$400,000	\$0	04/2020	05/2021	EXPECTED TO OBLIGATE IN FY 2021	
14085.3	0918-47-306	DALLAS	VA	E	OAK FARMS LOCAL CORRIDORS CONCEPTUAL ENG STUDY; BOUNDED BY IH 30 TO THE NORTH; TRINITY RIVER TO THE NORTHEAST;	BECKLEY AVE, ELSBETH ST, & ZANG BLVD TO THE WEST; CUMBERLAND ST & MARSALIS AVE TO THE SW; & THE DART RED LINE TO THE SE	RECONSTRUCT ROADWAYS TO IMPLEMENT COMPLETE STREETS, INCLUDING CONSTRUCTING SIDEWALK, TRANSIT STOP, BIKE LANE, ON STREET PARKING AND STREETScape IMPROVEMENTS; CONSTRUCT CORRIDOR CONNECTIONS; AND TRAFFIC CALMING	\$1,195,000	\$0	\$0	\$1,195,000	\$0	09/2020	05/2021	EXPECTED TO OBLIGATE IN FY 2021	
20066	2374-03-074	TXDOT-DALLAS	IH 20	C	AT BONNIE VIEW RD		IMPROVE APPROACH, WIDEN BRIDGE TO ADD TURN LANES, AND REPLACE TRAFFIC SIGNAL SYSTEM	\$2,174,916	\$543,729	\$0	\$2,718,645	\$0	05/2021	05/2021	EXPECTED TO OBLIGATE IN FY 2021	
20096	0135-10-050	TXDOT-DALLAS	US 380	C	US 377	WEST OF CR 26 (COLLIN COUNTY LINE)	WIDEN 4 TO 6 LANES DIVIDED URBAN WITH NEW GRADE SEPARATIONS AT FM 423, FM 720, NAVO RD, TEEL PKWY, AND LEGACY DR, WITH SIDEWALK IMPROVEMENTS	\$17,821,696	\$4,455,424	\$0	\$22,277,120	\$0	05/2021	05/2021	EXPECTED TO OBLIGATE IN FY 2021	
14048	0902-90-144	GRAPEVINE	CS	E	ON FAIRWAY DRIVE FROM SH 26	MARINA DRIVE	WIDEN FROM 2 TO 3 LANES WITH NEW MINIMUM 10' SHARED-USE PATH	\$338,940	\$0	\$0	\$338,940	\$0	10/2020	06/2021	EXPECTED TO OBLIGATE IN FY 2021	
14050	0902-90-145	GRAPEVINE	CS	E	EULESS-GRAPEVINE ROAD FROM SH 360	HUGHES ROAD	WIDEN FROM 2 TO 4 LANES WITH NEW SIDEWALK AND INSTALL NEW TRAFFIC SIGNAL AT THE INTERSECTION OF SH 360 FRONTAGE ROAD AND EULESS-GRAPEVINE ROAD	\$224,560	\$0	\$0	\$224,560	\$0	10/2020	06/2021	EXPECTED TO OBLIGATE IN FY 2021	
11655.1	0902-00-240	NCTCOG	VA	I	REVENUE AND PROJECT TRACKING SYSTEM (RAPTS)		TRACK, MONITOR, AND ASSESS REGIONAL TRANSPORTATION AND AIR QUALITY PROJECTS THROUGH THE RAPTS WEBSITE; INCLUDES SOFTWARE DEVELOPMENT AND NCTCOG STAFF TIME	\$447,200	\$0	\$0	\$447,200	\$0	06/2021	06/2021	EXPECTED TO OBLIGATE IN FY 2021	
11694	0918-00-317	NCTCOG	VA	I	REGIONAL AIR QUALITY INITIATIVES	IDENTIFY AND IMPLEMENT POLICIES/BEST PRACTICES TO IMPROVE AIR QUALITY AND ENSURE COMPLIANCE WITH FEDERAL STANDARDS;	INCLUDING STRATEGIES TO REDUCE EMISSIONS FROM COMMERCIAL AND CONSUMER VEHICLES, IMPLEMENTATION OF NEW VEHICLE TECHNOLOGIES, AND ASSIST LOCAL GOVERNMENTS AND BUSINESS WITH THE DEPLOYMENT OF LOW-EMISSION TECHNOLOGIES	\$2,543,000	\$0	\$0	\$2,543,000	\$0	06/2021	06/2021	EXPECTED TO OBLIGATE IN FY 2021	
14024	0918-47-240	SACHSE	CS	R	ON MERRITT RD/WOODBRIDGE PKWY FROM PLEASANT VALLEY ROAD	NORTH OF SACHSE ROAD	RECONSTRUCT AND WIDEN 2 TO 4 LANE DIVIDED URBAN; INTERSECTION, SIGNAL, AND SHARED-USE PATH IMPROVEMENTS ALONG MERRITT ROAD, INCLUDING ILLUMINATION AND MEDIAN LANDSCAPE	\$800,000	\$0	\$200,000	\$1,000,000	\$0	02/2021	06/2021	EXPECTED TO OBLIGATE IN FY 2021	
14039	0902-90-117	DFW AIRPORT	CS	C	ON GLADE ROAD; FROM NORTHBOUND SH 360 FRONTAGE ROAD	WEST AIRFIELD DRIVE	RECONSTRUCT FROM 2 TO 2 LANES (ADD SHOULDERS)	\$4,563,980	\$0	\$0	\$4,563,980	\$0	07/2021	07/2021	EXPECTED TO OBLIGATE IN FY 2021	
14085.2	0918-47-307	NCTCOG	VA	E	OAK FARMS REG CORR CONCEPTUAL ENG STUDY; ALONG JEFFERSON BLVD VIADUCT FROM YOUNG TO EWING; ALONG HOUSTON ST VIADUCT FRM	YOUNG TO GREENBRIAR LN; ON GREENBRIAR LN FRM JEFFERSON BLVD TO BECKLEY AVE; ON EADS AVE FRM COLORADO TO HUTCHINS	CONCEPTUAL ENGINEERING STUDY TO RECONST ROADWAYS TO IMPLEMENT COMPLETE STREETS, INCLUDING: ON-STREET PARKING, SIDEWALKS, BIKE LANES/PATHS, CONVERT TO 2-WAY OPERATIONS, REMOVE RAMPS, IMPROVE ACCESSIBILITY BY STREETCAR, ADD TRAFFIC CALMING	\$3,405,000	\$0	\$0	\$3,405,000	\$0	09/2020	07/2021	EXPECTED TO OBLIGATE IN FY 2021	

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

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<u>25080.1</u>	<u>0902-00-303</u>	<u>NCTCOG</u>	<u>VA</u>	<u>E</u>	<u>INTEGRATED TRANSPORTATION STORMWATER MGMT PROJECT; APPROX 2,816 SQ MI STUDY AREA WITHIN CLEAR, ELM, & WEST FORK TRINITY;</u>	<u>INCLUDES WISE CO & PORTIONS OF DALLAS, DENTON, ELLIS, HOOD, JOHNSON, PARKER & TARRANT CO; ASSESS CURRENT & FUTURE FLOOD</u>	<u>RISK VULNERABILITY FOR TRANS INFRASTRUCTURE & DEVELOPED LAND TO MINIMIZE & MITIGATE IMPACTS OF TRANS PROJECTS & DETERMINE ADAPTIVE & SUSTAINABLE STRATEGIES TO ACCOMMODATE URBAN GROWTH WHILE ALSO INTEGRATING STORMWATER NEEDS & ENVIR STEWARDSHIP</u>	<u>\$3,000,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$3,000,000</u>	<u>\$0</u>	<u>11/2020</u>	<u>07/2021</u>	<u>EXPECTED TO OBLIGATE IN FY 2021</u>	<u>FEBRUARY 2021 TIP MODIFICATION TO ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)</u>
54119.1	2964-10-008	TXDOT-DALLAS	SL 9	C	IH 35E	DALLAS/ELLIS COUNTY LINE	CONSTRUCT 0 TO 2 LANE FRONTAGE ROADS (ULTIMATE 6) INCLUDING TURN LANES	\$2,871,590	\$717,898	\$0	\$3,589,488	\$0	03/2021	07/2021	EXPECTED TO OBLIGATE IN FY 2021	
54119.2	2964-10-009	TXDOT-DALLAS	SL 9	C	ELLIS/DALLAS COUNTY LINE	IH 45	CONSTRUCT 0 TO 2 LANE FRONTAGE ROADS (ULTIMATE 6) INCLUDING TURN LANES	\$10,978,376	\$2,744,594	\$0	\$13,722,970	\$0	03/2021	07/2021	EXPECTED TO OBLIGATE IN FY 2021	
14082	0902-90-164	HALTOM CITY	CS	E	BROADWAY AVE FROM US 377	SH 26	RECONSTRUCT AND WIDEN FROM 2 TO 3 LANES WITH INTERSECTION, SIDEWALK AND SIGNAL IMPROVEMENTS	\$659,190	\$0	\$0	\$659,190	\$0	11/2020	07/2021	EXPECTED TO OBLIGATE IN FY 2021	
52553	0171-05-081	TXDOT-FORT WORTH	SH 199	C	AT BYPASS CHANNEL (ON HENDERSON)	NEAR FW CBD & TRINITY RIVER	CONSTRUCT 4 LANE BRIDGE AT NEW LOCATION OF PROPOSED BYPASS CHANNEL	\$22,858,937	\$5,714,734	\$0	\$28,573,671	\$0	05/2014	08/2021	EXPECTED TO OBLIGATE IN FY 2021	FUNDING REFLECTS CHANGE ORDER TO CONSTRUCTION PHASE
<u>14081</u>	<u>2374-05-092</u>	<u>GRAND PRAIRIE</u>	<u>VA</u>	<u>C</u>	<u>ON GREAT SOUTHWEST PARKWAY FROM EASTBOUND IH 20 FRONTAGE ROAD</u>	<u>WESTBOUND IH 20 FRONTAGE ROAD</u>	<u>WIDEN ROADWAY FROM 4 TO 6 LANES WITH SIDEWALKS</u>	<u>\$1,751,200</u>	<u>\$437,800</u>	<u>\$0</u>	<u>\$2,189,000</u>	<u>\$0</u>	<u>08/2021</u>	<u>08/2021</u>	<u>EXPECTED TO OBLIGATE IN FY 2021</u>	<u>NOVEMBER 2020 TIP MODIFICATION TO ADVANCE CONSTRUCTION TO FY 2021</u>
11554.1	0902-00-269	NCTCOG	VA	I	PEOPLE MOVER TEST TRACK		INCLUDING ANALYSIS OF VARIOUS TECHNOLOGIES AND ALIGNMENT OPTIONS FOR WARRANTED PEOPLE MOVER LOCATIONS IN THE DFW REGION AND CONNECT THOSE LOCATIONS TO EXISTING	\$642,000 \$520,000	\$0	\$0	\$642,000 \$520,000	\$0	08/2021	08/2021	EXPECTED TO OBLIGATE IN FY 2021	
11649	0918-00-343	NCTCOG	VA	I	DART VANPOOL PROGRAM		OPERATE A VANPOOL SUBSIDY INITIATIVE FOR COMMUTERS TRAVELING LONG DISTANCES AND IN AREAS WITH LITTLE OR NO FIXED ROUTE SERVICE; SUBSIDIZE A PORTION OF THE COST FOR STAFFING, VEHICLE LEASE COSTS, VANPOOL VEHICLE WRAPPINGS, AND EMERGENCY RIDE HOME SERVICES	\$2,146,000 \$1,155,000	\$0	\$536,500 \$288,750	\$2,682,500 \$1,443,750	\$0	09/2020	08/2021	EXPECTED TO OBLIGATE IN FY 2021	
<u>25089.1</u>	<u>0902-00-300</u>	<u>NCTCOG</u>	<u>VA</u>	<u>I</u>	<u>REGIONAL RAIL INFORMATION SYSTEM (RRIS)</u>		<u>DEVELOPMENT & IMPLEMENTATION OF A (RRIS) TO ASSIST WITH FREIGHT & PASSENGER TRAIN INTERACTIONS; INCREASED PLANNED FREIGHT & PASSENGER RAIL GROWTH, IDENTIFY RAIL BOTTLENECKS & ENHANCE LONG TERM MOBILITY PLAN PROJECTS INCLU. CONSULTANT AND STAFF ACTIVITIES</u>	<u>\$7,100,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$7,100,000</u>	<u>\$0</u>	<u>09/2020</u>	<u>08/2021</u>	<u>EXPECTED TO OBLIGATE IN FY 2021</u>	<u>FEBRUARY 2021 TIP MODIFICATION TO ADD PROJECT TO THE 2021-2024 TIP</u>
25069	0918-24-262	PLANO	VA	C	COLLIN CREEK MALL AT PARK BLVD AND US 75		CONSTRUCT 2,000 VEHICLE CAPACITY PARKING GARAGE TO PROVIDE PARKING FOR DOWNTOWN PLANO LIGHT RAIL STATION AND ADJACENT MIXED-USE DEVELOPMENT; INCLUDES ELECTRIC VEHICLE CHARGING INFRASTRUCTURE	\$30,000,000	\$0	\$7,500,000	\$37,500,000	\$0	10/2020	08/2021	EXPECTED TO OBLIGATE IN FY 2021	<u>CITY IS COORDINATING WITH TXDOT ON AGREEMENT AND MAY START DESIGN PHASE IN FY 2021, BUT LIKELY NOT THE CONSTRUCTION FUNDS; NCTCOG COORDINATING WITH TXDOT TO DETERMINE IF OBLIGATION IN FY 2021 IS POSSIBLE</u>
25078	0918-47-313	NCTCOG	CS	E	ON HICKORY TREE ROAD; FROM ELAM ROAD	LAKE JUNE ROAD	PLANNING STUDY TO RECONSTRUCT AND WIDEN 2 TO 3 LANE ROADWAY WITH PEDESTRIAN IMPROVEMENTS	\$500,000	\$0	\$0	\$500,000	\$0	01/2021	08/2021	EXPECTED TO OBLIGATE IN FY 2021	<u>IMPLEMENTING AGENCY MAY CHANGE, WHICH MAY IMPACT THE SCHEDULE FOR THIS OBLIGATION (DELAY IT TO A FUTURE YEAR)</u>
<u>55166.2</u>	<u>0442-02-165</u>	<u>TXDOT-DALLAS</u>	<u>IH 35E</u>	<u>C</u>	<u>SOUTH OF MARSALIS AVENUE, OVER IH 35</u>	<u>NORTH OF EWING AVENUE</u>	<u>CONSTRUCT LOCAL ENHANCEMENTS</u>	<u>\$12,987,805</u>	<u>\$0</u>	<u>\$0</u>	<u>\$12,987,805</u>	<u>\$0</u>	<u>02/2021</u>	<u>08/2021</u>	<u>EXPECTED TO OBLIGATE IN FY 2021</u>	<u>NOVEMBER 2020 TIP MODIFICATION TO ADD PROJECT TO THE 2021-2024 TIP TO COVER CHANGE ORDER ON SOUTHERN GATEWAY DECK PLAZA</u>

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

TIP CODE	CSJ	PROJECT SPONSOR	FACILITY	PHASE	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	REVISED START DATE	OBLIGATION STATUS	COMMENT
<u>13060.2</u>	<u>0172-10-017</u>	<u>TXDOT-FORT WORTH</u>	<u>US 287</u>	<u>C</u>	<u>LONE STAR RD</u>	<u>ENTRANCE RAMP TO SB US 287</u>	<u>CONSTRUCT NEW 0 TO 2 LANE SB FRONTAGE ROAD, INTERSECTION IMPROVEMENTS AT US 287 AND LONE STAR RD, SIDEWALKS, DRAINAGE STRUCTURES</u>	<u>\$1,200,000</u>	<u>\$300,000</u>	<u>\$0</u>	<u>\$1,500,000</u>	<u>\$0</u>	<u>08/2021</u>	<u>08/2021</u>	<u>EXPECTED TO OBLIGATE IN FY 2021</u>	<u>FEBRUARY 2021 TIP MODIFICATION TO ADD NEW PROJECT TO THE 2021-2024 TIP</u>
11647.1	0918-00-347	NCTCOG	VA	I	LAND USE/TRANSPORTATION AND BIKE/PEDESTRIAN INITIATIVES INCLUDES BICYCLE/PEDESTRIAN PLANNING,	TRANSIT ORIENTED DEVELOPMENT, REGIONAL PEDESTRIAN SAFETY PROGRAM, IMPLEMENTATION OF SUSTAINABLE DEVELOPMENT INITIATIVES;	INCLUDES NCTCOG STAFF TIME AND POSSIBLE CONSULTANT ASSISTANCE TO DEVELOP AND IMPLEMENT FUNDING PROGRAMS, COLLECT AND ANALYZE DATA; SCHOOL SITING/LAND USE CONNECTIONS, SAFE ROUTES TO SCHOOL, SAFETY AND EDUCATION	\$1,503,000	\$0	\$0	\$1,503,000	\$0	09/2020	09/2021	EXPECTED TO OBLIGATE IN FY 2021	
11674	0902-00-287	NCTCOG	VA	T	DFW CORE EXPRESS HIGH SPEED RAIL	FROM DALLAS TO FORT WORTH	COMPLETION OF THE DFW CORE EXPRESS SERVICE HIGH-SPEED RAIL PROJECT ENVIRONMENTAL PROCESS; INCLUDES COG STAFF TIME AND CONSULTANT ASSISTANCE	\$6,000,000	\$0	\$0	\$6,000,000	\$0	02/2021	09/2021	EXPECTED TO OBLIGATE IN FY 2021	
<u>21009.1</u>	<u>0918-47-328</u>	<u>NCTCOG</u>	<u>VA</u>	<u>E</u>	<u>BACHMAN LAKE PLANNING STUDY; BOUNDED BY MOCKINGBIRD LANE TO THE SOUTH, IH 35E TO THE WEST,</u>	<u>INWOOD ROAD TO THE EAST, AND ROYAL LANE TO THE NORTH</u>	<u>CONDUCT PLANNING STUDY TO IDENTIFY SAFE PEDESTRIAN ACCESS/FACILITIES ALONG MAJOR ROADWAYS TO CREATE CONNECTIONS TO NEARBY TRAILS AND THE DART BACHMAN STATION, AND EVALUATE LOVE FIELD ACCESS; INCLUDES NCTCOG STAFF TIME & CONSULTANT ASSISTANCE</u>	<u>\$800,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$800,000</u>	<u>\$0</u>	<u>09/2021</u>	<u>09/2021</u>	<u>EXPECTED TO OBLIGATE IN FY 2021</u>	<u>NOVEMBER 2020 TIP MODIFICATION TO ADD PROJECT TO THE 2021-2024 TIP</u>
11663.2	0902-00-220	TXDOT-FORT WORTH	VA	I	REGIONAL MANAGED LANE SYSTEM		DEVELOP, TEST, & IMPLEMENT TECHNOLOGY TO DETECT & VERIFY AUTO OCCUPANCY ON REGIONAL MANAGED LANE SYSTEM INCLUDING PUBLIC OUTREACH, EDUCATION, & INTEGRATION INTO EXISTING TOLLING SOFTWARE/HARDWARE; PROJECT INVOLVES CONSULTANT ASSISTANCE	\$279,610	\$69,902	\$0	\$349,512	\$0	09/2021	09/2021	EXPECTED TO OBLIGATE IN FY 2021	
<u>11696.2</u>	<u>0902-00-301</u>	<u>TXDOT-FORT WORTH</u>	<u>VA</u>	<u>I</u>	<u>REGIONWIDE OPTIMIZED FREIGHT MOVEMENT PROJECT; INCLUDES RESEARCH, DEPLOYMENT,</u>	<u>& MONITORING OF TRANSPORTATION INNOVATIONS AND TECHNOLOGY TO IMPROVE FLOW OF FREIGHT VEHICLES</u>	<u>THROUGH INTERSECTIONS IN DALLAS-FORT WORTH IN PARTNERSHIP WITH INDUSTRY, GOVERNMENTS & OTHER PERTINENT PARTIES; INCLUDES NCTCOG STAFF TIME</u>	<u>\$4,800,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$4,800,000</u>	<u>\$0</u>	<u>09/2021</u>	<u>09/2021</u>	<u>EXPECTED TO OBLIGATE IN FY 2021</u>	<u>FEBRUARY 2021 TIP MODIFICATION TO ADD PROJECT TO THE 2021-2024 TIP</u>
25013	0902-90-172	FORT WORTH	CS	R	MEANDERING ROAD FROM SH 183 TO ANAHUAC AVE	LTJG BARNETT FROM MEANDERING ROAD TO NASJRB EAST GATE	RECONSTRUCT MEANDERING ROAD FROM 4 TO 3 LANES, REALIGN INTERSECTION AT ROBERTS CUT OFF, CONSTRUCT INTERSECTION IMPROVEMENTS AT YALE ST AND LTJG BARNETT, ADD SIDEWALKS AND SIDEPATHS WITHIN PROJECT LIMITS AND BIKE LANES ON LT JG BARNETT	\$0 \$800,000	\$0	\$0	\$0 \$800,000	\$0	09/2020	10/2021	NOT EXPECTED TO OBLIGATE IN FY 2021	<u>PROJECT PHASE DELAYED TO FY 2022 VIA FEBRUARY 2021 TIP MODIFICATION CYCLE</u>
14032	0918-47-246	TXDOT-DALLAS	CS	E	ON EAST BEAR CREEK ROAD FROM HAMPTON ROAD	IH 35E	RECONSTRUCT AND WIDEN FROM 2 LANES RURAL UNDIVIDED TO 4 LANES URBAN DIVIDED WITH BICYCLE/PEDESTRIAN ACCOMMODATIONS AND INTERSECTION IMPROVEMENTS	\$800,000	\$0	\$200,000	\$1,000,000	\$0	06/2017	10/2021	NOT EXPECTED TO OBLIGATE IN FY 2021	<u>COST OVERRUN FUNDS ON A PREVIOUSLY OBLIGATED PHASE; PROJECT DELAYED DUE TO LOCAL AGREEMENT ISSUES BETWEEN CITY OF GLENN HEIGHTS AND DALLAS COUNTY</u>
14032	0918-47-246	TXDOT-DALLAS	CS	R	ON EAST BEAR CREEK ROAD FROM HAMPTON ROAD	IH 35E	RECONSTRUCT AND WIDEN FROM 2 LANES RURAL UNDIVIDED TO 4 LANES URBAN DIVIDED WITH BICYCLE/PEDESTRIAN ACCOMMODATIONS AND INTERSECTION IMPROVEMENTS	\$2,000,000	\$0	\$500,000	\$2,500,000	\$0	10/2020	12/2021	NOT EXPECTED TO OBLIGATE IN FY 2021	<u>PROJECT TO BE DELAYED TO FY 2022; PROJECT DELAYED DUE TO LOCAL AGREEMENT ISSUES BETWEEN CITY OF GLENN HEIGHTS AND DALLAS COUNTY</u>
14082	0902-90-164	HALTOM CITY	CS	R	BROADWAY AVE FROM US 377	SH 26	RECONSTRUCT AND WIDEN FROM 2 TO 3 LANES WITH INTERSECTION, SIDEWALK AND SIGNAL IMPROVEMENTS	\$42,500	\$0	\$0	\$42,500	\$0	04/2021	01/2022	NOT EXPECTED TO OBLIGATE IN FY 2021	<u>PROJECT TO BE DELAYED TO FY 2022 DUE TO DELAYS IN GETTING AGREEMENT EXECUTED AND ENGINEERING STARTED</u>
14002	0918-47-208	DALLAS CO	CS	R	ON WINTERGREEN RD FROM JEFFERSON STREET	WEST OF CARPENTER ROAD	RECONSTRUCT AND WIDEN 2 LANE UNDIVIDED RURAL TO 4 LANE DIVIDED URBAN	\$560,000	\$0	\$140,000	\$700,000	\$0	01/2021	03/2022	NOT EXPECTED TO OBLIGATE IN FY 2021	<u>PROJECT TO BE DELAYED TO FY 2022</u>

Sorted by Obligation Status, then Estimated Start Date
 Estimated Start Dates reflect schedules as of 03/2021
 Red underlined text/strikethroughs indicate projects added or changes made since last presented

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

TIP CODE	CSJ	PROJECT SPONSOR	FACILITY	PHASE	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	REVISED START DATE	OBLIGATION STATUS	COMMENT
<u>20304.3</u>	<u>0918-47-330</u>	<u>TXDOT-DALLAS</u>	<u>VA</u>	I	<u>HIGHWAY INCIDENT REPORTING SOFTWARE & EQUIPMENT</u>		<u>PURCHASE OF HIGHWAY INCIDENT REPORTING SOFTWARE & EQUIPMENT TO MITIGATE CRASH RISK BY IMPROVING EFFICIENCY AND MINIMIZING TIME REQUIRED PER INCIDENT</u>	<u>\$66,540</u>	<u>\$0</u>	<u>\$0</u>	<u>\$66,540</u>	<u>\$0</u>	<u>09/2022</u>	<u>09/2022</u>	<u>NOT EXPECTED TO OBLIGATE IN FY 2021</u>	<u>FEBRUARY 2021 TIP MODIFICATION TO ADD PROJECT TO THE 2021-2024 TIP</u>
11682	0918-24-257	FRISCO	VA	I	CITY OF FRISCO - AUTOMATED VEHICLE DEPLOYMENT; BOUNDED BY LEBANON RD TO THE NORTH,	DALLAS PARKWAY TO THE EAST, SH 121 TO THE SOUTH, AND LEGACY DR TO THE WEST	IMPLEMENT A LOW/MEDIUM SPEED AV SHUTTLE DEPLOYMENT FOR EMPLOYEES/RESIDENTS/VISITORS OF \$5 BILLION DOLLAR MILE, AND HALL PARK; CITY WILL CONTRACT FOR SERVICES/OPERATION OF SHUTTLE	\$300,000	\$0	\$75,000	\$375,000	\$0	08/2020	N/A	NOT EXPECTED TO OBLIGATE IN FY 2021	<u>CITY HAS OPTED TO CANCEL THIS PROJECT AND RETURN FUNDS TO REGIONAL POOL</u>
14060	0918-24-258	MCKINNEY	CS	E	E LOUISIANA STREET FROM SH 5	THROCKMORTON ST	RECONSTRUCT FROM 2 TO 2 LANES INCLUDING ON-STREET PARKING, ROUNDABOUT AT THE INTERSECTION OF EAST LOUISIANA AND GREENVILLE ST, AND SIDEWALK IMPROVEMENTS	\$0 \$180,000	\$0	\$0	\$0 \$180,000	\$0	10/2020	N/A	NOT EXPECTED TO OBLIGATE IN FY 2021	<u>FEBRUARY 2021 TIP MODIFICATION REMOVED STBG FUNDING FROM THIS PROJECT</u>
11613.1	8300-00-038	TXDOT	VA	I	NORTH CENTRAL TEXAS REGIONAL RAIL STUDY		REGIONAL STUDY FOR ALL FREIGHT/PASSENGER RAIL LINES IN THE DFW REGION	\$320,000	\$0	\$80,000	\$400,000	\$0	03/2019	03/2019 (ACTUAL)	NOT EXPECTED TO OBLIGATE	<u>FUNDS ARE NOT BEING USED AT THIS TIME; PROJECT IS FULLY FUNDED USING STATE RAIL SAFETY FUNDS</u>
TOTAL								\$189,172,771	\$17,549,381	\$14,517,454	\$221,239,606	\$38,076,667				

TOTAL CLOSEOUTS/WITHDRAWALS	(\$705,100)
TOTAL PROJECT ADJUSTMENTS	\$1,053,005
TOTAL OBLIGATED IN FY 2020	\$26,234,882
TOTAL OBLIGATED IN FY 2021	\$11,841,785
TOTAL EXPECTED TO OBLIGATE	\$147,268,667
TOTAL NOT EXPECTED TO OBLIGATED	\$4,089,040

TRANSPORTATION ALTERNATIVES SET ASIDE FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

TIP CODE	CSJ	PROJECT SPONSOR	FACILITY	PHASE	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	REVISED START DATE	OBLIGATION STATUS	COMMENTS
40046	0918-11-099	TERRELL	VA	C	DR. BRUCE WOOD ELEMENTARY SCHOOL CONNECTION EXTENSIONS; SAFE ROUTES TO SCHOOL	ALONG ROCKWALL AVENUE TO SOUTH OF KENNEDY, AND ALONG DRAINAGE EASEMENT NORTH OF BAKER FROM ROCKWALL TO FRANCES ALONG ROCKWALL AVE, BAKER ST, PACIFIC AVE, AND GRIFFITH AVE	SAFE ROUTES TO SCHOOL PEDESTRIAN IMPROVEMENTS IN PROXIMITY TO ELEMENTARY SCHOOL INCLUDING CONSTRUCT AND RECONSTRUCT SIDEWALKS, BICYCLE/PEDESTRIAN SIGNALS, SIGNAGE, AND CROSSWALKS	\$507,662	\$0	\$126,915	\$634,577	\$507,662	05/2020	08/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF JULY 2020; <u>FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION</u>
40046	0918-11-099	TERRELL	VA	CE	DR. BRUCE WOOD ELEMENTARY SCHOOL CONNECTION EXTENSIONS; SAFE ROUTES TO SCHOOL	ALONG ROCKWALL AVENUE TO SOUTH OF KENNEDY, AND ALONG DRAINAGE EASEMENT NORTH OF BAKER FROM ROCKWALL TO FRANCES ALONG ROCKWALL AVE, BAKER ST, PACIFIC AVE, AND GRIFFITH AVE	SAFE ROUTES TO SCHOOL PEDESTRIAN IMPROVEMENTS IN PROXIMITY TO ELEMENTARY SCHOOL INCLUDING CONSTRUCT AND RECONSTRUCT SIDEWALKS, BICYCLE/PEDESTRIAN SIGNALS, SIGNAGE, AND CROSSWALKS	\$26,718	\$0	\$6,680	\$33,398	\$26,718	05/2020	08/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF JULY 2020; <u>FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION</u>
40037	0918-25-025	HEATH	CS	C	SRTS TRAIL PROJECT - SMIRL & HUBBARD; EXISTING PATH AT FM 740 TRAIL	EXISTING PATH WEST OF DUNFORD DRIVE	CONSTRUCT A SHARED-USE PATH FOR BICYCLISTS AND PEDESTRIANS ALONG HUBBARD DR	\$296,711	\$0	\$74,178	\$370,889	\$296,711	12/2020	11/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF JUNE 2020; <u>FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION</u>
40037	0918-25-025	HEATH	CS	CE	SRTS TRAIL PROJECT - SMIRL & HUBBARD; EXISTING PATH AT FM 740 TRAIL	EXISTING PATH WEST OF DUNFORD DRIVE	CONSTRUCT A SHARED-USE PATH FOR BICYCLISTS AND PEDESTRIANS ALONG HUBBARD DR	\$18,435	\$0	\$4,609	\$23,044	\$18,435	12/2020	11/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF JUNE 2020; <u>FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION</u>
40060	0902-90-081	RICHLAND HILLS	CS	C	RICHLAND HILLS TRE CONNECTION; GLENVIEW DRIVE ON THE NORTH	INTERSECTION OF SH 121 WESTBOUND FRONTAGE ROAD AND HANDLEY-EDERVILLE ROAD ON THE SOUTH	CONSTRUCT BICYCLE AND PEDESTRIAN IMPROVEMENTS INCLUDING SHARED-USE PATH, BIKEWAYS, SIDEWALKS, CROSSWALKS, AND SIGNAGE	\$161,281	\$0	\$40,320	\$201,601	\$50,608	08/2020	12/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF JULY 2020; <u>FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION</u>
40048	0918-47-205	DALLAS	VA	C	TRINITY STRAND TRAIL PHASE 2; EXISTING TRINITY STRAND TRAIL AT THE INTERSECTION OF MARKET CNTR BLVD & TURTLE CREEK BLVD	INWOOD/LOVE FIELD DART STATION	CONSTRUCT BICYCLE AND PEDESTRIAN IMPROVEMENTS INCLUDING SHARED-USE PATH, ON STREET BIKEWAY, BICYCLE/PEDESTRIAN SIGNALS, CROSSWALKS, SIGNAGE, AND BICYCLE/PEDESTRIAN TRAFFIC COUNT EQUIPMENT	\$4,742,746	\$0	\$1,185,686	\$5,928,432	\$4,742,746	08/2020	01/2021 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF JULY 2020; <u>FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION</u>
40048	0918-47-205	DALLAS	VA	CE	TRINITY STRAND TRAIL PHASE 2; EXISTING TRINITY STRAND TRAIL AT THE INTERSECTION OF MARKET CNTR BLVD & TURTLE CREEK BLVD	INWOOD/LOVE FIELD DART STATION	CONSTRUCT BICYCLE AND PEDESTRIAN IMPROVEMENTS INCLUDING SHARED-USE PATH, ON STREET BIKEWAY, BICYCLE/PEDESTRIAN SIGNALS, CROSSWALKS, SIGNAGE, AND BICYCLE/PEDESTRIAN TRAFFIC COUNT EQUIPMENT	\$257,254	\$0	\$64,314	\$321,568	\$257,254	08/2020	01/2021 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF JULY 2020; <u>FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION</u>
40055	0902-90-079	NORTH RICHLAND HILLS	CS	C	NRH ACTIVE TRANSPORTATION PROJECTS FOR TRAIL/ON-ROAD BOUNDED BY NORTH TARRANT PARKWAY TO THE NORTH	PRECINCT LINE ROAD TO THE EAST, GLENVIEW DRIVE TO THE SOUTH, SUNCREST DRIVE TO THE WEST	CONSTRUCT BIKE/PED SAFETY IMPROVEMENTS INCL INSTALLING FLASHING BEACONS, BIKE/PED SIGNALS, CROSSWALKS, SIGNAGE, SIDEWALKS, BIKEWAYS, REFUGE ISLANDS AT INTERSECTIONS, AND SHARED USE PATH FROM EXISTING COTTON BELT TRAIL TO EXISTING JOHN BARFIELD TRAIL	\$161,729	\$0	\$40,432	\$202,161	<u>\$161,729</u>	09/2020	05/2021	OBLIGATED (2021)	<u>FUNDING OBLIGATED AS OF MARCH 2021</u>
40055	0902-90-079	NORTH RICHLAND HILLS	CS	CE	NRH ACTIVE TRANSPORTATION PROJECTS FOR TRAIL/ON-ROAD BOUNDED BY NORTH TARRANT PARKWAY TO THE NORTH	PRECINCT LINE ROAD TO THE EAST, GLENVIEW DRIVE TO THE SOUTH, SUNCREST DRIVE TO THE WEST	CONSTRUCT BIKE/PED SAFETY IMPROVEMENTS INCL INSTALLING FLASHING BEACONS, BIKE/PED SIGNALS, CROSSWALKS, SIGNAGE, SIDEWALKS, BIKEWAYS, REFUGE ISLANDS AT INTERSECTIONS, AND SHARED USE PATH FROM EXISTING COTTON BELT TRAIL TO EXISTING JOHN BARFIELD TRAIL	\$28,059	\$0	\$7,015	\$35,074	<u>\$28,059</u>	09/2020	05/2021	OBLIGATED (2021)	<u>ALL TA SET ASIDE FUNDS FOR THIS PROJECT OBLIGATED FOR CONSTRUCTION</u>
<u>54062</u>	<u>0008-13-221</u>	<u>TXDOT-FORT WORTH</u>	<u>IH 820</u>	<u>C</u>	<u>SH 121/SH 183 INTERCHANGE</u>	<u>RANDOL MILL ROAD</u>	<u>INTERIM PROJECT TO CNST IH 820/SH 121 DIRECT CONNECTORS; FROM RANDOL MILL RD TO TRINITY BLVD; RECNST FROM 4 TO 6 LNS PLUS 2 AUX LNS; FROM TRINITY BLVD TO N INT WITH SH 121/SH 183; WDN FROM 9 TO 11 LNS & 4/6 LN DISC FR RDS TO 2/6 LN DISC FR RDS (INTERIM)</u>	<u>\$102,362</u>	<u>\$25,591</u>	<u>\$0</u>	<u>\$127,953</u>	<u>\$0</u>	<u>01/2021</u>	<u>04/2021</u>	<u>EXPECTED TO OBLIGATE IN FY 2021</u>	<u>FUNDING ADDED TO FY 2021 VIA FEBRUARY 2021 TIP MODIFICATION CYCLE; CHANGE ORDER ON EXISTING PROJECT</u>

TRANSPORTATION ALTERNATIVES SET ASIDE FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

TIP CODE	CSJ	PROJECT SPONSOR	FACILITY	PHASE	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	REVISED START DATE	OBLIGATION STATUS	COMMENTS
40038	0918-47-209	CEDAR HILL	VA	C	SIDEWALK AND CROSSWALK IMPROVEMENTS (COMBINED) - SAFE ROUTES TO SCHOOL	NEAR HIGH POINT ELEM, LIFE SCHOOL CEDAR HILL, JOE WILSON INT, VILLAGE TECH, WATERFORD OAKS ELEM, & HIGHLAND ELEM SCHOOLS	SAFE ROUTES TO SCHOOL PEDESTRIAN IMPROVEMENTS IN PROXIMITY TO SCHOOLS, INCLUDING NEW CROSSWALKS, BICYCLE/PEDESTRIAN SIGNALS, SIGNAGE, AND SIDEWALK IMPROVEMENTS TO COMPLETE EXISTING SIDEWALK GAPS	\$1,418,054	\$0	\$354,513	\$1,772,567	\$0	08/2020	05/2021	EXPECTED TO OBLIGATE IN FY 2021	
40038	0918-47-209	CEDAR HILL	VA	CE	SIDEWALK AND CROSSWALK IMPROVEMENTS (COMBINED) - SAFE ROUTES TO SCHOOL	NEAR HIGH POINT ELEM, LIFE SCHOOL CEDAR HILL, JOE WILSON INT, VILLAGE TECH, WATERFORD OAKS ELEM, & HIGHLAND ELEM SCHOOLS	SAFE ROUTES TO SCHOOL PEDESTRIAN IMPROVEMENTS IN PROXIMITY TO SCHOOLS, INCLUDING NEW CROSSWALKS, BICYCLE/PEDESTRIAN SIGNALS, SIGNAGE, AND SIDEWALK IMPROVEMENTS TO COMPLETE EXISTING SIDEWALK GAPS	\$141,806	\$0	\$35,451	\$177,257	\$0	08/2020	05/2021	EXPECTED TO OBLIGATE IN FY 2021	
40049	0918-47-206	DALLAS	VA	C	LAKE HIGHLANDS TRAIL NORTHERN EXTENSION & LAKE HIGHLANDS TRAIL PHASE 2A, 2B; FROM EXISTING WHITE ROCK CREEK TRAIL TO	EXISTING LAKE HIGHLANDS TRAIL AT WHITE ROCK TRAIL ROADWAY TO THE LAKE HIGHLANDS DART STATION NEAR WALNUT HILL	CONSTRUCT NEW SHARED-USE PATH FOR BICYCLISTS AND PEDESTRIANS; BIKEWAY AND PEDESTRIAN IMPROVEMENTS INCLUDING SIDEWALKS, BICYCLE/PEDESTRIAN SIGNALS, CROSSWALKS, SIGNAGE, AND BICYCLE/PEDESTRIAN TRAFFIC COUNT EQUIPMENT	\$3,896,967	\$0	\$974,242	\$4,871,209	\$0	02/2021	06/2021	EXPECTED TO OBLIGATE IN FY 2021	
40049	0918-47-206	DALLAS	VA	CE	LAKE HIGHLANDS TRAIL NORTHERN EXTENSION & LAKE HIGHLANDS TRAIL PHASE 2A, 2B; FROM EXISTING WHITE ROCK CREEK TRAIL TO	EXISTING LAKE HIGHLANDS TRAIL AT WHITE ROCK TRAIL ROADWAY TO THE LAKE HIGHLANDS DART STATION NEAR WALNUT HILL	CONSTRUCT NEW SHARED-USE PATH FOR BICYCLISTS AND PEDESTRIANS; BIKEWAY AND PEDESTRIAN IMPROVEMENTS INCLUDING SIDEWALKS, BICYCLE/PEDESTRIAN SIGNALS, CROSSWALKS, SIGNAGE, AND BICYCLE/PEDESTRIAN TRAFFIC COUNT EQUIPMENT	\$540,774	\$0	\$135,194	\$675,968	\$0	02/2021	06/2021	EXPECTED TO OBLIGATE IN FY 2021	
40043	0918-47-210	DALLAS	VA	C	UNION BIKEWAY CONNECTOR; HOUSTON ST	N HARWOOD ST AT WOODALL RODGERS FWY	CONSTRUCT ON-STREET BIKEWAY FACILITIES	\$554,682	\$0	\$138,670	\$693,352	\$0	04/2021	07/2021	EXPECTED TO OBLIGATE IN FY 2021	
40043	0918-47-210	DALLAS	VA	CE	UNION BIKEWAY CONNECTOR; HOUSTON ST	N HARWOOD ST AT WOODALL RODGERS FWY	CONSTRUCT ON-STREET BIKEWAY FACILITIES	\$55,468	\$0	\$13,867	\$69,335	\$0	04/2021	07/2021	EXPECTED TO OBLIGATE IN FY 2021	
<u>40069</u>	<u>0902-38-138</u>	<u>HUDSON OAKS</u>	<u>VA</u>	<u>E</u>	<u>HUDSON OAKS MULTIMODAL TRAIL; ON OAKRIDGE DRIVE FROM SOUTH OF SONORA CANYON ROAD TO INSPIRATION DRIVE AND</u>	<u>ON INSPIRATION DRIVE FROM OAKRIDGE ROAD TO HUDSON OAKS DRIVE</u>	<u>CONSTRUCT SHARED USE PATH</u>	<u>\$79,184</u>	<u>\$0</u>	<u>\$19,796</u>	<u>\$98,980</u>	<u>\$0</u>	<u>09/2021</u>	<u>09/2021</u>	<u>EXPECTED TO OBLIGATE IN FY 2021</u>	<u>FUNDING WAS DELAYED TO FY 2021 VIA FEBRUARY 2021 TIP MODIFICATION CYCLE; PENDING APPROVAL OF 2021-2024 TIP/STIP BEFORE ENGINEERING CAN ADVANCE</u>
40041	0918-47-202	CEDAR HILL	VA	C	SOUTH CLARK RD TRAIL VELOWEB; FROM EXISTING RED OAK CREEK TRAIL	E BELT LINE RD	CONSTRUCT SHARED-USE PATH, BICYCLE/PEDESTRIAN SIGNALS, CROSSWALKS, SIGNAGE, AND SAFETY IMPROVEMENTS	\$943,733	\$0	\$235,934	\$1,179,667	\$0	08/2020	09/2021	NOT EXPECTED TO OBLIGATE IN FY 2021	<u>PROJECT TO BE DELAYED TO FY 2022 DUE TO ISSUES WITH UTILITY RELOCATIONS</u>
40041	0918-47-202	CEDAR HILL	VA	CE	SOUTH CLARK RD TRAIL VELOWEB; FROM EXISTING RED OAK CREEK TRAIL	E BELT LINE RD	CONSTRUCT SHARED-USE PATH, BICYCLE/PEDESTRIAN SIGNALS, CROSSWALKS, SIGNAGE, AND SAFETY IMPROVEMENTS	\$109,418	\$0	\$27,354	\$136,772	\$0	08/2020	09/2021	NOT EXPECTED TO OBLIGATE IN FY 2021	<u>PROJECT TO BE DELAYED TO FY 2022 DUE TO ISSUES WITH UTILITY RELOCATIONS</u>
40068	0918-47-311	BALCH SPRINGS	CS	E	ON SHEILAH, MANON, HICKORY, AND QUAIL DR	BETWEEN LAKE JUNE RD AND GLENSHIRE	FLOYD ELEMENTARY SAFE ROUTES TO SCHOOL; CONSTRUCT NEW SIDEWALK, REMOVE/REPLACE EXISTING SIDEWALK AND ADA RAMPS, RELOCATION OF SCHOOL FLASHER AND SIGNAGE	\$234,537	\$0	\$0	\$234,537	\$0	02/2021	10/2021	NOT EXPECTED TO OBLIGATE IN FY 2021	<u>FUNDING HAS NOT OBLIGATED DUE TO DELAYED APPROVAL OF THE 2021-2024 TIP (EXPECTED JUNE 2021)</u>
14013.2	0918-48-003	DART	VA	T	COTTON BELT VELOWEB TRAIL FROM DFW AIRPORT NORTH COTTON BELT STATION	SHILOH COTTON BELT STATION	DESIGN FOR COTTON BELT VELOWEB TRAIL (26 MILES) AND CONSTRUCTION OF MULTIPLE SECTIONS OF THE TRAIL CORRIDOR (IN COPPELL, CARROLLTON, ADDISON, DALLAS, PLANO, AND RICHARDSON)	\$0 \$4,648,925	\$0	\$0	\$0 \$4,648,925	\$0	11/2020	10/2021	NOT EXPECTED TO OBLIGATE IN FY 2021	<u>PROJECT WAS DELAYED TO FY 2022 VIA FEBRUARY 2021 TIP MODIFICATION CYCLE</u>
40061	0902-90-082	FORT WORTH	VA	C	WJ TURNER ELEM, DIAMOND HILL ELEM AND BONNIE BRAE ELEM SCHOOL CAMPUSES BOUNDED BY W LORRAINE ST TO THE N	NORTH BEACH ST TO THE EAST; BRENNAN AVE TO THE S, TITUS ST TO THE W	CONSTRUCT NEW AND RECONSTRUCT EXISTING SIDEWALKS, DRIVEWAYS, CROSSWALKS, SIGNS, AND PEDESTRIAN SIGNALS (SAFE ROUTES TO SCHOOLS FOR 3 SCHOOLS IN NORTH DISTRICT)	\$695,354	\$0	\$173,838	\$869,192	\$0	07/2020	12/2021	NOT EXPECTED TO OBLIGATE IN FY 2021	<u>PROJECT TO BE DELAYED TO FY 2022 DUE TO ISSUES WITH THE ENVIRONMENTAL CLEARANCE PROCESS</u>

TRANSPORTATION ALTERNATIVES SET ASIDE FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

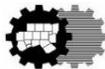
TIP CODE	CSJ	PROJECT SPONSOR	FACILITY	PHASE	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	REVISED START DATE	OBLIGATION STATUS	COMMENTS
40061	0902-90-082	FORT WORTH	VA	CE	WJ TURNER ELEM, DIAMOND HILL ELEM AND BONNIE BRAE ELEM SCHOOL CAMPUSES BOUNDED BY W LORRAINE ST TO THE N	NORTH BEACH ST TO THE EAST; BRENNAN AVE TO THE S, TITUS ST TO THE W	CONSTRUCT NEW AND RECONSTRUCT EXISTING SIDEWALKS, DRIVEWAYS, CROSSWALKS, SIGNS, AND PEDESTRIAN SIGNALS (SAFE ROUTES TO SCHOOLS FOR 3 SCHOOLS IN NORTH DISTRICT)	\$69,224	\$0	\$17,305	\$86,529	\$0	07/2020	12/2021	NOT EXPECTED TO OBLIGATE IN FY 2021	<u>PROJECT TO BE DELAYED TO FY 2022 DUE TO ISSUES WITH THE ENVIRONMENTAL CLEARANCE PROCESS</u>
40062	0902-90-084	FORT WORTH	VA	C	CC MOSS ELEM, BOUNDED BY MARTIN LUTHER KING JR FWY TO THE SW, PATE DR TO THE E, E BERRY ST TO THE N	ML PHILLIPS ELEM BOUNDED BY CAMP BOWIE BLVD TO THE SE, WINTHROP AVE TO THE E, CALMONT AVE TO THE N, LACKLAND RD TO THE W	CONSTRUCT NEW AND RECONSTRUCT EXISTING SIDEWALKS, DRIVEWAYS, CROSSWALKS, SIGNS, AND PEDESTRIAN SIGNALS (SAFE ROUTES TO SCHOOLS FOR 2 SCHOOLS IN SOUTH DISTRICT)	\$391,882	\$0	\$97,970	\$489,852	\$0	07/2020	12/2021	NOT EXPECTED TO OBLIGATE IN FY 2021	<u>PROJECT TO BE DELAYED TO FY 2022 DUE TO ISSUES WITH THE ENVIRONMENTAL CLEARANCE PROCESS</u>
40062	0902-90-084	FORT WORTH	VA	CE	CC MOSS ELEM, BOUNDED BY MARTIN LUTHER KING JR FWY TO THE SW, PATE DR TO THE E, E BERRY ST TO THE N	ML PHILLIPS ELEM BOUNDED BY CAMP BOWIE BLVD TO THE SE, WINTHROP AVE TO THE E, CALMONT AVE TO THE N, LACKLAND RD TO THE W	CONSTRUCT NEW AND RECONSTRUCT EXISTING SIDEWALKS, DRIVEWAYS, CROSSWALKS, SIGNS, AND PEDESTRIAN SIGNALS (SAFE ROUTES TO SCHOOLS FOR 2 SCHOOLS IN SOUTH DISTRICT)	\$39,189	\$0	\$9,797	\$48,986	\$0	07/2020	12/2021	NOT EXPECTED TO OBLIGATE IN FY 2021	<u>PROJECT TO BE DELAYED TO FY 2022 DUE TO ISSUES WITH THE ENVIRONMENTAL CLEARANCE PROCESS</u>
40063	0902-90-083	FORT WORTH	VA	C	D MCRAE ELEM BOUNDED BY AVE J TO THE N, S AYERS AVE TO THE E, LITTLEJOHN AVE TO THE S, THRALL ST TO THE W; DAGGETT ELEM	BOUNDED BY WILLING/FAIRMOUNT AVE TO THE W, W RICHMOND AVE TO THE N, HEMPHILL ST TO THE E, CANTEY ST TO THE S	CONSTRUCT NEW AND RECONSTRUCT EXISTING SIDEWALKS, DRIVEWAYS, CROSSWALKS, SIGNS, AND PEDESTRIAN SIGNALS (SAFE ROUTES TO SCHOOLS FOR 2 SCHOOLS IN SOUTH DISTRICT)	\$369,540	\$0	\$92,385	\$461,925	\$0	07/2020	12/2021	NOT EXPECTED TO OBLIGATE IN FY 2021	<u>PROJECT TO BE DELAYED TO FY 2022 DUE TO ISSUES WITH THE ENVIRONMENTAL CLEARANCE PROCESS</u>
40063	0902-90-083	FORT WORTH	VA	CE	D MCRAE ELEM BOUNDED BY AVE J TO THE N, S AYERS AVE TO THE E, LITTLEJOHN AVE TO THE S, THRALL ST TO THE W; DAGGETT ELEM	BOUNDED BY WILLING/FAIRMOUNT AVE TO THE W, W RICHMOND AVE TO THE N, HEMPHILL ST TO THE E, CANTEY ST TO THE S	CONSTRUCT NEW AND RECONSTRUCT EXISTING SIDEWALKS, DRIVEWAYS, CROSSWALKS, SIGNS, AND PEDESTRIAN SIGNALS (SAFE ROUTES TO SCHOOLS FOR 2 SCHOOLS IN SOUTH DISTRICT)	\$36,714	\$0	\$9,179	\$45,893	\$0	07/2020	12/2021	NOT EXPECTED TO OBLIGATE IN FY 2021	<u>PROJECT TO BE DELAYED TO FY 2022 DUE TO ISSUES WITH THE ENVIRONMENTAL CLEARANCE PROCESS</u>
40065	0902-90-085	ARLINGTON	VA	C	JULIA BURGEN LINEAR PARK TRAIL SYSTEM; FROM THE EXISTING PATH EAST OF MARY STREET	S. PECAN STREET	CONSTRUCT NEW SHARED-USE PATH FOR BICYCLISTS AND PEDESTRIANS OVER TRADING HORSE TRIBUTARY	\$379,092	\$0	\$94,773	\$473,865	\$0	09/2021	03/2022	NOT EXPECTED TO OBLIGATE IN FY 2021	<u>PROJECT TO BE DELAYED TO FY 2022</u>
40065	0902-90-085	ARLINGTON	VA	CE	JULIA BURGEN LINEAR PARK TRAIL SYSTEM; FROM THE EXISTING PATH EAST OF MARY STREET	S. PECAN STREET	CONSTRUCT NEW SHARED-USE PATH FOR BICYCLISTS AND PEDESTRIANS OVER TRADING HORSE TRIBUTARY	\$36,980	\$0	\$9,245	\$46,225	\$0	09/2021	03/2022	NOT EXPECTED TO OBLIGATE IN FY 2021	<u>PROJECT TO BE DELAYED TO FY 2022</u>
40040	0918-46-306	DENTON	CS	C	SYCAMORE - WELCH ACTIVE TRANSPORTATION CONNECTION; ALONG S WELCH ST FROM EAGLE DRIVE	TO W HICKORY ST; AND ALONG W SYCAMORE ST TO DOWNTOWN DENTON DCTA STATION	CONSTRUCT NEW SHARED-USE PATH, BIKE LANES AND CROSSWALKS	\$471,698	\$0	\$117,925	\$589,623	\$0	06/2021	04/2022	NOT EXPECTED TO OBLIGATE IN FY 2021	<u>PROJECT TO BE DELAYED TO FY 2022</u>
40040	0918-46-306	DENTON	CS	CE	SYCAMORE - WELCH ACTIVE TRANSPORTATION CONNECTION; ALONG S WELCH ST FROM EAGLE DRIVE	TO W HICKORY ST; AND ALONG W SYCAMORE ST TO DOWNTOWN DENTON DCTA STATION	CONSTRUCT NEW SHARED-USE PATH, BIKE LANES AND CROSSWALKS	\$34,659	\$0	\$8,665	\$43,324	\$0	06/2021	04/2022	NOT EXPECTED TO OBLIGATE IN FY 2021	<u>PROJECT TO BE DELAYED TO FY 2022</u>
TOTAL								\$16,801,912	\$25,591	\$4,116,252	\$20,943,755	\$6,089,922				

TOTAL CLOSEOUTS/WITHDRAWALS	(\$232,707)
TOTAL PROJECT ADJUSTMENTS	(\$623,335)
TOTAL OBLIGATED IN FY 2020	\$5,900,134
TOTAL OBLIGATED IN FY 2021	\$189,788
TOTAL EXPECTED TO OBLIGATE	\$6,789,297
TOTAL NOT EXPECTED TO OBLIGATED	\$3,812,020

FISCAL YEAR 2021 PROJECT TRACKING

Regional Transportation Council

April 8, 2021



North Central Texas
Council of Governments
Transportation Department

BACKGROUND

- Due to significant implementation delays on projects across the region and a need to draw down the region's carryover balances, the TIP team has started a more robust project tracking effort in order to highlight and prevent these delays.
- At the beginning of the fiscal year, staff provided the Surface Transportation Technical Committee (STTC) and the Regional Transportation Council (RTC) with a list of projects by phase scheduled to advance during the coming year.
- Agencies are being asked to report project status on a more frequent basis.
- The status of projects scheduled for the year will continue to be presented at STTC and RTC on a quarterly basis.
- This will provide opportunities for sponsors to raise issues that may be hindering a project's progress and help ensure that funds are being obligated in a more timely manner.

SUMMARY OF TIP FY 2021 PROJECT FUNDING - CMAQ

	NOVEMBER 2020	APRIL 2021
Federal Funding Allocated in FY 2021	\$73,963,059	\$73,963,059
Estimated Federal Carryover Funds (FY 2020 to FY 2021)	<u>+\$58,400,000</u>	<u>+\$58,400,000</u>
Total Available Federal Funding in FY 2021	\$132,363,059	\$132,363,059
Total Federal Funding Programmed	\$121,295,638	\$110,958,697
Federal Funding Obligated (2020) ¹	\$11,303,022	\$16,488,302
Federal Funding Obligated (2021) ¹	\$0	\$24,029,732
FY 2021 Project Phases ²	61	46
Project Phases Obligated to Date	14	24
Project Phases Past Their Original Estimated Start Date	16	27

1: Obligations based on the federal fiscal year, which runs from October to September

2: 16 project phases removed from and 1 added to FY 2021 since last presentation

SUMMARY OF TIP FY 2021 PROJECT FUNDING - STBG

	NOVEMBER 2020	APRIL 2021
Federal Funding Allocated in FY 2021	\$116,230,858	\$116,230,858
Estimated Federal Carryover Funds (FY 2020 to FY 2021)	<u>+\$168,000,000</u>	<u>+\$168,000,000</u>
Total Available Federal Funding in FY 2021	\$284,230,858	\$284,230,858
Total Federal Funding Programmed	\$154,318,314	\$178,697,889
Federal Funding Obligated (2020) ¹	\$25,215,290	\$26,234,882
Federal Funding Obligated (2021) ¹	\$0	\$11,841,785
FY 2021 Project Phases ²	52	53
Project Phases Obligated to Date	10	24
Project Phases Past Their Original Estimated Start Date	10	24

1: Obligations based on the federal fiscal year, which runs from October to September

2: 12 project phases removed from and 13 phases added to FY 2021 since last presented

SUMMARY OF TIP FY 2021 PROJECT FUNDING – TA SET ASIDE

	NOVEMBER 2020	APRIL 2021
Federal Funding Allocated in FY 2021	\$7,948,734	\$7,948,734
Estimated Federal Carryover Funds (FY 2020 to FY 2021)	<u>+\$14,913,943</u>	<u>+\$14,913,943</u>
Total Available Federal Funding in FY2021	\$22,862,677	\$22,862,667
Total Federal Funding Programmed	\$21,269,291	\$10,791,105
Federal Funding Obligated (2020) ¹	\$5,900,134	\$5,900,134
Federal Funding Obligated (2021) ^{1, 2}	\$0	-\$666,254
FY 2021 Project Phases ³	29	23
Project Phases Obligated to Date	7	8
Project Phases Past Their Original Estimated Start Date	12	19

1: Obligations based on the federal fiscal year, which runs from October to September

2: Negative balance due to project closeouts, withdrawals, and changes

3: Two project phases added to and eight removed from FY 2021 since last presentation

SUMMARY OF PROGRESS

- As of March 2021, we are six months into the fiscal year, which means the year is 50 percent complete.
- Yet only:
 - 22 percent of CMAQ funds have been obligated
 - 7 percent of STBG funds have been obligated
 - 0 percent of TA-Set Aside funds have been obligated
- Given that obligations are not speeding up as quickly as needed and STBG funds have the largest balance, staff will be proposing a STBG/Category 2 funding partnership as part of the region's 10-Year Plan this spring.
- Approximately \$7M of TA-Set Aside funds are at risk of lapsing this year if the projects on this list do not obligate in time.

NEXT STEPS

- Continue monitoring project progress and working with project sponsors and TxDOT to resolve issues that may be causing delays in project implementation.
- Bring back another update to STTC and the RTC in the next quarter

QUESTIONS?

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**REGIONAL TRANSIT PERFORMANCE MEASURES:
PUBLIC TRANSPORTATION AGENCY SAFETY PLAN
AND
TRANSIT ASSET MANAGEMENT**

REGIONAL TRANSPORTATION COUNCIL

APRIL 8, 2021

Shannon Stevenson
Senior Program Manager
Transit Management and Planning

FEDERAL MEASURES SCHEDULE

Measures	Upcoming RTC Action	Next Anticipated RTC Action	Target-Setting Schedule
PM3: System Performance, Freight, and CMAQ	October 2020 ✓	Late 2022	Biennial
PM2: Pavement and Bridge	November 2020 ✓	Late 2022	Biennial
PM1: Roadway Safety	February 2021 (Information) ✓	Early 2022	Annual
PTASP: Public Transportation Agency Safety Plan	April 2021 (Information) May 2021 (Action)	Early 2025	Every 4 years
TAM: Transit Asset Management	April 2021 (Information)	Early 2022	Every 4 years

TRANSIT SAFETY TARGETS BACKGROUND

- Federal regulations require Section 5307 recipients to adopt Public Transportation Agency Safety Plans (PTASP), including transit safety targets
- MPO has 180 days to adopt regional transit safety targets after transit providers share their individual plans/targets
- Recommend regional targets be consistent with transit providers, with 7 targets under the following measures:
 - **Fatalities** – Death confirmed within 30 days, excluding suicide, trespassers, illness, or natural causes
 - **Injuries** – Harm to person that requires immediate medical attention away from the scene
 - **Safety Events** – Collision, derailment, fire, hazardous material spill, or evacuation
 - **System Reliability** – Major mechanical failure preventing vehicle from completing or starting scheduled trip

TRANSIT SAFETY TARGETS

Measure	Targets
Fatalities	<ol style="list-style-type: none">1. Total number of reportable fatalities2. Rate per 100K vehicle revenue miles
Injuries	<ol style="list-style-type: none">3. Total number of reportable injuries4. Rate per 100K vehicle revenue miles
Safety Events	<ol style="list-style-type: none">5. Total number of reportable safety events6. Rate per 100K vehicle revenue miles
System Reliability	<ol style="list-style-type: none">7. Mean distance between major mechanical failures

PTASP REGIONAL TARGET DEVELOPMENT PROCESS

- Obtained individual provider PTASPs and underlying performance data
- Compiled regional data and averaged Fiscal Year (FY) 2016 – FY 2019 data to determine baseline
- Analyzed data and optimal approach for regional safety targets, comparing multiple methods and varying levels of improvement over baseline data
- Coordinated with partners including the Texas Department of Transportation, the Houston-Galveston Area Council, and the FTA PTASP Technical Assistance Center
- Engaged stakeholders, including regional transit providers
- Held internal Peer Review seeking feedback on methodology

PROPOSED TRANSIT SAFETY TARGETS

Target	Baseline Average	Proposed Target
1. Fatalities - Total Number	6.00	0.00
2. Fatalities - Rate per 100k Miles	0.01	0.00
3. Injuries - Total Number	150.50	142.98
4. Injuries - Rate per 100k Miles	0.23	0.22
5. Safety Events - Total Number	516.00	490.20
6. Safety Events - Rate per 100k Miles	0.81	0.77
7. System Reliability - Miles Between Major Mechanical Failures	18,896.00	19,841.00

- Recommending **zero** fatality targets in line with established regional safety position:
 - **Even one death in the transportation system is unacceptable. Staff will work with our partners to develop projects, programs, and policies that assist in eliminating fatalities across all modes of travel.**
- Recommending 5% improvement in other measures to be achieved by FY 2023

TRANSIT SAFETY EFFORTS

CURRENT/EXISTING

- Cooperative camera procurement
- Grade crossing improvements
- Employee safety training
- Vehicle inspections
- Between-car barriers for light rail vehicles
- Solar-powered bus stop lighting

POSSIBLE FUTURE EFFORTS

- Enhanced vehicle lighting
- Light rail vehicle rooftop cameras to identify infrastructure failure
- Cameras at grade crossings
- Sidewalk improvements

TRANSIT ASSET MANAGEMENT (TAM)



Images: DART, DCTA, FWTA, and NCTCOG

TRANSIT ASSET MANAGEMENT REGIONAL TARGETS ADOPTED

Emphasis Area #1

Emphasis Area #2

Asset Category	Target	Metric
Rolling Stock (transit vehicles)	0%	Vehicles that meet or exceed the industry standard, defined as the Federal Transit Administration's Default Useful Life Benchmark
Infrastructure (rail track)	0%	Rail track segments with performance restrictions
Equipment (transit support vehicles)	0%	Vehicles that meet or exceed the industry standard, defined as the Federal Transit Administration's Default Useful Life Benchmark
Facilities (buildings, stations, park and rides)	0%	Transit facilities rated below "Adequate" (3.0) on the industry standard Transit Economic Requirements Model (TERM) scale

TRANSIT PERFORMANCE MEASURE: ROLLING STOCK¹

Asset Type ²	FY 2017 Performance	FY 2018 Performance	FY 2019 Performance
Bus	6%	4%	5%
Small Bus	3%	9%	18%
Light Rail Vehicle	0%	0%	0%
Commuter Rail Locomotive	0%	0%	0%
Commuter Rail Passenger Car	0%	0%	0%
Articulated Bus	0%	0%	0%
Commuter Rail Passenger Coach ³	35%	40%	18%

¹RTC Policy Emphasis Area

²Rolling stock assets include a small number of vehicles reported to the National Transit Database as “inactive”

³Includes assets rebuilt near the end of their useful life with the assumption of a minimum useful life extension of 10 years

TRANSIT PERFORMANCE MEASURE: INFRASTRUCTURE¹

Rail Mode	FY 2018 Performance	FY 2019 Performance	Operating Agency
Light Rail	0.20%	0.20%	DART
Commuter Rail	0.09%	0.05%	DART, Trinity Metro
Streetcar Rail	0%	0%	DART, MATA
Hybrid Rail	2.05%	0%	DCTA

¹RTC Policy Emphasis Area

TRANSIT PERFORMANCE MEASURE: EQUIPMENT (NON-REVENUE)

Asset Type	FY 2018 Performance	FY 2019 Performance
Automobiles	32%	51%
Steel Wheel Vehicles	0%	25%
Trucks & Other Rubber Tire Vehicles	19%	52%

- 114 of 223 Automobiles exceeded the ULB
- 2 of 8 Steel Wheel Vehicles exceeded the ULB
- 220 of 425 Trucks exceeded the ULB

TRANSIT PERFORMANCE MEASURE: FACILITIES

Asset Type	FY 2018 Performance	FY 2019 Performance	FY 2019 Total Facilities	Facilities Assessed
Administrative/ Maintenance	0%	5%	41	33
Passenger/Parking	0%	0%	124	75

- FY 2018 & FY 2019 performance relative to *assessed* facilities. Overall, 65.5% of total facilities have undergone a conditions assessment.
- FY 2019 total facilities for which transit providers have capital responsibility and require a conditions assessment.
- Total facilities that have undergone a conditions assessment to determine facility performance. Facilities rated under 3.0 on the assessment tool are deemed as not being in a state of good repair.

**REGIONAL
PERFORMANCE
MEASURES
SCHEDULE**

Date	Action
January 26	Regional Transit Safety Targets Provider Meeting
March 26	STTC Info on PTASP and TAM <ul style="list-style-type: none">• Propose PTASP Targets• Update Regional TAM Performance
April 8	RTC Info on PTASP and TAM
April 23	STTC Action on PTASP
May 13	RTC Action on PTASP

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Regional Vanpool Program Modifications To Improve Overall Efficiency

REGIONAL TRANSPORTATION COUNCIL

APRIL 8, 2021

Background/ Overview

-
- NCTCOG and Transit Agencies Reviewed Current Program
 - Several Areas Identified for Improvement
 - Temporary Flexibility Needed During Transition to One Regional Program (no new funding needed)
 - Goal
 - Improve Overall Efficiency & Effectiveness
 - Reduce Rider Confusion
 - Eliminate Unintended Competition Between Transit Agencies

Proposed Modifications

1. Establish Clear Provider Boundaries
2. Address Rider Equity Concerns Through Temporary Flexible Subsidies
3. Issue Regional Cooperative Vanpool Procurement: One Regional Program Administered by the Three Transit Agencies

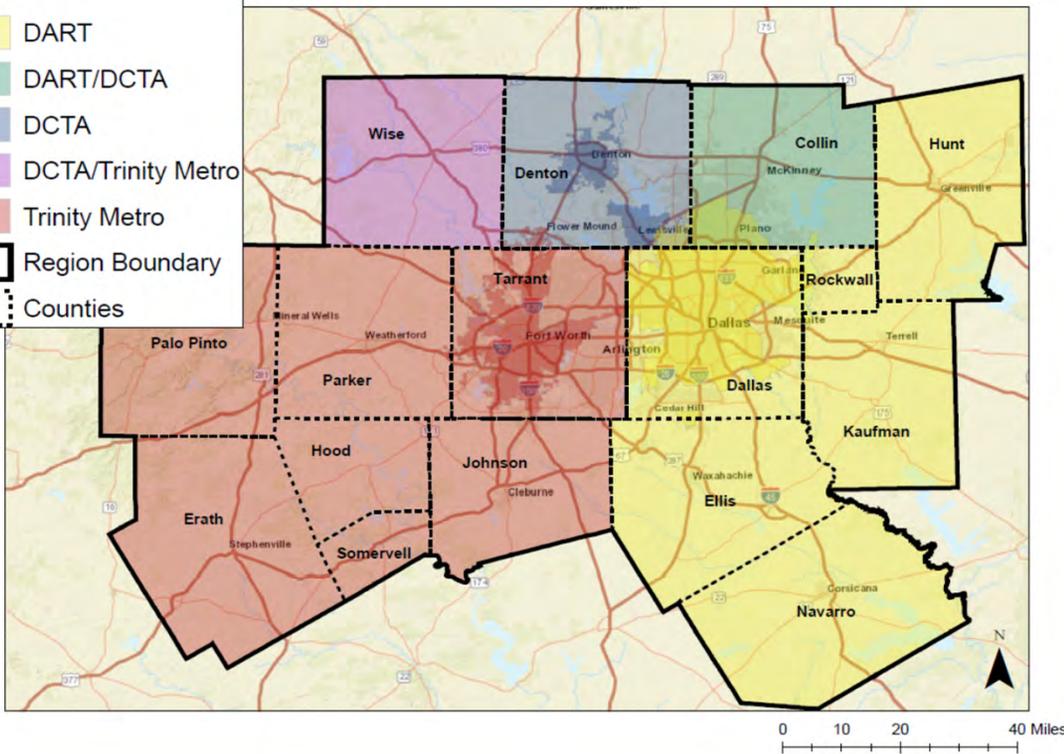
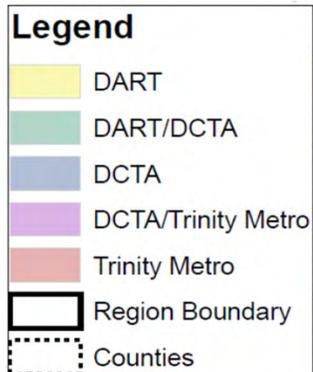
Boundary Modifications

Correct Funding Apportionments for Urbanized Areas

Eliminate Contested Trips

Deliver Consistent Messaging to Riders

Proposed Origination-Based Boundaries



Transit Agency	Origination	Destinations
DART	Dallas, Ellis, Hunt, Kaufman, Navarro & Rockwall Counties	Throughout DFW
	Collin County	Throughout DFW except Denton County
Trinity Metro	Tarrant, Johnson, Parker, Hood, Erath, Somervell & Palo Pinto Counties	Throughout DFW
	Wise County	Throughout DFW except Denton County
DCTA	Denton	Throughout DFW
	Collin and Wise Counties	Denton County

Proposed Temporary Subsidy Correction

Subsidy

- RTC currently subsidizes 30%-35% depending on funding year (decreases over time)
- Covers portion of program costs: staffing, vehicle lease cost, and emergency ride home services

Impact to Rider Cost

- Due to contract timing, subsidy disproportionate: variation on vendor costs to transit authorities, rider groups experience wide range of prices
- Seeking a temporary flexibility to subsidy to assist riders while NCTCOG pursues a Cooperative Regional Vanpool procurement with the transit providers
- No additional or new funding needed; funding previously approved by RTC will accommodate temporary fluctuations in subsidies

Regional Cooperative Procurement

Gain Consistency Between the Three Transit Agencies

Lower Costs for the Riders

Reduce Administrative Costs

Eliminate Confusion

Schedule

Milestone	Estimated Timeframe
Meetings with Transit Authorities to review items	December 2020-February 2021
STTC Information	March 26, 2021
RTC Information	April 8, 2021
STTC Action	April 23, 2021
RTC Action	May 13, 2021
Implement Updated Vanpool Boundaries	Late Spring/Early Summer 2021
Issue Regional Cooperative Procurement	Late Summer 2021

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AIR QUALITY PROGRAM REPORT

**Regional Transportation Council Meeting
April 8, 2021**

**Jenny Narvaez, Program Manager
Jason Brown, Principal Air Quality Planner**



North Central Texas
Council of Governments



Attainment Deadlines

Region did not meet attainment deadlines

2008 NAAQS Attainment Date (≤ 75 ppb): No later than **July 20, 2027
*Severe Classification***

2015 NAAQS Attainment Date (≤ 70 ppb): No later than **August 3, 2024
*Moderate Classification***

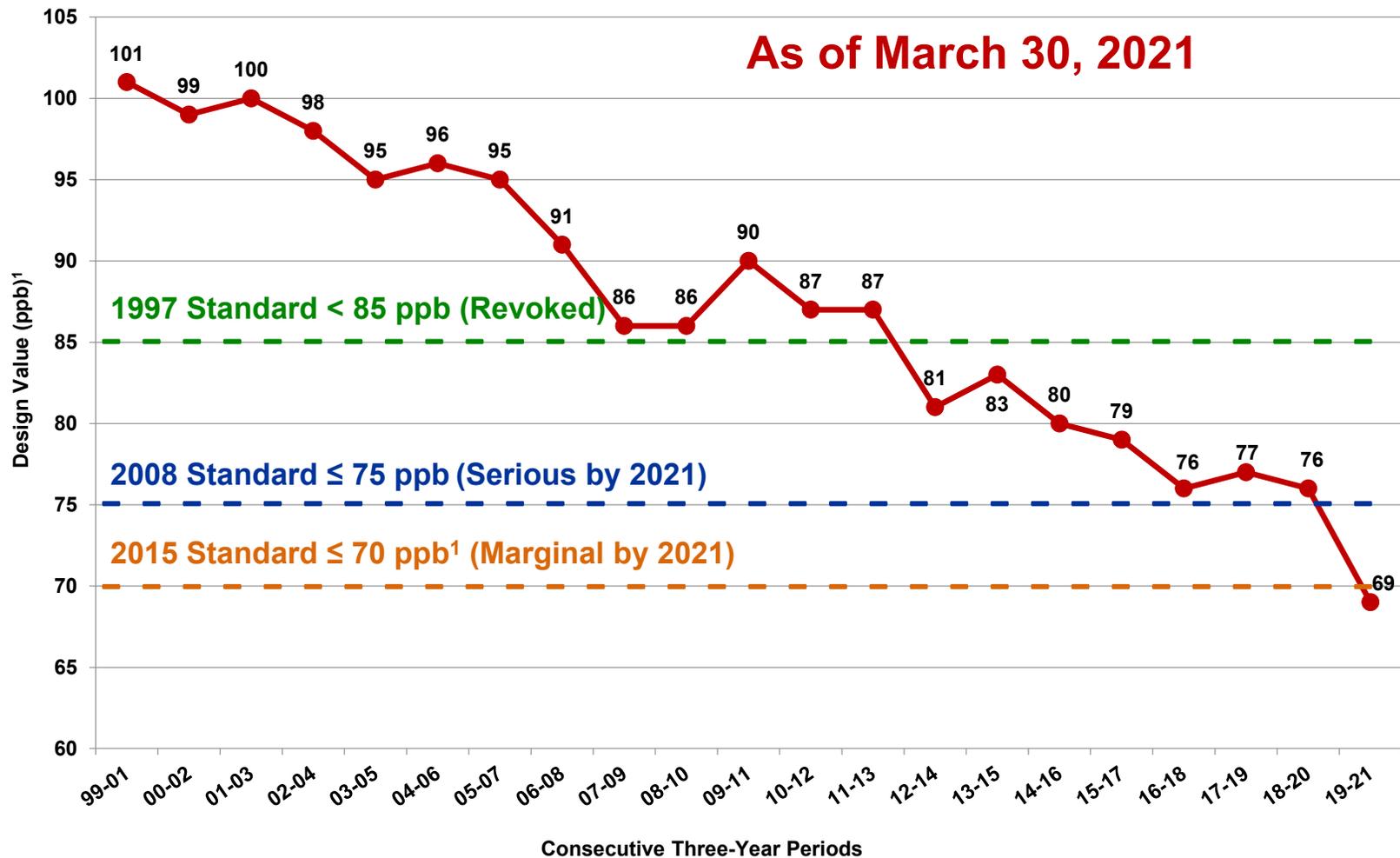
Attainment for Both Standards will be Based on 2021-2023 Ozone Monitor Data (3-Year Average of Fourth Highest Monitor Readings)

Federal Attainment Requirements

Design Value (DV) = Regulatory test: 3-Year Average of Fourth Highest Value

Five Highest Monitors	4 th Highest Value for Season			Required 2021 Ozone Season DV for Attainment	
	2019	2020	2021 (Current)	2008	2015
	Eagle Mountain Lake	75	76	58	76
Grapevine Fairway	71	77	47	79	64
Frisco	76	70	55	81	66
Dallas North	73	69	53	85	70
Denton Airport	71	71	56	85	70

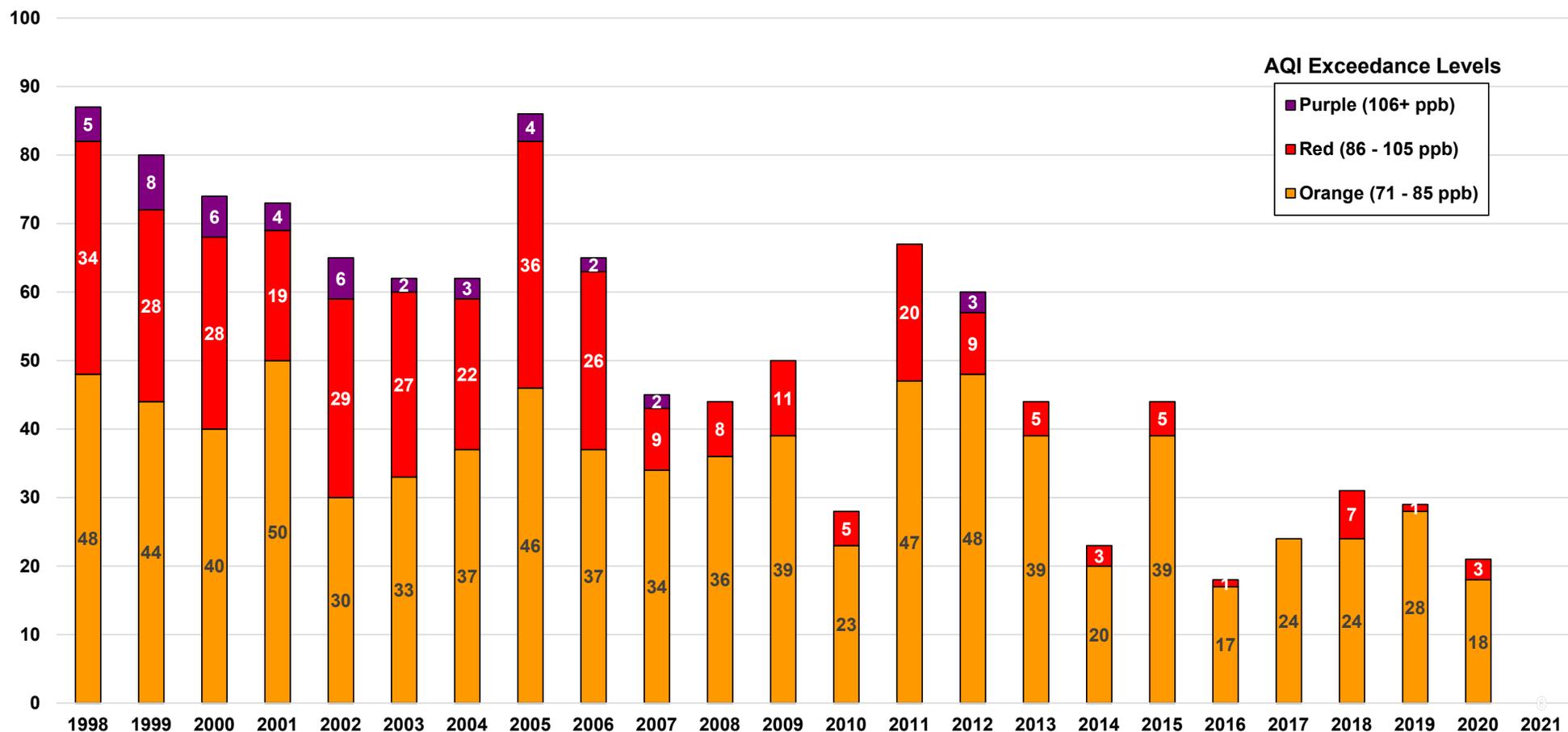
8-Hour Ozone NAAQS Historical Trends



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

8-Hour Ozone NAAQS Historical Trends

Based on ≤ 70 ppb (As of March 30, 2021)



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

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

Ongoing and Future Investigations

Inaccurate ozone alerts for predicted exceedances

Of the 30 ozone action days issued, only 7 forecasts were correct

State forecasted 72 ppb for 2020 – actual is 76 ppb

Impacts of background emissions

Nonattainment Boundaries – Multistate air quality plans

Comprehensive Multipollutant Interactions

Unexplained emission increases

Potential changing of NOX:VOC stoichiometric ratio

COVID-19 research

NCTCOG is dedicated to continuing the pursuit of additional and innovative transportation and emission control strategies

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

Temporary (Paper) Tags

What is a Temporary Tag?

Intended to be used for temporary registration

Twelve variations of a temporary tag

Texas Buyer tag is predominantly abused

Reasons for Widespread Abuse

Two Steps One Sticker

Mobile Emissions Task Force elimination

Texas Department of Motor Vehicles (TXDMV)
database abuse

Online Merchants



Major Issues

Circumvent mandatory emissions inspections

Avoid tolls throughout the region and statewide

Loss of State revenue

Exploit vehicle purchaser

Risk to officer safety

Fund illegal activities

Bought, sold and used in crimes to conceal identity in all 50 states

Sold illegally through social media, auction sites, on-line merchants

Estimated Revenue Loss

State, County and Local Estimates
January 2019 - March 2021

Registration, inspection and local
fee

Estimated combined sum: \$68.25

Estimated temporary tags: 1,157,856

Estimated combined loss: **\$79,023,672**



Potential Solutions

Revise TXDMV Rule

Adopt Legislation

HB 3927

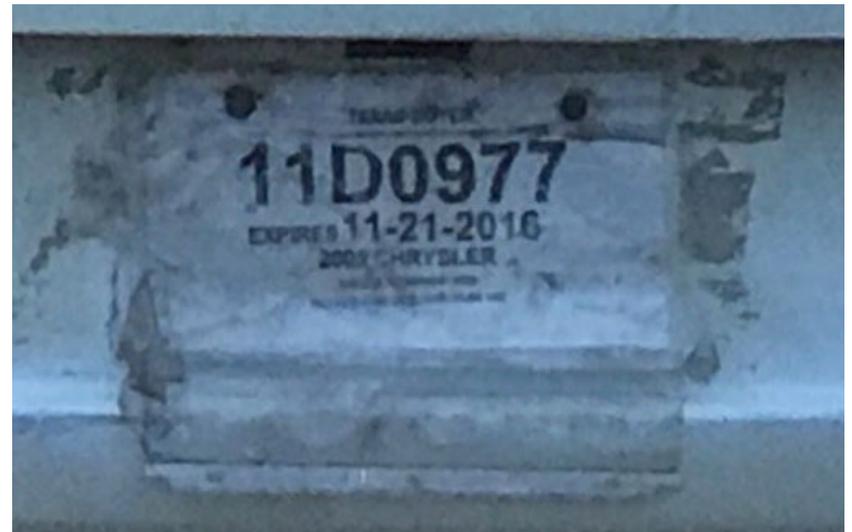
HB 3926

Educate Online Merchants

Resume Mobile Emissions Task Force

Through Local Initiatives Projects
Appropriations (HB 2539), or

RTC Backstop



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

Regional Transportation Council Attendance Roster
April 2020 - March 2021

RTC MEMBER	Entity	4/9/20	5/14/20	6/11/20	7/9/20	8/13/20	9/10/20	10/8/20	11/12/20	12/10/20	1/14/21	2/11/21	3/11/21
Tennell Atkins (09/17)	Dallas	P	A	P	P	P	P	P	P	P	P	P	A
Richard E. Aubin (06/18)	Garland	P	P	P	P	P	P	P	P	P	P	P	P
Dennis Bailey (02/21)	Rockwall County	--	--	--	--	--	--	--	--	--	--	P	P
Mohamed Bur (06/18)	TxDOT, Dallas	P	P	E(R)	P	E(R)	P	P	P	P	P	E(R)	P
Dianne Costa (10/19)	DCTA	P	P	P	P	P	P	P	E	E	P	P	P
Theresa Daniel (11/18)	Dallas County	P	P	P	P	P	P	P	P	P	P	P	P
Jeff Davis (11/19)	Trinity Metro	P	P	P	P	A	P	P	P	P	P	P	P
Pat Deen (08/19)	Parker County	A	P	P	P	P	P	P	P	P	P	P	P
Rudy Durham (7/07)	Lewisville	P	P	P	P	P	P	P	P	P	P	P	P
Andy Eads (1/09)	Denton County	P	P	P	P	P	P	P	P	P	P	P	P
Kevin Falconer (07/17)	Carrollton	P	P	P	P	P	P	A	P	P	P	P	P
Gary Fickes (12/10)	Tarrant County	P	E	P	P	P	P	E(R)	E(R)	P	P	P	P
George Fuller (07/17)	McKinney	P	P	P	P	P	P	A	P	P	P	P	P
Barry Gordon (12/20)	Duncanville	--	--	--	--	--	--	--	--	--	E(R)	P	P
Rick Grady (09/18)	Plano	P	P	P	P	P	P	P	P	E	P	P	P
Lane Grayson (01/19)	Ellis County	P	P	P	P	P	P	P	P	P	P	P	P
Mojoy Haddad (10/14)	NTTA	P	P	E	P	P	P	E	P	P	P	P	P
Roger Harmon (1/02)	Johnson County	P	P	P	P	P	P	P	P	P	P	P	P
Ivan Hughes (09/19)	Addison	P	P	P	P	P	P	P	P	P	P	P	P
Clay Lewis Jenkins (04/11)	Dallas County	E(R)	E(R)	P	P	P	P	P	P	P	P	A	P
Ron Jensen (06/13)	Grand Prairie	P	P	P	P	P	P	P	P	P	A	P	A(R)
Carl L. Johnson (09/22)	TxDOT, FW	--	--	--	--	--	P	P	P	E(R)	P	P	P
Jungus Jordan (4/07)	Fort Worth	P	P	P	P	P	P	P	P	P	P	P	P
John Keating (12/19)	Frisco	P	P	E(R)	E(R)	P	P	P	P	P	P	A	P
Mike Leyman (09/19)	Mansfield	P	P	P	P	P	P	P	P	P	P	P	P
B. Adam McGough (07/20)	Dallas	--	--	--	P	P	P	P	P	P	P	P	P
William Meadows (02/17)	DFW Airport	A	A	P	P	A	A	A	A	A	A	E(R)	P
Allen E. Meagher (12/20)	Irving	--	--	--	--	--	--	--	--	--	E(R)	E(R)	E(R)
Cara Mendelsohn (07/20)	Dallas	--	--	--	P	P	P	P	P	P	P	P	P
Robert Miklos (12/19)	Mesquite	P	P	P	P	P	P	P	P	P	A	P	P
Cary Moon (06/15)	Fort Worth	P	P	P	P	P	P	E(R)	P	P	P	P	P
Ignacio Nuñez (12/20)	Arlington	--	--	--	--	--	--	--	--	P	P	P	P
Philip J. Ritter (07/20)	Dallas	--	--	--	P	P	P	P	P	P	P	P	P
John Ryan (05/18)	Denton	P	P	P	P	P	P	P	P	P	P	P	P
Chris Schulmeister (07/20)	Allen	--	--	--	P	P	P	P	P	P	P	P	P
Casey Thomas II (07/20)	Dallas	--	--	--	A	P	E(R)	P	E(R)	P	E(R)	E(R)	A
Jeremy Tompkins (10/19)	Euless	P	P	P	P	P	P	P	P	P	P	P	P

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)

Regional Transportation Council Attendance Roster
April 2020 - March 2021

RTC MEMBER	Entity	4/9/20	5/14/20	6/11/20	7/9/20	8/13/20	9/10/20	10/8/20	11/12/20	12/10/20	1/14/21	2/11/21	3/11/21
T. Oscar Trevino Jr. (6/02)	Nrth Rch Hills	P	P	P	P	P	P	P	P	P	P	P	P
William Tsao (3/17)	Dallas	P	P	P	P	P	P	P	P	P	P	P	P
Paul Wageman (10/19)	DART	P	P	P	P	P	P	P	P	P	P	P	P
Duncan Webb (6/11)	Collin County	P	P	P	P	P	P	P	P	P	P	P	P
B. Glen Whitley (2/97)	Tarrant County	P	P	P	P	P	P	P	P	P	P	P	E
W. Jeff Williams (10/15)	Arlington	P	P	P	P	P	P	P	P	P	P	E(R)	P
Ann Zadeh (06/17)	Fort Worth	P	P	P	P	P	P	P	P	P	P	P	P

Note: Date in parenthesis indicates when member was 1st eligible to attend RTC meetings

P= Present

A= Absent

R=Represented by Alternate

--= Not yet appointed

E= Excused Absence (personal illness, family emergency, jury duty, business necessity, or fulfillment of obligation arising out of elected service)

Surface Transportation Technical Committee Attendance Roster
February 2020 - February 2021

STTC MEMBERS	Entity	2/28/20	3/27/20	4/24/20	5/22/20	6/26/20	7/24/20	8/28/20	9/25/20	10/23/20	12/4/20	1/22/21	2/26/21
Joe Atwood	Hood County	P	*	*	*	*	*	*	*	*	*	*	*
Melissa Baker	Irving	E	*	*	*	*	*	*	*	*	*	*	*
Micah Baker	Dallas County	A	*	*	*	*	*	*	*	*	*	*	*
Bryan Beck	Grapevine	P	*	*	*	*	*	*	*	*	*	*	*
Katherine Beck	Fort Worth	P	*	*	*	*	*	*	*	*	*	*	*
Marc Bentley	Farmers Branch	A	*	*	*	*	*	*	*	*	*	*	*
David Boski	Mansfield	P	*	*	*	*	*	*	*	*	*	*	*
Keith Brooks	Arlington	A	*	*	*	*	*	*	*	*	*	*	*
Shon Brooks	Waxahachie	A	*	*	*	*	*	*	*	*	*	*	*
Tanya Brooks	Fort Worth	E	*	*	*	*	*	*	*	*	*	*	*
Ceason Clemens	TxDOT Dallas	P	*	*	*	*	*	*	*	*	*	*	*
Robert Cohen	Southlake	A	*	*	*	*	*	*	*	*	*	*	*
Kent Collins	Coppell	A	*	*	*	*	*	*	*	*	*	*	*
John Cordary, Jr.	TxDOT FW	P	*	*	*	*	*	*	*	*	*	*	*
Rick Cortez	Mesquite	P	*	*	*	*	*	*	*	*	*	*	*
Hal Cranor	Euless	P	*	*	*	*	*	*	*	*	*	*	*
Fred Crosley	Trinity Metro	--	--	--	--	--	--	--	--	*	*	*	*
Clarence Daugherty	Collin County	A(R)	*	*	*	*	*	*	*	*	*	*	*
Chad Davis	Wise County	A	*	*	*	*	*	*	*	*	*	*	*
Arturo Del Castillo	Dallas	P	*	*	*	*	*	*	*	*	*	*	*
Caryl DeVries	Grand Prairie	--	--	--	--	*	*	*	*	*	*	*	*
Greg Dickens	Hurst	A(R)	*	*	*	*	*	*	*	*	*	*	*
David Disheroon	Johnson County	A	*	*	*	*	*	*	*	*	*	*	*
Phil Dupler	FWTA	P	*	*	*	*	*	*	*	*	*	*	*
Chad Edwards	Fort Worth	P	*	*	*	*	*	*	*	*	*	*	*
Claud Elsom	Rockwall County	A	*	*	*	*	*	*	*	*	*	*	*
Eric Fladager	Fort Worth	P	*	*	*	*	*	*	*	*	*	*	*
Chris Flanigan	Allen	A	*	*	*	*	*	*	*	*	*	*	*
Ann Foss	Arlington	P	*	*	*	*	*	*	*	*	*	*	*
Mike Galizio	Tarrant County	P	*	*	*	*	*	*	*	*	*	*	*
Ricardo Gonzalez	TxDOT FW	P	*	*	*	*	*	*	*	*	*	*	*
Gary Graham	McKinney	P	*	*	*	*	*	*	*	*	*	*	*
Tom Hammons	Carrollton	P	*	*	*	*	*	*	*	*	*	*	*
Ron Hartline	The Colony	A(R)	*	*	*	*	*	*	*	*	*	*	*
Shannon Hicks	Addison	--	--	--	--	--	--	--	*	*	*	*	*
Matthew Hotelling	Flower Mound	P	*	*	*	*	*	*	*	*	*	*	*
John Hudspeth	TxDOT Dallas	P	*	*	*	*	*	*	*	*	*	*	*
Terry Hughes	Weatherford	P	*	*	*	*	*	*	*	*	*	*	*
Jeremy Hutt	Cleburne	--	--	--	--	--	*	*	*	*	*	*	*
Thuan Huynh	McKinney	--	--	*	*	*	*	*	*	*	*	*	*
Tony Irvin	DeSoto	A	*	*	*	*	*	*	*	*	*	*	*
Kelly Johnson	NTTA	A	*	*	*	*	*	*	*	*	*	*	*

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-- =Not yet eligible to attend *Meeting held by WebEx/Audio Conference. Individual attendance not taken.

Surface Transportation Technical Committee Attendance Roster
February 2020 - February2021

STTC MEMBERS	Entity	2/28/20	3/27/20	4/24/20	5/22/20	6/26/20	7/24/20	8/28/20	9/25/20	10/23/20	12/4/20	1/22/21	2/26/21
Gus Khankarli	Dallas	P	*	*	*	*	*	*	*	*	*	*	*
Paul Knippel	Frisco	A	*	*	*	*	*	*	*	*	*	*	*
Chiamin Korngiebel	Dallas	A	*	*	*	*	*	*	*	*	*	*	*
Alonzo Liñán	Keller	E(R)	*	*	*	*	*	*	*	*	*	*	*
Eron Linn	DART	A	*	*	*	*	*	*	*	*	*	*	*
Clay Lipscomb	Plano	P	*	*	*	*	*	*	*	*	*	*	*
Paul Luedtke	Garland	P	*	*	*	*	*	*	*	*	*	*	*
Stanford Lynch	Hunt County	P	*	*	*	*	*	*	*	*	*	*	*
Alberto Mares	Ellis County	P	*	*	*	*	*	*	*	*	*	*	*
Wes McClure	Mesquite	P	*	*	*	*	*	*	*	*	*	*	*
Brian Moen	Frisco	P	*	*	*	*	*	*	*	*	*	*	*
Mark Nelson	Richardson	E(R)	*	*	*	*	*	*	*	*	*	*	*
Jim O'Connor	Irving	P	*	*	*	*	*	*	*	*	*	*	*
Kenneth Overstreet	Bedford	A	*	*	*	*	*	*	*	*	*	*	*
Kevin Overton	Dallas	P	*	*	*	*	*	*	*	*	*	*	*
Tim Palermo	DCTA	P	*	*	*	*	*	*	*	*	*	*	*
Dipak Patel	Lancaster	P	*	*	*	*	*	*	*	*	*	*	*
Todd Plesko	DART	P	*	*	*	*	*	*	*	*	*	*	*
Shawn Poe	Richardson	P	*	*	*	*	*	*	*	*	*	*	*
John Polster	Denton County	P	*	*	*	*	*	*	*	*	*	*	*
Tim Porter	Wylie	P	*	*	*	*	*	*	*	*	*	*	*
Bryan G. Ramey II	Duncanville	A(R)	*	*	*	*	*	*	*	*	*	*	*
Greg Royster	DFW Int. Airport	P	*	*	*	*	*	*	*	*	*	*	*
Kathryn Rush	Dallas	--	--	*	*	*	*	*	*	*	*	*	*
Moosa Saghian	Kaufman County	P	*	*	*	*	*	*	*	*	*	*	*
David Salmon	Lewisville	P	*	*	*	*	*	*	*	*	*	*	*
Brian Shewski	Plano	P	*	*	*	*	*	*	*	*	*	*	*
Walter Shumac, III	Grand Prairie	P	*	*	*	*	*	*	*	*	*	*	*
Ray Silva-Reyes	Colleyville	P	*	*	*	*	*	*	*	*	*	*	*
Randy Skinner	Tarrant County	A	*	*	*	*	*	*	*	*	*	*	*
Anjelica Solano	NTTA	--	--	--	--	--	--	--	--	--	--	*	*
Caleb Thornhill	Plano	A	*	*	*	*	*	*	*	*	*	*	*
Dave Timbrell	Garland	A	*	*	*	*	*	*	*	*	*	*	*
Press Tompkins	Greenville	P	*	*	*	*	*	*	*	*	*	*	*
Gregory Van Nieuwenhuize	Haltom City	P	*	*	*	*	*	*	*	*	*	*	*
Daniel Vedral	Irving	A	*	*	*	*	*	*	*	*	*	*	*
Caroline Waggoner	North Richland Hills	P	*	*	*	*	*	*	*	*	*	*	*
Robert Woodbury	Cedar Hill	A	*	*	*	*	*	*	*	*	*	*	*
Jamie Zech	TCEQ	A	*	*	*	*	*	*	*	*	*	*	*

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MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE February 26, 2021

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, February 26, 2021, at 1:30 pm, by videoconference. The Regional Transportation Council Bylaws establish that the Technical Committee approved membership in attendance at a meeting shall constitute a quorum for action to be taken, therefore individual attendance was not taken for committee members or other attendees.

1. **Approval of January 22, 2021, Minutes:** The minutes of the January 22, 2021, meeting were approved as submitted in Electronic Item 1. Jim O'Connor (M); John Polster (S). The motion passed unanimously.

2. **Consent Agenda:** The following item was included on the Consent Agenda.
 - 2.1. **FY2020 and FY2021 Unified Planning Work Program Modifications:** A recommendation for Regional Transportation Council (RTC) approval of modifications to the FY2020 and FY2021 Unified Planning Work Program (UPWP) was requested. Direction for staff to also administratively amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications was included in the action. The proposed amendments were provided in Electronic Item 2.1.1. Additional information was provided in Electronic Item 2.1.2.

A motion was made to approve the item on the Consent Agenda. John Polster (M); Daniel Vedral (S). The motion passed unanimously.

3. **Air Quality Calls for Projects Recommendations:** Jason Brown presented recommendations for three recent Calls for Projects (CFP) funded through the Environmental Protection Agency's (EPA's) National Clean Diesel Funding Assistance Program. Funding was available for replacement of heavy-duty diesel vehicles and equipment replacement projects through the Clean Fleets North Texas 2020 CFP (Bucket 1) and the North Texas Emissions Reduction Projects CFP (Bucket 2). In addition, funding was available for the installation of EPA-verified electrification of electrified parking spaces for refrigerated trucks and trailers through the North Texas Freight Terminal Electrification CFP (Bucket 3). Project eligibility and funding thresholds for each of the Calls for Projects were highlighted. Details were provided in Electronic Item 3.1. An eligibility screen of applications received was completed to ensure that projects met the work scopes and were in the required geographic areas. For Buckets 1 and 2, adoption of the Clean Fleet Policy was also required. In addition, projects were scored based 75 percent on cost effectiveness and 25 percent on oversight elements. A summary of applications received for the Clean Fleets North Texas 2020 CFP was provided. One application was received from the City of Kennedale for \$165,000. Applications were also received from the City of Dallas, but the projects were not eligible. Approximately \$494,820 remains available for the next round of the Call for Projects. Details were provided in Electronic Item 3.2. For the North Texas Emissions Reduction Projects CFP, Alliance Aviation Services submitted two eligible Projects for \$108,770 and Paccar Leasing submitted one eligible project for \$161,555. Approximately \$2 million remains available for the next round of the Call for Projects. No applications were received for the North Texas Freight Terminal Electrification CFP which leaves approximately \$960,000 in available funds. Details were provided in Electronic

Item 3.3. The schedule for this effort was reviewed, which includes presentation to the Regional Transportation Council on March 11, 2021. To award the remaining funds, the Calls for Projects have a rolling 90-day deadline until all funds are awarded with the next application deadline April 9, 2021. Committee Chair Brian Moen asked if it was normal to have such few applicants. Mr. Brown noted that interest in the programs vary and that staff engages local government and private sector contacts, but sometimes there is low response. A motion to recommend Regional Transportation Council approval of \$165,000 to the City of Kennedale through the Clean Fleets North Texas 2020 Call for Projects and to allow any funds released from prior awards to be applied to the balance of available funds for future awards. The motion also included a recommendation for Regional Transportation Council approval of \$108,770 to Alliance Aviation Services and \$166,155 to Paccar Leasing through the North Texas Emissions Reduction Project 2020 Call for Projects. John Polster (M); Jim O'Connor (S). The motion passed unanimously.

4. **COVID-19 Infrastructure Program (Round 3)/Transit Partnership Funding:** Brian Dell presented recommendations for Transit Partnership Funding approved through the third round of the COVID-19 Infrastructure Program to address the decline of transit ridership in the region due to the recent COVID-19 outbreak. In November 2020, the Regional Transportation Council (RTC) approved \$25,000,000 in Surface Transportation Block Grant Program (STBG) funds for investments in transit. Since that time, staff across several disciplines have been working to determine how to allocate funds on a project level. When initially approved by the RTC, general project categories were identified: response to COVID-19 impacts, insurance for passenger rail integration onto freight lines, engineering funds for passenger rail/roadway interfaces, next generation high-intensity bus expansion, review of bus stop amenities, and partnership with Class 1 Railroads on passenger rail corridors. The first category proposed for funding was the Regional Transit Educational Campaign Program. Since ridership decreased significantly during the COVID-19 pandemic, it was determined that bringing riders back to the system would require a targeted approach. A two-phased education campaign was proposed. Phase 1 would focus on growing consumer confidence that the system is safe and clean, and ready to be used. Phase 2 would focus on increasing ridership overall. This would involve seeking out partnerships with both the business community and local news networks. Staff proposed \$1 million in STBG funds for the program, to be matched with regional Transportation Development Credits (TDCs). In order to expedite funding, this program may be implemented by a funding exchange with the transit authorities. The next category proposed for funding was Insurance for Passenger Rail Integration. Transit authorities are required to have insurance for passenger operations on freight rail lines. Historically, transit authorities have not had an issue paying these premiums but due to the combined effect of decreased revenue from decreased ridership as well as increased premiums, insurance premiums are now an issue. Staff proposed \$5 million in STBG funds to assist transit agencies in the region in securing insurance until premiums level out and revenue rebounds. These funds will also be matched with regional TDCs. Next, staff proposed funding for Regional Class 1 Railroad Design Review. In recent months, the needed to facilitate the review of engineering plans that either cross or utilize Class 1 railroad lines has been identified. The proposal would provide \$7 million, matched with regional TDCs to fund engineering agreements with Class 1 railroads such as Union Pacific, Burlington Northern Santa Fe Railway, and Fort Worth and Western Railroad to help expedite the design review of regionally significant projects. The final proposed category was Investments in Regional Bus Stops. Many bus stops in the region have no concrete slabs or shelters, leaving transit riders waiting in grass and dirt. Proposed funding of \$1 million, matched with regional TDCs, would help identify locations and to engineer and construct concrete foundations and/or overhead shelters for bus stops in the Trinity Metro service area, with specific locations to be identified by the North Central

Texas Council of Governments (NCTCOG) and Trinity Metro. At a later date, stops in the Denton County Transportation Authority and Dallas Area Rapid Transit (DART) service areas will be identified for future improvement. Mr. Dell provided an overview of next steps. Following anticipated action by the RTC, approved projects will be added to the Transportation Improvement Program (TIP) and Statewide TIP. In addition, staff will identify potential projects for the remaining \$11 million of funding and bring proposals back to the Committee and RTC. The details of the specific partnership programs and projects being proposed were provided in Electronic Item 4.1. Electronic Item 4.2 contained additional details about the partnership and programs/projects being requested. Brian Shewski discussed the \$7 million proposed for design review with Class 1 railroads. Staff reviewed the funding that was proposed for each railroad through this effort. Michael Morris noted that transit agencies often need approval from the freight railroads to advance their transit projects, but sometimes may not have the finances to engage in those type conversations with the Class 1 railroads. To help prevent the projects from being delayed, funding is intended to help fund Class 1 Railroad review similar to agreements with the US Army Corps of Engineers for review of 404 and 408 permits. Mr. Shewski noted that Kansas City Southern (KCS) Railroad provided input on the DART Silver Line regarding a crossing and asked if KCS is also eligible for funding through this effort. Mr. Morris noted that no Class 1 railroad is excluded, but that NCTCOG staff have not had any engagement with KCS. Staff proposed that the motion include a recommendation to include KCS in the proposed funding recommendations. A motion was made to recommend Regional Transportation Council approval of the proposed COVID-19 Infrastructure Program Transit Partnership investments and that KCS be included in the proposed funding for expedited design review with Class 1 railroads. Action also included a recommendation for staff to administratively amend the Transportation Improvement Program, Statewide Transportation Improvement Program and other planning/administrative documents to incorporate the projects. Brian Shewski (M); Paul Luedtke (S). The motion passed unanimously.

5. **Status Report Related to Previous Action on Federal Transit Administration Funding Allocations in Response to COVID Relief 2.0 Funding Authorization:** Shannon Stevenson provided a status report regarding previous action on the US Department of Transportation's Federal Transit Administration (FTA) funding allocations from the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA). At the January 22, 2021, Surface Transportation Technical Committee, funding allocations were approved, and members asked North Central Texas Council of Governments (NCTCOG) staff to confirm eligibility and work with the transit authorities to ensure fair and equitable distribution of the funds. Since that time, NCTCOG staff has met several times with Trinity Metro and Dallas Area Rapid Transit (DART) to discuss the funding allocations in more detail. The primary objective of the funding is to ensure that public agencies receive sufficient funding when combined with their Coronavirus Air, Relief, and Economic Security (CARES) Act apportionments to equal at least 75 percent of the urbanized areas' public transit operating costs based on 2018 expenses. Congress did not provide any urbanized area program funds to the Dallas-Fort Worth-Arlington Urbanized Area (UZA) for Trinity Metro and the UZA is receiving the urbanized area program funds only because DART falls below the 75 percent threshold. While the Metropolitan Planning Organization (MPO) does technically have some flexibility on how to distribute the funds within the region, the position remains the same with the recommendation as presented in January 2021 and assistance to Trinity Metro may occur through other methods. Ms. Stevenson noted that in the following agenda, staff would propose submittal of an Infrastructure for Rebuilding America grant for the East Lancaster project in Fort Worth. Staff will also explore an FTA grant for a low- or no-emissions vehicles to help fund the guaranteed transit project along the IH 35W corridor. Staff has also been made aware that Trinity Metro and DART have been negotiating other

possible partnerships since the last Committee meeting. She also noted that the MPO flexibility is something that other MPOs across the country are navigating as well. NCTCOG staff have been in conversations with other regions regarding the best approach but believe maintaining the Congressional desire minimizes exposure. Details regarding the methodology utilized in making the recommendations approved at the January 22, 2021, meeting were provided in Electronic Item 5.

6. **Director of Transportation Report on Selected Items:** Michael Morris provided an overview of current transportation items, including a summary on performance metrics to help understand the impacts of COVID-19 to the transportation system. Slides from Electronic Item 6.1, Changing Mobility: Data, Insights, and Delivering Innovative Projects During COVID Recovery, were highlighted. He highlighted impacts by mode of travel, and specifically noted bicycle/pedestrian activity, freeways and toll roads remain strong. In addition, transit ridership has improved but has yet to fully recover. In addition, he discussed impacts to revenue as well as the lower cost of construction. The region continues efforts to implement projects in order to take advantage of the reduced construction costs. He noted that staff has been asked by the Texas Department of Transportation (TxDOT) to include automatic inflation factors in near-term project costs, which is expected to have an impact to projects able to be funded in the Unified Transportation Program (UTP). He noted this is another reason that the North Central Texas Council of Governments (NCTCOG) will continue to move projects forward to get the benefit of lower project costs. In addition, he noted that the next round of COVID-19 #00XX Infrastructure Improvement Program projects will be presented soon. www.nctcog.org/pm/covid-19. Mr. Morris also provided an update on the Metropolitan Planning Organization Milestone Policy that was approved by the Committee. At the January 22, 2021, meeting, members were supportive with the intent of the policy presented by staff but requested that staff revise the Milestone Policy procedures before the February 11, 2021, Regional Transportation Council meeting to address the request that projects not be automatically cancelled. The RTC approved the MPO Milestone Policy, including reconsideration of individual projects prior to cancellation through a tracking process that includes quarterly performance reports. Local agencies that are implementing projects at risk will be required to report the status of any project on the Milestone Policy list until the project lets. NCTCOG staff will evaluate the reports and rate the projects based on how well the project sponsor is implementing the projects: green, low risk of project delay; yellow, medium risk of project delay; or red, high risk of project delay. This will help the RTC see how projects are moving forward and allow staff to have increased dialog with entities. Finally, Mr. Morris noted that in February 2021, the United States Department of Transportation (USDOT) announced the solicitation of project applications for the Fiscal Year 2021 Infrastructure for Rebuilding America (INFRA) Discretionary Grant Program. Applications are due to the USDOT by March 19, 2021. Due to the short timeframe, staff are reviewing projects submitted in previous grant applications that were not awarded to determine appropriate projects for the FY2021 INFRA Grant Program. Details of the grant program were provided in Electronic Item 6.2 and a list of previously submitted projects were provided in Electronic Item 6.3. The first project proposed for consideration in this effort was the East Lancaster Ave. Complete Streets project. Staff will be working to include aggressive context sensitive design, complete streets, and transit technology components in the application. The second proposed project was Enhancing Mobility within the Southern Dallas Inland Port, which includes transit commitments to help residents access jobs in the southern Dallas area, as well as provide access to medical trips and the Veteran's Hospital. For the third proposed project, NCTCOG staff was contacted by TxDOT Headquarters to co-sponsor IH 30 Downtown in the Dallas District. In closing, Mr. Morris discussed the final item of his report, initiating conversations with the new US Secretary of Transportation. He noted that Secretary Peter Buttigieg has discussed his commitment to equity in the transportation

system and reconnecting communities where transportation facilities now serve as barriers and discussed similar efforts already occurring in the region such as work on S.M. Wright Freeway, pedestrian caps in Dallas, tolled managed lane systems, and developing amenities in lower income areas. Secretary Buttigieg and staff will be invited to visit the Dallas-Fort Worth region to see these project examples. John Polster discussed the inflation calculation for near-term projects. He asked if staff intends to communicate back to TxDOT Headquarters the reduction in construction costs seen in the region and ask if there is more than a one-size fits all approach to adding inflation to near-term project costs. Mr. Morris noted that staff will be discussing this issue with TxDOT Headquarters and that it is important for TxDOT to understand why the MPO monitors letting prices and the benefits to the region. TxDOT's process to add inflation artificially to near-term projects could potentially delay projects. NCTCOG staff will continue to get projects environmentally cleared in order to have projects that are ready to proceed. Especially for the first four years of projects that match the UTP and Transportation Improvement Program, staff will add funding from other projects to meet the inflation cost requirements so that projects are approved. In addition, staff will keep record of from what projects funds were removed so that when the project lets for lower, the funding can be returned to the original projects.

7. **Legislative Update:** Nicholas Allen provided an update on federal legislative actions. He noted that Peter Buttigieg was recently confirmed as the new United States Secretary of Transportation. In addition, the House Budget Committee approved President Biden's America Rescue Plan totaling \$1.9 trillion. The bill is being treated like the new COVID-19 stimulus bill and features \$50.7 billion in transportation and infrastructure funding with \$30.5 billion dedicated to transit and airport relief. The Biden Administration also released executive orders since January, including an executive order that established the White House Office of Domestic Climate Policy and National Climate Task Force and executive orders that promote COVID-19 travel precautions like wearing face masks on public transportation. Mr. Allen also provided an update on the Texas Legislature. He noted that House and Senate committee assignments were recently released. The chair of the Senate Committee on Transportation remains Senator Robert Nichols, and North Texas members include Senator Hancock and Senator West. The Chair of the House Transportation Committee also remains the same, Representative Terry Canales and Texas members includes Representatives Yvonne Davis and Glenn Rogers. Upcoming committee hearings include the Senate Finance and Redistricting, House Appropriations, House Redistricting, House Transportation, and State Affairs committees. He also noted that Governor Abbott recently released five emergency topics, which included broadband expansion, prohibition on cities from defunding the police, bail system reform, election integrity, pandemic liability protection for businesses, and ERCOT reform. Members were reminded that the deadline for bill filing is March 12. In the last week, bills have been filed related to tolls and comprehensive development agreements, roadway safety, indexed annual gas and diesel fuel tax increases, emissions reduction, planning for electric vehicle charging infrastructure, and eminent domain. Staff will continue to provide updates to members.
8. **Requirements for Ozone Reclassifications:** Vivek Thimmavajhala provided an overview of North Central Texas Council of Governments (NCTCOG) efforts that will support State requirements resulting from anticipated ozone standard reclassifications for the Dallas-Fort Worth (DFW) region. This past November concluded the 2020 ozone season for the DFW region. As identified in the ozone design value trend, the region's value of 76 parts per billion (ppb) remained above the 2008 standard of 75 ppb and 2015 standard of 70 ppb. Staff anticipates that, as a result, the region will potentially be reclassified. For the 2008 standard, it is anticipated the region would be reclassified from a serious category to a severe category and would have no later than July 20, 2027, to reach attainment. Attainment will be based on 2024, 2025, and 2026 data and analysis year 2026 modeling.

For the 2015 standard, it is anticipated the region would be reclassified from marginal to moderate and would have no later than August 3, 2024, to reach attainment. Attainment will be based on 2021, 2022, 2023 ozone monitor data and analysis year 2023 modeling. The Environmental Protection Agency (EPA) has notified staff that the official reclassification for the DFW region under these standards will occur later in 2021 or early 2022. As a result of the reclassification, State Implementation Plans (SIPs) must be updated by the Texas Commission on Environmental (TCEQ). The SIP includes emissions from multiple sectors such as on-road vehicles, non-road engines, off-road engines, area sources, point sources, oil and gas, and biogenic sources. There are two types of SIPs: Reasonable Further Progress SIP to ensure at least a 3 percent reduction of ozone precursor emissions (NOx and VOC) per year and Attainment Demonstration SIP that forecasts compliance to ozone standards. As the transportation agency, NCTCOG staff is working on updating these SIPs from an on-road standpoint. He noted that the on-road emissions inventories used in the SIP updates would generate Motor Vehicle Emission Budgets (MVEB) for use in future transportation conformity analyses. Mr. Thimmavajjhala highlighted each NCTCOG's supporting efforts for the 2008 and 2015 standards. NCTCOG is contracted with TCEQ for the on-road emission inventories for both the Reasonable Further Program and Attainment Demonstration SIPs for both ozone standards. VMT Growth Offset is a new exercise the region must demonstrate for the 2008 standard if reclassified to the severe category and will be used to ensure the existing transportation control measures and strategies are enough to offset the emissions that result from the vehicle miles traveled as the region grows. NCTCOG has already been contracted by TCEQ to complete the exercise. The next effort, Weight of Evidence, is documentation of various programs implemented in the region for which emission benefits are typically unquantifiable but demonstrate good faith towards emissions reductions. Even though NCTCOG is not contracted with TCEQ for this effort, NCTCOG includes Weight of Evidence in its submission to TCEQ, who then includes it in the SIP submitted to the EPA. The final element discussed was Transportation Control Strategies. For the 2008 standard, the next steps will be dependent on the VMT growth offset, and no information has been received from TCEQ regarding the 2015 standard. As staff moves forward with the on-road emissions inventories, it will learn more about whether new control strategies are needed and, if so, will new strategies be needed for both SIPs. Also highlighted were the tools and data sets that will be utilized to help TCEQ with the SIP revisions. Staff will utilize the new in-house travel demand model to develop on-road emission inventories, as well as the EPA's new emission factor model, MOVES3. New post-processing utilities help combine the vehicle activity from the travel demand model and the emissions factors from the MOVES 3 model to help quantify emission levels for the region. Along with these tools, staff will utilize updated data sets for vehicle registration, vehicle classification/automatic traffic recorder data, meteorological data, fuel formulations, etc. Travel demand model runs will include the demographics and networks for nine analysis years through 2027. Draft on-road emissions inventories for these nine analysis years are due to TCEQ in April, with the final due in the June/July timeframe. Additional information was provided in Electronic Item 8. Michael Morris noted that for the first time, a VMT growth offset must be completed for the region and that it was not too early in the process for members to brainstorm and communicate with their entity's staff to develop a list of potential offsets that are currently being implemented and communicate with staff so that this type of information is not being collected too late in the process. Committee Chair Brian Moen discussed lower traffic volumes and varying traffic patterns that have resulted from COVID-19 restrictions and asked how these changes may impact data and ozone attainment. Mr. Thimmavajjhala noted that staff is coordinating with the EPA and TCEQ to understand why air quality improvements did not reflect the significant decrease in freeway volumes seen in the region. Mr. Morris discussed potential reasons that ozone levels did not occur and noted that staff must use the latest planning assumptions in its efforts. He added that

questions like the reduced VMT in the region and change from bimodal congestion during the day are all questions that should be discussed as the region moves forward.

9. **Discussion on Proposed Amendments to the Manual on Uniform Traffic Control Devices for Streets and Highways:** Michael Morris introduced discussion on proposed amendments to the Manual on Uniform Traffic Control Devices (MUTCD) for Streets and Highways. The proposed amendments would promote uniformity, safety, efficiency, and incorporate technology advances. North Central Texas Council of Governments Senior Program Managers will be submitting comments in their areas of expertise and will provide a short overview of potential areas for comment. The deadline to submit comments is May 14, 2021. Thomas Bamonte provided an overview of Part 5, automated vehicles. The most significant insight from Part 5 is that the US Department of Transportation is continuing to focus on automated vehicles and sees a role for automated vehicle infrastructure. Part 5A of the MUTCD does not address expanding the scope of traffic control devices such as digital infrastructure and geometric road design related to automated vehicles. The draft also makes a key point that improvements to traffic control devices that benefit the human vehicle operator will also benefit automated vehicles. Part 5B builds on the principle that what benefits the vehicle operator will also benefit automated vehicles and highlights best practices in five areas: refresh rates of signs, markings that assist machine vision, consistent design and placement of traffic signals, consistent railroad crossings, and segregated bicycle facilities. The sixth item included is temporary traffic control, which adopts standards from Part 6 of the MUTCD with no significant additions. Part 5C is for future considerations and gives an opportunity to comment on specialized needs for automated vehicles. Natalie Bettger provided an overview of two areas in the MUTCD, managed lanes signage and traffic incident management. Regarding managed lane signage, she noted that staff has reached out to partners encouraging them to provide feedback on Sections 2G.16-2G.19 due to past issues with inconsistent signage. To date, based on comments received, staff does not anticipate feedback and expects to support what is in the MUTCD. Part 6 is related to traffic incident management. Section 6O.01 addresses Traffic Incident Duration classes. Classes are categorized as minor (30 minutes or less), intermediate (30 minutes-2 hours), and major (over 2 hours). In the past, staff has had concerns about the deployment of equipment and the ability to meet these time frames considering that the immediate focus of first responders is on the injured, not necessarily deployment of equipment. Staff have reached out to first responders and partners to see if they wish to provide comment, as done in the past, to extend the minor time from to up to 60 minutes, the interim for over 60 minutes to 4 hours, and the major to over 4 hours. In addition, Section 6B.01 suggest that temporary traffic control plans be developed for unplanned events. Staff has concerns about this suggestion since developing temporary traffic control plans for all our facilities due to crashes might be a big effort. Staff will continue discusses to determine if it will make comments regarding this area. Mr. Morris noted that the use of continuous frontage roads to aid in congestion during incidents may be an area of comment. Lori Clark discussed portions of Section 2 of the MUTCD related to signage for different fuel types. When considering comments, staff has looked at these areas from the perspective that the transportation system is becoming more diverse regarding fuel types. Section 2B.54 addresses the design of parking, standing, and stopping signs and provides guidance for the proper signage for parking spaces that are reserved for electric vehicles. This is something that several communities have had questions about and is something NCTCOG staff will express support for in the MUTCD and may be interested in proposing that this be a standard versus guidance. Section 2H.14 addresses alternative fuel corridor signage that developed by the Federal Highway Administration as part of the Alternative Fuel Corridor Program that was started in 2016. This type of signage has not been previously included in the MUTCD and formalizes guidance. NCTCOG staff may have comments that increased frequency of signage is more approved since as proposed,

recommends that these signs only be placed at the beginning and ending of a corridor. General service signs are addressed in Section 2I. NCTCOG staff will express support for the proposed revisions that allows for more flexibility as to the where signage can be placed. Section 2J addresses specific service signage, often referred to as logo signage that indicates the location of specific businesses. Staff has reviewed this section and the proposed amendments seem more restrictive regarding how availability of alternative fuels at different facilities are indicated. She noted this has received a lot of attention at the Clean Cities network nationally and staff is coordinating through that network to understand common areas of concern. Committee Chair Brian Moen noted he had asked NCTCOG staff to facilitate discussion and that a recent presentation by TexITE on an Overview of MUTCD Notice of Proposed Amendments should be online if members were interested. No members provided comments during the meeting.

10. **Fast Facts:** Staff presentations were not given. Information was provided to members electronically for the following items.
 1. FY2022 and FY2023 Unified Planning Work Program Development (Electronic Item 10.1)
 2. Air Quality Funding Opportunities for Vehicles (<https://www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle>)
 3. Dallas-Fort Worth Clean Cities Upcoming Events (<https://www.dfwcleancities.org/dfw-clean-cities-meetings>)
 4. Status of Texas Volkswagen Environmental Mitigation Program Funding Programs (Electronic Item 10.2)
 5. Recipient of SolSmart Bronze Award (Electronic Item 10.3)
 6. Regional Greenhouse Gas Emissions Inventory Call for Interested Cities (Electronic Item 10.4)
 7. January Online Input Opportunity Minutes (Electronic Item 10.5)
 8. February Online Input Opportunity Notice (Electronic Item 10.6)
 9. March Online Input Opportunity Notice (Electronic Item 10.7)
 10. Public Comments Report (Electronic Item 10.8)
 11. Written Progress Report:
 - Local Motion (Electronic Item 10.9)
11. **Other Business (Old and New):** John Polster asked if North Central Texas Council of Governments (NCTCOG) staff have an idea when the Committee may resume meeting in person at the NCTCOG office. Ken Kirkpatrick noted that internal discussion has begun about the process to bring staff back to the building and that conversation is expected to extend into how to address in-person meetings soon.
12. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on March 26, 2021.

The meeting adjourned at 3:05 pm.



A monthly update on activities of the Regional Transportation Council and the North Central Texas Council of Governments Transportation Department

April 2021

NCTCOG drone session set for April 3

The North Central Texas Council of Governments and the North Texas UAS Task Force are holding a virtual workshop at 10 am Saturday, April 3 to discuss the opportunities drones provide for video/photography as well as real estate.

Additionally, speakers will be on-hand to discuss FAA regulations, best practices, and available careers. The workshop is open to all experience levels and those who want to understand the latest FAA rules to practice safe operations and learn about the FAA Know Before You Fly campaign and policies. Register [here](#).

Another workshop is scheduled for Saturday, May 1.

Virtual outreach to continue this spring

Sunny days, mild temperatures and greener gardens have arrived. Spring is in the air. For the past year, North Texans have been battling the COVID-19 pandemic. Despite events shifting from in-person to online, North Central Texas Council of Governments staff and partner organizations continue to maintain a dialogue with the public.

NCTCOG staff participates in outreach events every spring, visiting with residents about transportation and air quality programs such as Air North Texas, Try Parking It, Look Out Texans and aviation education. Virtual spring outreach season kicked off on March 29 when staff members provided information related to the Try Parking It program for the University of North Texas virtual housing fair. The event helps connect students with representatives from area properties and housing resources.

Several virtual events are scheduled for April. For example, Dallas Fort Worth International Airport is celebrating Earth Day by posting online videos, science experiments and art activities for students in grades K-12 throughout the month.

The University of Texas at Dallas is hosting a digital Earth Week for students, faculty and staff beginning April 19. The University of North Texas is also celebrating Earthfest on April 15. Additionally, the City of Plano will conduct a Great American Clean-up drive-thru event at 11 am April 17 at Chase Oaks Church.

Outreach Event	Details
UNT Virtual Housing Fair	March 29 - April 11
DFW International Airport Earth Day (Grades K-12)	April 1 - April 30
UNT EarthFest	April 15
UT Dallas Digital Earth Day	April 19 - April 23
City of Plano Great American Clean-up	April 17, 11am-1:30pm



North Central Texas
Council of Governments

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.

North Texans encouraged to be 'car care aware' in April

Are you Car Care Aware? April is national Car Care Awareness Month and that means taking a few extra steps to make sure your vehicle is in good operation.

This may not only prolong the life of your car but can also save you time and keep you and your passengers safe.

As we enter spring, the temperature is rising and so is the stress on your vehicle's cooling system. Make sure your coolant levels are topped off with antifreeze to prevent your car from overheating and leaving you stranded. Additionally, keeping that check engine light off ensures your car is running cleaner, meaning better air quality for the region.

Before those April showers can bring May flowers, you may have to drive through some wet weather. Make sure your windshield wipers are doing their job and are not brittle and hard to the touch. Wipers also should be replaced if they leave streaks as they wipe, affecting visibility.

While your tires may be doing their job when it is dry, worn treads on a tire can seriously impact a car's ability to handle and stop in the rain. If your tread depth is less than 4/32 inches, consider replacing the tires.

Also, if you hear squeaking brakes, that is your vehicle's way of telling you that there may be an issue that needs attention. Stay safe and remember to be Car Care Aware!

For more information, visit www.ntxcare.org.

Mandate requires face coverings on transit vehicles, airplanes

North Texas' transit agencies have been sanitizing surfaces, promoting social distancing and requiring face coverings for months as they try to keep employees and passengers safe and healthy during the pandemic.

Now, the federal government is requiring masks in an effort to slow the spread of COVID-19. The Centers for Disease Control and Prevention issued an order requiring face coverings on trains and buses, as well as airplanes, taxis and rideshare vehicles. The mandate also applies to transportation hubs such as airports and transit stations.

Last month, Governor Greg Abbott ended the statewide mask mandate that had been in effect since the summer. This decision did not affect the CDC's rule, as transit users and airline passengers must still wear a mask. More on the mask requirement is available [here](#).



NCTCOG photo

NCTCOG encourages drivers to remember to maintain their vehicles. Routine maintenance helps keep them safe and can lead to better air quality.

TRANSIT

DART launches voluntary ridership survey

Dallas Area Rapid Transit, in collaboration with NCTCOG, is conducting a demographic survey to gather a range of customer data from public transit users.

Passengers will be randomly selected for a socially distanced interview or paper survey, which can also be accessed by scanning a QR code.

The survey effort began March 22 and is expected to continue through mid-May.

DART bus, rail and Trinity Railway Express customers who participate will answer questions to help the transit agency collect demographic information and details about their use of public transportation, including fare payment and trip-making behaviors.

Survey staff will ride buses and trains to administer surveys as well as be at rail stations and transit centers.

Riders wishing to take the survey should look for staff wearing blue vests with "SURVEY TEAM" written on the back. They will also carry badges with the DART and TRE logos.

All surveys are voluntary, and answers will be kept confidential.

Participants are eligible for a drawing for a \$500 Visa Cash Card for their time.

REGIONALNews

Arlington introduces AV shuttle for downtown trips

The City of Arlington has introduced another innovative way for residents to get around.

In March, the city launched RAPID (Rideshare, Automation and Payment Integration Demonstration) to provide autonomous vehicle rides in Downtown Arlington and on the University of Texas at Arlington's campus. Customers of Via Arlington, the rideshare service that recently expanded citywide, may now choose to travel through downtown and UTA in an automated vehicle. A fleet of five vehicles can transport up to three passengers or one wheelchair each.

Although the vehicles are self-driving and come equipped with collision-avoidance systems that can detect other vehicles, cyclists, pedestrians and obstacles, a safety attendant is on board.

These vehicles can travel at speeds up to 25 mph and will follow city-posted speed limits. Residents who want to try this new service are required to wear masks due to the COVID-19 pandemic, and additional safety measures are in place to protect riders and the attendant.

RAPID is programmed to operate on streets in the area bounded by Division Street to the north, Mary Street to the east, Mitchell Street to the south, and Davis Drive to the west. The service is fully on-demand, and available from 7 am to 7 pm weekdays.

RAPID is currently providing rides at the same standard fare as VIA. However, a limited number of free rides will be provided to UTA students as part of the pilot. Riders must be 13 years or older to ride without an adult.

Rides can be scheduled by using the Via app or by calling 817-784-7382. This pilot project is funded through a \$1.7 million grant the city received from the Federal Transit Administration last year as part of its Integrating Mobility Innovation Program.

This is not the first time the city has tested AVs. Previous partnerships allowed residents to experience the technology in and around the city's Entertainment District.

This pilot program is currently expected to run through March 2022. Learn more about this service [here](#).

Transportation Resources

Facebook

Facebook.com/nctcogtrans

Twitter

Twitter.com/nctcogtrans

YouTube

YouTube.com/nctcogtrans

Instagram

Instagram.com/nctcogtrans

Publications

NCTCOG.org/trans/outreach/publications.asp

Partners

Dallas Area Rapid Transit
DART.org

**Denton County
Transportation Authority**
DCTA.net

North Texas Tollway Authority
NTTA.org

**Texas Department
of Transportation**
TxDOT.gov

Trinity Metro
RideTrinityMetro.org

By the Numbers

\$1.7 million

Federal grant received by Arlington to assist with the deployment of its RAPID AV pilot project.

PUBLIC *Involvement*

Provide transportation input online starting April 12



North Texans are encouraged to comment on multiple transportation projects and programs during the next public input opportunity, which begins April 12 and continues through May 11.

The NCTCOG staff will present details on the fourth round of the COVID-19 #00X Transportation Infrastructure Program, which awards federal and regional funding to projects across Dallas-Fort Worth to expedite transportation actions that help stimulate the local economy.

Staff will also present information related to a proposed single-occupancy trip reduction resolution that establishes a regional trip reduction target to reduce drive-alone commute trips through Travel Demand Management strategies such as teleworking, ridesharing, active transportation and transit.

Additionally, information related to several regional air quality initiatives will be provided. The 2021 ozone season began March 1 and runs through November 30. Currently, Dallas-Fort Worth does not meet federal air quality standards for the pollutant ozone.

Staff will present an introduction to the pollutant, an overview of the region's progress and information on how the public can contribute to the regional air quality solution by keeping their cars in good condition. More information on tips to keep vehicles well-maintained is available at www.ntxcare.org.

Finally, modifications to the 2021-2024 TIP Development Project Listing will be posted online for review and comment.

The Map Your Experience tool, Regional Smoking Vehicle Program, and vehicle incentive opportunities will also be highlighted.

For more information and an audio recording of the presentations, visit www.nctcog.org/input. To request hard copies of the information, call 817-608-2365 or email Carli Baylor at cbaylor@nctcog.org.

Prepared in cooperation with the US Department of Transportation (Federal Highway Administration and Federal Transit Administration) and the Texas Department of Transportation. 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 or the Texas Department of Transportation..