

AGENDA

**Regional Transportation Council
Thursday, January 13, 2022
North Central Texas Council of Governments**

The RTC meeting on January 22, 2022 January 13, 2022, will be conducted as a videoconference meeting via Zoom. Members of the public wishing to speak may do so by calling toll free **1-855-965-2480** and entering **meeting ID 810 0646 5864#** when prompted or in person at the NCTCOG Office. Following conclusion of the Opportunity for the Public to Speak in Agenda Item 1, the audio line will be disconnected. Members of the public may view a livestream of the RTC meeting at www.nctcog.org/video under the "live" tab.

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

- 1:00 – 1:10 1. Opportunity for Public Comment on Today's Agenda** Minutes: 10
- Information
Item Summary: This item provides an opportunity for the public to comment on today's meeting agenda items. Members of the public wishing to comment on an agenda item may do so during this item by calling toll free 1-855-965-2480 and entering meeting ID 810 0646 5864# when prompted or in person at the NCTCOG Office. Speakers should state their name, city of residence, the agenda number they are speaking on, and whether they are speaking on/for/against the item. Members of the public are not permitted to provide comments after the conclusion of this agenda item; therefore, the audio line will be disconnected, and members of the public may view the livestream of the meeting at www.nctcog.org/video.
- Background: N/A
- 1:10 – 1:15 2. Approval of December 9, 2021, Minutes** Minutes: 5
- Action Possible Action Information
Presenter: Theresa Daniel, RTC Chair
Item Summary: Approval of the December 9, 2021, minutes contained in [Electronic Item 2](#) will be requested.
- Background: N/A
- 1:15 – 1:20 3. Consent Agenda** Minutes: 5
- Action Possible Action Information
- 3.1. FY2022 and FY2023 Unified Planning Work Program Modifications**
- Presenter: Vickie Alexander, NCTCOG
Item Summary: Regional Transportation Council (RTC) approval of modifications to the FY2022 and FY2023 Unified Planning Work Program (UPWP) will be requested. Direction for staff to also administratively amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications will also be sought.

Background: The Unified Planning Work Program is required by federal and State transportation planning regulations and provides a summary of the transportation and related air quality planning tasks to be conducted by Metropolitan Planning Organization staff. The FY2022 and FY2023 UPWP was approved by the Regional Transportation Council and North Central Texas Council of Governments (NCTCOG) Executive Board in July 2021 and identifies the activities to be carried out between October 1, 2021, and September 30, 2023. Amendments to this document are being proposed to reflect new initiatives, project updates, and funding adjustments. The proposed amendments have been posted on the NCTCOG website for public review and comment, and are also included as [Electronic Item 3.1.1](#). Additional information is provided in [Electronic Item 3.1.2](#). Public comments received as a result of the public outreach process, if any, will be provided prior to requesting RTC approval. The Surface Transportation Technical Committee took action at its December 3, 2021, meeting to recommend Regional Transportation Council approval.

Performance Measure(s) Addressed: Administrative

3.2. **Transportation Improvement Program Modifications**

Presenter: Ken Bunkley, NCTCOG

Item Summary: Regional Transportation Council approval of revisions to the 2021-2024 Transportation Improvement Program (TIP) will be requested, along with the ability to amend the Unified Planning Work Program and other planning documents with TIP-related changes.

Background: February 2022 revisions to the 2021-2024 TIP are provided as [Electronic Item 3.2](#) for the Council's consideration. These modifications have been reviewed for consistency with the Mobility Plan, the air quality conformity determination and financial constraint of the TIP.

Performance Measure(s) Addressed: Roadway, Transit

1:20 – 1:30 4. Orientation to Agenda/Director of Transportation Report

Action Possible Action Information Minutes: 10

Presenter: Michael Morris, NCTCOG

1. Regional Transportation Council (RTC) Focus for 2022: "The Year of Doing"
2. Director's Recommendation to Continue with All Electronic RTC Meeting Materials
3. Discussion About Location of Next RTC Meeting
4. Future Role of Hyperloop Technology: Future Policy Position
5. Tarrant Regional Transportation Coalition Presentation, January 5, 2022

6. Dallas-Arlington-Fort Worth High-Speed Rail Status Report
7. Good News on Transportation Performance Metrics Entering 2022
(Agenda Item 7)
8. 2022 Transportation Research Board Meeting, Washington, DC
9. Connected Street Network and Subdivision Design, a Safe Routes to School Webinar – January 28, 2022, 10:00-11:30 am (Virtual)
([Electronic Item 4.1](#)) (www.nctcoq.org/saferoutestoschool)
10. Dallas-Fort Worth Clean Cities Events
(<https://www.dfwcleancities.org/events>)
11. Dallas-Fort Worth Clean Cities Annual Survey ([Electronic Item 4.2](#))
12. Air Quality Funding Opportunities for Vehicles
(<https://www.nctcoq.org/trans/quality/air/funding-and-resources>)
13. Status Report on Texas Volkswagen Environmental Mitigation Program Funding ([Electronic Item 4.3](#))
14. Local Governments Energy Reporting ([Electronic Item 4.4](#))
15. Status Report on Vehicle Temporary Paper Tags ([Electronic Item 4.5](#))
16. Opportunity to Provide Input on New Federal Funding Program for Electric Vehicle Charging Infrastructure ([Electronic Item 4.6](#))
17. December Online Input Opportunity Minutes ([Electronic Item 4.7](#))
18. Public Comments Report ([Electronic Item 4.8](#))
19. Recent Correspondence ([Electronic Item 4.9](#))
20. Recent News Articles ([Electronic Item 4.10](#))
21. Recent Press Releases ([Electronic Item 4.11](#))

1:30 – 1:40 5. 2023-2026 Management and Operations, Regional/Air Quality, and Safety Funding Program-Fiscal Year 2023 Request

Action Possible Action Information Minutes: 10

Presenter: Christie Gotti, NCTCOG

Item Summary: Approximately every four years, staff aggregates transportation items related to management and operations and regional air quality projects. This item is an interim request covering only projects that need funding for Fiscal Year (FY) 2023. Staff will bring back a separate funding proposal in 2022 to fund projects for FY2024-2026. Regional Transportation Council (RTC) approval of the proposed funding will be requested.

Background: The Transportation Department is frequently asked to conduct management and operations, air quality, and regional projects and programs. The existing funding is available through FY2022, and a continuation of existing and new initiatives need to be in place prior to October 1, 2022. A small group of projects and programs are being proposed for funding initially to ensure that they can continue without interruption through 2023 (given the length of time needed to complete administrative and agreement processes). The remaining projects, as well as any new project/program requests, including safety, will be brought back for review and approval later this year. [Electronic Item 5.1](#) contains the proposed list of projects for FY2023 of the Management and Operations program. [Electronic Item 5.2](#) contains additional details on the funding program.

Performance Measure(s) Addressed: Safety, Air Quality

1:40 – 1:50 6. 2021 Incident Management Freeway Blocking Equipment Call for Projects-Recommendations

Action Possible Action Information Minutes: 10

Presenter: Sonya Landrum, NCTCOG

Item Summary: Staff will request approval of the project recommendations from the 2021 Incident Management Freeway Blocking Equipment Call for Projects (CFP) and recommend the allocation of an additional \$411,979 in Regional Toll Revenue funding for a total of \$1,411,979 to fund the recommended projects.

Background: In August 2021, the Regional Transportation Council approved the use of \$1 million dollars in Regional Toll Revenue funding to support the 2021 Incident Management Freeway Blocking Equipment Call for Projects, which opened on September 3, 2021. In support of the North Central Texas Council of Governments (NCTCOG) Traffic Incident Management (TIM) Training Program, the funding was made available for the purchase of scene management blocking equipment (e.g., crash barriers, attenuators, etc.) to provide protection to incident responders responding to traffic crashes in the 12-county North Central Texas metropolitan planning area. The goal of the NCTCOG TIM Training Program is to initiate a common, coordinated response to traffic incidents that will build partnerships, enhance safety for emergency personnel, reduce secondary traffic crashes, improve the efficiency of the transportation system, and improve air quality in the Dallas-Fort Worth region. Non-recurring traffic incidents are responsible for about 50 percent of all congestion. Additionally, the secondary crashes caused by these incidents kill or injure hundreds annually in the Dallas-Fort Worth area. The 2021 Incident Management Freeway Blocking Equipment CFP recommendations and scoring methodology are included as [Electronic Item 6.1](#), as well as the presentation as [Electronic Item 6.2](#).

Performance Measure(s) Addressed: Safety

1:50 – 2:00 7. Changing Mobility: Data, Insights, and Delivering Innovative Projects During COVID Recovery

Action Possible Action Information Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will provide a summary of current performance metrics related to the impacts of COVID-19 to the transportation system and highlight how those metrics have changed over time.

Background: Throughout the COVID-19 pandemic and recovery process, staff developed and tracked performance metrics related to: 1) travel behavior response to COVID-19, 2) financial implications to traditional revenue sources, 3) benefits of travel behavior responses to areas of Regional Transportation

Council responsibility, and 4) prioritization of infrastructure improvements that offset unemployment increases. A summary of those performance metrics is provided in [Electronic Item 7](#).

Performance Measure(s) Addressed: Roadway, Transit

- 2:00 – 2:10** 8. **2045 Demographic Forecast and Mobility 2045 Update**
 Action Possible Action Information Minutes: 10
Presenters: Dan Kessler and Brendon Wheeler, NCTCOG
Item Summary: Staff will provide a brief summary on the completion of the 2045 Demographic Forecast. In addition, an overview of efforts to update Mobility 2045, including the updated draft financial forecast, will be provided.
Background: Efforts are coming to a close on the development of the 2045 Demographic Forecasts as the local government review and comment period has ended. Based on input received, the demographic forecasts are being finalized and transitioned for use by the Mobility 2045 Plan Update Team. Mobility 2045 was adopted by the Regional Transportation Council on June 14, 2018. Federal guidelines require the Dallas-Fort Worth region to update the long-range transportation plan a minimum of every four years. Development of the Mobility 2045 Update is currently underway which will include a new financial plan and necessary refinements to projects in the current Mobility 2045 plan.

Performance Measure(s) Addressed: Roadway, Transit

- 2:10 – 2:25** 9. **Transit Studies Recommendations**
 Action Possible Action Information Minutes: 15
Presenters: Shannon Stevenson and Brendon Wheeler, NCTCOG
Item Summary: Staff will provide an overview of study recommendations resulting from recent transit studies for Southern Dallas, Tarrant, and Collin counties. Accompanying the Collin County Study update, staff will provide an overview of the Irving to Frisco Passenger Rail Corridor Study and its recommendations.
Background: The North Central Texas Council of Governments led three transit studies for Collin, Southern Dallas, and Tarrant counties, funded by the Regional Transportation Council, with each county conducting its own independent study. All three studies conducted an independent transit needs assessment and developed a comprehensive approach to planning and implementing transit services in each county, focusing on areas outside of transit authority service areas. The Collin County Study also included a more detailed look at the Irving to Frisco passenger rail corridor.

The first phase of each study consisted of evaluating existing conditions, as well as transit needs and demand, followed by developing potential transit service options based on existing conditions identified in the first phase. Service cost estimates

and service delivery options associated with the recommended services were also developed. Additionally, implementation strategies that support recommended service options were developed and serve as a roadmap for nonmember municipalities and partners to collaboratively work towards service implementation. Staff will provide an overview of the studies' recommendations for all three transit studies. More details can be found in [Electronic Item 9](#).

Performance Measure(s) Addressed: Transit

10. **Progress Reports**

Action Possible Action Information

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

- RTC Attendance ([Electronic Item 10.1](#))
- Local Motion ([Electronic Item 10.2](#))

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

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

13. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for **1:00 pm, Thursday, February 10, 2022**.

REGIONAL TRANSPORTATION COUNCIL
December 9, 2021

The Regional Transportation Council (RTC) met on Thursday, December 9, 2021, 1:00 pm at the Irving Convention Center. The following members or representatives were present: Richard E. Aubin, Dennis Bailey, Adam Bazaldua, Elizabeth M. Beck, Ceason Clemens (representing Mohamed Bur), Dianne Costa, Theresa Daniel, Jeff Davis, Pat Deen, Andy Eads, Kevin Falconer, Gary Fickes, Raul H. Gonzalez, Barry L. Gordon, Rick Grady, Lane Grayson, Mojy Haddad, Roger Harmon, J.J. Koch, Ron Jensen, Carl L. Johnson, Brandon Jones, Mike Leyman, Alison Maguire, B. Adam McGough, William Meadows, Allan E. Meagher, Cara Mendelsohn, Cary Moon, Philip J. Ritter, Jim R. Ross, Chris Schulmeister, William Tsao, Duncan Webb, and Michele Wong Krause.

Others present at the meeting were : Angela Alcedo, Vickie Alexander, Tom Bamonte, Natalie Bettger, Michael Bort, Lori Clark, Chris Coffman, Rebecca Diviney, Chad Edwards, Marcia Etie, Staron Faucher, Chris Flanigan, Rebekah Gongora, Christie Gotti, Jeff Hathcock, Robert S. Hinkle, Kristina Holcomb, Joel James, Jim Jarratt, Dan Kessler, Ken Kirkpatrick, Chris Klaus, Paul Knippel, Dan Lamers, April Leger, Eron Linn, Mickey McGuire, Ed Moore, Erin Moore, Michael Morris, Jenny Narvaez, Jeff Neal, Mark Nelson, Johan Petterson, John Polster, Vercie Pruitt-Jenkins, Josh Shane, Walter Shumac III, Gary Slagel, Karla Windsor, and James Wood.

1. **Opportunity for the Public to Comment on Today's Agenda:** This item allows members of the public an opportunity to comment on agenda items. Regional Transportation Council Chair Theresa M. Daniel asked if there were any public comments. No members of the public chose to comment.
2. **Approval of the November 11, 2021, Minutes:** The minutes of the November 11, 2021, meeting were approved as submitted in Electronic Item 2. Richard E. Aubin (M); Cary Moon (S). The motion passed unanimously.
3. **Consent Agenda:** The following item was included on the Consent Agenda.

- 3.1 **Air Quality Funding Recommendations Related to the Environmental Protection Agency National Clean Diesel Funding Assistance Program:** Regional Transportation Council approval of funding recommendations for the Clean Fleets North Texas 2020 Call for Projects was requested. An overview of the call for projects and staff recommendations was provided in Electronic Item 3.1.1. Detailed project listings were provided in Electronic Item 3.1.2.

A motion was made to approve the item on the Consent Agenda. Cary Moon (M); Adam Bazaldua (S). The motion passed unanimously.

4. **Orientation to the Agenda/Director of Transportation Report:** Michael Morris welcomed members to the Regional Transportation Council (RTC) meeting. He noted that staff would continue to work with the RTC Chair to determine if future meetings would be held in person, and that the 2022 RTC Business Meeting schedule was provided in Electronic Item 4.1. He also reviewed RTC Member Orientation material provided to members at the meeting, as well as Progress North Texas and other publications from the last year that were provided to members. Items contained in the Director of Transportation Report were highlighted. The Texas Transportation Commission recently awarded the Southeast Connector project in Tarrant County to a contractor, and he noted the project is moving

forward. In addition, he noted the RTC Chair transmitted a letter to the Legislative Budget Board regarding SH 183 Segment 2E encouraging project approval, requesting direction as to whether Segment 2E approval is needed since the project is included in an active Texas Department of Transportation (TxDOT) agreement, and explaining the safety implications due to lane imbalances. Mr. Morris also provided an update on the \$800,000 loan to Texas Central Partners approved by the RTC in November 2021 to advance engineering of the City of Dallas Floodway Extension. He noted that collateral for the loan was not able to be secured by the deadline, so Texas Central Partners paid the \$800,000. Texas Central Partners may still need the loan once collateral can be secured. He also noted he had been asked to co-chair the TxDOT Statewide Safety Task Force created to reduce the number of fatalities and the fatality rate in the state. The task force will be engaging local governments to reengage enforcement on the transportation system, as well as to discuss other strategies to respond to safety issues statewide. Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant awards were highlighted.

In addition, Dallas-Fort Worth Clean Cities Events were available at <https://www.dfwcleancities.org/events>, and current air quality funding opportunities for vehicles were provided <https://www.nctcog.org/trans/quality/air/funding-and-resources>. A status report on Texas Volkswagen Environmental Mitigation Program funding was provided in Electronic Item 4.2, and information on fraudulent vehicle temporary paper tags was provided in Electronic Item 4.3. Monthly Know Before You Fly Your Drone Workshop information was provided at <https://www.northtexasuas.com/UAS-Taskforce#Workshops>. Electronic Item 4.4 contained additional comments to the October public meeting minutes and the December online input opportunity notice was provided in Electronic Item 4.5. The current Public Comments Report was provided in Electronic Item 4.6, recent correspondence in Electronic Item 4.7, recent news articles in Electronic Item 4.8, and recent press releases in Electronic Item 4.9. Chris Schulmeister noted Changing Mobility presentations previously provided to the Council that documented impacts of the COVID-19 pandemic and asked if staff would provide a follow up presentation for members at a future meeting. Mr. Morris noted that staff would prepare a presentation for the January 13, 2022, RTC meeting.

5. **Mobility 2045 Update and Demographic Assumptions:** Dan Kessler provided an update on ongoing efforts to develop revised 2045 Population and Employment forecasts for the Metropolitan Area. He noted that draft forecasts have been provided to over 500 local governments and partner agencies for review and that North Central Texas Council of Governments staff are continuing review of feedback. Control totals estimate the region will add another 4.5 million people and approximately 3 million jobs by 2045 and updated demographic forecasts will help guide transportation policy decisions in the region to accommodate anticipated growth. Control totals for population received from the Perryman Group were highlighted and indicate the region will continue to grow at a rate of approximately 150,000 people per year through 2045. Compound annual growth rate by county was highlighted. Growth is expected to continue in the core counties, but also in perimeter counties as some areas of the region reach capacity. Regional control totals for employment were also reviewed, with approximately 8.1 million employees allocated across the region. Employment growth is largely a result of the diversity of the region's economy. Dallas and Tarrant counties continue to be the growth leaders, but significant employment growth is also occurring in Collin and Denton counties. He noted that staff continues to focus on density and how much density a community is willing to plan for in order to accommodate continued growth. In addition, predicted built area was highlighted and he noted that by the 2060 timeframe, the four core countites could ultimately reach over 3.5 million people based on data. Mr. Kessler noted that based on 2020 city boundaries, the region is adding

1.8 million people into currently unincorporated areas which provides an outlook for the demand for fire, police, water, sewer, roads, and other infrastructure that will be needed in the region. As the demographic staff finish their work and provide data to travel modelers, staff are running early scenarios of traffic and levels of service in peak hours under varying allocations to determine future travel patterns. Early simulations demonstrate the challenge the region will be facing regarding congestion. The schedule for the effort was reviewed. Finalized forecasts are expected in late December with approval requested by the North Central Texas Council of Governments (NCTCOG) Executive Board in January 2022.

Dan Lamers provided an update on ongoing efforts to update Mobility 2045. He noted staff has been working to overlay updated demographics into the existing Mobility 2045 plan and will soon begin to provide updates on recommendations to the Council. The metropolitan transportation plan is the region's blueprint for transportation over the next 20 years. The current plan, Mobility 2045, was adopted in summer 2018 and federal law requires the long-range transportation plan to be updated at least every four years. The proposed update will include new demographics as well as funding adjustments resulting from the new Infrastructure Investment and Jobs Act. Recommendations will also reflect any updates from the planning process. The Mobility 2045 Update will focus on projects that need attention over the next four years in order for them to move to implementation or their next phase of development. He noted that staff has been working over the last 18 months and expects to present draft recommendations to the Regional Transportation Council (RTC) in March 2022 and for final action in June 2022. The Mobility 2045 Update will then go through the air quality conformity analysis. Major roadway recommendations in Mobility 2045 were highlighted. Staff is working with partner agencies to implement the projects contained in the current plan, and a map identifying proposed changes to major corridor recommendations was presented. Changes included projects that have been completed or substantially completed in the last four years, new projects, projects with scope changes, and one project for which alignment planning is ongoing. Current Mobility 2045 arterial capacity improvements to be completed in the next 20 years were also highlighted. Next Mr. Lamers highlighted current transit major corridor projects and proposed changes such as the extension to the Frisco rail line extension, realignment of the D2 project in downtown Dallas, and removal of the Silver Line which will soon be under construction. Recommended new transit capacity projects were also highlighted including projects for high-intensity bus and technology projects. Mr. Lamers noted that the summary was a brief overview of only some of the major components of the plan update. Other plan components will be presented at the next meeting. Additionally, three major initiatives that will be included or expanded in the Mobility 2045 Update are an expanded safety program consistent with the statewide initiative, expanded unmanned aircraft system recommendations, and new access to internet. Staff will continue to provide updates on the Mobility 2045 Update development.

Rick Grady noted that the current Mobility 2045 document includes 2010 data which understates population in the region and asked that as staff moves forward the new demographic data be added into the document. Michael Morris discussed how agency demographics are developed using land use plans and other data submitted by local governments. In addition, forecasts used for demographic development area based on economic projections from independent sources. He noted that the region must be innovative in the ways it delivers the transportation system of the future and that although all issues may not be solved in the Mobility 2045 Update, the North Central Texas Council of Governments will maintain its strategic focus.

6. **Freight Safety Campaign:** Jeff Hathcock provided an overview of results from the recent Freight Safety Awareness Campaign that concluded in September 2021. The campaign focused on safe driving habits near large freight vehicles on the highway and at railroad crossings. Truck and rail safety data for the region was reviewed. On average, 289 truck crashes have occurred per month over the last five years. In 2020, accidents significantly increased to 369 crashes per month. Conversely, at-grade railroad crashes have decreased with only 31 crossings incidents in 2020, continuing the downward trend. The goal of the 2021 Freight Safety Awareness initiative was to create a safer environment for freight and passenger movements through physical improvements and safety awareness initiatives. The Safe Driving and Operation Lifesaver campaigns were merged into one larger Freight North Texas marketing campaign targeted at all road users to increase awareness about truck limitations with regard to stopping distance and sight line availability, strategies and simple adjustments for driving near large trucks, and the importance of freight and its role in our daily lives. A section of the campaign focused on educating truck drivers about truck lane restriction locations and safety benefits, as well as air quality and mobility benefits. Examples of outreach efforts conducted throughout the campaign included Fact Sheets, social media ads, search engine optimization, billboards, radio ads, podcast ads, and website updates. Details of the impact of each outreach effort were highlighted. A total of nine billboards were placed in freight-oriented corridors within the region with a total estimated impressions of over 34 million throughout the campaign. Facebook ads resulted in over 863,000 total impressions, Google ads in over 26,000 total impressions, approximately 3,000 radio commercials, and over 218,000 Spotify (podcast) ads. Safety messages were also included on the Freight North Texas website available at www.freightntx.org. Freight staff will be working with Communications staff to improve the next safety initiative planned for 2023, as well as continue to make improvements to the website. Philip J. Ritter asked about the safety consequences of the proposal to lower the age for licensing commercial truck drivers from 21 to 18. Mr. Hathcock noted the proposal to lower the age limit for commercial truck drivers has been geared towards individuals in the military and that he was happy to continue further discussion following the meeting. RTC Vice Chair Duncan Webb noted the increases in crashes from 2019 to 2020 and asked when 2021 data would be available so that staff can determine the effectiveness of the safety campaign. Mr. Hathcock noted that the 2021 data was not yet available, and that staff could provide an update once the data had been received. Michael Morris discussed the increases in crashes experienced during COVID-19 as a result of lower congestion and increased speeds. He also discussed lack of enforcement due to officer shortages and social change, and the increase in driver confidence resulting from the lack of enforcement. Mr. Morris noted that many initiatives, including education, will be necessary to improve safety and that staff will be working on an initiative to aid in an enforcement program to improve driver behavior. In addition, lack of attention by truck drivers will also need to be addressed. Gyna Bivens discussed radio advertisements and the importance of ensuring that the appropriate audience is being targeted. Barry L. Gordon recommended that staff consider options to provide educational materials to truck driver training companies in the region.

7. **Southern Dallas County and Tarrant County Transit Studies Recommendations:** Michael Morris discussed recent transit studies conducted within the Dallas-Fort Worth region and noted that presentation of the recommendations for the Southern Dallas County and Tarrant County transit studies would be postponed until the January 13, 2022, meeting for staff to also include results of the Collin County transit study. The Regional Transportation Council previously approved funding to conduct studies to develop a comprehensive approach to planning and implementing transit services in Collin, Southern Dallas, and Tarrant counties focusing on areas outside of transit authority service areas.

Local elected officials have expressed the need for grass roots support for access to additional transportation modes, including transit, in order to be successful and are seeking partnerships with the transportation authorities. As the demographics estimate continued growth in the region, transit will become an increasingly important transportation mode and roadways will not be able to handle all future transportation. North Central Texas Council of Governments staff have begun conversations on options to grow membership in transportation authorities or through local government corporations to have transit needs met. He noted that in 2020, 47 percent of the region's population resided within the boundaries of the three major transportation authorities. New demographics indicated that currently 40 percent of the region's population resides within the boundaries which have not changed significantly in the last 30 years. Results of the transit studies indicate that those outside the service areas are interested in participating in transit. In addition, as the population begins to expand into unincorporated areas, it will be important for counties to also become involved in transit. He also noted that the Texas Department of Transportation will need to consider options to become a multimodal transportation agency and provide funding for transit activities as the region nears 12-13 million people. He noted the importance of transit as the region continues efforts on the mobility plan, and that staff would bring back the recommendations for all three transit studies to highlight the interest of cities moving forward.

8. **Infrastructure Investment and Jobs Act Overview:** Rebekah Gongora presented an overview of the new federal infrastructure bill, the Infrastructure Investment and Jobs Act. The bill passed in early November 2021 and totals \$1.2 trillion for fiscal years 2022-2026. This includes a five-year surface transportation reauthorization, as well as additional funding for other infrastructure spending not related to transportation. The surface transportation reauthorization portion provides \$567.5 billion in funding and of that amount \$274 billion is for new transportation funding. The reauthorization increases overall funding throughout programs, expands some programs, and also creates new formula and grant programs. New elements will address equity, climate change, resiliency, and electric vehicle infrastructure. Also included in the bill is approximately \$550 billion for other infrastructure projects such as water, broadband, cyber security, and energy. A table identifying guaranteed funding by agency and mode for fiscal years 2022-2026 was highlighted, as well as funding for apportioned programs and their percentage of increase. Of note, Surface Transportation Block Grant (STBG) funding will increase 24 percent, Highway Safety Improvement Program funding by 34 percent, STBG Set-Aside (Transportation Alternatives) funding by 71 percent, Metropolitan Planning (Highway) funding by 32 percent, and Metropolitan Planning (Transit) by 42 percent. Ms. Gongora also highlighted new and expanded formula programs included in the bill. New programs include PROTECT (both formula and grant programs), which will focus on resiliency projects for a total of \$8.7 billion. The new Carbon Reduction Program will fund \$6.4 billion for projects to reduce emissions in transportation. In addition, the new Bridge Investment Program will contain \$40 billion in both formula and grant funding and \$7.5 billion will be available through the Electric Vehicle Charging Program for investments in low and no emission buses and facilities, as well as charging infrastructure. Current programs that have been expanded include new resiliency eligibility for National Highway Performance, overall increases in STBG funding and expansion to add wildlife crossings, electric charging, cybersecurity, and ferryboat facilities. The Transportation Alternatives Program has been expanded to increase funding and the metropolitan planning organization (MPO) suballocations, and also expands project eligibility. Similarly, the Congestion Mitigation and Air Quality Improvement Program includes expands project eligibility for micro mobility, diesel engine replacement, zero emission vehicles, as well as prioritizes minority and low-income populations. Additional

funding is also included for safety, transit, and rail programs. New grant and pilot programs include opportunities for bridge investments, congestion management, emissions reduction, additional funding for RAISE and INFRA, and others. Ms. Gongora also highlighted MPO policy changes included in the Infrastructure Investment and Jobs Act. MPOs are encouraged to coordinate with housing officials and to include housing as an optional scenario planning factor. MPOs may also integrate housing with transportation and economic development strategies, as well as develop a housing coordination plan and use technology and web-based tools for public participation in the developing a transportation plan. It was noted that these policy changes will be optional. North Central Texas Council of Governments staff will continue to monitor outcomes of the new legislation as proposed rules and guidance are released in the new weeks and months. Additional information is available at www.nctcog.org/legislative.

9. **End of 2021 Ozone Season: Focus on Flat Progress:** Jenny Narvaez presented a summary of the 2021 ozone season, which began in March 2021 and ended November 30, 2021. A map identifying the nonattainment area and ozone monitors was highlighted. In 2021, the monitor driving the ozone design value in the region was the Pilot Point monitor for the design value of 76 parts per billion (ppb). The five highest monitors were highlighted, and it was noted that the design value is calculated as the three-year average of the fourth highest ozone monitor value. For 2021, a total of 31 ozone exceedance days were experienced in the region, including one purple day which the region has not experienced in nearly ten years. The 2021 design value of 76 ppb exceeded both the 2008 (75 ppb) and 2015 (70 ppb) National Ambient Air Quality Standards (NAAQS) for ozone. Ms. Narvaez flagged to members that over the last few years, the ozone design value for the region has remained relatively flattened. As a result, staff is meeting internally to develop additional programs and projects that yield air quality benefits to help lower future design values and will bring ideas before the Council in the future. Since the region did not reach attainment of the 2008 or 2015 standards, the region will be reclassified from serious to severe for the 75 ppb standard and will have until July 20, 2027, to come into attainment. For the 2015 standard, the region will be reclassified from marginal to moderate and will have until August 3, 2024, to reach attainment for the 70 ppb standard. Reclassification of the region from serious to severe for the 2008 standard results in stricter standards for the region. The major source threshold will decrease from 50 tons per year to 25 tons per year for precursor emissions such as nitrogen oxides (NO_x) and volatile organic compounds (VOC) and will impact businesses in the region. Staff have been working with businesses with higher emissions to determine options to offset the emissions. There will be a penalty fee program for major sources if an area does not meet required reductions. Additionally, stricter standards include low VOC reformulated gas for which the region has already opted in, and a vehicle miles traveled (VMT) growth offset analysis which the region has already completed and determined no transportation control strategies are needed. Ms. Narvaez noted that staff will continue to assess reasons for the increases in exceedances for the 2021 ozone season, as well as continue to assess the regional implications of the stricter standards. She highlighted the various air quality strategies implemented in the region that continue to help reduce emissions from transportation sources. Chris Schulmeister asked staff the magnitude of the impact of stricter standards and if staff expected impacts to funding availability. Michael Morris noted that businesses impacted by the lowering of major sources from 50 tons per day to 25 tons per day are being contacted by the State. The Texas Commission on Environmental Quality (TCEQ) is responsible for submitting the State Implementation Plans (SIPs) in which the air chemistry analysis demonstrates attainment. If TCEQ cannot demonstrate attainment, the region would then be at risk of being sanctioned in its ability to advance transportation projects. Mr. Morris also discussed the flattening of the

region's design value of the last few years. He noted that little has been seen from TCEQ regarding new items in the SIP to help address the flattening design values. With approximately 1 million people being added to the region every eight years, any air quality gains resulting from technology are being offset by the demographic growth, resulting in the flattening of the design value's downward trend. He noted that staff will bring back to the Council a policy item requesting greater assistance from the State for a more aggressive, comprehensive, and innovative air quality projects and programs. In addition, North Central Texas Council of Governments staff will be working on more aggressive air quality strategies to help pass air quality conformity and will engage with the RTC over the coming months. George Fuller asked if other regions in the state are experiencing similar flattening of their design values. Ms. Narvaez noted that San Antonio is now in nonattainment and that Houston is seeing similar flattening of ozone design value trends.

10. **Progress Reports:** Regional Transportation Council attendance was provided in Electronic Item 10.1, Surface Transportation Technical Committee attendance and minutes in Electronic Item 10.2, and the current Local Motion in Electronic Item 10.3.
11. **Other Business (Old or New):** There was discussion on this item.
12. **Future Agenda Items:** There was no discussion on this item.
13. **Next Meeting:** The next meeting of the Regional Transportation Council (RTC) is scheduled for 1:00 pm, Thursday, January 13, 2022

The meeting adjourned at 3:10 pm.



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

TO: Regional Transportation Council

DATE: January 6, 2022

FROM: Vickie Alexander
Program Manager
Program Administration

SUBJECT: Modifications to the FY2022 and FY2023 Unified Planning Work Program
for Regional Transportation Planning

The Unified Planning Work Program for Regional Transportation Planning (UPWP) is required by federal and State transportation planning regulations and provides a summary of the transportation and related air quality planning tasks to be conducted by Metropolitan Planning Organization (MPO) staff. The FY2022 and FY2023 UPWP was approved by the Regional Transportation Council and NCTCOG Executive Board in July 2021 and identifies the activities to be carried out between October 1, 2021, and September 30, 2023.

Listed below, and in the following attachment, is the first set of proposed modifications to the FY2022 and FY2023 UPWP. Included in these amendments are new initiatives, project updates, and funding adjustments. The proposed modifications have been posted on the NCTCOG website for public review and comment as part of NCTCOG's December 2021 public outreach opportunity. Comments received as a result of the public outreach process, if any, will be provided to the Regional Transportation Council prior to a request for its approval.

The following modifications reflect initiatives proposed for inclusion in the Unified Planning Work Program that have not yet been approved by the Regional Transportation Council:

- 3.02 Regional Air Quality Planning – Emission Inventories and Technical Studies (add initiative and \$13,000 Texas Commission on Environmental Quality [TCEQ] funds to support emission inventories)
- 5.01 Regional Transportation Studies – IH 30/Fair Park Area Street Grid Planning Study: Foundation for CBD/Fair Park Link (add initiative and \$950,000 Surface Transportation Block Grant Program [STBG] funds matched with Transportation Development Credits [TDCs] and \$50,000 Regional Transportation Council [RTC] Local funds)

The following modifications affect existing projects for which text updates or financial adjustments are being proposed:

Non-Transportation Planning Fund FY2022 Budget Adjustments

As a result of NCTCOG's FY2022 budget process and FY2021 close-out, funding adjustments are proposed to non-Transportation Planning Fund (TPF) projects. Affected funding sources include Congestion Mitigation and Air Quality Improvement Program (CMAQ), Department of Defense (DOD), Department of Energy (DOE), Federal Transit Administration (FTA), Local, Regional Toll Revenue (RTR), Surface Transportation Block Grant Program (STBG), and Texas Department of Transportation (TxDOT). The adjustments by funding source are included in the table below, as well as the associated Unified Planning Work Program Subtasks.

Non-TPF FY2022 Budget Adjustments

Funding Source	Amount	UPWP Subtasks
CMAQ	\$723,300	1.01 – Increase of \$410,700 5.05 – Increase of \$312,600
DOD	\$121,400	5.10 – Increase of \$121,400
DOE	\$23,600	3.03 – Increase of \$23,600
FTA	\$274,600	3.04 – Increase of \$48,200 3.05 – Increase of \$226,400
Local	\$527,200	1.02 – Increase of \$24,500 3.03 – Increase of \$59,900 3.05 – Increase of \$153,900 4.02 – Increase of \$7,100 5.03 – Increase of \$137,300 5.05 – Increase of \$50,000 5.09 – Increase of \$81,000 5.10 – Increase of \$13,500
RTR	\$197,600	1.03 – Increase of \$49,700 3.01 – Increase of \$145,900 5.01 – Increase of \$2,000
STBG	\$2,106,500	1.02 – Increase of \$78,200 1.04 – Increase of \$432,000 2.01 – Increase of \$510,500 5.01 – Increase of \$176,100 5.04 – Increase of \$15,200 5.05 – Increase of \$712,100 5.08 – Increase of \$182,400
TxDOT	\$414,400	1.04 – Increase of \$108,000 5.05 – Increase of \$306,400

- 1.02 Program and Policy Administration – Program Administration (add \$100,000 Transportation Planning Funds [TPF] to support Transportation Department furniture and consumable supply purchases for staff expansion)
- 2.01 Travel Forecasting Support – Connected Vehicle Data in Transportation Planning (remove project text and move to Subtask 2.02, Transportation Data Development)
- 2.02 Transportation Data Development – Connected Vehicle Data in Transportation Planning (add project text moved from Subtask 2.01, Travel Forecasting Support, add \$5,000 TPF, and update text for consistency with the project work scope under the University Partnership Program)
- 4.02 Coordination of Transportation and Environmental Planning Processes – Integrated Planning for Regional Transportation, Urban Development, and Stormwater Management (update text to reflect that consultant and subrecipient assistance may be utilized)
- 4.06 Regional Passenger Rail Planning and Evaluation Process Development (add project text for the Conversion of Freight Rail to Regional Passenger Rail removed from Subtask 5.01, Regional Transportation Studies; update name of the project; and add \$100,000 TPF)
- 5.01 Regional Transportation Studies – Conversion of Freight Rail to Regional Passenger Rail (remove project text and move to new Subtask 4.06, Regional Passenger Rail Planning and Evaluation Process Development)
- 5.01 Regional Transportation Studies – Strategic Corridor Initiatives (add \$50,000 RTC Local for technical assistance to expedite the environmental and design review process for surface transportation projects)
- 5.01 Regional Transportation Studies – Collin County Strategic Transportation Initiative (add \$30,000 STBG funds matched with TDCs to support University Partnership Program)
- 5.03 Land-use/Transportation Initiatives – Regional Mixed-use Development Study (add \$100,000 TPF and update text to reflect the use of Transportation Planning Funds to support work activities instead of STBG funds and TDCs as initially anticipated)
- 5.10 Regional Military and Community Coordination – Aviation, Aerospace, and Defense Manufacturing Agile Curriculum Program (add \$792,000 Department of Defense [DOD] funds and \$83,000 RTC Local funds to reflect receipt of grant award)

The following modifications have previously been approved by the Regional Transportation Council and are now being incorporated into the Unified Planning Work Program:

Other Funding Source Modifications

- 4.02 Blue-Green-Grey Silo-Busting Initiatives (add \$201,410 RTC Local funding and update text to reflect three new projects selected through the FY2021 solicitation:
1) Laboratory Testing of Engineered Media for Biofiltration Swales, 2) Blue-Green Neighborhood Beautification Design Guidelines and Pilot Project-The Bottom District, and 3) the City of Allen Inlet Floatables Filter)
- 4.02 Coordination of Transportation and Environmental Planning Processes – Forest Hill Drive Planning Study (add \$418,000 STBG funds matched with TDCs to support program activities)
- 4.03 Ensuring Equity, Nondiscrimination and Environmental Justice in MPO Planning/Program Activities – Planning to Address Transit Needs in Fort Worth’s 76104 Zip Code (add initiative and \$270,000 Federal Transit Administration [FTA] grant funds, matched with TDCs in anticipation of grant award)
- 5.03 Land-use/Transportation Initiatives – National Park Service Partnership (Phase 2) (add initiative and \$120,000 STBG funds, matched with TDCs)
- 5.05 Congestion Management Planning and Operations – Auto Occupancy and Detection Technology (add \$2,000,000 Federal Highway Administration [FHWA] Surface Transportation System Funding Alternatives funds, \$370,000 Regional Toll Revenue [RTR] funds, and \$1,630,000 local funds to reflect receipt of grant award for the GoCarma technology to verify auto occupancy using smartphone-based alternative, and update text to reflect use of FHWA, RTR, and local funds)
- 5.05 Congestion Management Planning and Operations -- Regional Vanpool Program (add \$35,000 RTC Local funds for interim emergency funding to Dallas Area Rapid Transit until new agreements are fully executed and funding is in place, and update text to reflect the use of RTC Local funds)
- 5.05 Congestion Management Planning and Operations – Traffic Incident Management Training (add \$132,000 RTC Local for the staging of wreckers along SH 121 technology lane, and update text to reflect use of RTC Local funds)
- 5.08 Congestion Management Planning and Operations – Transportation Safety Planning (add \$15,800 local funds and update text to reflect the use of local funding to support the program)
- 5.11 Connected and Automated Vehicle Technologies – IH30–Dallas/Tarrant County Line to IH 635 (add \$3,200,000 STBG funds and \$800,000 Texas Department of Transportation [TxDOT] funds)

- 5.11 Connected and Automated Vehicle Technologies – IH30–IH 35W to Dallas/Tarrant County Line (add \$800,000 STBG funds and \$200,000 TxDOT funds)
- IX. Other Metropolitan Transportation and Air Quality Planning-Related Activities in the Dallas-Fort Worth Area – Butler Housing Project Planning Study (add study to be led by the City of Fort Worth to develop an analysis of alternatives to improve roadway accessibility to the former Butler Place Historic District)
- IX. Other Metropolitan Transportation and Air Quality Planning-Related Activities in the Dallas-Fort Worth Area – Stop Six - Caville Transit Center (add study to be led by the City of Fort Worth, in partnership with Trinity Metro, to implement a Transit Center and supportive infrastructure at the Stop Six – Caville Place Development)

Please contact Vercie Pruitt-Jenkins at (817) 608-2325 or VPruitt-Jenkins@nctcog.org or me at (817) 695-9242 or valexander@nctcog.org if you have any questions or comments regarding these proposed modifications to the FY2022 and FY2023 UPWP prior to the Regional Transportation Council meeting. Your approval of these modifications will be requested at the meeting, as well as your direction for staff to administratively amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications.

vpj
Attachment

AMENDMENT #1 TO THE FY2022 AND FY2023 UNIFIED PLANNING WORK PROGRAM

2.01 Travel Forecasting Support

Connected Vehicle Data in Transportation Planning

Transportation Planning Funds

Connected vehicle data has been made available recently by several companies for its use in transportation planning and traffic engineering. The data delivered by these companies provide important spatial-temporal characteristics of a significant sample of the vehicles that travel in the NCTCOG area. As part of this element, the following potential uses of connected vehicle data will be explored: validation of radar traffic counters, development of an innovative framework for travel demand, and estimation of congestion level and traffic signal performance at intersections on arterials. For this effort, university assistance through the University Partnership Program (UPP) will be utilized. Anticipated products include:

- Reports, analyses, trip matrices, and traffic profiles.

2.02 Transportation Data Development

Connected Vehicle Data in Transportation Planning

Transportation Planning Funds

Connected vehicle data has been made available recently by several companies for its use in transportation planning and traffic engineering. The data delivered by these companies provide important spatial-temporal characteristics of a significant sample of the vehicles that travel in the NCTCOG area. As part of this element, the following potential uses of connected vehicle data will be explored: validation of radar traffic counters, **and the** development of an innovative framework for travel demand **forecasting, and estimation of congestion level and traffic signal performance at intersections on arterials.** For this effort, university assistance through the University Partnership Program (UPP) will be utilized. Anticipated products include:

- Reports, Analyses, Analysis reports, trip matrices, and traffic profiles, and the corresponding computer codes.

3.02 Regional Air Quality Planning

Emission Inventories and Technical Studies

Other Funding Sources

Emission inventories estimate emission amounts from specific sources within a specified area and time interval. Transportation emission budgets used in transportation conformities are developed based upon emission inventories used in development of the State Implementation Plan (SIP) and the impact of control measures included within that SIP. Emissions are greatly impacted by regionally specific data, so updated regional inventories analysis is necessary to better predict future-case emission impacts from

control strategies, vehicle miles traveled, vehicle activity from outside the nonattainment area, and evaporative emissions. This work element will be supported through Texas Commission on Environmental Quality funds and is ongoing throughout FY2022 and FY2023. Anticipated products include:

- A variety of emission inventories for federal, state, or local requirements; and
- Mobile source technical analysis performed to enhance state of the practice.

4.02 Coordination of Transportation and Environmental Planning Processes

Blue-Green-Grey Silo-Busting Initiatives

Other Funding Sources

The focus of the “Blue-Green-Grey” initiative is to help address traditional transportation planning that can result in “silos” which cause projects to be disjointed due to lack of communication or coordination amongst planners or project champions in various disciplines. Blue-Green-Grey is an initiative to identify “silo-busting” projects that focus on three elements – blue (water), green (environment), and grey (transportation infrastructure). Selected projects will continue in FY2022 and FY2023. Additionally, staff will advance additional funding rounds throughout FY2022 and 2023 to help develop new ideas that engage multiple disciplines and implement projects that could be further developed and replicated regionwide. Through the 2017 solicitation, three projects were selected for funding: City of Southlake Burney Lane Biofiltration System, the City of Farmers Branch Green Bus Stop Design Guidelines, and the Dallas Area Rapid Transit Community Gardens Hatcher Station Pilot. Through the 2018 solicitation, three projects were selected for funding: Hightower Drive Biofiltration Rain Gardens, Retrofitting Neighborhood Commercial Green Bicycle Park, and Micro-Detention Storage System. Five of these six projects have been completed. **Through the 2021 solicitation, three projects were selected for funding: Laboratory Testing of Engineered Media for Biofiltration Swales, Blue-Green Neighborhood Beautification Design Guidelines and Pilot Project-The Bottom District, and the City of Allen Inlet Floatables Filter.** This initiative is supported through Regional Transportation Council Local funds. Anticipated products include:

- New funding initiatives and project awards for round three;
- Installation of a biofiltration system at the City of Watauga’s Hightower Drive storm drain inlets;
- **Concept-level floatables filter inlet plan and maintenance/materials specifications;**
- **Green infrastructure and beautification plan and small-scale pilot project for Bottom District in Dallas;**
- **Research report on design criteria and implementation recommendations for use of engineered media in biofiltration swales;**
- Final reports/case studies summarizing impacts, lessons learned, and any future plans; and
- Panels and expert reviews and papers on the success of the program.

Integrated Planning for Regional Transportation, Urban Development, and Stormwater Management

Other Funding Sources

Throughout FY2022 and FY2023, activities contained in this Work Program element concentrate on the integration of regional transportation planning, regional stormwater management, urban development planning, and environmental planning for the purposes of identifying impacts and alleviating risks from severe weather events such as flooding, as well as from other current and future disruptive environmental factors. This comprehensive planning initiative would include assessments of infrastructure and land-use vulnerabilities, analysis of potential lifecycle-based adaptability and durability measures, and determination of possible delivery and maintenance strategies aimed at improving operational capabilities and reducing risk from flooding. Established initially through a working group of partners and stakeholders located in Wise, and portions of Dallas, Denton, Ellis, Johnson, Parker, and Tarrant counties (specifically, the combined watersheds of the Clear Fork, Elm Fork, and West Fork Trinity River basins), this effort would account for future transportation infrastructure plans, future land-use plans, and the resultant stormwater runoff and/or other environmental effects expected to occur based on these plans. Information and outcomes produced from this preliminary study could ultimately be used to conduct similar, all-inclusive, and contiguous studies facilitating opportunities throughout North Central Texas that may reduce lifecycle costs and other burdens to infrastructure and urban development as regional growth continues. The funding source for this initiative is Surface Transportation Block Grant Program funds, Regional Transportation Council Local funds, and Transportation Development Credits. Funds from other federal and state agencies are anticipated as part of the overall program. **Consultant and/or subrecipient assistance may be utilized.**

Anticipated products may include:

- Development, application, and technical analysis of dynamic numerical models for estimating the extent and severity of flooding and other environmental effects;
- Creation and maintenance of Geographic Information System (GIS) map layers, relational databases, web applications, and other technical tools supporting surveys/inventories, spatial analyses, permitting, and project implementation monitoring;
- Benefit-cost analyses and other economic outputs assessing potential multi-disciplinary alternative applications;
- Community engagement and analysis using the Community Health and Resource Management (CHARM) scenario planning tool in coordination with the Federal Emergency Management Agency (FEMA);
- Maps of current/future vulnerable areas and critical transportation facilities to target for enhanced protection and mitigation from flooding events;
- Identification or incorporation of performance measures and evaluation criteria to inform transportation project development and selection processes;
- Engineering products and tools aimed to calculate infrastructure/land-use design parameters, performance degradation, and lifecycle needs;
- Coordination with resource agencies, technical committees, stakeholders, and other partners highlighting outreach, education, training, and regulatory needs and actions; and
- Documentation of recommended policies, programs, and/or projects.

4.03 Ensuring Equity, Nondiscrimination and Environmental Justice in MPO Planning/Program Activities

Planning to Address Transit Needs in Fort Worth's 76104 Zip Code

Other Funding Sources

Anticipated to begin in FY2022, this study, Planning to Address Transit Needs in Fort Worth's 76104 Zip Code, will engage residents and stakeholders to identify innovative transit solutions that connect residents to healthy food, healthcare, affordable housing, jobs, and other needs. The study will also identify strategies to reduce greenhouse gas emissions in this community, which is divided by an interstate freeway and experiences the lowest life expectancy in Texas. By identifying solutions that improve transit access and reduce emissions, the project will address racial inequities and environmental injustices in a zip code with six census tracts identified as Areas of Persistent Poverty. This initiative will be supported through Federal Transit Administration grant funds, matched with Transportation Development Credits. Anticipated products include:

- Public Involvement Plan;
- Presentations and meeting and interview notes;
- List of performance criteria and targets;
- Documentation of community's potential transit needs and recommended solutions;
- List of strategies to reduce greenhouse gas emissions; and
- Final report.

4.06 Regional Passenger Rail Planning and Evaluation Process Development

Transportation Planning Funds

Throughout the Dallas-Fort Worth region, several opportunities exist to provide passenger rail service in existing freight rail corridors. During FY2022 and FY2023, North Central Texas Council of Governments (NCTCOG) staff will analyze opportunities within the region where potential passenger rail service may be feasible sometime in the future, and what local governments can do to preserve the corridor and develop compatible land use and economic development options. The activities will include collaboration with many project opportunity owners such as private industry, transportation partners, stakeholders, and local government entities; evaluation of corridor feasibility for rail service now and in the future; and how to prepare the corridor by evaluating land-use options that would facilitate future rail service. NCTCOG staff efforts will include analyzing the feasibility of combined or converted operations, including opportunities for unique synergy, cost efficiencies and savings, operations efficiencies, and transportation system effectiveness. The following products will be delivered as a result of work done on this project:

- Technical memorandums covering evaluation of various scenarios and corridor development alternatives;
- Ridership estimates;
- Technical memorandums identifying project feasibility; and
- Presentations and briefings notes.

5.01 Regional Transportation Studies

Conversion of Freight Rail to Regional Passenger Rail

Transportation Planning Funds

Throughout the Dallas-Fort Worth region, several opportunities exist to provide passenger rail service in existing freight rail corridors. During FY2022 and FY2023, North Central Texas Council of Governments (NCTCOG) staff will analyze opportunities within the region where potential passenger rail service may be feasible sometime in the future, and what local governments can do to preserve the corridor and develop compatible land use and economic development options. The activities will include collaboration with many project opportunity owners such as private industry, transportation partners, stakeholders, and local government entities; evaluation of corridor feasibility for rail service now and in the future; and how to prepare the corridor by evaluating land use options that would facilitate future rail service. NCTCOG staff efforts will include analyzing the feasibility of combined or converted operations, including opportunities for unique synergy, cost efficiencies and savings, operations efficiencies, and transportation system effectiveness. The following products will be delivered as a result of work done on this project:

- Technical memorandums covering evaluation of various scenarios and corridor development alternatives;
- Ridership estimates;
- Technical memorandums identifying project feasibility; and
- Presentations and briefings notes.

IH 30/Fair Park Street Grid Planning Study: Foundation for CBD/Fair Park Link

Other Funding Sources

In FY2022, NCTCOG will initiate a planning study of the street grid south and north of IH 30 in the area bound by IH 45 to the west, Carroll Avenue to the east, Main Street to the north, and Fitzhugh to the south to support system redundancy and the traffic incident management process, including travel forecasts and modeling. This project will include a study of the Central Business District (CBD)/Fair Park link. Surface Transportation Block Grant Program funds, Regional Transportation Council Local funds, and Transportation Development Credits will be utilized to support work activities. Anticipated products include:

- Coordination with City of Dallas, Texas Department of Transportation, Deep Ellum Foundation and Fair Park representatives on a common vision for thoroughfare street designs;
- Review of IH 30 thoroughfare and ramp designs to coordinate freeway access and thoroughfare street recommendations; and
- Development of plans to reconnect thoroughfare streets and advance the concept for the CBD/Fair Park Link.

5.03 Land-Use/Transportation Initiatives

Regional Mixed-Use Development Study

Other Funding Sources Transportation Planning Funds

During FY2022 and FY2023, NCTCOG staff will undertake a study investigating the traffic impacts of mixed-use development in the region and its characteristically higher density as compared to standard single use-focused development. The study will 1) explore definitions of mixed use, 2) develop a mixed-use development typology using examples from the region that represent a range of contexts where mixed-use development occurs, 3) use case studies from a range of contexts to investigate the traffic effects that may be associated with mixed-use development and/or other mitigating factors, and 4) explore tradeoffs associated with implementing mixed-use development. ~~Surface Transportation Block Grant Program funds and Transportation Development Credits will be pursued to support work activities.~~ Anticipated products include:

- Development of project work scope; and
- Draft and final report and recommendations.

National Park Service Partnership (Phase 2)

Other Funding Sources

In FY2022 and FY2023, NCTCOG staff will provide technical assistance to the Trinity Water Trail Stakeholder Committee as it works to facilitate tourism and recreation along the Trinity River National Water Trail. Coordination will occur with local agencies to install NCTCOG-owned mobile count equipment and 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. This initiative is supported through Surface Transportation Block Grant Program funds and Transportation Development Credits. Anticipated products include:

- Participation in Trinity Water Trail Stakeholder Committee meetings;
- Support for the regional trail network in the committee's selection of new boat launch sites, development of best practices for evaluating the usage and positive impacts of water trail access points with before and after counts, and analysis of bicycle and pedestrian trail count data near water trail access points with findings reported to the committee and communities across the region;
- Communications to the committee regarding the efforts for development of the wayfinding and branding related to the Fort Worth to Dallas Regional Trail and possible relationship to the water trail access points;
- Development of a white paper identifying the eco-tourism benefits of water trail access points to communities, providing mapping services including, but not limited to, identifying points of interest near water trail access points and identifying sidewalk gaps to destinations in the surrounding pedestrian network; and
- Identification of potential water trail access points in Environmental Justice areas along the Trinity River National Water Trail for purposes of improving economic

development in the community and enhancing access to the natural environment for disadvantaged populations.

5.05 Congestion Management Planning and Operations

Auto Occupancy Detection Technology

Other Funding Sources

This element is ongoing throughout FY2022 and FY2023. To facilitate efficient operation, toll collection, and/or incentive credits on the use of the transportation system, the region has implemented a technology-based system to verify auto occupancy. The region plans to utilize advanced technology for vehicle occupancy detection and verification, as well as other equipment, to improve the safety and operations of the transportation system. As part of this task, NCTCOG staff will provide public outreach and education regarding auto occupancy detection and verification technology. Staff will also work with regional partners to implement occupancy-based technology, user-based incentives, and dynamic pricing. This element also supports NCTCOG's membership in, and support for, research under FHWA's High Occupancy Vehicle/Managed Use Lane Pooled Fund Study. Congestion Mitigation and Air Quality Improvement Program funds, Surface Transportation Block Grant Program funds, **Federal Highway Administration funds, Regional Toll Revenue funds**, Texas Department of Transportation funds, **and** Regional Transportation Council Local funds, **and local funds** will be used to support these activities. Anticipated products include:

- Coordination and meetings with partner agencies as needed;
- Public outreach and education on auto occupancy detection technologies and user-based incentives;
- Implementation and integration of technology to detect/verify auto occupancy on the transportation system;
- Monitoring of the effectiveness of technology to detect auto occupancy; and
- Support for and participation in FHWA High Occupancy Vehicle/Managed Use Lane Pooled Fund Study.

Regional Vanpool Program

Other Funding Sources

This program, designed to reduce single-occupancy commuter trips, is ongoing throughout FY2022 and FY2023 and is an important rideshare program for trip reduction, providing a “shared ride” for commuters traveling long distances or in areas with limited or no fixed-route transit service. The current Regional Vanpool Program is operated by Dallas Area Rapid Transit (DART), the Denton County Transportation Authority (DCTA), and Trinity Metro. Activities will include streamlining the program across providers through regional coordination, providing technical assistance to transit partners, monitoring performance measures, reporting trip reduction data, and exploring future program enhancement. Other initiatives include issuing a cooperative procurement for vanpool services to encourage consistent rider benefits, promoting updated vanpool services to the public, and conducting a vanpool utilization study to assist with future systems and facilities planning, and for building interagency partnerships with regional partners

for the purpose of increasing participation in commuter vanpools. Surface Transportation Block Grant Program funds, **Regional Transportation Council Local funds**, and local funds will be utilized for this program. Consultant assistance will be utilized. Anticipated products include:

- Management and oversight of regional vanpool program including operational processes, program budget, invoice activities, agreement development activities, and program assessment activities;
- Coordination meetings with transit partners and stakeholders to maximize regional effectiveness;
- Educational outreach strategies with transit agencies to promote usage among potential riders;
- Procurement and executed agreements for cooperative vanpool services and equipment, on behalf of transit agencies; and
- Procurement and executed agreements for utilization study.

Traffic Incident Management Training

Other Funding Sources

This program is ongoing throughout FY2022 and FY2023, providing training for agencies responsible for managing and clearing traffic incidents. This training has been demonstrated to improve responder and motorist safety, and to significantly reduce the length and size of roadway closures. The Dallas-Fort Worth area was the first area in the nation to formalize the training process to reach out to all responders and generate improvements in the management of traffic incidents. The goal of NCTCOG Traffic Incident Management (TIM) training is to initiate a common, coordinated response to traffic incidents that will build partnerships, enhance safety for emergency personnel, reduce upstream traffic accidents, improve the efficiency of the transportation system, and improve air quality in the Dallas-Fort Worth region. By implementing best practices techniques throughout the region, clearance times can be reduced by as much as 40 percent. Such an improvement will reduce the impact of congestion, improve regional air quality, and improve the safety and efficiency of travel for all residents and visitors in the area. Surface Transportation Block Grant Program funds, Congestion Mitigation and Air Quality Improvement Program funds, Texas Department of Transportation funds, **Regional Transportation Council Local funds**, local funds, and Transportation Development Credits support this program. Consultant services may be utilized. Anticipated products include:

- Program management and oversight for the TIM Training Program;
- Implementation of TIM First Responder and Manager Courses and TIM Executive Level Courses;
- Quick Clearance Crash Reconstruction Training workshops;
- Annual TIM Self-Assessment, performance tracking, and coordination activities;
- Incident Management Equipment Purchase Call for Projects oversight activities;
- Commercial Vehicle Enforcement (CVE) Working Group, and CVE equipment and training initiative oversight;
- Support of general training, educational projects, and initiatives that promote the implementation of strategies that mitigate traffic and/or CVE incidents; and
- Staging of wreckers and other ancillary services for incident clearance and operational improvements.

5.08 Roadway and Railroad Safety

Transportation Safety Planning

Other Funding Sources

Surface Transportation Block Grant Program funds, **local funds**, Transportation Development Credits, and grants will also be utilized to support this program. Anticipated products include:

- Regional Safety Information System application tool;
- Development and implementation of driver safety public education, outreach, and information programs, including a contributing factor public education campaign and development of a Drive Aware North Texas website;
- Regional roadway safety strategic plan development activities; and
- Systemic safety improvement funding program activities.

VIII. Overview of Work Program Funding

Proposed Budget

This section summarizes the budget for the FY2022 and FY2023 UPWP. Financial support for FY2022 and FY2023 will be provided from a number of sources, including the Federal Highway Administration, the Federal Transit Administration, the Environmental Protection Agency, the Department of Energy, the Department of Defense, the Texas Department of Transportation, the North Texas Tollway Authority, and the Texas Commission on Environmental Quality. In addition, various local sources will be acquired to assist in the funding of this program.

The US Department of Transportation provides funds through programs of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Both FHWA PL 112 and FTA 5303 funds are provided annually to MPOs to support metropolitan regional transportation planning activities based on an 80 percent federal/20 percent local match requirement. The Texas Department of Transportation will provide the 20 percent match for the FHWA 112 and FTA 5303 funds for FY2022 and FY2023 to the MPO to carry out the UPWP in the form of Transportation Development Credits. These Transportation Development Credits are provided by metropolitan areas building toll roads and are used on a Statewide basis to provide the match funds needed

for all Metropolitan Planning Organizations. The FY2022 and FY2023 FHWA and FTA funding levels reflected in this program are summarized in Exhibit VIII-1. The formula-based FHWA PL 112 allocation to the UPWP for the Dallas-Fort Worth Metropolitan Area is \$8,463,215 in FY2022 and \$8,463,215 in FY2023 for a two-year total of \$16,926,430. The FTA 5303 funding is \$3,110,814 in FY2022 and \$3,110,814 in FY2023 for a two-year total of \$6,221,628. An estimated balance of \$4,774,364 in unexpended/unobligated FHWA PL 112 funding will be available from the FY2021 authorization. Each of these funding amounts is incorporated by source agency into the Work Program by task and subtask. Total FHWA PL 112 and FTA 5303 funding for the FY2022 and FY2023 UPWP is estimated at \$27,922,422. Transportation Planning Funds in the amount of ~~\$25,181,000~~ \$25,486,000 have been programmed and allocated to each of the UPWP subtasks as shown in Exhibit VIII-2. These programmed funds include the FTA 5303 allocation of \$6,221,628, the estimated FY2021 FHWA PL 112 fund balance of \$4,774,364, and ~~\$14,185,008~~ \$14,490,008 of Fiscal Years 2022 and 2023 FHWA PL 112 funding. The remaining balance of Fiscal Years 2022 and 2023 FHWA PL 112 funds of ~~\$2,741,422~~ \$2,436,422 is anticipated to be carried over to Fiscal Year 2024.

IX. Other Metropolitan Transportation and Air Quality Planning-Related Activities in the Dallas-Fort Worth Area

City of Fort Worth

Stop Six - Caville Transit Center: The City of Fort Worth, in partnership with Trinity Metro, will lead a study to implement a Transit Center and supportive infrastructure at the Stop Six-Caville Place Development near Amanda Avenue and Rosedale Street in southeast Fort Worth. The project involves City and transit agency staff and consultant services. The work will commence in late FY2022/early FY2023 and is expected to take 12-18 months for completion. The project will involve public and stakeholder outreach, data analysis of existing transportation data, concept planning, and pre-engineering related to transit

operations, rider access/comfort, safety, and multimodality. The end result will be development of a transit center plan and subsequent construction. The project is funded with \$1,000,000 federal Surface Transportation Block Grant Program funds and 200,000 Transportation Development Credits as local match (provided by the City of Fort Worth).

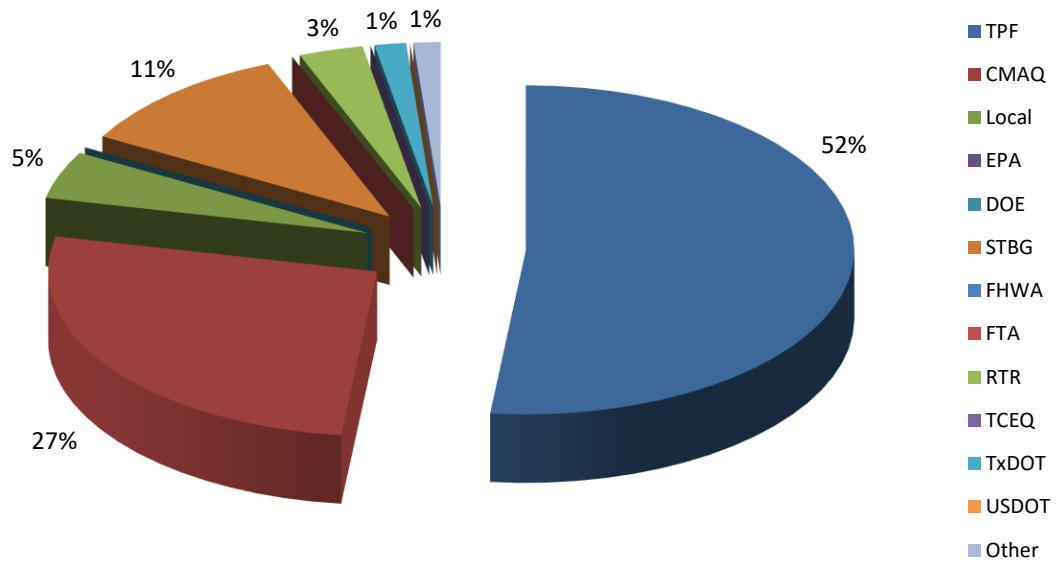
Butler Housing Project Planning Study: The City of Fort Worth will lead a study of the Butler Housing Project area bounded by IH 35W, IH 30, and US 287 in order to develop an analysis of alternatives to improve roadway accessibility to the former Butler Place Historic District. This planning study will assess the economic and social opportunities and include a traffic study of the E. Lancaster Avenue and Jones Street area. The project involves City staff and consultant services. The work will commence in late FY2022/early FY2023 and is expected to take 12-18 months for completion. The project will involve public and stakeholder outreach, and data collection and analysis of existing transportation, land use, market, and environmental conditions in the Butler Place Historic District and immediately adjacent areas that impact accessibility, etc. The end result will be development of a concept plan and alternatives analysis, along with short- and long-term recommendations and implementation strategies. Preliminary design feasibility work may be included. The project is funded with \$2,000,000 federal Surface Transportation Block Grant Program funds and the required \$500,000 local match (provided by the City of Fort Worth) for a total of \$2,500,000.

E. Funding Summary

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
1.01	\$4,372,900			
		\$2,913,900	CMAQ	
		\$4,000	NCTCOG Local	
		\$245,000	STBG	
Subtotal				\$7,535,800
1.02	\$661,600			
		\$208,400	Local	
		\$119,800	NCTCOG Local	
		\$267,500	STBG	
Subtotal				\$1,257,300
1.03				
		\$6,000	Local	
		\$20,000	NCTCOG Local	
		\$345,300	RTR	
Subtotal				\$371,300
1.04	\$615,200			
		\$675,000	STBG	
		\$295,800	Local	
		\$168,750	TxDOT	
Subtotal				\$1,754,750
Total	\$5,649,700	\$5,269,450		\$10,919,150

¹ Transportation Planning Funds (TPF) includes both FHWA PL-112 and FTA 5303 funds. TxDOT will apply Transportation Development Credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor person hours, they are not reflected in the funding tables.

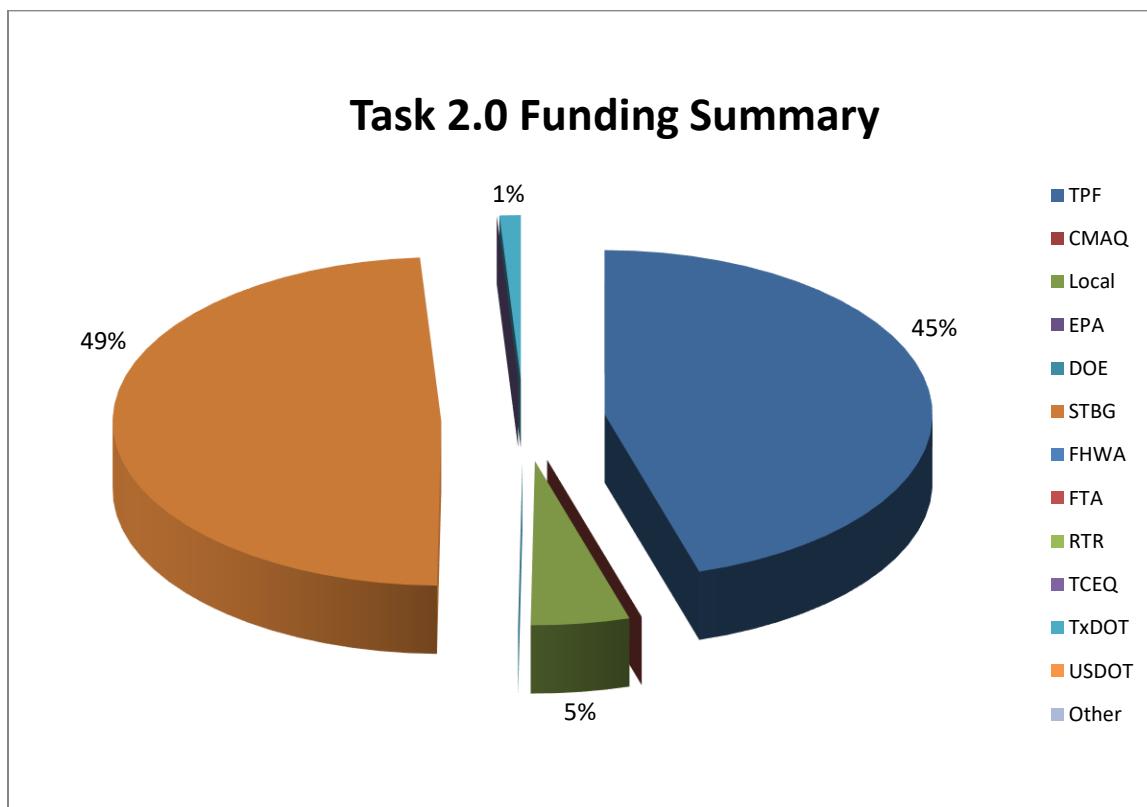
Task 1.0 Funding Summary



E. Funding Summary

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
2.01	\$1,922,800	\$3,423,500 \$373,000	STBG Local	
Subtotal				\$5,719,300
2.02	\$463,400	\$319,000 \$79,800	STBG TxDOT	
Subtotal				\$862,200
2.03	\$1,094,900			\$1,094,900
Total	\$3,481,100	\$4,195,300		\$7,676,400

¹ Transportation Planning Funds (TPF) includes both FHWA PL-112 and FTA 5303 funds. TxDOT will apply Transportation Development Credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor person hours, they are not reflected in the funding tables.

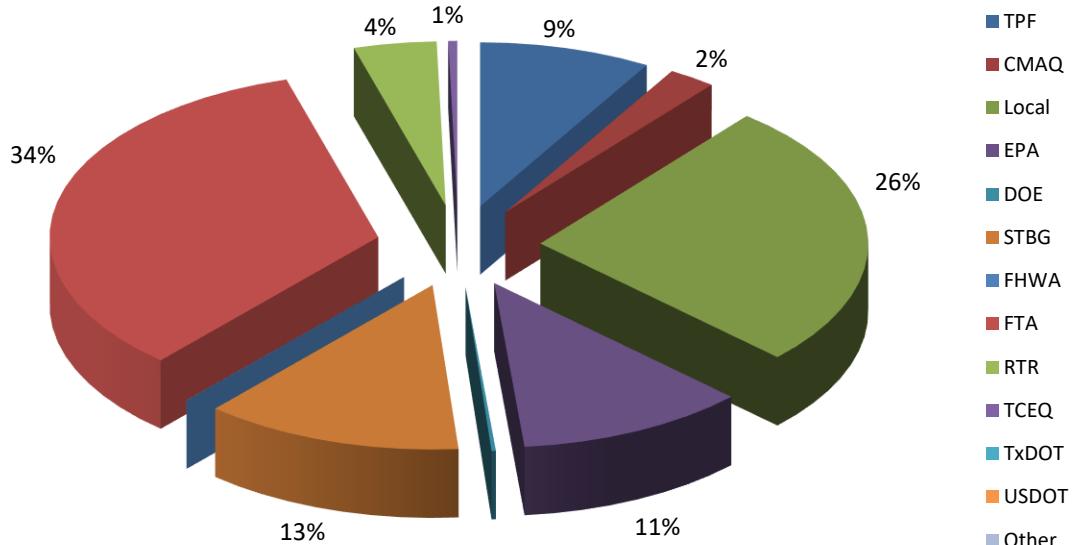


E. Funding Summary

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
3.01	\$2,899,200	\$1,183,300 \$918,200	RTR STBG	
Subtotal				\$5,000,700
3.02	\$978,700	\$13,000	TCEQ	
Subtotal				\$991,700
3.03		\$1,530,600 \$137,500 \$7,402,250 \$12,300 \$16,280,279 \$6,562,000 \$275,000	CMAQ DOE EPA FHWA Local STBG TCEQ	
Subtotal				\$32,199,929
3.04	\$1,650,900	\$976,600 \$816,800	FTA STBG	
Subtotal				\$3,444,300
3.05		\$21,146,050 \$848,400 \$1,469,000	FTA Local RTR	
Subtotal				\$23,463,450
Total	\$5,528,800	\$59,571,279		\$65,100,079

¹ Transportation Planning Funds (TPF) includes both FHWA PL-112 and FTA 5303 funds. TxDOT will apply Transportation Development Credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor person hours, they are not reflected in the funding tables.

Task 3.0 Funding Summary

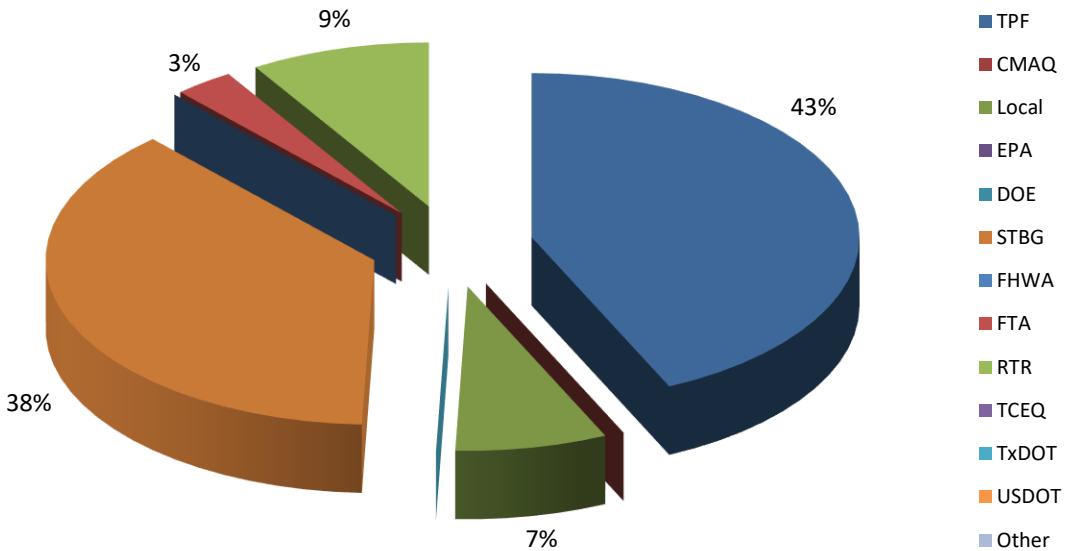


E. Funding Summary

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
4.01	\$2,490,000			
Subtotal				\$2,490,000
4.02	\$527,200			
		\$688,810	Local	
		\$814,600	RTR	
		\$3,460,000	STBG	
Subtotal				\$5,490,610
4.03	\$413,900			
		\$270,000	FTA	
Subtotal				\$683,900
4.04	\$336,800			
Subtotal				\$336,800
4.05	\$98,200			
Subtotal				\$98,200
4.06	\$100,000			
Subtotal				\$100,000
Total	\$3,966,100	\$5,233,410		\$9,199,510

¹ Transportation Planning Funds (TPF) includes both FHWA PL-112 and FTA 5303 funds. TxDOT will apply Transportation Development Credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor person hours, they are not reflected in the funding tables.

Task 4.0 Funding Summary



E. Funding Summary

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
5.01	\$1,376,400	\$178,400 \$50,000 \$3,455,000 \$15,575,400 \$73,600	Local NTTA RTR STBG TxDOT	
Subtotal				\$20,708,800
5.02	\$1,319,600	\$149,000	RTR	
Subtotal				\$1,468,600
5.03	\$973,700	\$540,300 \$6,996,200	Local STBG	
Subtotal				\$8,510,200
5.04	\$189,700	\$151,200	STBG	
Subtotal				\$340,900
5.05	\$1,296,200	\$7,093,400 \$2,000,000 \$5,404,180 \$603,000 \$8,549,400 \$1,676,700	CMAQ FHWA Local RTR STBG TXDOT	
Subtotal				\$26,622,880
5.06		\$2,008,000 \$8,049,900 \$1,297,000	Local STBG USDOT	
Subtotal				\$11,354,900
5.07	\$63,500			
Subtotal				\$63,500
5.08	\$633,900	\$15,800 \$952,300	Local STBG	
Subtotal				\$1,602,000

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
5.09	\$125,900	\$579,400	Local	
Subtotal				\$705,300
5.10	\$193,000	\$1,171,100 \$496,500	DOD Local	
Subtotal				\$1,860,600
5.11	\$688,400	\$186,600 \$15,799,800 \$1,036,600	Local STBG TXDOT	
Subtotal				\$17,711,400
5.12		\$281,800	Local	
Subtotal				\$281,800
5.13		\$2,496,000	Local	
Subtotal				\$2,496,000
Total	\$6,860,300	\$86,866,580		\$93,726,880

¹ Transportation Planning Funds (TPF) includes both FHWA PL-112 and FTA 5303 funds. TxDOT will apply Transportation Development Credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor person hours, they are not reflected in the funding tables.

Task 5.0 Funding Summary

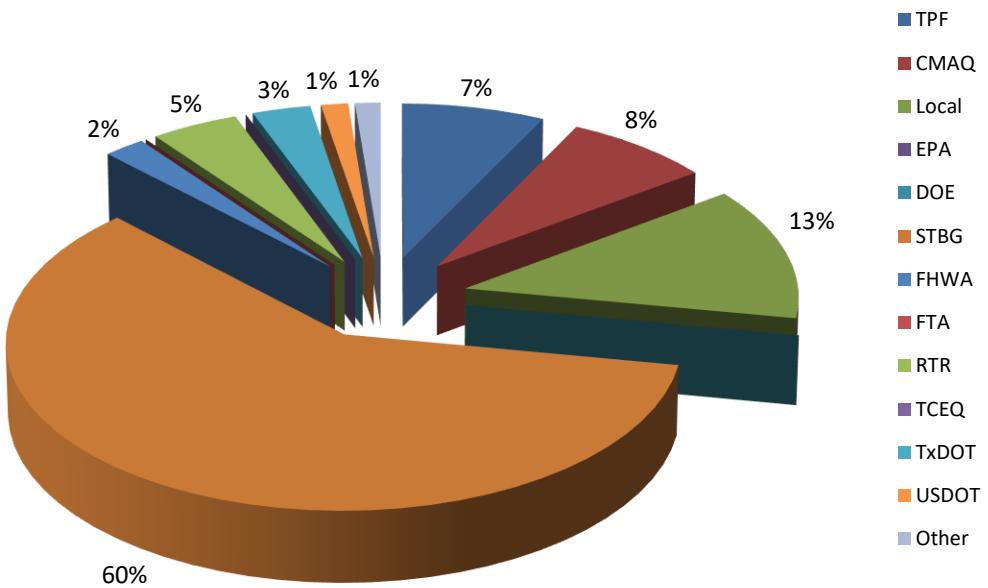
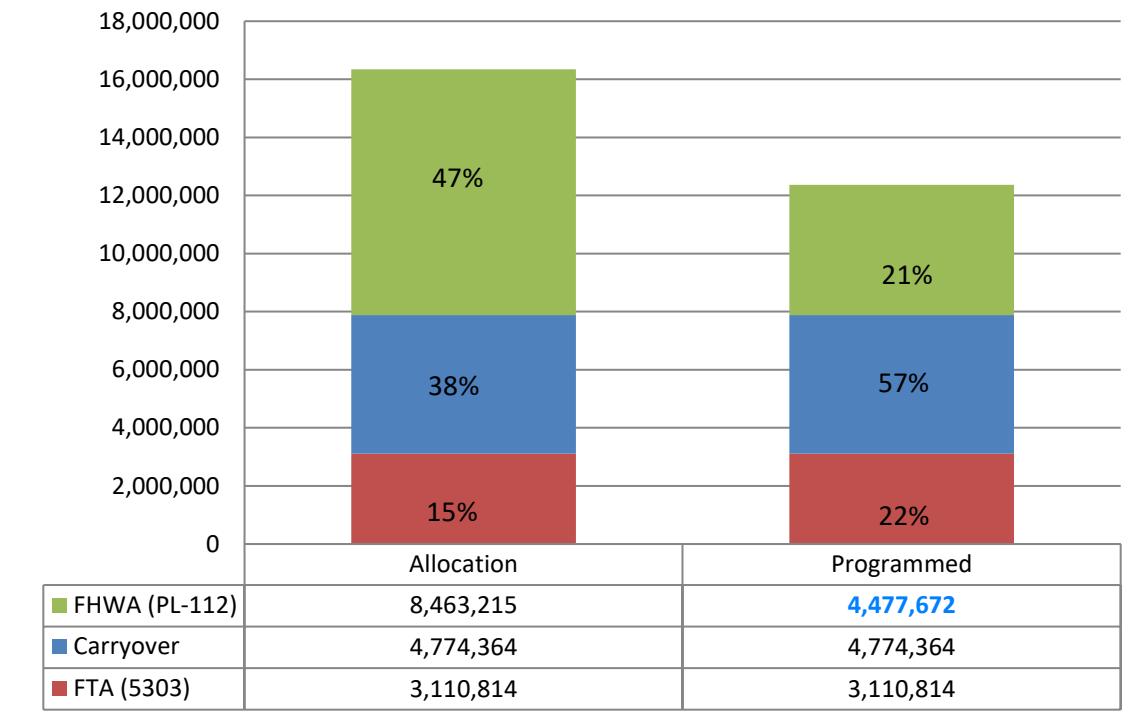


EXHIBIT VIII-1
FY2022 AND FY2023 TPF PROGRAMMING SUMMARY

		FY2022		FY2023	
	Allocation	Programmed	Allocation	Programmed	
FTA Section 5303	3,110,814	3,110,814	3,110,814	3,110,814	
FHWA (PL-112)					
Carryover	4,774,364	4,774,364	3,985,543	3,985,543	
New Allocation	8,463,215	4,477,672	8,463,215	6,026,793	
Total TPF	16,348,393	12,362,850	15,559,572	13,123,150	
Carryover		3,985,543		2,436,422	
Two-Year Totals					
FTA Section 5303	6,221,628				
FHWA PL-112	21,700,794				
Total	27,922,422				
Programmed		25,486,000			
Carryover		2,436,422			

Summary of TPF 2022 Funding Levels



Summary of TPF 2023 Funding Levels

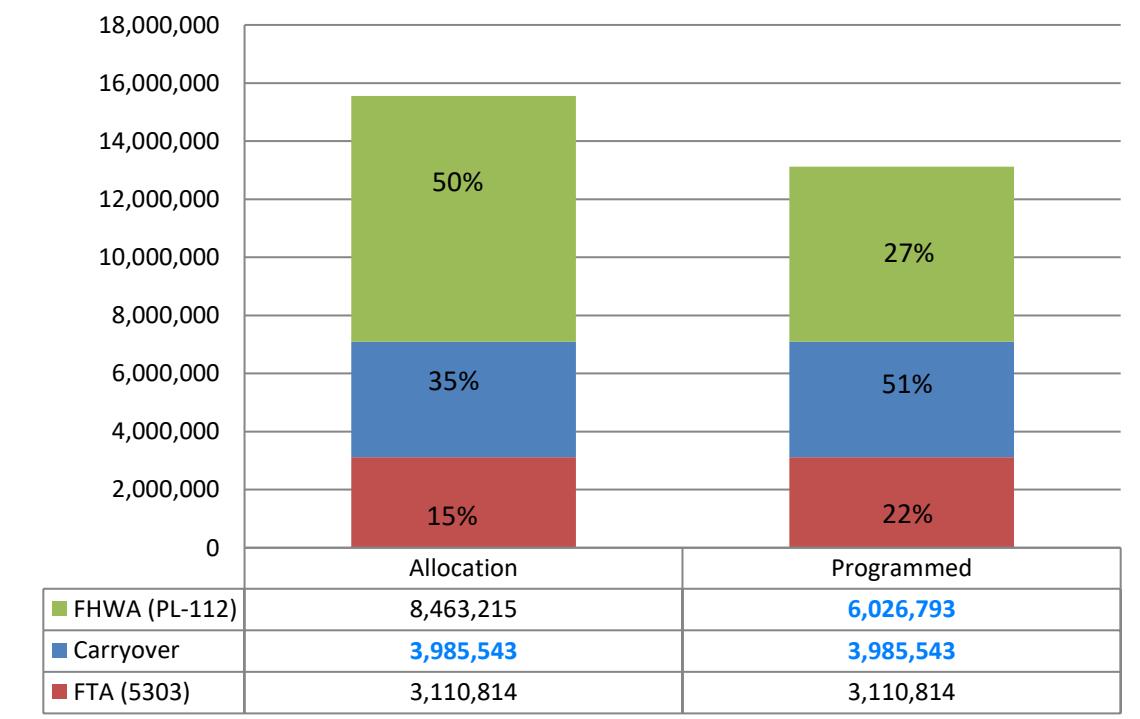


EXHIBIT VIII-2
FY2022 AND FY2023 ALLOCATION OF TRANSPORTATION PLANNING FUNDS

Subtask	Subtask Title	TPF		
		FY2022	FY2023	Total
1.01	Community Outreach	\$2,086,000	\$2,286,900	\$4,372,900
1.02	Program and Policy Administration	\$349,750	\$311,850	\$661,600
1.03	Fiscal Management and Information Systems	\$0	\$0	\$0
1.04	Computer System Applications and Data Management	\$305,100	\$310,100	\$615,200
	Task 1.0	\$2,740,850	\$2,908,850	\$5,649,700
2.01	Travel Forecasting Support	\$929,900	\$992,900	\$1,922,800
2.02	Transportation Data Development	\$251,200	\$212,200	\$463,400
2.03	Demographic Data and Forecasts	\$540,600	\$554,300	\$1,094,900
	Task 2.0	\$1,721,700	\$1,759,400	\$3,481,100
3.01	Transportation Project Programming	\$1,399,900	\$1,499,300	\$2,899,200
3.02	Regional Air Quality Planning	\$492,700	\$486,000	\$978,700
3.03	Air Quality Management and Operations	\$0	\$0	\$0
3.04	Public Transportation Planning	\$808,600	\$842,300	\$1,650,900
3.05	Transit Management and Operations	\$0	\$0	\$0
	Task 3.0	\$2,701,200	\$2,827,600	\$5,528,800
4.01	Metropolitan Transportation Planning	\$1,118,700	\$1,371,300	\$2,490,000
4.02	Coordination of Transportation and Environmental Planning Processes	\$256,300	\$270,900	\$527,200
4.03	Ensuring Equity, Nondiscrimination and Environmental Justice in MPO Planning/Program Activities	\$213,900	\$200,000	\$413,900
4.04	Performance Based Planning & Coordination	\$167,900	\$168,900	\$336,800
4.05	Understanding Public Return on Investment for Transportation Funding	\$52,600	\$45,600	\$98,200
4.06	Regional Passenger Rail Planning and Evaluation Process Development	\$100,000	\$0	\$100,000
	Task 4.0	\$1,909,400	\$2,056,700	\$3,966,100
5.01	Regional Transportation Studies	\$616,700	\$759,700	\$1,376,400
5.02	Subarea Studies and Local Government Assistance	\$583,400	\$736,200	\$1,319,600
5.03	Land-Use/Transportation Initiatives	\$504,400	\$469,300	\$973,700
5.04	Transportation Asset Management	\$93,000	\$96,700	\$189,700
5.05	Congestion Management Planning and Operations	\$666,200	\$630,000	\$1,296,200
5.06	Regional Freight Planning	\$0	\$0	\$0
5.07	Transportation System Security and Emergency Preparedness	\$31,600	\$31,900	\$63,500
5.08	Roadway and Railroad Safety	\$316,400	\$317,500	\$633,900
5.09	Regional Aviation Planning and Education	\$62,600	\$63,300	\$125,900
5.10	Regional Military and Community Coordination	\$88,000	\$105,000	\$193,000
5.11	Transportation Technology and Innovation Program	\$327,400	\$361,000	\$688,400
5.12	Red River Navigation System Feasibility Study	\$0	\$0	\$0
5.13	North Texas Center for Mobility Technologies	\$0	\$0	\$0
	Task 5.0	\$3,289,700	\$3,570,600	\$6,860,300
	FUNDING TOTALS	\$12,362,850	\$13,123,150	\$25,486,000

Transportation Planning Funds (TPF) Summary by Task

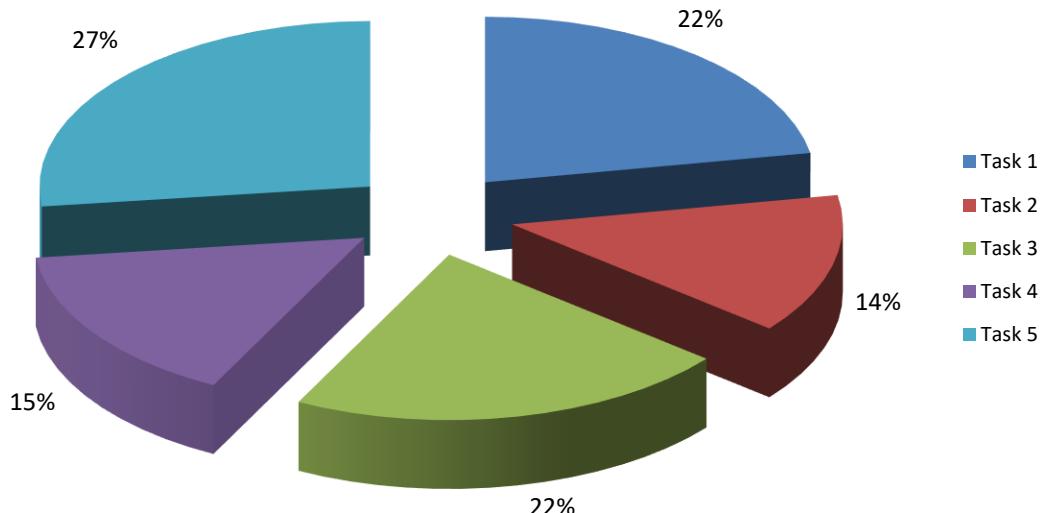


EXHIBIT VIII-4
FY2022 AND FY2023 UPWP FUNDING SUMMARY

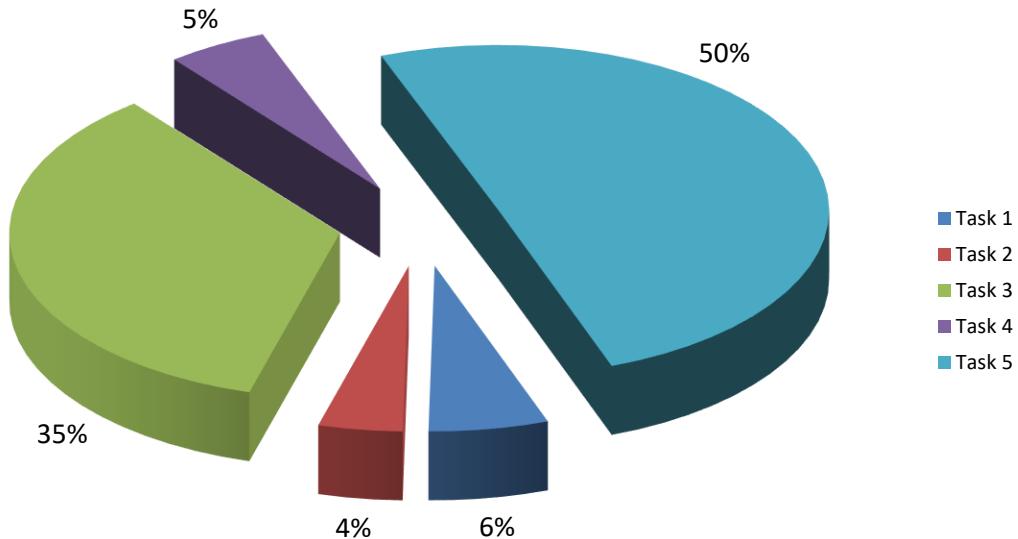
Funding Source	Task 1.0 Administration	Task 2.0 Data Development	Task 3.0 Short Range Planning	Task 4.0 Metropolitan Transportation Planning	Task 5.0 Special Studies	Total
FTA Activities	44.21.00	44.22.00	44.24.00	44.23.01	44.23.02	
			44.25.00		44.24.00	
					44.22.00	
					44.27.00	
TPF ¹	\$5,649,700	\$3,481,100	\$5,528,800	\$3,966,100	\$6,860,300	\$25,486,000
CMAQ	\$2,913,900	\$0	\$1,530,600	\$0	\$7,093,400	\$11,537,900
DOD	\$0	\$0	\$0	\$0	\$1,171,100	\$1,171,100
DOE	\$0	\$0	\$137,500	\$0	\$0	\$137,500
EPA	\$0	\$0	\$7,402,250	\$0	\$0	\$7,402,250
FHWA	\$0	\$0	\$12,300	\$0	\$2,000,000	\$2,012,300
FTA	\$0	\$0	\$22,122,650	\$270,000	\$0	\$22,392,650
Local	\$510,200	\$373,000	\$17,128,679	\$688,810	\$12,186,980	\$30,887,669
NCTCOG Local	\$143,800	\$0	\$0	\$0	\$0	\$143,800
NTTA	\$0	\$0	\$0	\$0	\$50,000	\$50,000
RTR	\$345,300	\$0	\$2,652,300	\$814,600	\$4,207,000	\$8,019,200
STBG	\$1,187,500	\$3,742,500	\$8,297,000	\$3,460,000	\$56,074,200	\$72,761,200
TCEQ	\$0	\$0	\$288,000	\$0	\$0	\$288,000
TxDOT	\$168,750	\$79,800	\$0	\$0	\$2,786,900	\$3,035,450
USDOT	\$0	\$0	\$0	\$0	\$1,297,000	\$1,297,000
Subtotal	\$10,919,150	\$7,676,400	\$65,100,079	\$9,199,510	\$93,726,880	\$186,622,019

¹ Transportation Planning Funds (TPF) includes both FHWA PL-112 and FTA Section 5303 funds. TxDOT will apply Transportation Development Credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor person hours, they are not reflected in the funding tables.

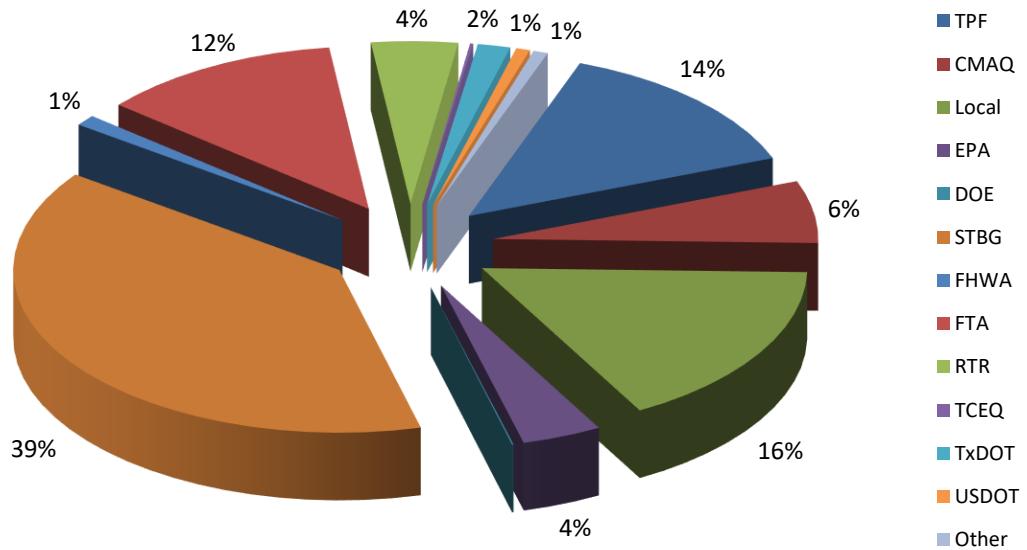
Combined Transportation Planning Funds ²	\$23,148,058.00
Estimated Unexpended Carryover	<u>\$4,774,364.00</u>
TOTAL TPF:	\$27,922,422.00

² Estimate based on prior years' authorizations

Summary of Funding by Task



Summary of Total Funding



Modifications to the FY2022 and FY2023 Unified Planning Work Program

Regional Transportation Council
January 13, 2022

Transportation Department
North Central Texas Council of Governments

Transportation Planning Funds Two-year Summary

FY2022 and FY2023 US FTA (5303)	\$ 6,221,628
FY2022 and FY2023 US FHWA (Estimated PL)	\$16,926,430
FY2021 US FHWA (Estimated PL-Carryover)	<u>\$ 4,774,364</u>
Total Transportation Planning Funds	\$27,922,422
Prior Anticipated Expenditures	\$25,181,000
Additional Funds Programmed for FY2022	<u>\$ 305,000</u>
Anticipated Expenditures	\$25,486,000
PL Balance to Carry Over to FY2024	\$ 2,436,422

Total Programming Increase from Other Sources

Funding Source	Additional Funding
Congestion Mitigation and Air Quality Improvement Program	\$ 723,300
Department of Defense	\$ 913,400
Department of Energy	\$ 23,600
Federal Transit Administration	\$ 544,600
Federal Highway Administration	\$ 2,000,000
Texas Commission on Environmental Quality	\$ 13,000
Local	\$ 2,724,410
Surface Transportation Block Grant Program	\$ 7,624,500
Regional Toll Revenue	\$ 567,600
Texas Department of Transportation	\$ 1,414,400
Total	\$ 16,548,810

Modification Schedule

December 3	Action by Surface Transportation Technical Committee
December 13	Initiation of Online Public Outreach
January 13	Action by Regional Transportation Council
January 27	Action by NCTCOG Executive Board
January 28	Submittal of Modifications to Texas Department of Transportation

Requested RTC Action

Approve:

- **Proposed UPWP modifications outlined in Electronic Item 3.1.1**
- **Direction for staff to administratively amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications**

Unified Planning Work Program

Contact Information

Dan Kessler
Assistant Director of Transportation
817-695-9248
dkessler@nctcog.org

Vickie Alexander
Program Manager
817-695-9242
valexander@nctcog.org

Vercie Pruitt-Jenkins
Administrative Program Coordinator
817-608-2325
VPruitt-Jenkins@nctcog.org



[**https://www.nctcog.org/trans/study/unified-planning-work-program**](https://www.nctcog.org/trans/study/unified-planning-work-program)

How to Read the Project Modification Listings - Roadway Section

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

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

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

PROPOSED FEBRUARY 2022 TIP MODIFICATIONS FOR RTC MEETING

TIP Code:	14013.3	Facility:	CS	Location/Limits From:	CENTREPORT TRAIL FROM CENTREPORT STATION	Modification #:	2021-0492
Implementing Agency:	FORT WORTH	Location/Limits To:	CITY LIMITS				
County:	VARIOUS	CSJ:	0902-00-235				
City:	VARIOUS	Desc:	CONSTRUCT 12' WIDE SHARED-USE PATH				
		Request:	DELAY ROW PHASE TO FY2023; DELAY CONSTRUCTION PHASE TO FY2024; CLARIFY SCOPE AS 12 FT WIDE SHARED-USE PATH				
		Comment:	1,082,423 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3-TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; MTP POLICY BUNDLE TDGS				

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0902-00-235	Cat 3 - TDC (MPO):	\$0	\$0	\$25,595	\$0	\$0	\$0
2021	ENG	0902-00-235	Cat 5:	\$127,973	\$0	\$0	\$0	\$0	\$127,973
			Phase Subtotal:	\$127,973	\$0	\$25,595	\$0	\$0	\$127,973
2021	ROW	0902-00-235	Cat 3 - TDC (MPO):	\$0	\$0	\$33,040	\$0	\$0	\$0
2021	ROW	0902-00-235	Cat 5:	\$165,200	\$0	\$0	\$0	\$0	\$165,200
			Phase Subtotal:	\$165,200	\$0	\$33,040	\$0	\$0	\$165,200
2022	CON	0902-00-235	Cat 3 - TDC (MPO):	\$0	\$0	\$1,023,788	\$0	\$0	\$0
2022	CON	0902-00-235	Cat 5:	\$5,118,938	\$0	\$0	\$0	\$0	\$5,118,938
			Phase Subtotal:	\$5,118,938	\$0	\$1,023,788	\$0	\$0	\$5,118,938
			Grand Total:	\$5,412,111	\$0	\$0	\$0	\$0	\$5,412,111

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0902-00-235	Cat 3 - TDC (MPO):	\$0	\$0	\$25,595	\$0	\$0	\$0
2021	ENG	0902-00-235	Cat 5:	\$127,973	\$0	\$0	\$0	\$0	\$127,973
			Phase Subtotal:	\$127,973	\$0	\$25,595	\$0	\$0	\$127,973
2023	ROW	0902-00-235	Cat 3 - TDC (MPO):	\$0	\$0	\$33,040	\$0	\$0	\$0
2023	ROW	0902-00-235	Cat 5:	\$165,200	\$0	\$0	\$0	\$0	\$165,200
			Phase Subtotal:	\$165,200	\$0	\$33,040	\$0	\$0	\$165,200
2024	CON	0902-00-235	Cat 3 - TDC (MPO):	\$0	\$0	\$1,023,788	\$0	\$0	\$0
2024	CON	0902-00-235	Cat 5:	\$5,118,938	\$0	\$0	\$0	\$0	\$5,118,938
			Phase Subtotal:	\$5,118,938	\$0	\$1,023,788	\$0	\$0	\$5,118,938
			Grand Total:	\$5,412,111	\$0	\$0	\$0	\$0	\$5,412,111

PROPOSED FEBRUARY 2022 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 13001	Facility: IH 30	Location/Limits From: COOPER ST	Modification #: 2021-0528
Implementing Agency:	TXDOT-FORT WORTH	Location/Limits To:	DALLAS COUNTY LINE
County: TARRANT	CSJ: 1068-02-147		
City: ARLINGTON	Desc:	RECONSTRUCT AND WIDEN 6 TO 8 GENERAL PURPOSE LANES, CONVERT 2 CONCURRENT EXPRESS LANES TO 2/3 CONCURRENT EXPRESS LANES, AND RECONSTRUCT EXISTING 4/6 TO 4/6 DISCONTINUOUS FRONTAGE ROAD LANES	
	Request:	DELAY ROW PHASE TO FY2023; DELAY UTILITIES PHASE TO FY2024; INCREASE CONSTRUCTION FUNDING IN FY2025 AS APPROVED BY THE RTC ON JULY 8, 2021; INCREASE FUNDING FOR PRELIMINARY ENGINEERING PHASE AND CHANGE FUNDING SHARES	
	Comment:	REGIONAL 10 YEAR PLAN PROJECT; RELATED TO TIP 55097/CSJ 1068-02-127	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	1068-02-147	SW PE:	\$0	\$3,950,000	\$0	\$0	\$0	\$3,950,000
2021	ROW	1068-02-147	SW ROW:	\$8,800,000	\$2,200,000	\$0	\$0	\$0	\$11,000,000
2021	UTIL	1068-02-147	SW ROW:	\$11,600,000	\$2,900,000	\$0	\$0	\$0	\$14,500,000
2025	CON	1068-02-147	Cat 4:	\$83,056,000	\$20,764,000	\$0	\$0	\$0	\$103,820,000
Grand Total:				\$103,456,000	\$29,814,000	\$0	\$0	\$0	\$133,270,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	1068-02-147	SW PE:	\$6,640,000	\$1,660,000	\$0	\$0	\$0	\$8,300,000
2023	ROW	1068-02-147	SW ROW:	\$8,800,000	\$2,200,000	\$0	\$0	\$0	\$11,000,000
2024	UTIL	1068-02-147	SW ROW:	\$11,600,000	\$2,900,000	\$0	\$0	\$0	\$14,500,000
2025	CON	1068-02-147	Cat 4:	\$102,256,000	\$25,564,000	\$0	\$0	\$0	\$127,820,000
Grand Total:				\$129,296,000	\$32,324,000	\$0	\$0	\$0	\$161,620,000

PROPOSED FEBRUARY 2022 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 20066	Facility: IH 20	Location/Limits From: AT BONNIE VIEW RD	Modification #: 2021-0549
Implementing Agency:	TXDOT-DALLAS		
County: DALLAS	CSJ: 2374-03-074		
City: DALLAS	Desc:	IMPROVE APPROACH, WIDEN BRIDGE TO ADD TURN LANES, AND REPLACE TRAFFIC SIGNAL SYSTEM	
	Request:	INCREASE CONSTRUCTION FUNDING IN FY2021 DUE TO ASBESTOS MITIGATION LEFT OUT OF DESIGN PLANS; DALLAS COVERED INITIAL COST OVERRUN AT LETTING, REQUESTING RTC APPROVAL FOR THE ADDITIONAL MITIGATION COSTS	
	Comment:	MPO MILESTONE POLICY PROJECT (ROUND 2); CITY OF DALLAS WILL PAY FOR COST OVERRUNS; LOCAL CONTRIBUTION PAID BY CITY OF DALLAS	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2009	ENG	2374-03-074	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$270,000	\$270,000
2021	CON	2374-03-074	Cat 7:	\$2,174,916	\$543,729	\$0	\$0	\$0	\$2,718,645
			Grand Total:	\$2,174,916	\$543,729	\$0	\$0	\$270,000	\$2,988,645

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2009	ENG	2374-03-074	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$270,000	\$270,000
2021	CON	2374-03-074	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$527,536	\$527,536
2021	CON	2374-03-074	STBG:	\$2,174,916	\$543,729	\$0	\$0	\$0	\$2,718,645
			Phase Subtotal:	\$2,174,916	\$543,729	\$0	\$0	\$527,536	\$3,246,181
2022	CON	2374-03-074	STBG:	\$288,537	\$72,134	\$0	\$0	\$0	\$360,671
			Grand Total:	\$2,463,453	\$615,863	\$0	\$0	\$797,536	\$3,876,852

PROPOSED FEBRUARY 2022 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 13046	Facility: IH 35W	Location/Limits From: AT FM 917	Modification #: 2021-0550
Implementing Agency:	TXDOT-FORT WORTH		
County: JOHNSON	CSJ: 0014-03-088		
City: VARIOUS	Desc:	RECONSTRUCT INTERCHANGE	
Request:	INCREASE CONSTRUCTION FUNDING AND DELAY TO FY2026 AS APPROVED BY THE RTC ON JULY 8, 2021 AND OCTOBER 14, 2021; REVISE FUNDING SHARES FOR ENGINEERING PHASE FROM 100% STATE TO 90% FEDERAL/10% STATE AND ROW AND UTILITY PHASES FROM 80% FEDERAL/20% STATE TO 90% FEDERAL/10% STATE		
Comment:	REGIONAL 10 YEAR PLAN PROJECT; GROUPED PROJECT 5000-00-958		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0014-03-088	SW PE:	\$0	\$900,000	\$0	\$0	\$0	\$900,000
2021	ROW	0014-03-088	SW ROW:	\$40,000	\$10,000	\$0	\$0	\$0	\$50,000
2021	UTIL	0014-03-088	SW ROW:	\$160,000	\$40,000	\$0	\$0	\$0	\$200,000
2023	CON	0014-03-088	Cat 4:	\$12,000,000	\$3,000,000	\$0	\$0	\$0	\$15,000,000
Grand Total:				\$12,200,000	\$3,950,000	\$0	\$0	\$0	\$16,150,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0014-03-088	SW PE:	\$810,000	\$90,000	\$0	\$0	\$0	\$900,000
2021	ROW	0014-03-088	SW ROW:	\$45,000	\$5,000	\$0	\$0	\$0	\$50,000
2021	UTIL	0014-03-088	SW ROW:	\$180,000	\$20,000	\$0	\$0	\$0	\$200,000
2023	CON	0014-03-088	Cat 4:	\$0	\$0	\$0	\$0	\$0	\$0
2026	CON	0014-03-088	Cat 4:	\$19,800,000	\$2,200,000	\$0	\$0	\$0	\$22,000,000
Grand Total:				\$20,835,000	\$2,315,000	\$0	\$0	\$0	\$23,150,000

PROPOSED FEBRUARY 2022 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 14082	Facility: CS	Location/Limits From: BROADWAY AVE FROM US 377	Modification #: 2021-0583
Implementing Agency:	HALTOM CITY	Location/Limits To: SH 26	
County: TARRANT	CSJ: 0902-90-164		
City: HALTOM CITY	Desc:	RECONSTRUCT AND WIDEN FROM 2 TO 3 LANES WITH INTERSECTION, SIDEWALK AND SIGNAL IMPROVEMENTS	
	Request:	DELAY ENGINEERING PHASE TO FY2022; DELAY ROW PHASE TO FY2023; DELAY CONSTRUCTION TO FY2025	
	Comment:	1,195,042 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3-TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; REGIONAL TDGS	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0902-90-164	Cat 3 - TDC (MPO):	\$0	\$0	\$131,838	\$0	\$0	\$0
2021	ENG	0902-90-164	STBG:	\$659,190	\$0	\$0	\$0	\$0	\$659,190
			Phase Subtotal:	\$659,190	\$0	\$131,838	\$0	\$0	\$659,190
2021	ROW	0902-90-164	Cat 3 - TDC (MPO):	\$0	\$0	\$8,500	\$0	\$0	\$0
2021	ROW	0902-90-164	STBG:	\$42,500	\$0	\$0	\$0	\$0	\$42,500
			Phase Subtotal:	\$42,500	\$0	\$8,500	\$0	\$0	\$42,500
2023	UTIL	0902-90-164	Cat 3 - TDC (MPO):	\$0	\$0	\$260,316	\$0	\$0	\$0
2023	UTIL	0902-90-164	STBG:	\$1,301,580	\$0	\$0	\$0	\$0	\$1,301,580
			Phase Subtotal:	\$1,301,580	\$0	\$260,316	\$0	\$0	\$1,301,580
2024	CON	0902-90-164	Cat 3 - TDC (MPO):	\$0	\$0	\$794,388	\$0	\$0	\$0
2024	CON	0902-90-164	Cat 5:	\$483,472	\$0	\$0	\$0	\$0	\$483,472
2024	CON	0902-90-164	STBG:	\$3,488,470	\$0	\$0	\$0	\$0	\$3,488,470
			Phase Subtotal:	\$3,971,942	\$0	\$794,388	\$0	\$0	\$3,971,942
			Grand Total:	\$5,975,212	\$0	\$0	\$0	\$0	\$5,975,212

PROPOSED FEBRUARY 2022 TIP MODIFICATIONS FOR RTC MEETING

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	0902-90-164	Cat 3 - TDC (MPO):	\$0	\$0	\$131,838	\$0	\$0	\$0
2022	ENG	0902-90-164	STBG:	\$659,190	\$0	\$0	\$0	\$0	\$659,190
			Phase Subtotal:	\$659,190	\$0	\$131,838	\$0	\$0	\$659,190
2023	ROW	0902-90-164	Cat 3 - TDC (MPO):	\$0	\$0	\$8,500	\$0	\$0	\$0
2023	ROW	0902-90-164	STBG:	\$42,500	\$0	\$0	\$0	\$0	\$42,500
			Phase Subtotal:	\$42,500	\$0	\$8,500	\$0	\$0	\$42,500
2023	UTIL	0902-90-164	Cat 3 - TDC (MPO):	\$0	\$0	\$260,316	\$0	\$0	\$0
2023	UTIL	0902-90-164	STBG:	\$1,301,580	\$0	\$0	\$0	\$0	\$1,301,580
			Phase Subtotal:	\$1,301,580	\$0	\$260,316	\$0	\$0	\$1,301,580
2024	CON	0902-90-164	Cat 3 - TDC (MPO):	\$0	\$0	\$0	\$0	\$0	\$0
2024	CON	0902-90-164	Cat 5:	\$0	\$0	\$0	\$0	\$0	\$0
2024	CON	0902-90-164	STBG:	\$0	\$0	\$0	\$0	\$0	\$0
			Phase Subtotal:	\$0	\$0	\$0	\$0	\$0	\$0
2025	CON	0902-90-164	Cat 3 - TDC (MPO):	\$0	\$0	\$794,388	\$0	\$0	\$0
2025	CON	0902-90-164	Cat 5:	\$483,472	\$0	\$0	\$0	\$0	\$483,472
2025	CON	0902-90-164	STBG:	\$3,488,470	\$0	\$0	\$0	\$0	\$3,488,470
			Phase Subtotal:	\$3,971,942	\$0	\$794,388	\$0	\$0	\$3,971,942
			Grand Total:	<u>\$5,975,212</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$5,975,212</u>

PROPOSED FEBRUARY 2022 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 14060	Facility: CS	Location/Limits From: E LOUISIANA STREET FROM SH 5	Modification #: 2021-0605
Implementing Agency:	MCKINNEY	Location/Limits To: THROCKMORTON ST	
County: COLLIN	CSJ: 0918-24-258		
City: MCKINNEY	Desc:	RECONSTRUCT FROM 2 TO 2 LANES INCLUDING ON-STREET PARKING, ROUNDABOUT AT THE INTERSECTION OF EAST LOUISIANA AND GREENVILLE ST, AND SIDEWALK IMPROVEMENTS	
	Request:	INCREASE ENGINEERING FUNDING; REMOVE UTILITIES PHASE FROM FY2021; DELAY CONSTRUCTION PHASE TO FY2022 AND INCREASE RTR FUNDING BY \$400,000 AS A PART OF A DEFEDERALIZATION PACKAGE WITH TIP 21086/CSJ 0047-05-059	
	Comment:	LOCAL CONTRIBUTION PAID BY CITY OF MCKINNEY; MCKINNEY'S MTP POLICY BUNDLE TDC BALANCE TO BE DECREASED BY ANY LOCAL FUNDING LESS THAN 20% ON THIS PROJECT	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ENG	0918-24-258	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$501,181	\$501,181
2020	UTIL	0918-24-258	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$100,000	\$100,000
2021	CON	0918-24-258	Cat 3 - RTR 121 - CC2:	\$0	\$0	\$3,720,000	\$0	\$0	\$3,720,000
			Grand Total:	\$0	\$0	\$3,720,000	\$0	\$601,181	\$4,321,181

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ENG	0918-24-258	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$712,989	\$712,989
2022	CON	0918-24-258	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$880,000	\$880,000
2022	CON	0918-24-258	Cat 3 - RTR 121 - CC2:	\$0	\$0	\$4,120,000	\$0	\$0	\$4,120,000
			Phase Subtotal:	\$0	\$0	\$4,120,000	\$0	\$880,000	\$5,000,000
			Grand Total:	\$0	\$0	\$4,120,000	\$0	\$1,592,989	\$5,712,989

PROPOSED FEBRUARY 2022 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 21051	Facility: IH 30	Location/Limits From: AT MONTY STRATTON PARKWAY	Modification #: 2021-0608
Implementing Agency:	TXDOT-PARIS		
County: HUNT	CSJ: 0009-13-175		
City: GREENVILLE	Desc:	WIDEN OVERPASS FROM 4 LANE TO 6 LANE; CONSTRUCT EASTBOUND TO WESTBOUND U-TURN	
	Request:	UPDATED SCOPE AND LIMITS FROM IH 30 FROM .5 MILES SW OF MONTY STRATTON PARKWAY TO .5 MILES NE OF MONTY STRATTON PARKWAY AND CONSTRUCT EASTBOUND TO WESTBOUND U-TURN AS ORIGINALLY APPROVED BY THE RTC TO THE SCOPE AND LIMITS REFLECTED IN THIS MODIFICATION; ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) AS APPROVED BY THE RTC ON NOVEMBER 12, 2020	
	Comment:	KEEPING ROADWAY STRIPED AS 4 LANES UNTIL LARGER IH 30 PROJECT LETS IN FY2026	

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	CON	0009-13-175	STBG:	\$3,360,000	\$840,000	\$0	\$0	\$0	\$4,200,000
				<u>Grand Total:</u>	<u>\$3,360,000</u>	<u>\$840,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$4,200,000</u>

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0009-13-175	SW PE:	\$0	\$205,800	\$0	\$0	\$0	\$205,800
2023	CON	0009-13-175	STBG:	\$3,360,000	\$840,000	\$0	\$0	\$0	\$4,200,000
				<u>Grand Total:</u>	<u>\$3,360,000</u>	<u>\$1,045,800</u>	<u>\$0</u>	<u>\$0</u>	<u>\$4,405,800</u>

Revisions since STTC Meeting: ADDED 100% STATE FUNDED ENGINEERING PHASE IN FY2021

PROPOSED FEBRUARY 2022 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 14052	Facility: CS	Location/Limits From: GLADE ROAD AT BLUEBONNET DRIVE	Modification #: 2021-0609
Implementing Agency:	COLLEYVILLE		
County: TARRANT	CSJ: 0902-90-147		
City: COLLEYVILLE	Desc: LOWER INTERSECTION TO ELIMINATE A 3-WAY STOP		
	Request: INCREASE CONSTRUCTION FUNDING AND ADVANCE EXISTING AMOUNT OF \$1,368,778 TO FY2021 TO MATCH FEDERAL OBLIGATION DATE		
	Comment: LOCAL CONTRIBUTION PAID BY THE CITY OF COLLEYVILLE		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2014	ENG	0902-90-147	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$150,000	\$150,000
2019	UTIL	0902-90-147	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$150,000	\$150,000
2022	CON	0902-90-147	Cat 5:	\$1,200,000	\$0	\$0	\$300,000	\$0	\$1,500,000
			Grand Total:	\$1,200,000	\$0	\$0	\$300,000	\$300,000	\$1,800,000

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2014	ENG	0902-90-147	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$150,000	\$150,000
2019	UTIL	0902-90-147	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$150,000	\$150,000
2021	CON	0902-90-147	Cat 5:	\$1,368,778	\$342,195	\$0	\$0	\$0	\$1,710,973
2022	CON	0902-90-147	Cat 5:	\$311,222	\$77,805	\$0	\$0	\$0	\$389,027
			Grand Total:	\$1,680,000	\$420,000	\$0	\$0	\$300,000	\$2,400,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2014	ENG	0902-90-147	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$150,000	\$150,000
2019	UTIL	0902-90-147	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$150,000	\$150,000
2021	CON	0902-90-147	Cat 5:	\$1,368,778	\$0	\$0	\$342,195	\$0	\$1,710,973
2022	CON	0902-90-147	Cat 5:	\$311,222	\$0	\$0	\$77,805	\$0	\$389,027
			Grand Total:	\$1,680,000	\$0	\$0	\$420,000	\$300,000	\$2,400,000

Revisions since STTC Meeting: Corrected match from State to Local for CMAQ funds.

PROPOSED FEBRUARY 2022 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 14036 **Facility:** BUS 287 **Location/Limits From:** BUS 287/NORTH MAIN STREET AT NORTH HANGAR ENTRANCE **Modification #:** 2021-0612

Implementing Agency: FORT WORTH

County: TARRANT **CSJ:** 0902-90-139

City: FORT WORTH **Desc:** ADD RIGHT TURN LANES FOR SOUTHBOUND TRAFFIC

Request: CANCEL PROJECT; DECREASE IN FUNDING PARTIALLY OFFSETS AN INCREASE ON TIP 14037/CSJ 0902-90-137

Comment: REMOVING MTP POLICY BUNDLE TDGS

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	0902-90-139	Cat 3 - TDC (MPO):	\$0	\$0	\$10,400	\$0	\$0	\$0
2022	ENG	0902-90-139	Cat 5:	\$52,000	\$0	\$0	\$0	\$0	\$52,000
			Phase Subtotal:	\$52,000	\$0	\$10,400	\$0	\$0	\$52,000
2022	UTIL	0902-90-139	Cat 3 - TDC (MPO):	\$0	\$0	\$7,000	\$0	\$0	\$0
2022	UTIL	0902-90-139	Cat 5:	\$35,000	\$0	\$0	\$0	\$0	\$35,000
			Phase Subtotal:	\$35,000	\$0	\$7,000	\$0	\$0	\$35,000
2023	CON	0902-90-139	Cat 3 - TDC (MPO):	\$0	\$0	\$38,800	\$0	\$0	\$0
2023	CON	0902-90-139	Cat 5:	\$194,000	\$0	\$0	\$0	\$0	\$194,000
			Phase Subtotal:	\$194,000	\$0	\$38,800	\$0	\$0	\$194,000
			Grand Total:	<u>\$281,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$281,000</u>

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	0902-90-139	Cat 3 - TDC (MPO):	\$0	\$0	\$0	\$0	\$0	\$0
2022	ENG	0902-90-139	Cat 5:	\$0	\$0	\$0	\$0	\$0	\$0
			Phase Subtotal:	\$0	\$0	\$0	\$0	\$0	\$0
2022	UTIL	0902-90-139	Cat 3 - TDC (MPO):	\$0	\$0	\$0	\$0	\$0	\$0
2022	UTIL	0902-90-139	Cat 5:	\$0	\$0	\$0	\$0	\$0	\$0
			Phase Subtotal:	\$0	\$0	\$0	\$0	\$0	\$0
2023	CON	0902-90-139	Cat 3 - TDC (MPO):	\$0	\$0	\$0	\$0	\$0	\$0
2023	CON	0902-90-139	Cat 5:	\$0	\$0	\$0	\$0	\$0	\$0
			Phase Subtotal:	\$0	\$0	\$0	\$0	\$0	\$0
			Grand Total:	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>

PROPOSED FEBRUARY 2022 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 20144.1 **Facility:** CS **Location/Limits From:** ON MAYHILL ROAD FROM SOUTH OF SPENCER ROAD **Modification #:** 2021-0614
Implementing Agency: DENTON **Location/Limits To:** IH 35E
County: DENTON **CSJ:** 0918-46-325
City: DENTON **Desc:** EXPAND 2 LANE RURAL ROAD TO A 4 LANE DIVIDED URBAN ARTERIAL, EXTENSION OF FM 2499
Request: SPLIT OUT FROM TIP 20144/CSJ 0918-46-246 & CSJ 0918-46-325 AS CITY NEEDS A NEW AGREEMENT WITH TXDOT AND ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	CON	0918-46-325	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$4,000,000	\$1,000,000	\$0	\$5,000,000
			Grand Total:	\$0	\$0	\$4,000,000	\$1,000,000	\$0	\$5,000,000

PROPOSED FEBRUARY 2022 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 20144	Facility: MAYHILL ROAD	Location/Limits From: IH 35E	Modification #: 2021-0615
Implementing Agency:	DENTON	Location/Limits To: US 380	
County: DENTON	CSJ: 0918-46-246, 0918-46-325		
City: DENTON	Desc:	EXPAND 2 LANE RURAL ROAD TO A 4 LANE DIVIDED URBAN ARTERIAL (ULTIMATE 6 LANE), EXTENSION OF FM 2499; INCLUDING IMPROVEMENTS AT MAYHILL RD/MCKINNEY ST	
	Request:	REVISE LIMITS AS MAYHILL ROAD FROM US 380 TO SOUTH OF SPENCER ROAD; REDUCE FUNDING FOR TIP 20144/CSJ 0918-46-325 AND TRANSFER FUNDS TO TIP 20144.1/CSJ 0918-46-325 AS ORIGINAL FUNDS NEED TO BE CLOSED OUT AND NEW FUNDS NEED A NEW AGREEMENT WITH TXDOT	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2011	ENG	0918-46-246	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$4,363,327	\$1,090,832	\$0	\$5,454,159
2012	ROW	0918-46-246	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$9,358,868	\$2,339,717	\$0	\$11,698,585
2017	UTIL	0918-46-246	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$467,943	\$116,986	\$0	\$584,929
2017	CON	0918-46-246	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$33,046,314	\$8,261,579	\$0	\$41,307,893
2018	CON	0918-46-246	Cat 3 - RTR 121 - DE2:	\$0	\$0	\$15,152,000	\$3,788,000	\$0	\$18,940,000
2021	CON	0918-46-325	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$4,000,000	\$1,000,000	\$0	\$5,000,000
Grand Total:				\$0	\$0	\$66,388,452	\$16,597,114	\$0	\$82,985,566

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2011	ENG	0918-46-246	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$4,363,327	\$1,090,832	\$0	\$5,454,159
2012	ROW	0918-46-246	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$9,358,868	\$2,339,717	\$0	\$11,698,585
2017	UTIL	0918-46-246	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$467,943	\$116,986	\$0	\$584,929
2017	CON	0918-46-246	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$33,046,314	\$8,261,579	\$0	\$41,307,893
2018	CON	0918-46-246	Cat 3 - RTR 121 - DE2:	\$0	\$0	\$15,152,000	\$3,788,000	\$0	\$18,940,000
2021	CON	0918-46-325	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$0	\$0	\$0	\$0
Grand Total:				\$0	\$0	\$62,388,452	\$15,597,114	\$0	\$77,985,566

TIP Code: 14037	Facility: BUS 287	Location/Limits From: BUS 287/NORTH MAIN STREET AT NORTH AIRPORT ENTRANCE	Modification #: 2021-0616
Implementing Agency:	FORT WORTH		
County: TARRANT	CSJ: 0902-90-1-7		
City: FORT WORTH	Desc:	ADD RIGHT TURN LANE FOR SOUTHBOUND TRAFFIC INTO AIRPORT'S NORTHERN ENTRANCE (MAIN ENTRANCE FOR JET FUEL TRUCKS)	
	Request:	DELAY ENGINEERING PHASE 1 TO FY2023, UTILITIES PHASE 2 TO FY2024, AND CONSTRUCTION PHASE 3 TO FY2025; INCREASE FUNDING FOR ENGINEERING, UTILITIES, AND CONSTRUCTION PHASES WHICH IS PARTIALLY OFFSET BY THE CANCELLATION OF TIP 14036/CSJ 0902-90-139; CLARIFY SCOPE AS ADD RIGHT TURN LANE FOR SOUTHBOUND TRAFFIC INTO NORTHERN AIRPORT ENTRANCE (MAIN ENTRANCE FOR JET FUEL TRUCKS)	
	Comment:	135,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3-TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; MTP POLICY BUNDLE TDCS	

PROPOSED FEBRUARY 2022 TIP MODIFICATIONS FOR RTC MEETING

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0902-90-137	Cat 3 - TDC (MPO):	\$0	\$0	\$10,400	\$0	\$0	\$0
2021	ENG	0902-90-137	Cat 5:	\$52,000	\$0	\$0	\$0	\$0	\$52,000
			Phase Subtotal:	\$52,000	\$0	\$10,400	\$0	\$0	\$52,000
2022	UTIL	0902-90-137	Cat 3 - TDC (MPO):	\$0	\$0	\$2,000	\$0	\$0	\$0
2022	UTIL	0902-90-137	Cat 5:	\$10,000	\$0	\$0	\$0	\$0	\$10,000
			Phase Subtotal:	\$10,000	\$0	\$2,000	\$0	\$0	\$10,000
2023	CON	0902-90-137	Cat 3 - TDC (MPO):	\$0	\$0	\$35,600	\$0	\$0	\$0
2023	CON	0902-90-137	Cat 5:	\$178,000	\$0	\$0	\$0	\$0	\$178,000
			Phase Subtotal:	\$178,000	\$0	\$35,600	\$0	\$0	\$178,000
			Grand Total:	\$240,000	\$0	\$0	\$0	\$0	\$240,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0902-90-137	Cat 3 - TDC (MPO):	\$0	\$0	\$35,000	\$0	\$0	\$0
2023	ENG	0902-90-137	Cat 5:	\$175,000	\$0	\$0	\$0	\$0	\$175,000
			Phase Subtotal:	\$175,000	\$0	\$35,000	\$0	\$0	\$175,000
2023	CON	0902-90-137	Cat 3 - TDC (MPO):	\$0	\$0	\$0	\$0	\$0	\$0
2023	CON	0902-90-137	Cat 5:	\$0	\$0	\$0	\$0	\$0	\$0
			Phase Subtotal:	\$0	\$0	\$0	\$0	\$0	\$0
2024	UTIL	0902-90-137	Cat 3 - TDC (MPO):	\$0	\$0	\$7,200	\$0	\$0	\$0
2024	UTIL	0902-90-137	Cat 5:	\$36,000	\$0	\$0	\$0	\$0	\$36,000
			Phase Subtotal:	\$36,000	\$0	\$7,200	\$0	\$0	\$36,000
2025	CON	0902-90-137	Cat 3 - TDC (MPO):	\$0	\$0	\$92,800	\$0	\$0	\$0
2025	CON	0902-90-137	Cat 5:	\$464,000	\$0	\$0	\$0	\$0	\$464,000
			Phase Subtotal:	\$464,000	\$0	\$92,800	\$0	\$0	\$464,000
			Grand Total:	\$675,000	\$0	\$0	\$0	\$0	\$675,000

Revisions since STTC Meeting: **DELAYED TO MAY 2022 CYCLE TO ALLOW MORE TIME TO DETERMINE UTILITIES ELIGIBILITY FOR FEDERAL FUNDS AND TO IDENTIFY A SOURCE OF LOCAL FUNDS**

PROPOSED FEBRUARY 2022 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 11929	Facility: CS	Location/Limits From: N WHITE CHAPEL BLVD FROM NORTH OF BLUESTEM DR	Modification #: 2021-0618
Implementing Agency:	DENTON CO	Location/Limits To: SOUTH OF WINGATE LN	
County: TARRANT	CSJ: N/A		
City: SOUTHLAKE	Desc:	RECONSTRUCT BRIDGE AND ROADWAY APPROACHES, AND ADD SIDEWALKS DUE TO FLOODING	
	Request:	ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)	
	Comment:	LOCAL CONTRIBUTION BY CITY OF SOUTHLAKE	

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	N/A	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$710,000	\$710,000
2022	CON	N/A	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$3,491,520	\$872,880	\$0	\$4,364,400
			Grand Total:	\$0	\$0	\$3,491,520	\$872,880	\$710,000	\$5,074,400

TIP Code: 55274	Facility: FM 2931	Location/Limits From: US 380	Modification #: 2021-0619
Implementing Agency:	TXDOT-DALLAS	Location/Limits To: FM 428	
County: DENTON	CSJ: 2979-01-011		
City: VARIOUS	Desc:	WIDEN AND RECONSTRUCT FROM 2 LANE RURAL TO 4 LANES URBAN DIVIDED (ULTIMATE 6 LANES)	
	Request:	DELAY ROW PHASE TO FY2023 AND INCREASE FUNDING	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	2979-01-011	SW PE:	\$0	\$3,500,000	\$0	\$0	\$0	\$3,500,000
2022	ROW	2979-01-011	SW ROW:	\$11,200,000	\$1,400,000	\$0	\$1,400,000	\$0	\$14,000,000
			Grand Total:	\$11,200,000	\$4,900,000	\$0	\$1,400,000	\$0	\$17,500,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	2979-01-011	SW PE:	\$0	\$3,500,000	\$0	\$0	\$0	\$3,500,000
2023	ROW	2979-01-011	SW ROW:	\$20,000,000	\$2,500,000	\$0	\$2,500,000	\$0	\$25,000,000
			Grand Total:	\$20,000,000	\$6,000,000	\$0	\$2,500,000	\$0	\$28,500,000

PROPOSED FEBRUARY 2022 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55273	Facility: FM 1385	Location/Limits From: US 380	Modification #: 2021-0620
Implementing Agency: TXDOT-DALLAS		Location/Limits To: FM 455	
County: DENTON	CSJ: 1315-01-030		
City: VARIOUS	Desc:	WIDEN AND RECONSTRUCT FROM 2 LANE URBAN UNDIVIDED TO 4/6 LANES URBAN DIVIDED (ULTIMATE 6 LANES); REALIGNMENT OF INTERSECTIONS AT MUSTANG ROAD AND GEE ROAD	
	Request:	DELAY ENGINEERING AND ROW PHASES TO FY2023; INCREASE ROW FUNDING IN FY2023	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	1315-01-030	SW PE:	\$0	\$6,500,000	\$0	\$0	\$0	\$6,500,000
2022	ROW	1315-01-030	SW ROW:	\$21,600,000	\$2,700,000	\$0	\$2,700,000	\$0	\$27,000,000
			Grand Total:	\$21,600,000	\$9,200,000	\$0	\$2,700,000	\$0	\$33,500,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	1315-01-030	SW PE:	\$0	\$6,500,000	\$0	\$0	\$0	\$6,500,000
2023	ROW	1315-01-030	SW ROW:	\$38,400,000	\$4,800,000	\$0	\$4,800,000	\$0	\$48,000,000
			Grand Total:	\$38,400,000	\$11,300,000	\$0	\$4,800,000	\$0	\$54,500,000

TIP Code: 30007	Facility: US 75	Location/Limits From: BETHANY DRIVE	Modification #: 2021-0621
Implementing Agency: TXDOT-DALLAS		Location/Limits To: SH 121	
County: COLLIN	CSJ: 0047-06-163		
City: ALLEN	Desc:	ADD TECHNOLOGY LANES	
	Request:	INCREASE CONSTRUCTION FUNDING IN FY2023	
	Comment:	RELATED TO TIP 30006/CSJ 0047-06-158, TIP 30005/CSJ 0047-07-232, AND TIP 13044/CSJ 0047-06-161	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	0047-06-163	SW PE:	\$0	\$500,000	\$0	\$0	\$0	\$500,000
2023	CON	0047-06-163	STBG:	\$5,614,508	\$1,403,627	\$0	\$0	\$0	\$7,018,135
			Grand Total:	\$5,614,508	\$1,903,627	\$0	\$0	\$0	\$7,518,135

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	0047-06-163	SW PE:	\$0	\$500,000	\$0	\$0	\$0	\$500,000
2023	CON	0047-06-163	STBG:	\$10,800,000	\$2,700,000	\$0	\$0	\$0	\$13,500,000
			Grand Total:	\$10,800,000	\$3,200,000	\$0	\$0	\$0	\$14,000,000

PROPOSED FEBRUARY 2022 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 13043.3	Facility: IH 30	Location/Limits From: IH 45	Modification #: 2021-0629
Implementing Agency: TXDOT-DALLAS		Location/Limits To: FERGUSON RD	
County: DALLAS	CSJ: 0009-11-251		
City: MESQUITE	Desc:	RECONSTRUCT AND WIDEN 1 REVERSIBLE HOV TO 2 REVERSIBLE MANAGED LANES	
	Request:	SPLIT FROM 13043.1/CSJ 0009-11-252; ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)	
	Comment:	REGIONAL 10 YEAR PLAN PROJECT; RELATED TO TIP 13043.1/CSJ 0009-11-252	

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0009-11-251	SW PE:	\$0	\$3,271,495	\$0	\$0	\$0	\$3,271,495
			Grand Total:	\$0	\$3,271,495	\$0	\$0	\$0	\$3,271,495

TIP Code: 13043.1	Facility: IH 30	Location/Limits From: IH 45	Modification #: 2021-0630
Implementing Agency: TXDOT-DALLAS		Location/Limits To: IH 635	
County: DALLAS	CSJ: 0009-11-252		
City: VARIOUS	Desc:	RECONSTRUCT AND WIDEN FROM 6/8 TO 10 GENERAL PURPOSE LANES AND RECONSTRUCT 4/6/8 DISCONTINUOUS TO 4/6 DISCONTINUOUS FRONAGE ROADS	
	Request:	INCREASE ENGINEERING FUNDING AND ADVANCE PHASE TO FY2022; DECREASE ROW FUNDING AND ADVANCE PHASE TO FY2023; REVISE LIMITS TO IH 30 FROM IH 45 TO FERGUSON ROAD; REVISE SCOPE TO RECONSTRUCT & WIDEN 8 TO 10 GENERAL PURPOSE LANES AND RECONSTRUCT 4/6 LANE DISCONTINUOUS TO 4/6 LANE DISCONTINUOUS FRTG ROADS; RELATED TO TIP 13043.3/CSJ 0009-11-251	
	Comment:	REGIONAL 10 YEAR PLAN PROJECT	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2045	ENG	0009-11-252	SW PE:	\$0	\$40,000,000	\$0	\$0	\$0	\$40,000,000
2045	ROW	0009-11-252	SW ROW:	\$180,000,000	\$20,000,000	\$0	\$0	\$0	\$200,000,000
2045	CON	0009-11-252	Cat 12:	\$20,000,000	\$5,000,000	\$0	\$0	\$0	\$25,000,000
			Grand Total:	\$200,000,000	\$65,000,000	\$0	\$0	\$0	\$265,000,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	0009-11-252	SW PE:	\$0	\$51,439,846	\$0	\$0	\$0	\$51,439,846
2023	ROW	0009-11-252	SW ROW:	\$28,800,000	\$3,200,000	\$0	\$0	\$0	\$32,000,000
2045	CON	0009-11-252	Cat 12:	\$20,000,000	\$5,000,000	\$0	\$0	\$0	\$25,000,000
			Grand Total:	\$48,800,000	\$59,639,846	\$0	\$0	\$0	\$108,439,846

PROPOSED FEBRUARY 2022 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55253 **Facility:** IH 30 **Location/Limits From:** AT BASS PRO DRIVE **Modification #:** 2021-0631
Implementing Agency: TXDOT-DALLAS
County: DALLAS **CSJ:** 0009-11-248
City: DALLAS **Desc:** RECONSTRUCT INTERCHANGE
Request: ADD ROW PHASE TO FY2023

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0009-11-248	SW PE:	\$0	\$1,666,000	\$0	\$0	\$0	\$1,666,000
			Grand Total:	\$0	\$1,666,000	\$0	\$0	\$0	\$1,666,000

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0009-11-248	SW PE:	\$0	\$1,666,000	\$0	\$0	\$0	\$1,666,000
2023	ROW	0009-11-248	SW ROW:	\$1,440,000	\$360,000	\$0	\$0	\$0	\$1,800,000
			Grand Total:	\$1,440,000	\$2,026,000	\$0	\$0	\$0	\$3,466,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0009-11-248	SW PE:	\$0	\$1,666,000	\$0	\$0	\$0	\$1,666,000
2023	ROW	0009-11-248	SW ROW:	\$1,620,000	\$180,000	\$0	\$0	\$0	\$1,800,000
			Grand Total:	\$1,620,000	\$1,846,000	\$0	\$0	\$0	\$3,466,000

Revisions since STTC Meeting: CORRECTED STATE MATCH FOR ROW PHASE IN FY2023 FROM 80% FEDERAL/20% STATE TO 90% FEDERAL/10% STATE

PROPOSED FEBRUARY 2022 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 30006	Facility: US 75	Location/Limits From: DALLAS COUNTY LINE	Modification #: 2021-0633
Implementing Agency:	TXDOT-DALLAS	Location/Limits To: BETHANY DRIVE	
County: COLLIN	CSJ: 0047-06-158		
City: VARIOUS	Desc: REMOVE HOV LANES AND ADD TECHNOLOGY LANES		
	Request: INCREASE CONSTRUCTION FUNDING		
	Comment: RELATED TO TIP 30005/CSJ 0047-07-232, TIP 13044/CSJ 0047-06-161, AND TIP 30007/CSJ 0047-06-163; PART OF EASTERN SUBREGION SUPPLEMENTAL PROJECT COMMITMENTS FOR THE TXDOT CONGESTION RELIEF PROGRAM APPROVED BY THE RTC JANUARY 20, 2016		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	0047-06-158	SW PE:	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000
2024	CON	0047-06-158	STBG:	\$9,614,508	\$2,403,627	\$0	\$0	\$0	\$12,018,135
			Grand Total:	\$9,614,508	\$3,903,627	\$0	\$0	\$0	\$13,518,135

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	0047-06-158	SW PE:	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000
2024	CON	0047-06-158	STBG:	\$21,600,000	\$5,400,000	\$0	\$0	\$0	\$27,000,000
			Grand Total:	\$21,600,000	\$6,900,000	\$0	\$0	\$0	\$28,500,000

PROPOSED FEBRUARY 2022 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 30005	Facility: US 75	Location/Limits From: IH 635	Modification #: 2021-0634	
Implementing Agency:	TXDOT-DALLAS	Location/Limits To:	COLLIN COUNTY LINE	
County: DALLAS	CSJ: 0047-07-232			
City: RICHARDSON	Desc:	REMOVE HOV LANES AND ADD TECHNOLOGY LANES		
	Request:	ADVANCE CONSTRUCTION PHASE TO FY2024 AND INCREASE FUNDING		
	Comment:	RELATED TO TIP 30006/CSJ 0047-06-158, TIP 13044/CSJ 0047-06-161, AND TIP 30007/CSJ 0047-06-163; PART OF EASTERN SUBREGION SUPPLEMENTAL PROJECT COMMITMENTS FOR THE TXDOT CONGESTION RELIEF PROGRAM APPROVED BY THE RTC JANUARY 20, 2016		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	0047-07-232	SW PE:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2024	CON	0047-07-232	STBG:	\$9,614,508	\$2,403,627	\$0	\$0	\$0	\$12,018,135
			Grand Total:	\$9,614,508	\$3,403,627	\$0	\$0	\$0	\$13,018,135

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	0047-07-232	SW PE:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2024	CON	0047-07-232	STBG:	\$13,200,000	\$3,300,000	\$0	\$0	\$0	\$16,500,000
			Grand Total:	\$13,200,000	\$4,300,000	\$0	\$0	\$0	\$17,500,000

PROPOSED FEBRUARY 2022 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 20175 **Facility:** SL 288 **Location/Limits From:** IH 35 AT SL 288 **Modification #:** 2021-0635
Implementing Agency: DENTON CO **Location/Limits To:** US 380 WEST OF DENTON
County: DENTON **CSJ:** 2250-02-013
City: DENTON **Desc:** CONSTRUCT 2 LANE RURAL ROADWAY ON NEW LOCATION WITH INTERCHANGE AT IH 35; NW QUADRANT & INTERCHANGE
Request: DELAY ROW PHASE TO FY2022 AND INCREASE FUNDING; CHANGE IMPLEMENTING AGENCY TO TXDOT-DALLAS
Comment: RELATED TO TIP 53075/CSJ 2250-02-014

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	2250-02-013	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,532,590	\$1,532,590
2021	ENG	2250-02-013	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$139,754	\$0	\$0	\$139,754
			Phase Subtotal:	\$0	\$0	\$139,754	\$0	\$1,532,590	\$1,672,344
2021	ROW	2250-02-013	SW ROW:	\$800,000	\$100,000	\$0	\$100,000	\$0	\$1,000,000
			Grand Total:	\$800,000	\$100,000	\$139,754	\$100,000	\$1,532,590	\$2,672,344

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	2250-02-013	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,532,590	\$1,532,590
2021	ENG	2250-02-013	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$139,754	\$0	\$0	\$139,754
			Phase Subtotal:	\$0	\$0	\$139,754	\$0	\$1,532,590	\$1,672,344
2022	ROW	2250-02-013	SW ROW:	\$28,800,000	\$3,600,000	\$0	\$3,600,000	\$0	\$36,000,000
			Grand Total:	\$28,800,000	\$3,600,000	\$139,754	\$3,600,000	\$1,532,590	\$37,672,344

PROPOSED FEBRUARY 2022 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 21041	Facility: SH 180	Location/Limits From: MAIN STREET FROM 6TH STREET NW	Modification #: 2021-0637
Implementing Agency:	GRAND PRAIRIE	Location/Limits To: 5TH STREET NE	
County: DALLAS	CSJ: 0008-08-078		
City: GRAND PRAIRIE	Desc:	RECONSTRUCT FROM 4 LANE DIVIDED URBAN ROADWAY WITH FLUSH MEDIAN TO TWO LANE DIVIDED URBAN ROADWAY WITH RAISED MEDIAN WITH TRAFFIC CHANNELIZATION AND PARKING	
	Request:	ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) AS APPROVED BY THE RTC ON NOVEMBER 12, 2020; REVISE PROJECT FUNDING AFTER ORIGINAL RTC ACTION	

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0008-08-078	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,819,200	\$2,819,200
2022	UTIL	0008-08-078	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,454,134	\$1,454,134
2024	CON	0008-08-078	Cat 1:	\$1,200,000	\$300,000	\$0	\$0	\$0	\$1,500,000
2024	CON	0008-08-078	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$13,126,000	\$13,126,000
2024	CON	0008-08-078	Cat 5:	\$540,320	\$135,080	\$0	\$0	\$0	\$675,400
2024	CON	0008-08-078	STBG:	\$4,558,347	\$1,139,587	\$0	\$0	\$0	\$5,697,934
Phase Subtotal:				\$6,298,667	\$1,574,667	\$0	\$0	\$13,126,000	\$20,999,334
Grand Total:				\$6,298,667	\$1,574,667	\$0	\$0	\$17,399,334	\$25,272,668

Revisions since STTC Meeting: ADDED AFTER STTC TO REVISE PROJECT FUNDING FROM ORIGINAL RTC ACTION ON 11/12/2020

TIP Code: 20151	Facility: CS	Location/Limits From: CORPORATE DR FROM RAILROAD STREET	Modification #: 2021-0641
Implementing Agency:	NCTCOG	Location/Limits To: JOSEY LANE	
County: DENTON	CSJ: 0918-46-326		
City: LEWISVILLE	Desc:	CONSTRUCT 0 TO 4 LANE DIVIDED URBAN ROADWAY	
	Request:	SPLIT PROJECT FROM EXISTING CORPORATE DRIVE PROJECTS IN ORDER TO RESTART TXDOT AGREEMENT TIMELINE; ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); TRANSFER FUNDING FROM TIP 20152/CSJ 0918-46-237 (\$4,459,394 RTR), TIP 20131/CSJ 0918-46-236 (\$2,000,000 RTR), AND TIP 20108/CSJ 0918-46-238 (\$1,920,000 RTR)	

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	IMP	0918-46-326	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$8,379,394	\$2,094,849	\$0	\$10,474,243
			Grand Total:	\$0	\$0	\$8,379,394	\$2,094,849	\$0	\$10,474,243

PROPOSED FEBRUARY 2022 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 14049	Facility: CS	Location/Limits From: TRINITY BLVD FROM SALADO TRAIL	Modification #: 2021-0642
Implementing Agency:	FORT WORTH	Location/Limits To: PRECINCT LINE ROAD	
County: TARRANT	CSJ: 0902-90-152		
City: FORT WORTH	Desc:	RECONSTRUCT 4 LANE UNDIVIDED TO 4 LANE DIVIDED, INCLUDING MINIMUM 10' WIDE SIDEWALKS AND MINIMUM 12' WIDE SHARED-USE PATH	
	Request:	REMOVE FEDERAL FUNDS AS PROJECT WILL BE 100% LOCALLY FUNDED; CLARIFY SCOPE AS RECONSTRUCT 4 LANE UNDIVIDED TO 4 LANE DIVIDED, INCLUDING MINIMUM 10 FT WIDE SIDEWALKS AND MINIMUM 12 FT WIDE SHARED-USE PATH	
	Comment:	LOCAL CONTRIBUTION PAID FOR BY THE CITY OF FORT WORTH	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	CON	0902-90-152	Cat 5:	\$600,000	\$0	\$0	\$150,000	\$0	\$750,000
2025	CON	0902-90-152	Cat 7:	\$3,000,000	\$0	\$0	\$750,000	\$0	\$3,750,000
			Phase Subtotal:	\$3,600,000	\$0	\$0	\$900,000	\$0	\$4,500,000
			Grand Total:	\$3,600,000	\$0	\$0	\$900,000	\$0	\$4,500,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	CON	0902-90-152	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$4,500,000	\$4,500,000
2025	CON	0902-90-152	Cat 5:	\$0	\$0	\$0	\$0	\$0	\$0
2025	CON	0902-90-152	Cat 7:	\$0	\$0	\$0	\$0	\$0	\$0
			Phase Subtotal:	\$0	\$0	\$0	\$0	\$4,500,000	\$4,500,000
			Grand Total:	\$0	\$0	\$0	\$0	\$4,500,000	\$4,500,000

PROPOSED FEBRUARY 2022 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 14057	Facility: CS	Location/Limits From: TRINITY BLVD FROM IH 820	Modification #: 2021-0643
Implementing Agency:	FORT WORTH	Location/Limits To: SALADO TRAIL	
County: TARRANT	CSJ: 0902-90-151		
City: FORT WORTH	Desc:	RECONSTRUCT 4 LANE UNDIVIDED TO 4 LANE DIVIDED CONTEXT SENSITIVE ROADWAY, INCLUDING MINIMUM 10' WIDE SIDEWALKS AND MINIMUM 12' WIDE SHARED-USE PATH	
	Request:	REMOVE FEDERAL FUNDS AS PROJECT WILL BE 100% LOCALLY FUNDED; CLARIFY SCOPE AS RECONSTRUCT 4 LANE UNDIVIDED TO 4 LANE DIVIDED CONTEXT SENSITIVE ROADWAY, INCLUDING MINIMUM 10 FT WIDE SIDEWALKS AND MINIMUM 12 FT WIDE SHARED-USE PATH	
	Comment:	LOCAL CONTRIBUTION PAID BY THE CITY OF FORT WORTH	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0902-90-151	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,200,000	\$1,200,000
2021	UTIL	0902-90-151	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000
2025	CON	0902-90-151	Cat 5:	\$1,000,000	\$0	\$0	\$250,000	\$0	\$1,250,000
2025	CON	0902-90-151	Cat 7:	\$8,920,000	\$0	\$0	\$2,230,000	\$0	\$11,150,000
			Phase Subtotal:	\$9,920,000	\$0	\$0	\$2,480,000	\$0	\$12,400,000
			Grand Total:	\$9,920,000	\$0	\$0	\$2,480,000	\$2,200,000	\$14,600,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0902-90-151	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,200,000	\$1,200,000
2021	UTIL	0902-90-151	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000
2025	CON	0902-90-151	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$12,400,000	\$12,400,000
2025	CON	0902-90-151	Cat 5:	\$0	\$0	\$0	\$0	\$0	\$0
2025	CON	0902-90-151	Cat 7:	\$0	\$0	\$0	\$0	\$0	\$0
			Phase Subtotal:	\$0	\$0	\$0	\$0	\$12,400,000	\$12,400,000
			Grand Total:	\$0	\$0	\$0	\$0	\$14,600,000	\$14,600,000

PROPOSED FEBRUARY 2022 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 14078	Facility: VA	Location/Limits From: TRE STATION AT TRINITY LAKES	Modification #: 2021-0661
Implementing Agency: FWTA			
County: TARRANT	CSJ: 0902-90-15		
City: FORT WORTH	Desc: CONSTRUCT NEW TRAM STATION WITH 4 BUSES AND 500-SPACE PARKING LOT		
	Request: INCREASE LOCAL CONTRIBUTION FUNDING IN 2020		
	Comment: LOCAL CONTRIBUTION PAID BY TRINITY METRO; TRINITY METRO IS RECEIVING FUNDING FROM MILESTONE POLICY ROUND 2 PROJECTS, THEREFORE, THIS PROJECT MUST BE IMPLEMENTED IN A TIMELY MANNER		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	TRANS	0902-90-155	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000
2020	TRANS	0902-90-155	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$6,875,000	\$6,875,000
2020	TRANS	0902-90-155	Cat 5:	\$4,500,000	\$0	\$0	\$1,125,000	\$0	\$5,625,000
2020	TRANS	0902-90-155	Cat 7:	\$2,186,563	\$0	\$0	\$546,642	\$0	\$2,733,205
Phase Subtotal:				\$6,686,563	\$0	\$0	\$1,671,642	\$6,875,000	\$15,233,205
Grand Total:				\$6,686,563	\$0	\$0	\$1,671,642	\$7,875,000	\$16,233,205

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	TRANS	0902-90-155	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000
2020	TRANS	0902-90-155	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$15,941,795	\$15,941,795
2020	TRANS	0902-90-155	Cat 5:	\$4,500,000	\$0	\$0	\$1,125,000	\$0	\$5,625,000
2020	TRANS	0902-90-155	Cat 7:	\$2,186,563	\$0	\$0	\$546,642	\$0	\$2,733,205
Phase Subtotal:				\$6,686,563	\$0	\$0	\$1,671,642	\$15,941,795	\$24,300,000
Grand Total:				\$6,686,563	\$0	\$0	\$1,671,642	\$16,941,795	\$25,300,000

Revisions since STTC Meeting: **DELAYED TO MAY 2022 CYCLE TO DETERMINE FUNDING FOR COST OVERRUN**

PROPOSED FEBRUARY 2022 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55179 **Facility:** IH 30 **Location/Limits From:** BASS PRO DRIVE IN GARLAND **Modification #:** 2021-0664
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** DALROCK RD
County: DALLAS **CSJ:** 0009-11-238
City: GARLAND **Desc:** WIDEN TO ADD SHOULDER
Request: CHANGE FUNDING SHARES FOR CONSTRUCTION PHASE FROM 80% FEDERAL/20% STATE TO 100% STATE
Comment: REGIONAL 10 YEAR PLAN PROJECT; GROUPED PROJECT UNDER CSJ 5800-00-950

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0009-11-238	SW PE:	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000
2021	ROW	0009-11-238	SW ROW:	\$9,000,000	\$1,000,000	\$0	\$0	\$0	\$10,000,000
2021	CON	0009-11-238	Cat 1:	\$2,800,000	\$700,000	\$0	\$0	\$0	\$3,500,000
2021	CON	0009-11-238	Cat 12:	\$17,884,086	\$4,471,021	\$0	\$0	\$0	\$22,355,107
2021	CON	0009-11-238	Cat 2M:	\$6,261,726	\$1,565,431	\$0	\$0	\$0	\$7,827,157
Phase Subtotal:				\$26,945,812	\$6,736,452	\$0	\$0	\$0	\$33,682,264
Grand Total:				\$35,945,812	\$9,236,452	\$0	\$0	\$0	\$45,182,264

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0009-11-238	SW PE:	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000
2021	ROW	0009-11-238	SW ROW:	\$9,000,000	\$1,000,000	\$0	\$0	\$0	\$10,000,000
2021	CON	0009-11-238	Cat 1:	\$0	\$3,500,000	\$0	\$0	\$0	\$3,500,000
2021	CON	0009-11-238	Cat 12:	\$0	\$22,355,107	\$0	\$0	\$0	\$22,355,107
2021	CON	0009-11-238	Cat 2M:	\$0	\$7,827,157	\$0	\$0	\$0	\$7,827,157
Phase Subtotal:				\$0	\$33,682,264	\$0	\$0	\$0	\$33,682,264
Grand Total:				\$9,000,000	\$36,182,264	\$0	\$0	\$0	\$45,182,264

PROPOSED FEBRUARY 2022 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 11621.2	Facility: VA	Location/Limits From: TECHNICAL ASSISTANCE TO EXPEDITE THE ENVIRONMENTAL AND DESIGN REVIEW PROCESS FOR SURFACE TRANSPORTATION PROJECTS	Modification #: 2021-0665
Implementing Agency: NCTCOG			
County: VARIOUS	CSJ: N/A		
City: VARIOUS	Desc:	TECHNICAL ASSISTANCE TO EXPEDITE THE ENVIRONMENTAL AND DESIGN REVIEW PROCESS FOR SURFACE TRANSPORTATION PROJECTS	
	Request:	ADD IMPLEMENTATION PHASE TO FY2022	
	Comment:	FUNDING FOR SANDY WESCH CONTRACT	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	IMP	N/A	Cat 3 - RTC/Local:	\$0	\$0	\$100,000	\$0	\$0	\$100,000
			Grand Total:	\$0	\$0	\$100,000	\$0	\$0	\$100,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	IMP	N/A	Cat 3 - RTC/Local:	\$0	\$0	\$100,000	\$0	\$0	\$100,000
2022	IMP	N/A	Cat 3 - RTC/Local:	\$0	\$0	\$100,000	\$0	\$0	\$100,000
			Grand Total:	\$0	\$0	\$200,000	\$0	\$0	\$200,000

PROPOSED FEBRUARY 2022 TIP MODIFICATIONS FOR RTC MEETING

TIP Code:	11657.1	Facility:	VA	Location/Limits From:	M&O - AIR QUALITY PUBLIC EDUCATION AND OUTREACH PROGRAM	Modification #:	2021-0668
Implementing Agency:	NCTCOG			Location/Limits To:	IMPLEMENT STRATEGIC COMMUNICATION EFFORTS TO EDUCATE AND INFORM THE REGION ON TRANSPORTATION AND AIR QUALITY RELATED		
County:	VARIOUS	CSJ:	0918-00-296, 0918-00-297, 0918-00-298				
City:	VARIOUS	Desc:		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			
		Request:	ADD RTC LOCAL FUNDS TO FY2020				
		Comment:		841,600 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3-TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; REGIONAL TDGS			

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	IMP	0918-00-296	Cat 3 - TDC (MPO):	\$0	\$0	\$217,600	\$0	\$0	\$0
2020	IMP	0918-00-296	Cat 5:	\$1,088,000	\$0	\$0	\$0	\$0	\$1,088,000
			Phase Subtotal:	\$1,088,000	\$0	\$217,600	\$0	\$0	\$1,088,000
2021	IMP	0918-00-297	Cat 3 - TDC (MPO):	\$0	\$0	\$312,000	\$0	\$0	\$0
2021	IMP	0918-00-297	Cat 5:	\$1,560,000	\$0	\$0	\$0	\$0	\$1,560,000
			Phase Subtotal:	\$1,560,000	\$0	\$312,000	\$0	\$0	\$1,560,000
2022	IMP	0918-00-298	Cat 3 - TDC (MPO):	\$0	\$0	\$312,000	\$0	\$0	\$0
2022	IMP	0918-00-298	Cat 5:	\$1,560,000	\$0	\$0	\$0	\$0	\$1,560,000
			Phase Subtotal:	\$1,560,000	\$0	\$312,000	\$0	\$0	\$1,560,000
			Grand Total:	\$4,208,000	\$0	\$0	\$0	\$0	\$4,208,000

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	IMP	0918-00-296	Cat 3 - RTC/Local:	\$0	\$0	\$124,800	\$0	\$0	\$124,800
2020	IMP	0918-00-296	Cat 3 - TDC (MPO):	\$0	\$0	\$217,600	\$0	\$0	\$0
2020	IMP	0918-00-296	Cat 5:	\$1,088,000	\$0	\$0	\$0	\$0	\$1,088,000
			Phase Subtotal:	\$1,088,000	\$0	\$342,400	\$0	\$0	\$1,212,800
2021	IMP	0918-00-297	Cat 3 - TDC (MPO):	\$0	\$0	\$312,000	\$0	\$0	\$0
2021	IMP	0918-00-297	Cat 5:	\$1,560,000	\$0	\$0	\$0	\$0	\$1,560,000
			Phase Subtotal:	\$1,560,000	\$0	\$312,000	\$0	\$0	\$1,560,000
2022	IMP	0918-00-298	Cat 3 - TDC (MPO):	\$0	\$0	\$312,000	\$0	\$0	\$0
2022	IMP	0918-00-298	Cat 5:	\$1,560,000	\$0	\$0	\$0	\$0	\$1,560,000
			Phase Subtotal:	\$1,560,000	\$0	\$312,000	\$0	\$0	\$1,560,000
			Grand Total:	\$4,208,000	\$0	\$124,800	\$0	\$0	\$4,332,800

PROPOSED FEBRUARY 2022 TIP MODIFICATIONS FOR RTC MEETING

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	IMP	0918-00-296	Cat 3 - RTC/Local:	\$0	\$0	\$80,899	\$0	\$0	\$80,899
2020	IMP	0918-00-296	Cat 3 - TDC (MPO):	\$0	\$0	\$217,600	\$0	\$0	\$0
2020	IMP	0918-00-296	Cat 5:	\$1,088,000	\$0	\$0	\$0	\$0	\$1,088,000
			Phase Subtotal:	\$1,088,000	\$0	\$298,499	\$0	\$0	\$1,168,899
2021	IMP	0918-00-297	Cat 3 - TDC (MPO):	\$0	\$0	\$312,000	\$0	\$0	\$0
2021	IMP	0918-00-297	Cat 5:	\$1,560,000	\$0	\$0	\$0	\$0	\$1,560,000
			Phase Subtotal:	\$1,560,000	\$0	\$312,000	\$0	\$0	\$1,560,000
2022	IMP	0918-00-298	Cat 3 - TDC (MPO):	\$0	\$0	\$312,000	\$0	\$0	\$0
2022	IMP	0918-00-298	Cat 5:	\$1,560,000	\$0	\$0	\$0	\$0	\$1,560,000
			Phase Subtotal:	\$1,560,000	\$0	\$312,000	\$0	\$0	\$1,560,000
			Grand Total:	\$4,208,000	\$0	\$80,899	\$0	\$0	\$4,288,899

Revisions since STTC Meeting: DECREASED RTC/LOCAL FUNDS IN FY2020 TO MATCH FINAL EXPENDITURES

PROPOSED FEBRUARY 2022 TIP MODIFICATIONS FOR RTC MEETING

TIP Code:	11616	Facility:	VA	Location/Limits From:	REGIONAL TRAFFIC SIGNAL RETIMING; DEVELOP AND IMPLEMENT TRAFFIC SIGNAL COORDINATION IN THE DFW NON-ATTAINMENT AREA;	Modification #:	2021-0670
Implementing Agency:	NCTCOG						
County:	VARIOUS	CSJ:	0902-00-256, 0902-00-257, 0902-48-761, 0902-48-803, 0902-90-003, 0902-90-054				
City:	VARIOUS	Desc:	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				
		Request:	INCREASE RTC LOCAL FUNDS AND DECREASE LOCAL MATCH IN FY2010				
		Comment:	FUNDING INCLUDES ON-SYSTEM COMPONENT IN COMPANION CSJ 0902-48-789 AND 0902-90-009				

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2010	IMP	0902-48-761	Cat 5:	\$1,866,344	\$121,384	\$0	\$345,195	\$0	\$2,332,923
2012	IMP	0902-48-803	Cat 3 - RTC/Local:	\$0	\$0	\$430	\$0	\$0	\$430
2012	IMP	0902-48-803	Cat 5:	\$1,266,632	\$222,269	\$0	\$94,575	\$0	\$1,583,476
			Phase Subtotal:	\$1,266,632	\$222,269	\$430	\$94,575	\$0	\$1,583,906
2014	IMP	0902-90-003	Cat 3 - RTC/Local:	\$0	\$0	\$29	\$0	\$0	\$29
2014	IMP	0902-90-003	Cat 5:	\$1,804,310	\$225,524	\$0	\$225,524	\$0	\$2,255,358
			Phase Subtotal:	\$1,804,310	\$225,524	\$29	\$225,524	\$0	\$2,255,387
2018	IMP	0902-90-054	Cat 5:	\$1,800,000	\$225,000	\$0	\$225,000	\$0	\$2,250,000
2021	IMP	0902-00-256	Cat 5:	\$1,040,000	\$130,000	\$0	\$130,000	\$0	\$1,300,000
2023	IMP	0902-00-257	Cat 5:	\$2,340,000	\$292,500	\$0	\$292,500	\$0	\$2,925,000
			Grand Total:	\$10,117,286	\$1,216,677	\$459	\$1,312,794	\$0	\$12,647,216

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2010	IMP	0902-48-761	Cat 3 - RTC/Local:	\$0	\$0	\$79,907	\$0	\$0	\$79,907
2010	IMP	0902-48-761	Cat 5:	\$1,866,344	\$121,384	\$0	\$265,295	\$0	\$2,253,023
			Phase Subtotal:	\$1,866,344	\$121,384	\$79,907	\$265,295	\$0	\$2,332,930
2012	IMP	0902-48-803	Cat 3 - RTC/Local:	\$0	\$0	\$430	\$0	\$0	\$430
2012	IMP	0902-48-803	Cat 5:	\$1,266,632	\$222,269	\$0	\$94,575	\$0	\$1,583,476
			Phase Subtotal:	\$1,266,632	\$222,269	\$430	\$94,575	\$0	\$1,583,906
2014	IMP	0902-90-003	Cat 3 - RTC/Local:	\$0	\$0	\$29	\$0	\$0	\$29
2014	IMP	0902-90-003	Cat 5:	\$1,804,310	\$225,524	\$0	\$225,524	\$0	\$2,255,358
			Phase Subtotal:	\$1,804,310	\$225,524	\$29	\$225,524	\$0	\$2,255,387
2018	IMP	0902-90-054	Cat 5:	\$1,800,000	\$225,000	\$0	\$225,000	\$0	\$2,250,000
2021	IMP	0902-00-256	Cat 5:	\$1,040,000	\$130,000	\$0	\$130,000	\$0	\$1,300,000
2023	IMP	0902-00-257	Cat 5:	\$2,340,000	\$292,500	\$0	\$292,500	\$0	\$2,925,000
			Grand Total:	\$10,117,286	\$1,216,677		\$1,232,894	\$0	\$12,647,223

PROPOSED FEBRUARY 2022 TIP MODIFICATIONS FOR RTC MEETING

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2010	IMP	0902-48-761	Cat 3 - RTC/Local:	\$0	\$0	\$79,900	\$0	\$0	\$79,900
2010	IMP	0902-48-761	Cat 5:	\$1,865,494	\$121,616	\$0	\$265,295	\$0	\$2,252,405
			Phase Subtotal:	\$1,865,494	\$121,616	\$79,900	\$265,295	\$0	\$2,332,305
2012	IMP	0902-48-803	Cat 3 - RTC/Local:	\$0	\$0	\$430	\$0	\$0	\$430
2012	IMP	0902-48-803	Cat 5:	\$1,266,632	\$222,269	\$0	\$94,575	\$0	\$1,583,476
			Phase Subtotal:	\$1,266,632	\$222,269	\$430	\$94,575	\$0	\$1,583,906
2014	IMP	0902-90-003	Cat 3 - RTC/Local:	\$0	\$0	\$29	\$0	\$0	\$29
2014	IMP	0902-90-003	Cat 5:	\$1,804,310	\$225,524	\$0	\$225,524	\$0	\$2,255,358
			Phase Subtotal:	\$1,804,310	\$225,524	\$29	\$225,524	\$0	\$2,255,387
2018	IMP	0902-90-054	Cat 5:	\$1,800,000	\$225,000	\$0	\$225,000	\$0	\$2,250,000
2021	IMP	0902-00-256	Cat 5:	\$1,040,000	\$130,000	\$0	\$130,000	\$0	\$1,300,000
2023	IMP	0902-00-257	Cat 5:	\$2,340,000	\$292,500	\$0	\$292,500	\$0	\$2,925,000
			Grand Total:	\$10,116,436	\$1,216,909	\$80,359	\$1,232,894	\$0	\$12,646,598

Revisions since STTC Meeting: **REVISED RTC/LOCAL FUNDING IN FY2010**

How to Read the Project Modification Listings – Transit Section

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

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS	Apportionment Year: FY2015 PROGRAM OF PROJECTS	Modification #: 2015-0695								
Request: REFINE FY2015 PROGRAM OF PROJECTS		UZA: DALLAS-FORT WORTH-ARLINGTON								
Comment: 20,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL		Funding Source: TRANSIT SECTION 5310 FUNDS								
Currently Approved:										
TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	
12644.15	SUPPORT TRANSIT FOR SENIORS AND INDIVIDUALS WITH DISABILITIES	2015	CAPITAL	\$105,426	\$0	\$0	\$26,357	0	\$131,783	
12678.15	PROGRAM ADMINISTRATION	2015	CAPITAL	\$321,885	\$0	\$0	\$0	0	\$321,885	
12752.15	MOBILITY MANAGEMENT	2015	CAPITAL	\$100,000	\$0	\$0	\$0	20,000	\$100,000	
12765.15	OPERATING ASSISTANCE	2015	OPERATING	\$72,000	\$0	\$0	\$72,000	0	\$144,000	
				TOTAL:	\$599,311	\$0	\$98,357	20,000	\$697,668	
Revision Requested:										
TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	REVISION REQUESTED BY PROJECT
12644.15	SUPPORT TRANSIT FOR SENIORS AND INDIVIDUALS WITH DISABILITIES	2016	CAPITAL	\$105,426	\$0	\$0	\$26,357	0	\$131,783	NO CHANGE
12678.15	PROGRAM ADMINISTRATION	2016	CAPITAL	\$321,885	\$0	\$0	\$0	0	\$321,885	NO CHANGE
12752.15	MOBILITY MANAGEMENT	2016	CAPITAL	\$100,000	\$0	\$0	\$0	20,000	\$100,000	NO CHANGE
12765.15	OPERATING ASSISTANCE	2016	OPERATING	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
				TOTAL:	\$527,311	\$0	\$0	\$26,357	20,000	\$553,668

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

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

Sample

PROPOSED FEBRUARY 2022 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: FORT WORTH TRANSPORTATION AUTHORITY

Apportionment Year FY2022 PROGRAM OF PROJECTS

Modification #: 2021-0647

Request: ADD PROJECTS TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/ STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5310 FUNDS

Revision Requested:		FUNDING TABLE:							REVISION REQUESTED	
TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	BY PROJECT
12017.20	PURCHASE EXPANSION VEHICLES	2022	CAPITAL	\$212,500	\$0	\$0	\$37,500	0	\$250,000	ADD PROJECT
12948.20	PURCHASE REPLACEMENT VEHICLES	2022	CAPITAL	\$425,000	\$0	\$0	\$75,000	0	\$500,000	ADD PROJECT
			TOTAL:	\$637,500	\$0	\$0	\$112,500	0	\$750,000	

Implementing Agency: CITY/COUNTY TRANSPORTATION

Apportionment Year FY2019 PROGRAM OF PROJECTS

Modification #: 2021-0672

Request: REFINE FY2019 PROGRAM OF PROJECTS AND ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 10,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - SMALL TRANSIT PROVIDER TDC) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:		FUNDING TABLE:							REVISION REQUESTED	
TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	BY PROJECT
12154.19	OPERATING ASSISTANCE (SPECIAL RULE)	2020	OPERATING	\$84,372	\$0	\$0	\$84,372	0	\$168,744	
12908.19	ACQUISITION OF RADIOS	2020	CAPITAL	\$50,000	\$0	\$0	\$0	10,000	\$50,000	
			TOTAL:	\$134,372	\$0	\$0	\$84,372	10,000	\$218,744	

Revision Requested:		FUNDING TABLE:							REVISION REQUESTED	
TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	BY PROJECT
12154.19	OPERATING ASSISTANCE (SPECIAL RULE)	2020	OPERATING	\$84,372	\$0	\$0	\$84,372	0	\$168,744	NO CHANGE
12782.19	PREVENTIVE MAINTENANCE	2022	CAPITAL	\$50,000	\$0	\$0	\$0	10,000	\$50,000	ADD PROJECT TO TIP/STIP
12908.19	ACQUISITION OF RADIOS	2020	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	CANCEL PROJECT
			TOTAL:	\$134,372	\$0	\$0	\$84,372	10,000	\$218,744	

PROPOSED FEBRUARY 2022 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: FORT WORTH TRANSPORTATION AUTHORITY

Apportionment Year FY2020 PROGRAM OF PROJECTS

Modification #: 2021-0673

Request: REFINE FY2020 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:

FUNDING TABLE:

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL
12038.20	SYSTEM PREVENTIVE MAINTENANCE	2021	CAPITAL	\$12,629,709	\$0	\$0	\$3,157,427	0	\$15,787,136
12068.20	ACQUISITION OF PASSENGER SHELTERS	2021	CAPITAL	\$267,536	\$0	\$0	\$66,884	0	\$334,420
12390.20	PURCHASE REPLACEMENT VEHICLES	2021	CAPITAL	\$2,975,000	\$0	\$0	\$525,000	0	\$3,500,000
12549.20	ADA PARATRANSIT SERVICE	2021	CAPITAL	\$1,920,000	\$0	\$0	\$480,000	0	\$2,400,000
12732.20	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2021	CAPITAL	\$264,008	\$0	\$0	\$66,002	0	\$330,010
12913.20	ACQUISITION OF HARDWARE	2021	CAPITAL	\$1,000,000	\$0	\$0	\$250,000	0	\$1,250,000
12930.20	SYSTEM TRANSIT ENHANCEMENTS	2021	CAPITAL	\$320,000	\$0	\$0	\$80,000	0	\$400,000
12931.20	CAPITAL IMPROVEMENTS	2021	CAPITAL	\$2,000,000	\$0	\$0	\$500,000	0	\$2,500,000
TOTAL:				\$21,376,253	\$0	\$0	\$5,125,313	0	\$26,501,566

Revision Requested:

FUNDING TABLE:

REVISION REQUESTED

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	BY PROJECT
12038.20	SYSTEM PREVENTIVE MAINTENANCE	2021	CAPITAL	\$14,629,709	\$0	\$0	\$3,657,427	0	\$18,287,136	INCREASE FUNDING
12068.20	ACQUISITION OF PASSENGER SHELTERS	2021	CAPITAL	\$267,536	\$0	\$0	\$66,884	0	\$334,420	NO CHANGE
12390.20	PURCHASE REPLACEMENT VEHICLES	2021	CAPITAL	\$2,975,000	\$0	\$0	\$525,000	0	\$3,500,000	NO CHANGE
12549.20	ADA PARATRANSIT SERVICE	2021	CAPITAL	\$1,920,000	\$0	\$0	\$480,000	0	\$2,400,000	NO CHANGE
12732.20	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2021	CAPITAL	\$264,008	\$0	\$0	\$66,002	0	\$330,010	NO CHANGE
12913.20	ACQUISITION OF HARDWARE	2021	CAPITAL	\$1,000,000	\$0	\$0	\$250,000	0	\$1,250,000	NO CHANGE
12930.20	SYSTEM TRANSIT ENHANCEMENTS	2021	CAPITAL	\$320,000	\$0	\$0	\$80,000	0	\$400,000	NO CHANGE
12931.20	CAPITAL IMPROVEMENTS	2021	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	CANCEL PROJECT
TOTAL:				\$21,376,253	\$0	\$0	\$5,125,313	0	\$26,501,566	

PROPOSED FEBRUARY 2022 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: PUBLIC TRANSIT SERVICES

Apportionment Year FY2017 PROGRAM OF PROJECTS

Modification #: 2021-0675

Request: REFINE FY2017 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 53,400 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - SMALL TRANSIT PROVIDER TDC) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:

FUNDING TABLE:

TIP Code	Description	FY	Project Type	Federal	State	Regional	Local	TDC	Total
12122.17	BUS PREVENTIVE MAINTENANCE	2018	CAPITAL	\$48,000	\$0	\$0	\$0	9,600	\$48,000
12246.17	OPERATING ASSISTANCE	2018	OPERATING	\$65,962	\$0	\$0	\$65,962	0	\$131,924
12247.17	PROJECT ADMINISTRATION	2018	CAPITAL	\$18,000	\$0	\$0	\$0	3,600	\$18,000
12664.17	ACQUISITION OF HARDWARE	2018	CAPITAL	\$56,000	\$0	\$0	\$0	11,200	\$56,000
12667.17	OPERATING ASSISTANCE JARC	2018	OPERATING	\$90,000	\$0	\$0	\$90,000	0	\$180,000
12766.17	ACQUISITION OF MISCELLANEOUS EQUIPMENT	2018	CAPITAL	\$55,000	\$0	\$0	\$0	11,000	\$55,000
TOTAL:				\$332,962	\$0	\$0	\$155,962	35,400	\$488,924

Revision Requested:

FUNDING TABLE:

REVISION REQUESTED

TIP Code	Description	FY	Project Type	Federal	State	Regional	Local	TDC	Total	By Project
12122.17	BUS PREVENTIVE MAINTENANCE	2018	CAPITAL	\$138,000	\$0	\$0	\$0	27,600	\$138,000	INCREASE FUNDING
12246.17	OPERATING ASSISTANCE	2018	OPERATING	\$65,962	\$0	\$0	\$65,962	0	\$131,924	NO CHANGE
12247.17	PROJECT ADMINISTRATION	2018	CAPITAL	\$18,000	\$0	\$0	\$0	3,600	\$18,000	NO CHANGE
12664.17	ACQUISITION OF HARDWARE	2018	CAPITAL	\$56,000	\$0	\$0	\$0	11,200	\$56,000	NO CHANGE
12667.17	OPERATING ASSISTANCE JARC	2018	OPERATING	\$0	\$0	\$0	\$0	0	\$0	CANCEL PROJECT
12766.17	ACQUISITION OF MISCELLANEOUS EQUIPMENT	2018	CAPITAL	\$55,000	\$0	\$0	\$0	11,000	\$55,000	NO CHANGE
TOTAL:				\$332,962	\$0	\$0	\$65,962	53,400	\$398,924	

PROPOSED FEBRUARY 2022 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: PUBLIC TRANSIT SERVICES

Apportionment Year FY2018 PROGRAM OF PROJECTS

Modification #: 2021-0676

Request: REFINE FY2018 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 97,800 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - SMALL TRANSIT PROVIDER TDC) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL
12122.18	BUS PREVENTIVE MAINTENANCE	2019	CAPITAL	\$26,000	\$0	\$0	\$0	5,200	\$26,000
12246.18	OPERATING ASSISTANCE	2019	OPERATING	\$87,224	\$0	\$0	\$87,224	0	\$174,448
12247.18	PROJECT ADMINISTRATION	2019	CAPITAL	\$26,000	\$0	\$0	\$0	5,200	\$26,000
12664.18	ACQUISITION OF HARDWARE	2019	CAPITAL	\$20,000	\$0	\$0	\$0	4,000	\$20,000
12666.18	MOBILITY MANAGEMENT	2019	CAPITAL	\$72,000	\$0	\$0	\$0	14,400	\$72,000
12667.18	OPERATING ASSISTANCE - JARC	2019	OPERATING	\$70,000	\$0	\$0	\$70,000	0	\$140,000
12917.18	ACQUISITION OF BUS SHELTERS	2020	CAPITAL	\$275,000	\$0	\$0	\$0	55,000	\$275,000
TOTAL:				\$576,224	\$0	\$0	\$157,224	83,800	\$733,448

Revision Requested:

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FUNDING TABLE:					REVISION REQUESTED
				FEDERAL	STATE	REGIONAL	LOCAL	TDC	
12122.18	BUS PREVENTIVE MAINTENANCE	2019	CAPITAL	\$96,000	\$0	\$0	\$0	19,200	\$96,000 INCREASE FUNDING
12246.18	OPERATING ASSISTANCE	2019	OPERATING	\$87,224	\$0	\$0	\$87,224	0	\$174,448 NO CHANGE
12247.18	PROJECT ADMINISTRATION	2019	CAPITAL	\$26,000	\$0	\$0	\$0	5,200	\$26,000 NO CHANGE
12664.18	ACQUISITION OF HARDWARE	2019	CAPITAL	\$20,000	\$0	\$0	\$0	4,000	\$20,000 NO CHANGE
12666.18	MOBILITY MANAGEMENT	2019	CAPITAL	\$72,000	\$0	\$0	\$0	14,400	\$72,000 NO CHANGE
12667.18	OPERATING ASSISTANCE - JARC	2019	OPERATING	\$0	\$0	\$0	\$0	0	\$0 CANCEL PROJECT
12917.18	ACQUISITION OF BUS SHELTERS	2020	CAPITAL	\$275,000	\$0	\$0	\$0	55,000	\$275,000 NO CHANGE
TOTAL:				\$576,224	\$0	\$0	\$87,224	97,800	\$663,448

PROPOSED FEBRUARY 2022 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: SPECIAL PROGRAMS FOR AGING NEEDS

Apportionment Year FY2017 PROGRAM OF PROJECTS

Modification #: 2021-0677

Request: REFINE FY2017 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 118,840 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - SMALL TRANSIT PROVIDER TDC) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:

FUNDING TABLE:

TIP Code	Description	FY	Project Type	Federal	State	Regional	Local	TDC	Total
12150.17	OPERATING ASSISTANCE	2018	OPERATING	\$315,454	\$0	\$0	\$315,454	0	\$630,908
12372.17	BUS PREVENTIVE MAINTENANCE	2018	CAPITAL	\$300,000	\$0	\$0	\$0	60,000	\$300,000
12632.17	GENERAL PLANNING	2018	PLANNING	\$40,000	\$0	\$0	\$0	8,000	\$40,000
12711.17	MOBILITY MANAGEMENT	2018	CAPITAL	\$79,200	\$0	\$0	\$0	15,840	\$79,200
12713.17	ACQUISITION OF SOFTWARE	2018	CAPITAL	\$175,000	\$0	\$0	\$0	35,000	\$175,000
TOTAL:				\$909,654	\$0	\$0	\$315,454	118,840	\$1,225,108

Revision Requested:

FUNDING TABLE:

REVISION REQUESTED

TIP Code	Description	FY	Project Type	Federal	State	Regional	Local	TDC	Total	By Project
12150.17	OPERATING ASSISTANCE	2018	OPERATING	\$315,454	\$0	\$0	\$315,454	0	\$630,908	NO CHANGE
12372.17	BUS PREVENTIVE MAINTENANCE	2018	CAPITAL	\$300,000	\$0	\$0	\$0	60,000	\$300,000	NO CHANGE
12632.17	GENERAL PLANNING	2018	PLANNING	\$0	\$0	\$0	\$0	0	\$0	CANCEL PROJECT
12711.17	MOBILITY MANAGEMENT	2018	CAPITAL	\$119,200	\$0	\$0	\$0	23,840	\$119,200	INCREASE FUNDING
12713.17	ACQUISITION OF SOFTWARE	2018	CAPITAL	\$175,000	\$0	\$0	\$0	35,000	\$175,000	NO CHANGE
TOTAL:				\$909,654	\$0	\$0	\$315,454	118,840	\$1,225,108	



**THE NORTH CENTRAL TEXAS COUNCIL OF
GOVERNMENTS**

is pleased to invite you to save the date for

Connected Street Network and Subdivision Design

Part One of NCTCOG's 2022

Safe Routes to School Webinar Series

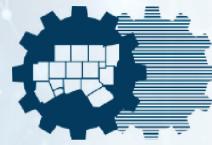
January 28, 2022: 10:00-11:30am | Virtual Webinar

1.5 APA CM Credits Offered

To register, visit www.nctcog.org/SafeRoutesToSchool



**North Central Texas
Council of Governments**



Dallas-Fort Worth
CLEAN CITIES

NCTCOG PRESENTATION
**Dallas-Fort Worth
Clean Cities Annual
Survey**

Regional Transportation Council

January 13, 2022

2021 Annual Fleet Survey – Now Open



2021 Survey is Now Open

Start the Survey Here:

dfwcleancities.org/annualreport

Deadline: February 18, 2022



Goal

27,547,793

Gasoline Gallon Equivalent
Reduced

(15% Increase Relative to 2020)



Fleet Recognition

To Get Recognized,
Complete ALL Survey
Sections and Ensure
Clean Fleet Policy has
been adopted
nctcog.org/fleetpolicy



Dallas-Fort Worth Clean Cities Annual Survey

Contact Us



Amy Hodges
Principal Air Quality Planner
AHodges@nctcog.org | 817-704-2508



Jared Wright
Air Quality Planner
JWright@nctcog.org | 817-608-2374



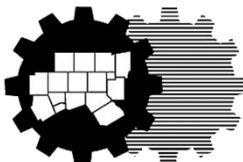
Lori Clark
Program Manager
LClark@nctcog.org | 817-695-9232



Dallas-Fort Worth Clean Cities Annual Survey

STATUS REPORT ON TEXAS VOLKSWAGEN ENVIRONMENTAL MITIGATION PROGRAM FUNDING

**Regional Transportation Council
January 13, 2022**



**North Central Texas
Council of Governments**

OVERVIEW OF TEXAS VOLKSWAGEN ENVIRONMENTAL MITIGATION PROGRAM (TXVEMP) FUNDING

Statewide Allocation	Program	DFW Area Allocation	Schedule	Status*
~\$169.5 Million	School, Shuttle, and Transit Buses	\$11,684,806	Closed; Awards Final	>\$17.3 Million Requested All Available Funds Awarded
	Refuse Vehicles	\$8,346,290	Closed; Awards Final	\$9,448,544 Requested \$5,863,995 Awarded
	Freight & Port Drayage Vehicles	\$6,677,032	Closed; Awards Still in Progress	\$8,876,816 Requested \$5,619,030 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)	Closed; Awards Still in Progress	\$11,005,500 Requested \$6,390,000 Awarded
	ZEV Infrastructure – DC Fast Charge and Hydrogen Refueling	\$20.9 Million (Statewide)	Opened November 2, 2021; Suspended November 3, 2021	\$89,852,581 Requested

*Data reflects information posted at www.texasvwwfund.org as of December 30, 2021

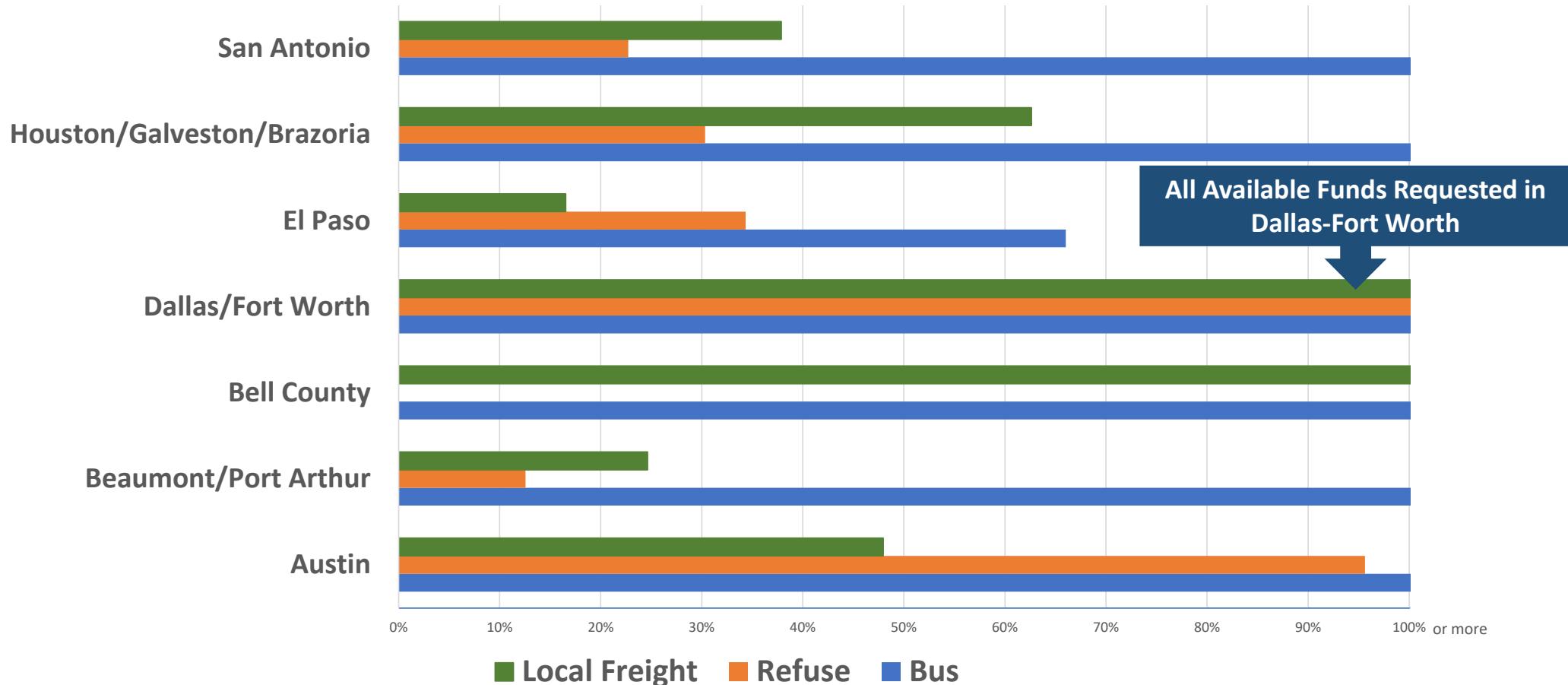
STATUS/SUMMARY OF PROGRAMS ALREADY CLOSED

**Funding Rounds for Bus, Refuse, and Local Freight
Truck Replacements/Repowers**

Rebate for Installation of Level 2 Charging Stations

PERCENT FUNDING REQUESTED BY REGION

Percent Available Funds Requested by Funding Round



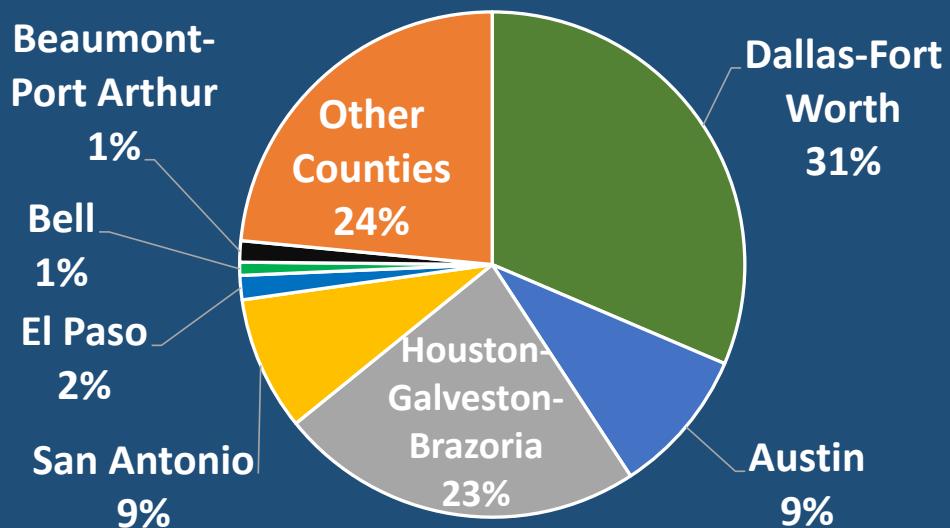
Data reflects information posted at www.texasvwwfund.org as of December 30, 2021

TXVEMP ZEV INFRASTRUCTURE LEVEL 2 REBATE

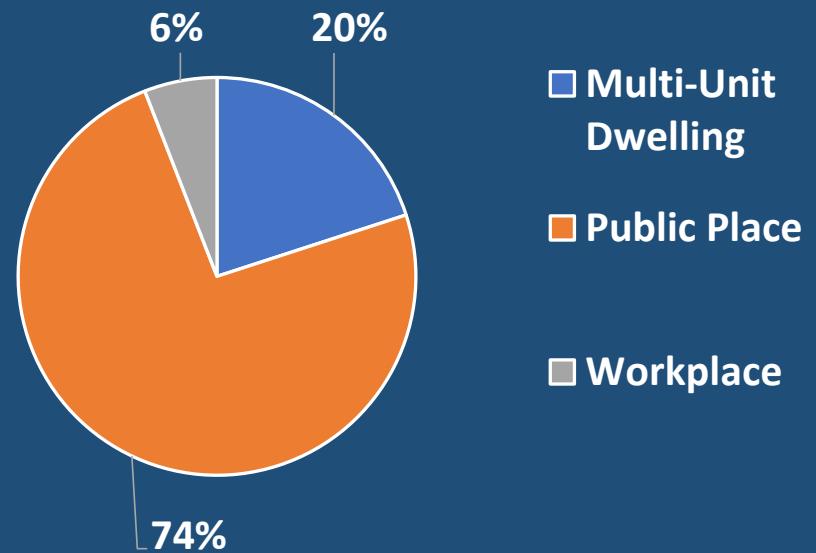
Total Statewide Allocation = \$10,465,958; Total Funds Requested = \$11,005,500

4,408 Sites Requested Statewide

**Geographic Distribution of Sites Requested
(7 TxVEMP Priority Areas + Rest of State)**



Type of Sites Requested

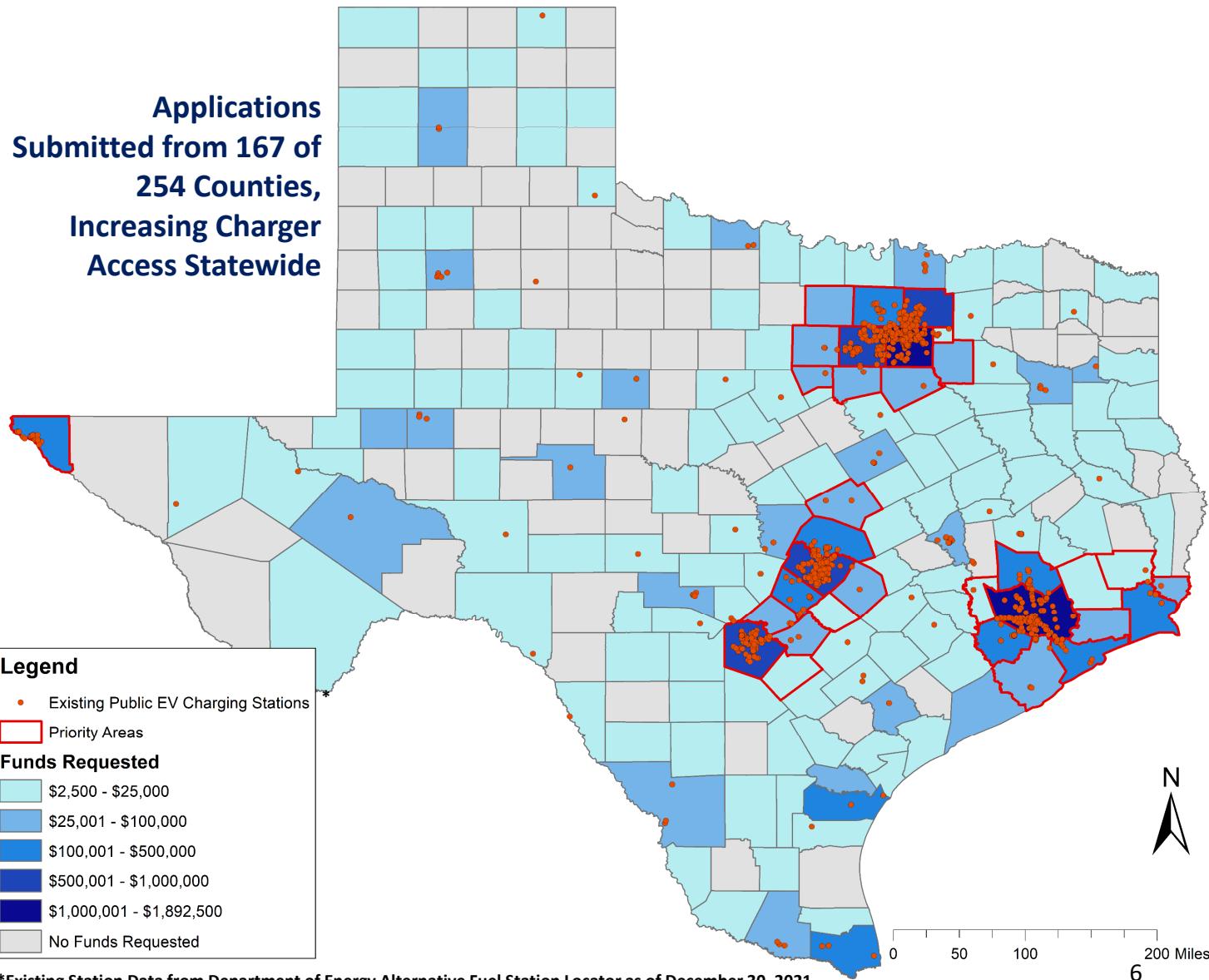


GEOGRAPHIC DISTRIBUTION OF ZEV LEVEL 2 FUNDING REQUESTS

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

Applications
Submitted from 167 of
254 Counties,
Increasing Charger
Access Statewide



FOR MORE INFORMATION

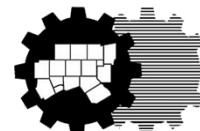
Amy Hodges
Principal Air Quality Planner
817-704-2508
ahodges@nctcog.org

Soria Adibi
Senior Air Quality Planner
817-704-5667
sadibi@nctcog.org

Jared Wright
Air Quality Planner II
817-608-2374
jwright@nctcog.org

Bailey Muller
Senior Air Quality Planner
817-695-9299
bmuller@nctcog.org

Also see "Hot Topics" at www.nctcog.org/aqfunding



North Central Texas
Council of Governments

Who: All political subdivisions, state agencies, and institutes of higher education in the 12-county NCTCOG metropolitan planning area and other affected counties

What: Establish a goal to reduce electricity consumption by 5% each year **AND** report progress annually to the Texas State Energy Conservation Office (SECO) (see [Texas Health and Safety Code §388.005\(c\)](#))

Why: Reducing demand for electricity can reduce air pollution associated with electricity generation, supporting efforts to attain ozone standards

ACTION REQUESTED OF ALL POLITICAL SUBDIVISIONS IN THE 12-COUNTY METROPOLITAN PLANNING AREA:

Step 1: Attend webinar January 18

- Learn about the Local Government Energy Reporting requirements and annual report
- Register on the [City Efficiency Leadership Council \(CELC\) webpage](#)

Step 2: Submit required report by February 1 via the SECO Local Government Energy Reporting [webpage](#)

- Use [SECO's "Energy Consumption Reporting Dashboard"](#) to Review Prior Years' Data and Compare Against Peer Entities
- Review the [Local Government Energy Reporting Toolkit](#) for Tips and Guidance on Submitting Reports

Step 3: Take advantage of No-Cost Technical Resources available via SECO's contractors to:

- (1) Identify and Assess Potential Energy-Saving Projects, and
- (2) Apply for Financing if Needed

To submit report or see more information, visit the SECO Local Government Energy Reporting [webpage](#) or contact energy@nctcog.org

State Energy Conservation Office (SECO) No-Cost Resources to Assist Entities in Meeting the 5% Reduction Goal



Preliminary Energy Assessments (PEAs)

A PEA details recommendations for cost-effective resource efficiency measures that could be implemented to reduce utility consumption or utility costs. A PEA may include the following elements:

- Analysis of utility bills and other building information to determine facilities' energy and cost utilization indices
- Recommended maintenance procedures and capital energy retrofits
- Development of an overall energy management policy
- Facility benchmarking using ENERGY STAR Portfolio Manager

Technical Assistance Program (TAP)

Through the TAP, SECO contracts with leading engineering firms to provide customized, on-site, energy-related services ranging from basic consultation to feasibility studies.

Eligible public entities may request assistance with energy or water-related technical matters. Upon determination that the requested services are reasonable and within the contractors' scope of work, SECO will assign an engineer to the entity and determine the level of service necessary.

Texas LoanSTAR Revolving Loan

Texas LoanSTAR (Saving Taxes and Resources) Revolving Loan finances energy- and water-related, cost-reduced retrofits of facilities.

Borrowers receive low-interest loans to help pay for these efforts. Applicants repay the loans from the energy cost savings realized by the projects.

Twice each year, SECO publishes a Notice of Loan Fund Availability for LoanSTAR loans. The notice is published on the Comptroller's website and on SECO's [Funding & Incentives](#) webpage.

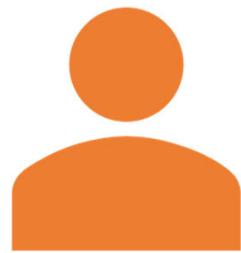
For more information, visit

SECO's Preliminary Energy Assessment [webpage](#)

SECO's Technical Assistance [webpage](#)

SECO's LoanSTAR Revolving Loan [webpage](#)

Contact Us



Lori Clark

Program Manager

LClark@nctcog.org | 817-695-9232



Dorothy Gilliam

Air Quality Planner

DGilliam@nctcog.org | 817-640-3300



North Central Texas
Council of Governments



STATUS REPORT ON VEHICLE TEMPORARY PAPER TAGS - UPDATE

REGIONAL TRANSPORTATION COUNCIL

JASON BROWN
PRINCIPAL AIR QUALITY PLANNER
January 13, 2022

VEHICLE TEMPORARY PAPER TAGS

What is a Temporary Tag?

Intended to be used for temporary vehicle registration

12 variations of a temporary tag

Texas Buyer tag is predominantly abused



Why Improper Use of Temporary Tags is a Concern

Circumvents mandatory emissions inspections

Avoids region and statewide tolls

Loss of State revenue

Exploits vehicle purchaser

Risks to officer safety

Bought, sold, and used in crimes to conceal identity in all 50 states



RECENT COVERAGE & SUMMARY

NBC 5 News: [Texas Temporary Paper Tags](#)

[Introduction Video](#) (Aired 11/8/2021)
\$200 million black market business;
Local auto dealer “issued 110,000 tags...in
the last four months”

[Possible Solutions Video](#) (Aired 11/9/2021)
Provides for a rapid response;
Set maximum number of tags licensed
dealers can issue

[Reopened Next Day Video](#)
(Aired 11/10/2021)
Verify dealer identity;
Need to control authorized dealer users
in database

[Lost Revenue Video](#) (Aired 11/23/2021)
Costing millions of dollars in lost revenue

[TXDMV Interview Video](#) (Aired 12/6/2021)
Potential fixes to the temporary tag fraud

[Texas House Transportation Committee Video](#)
(Aired 12/14/2021)
Committee to hold hearings to address fraud

[TXDMV Committee Recommendation Video](#)
(Aired 12/16/2021)
Committee recommends fingerprinting
some dealers to slow fraud



RULEMAKING COMMENTS

NCTCOG Staff Submitted Comments Letter to TXDMV for Proposed Rule Changes to Vehicle Temporary Paper Tags (Chapter 43 Texas Administrative Code §§ 215.150, 215.505, & 215.152)

See Letter in the Recent Correspondence of RTC January 13, 2022 Meeting Agenda

NCTCOG Supports the Following to Reduce Fraud:

Issuing temporary tags for authorized purposes only for each type of temporary tag

Developing necessary queries in databases or enhancing the information system to ensure dealer or converter compliance

Denying access of dealers or converters to the temporary tags system

Limiting the number of issued buyer's temporary tags, agent temporary tags, and converter temporary tags



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

December 12, 2021

Office of General Counsel
Texas Department of Motor Vehicles
4000 Jackson Avenue
Austin, Texas 78731

Texas Department of Motor Vehicles Office of General Counsel:

The Regional Transportation Council (RTC) is the Metropolitan Planning Organization for the Dallas-Fort Worth (DFW) area; a membership roster is provided in Attachment 1. As staff to the RTC, the North Central Texas Council of Governments (NCTCOG) appreciates the opportunity to comment on the Texas Department of Motor Vehicles (DMV) proposed revisions to §§215.150-215.155 and new §215.505 of the Texas Administrative Code (TAC) Chapter 43, as published in the November 12, 2021, issue of the Texas Register.

NCTCOG is responsible for implementing many emission reduction control strategies that support the DFW 8-Hour Ozone Attainment Demonstration State Implementation Plan (SIP), which includes activities aimed at supporting the State's Inspection and Maintenance (I/M) Program for affected registered motor vehicles. Each temporary tag that is improperly issued leads to not having a required vehicle emission and/or safety inspection test, avoidance of vehicle insurance, and not being properly registered, ultimately leading to higher tailpipe emissions, unsafe driving conditions, and significant lost revenue to the State. NCTCOG would like to provide the following comments on the proposed revisions to help optimize the temporary tag database and temporary tag requirements.

§215.150. Authorization to Issue Temporary Tags.
NCTCOG supports the issuance of temporary tags for authorized purposes only for each type of temporary tag to curb or reduce temporary tag fraud. NCTCOG supports the department to develop necessary queries to the dealer and converter database or enhance the information system to ensure dealers and converters are in compliance with subsection (d).

NCTCOG proposes changes to language in the following subsections of §215.150.

- In subsection (d)(2), consider setting a specific number of authorized users that would have access to the database.
- In subsection (d), consider adding:
 - (6) dealer or converter may be asked to submit their password policy and/or provide employment documentation to support all bona fide employees upon the department request.

§215.505. Denial of Dealer or Converter Access to Temporary Tag System.
NCTCOG supports the denial of dealers or converters to the temporary tags system as a means to curb or reduce temporary tag fraud.

NCTCOG proposes changes to language in the following subsections of §215.505.

P.O. Box 5888 • Arlington, Texas 76005-5888 • (817) 695-9240 • FAX (817) 640-3028
<http://www.nctcog.org/trans>

CURRENT PLAN OF ACTION

Resume Mobile Emissions Task Forces

Supported by RTC Transportation Implementation Plan Project; \$2 Million Fund Task Forces

Obtain County Participation Status:

County	Request Letter (Mailed October 6, 2021) (Response by October 29, 2021)	Participation Confirmed (as of December 31, 2021)
Collin	✓	
Dallas	✓	✓
Denton	✓	✓
Ellis	✓	
Johnson	✓	✓
Kaufman	✓	
Parker	✓	
Rockwall	✓	
Tarrant	✓	✓



CONTACT US



Anthony Moffa
Air Quality Planner
amoffa@nctcog.org



Jason Brown
Principal Air Quality Planner
jbrown@nctcog.org



Chris Klaus
Senior Program Manager
cklaus@nctcog.org



Opportunity to Provide Input on New Federal Funding Program for Electric Vehicle Charging Infrastructure

The US Department of Transportation (DOT) and US Department of Energy (DOE) are seeking input that will impact how the agencies implement \$7.5B in funding for electric vehicle (EV) charging and other alternative fuel infrastructure that was authorized in the Infrastructure Investment and Jobs Act. NCTCOG encourages all interested stakeholders to review and consider submitting comments, as state & local governments and transit agencies will all be eligible to apply for the funding available under the competitive grant program.

Federal Register Summary: The recently enacted Bipartisan Infrastructure Law invests in the deployment of EV charging infrastructure as one of many important ways to confront the climate crisis. Through a National Electric Vehicle Formula Program (EV Charging Program), the law provides funding to States to strategically deploy EV charging infrastructure and to establish an interconnected network to facilitate data collection, access, and reliability. The law also establishes a discretionary grant program for Charging and Fueling Infrastructure (Charging and Fueling Infrastructure Program) to strategically deploy publicly accessible EV charging infrastructure and hydrogen, propane, and natural gas fueling infrastructure along designated alternative fuel corridors or in certain other locations that are accessible to all drivers of such vehicles. The law directs DOT, in coordination or consultation with the DOE, to develop guidance for both programs. **Through this notice, FHWA invites public comments to inform the development of the guidance. FHWA is especially interested in comments suggesting ways that the guidance could promote equity in the deployment of EV charging infrastructure under these programs.**

<https://www.federalregister.gov/documents/2021/11/29/2021-25868/development-of-guidance-for-electric-vehicle-charging-infrastructure-deploymentCharging Infrastructure Deployment>

MINUTES**REGIONAL TRANSPORTATION COUNCIL
ONLINE INPUT OPPORTUNITY****Regional Operations & Air Quality Funding Update****Incident Management Freeway Blocking Equipment 2021 Call for Projects:
Final Recommendations****End of Ozone Season****Proposed Modifications to the List of Funded Projects****Work Program Modifications****Online Public Input Opportunity Dates**

Monday, December 13, 2021 - Tuesday, January 11, 2022 – 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. Regional Operations & Air Quality Funding Update
2. Incident Management Freeway Blocking Equipment 2021 Call for Projects: Final Recommendations
3. End of Ozone Season
4. Proposed Modifications to the List of Funded Projects
5. Work Program Modifications

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

Summary of Presentations***Regional Operations & Air Quality Funding presentation:***

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2021/12/M-O.pdf>

Project List:

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2021/12/M-O-Project-List.pdf>

The Fiscal Year (FY) 2023-2026 Management and Operations (M&O), Regional/Air Quality and Safety Funding Program provides funding in addition to Transportation Planning Funds (TPF) so staff can conduct various transportation operations and implementation activities. Surface Transportation Block Grant (STBG), aka Mobility funds, Congestion Mitigation and Air Quality Improvement Program (CMAQ), aka Air Quality funds, and regional funds will be proposed for the FY 2023-2026 program

Both the Surface Transportation Technical Committee (STTC) and Regional Transportation Council (RTC) typically consider extending existing and funding new Air Quality and Management and Operations projects every few years. The last review occurred in 2018-2019 and projects were funded through FY 2022.

Some projects do not have sufficient existing revenues to continue without interruption through FY 2023, so additional funding is needed sooner than the entire M&O program is ready. Because of this, NCTCOG staff is proposing to split approval of the 2023-2026 M&O program into two phases. Phase 1 would cover funding needed for FY 2023 only, and Phase 2 would request funding for FY 2024-2026.

Next steps for the program include the following:

- Taking the interim 2023 funding proposals to the RTC for consideration
- Finalizing the amounts of funding to be requested for 2024-2026, along with the specific list of projects and programs to be recommended
- Bringing back the 2024-2026 list to the public and committees for review and approval

A full list of projects being recommended for FY 2023 funding can be found at www.nctcog.org/input.

Incident Management Freeway Blocking Equipment 2021 Call for Projects: Final Recommendations presentation:

<https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Involve/InputMeetings/2021/12/Blocking-CFP.pdf>

In August 2021, the Regional Transportation Council (RTC) approved the use of \$1 million dollars in Regional Toll Revenue (RTR) funding to support the 2021 Incident Management Freeway Blocking Equipment Call for Projects (CFP), which opened on September 3, 2021.

In support of the NCTCOG Traffic Incident Management (TIM) Training Program, the funding was made available for the purchase of scene management blocking equipment to provide protection to emergency responders at crash sites in the 12-county North Central Texas metropolitan planning area. The goal of the program is to initiate coordinated responses to traffic incidents that build partnerships, enhance emergency personnel safety, reduce secondary traffic crashes, improve transportation system efficiency and improve regional air quality.

The NCTCOG staff received 16 applications for this CFP, and submissions were scored utilizing a point scale. A full list of the projects and funding allocations can be viewed at www.nctcog.org/input

The RTC will take action on the recommended projects on January 13, 2022.

End of Ozone Season presentation:

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2021/12/Ozone.pdf>

Ozone is a gas composed of three atoms of oxygen and occurs both in the Earth's upper atmosphere and at ground level. Ground-level ozone is commonly referred to as "bad ozone" and forms when emission sources emit nitrogen oxides and/or volatile organic compounds that react in the presence of sunlight. Ozone can make it more difficult to breathe, aggravate lung diseases, and inflame and damage the airway.

North Texas is currently under two ozone standards, one for 2008 and one for 2015. Because the region did not meet attainment for either standard, NCTCOG staff is preparing for the region to be reclassified from marginal to moderate under the 2015 standard and from serious to severe under the 2008 standard.

Staff expects the attainment deadline for the new classifications to be no later than July 20, 2027 for the 2008 standard and no later than August 3, 2024 for the 2015 standard.

For more information on regional air quality, visit <https://www.nctcog.org/trans/quality/air/ozone>.

Proposed Modifications to the List of Funded Projects handout:

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2021/12/TIP-Mods.pdf>

A comprehensive list of funded transportation projects through 2024 is maintained in the Transportation Improvement Program (TIP). Projects with committed funds from federal, State and local sources are included in the TIP. To maintain an accurate project listing, this document is updated on a regular basis.

The current modification cycle includes project updates and funding adjustments for transportation initiatives in Collin, Dallas and Denton Counties. Additionally, financial adjustments related to public transportation services managed by Trinity Metro are also included.

Work Program Modifications handout:

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2021/12/TIP-Mods.pdf>

The Unified Planning Work Program (UPWP) summarizes transportation activities for NCTCOG's metropolitan planning area, which covers a 12-county region. The UPWP is divided into five major task areas:

- Administration and Management
- Transportation Data Development and Maintenance
- Short-Range Planning and Programming and Air Quality and Transit Operations
- Metropolitan Transportation Plan
- Special Studies and System Operations

The modifications in this round of proposed modifications to the FY 2022 and FY 2023 UPWP address new project updates and funding adjustments. The RTC will take action on the FY2022 and FY2023 UPWP modifications on January 13, 2022.

COMMENTS SUBMITTED BY WEBSITE, EMAIL, SOCIAL MEIDA, PHONE AND MAIL

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

Regional Transportation Public Input opportunity
due 1/11/2022

Comments/Questions Submitted by Phyllis Silver

End of 2021 Ozone Season: Compliance with Federal Requirements and Future Outlook Dec. 2021

pg 4-a) I notice that the air quality in 2021 was somewhat worse than what it had been in 2019.

Question: What factor(s) caused the ~~air quality~~ to be

worse in 2021 than it was in 2019?

b) I can understand the improvement in air quality in 2020, due to fewer materials being on the road due to the pandemic and working from home, but what happened in 2016 that resulted in air quality improvement? Question

Comment: I am pleased that continuing efforts are being made to improve air quality by increasing funding and by implementing programs that will clean our air.

2021 Incident Management Freeway Blocking Equipment Call for Projects Recommendations

Comment: This is a great idea to increase the safety of first responders and to improve the overall safety of a crash scene.

Phyllis Silver 12/31/2021



PHYLLIS H. SILVER

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, November 20, through Monday, December 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. High-speed transportation 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. This month, there were three bicycle and pedestrian comments, three transit comments and four roadway comments. To read them, visit: <http://nctcoggis.maps.arcgis.com/apps/CrowdsourceReporter/index.html?appid=b014e6d39b604b3ca329d9094ed1e9e2>.

Air Quality

Twitter –

1. Jenny Narvaez of @NCTCOGtrans says that in the Dallas/Fort Worth area air pollution in 2020 really wasn't any different from any other year. More research can help shed light on #emissions and #AirQuality.

Find resources in our latest blog

<http://ow.ly/8tM150H3f6y> – TRB (@NASEMTRB)



Aviation

Twitter –

1. Join #AirspaceLink's Tyler Dicks as he demonstrates how to easily plan a flight, gain greater situational awareness, and submit for #LAANC authorization with AirHub™ for Pilots at the "Know Before You Fly Your Drone" Virtual Workshop, presented by @NCTCOGtrans.

#Drones #FAA – AirspaceLink (@AirspaceLink)



Bicycle & Pedestrian

Twitter –

1. Irving and Dallas friends go get involved ! This is a huge project that will benefit all our communities ! – Corey Carrasco (@corcarrasco)



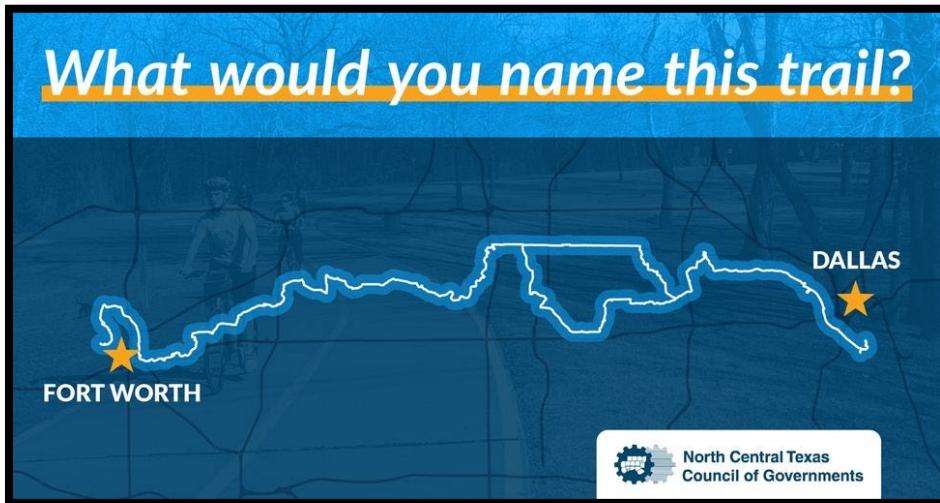
2. Walked over to the @NorthhavenTrail bridge ramp site this morning. The curved ramp is starting to take shape. Looking good, @TxDOTDallas! #DallasParks #DallasTrails – Jeff Kitner (@JeffKitner)



Very nice and great update! I can't wait to see the planned connection from the Coombs Creek Trail to the Margaret Hunt Hill Bridge. – Daniel Huerta (@WSeriesBound)

Facebook –

1. We want to hear from you! Please visit FortWorthtoDallasTrail.com to share your opinions, experiences and ideas about the future of the trail connecting downtown Fort Worth to downtown Dallas. – NCTCOG Transportation Department



Plz – Hoang Nguyen

I care less about the name, more about the completion... – Laura Pyle

The Trail of Two Cities – Kathy Powell
DFW Bike Highway – David Shuford Jr.
Texas two Step – Sharon McNutt
The Turnpike – James White
The Connector – Shane Salley
The Connect – Alex Flores
NTX Trinity Trail – Cody Knecht

High-speed Transportation

Twitter –

1. Fort Worth to Dallas in under 20 minutes? Proposed transit system could be the ticket:
<https://greensourcedfw.org/articles/DFW-planners-high-speed-rail>. – NCTCOGTransportation (@NCTCOGtrans)



Yes and yeah. – Osman (@Hossein16Osman)

Build Fort Worth to Dallas high-speed rail. – Osman (@Hossein16Osman)

2. Judging from TRE ridership, there is near-zero demand for this project. – Nathaniel Barrett (@ncoxbarrett)



👉



Facebook –

1. Fort Worth to Dallas in under 20 minutes? Proposed transit system could be the ticket:
<https://greensourcedfw.org/.../DFW-planners-high-speed-rail>. – NCTCOG Transportation Department



Hope y'all do a better job on this then you did on the stupid TEXPress lanes in Tarrant County! – Wm Atkins

Innovative Vehicles & Technology

Email –

1. Katherine Homan

Hello, me again - this time with the following email
for y'all to take into consideration. TU!

Imagine Florida with a hurricane coming toward Miami. The Governor orders an evacuation.

All cars head north. They all need to be charged in Jacksonville. How does that work? Has anyone thought about this? If all cars were electric, and were caught up in a three-hour traffic jam with dead batteries, then what? Not to mention that there is virtually no heating or air conditioning in an electric vehicle because of high battery consumption.

If you get stuck on the road all night, no battery, no heating, no windshield wipers, no radio, no GPS (all these drain the batteries), all you can do is try calling 911 to take women and children to safety. But they cannot come to help you because all roads are blocked, and they will probably require all police cars will be electric also. When the roads become unblocked no one can move! Their batteries are dead.

How do you charge the thousands of cars in the traffic jam? Same problem during summer vacation departures with miles of traffic jams. There would be virtually no air conditioning in an electric vehicle.

It would drain the batteries quickly. Where is this electricity going to come from? Today's grid barely handles users' needs. Can't use nuclear, natural gas is quickly running out. Oil fired is out of the question, then where?

Consider what could occur if the U.S. was attacked by a Foreign enemy and we had no fuels for Military Armored Vehicles, Bombers, Fighter Planes or every other type of defense armaments. They can't operate on Batteries, solar Energy or Wind.

Lastly, what will be done with billions of dead batteries, can't bury them in the soil, can't go to landfills.

The cart is way ahead of the horse with no thought whatsoever to handling any of the problems that batteries can cause.

Response by NCTCOG Transportation Staff

Thank you for posing another excellent question. Fuel availability during emergency evacuations is a concern for vehicles of all fuel types, and cars have run out of gas during previous disasters, as detailed in this Texas House of Representatives report following Hurricane Rita. This is an important consideration for electric vehicles (EVs), especially as adoption rates increase.

Electric Vehicle Energy Usage: Unlike gasoline-powered vehicles, an EV's electric motor stops when the vehicle stops, so EVs do not waste energy idling. However, just like gas vehicles, EVs do have heating and A/C that can reduce range when used heavily. EVs are 60% to 73% efficient, and most of the energy used is to "power the wheels" (EVs and hybrids use regenerative braking to recover up to 22% of power to the battery). More information on where the goes energy for EVs, as well as hybrids and gasoline vehicles, can be found on FuelEconomy.gov [here](#).

Examples of what is being done to plan:

Since your email mentions Florida, the Florida Office of Energy prepared a Florida Electric Vehicle Roadmap that identifies locations best located for direct current fast charging (DCFC) stations during times of evacuations that also outlines some innovative solutions such as using portable battery systems (which will tie into the question about the end of life options for EV batteries).

The Infrastructure Investment and Jobs Act (IIJA) is the new federal transportation bill signed into law and outlines funding for EV charging stations, and the Federal Highways Administration (FHWA) has issued a Request for Information for guidance on how to deploy EV charging infrastructure under this new funding program. NCTCOG is submitting comments that will recommend prioritizing evacuation routes for deploying EV infrastructure and that integrated distributed energy solutions, such as battery storage, microgrids, and/or onsite generation, are eligible costs under the program.

In response to a solicitation for input from Electrify America, the Texas Electric Transportation Resources Alliance (TxETRA) recommended a list of locations for funding EV charging stations after overlaying the ERCOT power distribution, TxDOT traffic flow, and emergency evacuation route maps. A copy of the map and list of recommended locations can be found on their website here: <https://txetra.org/charging-map-recs-1>. NCTCOG also submitted comments and recommended locations for charging stations to Electrify America, and several locations recommended by TxETRA were included in our list (the table on pgs. 26-28 marks these locations): [https://nctcog.org/getattachment/trans/quality/air/Funding-and-Resources/Volkswagen-Settlement/NCTCOG_EACycle3-\(1\).pdf.aspx?lang=en-US](https://nctcog.org/getattachment/trans/quality/air/Funding-and-Resources/Volkswagen-Settlement/NCTCOG_EACycle3-(1).pdf.aspx?lang=en-US).

EV Battery Reuse and Recycling: A battery that is no longer usable to power an EV can have a variety of second life applications, including portable battery systems that may offset peak grid demand or provide power during outages. You may be interested in checking out this article on second-life batteries for more information on the market and value of used EV batteries (as well as a list of existing second-life projects): <https://blog.ucsusa.org/hanjiro-ambrose/the-second-life-of-used-ev-batteries/>.

Locally, there is a company called Blue Roof Foundation (now Oso Electric) that has been developing electric lawnmowers, and they started off by using used Nissan LEAF batteries to be able to swap batteries out throughout the day. MotorWeek wrote a story that includes a profile of their prototypes posted at: https://www.motorweek.org/features/auto_world/commercial-lawn-mowers. The aforementioned IIJA also provisions funding research and development on EV battery recycling and second-life applications. A summary of EV-Related Provisions in the IIJA bill may be found here: <https://www.atlasevhub.com/materials/invest-in-america-act-h-r-3684/>.

As always, please don't hesitate to reach out with any questions, and we look forward to your next question!

Twitter –

1. Per @EnergyUT study, transition to many more #EVs in Texas could require up to 30% more annual #electricity demand, thousands more #charging stations, & consumer education. Are they ready? @UTAustin @NCTCOGtrans @energy

Via @dallasnews @DomDiFurio – Electrical Apparatus (@ElecAppMag)



dallasnews.com

Is the Texas power grid ready for the electric vehicle boom?

It's a question environmentalists, renewable energy experts and automakers are wary of as the Biden administration pushes for ...

Project Planning

Email –

1. Christine Otakan

Hello, can you please tell me the current status of the project below? When is ROW acquisition anticipated to begin for this project? If I'm contacting the wrong person, can you please tell me who the project manager is?

090238140

ON OLD WEATHERFORD RD FROM FM 3325 TO E OF CODER DR.

Response by NCTCOG Transportation Staff

Hi, Chris,

Thank you for contacting the NCTCOG Transportation Department.

The latest information we have from the project sponsor (Parker County) is that the project is currently being designed. Right-of-way acquisition is beginning this month. Construction is expected to begin in summer 2022 and be completed in summer 2023.

Please contact us if you need additional assistance.

Twitter –

1. This RAISE grant will allow us to plan for connectivity between the southern Dallas communities that surround our #parkwithapurpose and the @DallasZoo. So grateful for support from @POTUS @SecretaryPete @RepEBJ @JohnCornyn @NCTCOGtrans and @CityOfDallas – Southern Gateway Park (@SouthernGWPark)

 D Magazine @DMagazine · Nov 19

Some of the city's most promising infrastructure projects just received a boost from federal dollars. dmagazine.com/frontburner/20...

Facebook –

1. Meet the People Behind the Plan! As you know, we are always planning for the future and here are some of the people who use your comments to help. An update to the Mobility 2045 plan is currently underway and the team would love your feedback! Visit <https://www.nctcog.org/trans/plan/mtp/mobility-plan-update> for details.

More to come.  #PeopleBehindThePlan – NCTCOG Transportation Department



Love it! Great job! 🌟 ❤️ – Pamela Klekar Burns

Roadway

Twitter –

1. John Donaghey

Dear NCTCOG,

One intersection of note:

- a. North bound traffic on Southview Dr. is hard to see
when turning left from W.. Lucas Dr. onto E. Lucas Dr.
Many near misses there.
- b. Trailer traffic can hardly make the right turn from East
Lucas Dr. onto W. Lucas Dr. The guard rail tells the tale.

I have often seen such traffic cut across the vacant lot in
order to make the turn.

The whole intersection needs study and revision.

The traffic flows in our part of the county have improved dramatically
since it has become a priority. THANK YOU.

Safety

Twitter –

- 1. Please slow down, pay attention, & don't drink and drive. Your family and friends will be devastated by your tragic death. First responders don't get used to pulling bodies out of cars.

@VisionZeroTexas

@NCTCOGtrans

@MADDOnline – caraathome (@) (@caraathome)



Transit

Email –

1. **Billy Hanson**

We need regional transportation service for Tarrant, Denton, Dallas, Collin and Rockwall counties etc. Dart should be the hub branching out to the neighboring counties.

Twitter –

1. It must suck to miss a chunk of whatever show you're going to because of parking and traffic, but why is there not a mention in this story that there is a DART stop basically adjacent to the gate that gets you to the Music Hall? – Matt Goodman (@goodmoine)



dallasnews.com
Hundreds of 'Hamilton' fans miss parts of Dallas shows with parking ...
Dallas Summer Musicals blames a competing event, the post-pandemic ramp-up and longstanding ingress-egress issues at Fair Park.

I invite you to start/end your journey from #D12 to the music hall at night, dressed up in heels & jewelry, and take @dartmedia v driving. DART says it takes approx 2 hours, 17 min of which is walking, some without sidewalks and 114 stops along the way.

@NCTCOGtrans – caraathome (@🏡) (@caraathome)

There are plenty of park and ride options between your district and Fair Park that would help cut down the commute time. – Matt Goodman (@goodmoine)

Think like a woman.... It is at least 15+ min drive to park & ride, where she would park in dark lot, stand outside in heels getting hair messed up, in fancy clothes, with increased safety risk. Then walk dart station to music hall & reverse for home, even later @ night. No thx. – caraathome (@🏡) (@caraathome)

Also, of the 4 options that come up on dart trip finder, none use a park & ride. – caraathome (@🏡) (@caraathome)

Map it on Google from your nearest station. Trip finder will use your current location to plot a route. For instance, if you wanted to

see Hamilton tonight at 7:30, there are a number of options from Arapaho Center that will get you to the Music Hall at Fair Park in ~45 min. – Doyle Rader (@DoyleRader)

Yes. DART should be an option that is considered, especially in how this piece is framed. Besides, if more folks ride DART, there will be more room for all those cars coming from D12! – Matt Goodman (@goodmoine)

We are a transportation desert and losing one of our main bus routes under the "improvements" with no GoLink. Even the dreaded Cotton Belt won't have a stop nearby & no connected trails or protected bike lanes. Ps-D12 is one of the highest density districts #workingonit – caraathome (@ (@caraathome)

The nearest park & ride is more than 15 minutes away. – caraathome (@ (@caraathome)

I'm confused. – Matt Goodman
(@goodmoine)

2. Looks like passenger rail will happen Baton Rouge to New Orleans with @CanadianPacific's blessing. A future train for Dallas-Shreveport-Meridian MS as well? @TXRailAdvocate @RailPassengers @NCTCOGtrans <http://texasrailadvocates.org/2021/12/09/canadian-pacific-commits-to-passenger-train-service-baton-rouge-new-orleans-talks-of-dfw-meridian-ms/> – Peter J LeCody (@railadvo)



The CP official seemed very positive about the Meridian Speedway route of public leaders can bring in NS in partnership. Shreveport is already building a platform at its new intermodal transit center. Seems even more likely than BR, TBH... – RAIL Magazine (@RAILMag)

3. Heads up! DCTA Bus Service Scheduled to End in Lewisville, Riders Encouraged to Use GoZone: <https://nbcdfw.com/news/local/dcta-bus-service-scheduled-to-end-in-lewisville-riders-encouraged-to-use-gozone/2836589/#:~:text=Riders%20are%20encouraged%20to%20utilize,said%20DCTA%20CEO%20Raymond%20Suarez>. – NCTCOG Transportation (@NCTCOGtrans)



What about the handicaps that uses wheelchairs? This is not good for my uncle!. – Gabriela G. Cruz (@gaguo2981)

GoZone is available for your transportation needs and it's accessible for everyone, including our residents who use a wheelchair. Simply download the GoZone app or call customer service to book your ride. It's only 75 cents. – DCTA (@RideDCTA)



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

December 3, 2021

Mr. Richie Nguyen
Office of Civil Rights
Docket Operations, United States Department of Transportation
1200 New Jersey Avenue, SE
West Building Ground Floor, Room W12-140
Washington, DC 20590

Dear Mr. Nguyen:

On behalf of the Regional Transportation Council (RTC) and the North Central Texas Council of Governments (NCTCOG), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth area, we would like to submit comments on the Federal Transit Administration's (FTA) Federal Register notice published on November 3, 2021, Title VI Implementation, **Docket No. DOT-OST-2021-0014**.

As the MPO for the North Texas region, the RTC and NCTCOG are responsible for transportation planning in a 12-county area with a current population estimate greater than 7.5 million. North Texas is home to multiple transit agencies, and the MPO helps coordinate transit service for the region's smaller agencies. Therefore, please consider the attached comments as the Secretary prepares to amend Circular 4702.1B, Title VI Requirements and Guidelines for Federal Transit Administration Recipients (Title VI Circular).

We appreciate the opportunity to provide these comments and look forward to working with the Office of the Secretary to strengthen the region's commitment to Title VI and transit accessibility and equity. If you have any questions, please feel free to contact me at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Morris".

Michael Morris, P.E.
Director of Transportation
North Central Texas Council of Governments

KR.kw
Enclosure

WRITTEN COMMENTS

- 1. Which practices outlined in the Order should FTA incorporate in its guidance on promoting inclusive public participation? Are there additional effective practices FTA should consider?**

NCTCOG Response:

NCTCOG currently implements several of the practices outlined in USDOT's Title VI Order Number DOT 1000.12C and would support incorporating these practices as recommendations in the new guidance. However, of the 10 effective practices listed, NCTCOG suggests making recordkeeping related to the demographics of meeting attendees optional. Although it may be appropriate to seek demographic information about meeting attendees in certain circumstances, it may not be an appropriate practice in all settings.

- 3. Should FTA require a SAFE analysis be posted on a recipient's website or submitted to FTA prior to the service or fare change being enacted, in addition to submission with the recipient's Title VI program? If so, how soon after an analysis is conducted or before a change is approved or implemented should FTA require posting or submission?**

NCTCOG Response:

A timelier method for reviewing SAFE analyses should be developed, but FTA also must provide timely responses. Disparate impacts resulting from facially neutral policies to reduce transit service can disproportionately affect members of a protected group. Members of these groups are more likely to be essential workers who must report to work in-person (<https://www.ncbi.nlm.nih.gov/pmc/articles/PMC7436547/>), and members of these same groups are more likely to rely on public transit for their journey to work (US Census American Community Survey data, <https://www.apta.com/wp-content/uploads/Resources/resources/reportsandpublications/Documents/APTA-Who-Rides-Public-Transportation-2017.pdf>). Therefore, to ensure compliance with Title VI, it is vital that SAFE analyses be conducted in a timeframe relevant to transit riders, not the three-year schedule for Title VI Program updates. Absent (or in addition to) a timelier review process by FTA, a requirement to post an analysis on the recipient's website prior to implementation is feasible. The notice period required should be long enough to allow meaningful public feedback.

- 5. The Title VI Circular explains existing public participation requirements for development of major service change policies, disparate impact policies, and disproportionate burden policies. Should FTA address public participation where a transit provider finds a potential disparate impact or disproportionate burden, specifically with regard to analysis of modifications to avoid, minimize, or mitigate potential disparate impacts?**

NCTCOG Response

Yes, it would be valuable to address public participation in this case. The community is likely the most knowledgeable resource for identifying mitigation strategies.

7. **The Title VI Circular provides that service equity is measured based on access to public transit service. Is this measure sufficient to ensure equity, or should it be measured by destinations, such as how many jobs riders can access from a particular stop within a specified time, or how long it takes to get to grocery stores, medical facilities, and other critical destinations, or by some other measure?**

NCTCOG Response:

Service equity analysis should be expanded to include additional accessibility measures such as connectivity to needed services, destinations, and trip characteristics such as travel and wait times. With increased options like micro-transit, on-demand, commuter service, and peak only fixed-route, transportation providers can introduce or change service to increase access to more riders. However, the current measure only captures the initial connection and limits other measures that can be used to ensure equitable access across communities and transit needs. Providing multiple measures can increase the transportation agencies' validity of their service equity analysis and ensure riders have access to public transportation that considers where people live and their ability to access schools, jobs, food, and healthcare services.

8. **The Title VI Circular provides that temporary service changes (12 months or less) and temporary fare reductions (6 months or less) do not respectively require service and fare equity analyses. Should FTA reconsider these timeframes? Should FTA require some analysis during temporary changes to consider the equity impacts of the temporary changes?**

NCTCOG Response

SAFE analyses for temporary changes should be considered, because even temporary changes can create life-changing impacts for transit-dependent individuals. Disparate impacts resulting from facially neutral policies to reduce transit service even temporarily, such as during the global pandemic, can disproportionately affect members of a protected group. Members of these groups are more likely to be essential workers who must report to work in-person (<https://www.ncbi.nlm.nih.gov/pmc/articles/PMC7436547/>), and members of these same groups are more likely to rely on public transit for their journey to work (US Census American Community Survey data, <https://www.apta.com/wpcontent/uploads/Resources/resources/reportsandpublications/Documents/APTA-Who-Rides-Public-Transportation-2017.pdf>). Therefore, it is vital that SAFE analyses be conducted in a timeframe relevant to transit riders, not the three-year schedule for Title VI Program updates.

10. **These facility equity analyses are conducted prior to site selection, but they are submitted to FTA as part of a recipient's Title VI program once every three years. Due to this gap in time, FTA may not become aware of facility siting and related equity analyses until years after they have been constructed or conducted. Should FTA require a facility equity analysis be posted on a recipient's website or submitted to FTA prior to site selection, in addition to submission with the recipient's Title VI program? If so, how soon after an analysis is conducted or before a change is approved or implemented should FTA require posting or submission?**

NCTCOG Response

Facility equity analyses should be reviewed in a timelier manner than every three years. A facility that is constructed in that gap of time is unlikely to be removed if it is found to have created disparate impacts. The facility equity analysis should be posted on the recipient's website and public feedback should be sought on equity and mitigation efforts.

- 11. The Title VI Circular currently makes no mention of equitable implementation of rider conduct policies, such as prohibitions on smoking, littering, loitering, eating on vehicles, evading fares, or playing music loudly. Given the potential for disparate impacts on the basis of race, color, or national origin in the implementation of these policies, which is prohibited by DOT Title VI regulations, FTA is considering how to address these topics. To ensure compliance with Title VI, how should FTA address the equitable implementation of rider conduct policies?**

NCTCOG Response

The Title VI Circular should reference the DOT Title VI regulations that require equitable implementation of rider conduct policies. Equity of policy implementation will be hard to enforce, however. Vehicles are already required to provide notice of how the public can file a Title VI complaint. Perhaps it should be made explicit that riders can file such a complaint related to implementation of rider conduct policies.



Andy Eads Denton County Judge

December 8, 2021

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

Dear Mr. Morris:

First, let me apologize for the delay in responding to your letter. I am writing to confirm that Denton County is very much interested in participating in the region's emissions task force. Denton County works hard each day to look out for the fiduciary well-being of its residents. Vehicles that are not properly inspected to prevent pollutants, fake registrations that evade individual responsibility, fraudulent paper tags that cost the region millions in unpaid fees and tolls, all contribute to a degradation of the quality of life for our citizens.

Denton County looks forward to working with you and the other task force members to address these important issues.

Respectfully,

The Honorable Andy Eads
Denton County Judge



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

December 12, 2021

Office of General Counsel
Texas Department of Motor Vehicles
4000 Jackson Avenue
Austin, Texas 78731

Texas Department of Motor Vehicles Office of General Counsel:

The Regional Transportation Council (RTC) is the Metropolitan Planning Organization for the Dallas-Fort Worth (DFW) area; a membership roster is provided in Attachment 1. As staff to the RTC, the North Central Texas Council of Governments (NCTCOG) appreciates the opportunity to comment on the Texas Department of Motor Vehicles (DMV) proposed revisions to §§215.150-215.155 and new §215.505 of the Texas Administrative Code (TAC) Chapter 43, as published in the November 12, 2021, issue of the Texas Register.

NCTCOG is responsible for implementing many emission reduction control strategies that support the DFW 8-Hour Ozone Attainment Demonstration State Implementation Plan (SIP), which includes activities aimed at supporting the State's Inspection and Maintenance (I/M) Program for affected registered motor vehicles. Each temporary tag that is improperly issued leads to not having a required vehicle emission and/or safety inspection test, avoidance of vehicle insurance, and not being properly registered, ultimately leading to higher tailpipe emissions, unsafe driving conditions, and significant lost revenue to the State. NCTCOG would like to provide the following comments on the proposed revisions to help optimize the temporary tag database and temporary tag requirements.

§215.150. Authorization to Issue Temporary Tags.

NCTCOG supports the issuance of temporary tags for authorized purposes only for each type of temporary tag to curb or reduce temporary tag fraud. NCTCOG supports the department to develop necessary queries to the dealer and converter database or enhance the information system to ensure dealers and converters are in compliance with subsection (d).

NCTCOG proposes changes to language in the following subsections of §215.150.

- In subsection (d)(2), consider setting a specific number of authorized users that would have access to the database.
- In subsection (d), consider adding:
 - (6) dealer or converter may be asked to submit their password policy and/or provide employment documentation to support all bona fide employees upon the department request.

§215.505. Denial of Dealer or Converter Access to Temporary Tag System.

NCTCOG supports the denial of dealers or converters to the temporary tags system as a means to curb or reduce temporary tag fraud.

NCTCOG proposes changes to language in the following subsections of §215.505.

December 12, 2021

- In subsection (b), the second and third reference to a 10-day period is not specified as a calendar day. It should be corrected to ensure consistency.
- In subsection (c), a sentence should be added to place the responsibility of keeping the contact information current and correct on the dealer or converter, not the department.
- In subsection (d), consider decreasing from 26 calendar days to 14 calendar days. This should be enough time for a dealer or converter to respond to an urgent matter.
- In subsection (f), consider decreasing from 26 calendar days to 14 calendar days. Fourteen calendar days should be enough time for a dealer or converter to respond to an urgent matter.

§215.152. Obtaining Numbers for Issuance of Temporary Tags.

NCTCOG supports limiting the number of issued buyer's temporary tags, agent temporary tags, and converter temporary tags as a means to curb or reduce temporary tag fraud. The language in the new §215.152 subsections (g) and (h) is favored as it addresses dealers moving to different locations or opening additional locations and determines how they will be treated during the issuance of temporary tags. NCTCOG supports the new §215.152 subsections (j), (k), and (l) so the allotment number of temporary tags is not inflated for subsequent years and reinforces enforcement actions will be taken for any dealer or converter misusing or acting fraudulently.

NCTCOG proposes changes to language in the following subsections of §215.152.

- In subsection (c)(1)(A), strike this language from the rule. This may give unscrupulous dealers or converters an inflated baseline and does not ensure that these tags are tied to actual vehicle sales like using the number of title transactions processed.
- In subsections (f)(1) and (f)(2), consider decreasing the amount for agent temporary tags and vehicle specific temporary tags due to the limited and defined uses of these types of tags as these are not connected to a vehicle sale.
- In subsection (i), assuming appropriate resources are available to process allotments in a timely manner, consider increasing from 50 percent to 75 percent of maximum number before a dealer or converter can request an increase in allotment. Increasing the percent may ensure the dealer or converter is likely to reach their original allotment prior to requesting an increase to the department.

Thank you for the opportunity to provide comments on the proposed DMV revisions to §§215.150, 215.152 and new §215.505 of the Texas Administrative Code Chapter 43. If you have any questions, please feel free to contact Jason Brown at (817) 704-2514 or jbrown@nctcog.org.

Sincerely,



Michael Morris, P.E.
Director of Transportation

JB:kw

Attachment

Dallas is getting 110 acres of land from Oncor for new park, The LOOP trail

The donated land in southeast Dallas includes Parkdale Lake.

By Everton Bailey, Jr., Dallas Morning News

Oncor is donating 110 acres of land in southeast Dallas for a new park that would also connect a planned 50-mile bike and hike trail that loops around the city.

The undeveloped property, which includes Parkdale Lake, sits along the west side of White Rock Creek in South Dallas, about 2 miles east of Fair Park.

The lake will boost recreation and the quality of life for residents, said council member Adam Bazaldua, who represents the area where the property sits. It will also help manage runoff and prevent flooding.

"It will also act as an engine and an anchor to economic growth in the surrounding area," he said Tuesday after Mayor Eric Johnson announced the land donation.

Dallas hasn't had a comparable land donation of this size since William Worthington Samuell gave 600 acres of farmland to the city in the late 1930s.

The lake was built in the 1950s after flooding caused the farmland there to be abandoned. It was the site of the Parkdale Steam Electric Station until the plant was decommissioned in 2005. Oncor received the land in 2010 and still owns property on the east side of White Rock Creek, north of Lawnview Park in Pleasant Grove.

Oncor CEO Allen Nye said the lake site has sat unused by the utility company, and the organization had been in discussions with the city and others for about three years about turning it over to Dallas Park and Recreation. The park board must accept the donation at its next meeting Dec. 9.

<https://www.thinklink.com/scene/1464448904115257347>

The site is located on a planned 7.5-mile trail segment meant to connect White Rock Lake and East Dallas to South Dallas and the Trinity Forest Trail System. It's one of four projects that are part of The LOOP trail, aiming to connect 39 miles of existing trails and add 11 miles of new paths.

The project is being led by the Circuit Trail Conservancy.

The first part of the 7.5-mile trail — the Trinity Forest Spine Trail — broke ground in July and extends from the White Rock Lake spillway to Samuell Road. The other half, which includes the Parkdale Lake property, will continue on to the Lawnview DART station in southeast Dallas. Construction on that half is expected to begin sometime in 2022 and cost around \$16 million, said Philip Hiatt Haigh, the conservancy's executive director.

John Jenkins, Dallas' Park and recreation director, said he estimated the area needs \$20 million in improvements to add water-related recreation activities and other amenities.

Council member Jaime Resendez, who represents Pleasant Grove, said the new site would be a step toward more equitable access to parks in the city. Southeast Dallas residents have felt

neglected by the city for years, he said. White Rock Creek is on the dividing line between South Dallas and Pleasant Grove.

"To get an amenity like this and resources like this in southeast Dallas is huge for the community," Resendez said. "What's good for one part of Dallas is good for the whole of Dallas."

Exxon Mobile To Spend \$15 Billion On Emission Reduction Projects

By CBSDFW.com Staff

TEXAS (CBSDFW.COM/AP) Exxon Mobil said it is boosting its spending on greenhouse gas emission-reduction projects to \$15 billion over the next six years and anticipates meeting its 2025 greenhouse gas emission-reduction plans by the end of this year.

The energy giant said the \$15 billion will go toward projects focused at reducing greenhouse gas emissions from existing operations and increased investments in the low carbon solutions business.

As part of its greenhouse gas emission-reduction plans, Exxon Mobil anticipates year-end 2021 results showing a reduction of 15% to 20% in greenhouse gas intensity from upstream operations compared to 2016 levels, four years ahead of schedule. The company said the figure is supported by an anticipated reduction of 40% to 50% in methane intensity and 35% to 45% in flaring intensity compared to 2016.

Looking ahead, Exxon Mobil said that it expects to lower absolute corporate-wide greenhouse gas emissions by approximately 20% by 2030. It foresees a 70% to 80% reduction in corporate-wide methane intensity and 60% to 70% reduction in corporate-wide flaring intensity by that year.

Exxon Mobil's announcement comes at a time of increasing scrutiny on escalating gas prices and the use of oil reserves. Last week President Joe Biden ordered a record 50 million barrels of oil released from America's strategic reserve, looking to bring down gasoline and other costs.

The Strategic Petroleum Reserve is an emergency stockpile to preserve access to oil in case of natural disasters, national security issues and other events. Maintained by the Energy Department, the reserves are stored in caverns created in salt domes along the Texas and Louisiana Gulf Coasts. There are roughly 605 million barrels of petroleum in the reserve.

Exxon Mobil also said Tuesday that it plans to keep capital investments between \$20 billion and \$25 billion per year through 2027. The company said there's room to adjust the figure to adverse market conditions or changes in policy and technology for low-emissions projects.

The Associated Press reported the news Wednesday, December 1.

Here are 9 ways Texas should spend \$35 billion in infrastructure money

Architecture critic Mark Lamster's wish list, from sidewalks and high-speed rail to the Trinity levees.

By Mark Lamster, Dallas Morning News

If you want to understand just how misguided American priorities are when it comes to planning for a sustainable future, you need look no further than the funding breakdown of the \$548 billion federal infrastructure bill. Of the [\\$35 billion Texas is due](#), according to White House calculations, some \$26.9 billion will go to road and highway repair, and just \$3.3 billion to public transit. Another \$408 million is slated for electric vehicle charging stations. Which is to say, at the moment we should be encouraging people to be less dependent on automobiles, we are spending to promote driving by a nearly 10-to-1 margin.

This ratio goes a long way toward explaining why, according to the city's [Strategic Mobility Plan](#), just over 6.2% of Dallasites commute by "alternative" forms of transportation — walking, cycling and public transit. A long-term goal should be to invert this paradigm. Certainly, no rational culture should consider walking an alternative mode of transit. Legs, after all, come with our bodies.

If nothing else, the pandemic has shown us how essential it is to have walkable neighborhoods and places for outdoor recreation. That won't change when the pandemic ends, and with new strains developing, it is unclear when that will be.

The bill passed by Congress in November does promise to fund [a variety of critical priorities](#), among them the weatherization of the electric grid, the safeguarding of clean water supplies, protection against cyberattacks and the expansion of broadband access. That list, unfortunately, only begins to address the region's essential needs. With that in mind, here are nine ways we should spend our share of windfall from Uncle Sam.

1. Fix the sidewalks and create pedestrian-friendly streets. The infrastructure bill calls for the repair of roads. Fine. But the first part of the roads we should repair are the sidewalks. According to the [Dallas Sidewalk Master Plan](#), adopted by the City Council in June, the city is *missing* 2,046 miles of sidewalk. This does not account for the miles of sidewalk in poor condition or fouled by obstacles (especially Oncor utility poles). This disastrous state of affairs helps explain why so many Dallasites are reluctant to walk (and thus, rely on cars) and why those who do so are so subject to injury or death due to traffic accidents.

According to Smart Growth America's 2019 Pedestrian Danger Index, Dallas is one of the worst cities in America to walk, with a score of 124.2, more than double the national average, and an increase of 11% over its score in 2016. Fixing the sidewalks is the most important thing we can do, and it's also the most expensive, with a price tag of \$1.984 billion.

2. Build protected bike lanes. In a ranking compiled by the cycling advocacy group People for Biking, Dallas ranks 97th out of 104 major American cities for biking. It's no wonder: Dallas has few protected bike lanes and continues to build roads and bridges without them, even as it gives lip service to the idea of becoming more bike friendly. A good example: In October, the City Council celebrated the budgeting of [\\$2 million for bike lanes](#). A decade ago, the city's first bike plan promised 1,000 miles of protected bike lanes. Today, the city has about 20.

3. Implement a Bus Rapid Transit system. Among the projects lawmakers are considering for funding is the expansion of DART's light rail system — the so-called D2 downtown alignment. Conceptually, it's a good idea that would increase frequency of ridership on the perennially

underutilized system. But money might be better spent enhancing bus service with an expanded network of dedicated express lanes. It's far cheaper, easier to implement and services a broader population than rail.

4. A bus shelter for every stop. In a news conference on Monday, DART president Nadine Lee promised infrastructure funds would go towards "projects that enhance the rider's experience," including a maintenance backlog and the furniture (or lack thereof) at DART stops. As it stands, DART recently proposed a point system weighing various factors (frequency of service, ridership, neighborhood crime rate) to determine whether a stop should have a shelter, a bench or dedicated lighting. This is a good start, but the wealthiest country in the history of the world should be able to afford shaded benches with lights at **every** stop.

5. Remove I-345. Instead of a major highway building project, Dallas should move forward with a major highway un-building project. I-345, the connector between I-45 and U.S. 75, is past its useful life, and a needless barrier between Downtown and Deep Ellum. That space can be developed into a vibrant community, bringing affordable housing to an area directly adjacent to the city's core. Earlier this year, a TxDOT feasibility study proposed five options for dealing with the highway: slimming it, depressing it, depressing it and slimming it, leaving it as is, and removing it. The last option, removal, **is the best option**, and can be accomplished with minimal increase in commuting times.

6. Support the entire park system. Dallas has done a superb job, over the last decade, of expanding its park system downtown, with the additions of Klyde Warren, **Pacific Plaza** and **West End** parks. Two more are on the way, with the remake of **Carpenter Park** and the future **Harwood Park**. The greater park system has not fared as well. In May 2020, as the pandemic took hold, the Park and Recreation Department **furloughed 25% of its permanent staff**. Reinstating those employees should be a top priority.

7. Increase Dallas tree coverage. Earlier this year, with the support of the Texas Trees Foundation, the Dallas Park Board approved its first **Urban Forest Master Plan**. Among its goals is the increase of the city's tree canopy from its current 32% to 37% by 2040. Granted, trees grow slowly, but that is too modest a target. This is the chance to expand it.

8. Move forward on the Trinity Park. The park between, on and adjacent to the Trinity levees is the **most transformative infrastructure project** in Dallas. Strengthening those levees and engineering the flood plain and river so they might accommodate the proposed park is an essential funding priority.

9. Plan for high-speed rail. The infrastructure bill puts \$66 billion toward rail service. Much of that will go to upgrade Amtrak's Northeast Corridor, but Texas should use its portion toward proposed high-speed rail service between Dallas, Houston, Austin, San Antonio and Fort Worth. Dallas will need a rail station integrated with DART, ideally downtown.

That is, admittedly, a long and expensive wish list. But the truth is, it shouldn't be necessary. When it comes to taking care of the physical environment, we behave like a guy who sits on the couch all day watching television and eating junk food, and then finds himself in the hospital looking at an unpleasant and expensive procedure. If we had taken better care of ourselves — maybe if we had invested in that gym membership and ate a better diet — we wouldn't be in the position we are in today. So, whatever does come from this infrastructure bill, we'd better take care of it.

Panther Island drawn out of Granger's congressional district

By Jessica Priest, Fort Worth Report

The footprint of the long-awaited, controversial Panther Island/Central City Flood Control Project will no longer be a part of Congresswoman Kay Granger's district, raising questions about how the change will affect needed federal funding.

Congressman Marc Veasey, D-TX 33, will inherit a two-decade-old, \$1 billion project, which calls for re-routing of a section of the Trinity River north of downtown rather than increasing the height of aging levees that protect Fort Worth from flooding.

Some were unaware of the redistricting change, but are hopeful bipartisan support will change years of what has been a federal funding dry spell for the project.

State Rep. Ramon Romero Jr., D-Fort Worth, was so focused on [retaining the Diamond Hill and Como neighborhoods](#) as part of his District 90 that he didn't notice the change until contacted by the Fort Worth Report. The House did not have a lot of input in the congressional district maps.

Because Republicans led the redistricting efforts in Texas, he said, it's hard to believe that Granger wouldn't have made her concerns known and they wouldn't have been heeded if she had any about the change.

"Everyone calls it Kay Granger's baby. Maybe because we have a Democratic administration, she felt like if it has any chance of moving forward, it would be better in the hands of Marc Veasey than it has been in her hands," Romero said.

In a brief phone interview with the Fort Worth Report, Granger said she isn't concerned, and she will continue to champion the project, although she didn't offer specific details how.

"There's not going to be any difference whether it's in my district or not," she said.

Veasey was unavailable for a phone interview because he was traveling on Tuesday, but wrote in a statement that he will work with the Biden-Harris administration and his colleagues in Congress to secure funding for the project by passing the [Water Resources Development Act](#). We must complete the half-finished Panther Island Project to allow the businesses and community of Northside Fort Worth to survive and flourish," Veasey wrote.

The water district has kept Veasey briefed on the project for years because it affected his constituents regardless, Tarrant Regional Water District Board President Leah King said.

Water district consultant and former Army Corps of Engineer employee Mark Mazzanti said during a public meeting last month that the project could be funded either via an annual appropriation by Congress or through [the recently passed \\$1 trillion infrastructure bill](#). Fort Worth City Manager David Cooke hopes it's the latter because that would provide funding for several years rather than one.

"We know what the general pots are, but we don't know how they are going to be allocated. I imagine a lot will go to the states, and so then we'll have to figure out what the process will be at the state level," said Cooke, who also serves on the [Trinity River Vision Authority](#), which coordinates activities among the project stakeholders.

Carlos Flores, a Fort Worth City Council member and Trinity River Vision Authority board member, believes the project is closer than ever to becoming a reality.

"We can point to various aspects of the project where we have performed well, so it's not just hope or an expectation that the federal authority will fund us. We are making the case for it," Flores said.

One example is the three bridges being completed, he said.

The bridges would go over a bypass channel, and the water district board approved purchasing [land for the bypass channel](#) at its Nov. 16 meeting.

But so far, the federal government has contributed less than a third of the \$585.8 million required of it. The total cost of the project is about \$1.16 billion with other contributions coming from local partners and a tax increment financing zone, according to [the most recent quarterly project report](#).

The bridges cost \$123 million, and the federal and local partners are supposed to split that evenly, Sandy Newby, the water district's chief financial officer, told the Trinity River Vision Authority board on Nov. 10.

The North Central Texas Council of Governments granted TxDOT \$15 million and loaned it another \$5 million interest free for the bridges, Newby added.

Romero never imagined the project would become so political when he first learned of it while serving on the city's planning and zoning commission in the early 2000s.

"There's a lot of debate and discussion as to whether there was enough transparency at the Tarrant Regional Water District," Romero said, "but I'm at the point where we're committed. We've committed so many dollars that to not see it happen would be a perfect example of not being good stewards of taxpayer dollars."

Politics does not single-handedly drive funding for infrastructure projects; federal agencies just have a lot of projects to choose from, said [Joseph Kane](#), a Brookings Institute fellow focused on infrastructure.

With past federal stimulus bills, it took six months to two years for the money to get out the door, Kane said, so people will likely see paving projects arise from the recent Infrastructure bill before a project like Panther Island. That's because roads are simpler and involve fewer parties, and paving work is backlogged.

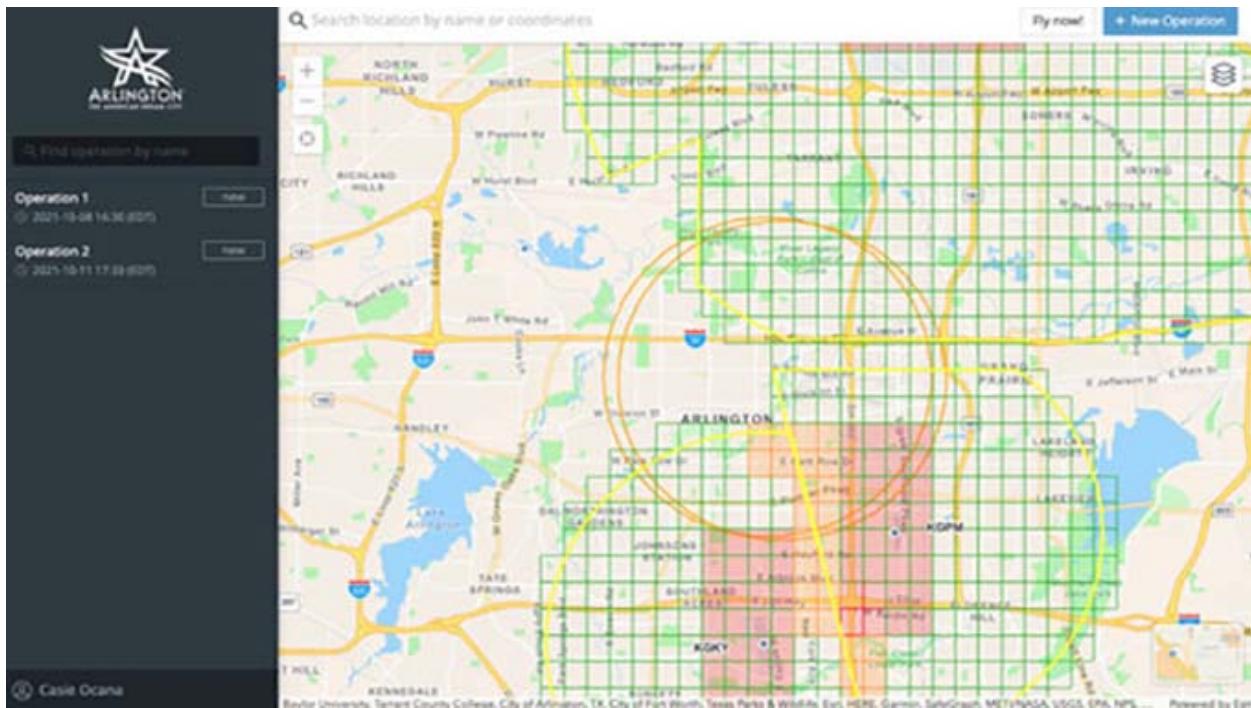
Bipartisan support also doesn't guarantee funding for a project, he said.

"You could say the same thing about dozens, if not hundreds, of other projects nationally," Kane said.

[Panther Island drawn out of Granger's congressional district \(fortworthreport.org\)](#)

Airspace Link Partners with the City of Arlington, Texas, on Safer, Scalable Drone Solutions

By UAS Weekly



Airspace Link, Inc., a leading Detroit-based provider of drone mapping and solution software, announced it will be partnering with the City of Arlington, Texas, to pilot its new FlySafe Program, powered by the AirHub™ platform.

The City of Arlington has been on the leading edge of drone innovation and will be the first in Texas to launch its premium FlySafe website with Airspace Link. The Arlington FlySafe website (www.arlingtontx.gov/flysafe) will enable residents and visitors to quickly understand FAA drone rules, local advisories, ground risk hazards, and additional information to help them plan safer and compliant flights when operating in Arlington.

"We continue to explore the advantages that drones can provide to our community from economic development to public safety, and we are excited to unlock new benefits for our residents through this pilot project," said Alicia Winkelblech, AICP, Senior Strategic Initiatives Officer for the City of Arlington.

Arlington has already begun to realize these benefits for public safety initiatives within its police department, increasing the number of officers trained to operate drones. In September, infrared video from a city-owned drone helped police determine a wanted man on a roof was unarmed, which led to a peaceful surrender. Drones can also support the department in search and rescue operations.

"We've already seen the use of drones within our department help keep our officers safer while increasing efficiency and the speed of response time in certain cases. Deploying this program

will support the recreational and commercial use of drones in the region with additional safeguards to alert the public of police drone activity to increase safety on both sides,” said Lt. Neal Landfield, the Aviation Unit Program Manager for the Arlington Police Department.

Arlington has also benefited as a member of the North Central Texas Council of Governments (NCTCOG) as it has worked to deploy initiatives to further advanced air mobility integrations. NCTCOG has a history of advocating for safe drone operations. The NCTCOG entered into an agreement with NASA in May of 2021 to study the potential of drone technology and integrate it into future transportation plans. In a joint release, the teams cited that NASA will work with NCTCOG and a group of public and private-sector partners to study cargo-carrying drones and automated air taxis during a series of at least four future workshops.

“It’s clear that drones are scaling quickly, and it’s important to be prepared for that increase. We’re excited to see Arlington launch this pilot program to help support and further operations in the region, especially as we look to test Beyond Visual Line of Sight (BVLOS) advanced operations. Partnering with Airspace Link will help support the safety and efficiency of these programs to continue the region’s leadership in this space with a positive impact on the communities,” said Ernest Huffman, Program Manager of the Aviation Planning and Education Program Area at NCTCOG.

“We are excited to continue collaborating with Airspace Link to build the digital infrastructure to support these and future operations,” Huffman said.

“We’ve been working in the region for a while as part of the North Texas UAS Pilot Program to enable safer drone operations today while laying the groundwork for advanced operations in the future. It’s imperative to properly prepare for the increase in operations to ensure the infrastructure can support the safe deployment of this new dimension of mobility in the skies, and we look forward to partnering with Arlington to help them lead the way,” said Michael Helander, CEO of Airspace Link.

Airspace Link will also be joining the NCTCOG at its December “Know B4 You Fly Your Drone” workshop to help train pilots in the area to use the AirHub™ platform to increase their situational awareness and safety when planning their drone operations.

About Airspace Link, Inc:

Airspace Link’s vision is to create a world where the safe integration of drones fuels human progress, advancing social equity, the environment, and the economy. Founded in Detroit in 2018 by CEO Michael Helander, Airspace Link is one of the few FAA Approved UAS Service Suppliers of the Low Altitude Authorization & Notification Capability (LAANC). Airspace Link’s cloud-based platform, built on top of Esri GIS technology, provides the digital infrastructure required to support the safe use of recreational and commercial drone use in communities at scale, supporting the growth of drone operations, drone service providers, drone manufacturers, package delivery, and air taxi deployment in the future.

Visit <https://airspacelink.com/> to learn more and stay up to date on the latest innovations in this space.

Buttigieg Explains How Infrastructure Plan Will Impact Texas

"This is about making sure America is competitive for the rest of our lifetimes," U.S. Transportation Secretary Pete Buttigieg says

By Julie Fine

Texas stands to get more than \$27 billion for roads, highways and bridges after [President Joe Biden signed a \\$1 trillion infrastructure bill earlier this month.](#)

U.S. Transportation Secretary Pete Buttigieg explained what the law means for Texas.

"Part of what you are going to see is an expansion of programs that already exist. Remember we have got dollars that we use to support, for example, road building in Texas every year. It's just that there are going to be more of them," he said.

The former Democratic presidential candidate and mayor of South Bend, Indiana emphasized the infrastructure bill is designed to make a long-term impact.

"This is not a short-term economic stimulus program. This is about making sure America is competitive for the rest of our lifetimes," Buttigieg said. "So some things are going to happen very quickly, you know road repairs, bridge fixes, that kind of thing. But if we are talking about a new airport terminal or the fundamental reconstruction of a port, you know those things by design may take a decade, and that's OK."

In addition, the Department of Transportation recently announced additional grant funding to finish off the 50-mile loop of trails in Dallas. And the southern Dallas County Inland Port will get a new transit service, improvements in sidewalks and updated traffic signals.

"The loop project is exciting because of what it does for quality of life, helping people to get around. And you know these trails, more and more cities are putting forth visionary ideas about expanding those kinds of trails. We want to make sure we are supporting that because we think it's good policy. What is exciting about the Inland Port, that south Dallas project is it's connecting people to jobs," Buttigieg said.

This new funding comes as supply chain problems remain.

"We are going to continue to see a lot of concern on the supply chain for as long as the pandemic persists. It can poke holes in all of our goods and movement chains in anything from the availability to truckers right here in the U.S., to a factory closing halfway down around the world," Buttigieg said.

"Some of the steps we have taken is to increase 24/7 operations in ports and other facilities that didn't used to operate that way. We are also engaging the business community a lot. Like I said, these are mostly private sector activity, but we can help coordinate them," Buttigieg added.

Buttigieg said the way to fix the supply chain long term is to beat the pandemic and invest in public infrastructure.

<https://www.nbcdfw.com/news/politics/lone-star-politics/buttigieg-explains-how-infrastructure-plan-will-impact-texas/2828029/>

DCTA Plans to Drop 8 of 10 Regular Bus Routes

The Denton bus system would replace buses with its new on-demand rideshare van service starting next week.

By Ben Russell, NBC DFW

The Denton County Transportation Authority is set to drop 8 of its 10 regular bus routes as of next week in favor of a newly introduced on-demand van service.

The final stamp of approval for the move could come on Thursday during a meeting of the DCTA board.

If the plan goes through as is, only the Denton Routes 3 and 7 would remain in place starting next Tuesday, December 7.

The on-demand van service, known as the GoZone Program, was introduced in September. It allows users to hail a ride using a smartphone app. It is meant to be more user friendly by allowing riders to tell the system where they need to go rather than the system telling riders where they need to be, and when, if they want to use the system.

Riders can use GoZone with a DCTA pass or purchase a single trip for \$0.75.

“GoZone will provide more service coverage area and hours of operation than current fixed-route bus options to help people get where they need to go,” Raymond Suarez, DCTA CEO said.

<https://www.nbcdfw.com/news/local/dcta-plans-to-drop-8-of-10-regular-bus-routes/2829338/>

Klyde Warren Park Gets \$5 Million Donation From Perot Family For Children's Area

By Madison Sawyer, CBS DFW

The beloved Children's Park at [Klyde Warren Park](#) will be expanding and getting a new name, thanks to a \$5 million dollar gift from the Perot family.

The space, which is enjoyed by hundreds of thousands of children each year, will now be named after the Park's founders, Sheila and Jody Grant.

"They are behind the scenes advocates for Klyde Warren Park," Kit Sawers, President of Klyde Warren Park explains. "They traveled around the country and around the world before the park was built to see what the best amenities that they could bring to Dallas."

This is the first feature to be named after the Grants' who led the effort beginning in 2004 to create a deck park in Downtown Dallas.

"And it was very important to them that everything in Klyde Warren Park be free," Sawers says. "They are truly unsung heroes."

The donation will also aid in the expansion of the Children's Park from 12,000 to 18,000 square feet and allow for enhanced features and play equipment.

"Not only will we be adding a shaded area for birthdays and other celebrations, but we will be adding an additional water feature which people love in the summer heat," Sawers says. "We will also add a climbing wall and a tower, which is a safe tower, that small and large kids can climb on and enjoy that also has a slide off of it."

Construction on the Sheila and Jody Grant Children's Park will begin early next year and is expected to take five months.

While the area is closed for construction, the Park will feature special children's programming on the main lawn.

<https://dfw.cbslocal.com/2021/12/02/childrens-parkklyde-warren-park-expanding-5-million-dollars-perot-family/>

The 'Texas Triangle' would rank as the world's 15th largest economy, producing \$1.2B in economic output. Could politics possibly undermine this clout?

One analyst says if you want to understand America, then understand Texas, because it's the future of America...unless the direction of our politics pulls the rug out.

By Michael McCardel, WFAA

Known as the Texas Triangle, the area from Dallas to Houston and over to San Antonio/Austin would be the 15th largest economy in the world, producing \$1.2 billion in economic output.

That's equivalent to Mexico or Spain. And seven in 10 Texans live there.

So, if it is the economic engine driving our state, why isn't it also driving our politics? And because the politics outside of this Triangle have come to dominate the state, some experts fear it could kill the Texas growth model. At least one major company has already said it would help pay for any employee who wishes to relocate.

In this episode of Y'all-itcs, the Jasons are joined by Steven Pedigo, the Director of the LBJ Urban Lab in Austin and a professor at the LBJ School of Public Affairs.

Pedigo says if you want to understand the country, then understand our state, because Texas is the future of America... unless the direction of our politics pulls the rug out from under all of us.

"Are we going to be the Texas that has attracted 8.2 million residents in the last 20 years, 40% growth? Are we going to be a Texas that is going to embrace populist conservative politics which may be not appealing to the educated, quote-unquote, 'creative class,' knowledge-based companies that we have been really pulling in the last decade?" Pedigo asks.

"We have this really interesting growth model, this Texas growth model, which I actually believe is a suitable growth model to think about how you manage growth in other states and how, maybe, you think about revitalization. Let's don't throw the baby out with the bathwater, just sort of at the pulpit of populism. We know this model works and if we really care about the economic growth, the well-being of our state and really about all those things that are coming down the pipeline, energy transition, infrastructure development, and all of those types of things, let's get back to a moderate brand of politics that has been really representative of who we are."

<https://www.wfaa.com/article/news/politics/yall-itcs/yallitics-the-texas-growth-model-as-goes-texas-so-goes-america/287-31d0c890-14d2-42d5-a4d4-cb8ea67b43bb>

After another Panther Island disappointment, city and private sector should step in

BY CHRIS PUTNAM, Fort Worth Star-Telegram

Once more, our community finds itself lamenting another Washington budget cycle in which the Trinity River Panther Island project has not received federal funding. Every year, about this time, is Panther Island Groundhog Day. To quote the Star-Telegram Editorial Board: “As Washington spews \$1.2 trillion for infrastructure, none for Panther Island. Why?” But another question arises, too: How do we get out of this mess?

To answer these questions, it is important to understand how we got here. Panther Island was sold to taxpayers and voters as a “flood control project.” But the reality is that it was always principally a commercial real estate project conceived by Rep. Kay Granger. “Flood control” was the justification for the massive federal expenditure required to construct the proposed Trinity bypass channel. A proper flood control feasibility study has never been produced. In fact, the Tarrant Regional Water District, which oversees the project, refused money that the Trump administration offered just last year to perform one. The water district knows full well that, as currently structured, the project will never survive the review.

Digging a bypass channel for the Trinity is the principal element of the project’s economic development element — creating a San Antonio-like river walk. This has been the primary issue with the project all along. U.S Army Corps of Engineers projects and budgets cannot be used for economic development projects. The water district may have successfully confused local bond voters with this shell game, but it’s well understood in Washington, which is why the project remains unfunded. Compounding this problem is the political reality that no one in Washington wants to attach themselves to the bad optics of nepotism and potential conflicts of interest in approving such a large budget with the requesting congresswoman’s son in charge of the project. Rep. Granger said in July: “I think it will be funded for everything they can spend in the next cycle.” But with Panther Island, it is always the next cycle. From 2016 to 2018, Republicans controlled the House, the Senate, and the presidency. Granger was a senior member of the Appropriations Committee, which controls spending, yet the funding never materialized. She is now promising the money will come if Republicans regain control in next year’s election, though it seems unlikely that the Biden administration will agree. So, how do we move forward successfully?

As a community we must be honest about the project’s origins, its challenges and the roadblocks to funding. The flood control element must be clearly and truly separated from the economic development project. This is a clear requirement for Corps flood projects. J.D. Granger should be completely removed from the project and all perceived conflicts of interest eliminated. Private partners should be brought in, along with fresh leadership that expands the city of Fort Worth’s role in governance. A legitimate, transparent public/private partnership approach should be implemented. Developers not controlled, approved or managed by J.D. Granger would contribute matching dollars directly to the bypass channel construction, thus becoming a true partner with the taxpayer and federal government. This is how other infrastructure costs are structured with developers. As for the real estate development/economic development elements — they should be turned over completely to the private sector. Asking J.D. Granger to step away from the project, increasing the city’s governance role and asking the

private sector entities who will ultimately profit to share in the channel-construction expense will help restore public trust and demonstrate good faith to Washington.

Political realities in D.C., Kay Granger's nepotistic conflict of interest and the mismanagement of the project for the last 20 years dictate that she simply cannot steer this project to completion. Fort Worth civic leaders, local government entities, and the community at large must change strategies. If they don't, be on the lookout for next year's Panther Island Groundhog Day editorial.

Connect bus service in Lewisville ends as riders shift to GoZone on-demand service

By Samantha Douty, Community Impact Newspaper

The Connect bus will stop running in Lewisville starting Dec. 24 as public transit service there shifts solely to the on-demand ride service GoZone.

The Denton County Transportation Authority board voted during a Dec. 2 meeting to extend the Connect bus service in Denton through September 2022 while discontinuing the bus services in Lewisville later this month. The extension to Denton's bus system comes with a price tag of more than \$1 million.

GoZone has been operating in tandem with the DCTA's public bus service since it launched in September in Lewisville, Highland Village and Denton. During that time, Lewisville and Highland Village have seen an increase in on-demand ridership.

In October, GoZone saw 30,922 passengers countywide, according to Via officials. Via is the company that partnered with the DCTA to offer GoZone services to residents. Residents in Lewisville had low ridership on the Connect bus, which resulted in the decision to suspend its services.

If the bus system there had been extended like in Denton, it would have cost the DCTA another \$727,841 through September.

Lewisville Mayor TJ Gilmore, who is also a DCTA board member, recommended suspending the bus system in the city and relying on GoZone for public transportation. He said Lewisville residents now use GoZone more than Connect while Denton residents still use both. He said he would rather see more GoZone resources put into Lewisville over more investment in the bus service.

"In my mind, that is an equitable solution for the differences in the two cities," he said. "We don't have to supply equal services but equitable services."

With the focus on GoZone, Gilmore urged DCTA and Via to maintain a flat rate for rides in Lewisville and Highland Village, and not charge more for longer trips. That was also discussed during the meeting. A one-way GoZone ride costs \$0.75.

Via officials recommended using both GoZone and Connect, and being strategic in the rides. One proposal suggested using Connect for longer routes and GoZone for shorter routes. Mileage prices would be used to push people to take a Connect bus for those longer trips.

Without Connect, Gilmore did not want Lewisville or Highland Village residents to be discouraged from using GoZone since it will be the only public transportation option, he said.

A multimodal transportation system will be available in the GoZone app in Denton County starting no later than March, Via officials said.

A presentation on updated ridership and data will be shared in June.

DART Ramping Up to Debut of New Bus Network

Expanded zones for the transit agency's ride hailing service go into effect next week ahead of the full network being implemented next month.

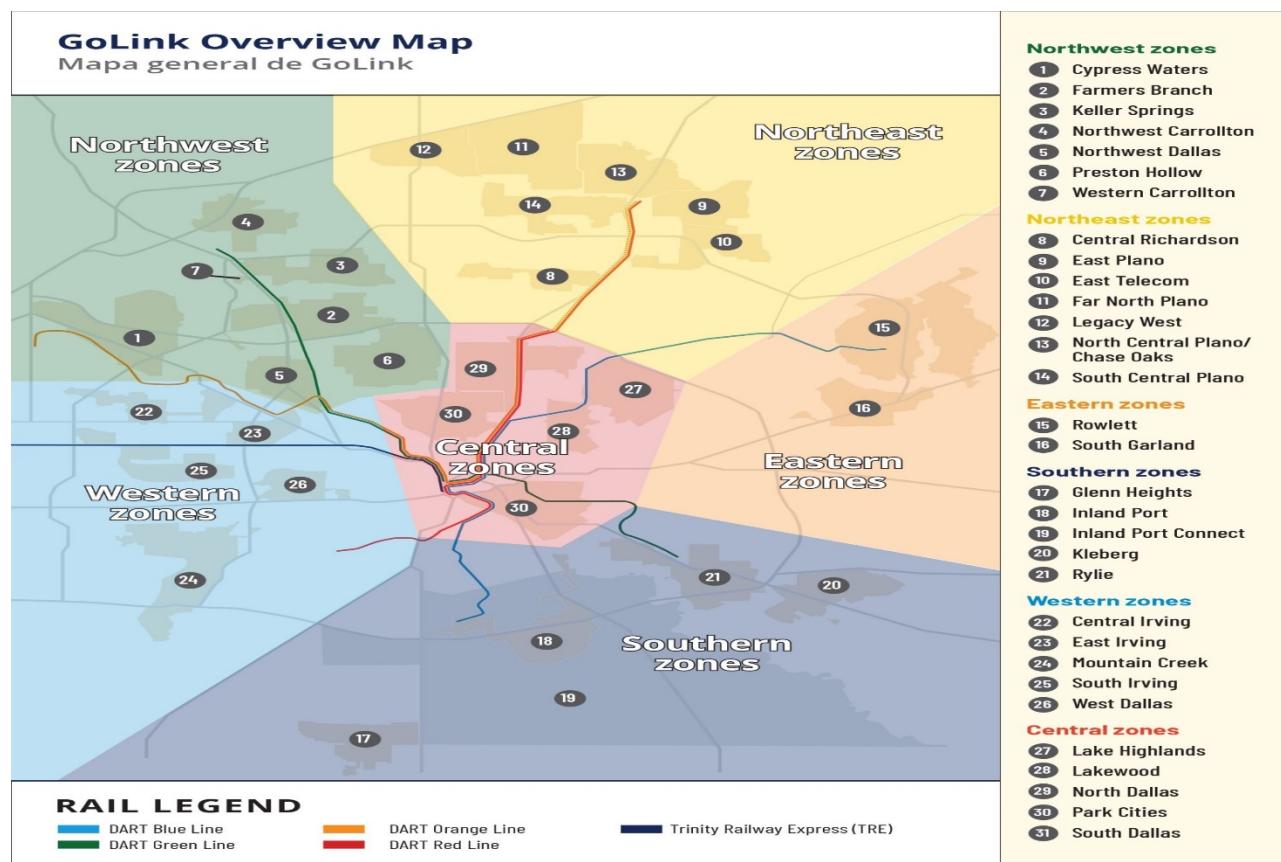
By Alex Macon, D Magazine

DART's new bus network makes its official debut on Jan. 24. The plan is to better serve riders and boost ridership with fewer, but more frequent routes. [The evidence that it will work is strong.](#)

There may be a few bumps for some riders. Surveys show most riders are willing to walk a little farther to a bus stop if it means they'll spend less time waiting on a bus. But in a region with crummy sidewalks and extremely dangerous conditions for people on foot, and for pedestrians with mobility issues, [a longer walk can be a big deal.](#)

DART is hoping to ease some of these potential issues by expanding GoLink, the transit agency's "curb-to-curb microtransit service solution that operates in zones across the DART service area." It's an Uber-like ride-hailing service that lets you call a shuttle to take you anywhere in a designated zone, or to a DART station. GoLink also includes an actual Uber shared-ride program, UberPool, that you can call for a small extra cost.

These new and expanded GoLink zones will debut Monday, serving as a sort of soft introduction to the new system. Here's the new zones map:



[And here's a link to more information.](#) Enjoy your ride.

TxDOT recommends converting US Highway 380 to 6-8 lanes to address congestion

By Justin Grass, Denton Record-Chronicle

The Texas Department of Transportation has made an official recommendation for the future of the oft-bemoaned U.S. Highway 380: The existing road should be converted to a limited-access freeway, rather than going with one of several options for a different alignment.

TxDOT has been examining the future of U.S. 380 in Denton County through its feasibility study. The project began in 2018 and covers area as far west as Interstate 35 and as far east as Collin County.

About a year ago, it yielded five potential alignment options to change up the travel route, most of which would use stretches of the existing road and the Dallas North Tollway.

But for the most recent public input period, which started at the end of November and runs through Dec. 17, TxDOT is recommending the road stick with its current alignment. That decision is based on several metrics, especially focusing on future congestion. Based on projected 2045 traffic demand, the agency found that the recommended changes would only increase congestion by an estimated 12% from the present-day road. The next-best options were tied at 115%.

To address that congestion, TxDOT will be upgrading the studied stretch of highway to a freeway. The new, limited-access freeway would have six to eight main lanes and four to six frontage road lanes, with a width of 350 to 400 feet.

TxDOT spokesperson Emily McCann said the agency used past meetings to gauge what residents are most concerned about. That boiled down to safety, congestion and environmental impacts.

Additionally, the existing alignment garnered the most support from the public. She said the study won't be completed until next year, and that a construction timeline is still well over a decade away.

"The project will be broken up into multiple smaller projects," McCann said. "It's in the very beginning stages. We're just finishing the first real part of a longer-term project."

In the meantime, TxDOT will be starting a widening project on the highway early next year, with several overpasses and improvements to sidewalks and lighting. That project is expected to be completed in 2025, but won't come close to addressing the 2045 congestion projections.

The agency's virtual presentation on the study is available online until Dec. 17, but TxDOT also held two in-person open houses last week in Prosper and in Denton, where residents could ask questions and learn more about the future options.

Doris Britt, an attendee who moved decades ago to the stretch of North Trinity Road north of U.S. 380, joined most all of the attendees in lamenting the current state of the road. But she said the new freeway proposal would put the road right up against her property.

"You could hear the birds singing," Britt said of the old highway. "Now, you can't even leave the windows open. ... As noisy as it is, if they move it closer to our house, our quality of life is already gone. It's not going to get any better."

Rita Clissold, a resident of the Paloma Creek community north of the highway, also had concerns about noise getting even worse. But she also said she's worried about the safety implications, with several schools nearby and many students already crossing the highway to get there. She said she's skeptical the project will end up helping with safety or congestion.

"By the time they get this built, it will be archaic," she said. "I don't have any answers." Residents still have time to leave their input through a variety of options online.

Grapevine, TEXRail transit plans set the stage for future growth

By Sandra Sadek, Community Impact Newspaper

Once a week, North Richland Hills resident Stacia Curry hops onboard TEXRail—Trinity Metro’s commuter train—to head to Grapevine to visit her daughter and explore the city’s historic downtown.

Curry said the main reasons she opts for the train over her car is “it’s cheap, and it’s less stressful.”

“[The ride] makes it more fun to drive out here, so that you don’t have to find parking,” she said.

Curry is one of over 300,000 riders who have used TEXRail in fiscal year 2020-21, which runs from October to September, according to data from Trinity Metro, Fort Worth’s transportation authority overseeing TEXRail.

Since January 2019, TEXRail has welcomed nearly 1 million riders across its nine stations between Dallas Fort Worth International Airport and downtown Fort Worth. The \$1 billion commuter train was projected to welcome nearly 14,000 daily riders by 2030.

Trinity Metro data shows 1,652 daily riders used the train in December 2019, just one year since opening. Those numbers plummeted during the pandemic to just 350 average daily riders in April 2020. But numbers are climbing back up, topping 1,250 average daily riders in September 2021.

Despite reduced ridership over the last 18 months, officials remain optimistic about the commuter train’s success. A 2.1-mile westbound extension to Fort Worth’s Medical District is planned.

Grapevine City Council Member Paul Slechta, who also sits on Trinity Metro’s board of directors, said recent numbers are increasing each month.

“Yes, the numbers dropped, [but] they’re on the rise again. They’re creeping back to even pre-COVID [-19] numbers,” he said.

Grapevine’s transit district

Trinity Metro’s 27-mile project from downtown Fort Worth to DFW Airport’s Terminal B has encouraged participating cities such as Grapevine to look to future urbanization.

In February 2019, Grapevine City Council created the Transit District Overlay, a special zone along Dallas Road that promotes walkability and unique developments. City Manager Bruno Rumbelow said the vision of the transit district depends on the development community and the city working together to create a “cool, energized corridor.”

“There’s a lot of investor interest along the route,” he said. “You don’t snap your fingers and it happens overnight, so it’s definitely a focal point and something that we’ll work on as time goes

on.”

City documents note the public-private transit district development agreement with Coury Hospitality—which oversees Hotel Vin—will lead to “some of the most unique land use and development opportunities anywhere within the city, if not the region.” Today, the transit district is anchored by Grapevine Main Station, a historically themed train station that includes a European-style food hall and meeting spaces. The station is adjacent to a 121-room boutique hotel, a 532-space parking garage and a large public plaza.

“The development on Dallas Road is really just going to create a whole new aspect to Grapevine. It’s going to tap into a completely different crowd,” Slechta said.

Trinity Metro data shows Grapevine Main Station is among the most popular stops. Jon-Erik “AJ” Arjanen, vice president and chief operating officer for rail at Trinity Metro, said DFW Airport Terminal B has the highest ridership during the week, followed by Fort Worth Central Station and Grapevine Main Station. On Saturdays, Grapevine ranks first, followed by the North Richland Hills/Smithfield Station and the airport station.

“TEXRail has become a favorite for airport travelers who become accustomed to a reliable, on-time arrival without parking hassles or battling traffic along the way,” Arjanen said. “As our data shows, area residents also like to take day trips to Grapevine and other destinations along the route.”

Grapevine’s investment in its station amenities has made it a leading destination for visitors coming from the west side of the metroplex, said Shannon Stevenson, senior program manager for transit management and planning at the North Central Texas Council of Governments—a 16-county voluntary association of, by and for local governments that addresses urban needs.

NCTCOG works with Tarrant, Dallas and Denton counties to invest in alternative modes of transportation.

“Grapevine and the transit-oriented development that they have done around their station has been very successful,” Stevenson said. “You can get off and immediately have everything to do around. I would almost call it a poster child [of] what we would like all of the stations to look like.”

Grapevine has been working with Trinity Metro to encourage visitors to use TEXRail when they come to the city. Glenn Miller, director of marketing for Trinity Metro, said 8,983 TEXRail rides were accounted for to get to GrapeFest, a four-day event in Grapevine that attracts visitors worldwide.

Miller said data showed “37% of tickets sold at the visitor information center were TEXRail passengers.”

Generational investment

TEXRail was partly funded through federal grants as well as sales tax revenue from Grapevine and Fort Worth. North Richland Hills joined later on.

In 2006, Grapevine voters approved a one cent sales tax, of which 3/8th helps fund TEXRail. Today, Grapevine contributes between \$8 million and \$9 million in sales tax revenue to Trinity Metro to maintain TEXRail, Rumbelow said.

He said voters got what they were promised when they “took a leap of faith” in 2006.

Slechta said the next step to encourage ridership is to educate people on how to use the train—from buying a ticket to navigating the stops.

Kathy Cloud, Pat King and Molly Campbell of Grapevine decided to ride TEXRail on Nov. 9 to downtown Fort Worth for a day out.

The three women said the reputation of the commuter train encouraged them to try it out. They also noted TEXRail’s cleanliness, convenience and affordability as other factors they considered. •As public transits are working to increase ridership, officials said projects like this one should be given more time to show their full potential.

“[COVID-19] hit the transit community especially hard,” Stevenson said. “We just need to give everything more time. It’s almost like we need to give TEXRail another year and a half to get caught up, at least, if not longer.”

Local investment in alternative modes of transportation is not the only funding coming to North Texas. The recently approved federal Infrastructure Investment and Jobs Act will give Texas \$3.3 billion over the next five years for transit development.

“I think [rail] can be successful,” Slechta said. “People in Texas like their cars ... but I think it has to be a part of [the future] because as we continue to grow as an area, can we keep widening [and] building more and more highways?”

Mother continues son's mission to make this northwest Fort Worth road safe

By Harrison Mantas, Fort Worth Star-Telegram

Almost three months after losing her two teenage sons in a car accident, Clarissa Lopez stood before the Fort Worth City Council on Tuesday night to ask them to address the overcrowded and neglected streets in the northern half of the city. Her sons Isaiah, 17, and Elijah, 14, were killed in a car crash in September near the intersection of West Bailey Boswell Road and Twin Mills Boulevard. Three other people were injured in the accident. Lopez said her push to get the roads fixed was motivated by her elder son, Isaiah, who would regularly ask her to give his Boswell High School classmates rides home to avoid dangerous roadways.

"It's what he would have wanted," Lopez said. "He knew how dangerous that road was, and yet he had to travel down it to get to school." Ally Surface, a close friend of Lopez, said West Bailey Boswell Road is riddled with potholes that often force drivers to swerve into either oncoming traffic or a narrow shoulder.

"So, if a child is walking in the path next to you're avoiding a pothole that's another obstacle because there are zero sidewalks," Surface said. At a town hall two weeks ago at Boswell High School, District 7 council member Leonard Firestone told residents that a temporary road fix and traffic light were being added to West Bailey Boswell Road near the site of the accident.

He told residents to come to city hall Tuesday to tell their stories. "City hall and city staff hear these stories and understand the human side of what people are feeling," Firestone said.

At a city council work session earlier Tuesday, Firestone and District 4 council member Cary Moon pushed city staff to dedicate more funding for the upcoming 2022 bond package to infrastructure projects in northwest Fort Worth. According to the 2020 census, the population of District 7 in northwest Fort Worth grew 76% in the past decade. District 8 grew the second most at 27%.

City staff added \$48.9 million to the proposed bond package Tuesday for street and mobility improvements. Topping the list from a survey of residents are two projects along West Bailey Boswell Road. Lopez was happy the city moved so fast to make temporary fixes and is confident it will act more urgently to address safety concerns in northwest Fort Worth. "This is the beginning of a journey," Lopez said.

Plano's pioneer Haggard family gets the go-ahead to develop its farm

The mixed-use project planned for the big tollway tract will include a farm-themed restaurant and entertainment venue.

By Steve Brown, Dallas Morning News

Plano's city council has given approval to the development one of the last sections of the pioneer Haggard family's farm.

Haggard Enterprises Ltd. and Dallas developer Stillwater Capital were successful in their more than year-long effort to rezone 142 acres on Spring Creek Parkway just east of the Dallas North Tollway to build a mixed-use project with office, retail, hotel and residential construction.

Parts of the planned Haggard Farm project will have an agrarian theme, recognizing the property's heritage.

"You can imagine over the 156 years we've been here on this tract; we've had quite a number of people come around saying, can we do something on this tract," said Rutledge Haggard. "In no way would we want to be a detriment to anybody that lives adjacent to us."

"I assure you we will build a development we will all be proud of."

At the heart of the Haggard Farm development will be a destination food and beverage and event venue called The Almanac.

"It will feel like you are discovering an old farm that has been repurposed," said developer Stillwater Capital's Clay Roby.

The centerpiece district will include a farm-to-table concept restaurant, an event center in a barnlike structure, an event lawn and outdoor pavilions.

Along with The Almanac, the approved zoning change will allow more than 700,000 square feet of offices, 700 multifamily residential units, a 98-room hotel, a retail village, a senior housing community and townhomes.

More than two dozen acres of the land must be set aside for a park and open space.

Most of the development will be limited to no more than four stories, including the planned offices and a retail village.

"These are intended to be small, boutique, curated office buildings — not towers by any stretch of the imagination," Roby said. "This is not retail strip center. It's small, standalone jewel box buildings."

Previous zoning on the property would have allowed construction of a regional shopping mall and high-rise office buildings.

Despite gaining approval from most of the residents in the closest neighborhood to the south of the Haggard land, the project faced overwhelming opposition from surrounding vocal Plano residents.

Most of the people who spoke against the development at the city council meeting and previous planning commission sessions were opposed to construction of apartments, greater density and the prospect of increased traffic that the project would bring.

“Anything that gets developed is going to add more traffic than an empty field,” council member Julie Holmer said.

The council voted five to three to approve the new development.

Some members were obviously swayed by the project’s outspoken opponents. And apartments continue to be a hot button in Plano.

“I have a number of concerns, not the least of which is the overwhelming opposition,” said council member Shelby Williams. “We are already at 41% rentals in the city.

“That’s a massive number of rentals for North Texas,” he said. “It’s way out of balance here.”

The developer’s efforts to get support from the nearest neighbors and work to redesign initial plans for the Haggard Farms project influenced other council members on the vote.

“To appease all the people in the community and the neighbors, they worked to modify and revise all their visions and plans,” council member Maria Tu said.

“This is a really good development,” said council member Rick Grady. “The neighbors that are affected most directly are mostly in support.”

Mayor John Muns also recognized the Haggard family’s long contributions to the community.

“This is your land,” Muns said. “You have the right to do what you want with it — I understand that.

“This is a quality development.”

Stillwater Capital officials previously said that once the project got final approval from the council, construction could start in six to nine months.

Richardson City Manager Dan Johnson to retire in February

By William Wadsack, Community Impact Newspaper

After more than 25 years in leadership positions with the city of Richardson, City Manager Dan Johnson plans to retire at the end of February.

Johnson announced his impending retirement during Richardson City Council's Dec. 6 work session. Council will consider options for a new city manager at a future date, according to a Richardson news release.

"It has been [the] honor of my life to serve you and the citizens of this great Richardson community over these past 25 years," Johnson said in a letter he read to council and Mayor Paul Voelker during the meeting. "It's been my privilege to assist this city in delivering quality public services and engaging the city in impactful partnerships that have fostered prosperity and enriched the community we call home."

Johnson served as Richardson's deputy city manager from 1996 until June 2012, when he was promoted to his current position. Prior to coming to Richardson, Johnson worked in Carrollton and Sherman and with the North Central Texas Council of Governments. He has 45 years of service with municipal governments in total.

"This community has been very fortunate to have benefited from the experience and leadership Dan has been able to provide during his time here," Voelker said in a statement. "He has been a true servant leader living by the Athenian Oath—to add value to the community and to hand it off in better condition than it was when he started working here. I can say that he has definitely done that, and we express our appreciation and well wishes as he embarks on his next chapter in life."

During his tenure in Richardson, Johnson has played a central role in projects such as the Texas Instruments Wafer Fabrication facility, the Galatyn Commons Office Park, and the Renaissance Hotel and Conference Center, according to the news release.

Construction on Gaston-Garland-Grand begins soon, continues through 2023

By Renee Umsted, Advocate Lakewood/East Dallas



Map courtesy of the Texas Department of Transportation.

Construction on the Gaston-Garland-Grand [intersection](#) is scheduled to begin Dec. 13.

Traffic will be affected during the project, which is expected to continue through spring 2023.

According to the Texas Department of Transportation, the \$6.3 million project will reconfigure the intersection to provide “safer turning movements and more efficient through-lanes on east and westbound SH-78”; create new access points for pedestrians and people on bicycles to cross the intersection; and widen the SH-78 bridges over the tributary to White Rock Creek.

First, work will focus on removing medians and improving drainage structures. A temporary signal will also be added.

In mid-January 2022, the lanes on SH-78 (Garland Road/E. Grand Avenue) will narrow and shift. Later, the pedestrian bridge over Garland/Grand that connects the Santa Fe and White Rock trails will be closed for up to four months while crews work on the bridge.

Neighbors have long complained about [problems surrounding the intersection](#), such as speeding and safety for pedestrians and bikes.

TxDOT announced in 2019 it would redesign the intersection in the [“reverse T” option](#), which adds stoplights in all directions, puts an end to confusion about yielding and increases the walkability of the area.

Former Trophy Club mayor announces campaign for State House seat

By Cross Timbers Gazette Staff

Former Trophy Club Mayor Nick Sanders announced his campaign for Texas House District 63. District 63 is currently represented by Tan Parker who announced earlier this year his campaign for State Senate.

The newly-redistricted state legislature map puts House District 63 in portions of Flower Mound, Lewisville, Roanoke, Trophy Club, Westlake, Fort Worth, Coppell, and Carrollton in southern Denton County.

"I am running to keep a strong conservative voice in Austin," said Sanders in a press release. "I will fight to cut property taxes, secure our southern border, protect the right to life, support first responders, work to maintain our strong public schools, and oppose those who promote divisive programs. I believe that my business acumen along with over 15 years of municipal governance will aid me in adding value to my seat in the Texas House."

Sanders is a past mayor of Trophy Club, serving from 2005-2009 and again from 2014-2020. In addition, he served as an elected official for four years on the Trophy Club Municipal Utility District Board.

Sanders said he lowered the city tax rate seven times, and during his tenure Trophy Club was repeatedly recognized as one of the safest communities in Texas.

In addition to his time as mayor, Sanders served as a member of the Trophy Club Economic Development Board 4B, the Trophy Club Municipal Utility District Board, the Metroport Cities Partnership Board president for two years, and as the board president of the Northeast Leadership Forum along with treasurer for over five years.

Sanders also served multiple terms on the North Central Texas Council of Governments Regional Transportation Council as an alternate and as a board member of the Council of Governments Executive Board.

Professionally, Sanders is the founder and CEO of Combined Computer Resources, a business technology firm that facilities clients with hiring and training quality candidates. Nick and his wife Lynda, both native Texans, are proud grandparents of two. The Sanders are active members of Community of Christ Church.

How 50 miles of continuous trails will be a 50-year investment in Dallas

By Renee Umsted, Advocate Lakewood/East Dallas

It was a case of “who you know.” In 2016, Joseph Pitchford asked Philip Hiatt Haigh to work with the [Circuit Trail Conservancy](#). They met each other through positions at Dallas County. Earlier, Pitchford had been appointed to serve on a board by Judge Clay Jenkins, Hiatt Haigh’s boss. Pitchford’s request was for Hiatt Haigh to meet with the rest of the CTC Board of Trustees to brainstorm how to implement the organization’s vision: The Loop.

The trustees had already identified the four missing links: the locations around Dallas where 11 miles of new trails would connect 39 miles of existing trails, forming a walkable, bikeable, [50-mile loop](#).

At first, Hiatt Haigh was there to help the CTC find sources of funding.

“The old ‘a million dollars a mile,’ that was the old formula,” he says. “Now it’s much, much higher.”

They knew a City of Dallas bond issuance was coming soon and that they would also need to raise private funds.

Dallas County had already approved \$5 million. The Texas Department of Transportation contributed \$8 million. Another \$20 million came in the 2017 bond program, and \$10 million was raised from private donors. That added up to \$43 million in initial funding to get the project started.

Then in 2018, Hiatt Haigh joined the CTC full-time as the executive director. Given his past experience, he was prepared to secure approvals required for a project involving three public entities: the City, Dallas County and TxDOT.

The Loop, which the City will eventually own and maintain, won’t just fill the gaps in the Dallas trail network. Hiatt Haigh says it will “change the perception of Dallas” into a connected city where communities aren’t divided by the built environment. The same amenities available to residents in Uptown and near [White Rock Lake](#) will be available to residents in Pleasant Grove and Joppa.

“That’s a huge statement for what Dallas is investing in and what they think about their people — to say, ‘you are as important as all these other people, and we’re going to invest in the same amenity across the entire way.’ And it’s going to create this green identity,” he says.

The Loop could also be good for business. In certain places along the trail, especially south of I-30, land is zoned for industrial use. Hiatt Haigh has been meeting with City staff to discuss how the zoning might be amended to make those spaces more desirable for retail, restaurant or residential development.

All projects are now under design, with the last design contract executed in September. This stage should be completed by next year. Then the rest of the construction can begin. If the process continues without delays, Hiatt Haigh says The Loop could be open to the public by the end of 2024.

Funding is still coming for the projects, estimated to cost \$75 million. This year, the Dallas City Council awarded the CTC \$11.5 million in tax increment financing dollars, which will be used to add amenities to the Hi Line Connector, the trail linking the Katy to the Trinity Strand.

After years of planning, the CTC broke ground on the north phase of the [Trinity Forest Spine Trail](#) in September. When finished, it will be 7.5 miles long, connecting White Rock Lake to the Great Trinity Forest. On its northernmost end, it juts out from the Santa Fe Trail south of Garland Road. It will run south along White Rock Creek, cross Interstate 30 and meet the Pemberton Hill Road Trail. Though it will be built in a flood plain, staff members plan to build it to the five-year flood level.

For two years, Hiatt Haigh has been working to form an agreement between the City and a railroad to build a trail under a railroad bridge that has stood for more than a century. There are fewer than 500 of these trails in the U.S.

“Those railroads have traditionally been barriers between communities, and so this will be the first dedicated pedestrian trail in the city of Dallas that crosses that barrier,” Hiatt Haigh says.

Part of the Trinity Forest Spine Trail passes through Samuell-Grand Park. There are two 18-round golf courses there, but not for long. The [updated master plan](#) calls for one 18-round course and one nine-round course, and in the space leftover, there will be a nature preserve.

“Outside of the nature preserve even, there is 50 acres of forested area that is now going to be accessed by the public for the first time off of the Spine Trail,” Hiatt Haigh says.

The Loop’s potential future benefits — a means of transportation, an economic stimulant and a bridge between neighborhoods, to name a few — are only theoretical unless people use the trails. That’s why Hiatt Haigh is in communication with Dallas residents so they “feel like they have some ownership of it.” Soon, the CTC will begin working on wayfinding and signage, using language to encourage trail use. Saying something is a three-mile bike ride away may seem more daunting than saying something is a 10-minute ride away.

“This type of amenity coming online is going to continue to make Dallas incredibly resilient and ready for that future,” Hiatt Haigh says. “This is a 50-year investment that we are making right now.”

The Federal Highway Administration visited Houston amid a civil rights investigation into the state's controversial I-45 expansion project

The meeting comes a week after TxDOT was allowed to continue parts of the project, which is now likely delayed for a number of years.

By Caroline Love, Houston Public Meeting



TxDOT A screenshot of a 3D model of TxDOT's controversial I-45 expansion plan.

A top federal highway official visited Houston on Monday, as the agency continues to investigate a controversial I-45 expansion project for possible civil rights and environmental violation.

Stephanie Pollack, the deputy administrator of the Federal Highway Administration, spoke at a press conference with Houston U.S. Rep. Shelia Jackson Lee and community stakeholders about the North Houston Highway Improvement Project, which would expand I-45 from north Downtown to Beltway 8.

Pollack said she couldn't comment on specifics on the investigation, which is looking into whether the Texas Department of Transportation violated Title VI of the Civil Rights Act of 1964. But she praised the community for pushing to have their concerns heard.

"This is my job. I get paid to do this, you do not," Pollack said. "You are doing this because of how you feel about your community, your family, your schools, your city, your counties. That is truly inspirational."

"I can't give you answers today," she added. "But I can tell you that we hear you, that what you're saying will be taken into account as we complete those investigations."

The FHWA is also investigating TxDOT for possible violations of the [National Environmental Policy Act](#), a federal law that ensures environmental impact is addressed before major federal action occurs. The law is also used to address the impact on social issues, according to Pollack.

Harris County [filed a lawsuit](#) to halt TxDOT's expansion of I-45 in March under that act, but has now moved to pause that lawsuit after a unanimous vote from Harris County leaders on Nov. 16. The pause, which was initiated to facilitate negotiations, can be extended if negotiations go well.

Since that time, TxDOT officials say they've worked with the federal government. The FHWA has since [allowed TxDOT](#) to continue some work on the project, but the state department said it would likely be set back at least two years.

[Critics argue](#) the expansion of I-45 will negatively impact local air quality and displace communities in the surrounding neighborhoods, many of which are historically Black. [Community advocates say](#) the project would displace more than 1,000 homes and more than 300 businesses as well as schools and places of worship.

"We know that freeways have always destroyed communities," said Tanya DeBose, founder of Preserving Communities of Color and executive director of the Independence Heights Redevelopment Council.

Texas state Rep. Christina Morales said the proposed I-45 project is repeating the history of highway expansion displacing Black and brown communities. She and state Sen. Borris Miles both said they've spoken with state agencies about the I-45 project.

Miles said he and Morales are against the current plan to expand I-45, but could possibly support another expansion plan.

To improve the project, Morales said TxDOT would need to listen to the communities' concerns and invest in transportation that benefits Houston.

"We want the investment in our transportation system, but transportation includes keeping communities together," Morales said. "It includes walkability, it includes a transit system that reaches our workforces."

With Dallas streets the playground of reckless drivers, remember your physics: The car always wins

We can wring our hands about our auto-centric culture and lawless teenagers, but none of that will keep us alive.

By Sharon Grigsby, Dallas Morning News

It's understandable, if painfully predictable: Something awful happens, a tragedy in which we can see ourselves or our loved ones as the next possible victim, and we demand that those in charge obliterate The Bad Thing — preferably by yesterday.

That's the reaction in Far East Dallas after [**the death of Linda Pearson**](#) — a beloved 73-year-old neighbor killed by a hit-and-run driver engaged in a street-racing duel on Ferguson Road.

"Nana Linda" to her grandchildren, Pearson was always game to play a round of Putt-Putt or lend a hand at her church's Christmas pageant. She loved spoiling her family, checking on her neighbors and walking her Maltese dog, Precious, whom she rescued a few years ago and nursed back to health.

When Pearson's neighbors voiced concern about her route, which always took her across busy Ferguson Road at a point where there is no crosswalk or traffic light, she assured them she was always careful.

The day after Thanksgiving, seconds after she stepped off the curb, the random lawlessness of two high-speed drivers ended her life. Police have since arrested Brayan Ontiveros Montoya, 19, and Andrew Ramiro Martinez, 18; they believe [**Martinez was driving the car**](#) that struck Pearson.

The community's demand to improve safety on Ferguson Road will lead to some improvements, a couple of which City Hall already had in the works, just as a similar July tragedy on West Jefferson Boulevard did in north Oak Cliff.

But speeding, along with its equally deadly partner red-light-running, is hardly confined to those two roadways. Racing tragedies make big headlines because there's someone so outrageously at fault, but every week someone dies in Dallas because of the irresponsible driving of others.

That's why I'll encourage everyone to not wait around on City Hall but instead get pragmatic and remember the laws of physics: If you are a pedestrian and anything bad happens that involves you and a car, the car is going to win.

So start behaving accordingly. And while this tragedy is top of mind, remind your kids and family members to do the same. You can't assume that a driver sees you or is going to hit the brakes.

We can wring our hands about our car-centric culture or reckless teenagers, but none of that will keep us alive. Like it or not, pedestrians — walkers, runners, bikers — have to be that wildebeest who stays hypervigilant about the lions out there.

It doesn't help matters that many of our local thoroughfares are racetrack havens. You can drive a half-mile — sometimes even farther — on many multilane arteries without ever encountering a traffic light, stop sign or even speed bump.

None of this excuses those two street-racing jackwagons. Even though I doubt their intent was to kill anybody, they deserve to be in every bit of the trouble they now find themselves.

But while my “be hyper-alert” message may sound like Mom cajoling you to eat your peas and carrots, it’s advice that genuinely might save your life. Especially when system-wide fixes occur at the speed of molasses in Dallas — nor can our police officers arrest this problem into oblivion.

Police Chief Eddie García told me Monday that Dallas has tallied 154 traffic-related deaths this year vs. 152 at this point last year. The 2020 total was 168, compared to 185 in 2019.

Among the causes of death so far in 2021, speed ranks first, second are pedestrian victims who failed to yield right-of-way to vehicles when crossing at spots without crosswalks or traffic lights, and third are accidents involving alcohol and/or drugs.

Category No. 2 — those pedestrian deaths that involved no driver malfeasance such as speeding or red-light running — accounts for 30% of the deaths, 46 of the 154 total.

As García interpreted those numbers, “Any time you cross without a crosswalk or traffic light, you are risking your life.”

This isn’t about blaming pedestrians or folding up the walkable-city tent. But right now, let’s focus on saving lives.

Just this past weekend, a woman died when a Volkswagen hit her late Saturday night as she crossed Oak Lawn Avenue near Maple Avenue at a spot without a crosswalk.

This isn’t a Dallas-centric problem either: Last Wednesday night, a 63-year-old woman in Flower Mound tried to cross multilane Long Prairie Road at a place without pedestrian infrastructure and was hit and killed by a Toyota FJ Cruiser.

In both tragedies, the drivers stopped and no charges have been filed.

As a regular rush-hour runner on the Santa Fe Trail, which crosses Munger, Peak and other busy streets, I too am occasionally guilty of calculating my risk with distant but fast-approaching cars. The reporting I did for this column has prompted me to opt for patience, not pace.

But just as those of us without a car’s two tons of armor as protection need to consider basic physics, that goes double for drivers: The faster you are going, the longer it takes to stop and the less time you have to react.

Street racing is in a bad-actors category all its own — a recklessness that may have some cool cachet but is more akin to driving drunk. But that doesn’t excuse those who are too distracted or too busy to obey speed limits.

We forget the huge responsibility that comes with getting behind the wheel and fall into bad habits — tailgating, running that oh-it-only-just-turned-red light — that can also turn deadly.

García is right to keep preaching “the three E’s and one L” to reduce traffic deaths: enforcement, engineering, education and legislation — laws that other states are using to try to make a difference.

On often-deadly West Jefferson Boulevard in north Oak Cliff, creative engineering put in place after a speeder hit and killed a lawn worker this summer seems to be paying off.

Community feedback to this traffic-calming “road diet” — closing one lane in each direction since late August — has been overwhelmingly positive. City Council member Chad West told me that while some constituents complained about the restrictions, especially in the first weeks, most people believe the change has made Jefferson much safer.

Council member Paula Blackmon, who represents the Far East Dallas area where Pearson died, knows it will take patience, money and political will to make the engineering changes that lead to safer streets.

On Ferguson Road, for example, the city will need to get updated data before proposing speed-limit changes and will have to involve DART in “road diet” experiments so that bus service is not hampered.

In the meantime, Blackmon ended her recent town hall on the Ferguson Road death with some common-sense advice: “The tragedy that happened was a criminal act, but we’re having irresponsible driving every day,” she told those who packed the virtual meeting.

“If nothing else, how about if residents drive the speed limit that allows police to focus on the most egregious racing cases?”

At the City Council’s Dec. 15 meeting, members will hear the results from a recent resident survey on traffic safety, part of Dallas’ Vision Zero strategy launched in 2019 to eliminate traffic fatalities by 2030.

Maybe City Hall will surprise me this time, but with so many forms of transportation competing for the same space on our roadways, you best focus on physics: The car always wins.

Dallas creates group to help city address issues facing people with disabilities

The commission on disabilities is the first of its kind in Dallas.

By Everton Bailey, Jr., Dallas Morning News

The Dallas City Council unanimously approved creating the Commission on Disabilities on Dec. 8.

Despite talk of [**expanding the scope of the group**](#) to also address gender, sexual orientation, race and other human rights issues facing residents, the commission will make recommendations to city leaders on how to improve access to housing, transportation, jobs, parks and other amenities for residents with disabilities.

It's not immediately clear when members of the 15-member group will be appointed by the City Council.

Dallas Mayor Eric Johnson says he plans to advocate for the city to create a new advisory group that focuses on issues facing residents with disabilities.

The mayor announced during a news conference on Monday that the proposed group, made up of residents, would make recommendations to city leaders on how to improve access to housing, transportation, jobs, parks and other amenities.

Tentatively called the "[**commission on disabilities**](#)," the group would be the first of its kind in Dallas. [**Houston**](#), [**San Antonio**](#) and [**Austin**](#) are among Texas cities that have created advisory committees to address issues affecting residents with disabilities. More than 50 city boards and commissions exist in Dallas.

Johnson said the proposed commission would help Dallas achieve its goals of equity and inclusion for all residents. Census numbers show that nearly 7% of the city's residents under 65 between 2015 and 2019 had a disability. Dallas has a total population of 1.3 million.

"Usually, we're talking about skin color, ethnicity, socioeconomic status, gender identity, sexual orientation, and even age," Johnson said. "But rarely do we talk in any great detail about how we provide for those who live with disabilities in our city."

The City Council would have to approve the creation of the group, which would feature 15 members appointed by the mayor and 14 council members. The group, which would include residents with disabilities, would meet at least six times a year, and members would serve two-year terms.

The proposal to form the group would first have to be reviewed and greenlit by the council's workforce, education and equity committee. That group would then forward its recommendation to the City Council.

The committee's chair, council member Jaynie Schultz, expressed support for the proposed advisory group. She said it was an "opportunity to hold ourselves and our city management accountable for ensuring that success is attainable for all by focusing our attention on the needs, rights and privileges of people with disabilities."

The city previously had a group focused on paving the way for more disabled residents to get jobs, called the Dallas Mayor's Committee for the Employment of People with Disabilities. Established in the early 1980s by then-mayor Jack Evans, the group is now a nonprofit called [EmployAbility](#).

Michael Quezada, the nonprofit's current chair and a disabled Army veteran, said his group would be partnering with the city to increase engagement in the disabled community.

"Now is the time," he said. "We can create a better workforce, break down those barriers and just have a conversation. It's that simple."

October is National Disability Employment Awareness Month.

Dallas Leaders Thrilled With Midtown Project People Mover

Midtown developer blames city of Dallas for project delays

By Ken Kalthoff, NBC DFW

Dallas city council members this week praised new plans for a people mover to link the new Midtown development, the Galleria area and DART's new Silver Line trains.

"It speaks to everything that the Mayor has been talking about as sort of our last best chance to compete with the suburbs that are taking so many of our residents and businesses," Council Member Jaynie Schultz said.

She represents the area around I-635 LBJ Freeway and Preston Road where the [Midtown](#) development has been planned for 10-years to replace the old Valley View Mall.

The [Midtown](#) project is to be high-rise offices, homes, stores and restaurants around a large park. A new street grid will be installed in what once were sprawling mall parking lots. The people mover would serve an even larger area.

Developer Scott Beck said the city of Dallas is to blame for Midtown delays by failing to provide necessary sewer service for the site.

"That's really the primary reason for the delay. In fact, over the past number of years there's been multiple tenants that wanted to come on the property," Beck said.

There's not much to show for a decade of Midtown planning and effort. The site is mostly empty lots.

"It's an eyesore for sure," resident Brandon Booth said.

New renderings presented to the Dallas City Council Transportation Committee this week show how the people mover could serve the areas. It could also be connected to remote parking structures.

It would be similar to the automated Skylink that connects terminals at DFW Airport.

"I think it's amazing. It's the first time I've seen it," Booth said.

At the Target store across Montfort Road from the Midtown site, visitor Courtney Mannion was also shown the plan Thursday.

"Well, that's exciting. It's going to be right here? Wow. Very, cool," she said.

Dallas City Council Members had similar reactions at their meeting.

"The people mover is great. And I love the idea. I love this concept. This is forward-thinking. This is us being a more progressive city when it comes to transportation thoughts," Transportation Committee Chairman Omar Narvaez said.

Cara Mendelsohn who represents a district just north of the Midtown site promised to promote the people mover at the Regional Transportation Council (RTC) where she also serves.

"I would very much like people to stay in Dallas and while there are a few opportunities here and there, this will be a showcase. I personally drive by this every single day and it is a blight. And it's a huge opportunity for us. It's a huge opportunity for housing. It's a huge opportunity for recreation but more than anything, it's a huge opportunity to really develop the area into something fabulous," Mendelsohn said.

A tax increment financing district was set up to help provide infrastructure for both the Midtown project and the Redbird Mall redevelopment in Southwest Dallas, which has advanced more quickly than Midtown. Tax base improvements at each support the other.

"So, all around I believe this to be a win for Dallas," South Dallas Fair Park area Councilman Adam Bazaldua said. "I'm really excited about this project, probably one of the most excited I've been about something in the northern part of our city since I've been on council."

The RTC has provided \$10 million for Midtown people mover planning.

Assistant Dallas City Manager Majed Al-Gahfry said construction cost could be \$50 million but plans are not far enough along to be certain. He said construction money could come from several sources, including federal infrastructure funds.

"The current government is very high on transit projects, so I think it's an opportunity for us to utilize that," he said.

Beck said he is pleased with the strong support city council members voiced this week.

"We've got a lot of really interesting and positive momentum now for the Dallas Midtown project," he said.

Beck said his firm and another Midtown developer partnered to install the sanitary sewer lines that the city did not install.

The sewer work is due to be completed in January and Midtown construction could finally begin within months.

He said Midtown is an ideal North Texas location and the vision that began 10 years ago may soon start to appear.

"You do not have to go all the way north into Plano and Frisco and other areas. You can stop right here at Dallas Midtown," Beck said.

Beck said construction will begin with apartments at the Midtown site.

New apartments have also recently been added at a former car dealer site nearby along I-635 and more are under construction there.

<https://www.nbcdfw.com/news/local/dallas-leaders-thrilled-with-midtown-project-people-mover/2835371/>

Massive 2,000-lot residential project is inbound near AllianceTexas

By Spencer Brewer, Dallas Business Journal

A massive development spanning more than 2,000 residential lots is expected to break ground by mid-year 2022, adding additional housing options near AllianceTexas.

Bonds Ranch Rio Claro is a partnership between PMB Capital Investments and Rio Claro, an entity associated with the prominent Cardon family in Arizona. The development is located on about 700 acres south of Bonds Ranch Road and east of Morris Dido Newark Road.

The first phases of the project are anticipated to deliver in 2023. The development is subject to upcoming zoning and annexation hearings.

"Alliance continues to attract a lot of jobs," said Matt Mildren, partner at PMB Capital Investments. "And this development will provide a housing option for employees at Alliance and in north Fort Worth."

Mildren said growth in Fort Worth is primarily happening along the Interstate 35 W and Highway 287 corridors. The firm believes Fort Worth is undersupplied in housing options, he said, and currently has five active residential projects in and around Fort Worth. Among these is Reunion, a sprawling \$3.5 billion master-planned development northwest of Fort Worth that will have more than 10,000 homes upon completion.

While the project is still in a relatively early phase, the anticipated density is about 2.8 units per gross acre. The partnership has entered into contracts with four homebuilders, though Mildren declined to name them.

The upcoming project will contain more than 200 acres of open space, which will include four city parks. There will also be private open space and additional amenities, Mildren said. The natural features of the property differentiate it from other projects, he said. There are rolling hills and view corridors, which will be preserved and the project will also include walking trails.

The upcoming project will be within the Eagle Mountain-Saginaw Independent School District and adjacent to a new high school that is scheduled to begin construction soon, he said.

PMB Capital Investments entered into a partnership with Rio Claro earlier this year. Mildren said Rio Claro has owned the property since the early 2000s, and Rio Claro approached PMB Capital Investments through a mutual colleague.

The property was a part of the larger concept plan for Bonds Ranch, which spanned about 2,200 acres. The original plan outlined a little more than 6,000 single-family and multifamily units in the area.

About 470 of the property's 700 acres are in Fort Worth extraterritorial jurisdiction, while about 230 are in the city itself. The City of Fort Worth and Rio Claro entered into a development agreement in 2001, along with several other entities, that allowed for the development of what would become Bonds Ranch Rio Claro. The development agreement was amended in 2008.

The partnership has submitted a preliminary plat to the city for the 700 acres it intends to develop. The annexation and zoning hearings are scheduled for mid-January.

"It's a little backward," Mildren said. "Usually you would annex and zone then file your preliminary plat, but the way the agreement reads the sequence is a little backward."

The City of Fort Worth has approved the water, wastewater, traffic and drainage studies for the entire project, he said.

"One of our main components of our projects is family-focused development," Mildren said. "High-quality schools, close proximity to employment centers that provide a variety of housing options."

You're already walking and driving on it: D-FW manufacturer says new type of cement a step forward for environment

The manufacturer says the cement creates 10% less CO₂, and is the beginning of a drive to net zero emissions.

By Jason Wheeler

DALLAS — You have probably never heard of the Holcim plant in Midlothian, but it is a crucial part of development projects in D-FW. And it is doing something different that could eventually impact the entire world.

The Midlothian plant produces cement. In case, you have always used the terms interchangeably, you should know, producers of cement say it is like the flour in a cake recipe. Once mixed with other ingredients, it becomes a batter that is used to produce a cake—which would be the concrete in this metaphor.

And producers have been using the same "cake" recipe for a long time, says Holcim Senior Vice President of Cement Sales Patrick Cleary.

"We have been doing the old Portland cement recipe for 100 plus years. And now, we are looking to rapidly change the way we construct...change the way we build," said Cleary.

Cleary said his industry recognizes it needs to make big changes. If you didn't know, cement produces a lot of the greenhouse gas carbon dioxide. Making a pound of cement produces .9 pounds of CO₂, [according to cement.org](http://accordingtocement.org). That happens because of a reaction when the components of cement are super-heated.

"We don't hide from it. Cement manufacturing is a large contributor to CO₂. But we also have a huge opportunity to be a huge part of the solution," said Cleary.

Cleary said not only is his company the largest cement producer in the U.S., they're also, "The first ones to announce a net zero pledge -- net zero by 2050."

To become carbon neutral, they have moved to a new kind of cement, called OneCem. Holcim said because it includes "[up to 15% per ton of finely ground high quality limestone](#)", it produces about 10% less carbon dioxide than typical cement.

Holcim is transitioning its 14 U.S. plants to this product, including Midlothian, which is, "The first plant in the country to do this transition."

A 10% reduction in carbon dioxide is modest. But multiply that by the two million tons of cement Holcim produces in Midlothian each year, and the change starts to add up.

"We have to look at taking a baby step at first, but we can't slow down the acceleration," said Cleary.

Cleary said the company is already working on the next mixture that might produce a 30% CO₂ reduction. So, Cleary said, this is the first of many steps to cleaner concrete.

And that concrete is already being used in some parts of North Texas.

"You won't even be able to see it, in fact, we already have nearly a million tons of this cement in concrete today in and around the Dallas-Fort Worth market," said Cleary.

Some of the places where he said this new cement product has already been used: The PGA headquarters in Frisco, the new Prosper High School, and some I-35 paving projects.

One last note: The Holcim plant was damaged in the February winter storm, which greatly impacted the supply of concrete mix in North Texas. In fact, months after the storm, some builders said they couldn't even get enough to pour one complete new home foundation. Cleary said the Holcim plant is now operating again at full speed.

<https://www.wfaa.com/article/money/business/right-on-the-money/dfw-manufacturer-says-new-type-of-cement-a-step-forward-for-environment/287-d96c1808-bcbb-426c-a39b-8b47c9f217eb>

Collin County Business Alliance's 10 years of impact

The CCBA celebrates a decade of collaboration and bringing attention to critical county-wide issues.

By Sanjiv Yajnik, Dallas Morning News

In 2011, I brought together forward-thinking business leaders aspiring to one goal — make Collin County an even more vibrant place to live and work.

That organization, Collin County Business Alliance, now celebrates its 10th anniversary. Over the last decade, we've served as a catalyst for positive change by collaborating with stakeholders across the region on key issues related to water, workforce development, mobility and civic engagement, ensuring the vibrancy of our community's future.

Collaboration among our cities is even more important as Collin County continues to grow substantially. CCBA will continue to be the convenor that elevates region-wide issues, so we're ready for another successful 10 years. Here's a look at 10 ways we've moved the needle since we started:

1. Creating civically responsible citizens

CCBA launched [**Collin County Votes**](#) in 2017 to increase voter participation. We partnered with local chambers to educate business leaders and residents about local elections, and put together a [**beginner's guide to running for office**](#) in hopes of creating a more diverse candidate pipeline in Collin County.

Since Collin County Votes launched, we have consistently brought more people to the polls. In 2021, local elections saw more than a 50% increase in voter turnout.

2. Thought convener

Through its 10 years, CCBA has elevated key issues to a regional level by convening community leaders and expert voices at various events. This year, CCBA hosted its first equity summit and led issue-based roundtable discussions with Local Profile. Roundtable topics included candidate diversity, supplier diversity and infrastructure. CCBA also led a "Why Run for Office" video series with former elected officials who each shared their personal journey to public office. Both features helped promote civic engagement and focused on the importance of a diverse pipeline of elected officials.

3. Social justice matters

We must all stand up against hatred in all its forms. In summer 2020, we convened more than 50 diverse local business and community leaders to discuss the prevalence of racism and the necessary actions the group could take to address it. CCBA leaders also met with city mayors across Collin County, local chambers and Black business owners to understand their priorities and impactful partnership opportunities to move forward.

The powerful dialogue led to [**Collin County Unites**](#), CCBA's first social justice plan. The initiative increases Black voter engagement through the [**Collin County Votes**](#) initiative, supports Black-owned small businesses and creates internship/mentorship programs for students and young adults to further equity in underrepresented communities. By strengthening our smallest businesses — the heartbeat of every community — we will continue to boost our post-pandemic economy.

While we're absolutely similar in our common humanity, we have a lot of rich diversity when it comes to our backgrounds and cultures. I've found that when you bring the two together — our common humanity and our rich diversity — you can drive bold innovation that you could not otherwise create.

4. Every person counts

We created [**Collin County Counts**](#) in 2020 to bring awareness to the vital U.S. Census, which is completed every 10 years. Its data creates additional congressional seats to represent growing populations, helps draw boundaries for state and federal representatives, and determines how more than \$675 billion in federal funds is distributed to support housing, public education, transportation, employment, health care and public policy.

With CCBA's help, Collin County had a census self-response rate of 73.8% as compared to 62.8% for Texas and 67% for the nation. Collin County also was the highest amongst the four most populous counties in North Texas.

5. Water advocacy

With our population projected to double by 2070, our available water supplies will also need to double. This will require an additional supply of about 100,000 acre-feet of water every decade to serve the increased demand. The construction on Bois d'Arc Lake is wrapping up in Fannin County and water from this lake could reach homes as early as 2022, providing approximately 113 million gallons a day of water supply to the North Texas area.

In 2012, CCBA also helped change legislation about the county's water supply. The Lacey Act would have blocked a vital water source for Collin County because of the presence of zebra mussels in water pumped from Oklahoma to Texas. CCBA grassroots advocacy efforts exempted our water district from the regulation, explaining the far-reaching effects of a water shortage on Collin County businesses.

6. Education advocacy

CCBA leads key education advocacy efforts, like the historic Texas House Bill 3, an \$11.5 billion law that reforms school finance and reduces property taxes. We must ensure that HB3 remains fully funded and continues to move forward. Collin County employers prefer to attract a local workforce, and we need a reliable, high-quality education system to provide the right candidates. HB3 builds the foundation for a strong future talent pipeline.

7. Mobility

Quality transportation infrastructure underpins the basic functioning of any community and its economy, and it's a vital resource as our county grows. CCBA believes it's important to ensure that existing roads in Collin County are maintained, new roads are built at a high standard, and efficiency and community needs are always considered high priorities.

Texas will receive about \$35 billion over five years from the long-anticipated national infrastructure bill recently signed into law. Dollars will be set aside for a variety of new projects and maintenance work, from highway expansions and broadband access to modernizing public transit throughout the state. Michael Morris, transportation director for the North Central Texas Council of Governments, spoke at CCBA's recent infrastructure roundtable, saying the

infrastructure bill will be a “gamechanger” for the region. He stated U.S. 380 in Collin County could be near the top of the list of projects ready to benefit from the bill.

8. Creating a diverse, engaged board

We've always had active board members, and their enthusiasm to make a difference astounds me. Our board grew to 22 members in early 2021. It was essential we brought the diversity we want for Collin County to our own boardroom. This includes ethnic diversity, diversity of thought and diversity of profession. Our board members represent big corporations from a variety of industries, including technology and health care. We must celebrate our similarities and cherish our differences to cultivate the richness and creativity that drives success.

9. Recognizing our region's biggest names

CCBA can't do what it does without our dynamic local leaders. Each year, we announce a Leadership Award winner, whose tireless work ensures Collin County's vibrancy. This year's winner was Project Unity founder Richie Butler, who was an instrumental player in CCBA's social justice plan. He helped convene community leaders to discuss the prevalence of racism and the necessary actions we could take to address it.

Past Leadership Award winners include Trisha Cunningham, president and CEO of the North Texas Food Bank; Craig Hall, founder of the HALL Group; Charlotte Jones Anderson, Dallas Cowboys Chief Brand Officer; Neil Matkin, president of Collin College; the late Sam Johnson, a decorated war hero and congressman; Donnie Nelson, former Dallas Mavericks general manager; Ed Hefferman, president and CEO of Alliance Data; Cary Israel, former president of Collin College; and Florence Shapiro, former Texas senator.

10. Putting CCBA on the national stage

CCBA just held its 10th Anniversary Luncheon. Thank you to this year's keynote speaker, Indra Nooyi, former chairman and CEO of PepsiCo. Condoleezza Rice, Anderson Cooper and the late Colin Powell also spoke at past luncheons, and their advice and wisdom is still with us.

Collin County is a vibrant community filled with amazing people who take initiative. CCBA will continue to use its collective voice to bring attention to critical county-wide issues. Vibrant businesses and vibrant communities go hand-in-hand, and businesses have an obligation to be more than a guest in the community — we must be strong anchors.

DCTA Bus Service Scheduled to End in Lewisville, Riders Encouraged to Use GoZone

By NBC DFW

Major service changes are coming to Denton County Transportation Authority Connect bus service after the board of directors voted to discontinue Denton Connect Route 1 and Lewisville Connect Routes 21 and 22.

According to DCTA officials, the changes will begin on Dec. 25, 2021. Riders are encouraged to utilize GoZone as a replacement service for these routes.

"With the launch of GoZone, we have seen system-wide ridership reach pre-pandemic levels in just a few months," said DCTA CEO Raymond Suarez. "I'm pleased that the board made a decision that will move the agency forward using a multimodal approach."

GoZone, which began service on Sept. 7, is an on-demand rideshare service powered by Via. Riders can utilize the service for trips within two dedicated zones: Denton and Lewisville/Highland Village GoZones, DCTA said.

According to DCTA, dedicated vans pick up and drop off riders at virtual stops within the zones 365 days per year.

Passengers can ride GoZone for free with a DCTA pass or purchase a single trip for the promotional price of \$0.75.

DCTA said decisions regarding the overall fare structure will be made at a later date.

Denton Connect Route 1 and Lewisville Connect Routes 21 and 22 will continue to operate through Christmas Eve, DCTA said. After that, riders can utilize GoZone for their public transportation needs.

For additional information, visit RideDCTA.net.

GM Reaches Supply Deals for EV Motor Magnets for Future Fort Worth Plant

By NBC DFW

General Motors has taken two more steps to make sure it has the raw materials for the transition from petroleum to battery power, this time lining up magnets for electric vehicle motors.

On Thursday the company said it has a deal with MP Materials to supply rare earth metals and finished magnets for the motors from a new factory to be built in Fort Worth, Texas, starting in 2023.

It's also negotiating what is likely to be a joint venture with Vacuumschmelze (VAC) of Germany to build a U.S. factory to make electric vehicle motor magnets. Production is to start in 2024 and will create "hundreds of new jobs" the companies said.

The companies didn't announce the financial terms of the deals. Shilpan Amin, GM's head of purchasing and supply chain, said it has a parts supply agreement with MP Materials with no GM capital investment. The capital structure of the venture with VAC is still being worked out, but the companies said they would build a plant together.

At present there are no factories in the U.S. equipped for large-scale production of electric vehicle motor magnets, Amin said. MP said 90% of the supply now comes from China.

The moves come as automakers scramble to line up parts supplies for what is expected to be a dramatic shift from internal combustion engines to zero-emission electric power during the coming decade. GM, for instance, has a goal of selling only electric passenger vehicles by 2035.

The LMC Automotive consulting firm expects U.S. sales of new fully electric vehicles to hit nearly 400,000 this year, almost double last year's figures. But they still make up only about 2.6% of sales. But the firm expects sales to grow to more than 730,000 next year and more than 2 million by 2025. Even at 2 million, EV sales still would be only about 12% of U.S. new vehicle sales.

MP Materials has the potential to supply magnets for about 500,000 EV motors per year, Amin said. Combined, the two deals will supply all of GM's magnet needs at least for the near term, the company said.

MP said engineering and design work on the new 200,000-square-foot plant are underway, and that it will employ more than 100 people. The factory's products also will go to clean energy, electronic and defense markets, the company said.

City ready for disaster, Hunter tells club

Emergency management chief outlines potential hazards for Midlothian Rotary members

By Bill Spinks, Waxahachie Daily Light

An emergency such as the long-track tornado that struck four states this past weekend is something that Midlothian is continually striving to be as prepared as possible for, the city's emergency management coordinator said last week before the so-called Quad State Twister raked a 200-mile path from Northeast Arkansas well into Kentucky.

Tonya Hunter spoke to the Midlothian Rotary Club and outlined the services that the city provides. Hunter works with the Midlothian Police Department to execute the city's emergency plan.

The biggest threat to city safety is weather-related in the form of severe thunderstorms containing potential tornadoes, hail, lightning, straight-line winds and flooding rains, Hunter said.

"We are not immune to disasters," she said. "Back in May we had 30 inches of rain in Midlothian, and we have 12 dams in the city."

Hunter mentioned the Oct. 20, 2019, tornado that struck the north and east sides of the city, destroying a church and causing heavy residential damage but no injuries. That was only the third tornado to touch down in Midlothian city limits in less than a decade.

Midlothian is a four-hour drive from the Gulf Coast but isn't immune from hurricane effects, according to a video from the North Central Texas Council of Governments presented by Hunter. Landfalling tropical disturbances can spread heavy rain and storms well inland.

However, another weather-related event that affected North Texas was last February's winter storm, which dropped thermometers to minus-2 degrees Fahrenheit on the morning of Feb. 16. The extreme cold caused numerous water pipes to burst and led to massive electricity shortages that made things worse.

"Our police department was on a generator for two and a half days," Hunter said. "We had city staff that were sleeping at our water treatment facilities to make sure we still had drinking water and running sewers."

Hunter said adding generation capacity to a rapidly-growing state — either by renewable or non-renewable means — is crucial to preventing future power cuts in cases of extreme winter weather.

On the other extreme, Hunter said periods of drought and prolonged heat have affected the city in the past, forcing water conservation measures to take place.

Other potential sources for an emergency in the Cement City are man-caused, Hunter noted. Hazardous chemical spills from local industry are always a possibility as well as spills from transport on the two major highways and two railways that serve the city, she said.

Several major oil and gas pipelines crisscross the city, including two large ones that pass very close to Heritage High School along FM 1387, Hunter noted.

The ongoing COVID-19 pandemic that began in earnest in March 2020 is being addressed by a testing kiosk at MISD Multipurpose Stadium that is open seven days a week. Results are available with 48 hours, Hunter said.

Other events Hunter said the city must be prepared for are things that don't leap immediately to mind, such as plane crashes, cybersecurity and terror attacks. Hunter said the Dallas-Fort Worth metropolitan area is considered one of the top terror targets in the world because of its large population.

Hunter, who said she remains a certified firefighter and emergency medical technician, also said the city is preparing for active shooters and has an exercise planned at MISD Multipurpose Stadium in May 2022. The Mansfield Timberview school shooting in October drove home the need to be prepared.

"People are going to say it can't happen here," Hunter said. "It can happen here."

What can individuals do to be ready in the event of an emergency? Hunter encouraged families to put in place a communication plan in case cellphone towers become overwhelmed. Supplies should also be purchased in advance.

Insight Denton: Why do some GoZone vans have out-of-state license plates?

By Justin Grass, Denton Record-Chronicle

Rideshare contractor Via Transportation leases the GoZone vans, leading to some being brought in from other states.

As part of its contract with the Denton County Transportation Authority, New York-based Via Transportation handles GoZone's day-to-day operations. While it does work closely with DCTA on aspects of the program like the user app and managing drivers, it's ultimately responsible for the service — including the vehicles themselves.

Via's proposal for the GoZone service initially laid out that 30 vans would be active across the Denton and Lewisville/Highland Village zones, but that number has [grown to at least 42 in the months since launch](#). Several residents have noted seeing vans without full GoZone branding, some even with out-of-state license plates.

According to DCTA spokespersons, that's because Via leases the vans used for the GoZone service. That can lead to several having license plates from other states. Spokesperson Pamela Burns said in an email that all the vans are leased, including the ones with full GoZone branding.

It's unclear if Via is planning to eventually source its vans locally, or if it will continue leasing for the long term. The number of vans active at any given time has already had to change dramatically in order to serve GoZone's growing demand.

New report says North Texas has two of the most dangerous highways in America

By KERA News

Interstate 20 and Interstate 35 are among the top five deadliest roads in the U.S. according to [Zebra](#), a car insurance website.

I-20 ranks at No. 2 and I-35 is at No. 5 based on data gathered from the [National Highway Traffic Safety Administration](#) (NHTSA) and the State Department of Transportation.

As one of the shortest highways on the list, I-20 stretches from West Texas to South Carolina, going through North Texas; Jackson, Miss.; and Atlanta, Georgia. But it records the second-highest rate of fatalities per mile. In 2019, Zebra listed 13.52 fatalities per 100 miles.

"We used 2019 data because the NHTSA has yet to release its full data for 2020 and 2021," according to Zebra.

I-35 stretches from Minnesota to South Texas, including Dallas-Fort Worth, Austin and San Antonio. Zebra also calls this stretch a "de facto route for thousands of 18-wheelers."

Last February, [six people were killed and 65 people were injured in a massive pile-up on I-35 in Fort Worth](#).

The State Department of Transportation recently unveiled a new campaign, [#EndTheStreakTX](#), to reduce traffic deaths.

The No. 1 most dangerous highway in America? I-95. It stretches along the entire East Coast from Maine to Florida, including Boston, New York and Miami. The NHTSA lists 14.88 fatalities per 100 miles.

"Many of these accidents occurred in the northeast in the winter, when road conditions were far from ideal."

Rewarding Regional and Statewide Progress Through Competitive Federal Grant Applications

In order to incentivize states to develop coherent transportation plans that advance progressive policy goals, the U.S. Department of Transportation should consider both the regional and statewide transportation and land use context when making grant awards.

By Kevin DeGood, American Progress

Introduction and summary

In November 2021, President Joe Biden signed into law the \$1.2 trillion Infrastructure Investment and Jobs Act (IIJA), which provides historic investment across multiple infrastructure sectors, including more than \$500 billion in new spending above baseline for surface transportation.¹ Included within the surface transportation total is more than \$114 billion in discretionary funding that will be distributed on a competitive basis by the U.S. Department of Transportation (DOT).² This report lays out a novel and powerful framework for how the administration can ensure these discretionary funds maximize equity, sustainability, and inclusive economic growth by taking into consideration both project elements and the broader regional and statewide transportation context when making grant selection decisions.

While the IIJA contains more discretionary funding than previous federal infrastructure legislation, the competitive grant awards represent a modest share of total transportation spending in the bill. Most of the transportation funding will be distributed to states through formula programs. When spending formula funds, states are not required to demonstrate the social, environmental, or economic value of their projects. Beyond certain procedural and design requirements, states have total discretion, which often results in projects that run counter to progressive climate, equity, and economic goals. And unfortunately, many progressive policy reform proposals that would have significantly improved how states spend formula dollars were excluded from the final bill.

This raises an important question: How can DOT maximize the progressive impact of the discretionary grants provided by the IIJA? Stated differently, in the absence of structural policy reform, how can the tail of discretionary dollars wag the much larger formula dog? The answer is twofold. First, Secretary of Transportation Pete Buttigieg, working with the modal administrators, should prioritize projects that will reduce greenhouse gas emissions and automobile dependence, advance equitable access to jobs and essential services, and foster inclusive economic growth. Moreover, these funds should redress the ongoing harmful effects of discriminatory infrastructure projects, including the construction of certain portions of the interstate highway system that were targeted to displace communities of color.

Second, the secretary, when selecting among progressive alternatives, should prioritize those applications that advance a broader progressive regional or statewide transportation plan.

Historically, DOT has assessed individual grant applications in isolation. The problem with this approach is that it fails to hold regions and states accountable for the choices they make with formula funds. For instance, a state may apply to DOT for funds to install a few electric vehicles (EV) charging stations while at the same time spending billions of formula dollars on a highway-widening project that will deepen auto dependence and dramatically increase harmful emissions.

Considering an application for EV charging infrastructure in isolation would miss the issue of magnitude as well as the incoherence of the statewide transportation plan. Whatever emissions

reductions are achieved by adding new charge points would be overwhelmed by the additional greenhouse gas and criteria pollutants that result from the highway expansion.

Yet, under the current approach to grantmaking, states are not penalized for advancing competitive and formula-funded projects that work at cross-purposes. This practice should end, beginning with the fiscal year 2022 grant award cycle. By comparison, considering a grant application in light of the broader transportation context allows DOT to reward those regions and states that are advancing coherent progressive infrastructure programs. Moreover, signaling to regions and states that the broader transportation context will factor into grant awards will induce project sponsors to develop more progressive and internally consistent plans.

The competitive grant funds in the IIJA provide DOT with an opportunity to shape the future of U.S. transportation and land use for decades to come. Failing to consider the larger regional or statewide transportation context would unnecessarily limit the progressive impact of discretionary grant funds provided by the IIJA. Additionally, there is no guarantee that the balance of power in Congress will align to allow progressive policy reforms to be included in the next reauthorization cycle beginning in 2026. Discretionary funds are a precious commodity, and it is imperative that DOT maximize the opportunity provided by the IIJA.

This report uses applications submitted to DOT's Infrastructure for Rebuilding America (INFRA) grant program to demonstrate how such a process could work. It begins by reviewing the authorization language for the INFRA program to show that Secretary Buttigieg has the flexibility and discretion to fund progressive transportation projects and to request whatever information is necessary to make the best selections. Next, the report profiles three FY 2021 INFRA grant applications, including a complete streets project in Henderson, Nevada; a highway cap in Nashville, Tennessee; and a highway reconfiguration and street grid connectivity project in Dallas to demonstrate how DOT could account for the regional transportation context when assessing INFRA applications.

The framework put forward in this report argues that DOT should divide the application review process into a primary assessment, which would look at the specific project elements and goals, and a secondary assessment, which would look at the regional or statewide transportation context. DOT should prioritize discretionary grant funds for the most progressive project applications based on the primary review. If there are funds remaining after DOT has supported the most progressive projects, the department should use the secondary assessment of the regional or statewide context as the tiebreaker. The need for tiebreaking criteria is important since competitive programs almost always receive more applications than they can possibly fund. For instance, DOT received 157 applications requesting \$6.8 billion in funding for the FY 2021 grant cycle, which is more than seven times the funding available through the INFRA program.³

Finally, this report argues that the project sponsor matters when assessing the regional or statewide context. For instance, when the project sponsor is a state department of transportation, both regional and statewide plans should be taken into consideration. The reason is that state DOTs own most major transportation assets, receive almost all federal surface transportation funds, and heavily influence investment priorities through the statewide planning process. In short, state DOTs largely control their own destiny and should bear full responsibility for their choices when applying for competitive grant awards from DOT. For substate project sponsors, including local governments and special purpose entities, the actions

or plans put forward by the state DOT should carry substantially less weight unless the substate sponsor has committed funding to advance regressive and unsustainable projects.

INFRA grant program

The authorization for the INFRA grant program provides the secretary of transportation with substantial flexibility and discretion to advance sustainable and equitable transportation and land use by adding progressive social and environmental project selection criteria to the application-scoring framework. The program that DOT calls INFRA was authorized by Congress in 2015 as part of the Fixing America's Surface Transportation (FAST) Act.⁴ Section 1105 of the FAST Act created a competitive grant program for "nationally significant freight and highway projects."⁵ And while the underlying authorization has remained the same, the implementation of this program has shifted significantly with the change in presidential administration.

The FAST Act authorized seven goals for the program, including: 1) improving safety, efficiency, and reliability of the movement of freight and people; 2) generating regional or national economic benefits; 3) reducing highway congestion and bottlenecks; 4) improving connectivity between modes of freight; 5) enhancing transportation system resilience; 6) improving roadways vital to the energy sector; and 7) addressing the impact of population growth on the movement of people and freight.⁶

Under the Trump administration, the INFRA program focused competitive awards on four program objectives, including economic vitality, leveraging federal funds, innovation, and performance and accountability.⁷ These criteria broadly aligned with the Trump administration's focus on pushing state and local project sponsors to raise more nonfederal funds and to use public-private partnerships as an alternative to traditional project delivery methods.

As a result, the FY 2020 INFRA awards were concentrated on traditional highway projects for new capacity, interchange expansion, and greenfield bypasses, among other project categories.⁸

The Biden administration has substantially revised the Notice of Funding Opportunity (NOFO) for FY 2021 to reflect a progressive set of policy goals. Specifically, the NOFO states, "There are also two new program objectives that are incorporated into the merit evaluation process as described in Section E. These are Climate Change and Environmental Justice Impacts, and Racial Equity and Barriers to Opportunity."⁹ The NOFO provides numerous examples of project elements that would qualify as addressing climate change, including a "modal shift in freight or passenger movement to reduce vehicle miles traveled" and "new or improved pedestrian/cycling connections or multi-modalism."¹⁰ On racial equity, the NOFO looks at both the nature of the planning process to account for equitable involvement as well as project elements such as "investments that improve or newly connect underserved communities to proactively address barriers to opportunity or redress past inequities and barriers to opportunity."¹¹

Importantly, the FAST Act authorization for the INFRA program provides the secretary of transportation with unlimited discretion to define the types of information that a project sponsor must submit as part of the application process. Section 117 of Title 23 states that "[t]o be eligible for a grant under this section, an entity specified in paragraph (1) shall submit to the Secretary an application in such form, at such time, and containing such information as the Secretary determines is appropriate."¹² Thus, the secretary has the clear authority to require applicants to provide detailed information about the overall transportation plan and project context.

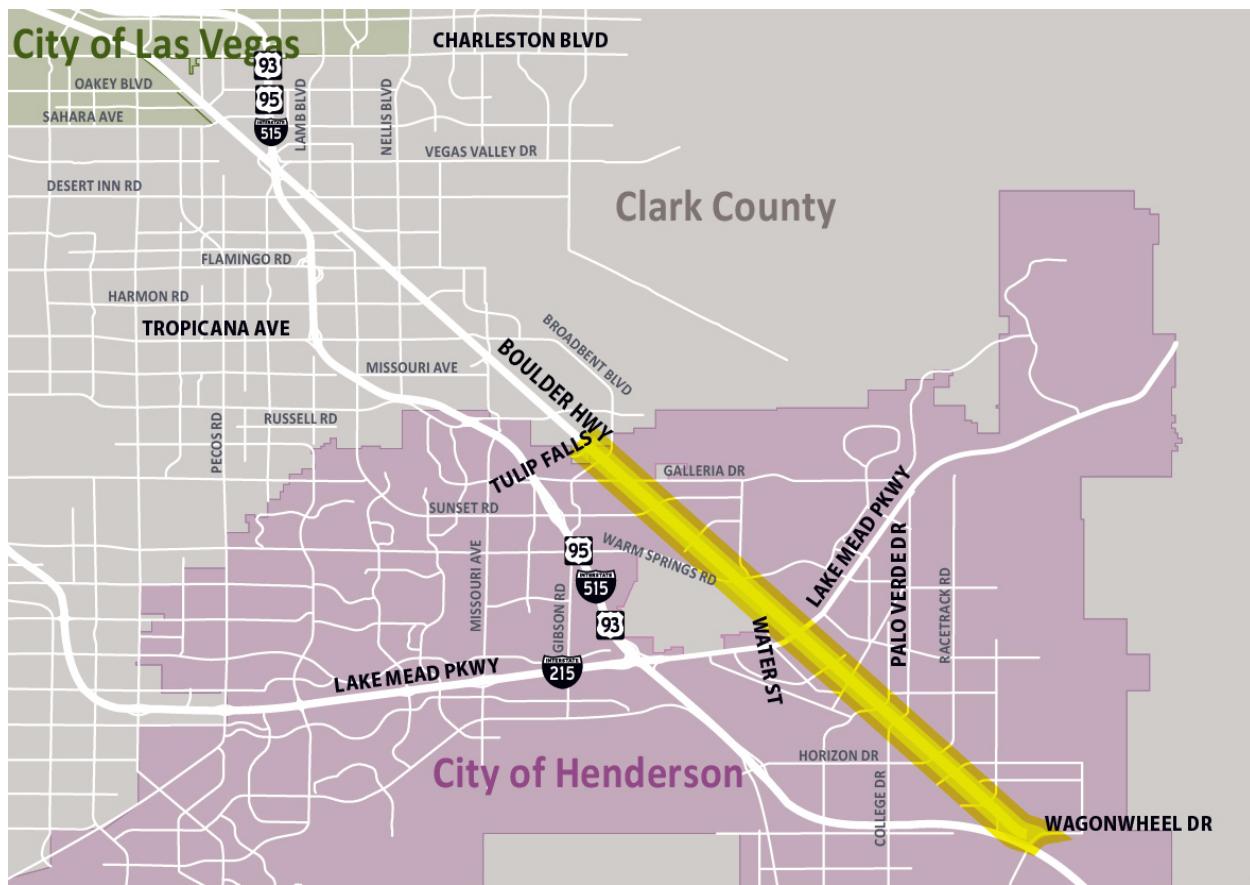
Given this authority, the secretary should require project sponsors to address the following questions within their applications regarding the regional or statewide transportation context and plans:

- What share of funding, inclusive of all sources, within the regional transportation improvement program (TIP) or statewide transportation improvement program (STIP) is dedicated to highway expansion?
- What share of funding, inclusive of all sources, within the TIP or STIP is dedicated to nonmotorized transportation facilities? To the extent that nonmotorized or complete street elements may be part of a larger project, the application should only include those funds reasonably attributed to the nonmotorized components and not the total project cost.
- Does the regional or statewide transportation plan include a performance measure for greenhouse gas emissions, or total or per capita vehicle miles traveled?
- For substate applicants, what local funds, if any, have been formally committed to a limited-access highway-widening project within the region?
- What projects within the region or statewide are intended to reduce the mode share of single-occupant vehicle trips?

Boulder Highway in Henderson, Nevada

Henderson, Nevada, is a city of 332,000 located southeast of Las Vegas and within Clark County.¹³ There are several arterial highways within Henderson, including state Route 582, which is also known as the Boulder Highway. The Boulder Highway is a critical transportation link for the community. It runs from southeast to northwest, providing direct access to downtown Las Vegas.

The highway is a six-lane, at-grade facility designed to support traditional high-speed, high-capacity automobility. According to data from the Nevada Department of Transportation (NDOT), Boulder Highway is the fourth-busiest highway in Clark County.¹⁴ The bus lines that run along Boulder Highway carry more than 300,000 riders each month.¹⁵ Of this total, more than 5,000 riders connect to the public transit system by cycling.¹⁶ Unfortunately, the highway is also quite dangerous—especially for cyclists, pedestrians, and transit riders.



Boulder Highway complete street project map. Map courtesy of the city of Henderson, Nevada.

According to the city of Henderson, Boulder Highway suffers from two related problems. First, it is dangerous. In its application, Henderson states that “[t]he existing highway is wide, dark, and unwelcoming to non-vehicular traffic. The lack of streetlights, wide right-of-way, and infrequent crosswalks has made this stretch a challenge for bikers and pedestrians.”¹⁷ Additionally, “[B]etween 2011 and 2016, 116 pedestrians were struck on Boulder Highway. Of these 116 people, 31 were killed, and 18 were seriously injured.”¹⁸

Second, the existing highway design, with its heavy focus on high-speed automobility, doesn’t fit with the vision and goals Henderson has laid out for future development, transportation, and land use in the eastern portion of the city. According to Henderson’s most recent comprehensive plan:

Residents in Henderson, similar to the U.S. and neighboring cities, rely on personal vehicles as the primary source of transportation and do not often carpool. Public transportation use is particularly low in Henderson. Currently, most destinations (home, work, the grocery store, parks, etc.) are located separately and at a distance, meaning most residents are reliant on their cars. Commuting patterns mirror these trends. More than 80% of Henderson residents commute by themselves in a car to work, while only 2% of residents use public transportation, and 1% walk.¹⁹

The city’s top planning and development priority is to create “healthy, livable communities.”²⁰ This means implementing policies and projects that “facilitate more compact, connected development, help residents increase their use of transit and expand opportunities

for people to walk and bike to their destinations.”²¹ Local elected officials and planners correctly recognize that in order to shift transportation behavior, the underlying infrastructure must change to become more supportive of alternatives to driving to meet daily mobility needs. Additionally, the city needs to promote greater density and a more balanced mix of commercial and residential development, “which enables people to live closer to work and other community destinations they frequent.”²² Transforming Boulder Highway is a critical project to reduce major injuries and fatalities as well as advance this more balanced, sustainable, and healthy community vision.

Primary assessment

The city of Henderson has put forward an INFRA grant application to reconstruct a 7 1/2-mile segment of the highway, transforming it from its current auto-centric design into a multimodal boulevard with complete street features intended to support biking, walking, and transit users.²³ The project has a total cost of \$103 million.²⁴ The transformation involves six major elements: 1) converting the travel lane closest to the curb into a bus-only lane; 2) adding a dedicated bike lane; 3) widening sidewalks, shortening pedestrian crossing distances, and ensuring all pedestrian features are in compliance with the Americans With Disabilities Act; 4) adding six midblock crossings to shorten walking distances for people making trips on foot; 5) adding lighting along the corridor; and 6) replacing the existing open storm ditch with a below-ground system of pipes.²⁵



Boulder Highway in its current form. Photo courtesy of the city of Henderson, Nevada.



Rendering of Boulder Highway after conversion to a complete street. Rendering courtesy of the city of Henderson, Nevada.

The Boulder Highway project is an attempt to break from a mindset that moving cars quickly constitutes success. The complete street project fits with the underlying theory of change embedded in the Livable Communities Initiative established by the Obama administration, which sought to create “better places to live rather than improving vehicular access to services.”²⁶ The project is an attempt to create a community with a mix of housing, jobs, and services all in close proximity on top of a transportation foundation designed around strictly separated land uses served by cars. To be clear, this type of retrofit is not an easy task, but the Boulder Highway project is an excellent example of how change is possible.

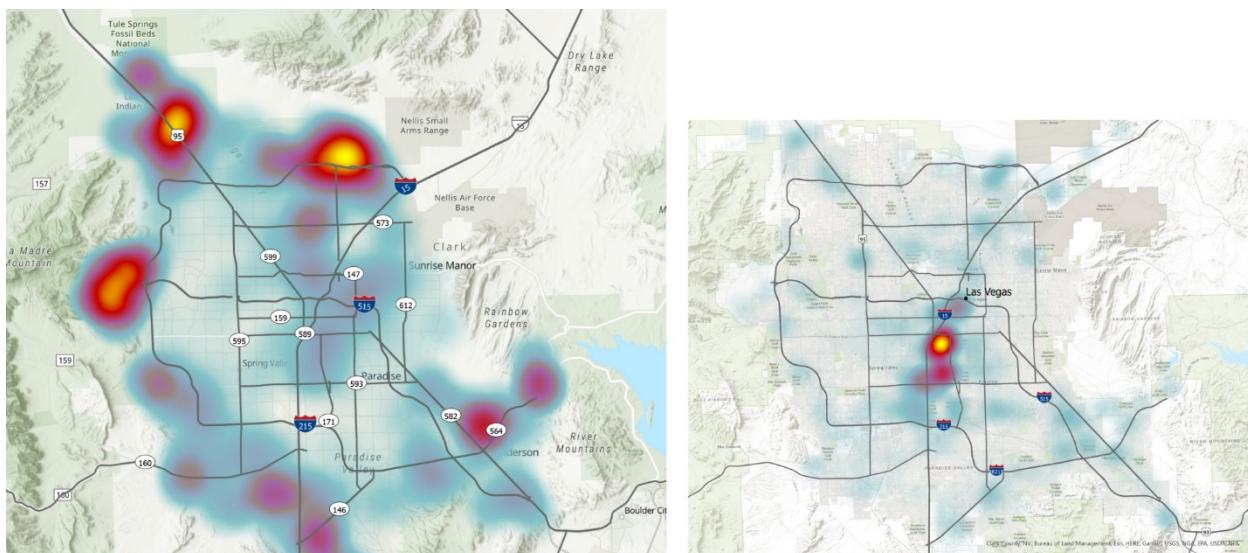
Importantly, this change will happen over decades rather than overnight. The Boulder Highway complete street retrofit is the necessary precursor to zoning changes that will allow for greater density, mixed-use developments; fewer or zero parking space minimums; and a host of other changes to the built environment that will help the city achieve its vision for growth.

Secondary assessment

The Las Vegas metropolitan region is relatively low-density with a heavy reliance on driving. According to the Regional Transportation Commission for Southern Nevada (RTCSNV), which is the metropolitan planning organization for the area, travel behavior largely mirrors the heavy auto dependence present in Henderson. The most recent data show that 78.5 percent of

commuter trips are made in a car while only 4 percent are on public transportation.²⁷ Prior to the onset of the COVID-19 pandemic, residents drove an estimated 36.7 million miles each day.²⁸

The region suffers from a heavy imbalance in the location of most residential housing and the location of jobs, meaning most residents live far away from where they work and must drive substantial distances for commuting each day. This imbalance is the result of a transportation investment strategy, common across the country since the 1950s, that is intended to support low-density housing development along the metropolitan periphery and auto-based commuting to employment clusters, including principally the central business district. Unfortunately, RTCSNV projects this imbalance to worsen over the next 20 years. The heat map in the left image shows the anticipated location of employment growth within the Las Vegas region in 2040. The most intense job growth will occur along Las Vegas Boulevard within the heart of the gaming and tourism district. Yet, over this same period of time, the heat map on the right shows that population growth is expected to occur overwhelmingly along the metropolitan fringe. The metropolitan area is expected to grow from its current population of 2.2 million to 2.8 million in 2040.²⁹



Left: Map showing population growth within the Las Vegas area by 2040. Map courtesy of the Nevada Department of Transportation. Right: Map showing employment growth by 2040. Map courtesy of the Nevada Department of Transportation.

This continued imbalance is neither preordained nor the result of external forces acting on southern Nevada, but rather a result of investment choices made principally by the Nevada Department of Transportation. For instance, in 2019, NDOT completed Project Neon, which widened a 3.7-mile stretch of I-15 through the heart of Las Vegas at a cost of \$1 billion, making it the “largest and most expensive public works job ever undertaken” by the state.³⁰ NDOT projects that traffic demand on this central corridor will roughly double over the next 20 years.³¹ In 2019, the year the project opened and the most recent year for which data are available and not affected by the pandemic, sections of I-15 expanded by Project Neon experienced daily traffic counts of up to 326,000 vehicles.³² Traffic counts along the project corridor have increased by roughly 28 percent since 2011. NDOT’s enormous investment in automobility has produced the expected increase in vehicular travel demand.

Project Neon will not be the last major widening undertaken by NDOT. In 2019, NDOT updated its large-scale traffic study for southern Nevada, which recommends a series of alternative

major highway projects. These include lane expansion, reconfigured or expanded ramps and interchanges, and new connector and distributor roads that feed vehicles into and off of interstates and other arterial highways. According to the report, the expected population growth within the region will result in “an associated growth in freeway travel demand typically ranging from 25 percent to 70 percent or even higher.”³³ The traffic study is intended to help the state to “plan and prepare for future capacity needs” and notes that “[t]he traffic forecasts are a valuable reference for use in future corridor studies, traffic impact studies, and other planning and design projects.”

List of Access 2040 projects

- **S. 95/Kyle Canyon.** Design and construct a new interchange.
- **S. 95 North Package 2B.** Durango to Kyle Canyon: Widen to six lanes, add auxiliary lanes, high-occupancy vehicle (HOV) drop ramps at Durango, and a new service interchange.
- **Elkhorn Road HOV connection.** Build U.S. 95 HOV ramp direct connects.
- **Sheep Mountain Parkway.** Construct a four-lane highway and interchanges.
- **S. 95/CC 215 interchange.** Complete a system-to-system interchange and local improvements.
- **CC 215 northern Beltway.** Widen to six lanes from Decatur to 5th Street.
- **CC 215 northern Beltway.** Widen to six lanes from Hualapai to Decatur.
- **CC 215 western Beltway.** Widen to six lanes from Craig to Hualapai.
- **Peace Way bridge over CC 215.**
- **CC 215 southbound to Summerlin Parkway eastbound.** Construct a direct connect ramp.
- **Summerlin Parkway.** Reconfigure Rampart westbound offramp to include an auxiliary lane from Rampart to Durango and a two-lane off-ramp at Summerlin Parkway triple lefts at Rampart off-ramp.
- **Summerlin Parkway.** Extend the HOV drop lane 1,500 feet west.
- **Summerlin Parkway.** Construct an auxiliary lane from the NB 215 off-ramp to Anasazi.
- **Summerlin Parkway.** Construct an auxiliary lane between Town Center and Rampart.
- **Summerlin Parkway.** Construct an eastbound auxiliary lane from Rampart to Buffalo and reconfigure the Durango eastbound on-ramp for an auxiliary lane.
- **I-515.** Construct a northbound auxiliary lane between Charleston Boulevard and Eastern Avenue and construct a southbound auxiliary lane between I-15 and Charleston Boulevard.
- **I-215/I-515 system interchange.** Move the I-515 southbound to I-215 westbound ramp from its current location to Lake Mead Parkway and create a two-lane on-ramp to I-215.
- **I-215 southern Beltway at Airport Connector.** Upgrade the interchange.
- **I-15 at Sloan Road interchange.**

- **Via Nobila I-15 interchange, Via Inspirada from I-15/Sloan interchange to Via Inspirada/Bicentennial Parkway.**
- **I-15 at Starr Avenue interchange.**
- **I-15 express lanes.** Convert lanes to HOV/GP lanes.
- **I-15.** Create Harmon and Hacienda HOV ramp direct connects.
- **Tropicana from Polaris to I-15.** Widen and create a grade separation over Dean Martin and improvements to the Tropicana interchange.
- **Project Neon.** I-15/U.S. 95 interchange.
- **I-15/CC 215 system-to-system interchange.** Fourth leg of the interchange.
- **I-15 North Part 2 Package A, C, D.** Widen to six lanes, from Craig to Speedway.
- **I-15 North Package 3.** Widen to six lanes, from Speedway Boulevard to Apex.³⁴

A future where population growth leads to steady increases in driving and pressure for highway capacity expansion is not a given. NDOT could choose a different investment mix that would place the region on a less auto-dominant trajectory—though there is little indication that the state will make the necessary changes. NDOT’s statewide transportation plan called the One Nevada Transportation Plan includes nonhighway projects and discusses providing residents with more and better options to driving. For instance, one of the plan’s major goals is to “optimize mobility,” which includes expanding “multimodal options for moving people, including walking, bicycling, and transit” and improving “connectivity between all modes of Nevada’s transportation system, including highways, rail, transit, and airports.”³⁵ However, the overwhelming focus of the plan and the agency is on expanding highways and supporting automobile. For instance, the One Nevada Transportation Plan includes quantifiable performance goals. Under the section on optimizing mobility, the plan includes a goal on driving—specifically, the percentage of nonsingle-occupancy vehicle travel in urbanized areas.³⁶ The 2016 baseline measure is 21.3 percent, and the goal is to increase this share to 21.6 percent, or an improvement in nonsingle-occupant trips—which are the least sustainable—of just three-tenths of 1 percent. This is not an aggressive attempt to alter travel behavior, to say the least.

Overall, the metropolitan context for the Boulder Highway project is not favorable. Yet, NDOT’s plans for the region should mostly not be held against the city of Henderson’s INFRA grant application. The reason is that Henderson has only modest input into the plans and investment decisions made by the state or RTCSNV. For instance, the board of commissioners that governs the work of RTCSNV includes eight members, only one of whom represents the city of Henderson. Thus, even the project priorities of the Las Vegas region only partially reflect the mobility, land use, and healthy community goals set forth by the city and embodied in its Boulder Highway project application. The U.S. DOT awarded the Boulder Highway project \$39.8 million in the FY 2021 grant cycle.³⁷

I-40 cap park in Nashville, Tennessee

The neighborhood of North Nashville is a historic Black community with a long history of strong economic activity, vibrant culture and arts, and educational leadership. The heart of the North Nashville neighborhood is Jefferson Street, which runs east-west and roughly parallels I-40. This area has three historically Black colleges and universities, including Tennessee State University, Fisk University, and Meharry Medical College.



Map of Nashville, Tennessee, cap park over I-40 and location of highway safety improvements. Map courtesy of Metro Nashville.

Beginning in the 1950s, the Tennessee Department of Transportation (TDOT) drafted plans for the construction of I-40, which runs east-west and stretches 2,554 miles from Wilmington, North Carolina, to Barstow, California.³⁸ Initially, TDOT planned to locate the interstate parallel to Charlotte Avenue, which runs east-west roughly one mile to the south of where I-40 is located today.³⁹ However, the initial alignment along Charlotte Avenue would have disrupted largely white-owned businesses and housing. As a result, TDOT altered the alignment, moving it to the north through the heart of North Nashville.

At roughly the same time, TDOT was planning and constructing what is today I-65, which runs north-south and sits along the eastern edge of the North Nashville community. Taken together, the construction of I-40 and I-65 in this area “demolished one hundred blocks of North Nashville, including sixteen blocks of stores along Jefferson St, and displaced 1,400 North Nashvillians.”⁴⁰ In total, the highways displaced 128 Black-owned businesses, which “represented almost 80% of Nashville’s Black property ownership.”⁴¹

In 1967, prior to the start of construction, a group of mostly Black community leaders and business owners formed a group called the I-40 Steering Committee to lobby TDOT to alter its plans. Ultimately, the steering committee filed a federal civil lawsuit against the state, seeking an injunction against construction based on Fifth Amendment due process and 14th Amendment equal protection claims.⁴² The steering committee lost its lawsuit and eventually appealed to the U.S. Supreme Court, which declined to hear its appeal, ending the litigation and allowing the build to move forward.⁴³

The U.S. Court of Appeals for the Sixth Circuit clearly summarized the steering committee’s argument by stating that the I-40 route through North Nashville was selected “with the purpose

of discriminating against the Negro or low socio-economic segments of Nashville's population so as to damage and in part destroy the Negro business community of Nashville, injure predominantly Negro educational institutions, and impose other irreparable harm upon the North Nashville community.”⁴⁴

Unfortunately, though not surprisingly, the court at the time found that the “plaintiffs have not shown that the selection of the proposed route amounts to a denial of due process of law or equal protection of the law”⁴⁵ Today, the truth of the discriminatory route choices made by many state departments of transportation—including in Tennessee—is widely accepted. Metro Nashville Mayor John Cooper (D) strongly supports the cap park and recently stated that reconnecting the Jefferson Street community will go a long way to “correcting historic wrongs and bringing prosperity to our most vulnerable communities.”⁴⁶ In December of 2020, Metro Nashville formally adopted Mayor Cooper’s \$1.6 billion transportation plan, which includes the I-40 cap park and connector project.⁴⁷

Primary assessment

The Nashville cap park and connector project is an attempt to join together two halves of the North Nashville neighborhood intentionally bifurcated more than 50 years ago by the construction of I-40. The project would involve the reconstruction of the Dr. DB Todd Jr. Boulevard Bridge over I-40 along with the addition of a 3.4-acre park. According to the application, “The bridge’s narrow, cracked sidewalks, unbuffered from narrow travel lanes with obstacles within the sidewalk, create a hostile pedestrian environment on this bridge and limit access between the north and south.”⁴⁸ To date, Metro Nashville has not made any final determinations about how to program the park space but rather intends to engage in a process of deep community engagement to determine the final design.⁴⁹



Rendering of proposed cap park over I-40. Rendering courtesy of Metro Nashville.

In addition, the project would involve improvements to I-40 intended to reduce frequent accidents at the I-40/I-65 interchange, often referred to as “Trucker’s Curve.” These elements include crash reduction improvements such as new signage and intelligent transportation system (ITS) features intended to better manage traffic and reduce accidents. In 2019, there were 24 truck-related crashes on Trucker’s Curve—roughly 20 percent of all crashes even though truck traffic represents 5 percent of vehicle trips through this portion of I-40.⁵⁰

The I-40 cap park and connector project is an important step in a larger and more long-term process to reconstruct the North Nashville community and to foster inclusive prosperity. Already, Metro Nashville and other community partners are looking at ways to leverage the park, including through the construction of affordable housing nearby to ensure that the cap park amenity does not result in gentrification.⁵¹ Metro Nashville has committed \$48 million—40 percent of the total estimated project cost of \$120 million.⁵²

Secondary assessment

The Nashville metropolitan area is growing rapidly, and TDOT remains committed to supporting low-density residential and commercial development through automobility, making the regional context not particularly favorable. TDOT has plans to expand both the interstate highway network, with particular focus on I-65, as well as other state and county roads around the metropolitan region with limited efforts to bend travel demand away from driving.

In 2018, TDOT completed its I-65 corridor study. The highway runs north-south for approximately 120 miles—including through Nashville—from the state's northern border with Kentucky to its southern border with Alabama. The study reports that single-occupant vehicle (SOV) trips are the overwhelming commuting choice. In fact, unsustainable SOV commuting trips hover around 87 percent while transit trips account for between zero percent and 1.6 percent, depending on the origin-destination pair.⁵³ TDOT has some high-occupancy vehicle (HOV) lanes to try and encourage carpooling but fails to enforce occupancy rules. According to a previous study, HOV occupancy violation rates in the Nashville region range from 65 percent to 96 percent of all vehicles using the lanes, depending on segment and time of day.⁵⁴

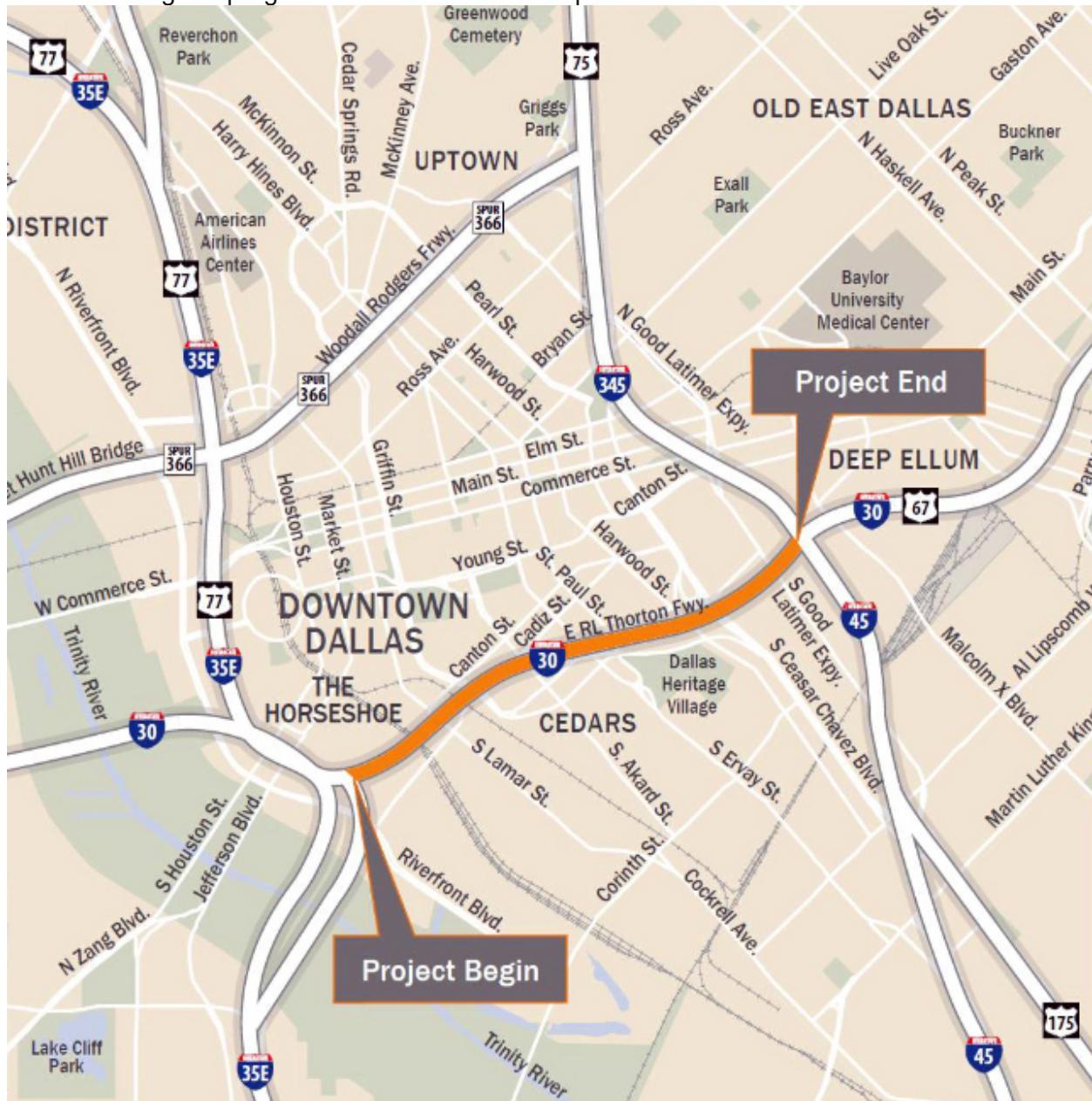
TDOT's solution has been to plan more highway expansion. The state recently announced the signing of its largest procurement contract ever for \$160 million to fund the expansion of I-65 north of Nashville near the Kentucky border.⁵⁵ This is just the first segment of I-65 that will be expanded in the coming years. In addition, TDOT has programmed numerous expansion projects on smaller state routes and other county facilities. For instance, along the southern metropolitan fringe, TDOT will expand East McEwen Drive from two to four lanes; expand state Route 397 from two to four lanes; expand state Route 96 from two to five lanes, and so on.⁵⁶ Collectively, these and many other road-widening projects will support the creation of new low-density subdivisions that will generate maximal driving per capita.

However, many of the projects advanced by TDOT should not be held against Metro Nashville. In December 2020, Metro Nashville adopted a \$1.6 billion transportation plan that includes only two references to I-65 expansion projects but does not commit any local funds.⁵⁷ Instead, these expansions are programmed with a mixture of federal and state highway dollars. A review of the regional long-range transportation plan put together by the Greater Nashville Regional Council, which serves as the metropolitan planning organization, shows a more mixed program. In general, TDOT is the project sponsor for many of the highway and arterial roadway-widening projects—though Metro Nashville is a co-sponsor or lead on a handful. On balance, Metro Nashville has a progressive vision of transportation and land use, including its strong support for the cap and connector project over I-40. The U.S. Department of Transportation did not award the I-40 cap project any funding in the FY 2021 grant cycle.

I-30 in Dallas

Like in many cities, downtown Dallas is tightly circumscribed by major highways, including Interstate 30, which runs along the southern edge of the central business district. The section of I-30 that runs past downtown is a below-grade trench known as the Canyon, which opened to

traffic in 1965.⁵⁸ The Texas Department of Transportation (TxDOT) has submitted an application to the INFRA grant program to address two broad problems with this stretch of interstate.



Map of I-30 Canyon improvement project. Map courtesy of the Texas Department of Transportation.

First, the area north of the I-30 Canyon has experienced decades of sustained economic growth and development while the area to the south, known as the Cedars, "has, until only recently, remained underdeveloped, isolated, and somewhat excluded from the city's economic growth."⁵⁹ Recent data paint a stark picture. For instance, in 2019, the median household income in the Cedars was less than \$29,000 per year compared with \$68,000 in central Dallas.⁶⁰ In addition, as TxDOT correctly points out, "[S]egregation along interstate lines drawn decades ago persists today."⁶¹

Second, the I-30 Canyon corridor experiences frequent and severe congestion due, in part, to the suboptimal design and configuration of the existing interstate mainlines and parallel frontage

roads. According to TxDOT, “In 2020, the I-30 Canyon was part of the 15th most congested roadway segment in Texas for trucks, out of a total of 1,860 segments.”⁶²

TxDOT’s I-30 Canyon project includes five elements: 1) a partial restoration of the local street grid that was severed in the 1960s by the construction of the I-30 segment; 2) inclusion of complete street design elements intended to support more biking and walking; 3) a smaller I-30 right-of-way footprint that will free up 14 acres of land for redevelopment principally within the Cedars neighborhood; 4) improved freight, intercity passenger, and light-rail crossings over I-30; and 5) a substantial reconstruction of I-30 intended to increase overall capacity and improve the flow of traffic.

Primary assessment

The I-30 Canyon project includes several positive elements that will further nonmotorized trips and transit use. For instance, element four will expand freight and passenger rail service by not only rebuilding the rail crossing over I-30 but also adding an additional track that could support additional service frequency. The inclusion of complete street design elements will also help to expand nonauto mobility options. Yet, these elements, which receive heavy attention in the application narrative along with a focus on community engagement in the planning process, are undermined by element five. In fact, 60 percent to 70 percent of the \$496 million construction budget is dedicated to making improvements to the capacity and flow of highway traffic on I-30.⁶³ The total project cost—including utility relocation, right-of-way acquisition, and engineering—is \$564.7 million.⁶⁴ According to TxDOT:

Improvements within the I-30 right-of-way will untangle the existing network of highway, frontage road, and collector-distributor lanes to deliver a safer and more efficient roadway. The project includes removing the collector-distributor system, adding mainlane capacity and discontinuous frontage roads, reconfiguring the Cesar Chavez interchange to a simple diamond interchange with connections to I-30, and other changes that simplify ramps and access to downtown.⁶⁵

Perhaps not surprisingly, TxDOT’s cost-benefit analysis shows that benefits related to vehicle movements—including avoided crashes, lowered vehicle operations costs, travel time savings, and freight reliability—outweigh benefits associated with nonmotorized access, quality of life, and new developable land by nearly a 2 to 1 ratio.⁶⁶ Stated differently, a project designed principally to improve vehicular capacity and flow produces robust vehicular benefits.

Within its application, TxDOT argues that “[t]he I-30 Canyon project takes steps to repair the climate change and Environmental Justice (EJ) legacy of the Interstate Highway System.” This claim is a stretch. As evidence, TxDOT notes that the new crossings and complete street design elements—which are important—along with the fact that a small share of project funds will “convert traffic lights and streetlights to LEDs.” It is difficult to square the idea of environmental justice with a project principally designed to improve throughput on I-30—especially when the overwhelming majority of the heavy-duty trucks and light-duty vehicles that will use the redesigned corridor will be powered by internal combustion engines, emitting a steady stream of pollution concentrated within the airshed of the Cedars, for decades to come.



Rendering of possible cap parks and other local mobility improvements. Rendering courtesy of the Texas Department of Transportation.

TxDOT goes to some length to demonstrate within its application that the I-30 project is the result of extensive community engagement. “The reimagining of the I-30 Canyon was founded on community input. More than 80 listening sessions and public meetings were conducted through the CityMap process.”⁶⁷ Yet, the overall project focus on highway improvements does not align well with community desires for the area. According to TxDOT, the community outreach process determined that residents “placed the highest value on quality of life and neighborhood character, community and urban streets, and economic development.”⁶⁸ The I-30 capacity and flow improvements are about moving people and freight through Cedars, and this is reflected as much by those project elements included in the proposal as those left out.

For instance, the main text of the application highlights that “the further compression of I-30 provides an opportunity for up to four deck parks above the interstate connecting downtown to South Dallas, subject to local funding.” A footnote clarifies that “[t]he deck parks are not included in the cost of I-30 Canyon project, but could be made feasible for local and/or private funding.”⁶⁹

The new highway crossings, complete street design features, and creation of 14 acres of new developable land principally within the Cedars combine to make the I-30 Canyon project more equitable and sustainable than a straight highway expansion project. However, the heavy emphasis on expanded highway capacity and improved flow along I-30 will likely produce a net increase in driving and auto dependence. Overall, the primary assessment reveals a moderately progressive project. Depending on the quality of the other INFRA applications, this could be enough to bump the project from a grant award.

Secondary assessment

An evaluation of the Dallas-Fort Worth area transportation context is sufficient for the secondary assessment. The North Central Texas Council of Governments serves as the metropolitan planning organization for the region. The portion of the transportation improvement program that includes brief project profiles stretches to more than 360 pages and includes an exhaustive list of transportation projects under development along with total cost information. A partial review of the council’s current TIP shows more than \$6.5 billion in arterial roadway and highway-widening projects.⁷⁰

Taken together, these projects, for which TxDOT would typically serve as the implementing agency, represent a coherent strategy to deepen automobility, expand unsustainable low-density land use, and raise climate emissions. For instance, project 1605-02-024, which will cost \$95 million, will widen a “2 lane rural [roadway] to 6 lane urban divided” highway.⁷¹ This type of project serves as the foundation for new subdivisions and the resulting auto trips that low-density housing and commercial development will produce. Yet, new growth on the periphery

also produces increased demand on existing major limited-access highways, including interstates since a large share of the traffic generated at the periphery ends up making trips to the central business district and other major activity centers. The council and TxDOT have this covered as well with projects such as 0008-13-12, which will cost more than \$1 billion and will expand Interstate 820 along the eastern edge of Fort Worth.⁷²

TxDOT argues in its grant application that the I-30 Canyon project is a “key to unlocking new possibilities for greener, multimodal transportation opportunities in Dallas.”⁷³ Another key to advancing greener, multimodal transportation is to stop repeating the same formula of endless highway expansion in support of low-density development that fosters maximal driving and auto dependence. In short, the regional context shows that the progressive elements of the I-30 Canyon project are largely an outlier within a program of projects that will extend the auto-dominant status quo for decades to come. The U.S. Department of Transportation did not award the I-30 Canyon project any funding in the FY 2021 award cycle.

Conclusion

The lack of meaningful policy reform to surface transportation formula programs authorized by the IIJA increases the importance of maximizing the progressive impact of competitive grant awards. By leveraging the discretion afforded to the secretary of transportation to require progressive project elements, the Biden administration has an unprecedented opportunity to push states and metropolitan regions to implement transportation projects that reduce driving and increase mobility choice as well as facilitate more compact and sustainable land use. The primary and secondary assessment framework put forth in this report offers DOT a method for rewarding the most progressive project while also taking into consideration the broader transportation context. By clearly showing applicants that the broader transportation context will factor into grant awards, DOT can pressure states and regions to use their formula dollars in more progressive and sustainable ways.

Endnotes

<https://www.americanprogress.org/article/rewarding-regional-and-statewide-progress-through-competitive-federal-grant-applications/#>

Dallas is failing to address racial and economic access barriers to affordable housing, report says

A report on Dallas' comprehensive housing policy says despite historic city practices that discriminated against mostly Black and Latino residents, the plan has no strategies to decrease lingering impacts.

By Everton Bailey, Jr., Dallas Morning News

A Dallas policy that is supposed to tackle affordable housing shortages doesn't do enough to address systemic racial and economic barriers residents face, according to a new report.

The city's 3-year-old [**comprehensive housing policy**](#) doesn't acknowledge historic city practices, such as redlining and eminent domain that displaced Black and Latino residents from their homes and excluded many of them from areas with better housing and economic opportunities, according to the report from TDA Consulting.

The City Council [**approved the comprehensive housing policy in 2018**](#) to address a shortage of about 20,000 affordable housing units and to break up concentrations of poverty and segregation in the city.

Council member Casey Thomas, who heads the council's housing and homeless solutions committee, called for a review of the policy in January to determine if it was racially equitable. It was his first order after being appointed chair of the committee by Mayor Eric Johnson.

Thomas said he asked for the housing policy to be evaluated to see if it took into account the city's residents of color. He said he was surprised that the report called for the city to acknowledge past discriminatory housing practices in the policy, which he agrees with.

Thomas said next steps include announcing community meetings in January to get public feedback on the report and recommendations, and suggested policy changes for the City Council to consider in April.

"It's time for the city of Dallas to be intentional about addressing racial equity," he said. "Addressing the housing policy is one of the first steps of a bigger plan."

City officials are working on a citywide racial equity plan, meant to create a variety of goals to eliminate racial disparities in economic development, public safety and other areas. The plan is currently scheduled to be finished and released next summer.

The city's housing policy, according to the report, is full of defensive plays but almost no offensive ones.

"As currently written and structured, the [policy] represents a better guide to compliance with federal, state and local regulations than it does an outline of strategies for changing the affordable housing status quo," the report said.

The housing policy doesn't have direct goals to decrease racial disparities or ways for city officials and the public to measure its effectiveness, the report found. It also lacks plans to deal with specific housing barriers impacting different areas of Dallas.

Among the data in the report is a graphic showing maps of Dallas illustrating that the highest property values in the city are in the mostly white northern areas of the city and the lowest are in primarily Black southern neighborhoods.

The audit listed 11 recommendations to make the policy more equitable, including the city articulating how racial and geographic affordable housing disparities will be decreased and how city programs will incorporate community-based and private developers to do it.

The report also calls for a dedicated way to raise enough money for the city to hit its affordable housing creation goals. It mentions that Dallas in fall 2020 approved \$58 million in its budget toward housing development compared to \$90 million in Austin and almost \$82 million in Seattle.

This year, Dallas housing programs got about \$40 million, around half from federal stimulus money.

"For Dallas to achieve its equity and affordable housing goals, it needs to reverse this trend and substantially increase its investment and set aside significant dollars for community revitalization," the report said.

The policy doesn't say how the city will overcome lingering impacts that affect equitable access to affordable housing today, according to the report. Recommendations include noting Dallas' past practices in the policy itself and laying out plans on how to break down barriers for residents of color.

The report also calls for changing city programs to prevent displacement of long-time residents and for the city to spark more affordable housing development in wealthy neighborhoods.

Hillwood Urban and DART partner to build Victory Station Plaza

By Plamedie Ifasso, Dallas Business Journal

Hillwood Urban and Dallas Area Rapid Transit collaborated to build Victory Station Plaza.

The one-acre space is located in Victory Park, adjacent Victory Station with a connection to DART's transit system.

"The new Victory Station Plaza is a fantastic opportunity to provide much needed green space to the area while ensuring our passengers have enhanced access to Victory Station," DART CEO and president Nadine Lee said in a statement. "We continue to see the movement by both developers and communities to provide housing and activity centers near rail stations. Connectivity and access to public transit are increasingly important in our rapidly urbanizing Dallas-Fort Worth region."

The plaza is located across the street from American Airlines Center and near Hillwood Urban's new 365,000-square-foot office building, Victory Commons. The 15-story Victory Commons property features touchless entryways, a fitness center, a tenant lounge with conference room, a seventh-floor sky garden and terrace and 12,000 square feet of ground floor retail.

The Plaza and the Victory Commons were completed last month.

"This was a terrific partnership with DART, where together, we were able to bring a great new public park into an urban environment that will enhance the quality of life for those who work, live and travel throughout Victory Park and beyond," Hillwood Urban executive vice president Ken Reese said in a statement. "This Park space was always part of DART's plan for this land going back 20 years to when Hillwood originally built the AAC. We are excited to help make this happen and enhance the neighborhood, not to mention provide great views from the office space overlooking the park."

'It's a mess': Why residents feel trapped by unsafe roads in northwest Fort Worth

By Harrison Mantas, Fort Worth Star-Telegram

On Old Decatur Road, students walk to and from school along drainage ditches mere feet from passing cars because there are no sidewalks. It's the same on Bowman Roberts Road, a two-lane road running next to Saginaw Boswell High School, where students dart into traffic because there are no crosswalks. Roads in northwest Fort Worth aren't keeping up with the area's rapid growth, putting pedestrians and motorists in danger. Residents say their children can't walk to school safely and want the city to fix roads they say have long been neglected.

There may be some help coming though, as city hall considers where to invest an additional \$48.9 million in proposed bond funds. The Eagle Mountain-Saginaw school district, which covers Saginaw and northwest Fort Worth, is growing at 1,200 students per year, and is in a part of the city that grew by 76% over the past decade, according to the U.S. Census Bureau.

Southeast Fort Worth, the second fastest growing part of the city, grew 26%.

There are crashes on West Bailey Boswell Road all the time, said Lana Stephens, president of the Twin Mill Farms Homeowners Association. She attributed this to faded road markings, lack of reflective dividers, and poor road conditions. There were 154 crashes over the past five years on West Bailey Boswell Road, according to Texas Department of Transportation.

The majority of these crashes were at the intersection of Bowman Roberts Road, near Boswell High School and Twin Mills Boulevard. "It's a mess, and it's kind of like you're trapped," said Becky Daffern, whose daughter, Riley, is a senior at Boswell.

Daffern said she doesn't let her daughter drive down West Bailey Boswell unless it's absolutely necessary. On one of those absolutely necessary occasions, her daughter t-boned a car trying to make a left turn at the intersection of Bailey Boswell and Twin Mills Boulevard. "There were babies in the car that she hit and coming over the hill all I could see were police cars, firetrucks and ambulances, and you know, your hearts in your throat," she said.

In September, Boswell students and brothers Isaiah and Elijah Lopez died in a car accident near the same intersection. Since then, the city has increased motorcycle police patrols and began to install a temporary traffic light at West Bailey Boswell Road and Twin Mills Boulevard.

It is expected to be completed in early 2022. "The city hasn't done any improvements on the majority of our roads ever since they've been built," said Ryan Smith, president of the Northwest Fort Worth Neighborhood Alliance. Smith said he has been repeatedly told there's wasn't enough money to fix the roads in northwest Fort Worth, however, he said he has received more response recently by joining other neighborhood leaders to lobby the city. "We've got to be a louder voice than some of the other groups in the city, and we've been told that, but it's a shame that it's whoever screams louder now gets the most attention," Smith said.

City staff proposed adding \$48.9 million to the 2022 bond package to fund road construction and maintenance. District 7 council member Leonard Firestone, whose district includes northwest Fort Worth, said \$30 million of the additional funds will be dedicated to that part of the city. While the final list of projects is still under discussion, Firestone pointed to a list of high priority projects in the area presented during a City Council work session on Dec. 7.

Five of those projects include fixes to West Bailey Boswell Road and Bowman Roberts Road.

There is also \$10.7 million for fixes to WJ Boaz Road, which Stephens said needs sidewalks and street lighting. Firestone acknowledged development in northwest Fort Worth has outstripped the roads' ability to handle extra vehicle and pedestrian traffic.

He said the council is more aware of these problems now and is being more conscious of the effect that development has on existing roads.

Firestone said the council is considering policies that would look at the wider effect of new development. He said a policy that requires developers to only widen roads or put in sidewalks near their development needs to be revisited. Fort Worth has known about these problems for at least a decade, Jim Chadwell, who's been the Eagle Mountain-Saginaw superintendent for the past 12 years, wrote in an email response to questions from the Star-Telegram.

Chadwell was heartened by the proposed investments in the 2022 bond package, but said the city needs to take quick action to prioritize safety in the fastest growing part of the city. "The current plans do not indicate an immediate response to these needs, but rather a loose timeline that will take decades to complete," Chadwell wrote. Action can't come fast enough for Becky Daffern.

"Our kids are all over the roads in that area every day, and it could happen again. It could be happening right now," she said. The city is still deciding which projects will make it into the bond package. The council has until Feb. 8 to finalize the list before the May 2022 bond election.

It's not clear when work could be completed even if fixes for West Bailey Boswell are included in the bond election. A spokesperson for Transportation and Public Works said the city typically likes to complete bond projects within a four years, but couldn't give any indication when any of the northwest Fort Worth projects would be finished.

Arlington OKs \$400,000 grant in turning car lot into multi-use development downtown

By James Hartley, Fort Worth Star-Telegram

Arlington's city council approved 8-0 a resolution that would grant Urban Union, a company redeveloping portions of downtown, up to \$400,000 in reimbursement for environmental remediation during work on turning a used car lot into a multi-use development.

Mayor Jim Ross was not present at the meeting to vote. The \$400,000 would go toward reimbursing Urban Union for work done on environmental remediation within two years.

Environmental remediation is the removal of environmental contaminants or toxic materials. In this case, the remediation will be focused on removing asbestos, according to city documents.

The property, at East Division Street and North East Street, is currently not bringing in the kind of tax revenue for the city it could, Deputy City Manager Jim Parajon told the council Tuesday night. He said the agreement would only pay out reimbursement grants to Urban Union if it meets requirements for environmental remediation and will only cover real costs from meeting those requirements.

This is the latest move by Urban Union in its efforts to redevelop unused properties in downtown Arlington. The developer has previously redeveloped eight properties downtown.

Richard Weber, an Arlington resident, told the council he felt the grants being offered were "free money" to companies that feel entitled to the funds. Parajon told the council the grants given through agreements such as this one lead to higher property values, more sales tax and more employment opportunities for Arlington residents.

Those benchmarks are outlined in agreements such as this one and, if requirements are not met, businesses accepting these grants are required to pay back everything.

Texas House Transportation Chair Vows to Stop Paper Tag Fraud

By Scott Friedman, NBC DFW

The chairman of the state's powerful House Transportation Committee is promising to hold hearings to address the massive fraud exposed in an NBC5 investigation which showed how a broken DMV oversight system allows criminals to obtain car dealer licenses and sell hundreds of thousands of Texas temporary license plates for profit.

In an exclusive interview, House Rep. Terry Canales (D) said the state must act before the next legislative session in 2023, to begin to address the problem.

"We've got some huge issues that we've got to tackle dealing with this fraud, it's very real, it's very pervasive", Canales said, adding that the recent NBC 5 reporting has, "educated the legislature" about the scale of the problem.

Canales said the DMV and lawmakers must find ways to prevent criminals from getting dealer licenses in the first place.

DMV officials recently acknowledged the department has even issued dealer licenses to people using stolen identities, who were then able to gain access to the state's tag system.

The DMV does not fingerprint dealer license applicants or meet them in person and DMV Executive Director Whitney Brewster recently said her agency might have to wait until the legislature reconvenes in 2023 to gain the authority to fingerprint.

"That would be something that that would potentially be recommended to the legislature for change," Brewster told NBC 5.

Canales said he will not wait for the 2023 session to begin the process of addressing the flaws in the system and said he has asked the House Speaker for permission to hold hearings on the issue as soon as possible so that the transportation committee can begin working on solutions.

"Everybody's on it, all hands-on deck, from the Senate to the House, to my committee members," Canales said.

Meanwhile, NBC 5 continues to uncover more cases where criminals are using illegally sold paper tags to commit crimes and hide their identities from police.

NBC 5 Investigates learned Texas DPS troopers stopped two pickup trucks hauling more than 400 pounds of marijuana on Nov. 28, in Culberson County in West Texas.

Both trucks had paper tags issued by Kasniels Auto Sale, a dealer the DMV shut down for suspected tag fraud, just one day after an NBC 5 investigation revealed Kasniels tags were for sale on-line and widely seen on the streets of Dallas.

The NBC 5 report showed how undercover Travis County law enforcement officers were able to make contact with someone willing to sell them a Kasniels paper tag – registered in the name of

NBC Senior Investigative Reporter Scott Friedman – but registered to the address of the Dallas Cowboy's stadium and with a false vehicle identification number.

In the West Texas case involving Kasniels tags, a Texas Department of Public Safety spokesman said the two men driving the pickup trucks loaded with marijuana ran off into the desert and have not been captured.

Because the investigation is ongoing, DPS officials declined to speak about how the paper tags have impacted their search for the suspects. But law enforcement officials tell NBC 5 Investigates many illegally sold paper tags are registered in the state system with false names and addresses. This can provide a cloak of anonymity for criminals and makes it nearly impossible for police officers to know who a vehicle with a paper tag is really registered to at first glance.

Kasniels has not responded to numerous NBC5 attempts to reach the company.

Kasniels issued more than 236,000 tags in less than three months before the DMV shut it down.

Law enforcement officials who specialize in paper tag fraud investigations said that a massive number of tags is an immediate red flag for fraud because there is no way a small dealer could sell hundreds of thousands of cars in three months.

Under Texas law, dealers can only issue paper buyer's tags to vehicles that are purchased from that dealership.

Rep. Canales said the state must act swiftly to stop the wave of fraud and crime facilitated by that fraud. He said he hoped the DMV would take interim steps to bolster its background check system in advance of legislative action.

A DMV advisory committee meets Thursday to discuss possible changes.

"We know that what we've allowed, and the authority given to Texas DMV is not enough, and so next session can't come soon enough when it comes to this", Canales said.

<https://www.nbcdfw.com/investigations/texas-house-transportation-chair-vows-to-stop-paper-tag-fraud/2838794/>

Transwestern marketing nearly 12-acre site across from planned Panther Island project

By Fort Worth Business Press Staff

Transwestern Real Estate Services (TRS) is marketing an 11.45-acre site near the planned Panther Island development.

The property at 1000 N Henderson, also known as Half Isle, is north of downtown Fort Worth, directly across from Trinity River's Panther Island and includes an existing flea market that will transfer with the property, pending a sale. [Transwestern's](#) Casey Toungé and Theron Bryant are marketing the land to prospective developers and buyers on behalf of the owner.

"The site's location directly north of downtown and across the future river channel from the main island project makes this a great opportunity now, regardless of the schedule of the river bypass channel," said Toungé in a news release. "This is a unique opportunity for a developer to put a mark on Fort Worth, with the largest contiguous site in the Panther Island district and two sides of Trinity River frontage."

The property has a TU-N3 zoning classification which allows for 288 feet of vertical height and would provide an unrivaled view of the planned Panther Island Lake and the downtown skyline. With ample land for an office, multifamily or hospitality development, 1000 N Henderson offers convenient access to Highway 199 and the Fort Worth branch of the Trinity Trails System.

Chicago firm adapting West End office into multifamily units

By Dallas Business Journal Staff

Chicago's 3L Real Estate has acquired an office building in the historic West End with plans to convert it to multifamily housing.

According to a news release, 3L bought the property, located at 501 and 509 W. Elm St. and 211 N. Record St., from Crescent Real Estate. The property is 137,000 square feet and currently serves as office space. 3L has plans to adapt the property over the next few years into studio, 1- and 2-bedroom apartments. The developer plans to include a fitness center, private decks on some units and lounge space.

This is 3L's first project in the market, which the company said has been a priority to break into.

"3L is extremely happy to bring another exciting project to the great City of Dallas, reinvigorating another historic property at one of the most recognizable intersections in the country," said Founder [Joseph Slezak](#) in a prepared statement. "We are big supporters of what the city of Dallas has been doing downtown and are looking forward to contributing to all that is going on around the West End by opening more doors for people to live here within their budgets." Oakwood Bank is serving as 3L's lender on the project.

The West End has been [transforming](#), reshaping the critical anchor between downtown and Victory Park in recent years. Crescent Real Estate and Granite Properties are among the developers that have reworked and reopened historic buildings to tenants to revive the area since it was hit hard by the Great Recession.

Here's your first glimpse of what a 110-acre new park in the center of Dallas could look like

Renderings include a conceptual "flyover" of how this oasis east of downtown might transform into a signature greenspace.

By Sharon Grigsby, Dallas Morning News

It's good news that Oncor's early Christmas gift to Dallas -- the largest land donation to our parks system since 1938 -- will plug a critical hole in [**the 50-mile Loop Trail project.**](#)

But here's the real significance from that [**Nov. 30 news conference**](#): Dallas has been entrusted with 110 acres of pristine, wooded property -- a piece of our past suspended in time for more than a half century as a big urban city grew up around it.

This accidental nature reserve has remained solely under the purview of wildlife and songbirds -- locked away from human interlopers and the damage we can cause. Now as the new stewards of this oasis, just 7 miles east of downtown Dallas and not far south of Interstate 30, we must all tread gently.

Based on what I've learned in recent days, both about the property and preliminary plans for it, a soft touch is exactly what our park leaders have in mind. Dallas will get a new signature park that keeps nature front and center.

The goal is reflected even in the greenspace's "placeholder" name: Parkdale Lake Nature Park.

"This is a once-in-a-lifetime transformational project that is going to change so many communities in this city," Dallas Park and Recreation director John Jenkins said as he and Park Board president Arun Agarwal gave me the first look at just-produced conceptual illustrations for the new park.

"It can be a bridge that connects between south and north and east," Agarwal added.

<https://youtu.be/rQffOy4vru0>

Agarwal envisions the rain-fed 30-acre Parkdale Lake, the island that sits within it and the encircling levee as the centerpiece of a park with boardwalks, trails and opportunities for picnicking, fishing, bird-watching and canoeing.

He and Jenkins said it's hard to put an exact dollar figure to this land donation, but they believe between \$30 million and \$100 million is a safe guess.

Community members will take the lead when master-planning begins, but Agarwal was so eager to get this project moving that he personally underwrote the cost for preliminary concepts to help visualize the greenspace's potential.

"The wonderful thing for us is that the property has been fenced off and secured for decades," assistant park and rec director Ryan O'Connor told me as we looked at the conceptual illustrations.

"When you are out there, you don't see a single piece of litter, not a footprint," he said. "You would have no idea you are in Dallas."

Parkdale Lake, west of White Rock Creek, was dug in 1953 on tree-lined land long used for farming. It was created to serve as an emergency water supply for the steam electric station built on the other side of the creek.

Back then, water diverted from the creek kept the lake at its 80-acre capacity in the event that extra water was required for cooling the turbines. Years later, after the electric station became obsolete, Parkdale Lake was decommissioned. With rainfall now its only water source, the lake, stays at a pretty consistent size of 30 acres.

As hard as I tried to persuade Jenkins -- who has let me accompany his team on many hikes through undeveloped property -- to let me give readers a first-hand report, he said the Parkdale Lake tour must wait until access is a bit safer.

"Even I'm not going to try to walk through there without snake chaps because that's how high and dense it is right now," Jenkins said.

My next best option was grilling O'Connor about his bushwhacking excursion into the property a few days earlier. It was tough going, he said, but worth the blisters.

"With the possible exception of the Great Trinity Forest, this is the most intact natural environment left in Dallas," he said.

A big chunk of the park's anticipated \$15-20 million price tag will be used to create low-impact accessibility into and through the greenspace. Jenkins is already thinking through connectivity to the many surrounding neighborhoods and best parking options.

Right now, the sole route into the still-barricaded-from-man land is through adjacent property that Oncor will continue to own on the east side of White Rock Creek. From there, the only way across the creek is a weathered, broken-down plank bridge that O'Connor laughed might be as treacherous as the snakes Jenkins referenced earlier.

After looking at a photo of the bridge, I suspect O'Connor is right.

Once across the dilapidated structure, he thrashed his way through acres of tightly packed five-foot-and-higher Johnson grass and eventually got to the flat top of the levee

Even there, the overgrowth and perilous footing persisted. But O'Connor said none of the challenges disguised that "this is really pretty perfect" -- an untouched lake surrounded by old stands of trees.

Parkdale's water "isn't flow from White Rock Creek and thus doesn't have some of the issues that White Rock Lake does," he said, referring to the pollution problems that the creek habitually carries downstream. That forecasts lots of opportunities for water activities.

The Spine Trail segment of the 50-mile Loop Trail around Dallas is expected to run along the top of the levee's east side. Additionally, a path -- perhaps soft-surface or maybe concrete -- will be built the rest of the way around the lake and connect into possible boardwalks below.

On the ground inside the levee are acres of land covered in a variety of trees, bushes and grasses, much of it a wetland habitat and possibly marshy at various times of the year. Despite the thick brush, O'Connor spotted a deer, coyote, wild pig and array of birds.

Jenkins said other trails, in addition to the Loop's Spine section, will bring residents from many communities into the new park. "This is a way for people to interact with nature, to understand it, to respect it, to be a part of it -- even to fish, to get up close."

As Agarwal reminded me, the conceptual drawings are a starting point to give stakeholders a sense of what's possible. With White Rock Lake about 6 miles to the north, he hopes the new greenspace offers a different experience -- more natural and less programmed.

Agarwal told me that in his first few months as the new Park Board president, he's already become "a master of ribbon cuttings and groundbreakings." Each is exciting, but he sees the Parkdale Lake Nature Park as changing the trajectory of all of Dallas, particularly its southern half. "For Dallas to grow, the south has to grow" and this new park offers the kind of amenities that spurs economic development, Agarwal said.

These three guys are impatient to get this project rolling. After the official greenlights from the City Council and the Dallas Park Board in the next two months, Jenkins' team will take ownership of the land.

Next will come fund-raising for both the master plan process and the park itself -- especially important because the next bond election is more than two years away.

Too often, Jenkins told me, it takes a decade or two to get properties into development. "We don't want this community to have to wait ... we feel this community deserves this sooner rather than later."

I couldn't agree more. I'll always have a special place in my heart for southeast Dallas, one of those too-long-forgotten parts of the city and where I bought my first home, about 4 miles east of Parkdale Lake.

For almost a decade in the 1980s, I toggled between Scyene Road and Military Parkway as I drove each day to my newspaper job downtown. And I always wondered what was behind the three-stories-high growth visible in the distance near where both routes crossed White Rock Creek.

After hearing O'Connor's descriptions, I'm more excited than ever to see this property for myself -- and to see what South Dallas, Parkdale, Urbandale and all the other surrounding communities imagine for it.

Mayor Johnson's Priorities for Federal Infrastructure Dollars: I-30, Harold Simmons Park, Vision Zero

The mayor wrote a letter to U.S. Transportation Secretary Pete Buttigieg earlier this week, advocating for federal money for upcoming projects.

By Matt Goodman, D Magazine

The lobbying for federal transportation dollars has begun. Mayor Eric Johnson on Wednesday sent a letter to U.S. Transportation Secretary Pete Buttigieg outlining his three priority projects that could receive funding through the \$1.2 trillion Infrastructure Investment and Jobs Act.

Johnson included Interstate 30's eastward burial and expansion; Harold Simmons Park, which planners hope will exist between the levees between downtown and West Dallas; and a grab-bag of projects to help the city achieve its Vision Zero initiative to cut all traffic fatalities in half by 2030.

"While we have great infrastructure needs throughout our city and will have other transformative ideas to discuss in the future, these projects, specifically, stand out immediately as top priorities for Dallas," Johnson wrote.

This money starts flowing quickly, and it's not hard to see why Johnson picked what he did. They fall into buckets as defined in the legislation.

Over the next five years, federal agencies will receive \$550 billion to dole out. The largest chunk, \$110 billion, will be allocated for roads and bridges. (Interstate 30.) About \$11 billion will go to safety. (Vision Zero.) And \$1 billion will be allocated for "connecting communities," which is certainly the argument that the Trinity Conservancy is making for Harold Simmons Park as it raises money and produces renderings.

Johnson writes that these are "equity-driven initiatives in Dallas." Interstate 30 east of downtown will be buried below-grade as it extends beyond downtown to Ferguson Road. That's the stretch of the highway that caused real damage in the 1960s that remains today, physically separating what is now East Dallas from the neighborhoods south of the freeway.

"This highway was designed to meet the needs of people driving through or away from our city, with little thought given to the needs, health, or safety of the Dallas residents who lived in its immediate vicinity," Johnson writes. "The freeway today stands as a clear symbol of the divide and the inequities that historically have been created by regional transportation infrastructure."

The highway is elevated when it exits downtown near Fair Park then rides on a berm as it heads east. Burying it would at least eliminate that barrier and allow the city to reconnect the street grid. The Texas Department of Transportation, working with the city and the North Central Texas Council of Governments, plans to incorporate bridges over the buried highway that can be accented with pedestrian-friendly infrastructure. Many streets will be redesigned to better connect the street grid that was smashed when the highway was put in.

But the state was never going to foot the bill for the proverbial bells and whistles—deck parks, largely, but also infrastructure that could allow these bridges to hold buildings. Having extra federal dollars could help make that a reality and would at least give the city a way to push for those things in the design. Elsewhere, many of the cumbersome on-ramps will be removed, freeing up land for new development.

The state still wants to add a lane in each direction as well as an additional reversible managed lane down the middle, making the highway 12 lanes. As the mayor notes, the original highway was built to speed folks through Dallas, not enhance transportation within the city. And yet, for all the good intentions, the state is still planning to widen the road.

Harold Simmons Park [is a long way off](#). In 2018, the Trump administration allocated \$5 billion for Texas flood control projects. Of that, \$275 million will head to the U.S. Army Corps of Engineers for improvements to the levees. The work will take six years to complete, and the park's designs are on-hold until the Corps designs its project.

That brings us to Vision Zero, the international initiative aimed at eliminating traffic fatalities. As Johnson notes, Dallas has the second-highest rate of traffic deaths among the largest 15 cities in the country. As you likely are aware, either by the writing on this website or your own experiences walking and driving in town, Dallas is designed in a way that encourages risk.

Many of our roads are highways, six-lane behemoths that encourage speed. There are more than 2,000 miles of roadway that don't have a sidewalk. In fact, of 4,400 miles of sidewalk in the city, just 1,200 are undamaged or unobstructed. We are woefully low on protected bike lanes and data has shown that narrower streets result in slower speeds, which saves lives.

But the momentum for such things is picking up. The city's long-awaited mobility plan [was published at the beginning of the year](#), urging the city to come up with a new sidewalk plan, update the 2011 bike plan, and execute a path forward to Vision Zero. Johnson is hoping a federal cash infusion would get these projects moving across the city.

That formal Vision Zero plan—lots of plans in this city—will be unveiled in 2022. And if Dallas is serious about curbing traffic deaths, it will need to spend some money on street design. Plan or no plan, we already know how to do this.

The federal government has funneled an unprecedented surge of money into Dallas in the past year. Earlier this year, the feds announced Dallas would receive \$377 million in stimulus money, which has helped pay for wi-fi in parks, expanded broadband services across the city, sewer and water infrastructure near new affordable housing, and a rapid rehousing program for individuals experiencing homelessness.

Elsewhere, recent federal grants went to funding the deck park over Interstate 35 near the Dallas Zoo, the 50-mile cycling trail called the LOOP, and improving technology at the Inland Port in Southern Dallas. But there isn't an available pool of money the size of this infrastructure bill.

There are other projects that will need federal dollars that just aren't fully baked yet. TxDOT is expected to reveal its preference for the future of the elevated I-345 between downtown and Deep Ellum; regional and local transit officials have been advocating for its burial instead of an outright removal. Nearby, Dallas Area Rapid Transit is finishing the designs for the D2 subway from Victory Park through downtown, but that already has funding sources identified. Other transportation projects, like connecting the Oak Cliff Streetcar line with the McKinney Avenue Trolley, aren't designed yet. Johnson writes that he's highlighting projects that already have momentum—"compelling candidates for the competitive grant programs"—since the federal government often prefers giving money to projects that are closer to shovel-ready.

You can read the mayor's [full letter right here](#).

An inland port: Air, rail and ground infrastructure create magnetic pull to AllianceTexas

By Steven Ryzewski, Community Impact Newspaper

Along I-35W, commuters might see one of Amazon's 18 daily flights into or out of Fort Worth Alliance Airport and moments later brake to let one of the e-commerce giant's blue delivery vans merge into traffic.

Statistically, people are even more likely to see a plane landing or taking off with FedEx's purple and orange branding as, according to a spokesperson, the multinational conglomerate now has 190 flights per week at the airport.

Out of sight from the interstate, but just three miles to the west, is the BNSF Alliance Intermodal Facility. There, railroad tracks connect Fort Worth directly to the Port of Los Angeles. More than 1 million cargo container lifts were performed at the facility in 2020, per officials at Hillwood, the developer behind AllianceTexas.

Together, the airport, the intermodal facility and adjacent roads and highways—most prominently I-35W—comprise what Hillwood leadership calls an “inland port.”

According to a forecast report by Adobe Analytics, the online retail holiday season in the U.S. is expected to top \$200 billion in sales for the first time this year. That shift in consumer habits, paired with the inland port infrastructure, have helped make space in AllianceTexas more sought after than ever, according to officials with Hillwood. That demand is underscored by an economic impact of \$8.24 billion and \$273.6 million paid in property taxes in 2020, according to an AllianceTexas fact sheet.

Joining Amazon and FedEx in close proximity to the inland port are distribution and fulfillment centers for UPS, Walmart, JCPenney and Callaway Golf, among others. This year, Hillwood announced groundbreakings on three large speculative industrial buildings—spaces developed without a specific tenant—totaling more than 2 million square feet. Officials for the development team say they are confident those new buildings will fill fast.

“We’re in the most rapid expansion period that we’ve experienced in the history of AllianceTexas on the industrial side,” Hillwood Senior Vice President of Industrial Development Reid Goetz said. “The demand has accelerated faster than we can even continue to build [speculative warehouses].”

Airport origins

Where today there is rapid growth in AllianceTexas, in the mid- to late-1980s there was mostly just open space. That is, until the Federal Aviation Administration decided it would eventually need an airport in north Fort Worth.

According to Bill Burton, executive vice president for Hillwood, the FAA approached the Perot family about acquiring part of its land in the area for the reliever airport. Burton said Ross Perot Jr. envisioned more than what the FAA had in mind.

Perot Jr. reached out to contacts in other industries, Burton said, and from those discussions decided there was demand for what would become known as an industrial airport—or an airport focused on cargo and corporate services as opposed to commercial passenger travel.

The city of Fort Worth became a partner, and the airport opened in December 1989. The name Alliance was coined to reflect the public-private partnership among Hillwood, Fort Worth and the FAA.

"I mean, the entire project started with the airport—and then it evolved, clearly, into a lot more," Burton said.

In 2020, Alliance Airport received planes carrying nearly 1.7 billion pounds of cargo. That is a 63.8% year-over-year increase and ranks 23rd among all cargo airports nationwide, according to the FAA. That figure includes more than just the cargo of regular customers such as Amazon and FedEx, too.

"We do a lot of ad hoc cargo," said Chris Ash, senior vice president of aviation business development. "In my time here, I have moved planes, cars, a train car, racehorses, elephants—you name it, we've seen it."

Transformation and attraction

Before Robert Sturns was the economic development director for the city of Fort Worth, he was a student at Eastern Hills High in Fort Worth in the 1980s. He can recall making the drive north to Denton over the years and passing through the area that has become AllianceTexas.

"It's almost kind of hard to keep it in perspective," Sturns said, reflecting on the transformation.

Sturns' role with the city includes attracting firms and talent to Fort Worth, so the elements AllianceTexas bring to it can be helpful, he said.

"When we're talking about selling the Alliance area [to businesses] ... we lead a lot with the aspects of having the airport and having that rail capacity [near] the location," Sturns said.

Because of that, the role of the rail yard looms large. Ash said several trains arrive each day from the Port of Los Angeles with ocean containers loaded with cargo.

"From [the intermodal yard] ... they can continue on to their final destination locally by semi-truck to a distribution facility; they can continue to their final destination via long-haul trucking ... or they can go to another train and be shipped out farther out east to the Northeast," Ash said.

Another attracting factor for the Alliance region, Hillwood officials say, is the Mobility Innovation Zone—or MIZ. The MIZ refers to infrastructure present within AllianceTexas for partnerships geared toward testing, scaling and commercializing technologies related to mobility.

Ian Kinne, the director of logistics innovation at Hillwood, said that means there is an emphasis

on thinking about what comes next.

"A lot of the Mobility Innovation Zone effort is, really, how do we meet the infrastructure needs of tomorrow?" Kinne said.

Because of the MIZ, testing regularly occurs within Alliance involving drones and autonomous vehicles, according to Kinne and Ash. A handful of companies are focused on autonomous trucking.

AllianceTexas may have started with the airport. But Hillwood officials say 62,767 jobs are located in AllianceTexas as of 2020, and 533 firms are doing business within the development—and there is more in the works, according to Goetz.

"It's both a combination of ... new companies coming into AllianceTexas and also significant organic growth of the ... companies that are already within Alliance today," Goetz said, adding, "We're going to continue to attract world-class companies."

Dallas-Houston bullet train developer can't use eminent domain

A rural Texas landowner is battling Texas Central in a lawsuit that hinges on whether the company can forcibly take parcels needed to connect the state's two biggest urban areas.

By Alexa Ura, Texas Tribune

The fight over a 240-mile high-speed rail line that would connect Dallas and Houston has been going on for almost a decade. Credit: Michael Stravato for The Texas Tribune

The Texas attorney general's office has put its weight behind a landowner's case against the companies developing a controversial Dallas-Houston bullet train, arguing they can't force people to sell parcels needed for the high-speed rail project.

Weighing in on the matter at the invitation of the Texas Supreme Court, the attorney general's office offered the latest twist in the nearly decade-long fight over a 240-mile line that would [connect Dallas and Houston](#). While the project has picked up support from leaders of urban areas, it's encountered [hard resistance from residents of the rural counties](#) on its proposed path.

One of those residents, Leon County landowner James Miles, sued Texas Central after the private company sought permission to survey his 600-acre property in 2015 as part of its efforts to examine the land for the project. Miles asked the courts to declare that the company did not have the right to enter his property because it does not have the eminent domain authority granted to railroad companies.

He won at a trial court, but the legal dispute reached the Texas Supreme Court after a state appellate court in Corpus Christi sided with Texas Central and a related company.

In a [legal brief filed with the Texas Supreme Court on Friday](#), deputies for Texas Attorney General [Ken Paxton](#) argued the high court should reverse that appellate decision and rule in Miles' favor because the companies fall short of the Texas Constitution's definition of a rail company.

"The [companies] may only make preliminary examinations and surveys of private landowners' properties for the purpose of constructing and operating a bullet train if they are either railroad companies or interurban electric railway companies," the state wrote in its brief. "In the State's view, the [companies] are neither."

That leaves them with "no authority to enter, examine, survey or condemn Miles' land," the state wrote.

The state's legal brief turns largely on the meaning of a portion of the state Transportation Code that gives private entities the ability to exercise eminent domain if they are "operating a railroad." Reading at times as a semantic study in how to interpret tenses and grammar in state statute, the state said the companies could not be classified in that way because they "currently own no trains and have constructed no tracks or train depots."

"The rules of grammar confirm that the Respondents are not railroad companies," the AG's office argued.

In the litigation, the companies have contended they meet that definition under the Transportation Code because they have performed the preliminary activities needed to

construct a railroad, creating a reasonable probability that they would operate a railroad in the future.

The state also disagreed with the companies on this point, saying they could not show a likelihood of procuring sufficient financing to complete the project.

Texas Central representatives did not immediately respond to a request for comment. The company has previously promised to fund the project — at a cost around \$20 billion — with the support of private investors and without public funds.

Company executives have previously said they would prefer not to use eminent domain “at all” and would rather work out amicable sales agreements for the thousands of parcels needed to construct the project across 10 counties. The company has also vowed to minimize how much the line will impact the land around it.

The high-speed rail project has been mired by setbacks and controversy for the better part of a decade. In [both courthouses and at the Capitol](#), opponents have zeroed in on Texas Central’s claim that state law gives it the right to use eminent domain and force unwilling owners to sell their land.

The push for the Dallas-Houston bullet train has been built on its promise of establishing a line on which trains could run at speeds of up to 205 mph to cut a trip that would normally take four hours by car down to 90 minutes.

But securing the land along its proposed route has proven a challenge. In 2020, Texas Central said it had secured more than 600 parcels covering just about 40% of the lots — not the land — it needs for the project. Given fierce opposition to the project in rural areas, eminent domain is seen as likely to become a necessity at some point.

In Leon County, one proposal would bisect Miles’ 600 acres with a 100-foot right-of-way, according to the legal filings.

On Monday, opponents of the rail described the attorney general’s brief as a “strong show of support for Texas private property rights.”

“The brief filed by the [attorney general’s office] is clear that the past activities, corporate structure and financial state of the project coupled with the very high level of uncertainty that the project would ever even be built does not meet a threshold that would support Texas Central’s claim that it has eminent domain authority,” the group Texans Against High-Speed Rail said in a press release.

Will 5G rollout lead to canceled flights next month? Airlines, cell phone companies at odds

Aviation leaders warn new wireless signals threaten to interfere with equipment on planes and helicopters. Cellular industry accuses airlines of fear-mongering.

By Alan Levin and Todd Shields, Bloomberg

Widespread flight delays in snowstorms and low visibility could occur once new 5G wireless service rolls out in early January, airline executives and aviation officials are warning with increasing alarm.

The officials say the new wireless signals threaten to interfere with equipment on planes and helicopters that track aircraft altitude, which could prohibit landings in poor visibility and create a cascade of delays, diversions and cancellations — a concern the wireless industry maintains is unfounded.

The issue is coming to a head as White House officials, regulators and industry groups struggle, without result, for agreement before the service starts Jan. 5. AT&T Inc. and Verizon Communications Inc. have offered power reductions. The aviation industry calls such cuts “inadequate.”

The prospect of flight disruptions comes as airlines struggle to recover from the coronavirus pandemic that led to billions of dollars in losses last year. Carriers also have been dealing with staff shortages and thousands of unruly passenger episodes this year and the industry is concerned the 5G clash will cost as much as \$2.1 billion in flight disruptions, according to the trade group Airlines for America.

“If you were to ask us what our number one concern is in the near term, it is the deployment of 5G,” Southwest Airlines Co. Chief Executive Officer Gary Kelly testified at a Senate hearing last week.

Talks continue. Transportation Secretary Pete Buttigieg, Federal Communications Commission chairwoman Jessica Rosenworcel and officials from the White House’s National Economic Council met on Wednesday, according to two people familiar with the meeting.

Aviation-industry groups at a Dec. 10 meeting with the NEC were told their proposal that 5G power levels get deeper cuts near airports than mobile providers promised wasn’t accepted, according to three people in the aerospace industry familiar with discussions. They spoke on the condition they wouldn’t be identified because of the sensitivity of the talks.

White House representatives didn’t reply to queries about the meetings.

The result is a deepening sense of gloom in the aviation industry that some level of service cuts are all but inevitable because the Federal Aviation Administration, faced with even a remote prospect that safety could be threatened by the new 5G signals, must act conservatively.

“What that means, ladies and gentlemen, is nothing less than a lot of flights are going to be canceled,” said Jeffrey Shane, a former airline industry official who also served in the U.S. Department of Transportation, speaking Dec. 10 at a government advisory panel on protecting radio frequency.

The 5G signals will operate in airwaves near those used by radar altimeters, which determine altitude by bouncing radio waves off the ground. The aviation industry says tests show 5G can interfere with the altimeters, posing hazards especially during bad-weather landings. Mobile providers dispute that outcome, saying the 5G signals are sufficiently separated from the frequencies used by altimeters, and are set to operate at safe levels.

Dispute over disruption threat

Airlines for America says 5G service could disrupt as many as 350,000 flights a year, based on some worst-case assumptions.

Wireless providers paid at least \$81 billion for rights to the contested airwaves. They rejected predictions of trouble.

“The aviation industry’s fear-mongering relies on completely discredited information and deliberate distortions of fact,” said Nick Ludlum, a senior vice president at the trade group CTIA, which includes AT&T and Verizon as members.

“5G operates safely and without causing harmful interference to aviation operations in nearly 40 countries around the world,” Ludlum said in an email. “U.S. airlines fly in and out of these countries every day.”

The FAA and aviation groups say that other nations have imposed the kinds of protections that they are seeking or that the frequencies used in those countries have been located farther away from those assigned to aircraft equipment.

The FCC, which approved the mobile providers’ airwaves use, has declined to impose additional restrictions and said it is working with aviation regulators to resolve the dispute.

The FAA on Dec. 7 issued a pair of safety directives saying that it could impose a variety of restrictions that included prohibiting low-visibility landings in the proximity of 5G signals. The agency stopped short of specific limitations and said it was continuing to study the potential risks.

However, in recent days the potential for flight restrictions have become clearer, said multiple people familiar with discussions.

Low-visibility landings

One manufacturer of the so-called radar altimeters estimated that 70% of airliners equipped with its devices might be prone to interference and, therefore, subject to FAA’s restrictions, according to two people familiar with the talks. While the number of planes isn’t yet known and is subject to change, it could involve thousands of aircraft, they said.

The FAA prohibitions affecting airline flights primarily focus on relatively uncommon low-visibility landings.

A pilot may only perform these so called CAT II and CAT III approaches — in which pilots use a suite of technology to safely descend to runways in conditions like thick fog with almost zero visibility — a few times a year, said former airline captain and safety consultant Benjamin Berman.

“It would be rare, but when it happened it would be very disruptive,” he said.

Similarly, the FAA said it may also prohibit certain satellite-guided approaches, which jetliners increasingly use to enhance efficiency.

Shane, speaking before the National Space-Based Positioning, Navigation and Timing Advisory Board, said flight disruptions were “guaranteed” and predicted “a chaotic impact” on aviation.

If the altimeters are considered unreliable by FAA, federal regulations would ban many emergency air-ambulance flights, the Helicopter Association International said in a filing in the Federal Register.

Medical copters transport 40,000 to 50,000 people a year from roadside crashes and other sites where the altimeters are required, the group said. Those may no longer be permitted in the dozens of major cities where AT&T and Verizon are introducing 5G, the group said.

Similarly, with 5G set to begin in greater Houston and New Orleans, helicopter operations that service oil rigs in the Gulf of Mexico from those regions could also face new restrictions, the group said.

Garland advocates, educators worry about future contamination after the EPA cleanup

The EPA's cleanup process is underway, but more can be done, some residents and advocates say.

By Francesca D'Annunzio, Dallas Morning News

Contaminated soil cleanup in Garland is expected to wrap up by March, but some worry it won't get to the root of the issue.

The Environmental Protection Agency began the cleanup process for lead- and arsenic-contaminated soil near an elementary school back in September with expectations to finish after 10 weeks.

But as the agency dug deeper into the ground in the areas that touched the stream near the school, they found even higher levels of lead. Those results — and past industrial activity — has concerned some neighborhood residents, advocates and professors.

The creek bed

Dr. Barbara Minsker, department chair of civil and environmental engineering at Southern Methodist University, teaches an environmental epidemiology class. Her students' semester-long projects focus on studying the neighborhood's contamination, and she said cleaning the soil around the creek might not be enough.

Lead attaches to soils and could be swept down in the sediment on the bottom of the creek from upstream, she said.

Sufficient testing on the sediments inside the creek hasn't been done, she said. Her students took samples in the fall and are awaiting the results of those tests. The EPA hasn't sampled the creek bed, EPA site coordinator Eric Delgado said.

After the next big storm, any lead bound to sediments at the bottom of the stream next to Park Crest could wash back up on the banks.

"This is going to be a continuing problem," Minsker said.

Delgado said the EPA has not sampled the bottom of the stream and did not have plans to do so as of early December. The creek bed is mostly hard limestone, not soft sediment, Delgado said, making it more difficult for lead to attach to the bottom.

But he said he doesn't believe that'll be necessary.

The agency is not worried about possible human exposure to lead in the stream, he said. That's because the stream isn't dried up most of the time, and because the bottom has a lot of limestone and not as much soft sediment, he said.

"We're not worried from an exposure perspective, that water or any type of sediment for the type of stream that we're dealing with is a concern for an imminent and substantial danger to human health or the environment," Delgado said.

He also said that a sample of the limestone might not be representative of the entire creek bed because the distribution of lead might not be even throughout the bottom of stream 2C4. Limestone's chemical composition also makes soil test analysis more difficult, Delgado said.

Delgado also said that the EPA is "really confident" that the high lead levels are localized to stream 2C4 and that other nearby waterways — such as Rupert's Branch — are not contaminated.

Future enforcement

Some residents are still worried, though, because children play in the stream — and have for decades.

But that's not their only concern.

Longtime residents, such as 63-year-old Mark Hickman, say they grew up watching industrial site workers in the area dump unknown substances into local waterways. At the time, they swam in the local streams, searched for crawfish and considered the creeks to be their playground — most of the time.

"As a child growing up there, I would see the creek turn white, and it would smell like paint. And I would know not to go play in it," Hickman said, who is involved with local environmental activism group Cleanup Garland. He once lived behind Park Crest Elementary but moved away when he was 18. He still lives in Garland.

Residents want assurance that the city will protect local waterways and air from industrial polluters in the future.

"It's not going to be the Garden of Eden. It's not going to be perfect," Hickman said. "But we want Garland to put forth a better effort to protect the citizens and protect the environment over there."

How Fort Worth's two new water wheels will clean both the Trinity River and the city

By Harrison Mantas, Fort Worth Star-Telegram

Baltimore's four googly-eyed trash-removing water wheels have offered residents a fun entry point to examine the effect of trash on the natural landscape. Each member of the solar-powered Trash Wheel Family has a unique personality and a social media presence that gives residents an insight into how the roughly 1,761 tons of trash the wheels have removed from Baltimore Harbor since 2014 got there in the first place. The success of the trash wheel family has inspired people in Baltimore to think about the ways they contribute to the trash ending up in the harbor.

Officials in Fort Worth hope for similar results. The City Council voted Dec. 14 to accept donations from individuals and corporate sponsors to fund the design, construction and maintenance of two trash removing water wheels to be anchored in the West and Clear Forks of the Trinity River.

The city is collaborating with the Tarrant Regional Water District and nonprofit Streams & Valleys to raise money for the wheels. The wheels will cost roughly \$600,000 each to build and \$50,000 a year to maintain. The city hopes to raise enough money to build both wheels and maintain them for 10 years. Each wheel has the capacity to remove an estimated 50,000 pounds of trash per day. The city and the water district have been trying to clean up trash in the Trinity River for at least the past two decades, said Darrel Andrews, assistant director of the environmental division at the water district. Most of the cleanup effort has been focused on dealing with symptoms of the problem, rather than the root cause of people littering in the first place, Andrews said. The wheels will address both problems, said director of code compliance Brandon Bennett, by removing trash while raising awareness about how litter gets to the river in the first place, .

"The litter that flows into the river oftentimes starts out as litter in the neighborhood," Bennett said. He gave the example of a piece of paper that absorbs oil from the street and then gets washed through a storm drain and into the Trinity by a hard rain. The wheels will also raise awareness about the problems Fort Worth faces when it comes to picking up litter, Bennett said. "The city has zero people who go out and pick up that litter when you throw it out on the road," Bennett said. He noted the city will occasionally use crews of residents fulfilling community service obligations to clean up particularly dirty areas, but said the city doesn't do this regularly enough to stop trash from piling up. "If we're going to have a clean city, it all starts with the producer," Bennett said.

The city also plans to generate awareness by making the water wheels pieces of public art. Bennett hinted that the wheels could be designed to look like covered wagons, but said the final design hasn't been selected. District 6 council member Jared Williams said he hoped the public art aspect of the project would generate the kind of curiosity that makes Fort Worth residents rethink their relationship to the city's natural landscape. The city started taking donations for the two water wheels shortly after getting the go-ahead from the City Council. A larger add campaign and funding push is expected in early 2022, Bennett said. The first wheel is expected to be built in summer 2022 with final installation in the fall. While he's looking forward to the wheels' installation, Bennett said he's more excited about what they'll represent to the city.

"It's a greater focus on a cleaner safer Fort Worth, on a Fort Worth that cares about the environment, on further developing our riverfront and parkland and open space in such a way that my children and my grandchildren and generations to come will have something to enjoy," he said.

The City of Dallas Is Putting Parking Spots in Its Crosshairs

By Matt Goodman, D Magazine

For two years, the city of Dallas has been researching what would happen if it stopped requiring businesses to provide so much parking — a seemingly radical idea in this car-centric town.

Before we examine how this move might change Dallas, here's what it won't do: it won't make parking disappear. It won't flood single-family neighborhoods with empty cars overnight. It also won't immediately solve the problem of garages sitting empty. And where buildings have been torn down already and replaced with parking lots, the concrete and asphalt will remain.

The city calls those buildings "disappeared," by the way. Back in May, the Zoning Ordinance Advisory Committee—known as ZOAC, an important volunteer body that researches the impact of changing the city's development code—received a routine briefing from city staff that featured a satellite image of Lower Greenville. About a dozen plots were highlighted in yellow. The image included the caption "disappeared buildings that are currently parking lots."

It is a tangible example of what parking minimums do to a city. When a city's development code requires every project—big or small, office or residential, retail or church or bar or bowling alley—to provide a certain amount of space for a certain amount of cars, it changes the landscape.

In a denser neighborhood like Lower Greenville, a developer working on one building has had to acquire its neighbor to tear it down in order to fulfill the city's parking requirements. (And various building uses require various amounts of parking, so the parking can wind up limiting the pool of tenants. One developer I spoke to for this story said he had to tell a to-go food operation that it could not place two tables with chairs inside because it would require more parking.)

"What is now surface parking lots used to have old structures on them," says Jon Hetzel, the president of the Deep Ellum Foundation and a partner with Madison Partners, which owns and leases buildings in popular neighborhoods like Deep Ellum, Lower Greenville, and Oak Lawn.

"Those are old structures that our company and others bought and tore down because of code parking requirements. Because we had to."

The current deep dive into the city's parking code began in 2019, when a husband and wife couple found a dream building, they wanted to redevelop, only to have their dreams crushed by parking requirements. The building, which was a little over 5,000 square feet, was on Beckley Avenue in North Oak Cliff, not far from Bishop Arts.

As detailed by the *Dallas Morning News*, Timm Matthews and his wife wanted to turn the building into a boutique hotel and a restaurant. To get the city's OK, the couple was asked to produce more than 8,000 square feet of parking—which, if a single parking space is about 350 square feet, meant 24 spots. The city requires a parking space for every hotel room and forever 100 square feet of a restaurant. According to the *News* report, the project fell about 16 spaces short.

Matthews told the plan commission that it would cost between \$2 million and \$3 million to meet the city's standard.

Mayor Pro Tem Chad West, the councilman who represents the district, and his then plan commissioner, Enrique MacGregor, soon triggered a review of the city's parking minimums.

One major problem stuck out: the city still relied upon a parking formula that was introduced in 1965, codified into a development code known as 51A.

On a recent Zoom chat, some local architects talked about how silly this is. They had a guest online, Dr. Donald Shoup, the urban planning professor at UCLA widely thought to be the first to study and quantify the effect of parking requirements in cities. He started his chat with the Dallas branch of the American Institute of Architects by pillorying the city's more ridiculous parking requirements.

Clubs are required to provide one parking space for every 25 square feet of dance floor. A bingo parlor must have a parking space for every 50 square feet. A sewage pumping station requires a parking space for every million gallons of sewage the station can pump; it does not clarify whose job it is to track such a thing.

"Of parking codes, I have to say the ones in Dallas are the most bizarre I have ever seen," Shoup said. "Most of them date from 1967, and it seems as though no one has ever looked at them since."

The parking requirements aren't just funny. Some of them fuel inequality and create a less livable city. Requiring parking spaces drives up prices. It makes it difficult for developers to build housing that isn't prohibitively expensive for many lower- and middle-income Dallasites, even if the development code allows for more residential density wherever they're trying to build. Meeting the parking requirements often means passing the costs down the line, all the way to the renter.

According to the Portland-based think tank City Observatory, a surface-level parking spot—one!—costs between \$5,000 and \$10,000 once you account for the land value. Garage parking jumps that to between \$25,000 and \$50,000. Those costs add up fast.

Multifamily developments must provide a parking space for every bedroom, regardless of whether the occupant of that bedroom can even drive. A duplex must provide two spaces for each unit. Even retirement housing requires a parking space for every unit.

It's not just housing. Oddly, bars must provide parking: one space for every 100 square feet. Companies pay more for office space, because developers must allow for one space for every 333 square feet.

During one of the ZOAC meetings, city staff estimated that 75 percent of the time it takes to approve a permit is spent calculating parking ratios. Developers might have ambitious plans to bring a mix of uses to a project that are scrapped because of how much it would cost to include the parking spaces required by the development code.

And that development code, by the way, doesn't account for behavioral changes like ride sharing or improved public transit. Developers can request a zoning change from the City Council, however, which has created a patchwork of over 1,000 planned development districts across Dallas that allow for different things. But most use the existing parking code as a foundation, tweaking only the edges that would affect whatever project they're trying to build.

(There are also carveouts for some neighborhoods, like downtown, which does not require parking but has plenty of it, and Deep Ellum, where businesses located inside older buildings are free from providing parking up to a certain square footage. The Cedars has a similar carveout.)

"I've done lots and lots of projects, and wherever you start, the first thought is, 'How are you gonna park this thing?" says Wade Johns, the chief operating officer for the multifamily real estate development firm Alamo Manhattan, which has developed large apartment buildings in Uptown and Oak Cliff, among other neighborhoods. "It's just absurd to me that we're tied to parking realities from 1985 in 2021."

This affects smaller developers, too. Nathaniel Barrett—who has followed and documented the parking debate as closely as anyone in town as he advocates for the elimination of mandatory minimums—said earlier this year that he was converting a “very, very large duplex” into five apartments. The backyard had enough space to house even more units.

“I can fit twice as many on there if I didn’t have to provide parking,” he said. “It’s really well-served by transit, there are multiple bus lines and it’s centrally located. But I have to provide one (parking spot) per bedroom.”

Proponents of parking reform would like to see a shift toward allowing the market to dictate how many spots must be provided, not the city’s code. The thinking goes that a project will be punished by the market if it provides too little parking; big-box stores probably won’t be pulling back on the number of spaces they provide regardless of what happens with the city’s development code.

As an unnamed Deep Ellum developer responded to ZOAC last year, quoted in a briefing document: “A Mexican Food restaurant at Forest and Preston Road would park differently than a Mexican Food restaurant in Deep Ellum with the same number of tables and the same square footage. To write a code that would apply to both of those applications is impossible. Each needs its own parking needs to be addressed.”

Many say that the market would do this on its own. And there are plenty of ways to work the margins of the code: exempt parking minimums from near public transit, replace parking spots with space for bikes, massage the code so some of the specific uses don’t require so much parking.

But Shoup goes further. He established a path forward in his 2005 book *The High Cost of Free Parking*. His work focused on three recommendations: remove all off-street parking requirements, charge just enough for on-street parking so there will always be a spot or two available on each block, then use the revenue from on-street parking to pay for infrastructure improvements and other services in those very areas. The last one is a way to draw public support for these tactics; if you’re pulling in revenue from those cars parked on your block, you’re seeing improvements where you live.

Meantime, developers aren’t standing pat. They’re studying how much parking is actually necessary and then using the data when asking the city for permission to provide less. “We have had more projects killed in the evaluation stage by parking than any other factor, including access to capital and rent requirements,” says Ramsey March, the managing director and partner at Stream Realty. “There is enough data now to support that we’ve got a massive chunk, particularly of urban Dallas, that is massively over-parked.”

Stream studied how much parking was being used at eight mixed-use properties throughout Uptown. March says the analysis found that there were about 30 percent too many parking spaces during the hours with peak demand. (Which, prior to the pandemic, was between 10 a.m. and 11 a.m. and 2 p.m. and 3 p.m. on weekdays.) It used this analysis to inform a zoning request for the 50-year-old Quadrangle complex in the center of Uptown, which it purchased in 2019.

"We basically saved 167 spaces out of our total, which is a floor of parking in our below-grade garage. That's \$6.7 million," he says. "It is an enormous cost that both the data and the market are telling us is unnecessary."

Valet companies report similar findings. The company that managed parking for restaurants and bars along Henderson Avenue east of Central Expressway to Willis Avenue reported a drop of more than 12,000 parked cars in January 2009 compared to January 2020, which it credits to an increase in ride sharing. (It fell from 16,687 in 2009 to 4,239 in 2020.)

Some single-family neighborhoods may cry foul. Lower Greenville—and the M Streets, in particular—has long been protective of its street parking. Many of its blocks use resident-only parking permits during peak hours, one of the city's parking regulatory carve-outs.

The plan commissioner for this district, Melissa Kingston, has maintained that the city's decision to use parking to regulate restaurants and bars is "a good example of why elimination of parking minimums is not a good idea for all parts of the city."

Councilman Paul Ridley, whose district includes Lower Greenville, echoed his plan commissioner's belief. In an interview with *The Advocate*, Ridley said eliminating parking minimums would lead to "a proliferation of bars because zoning doesn't limit the number of bars." (The state of Texas issues licenses for bars, not the city. But requiring parking does wind up pricing out some bars and restaurants.)

Shoup's advice is that parking requirements are "a terrible way to try and discourage" uses that the neighborhood doesn't want. "The city should regulate those items directly," he says.

And, indeed, trying to govern a dynamic city on a static parking code has damaged neighborhoods.

In 2001, the city of Dallas did something it had never done before: it cut parking requirements in Bishop Arts in half. It allowed the neighborhood to include street parking in its ratios. Bishop Arts has largely avoided the sort of teardowns of old buildings that have been seen in neighborhoods like Lower Greenville, where surface lots now accent retail and restaurants and bars housed in old buildings that may have well been replaced for pavement.

A study conducted by the urban redevelopment company GoodSpace and the nonprofit Better Block used the results of Bishop Arts to inform recommendations for parking around the nearby Tyler/Polk neighborhood on Davis Street. What it found: "The parking study shows that there is no corresponding danger of abutting residential neighborhoods being overrun by commercial traffic." It recommended relaxing parking requirements in Tyler/Polk, which is now home to a bar, retail shops, and restaurants, as well as an events venue.

"Minimum parking requirements are the genetic code of sprawl and all its negative effects," says urban planner and DART Board member Patrick Kennedy. "A city designed for sprawl is a city designed only for the wealthy to thrive. ... No great city has ever been built around minimum parking requirements. It is impossible to pick out one ratio of parking per land use and apply it to the entire city."

City staff is navigating all of this. Andreea Udrea, the city's interim assistant director for the Planning and Urban Design Department, said that staff "paused" in August after nearly two years of research. There had been turnover at the top of a few city departments that would eventually provide an opinion.

"We are taking a break to reflect, to test, and to write our staff recommendation," she said earlier this month.

That will likely come in 2022. Staff is considering applying a buffer for businesses within 330 feet of single-family housing, which would require those businesses to provide some sort of off-street parking while exempting others. City staff has collected testimony from dozens of stakeholders to inform its recommendation: neighborhood associations, developers, hotel and restaurant associations, and plenty more. According to a spokeswoman, the city plans to spend the first few months of 2022 "working through the testing phase."

It will then present its findings to ZOAC and then the City Plan Commission, which will discuss and vet before voting on it and sending it to the City Council for final approval.

Until then, just think about what a market-rate apartment will cost as developers spend more on land just to park a car that might not even exist.

2022 look ahead: Will Dallas-Fort Worth capitalize on its full relocation pipeline?

At least 21 companies relocated to North Texas in 2021.

By Dom DiFurio, Dallas Morning News

For economic development scorekeepers, Dallas-Fort Worth chalked up some formidable relocation wins in 2021. But the region's cities also suffered some ugly losses.

The Dallas Regional Chamber, the organization that works to attract business investment across the metro area, celebrated it as a year that felt like a return to normal.

By the chamber's count, at least 21 companies relocated to North Texas in 2021. That included the prized corporate headquarters of Fortune 500 companies Charles Schwab, which moved from California to Westlake, and AECOM, which relocated from California to Dallas.

A tracker maintained by Y Texas, an executives' organization that assists with business recruitment statewide, lists 65 companies relocating to Texas or expanding operations in the Lone Star State, with 28 doing so in Dallas-Fort Worth.

Companies relocating or expanding in North Texas

California-based companies accounted for 12 of the firms relocating or expanding operations in Dallas-Fort Worth in 2021.

<https://ytexas.com/relo-tracker/>

That list doesn't even include North Texas' biggest investment win of the year.

In November, Dallas-based Texas Instruments announced an ambitious plan to invest up to \$30 billion to build as many as four new semiconductor fabrication plants in Sherman. Construction will begin in 2022 on the first two plants producing its 300-millimeter wafers used in everything from cars and trucks to industrial machinery. It estimates chip production will start by 2025.

The plants could employ as many as 3,000 workers when complete, according to Texas Instruments.

Dale Petroskey, president of the Dallas Regional Chamber, said more companies are eyeing a move to D-FW than ever before. He told the chamber's annual meeting in December that the region is seeing four times the number of companies seriously considering relocation than it did pre-pandemic.

These companies often cite the state's tax advantages and a strong talent base in North Texas — two factors that likely aren't going anywhere next year, especially given the continually high volume of migration from other states.

But D-FW also faces increased competition from other southern states intent on landing large corporate investment plums.

Oklahoma, Arizona, Georgia and the Carolinas are aggressively wooing manufacturing, financial and tech firms with large tax incentive packages.

North Texas recently lost out to Georgia on electric vehicle maker Rivian's new [\\$5 billion electric vehicle plant](#) that Fort Worth was working to lure with a \$440 million tax incentive package. That ended up going to a site in east Atlanta instead. The incentives offered in Georgia haven't been publicly disclosed yet.

And before that, automaker [Toyota selected North Carolina](#) as the site of a new, \$1.29 billion battery manufacturing plant — part of its \$3.4 billion investment in U.S. electric vehicle production. Toyota, with its North American headquarters in Plano and a successful truck assembly plant in San Antonio, had built an extensive supply chain stretching from North Texas to Mexico.

Despite losing out on those big-ticket projects, local economic development officials say there is a "full pipeline" of potential deals heading into the new year.

"I think everyone really expected a pretty significant slowdown on projects and relocations, and that really hasn't been the case," Fort Worth economic development director Robert Sturns said. "Our pipeline is really full. So I can imagine everyone else within the state of Texas has a full pipeline as well."

Heading into 2022, there's a key economic development lure that could set off an even bigger scramble.

A decades-old law known as Chapter 313 that's designed to lure companies with property tax breaks expires at the end of 2022. It's Texas' largest corporate tax incentive program.

The potential loss of a multibillion-dollar program has some predicting it will [set off a rush of applicants](#) in 2022 as companies try to lock in massive tax breaks before time runs out.

Texas population is barreling toward eye-popping milestone in 2022

By John Egan, Culture Map- Dallas

Texas is edging closer to a milestone — a population of 30 million.

Estimates [released December 21](#) by the U.S. Census Bureau show the population of Texas grew 1.1 percent between July 1, 2020, and July 1, 2021. During that period, the state added 310,288 residents, going from 29,217,653 to 29,527,941. The tally takes into account births, deaths, people moving to Texas, and people moving out of Texas.

Texas ranked first among the states for the number of residents added from 2020 to 2021, which worked out to 850 new residents per day, and seventh for percentage growth. At 2.9 percent, Idaho ranked first for percentage growth.

If Texas maintains a year-to-year growth rate of at least 1.1 percent, the state might break the 30 million mark sometime in 2022. Driving the state's continued population explosion are people of color, who've made up 91 percent of new Texas residents in the 21st century, [according to The Texas Tribune](#).

Lloyd Potter, the state demographer, says it's conceivable that Texas could be home to 30 million residents in 2022.

"However, our rate of growth has slowed noticeably between 2020 and 2021, with lower fertility, higher mortality, and less international migration. If we add the same number of people estimated to have been added between 2020 and 2021, then it looks like we'll come up a bit short of 30 million in 2022," Potter says.

Throughout the country, the COVID-19 pandemic helped drag down population growth from July 2020 to July 2021. The U.S. population rose just 0.1% during that period — the [smallest one-year increase since the nation was founded](#).

"Population growth has been slowing for years because of lower birth rates and decreasing net international migration, all while mortality rates are rising due to the aging of the nation's population," Kristie Wilder, a demographer at the Census Bureau, says in a news release. "Now, with the impact of the COVID-19 pandemic, this combination has resulted in a historically slow pace of growth."

Dallas Will Almost Certainly Receive Millions in Federal Infrastructure Dollars; What Will It Do?

A look at how the \$1.2 trillion infrastructure bill might impact Dallas.

By Matt Goodman, D Magazine

If lack of money correlates with lack of vision, the next 10 years are going to be an interesting case study for American cities. The \$1.2 trillion infrastructure bill was signed into law about a month ago, and cities have already started making their pitches.

Mayor Eric Johnson joined that crowd this month, writing a letter to U.S. Transportation Secretary Pete Buttigieg that laid out his priorities: sinking Interstate 30 through East Dallas to stitch the neighborhoods together, investing in whatever comes of Harold Simmons Park, and helping fund infrastructure and programs that eliminate traffic deaths. (That's known as the global initiative Vision Zero.)

All this federal money has the potential to supercharge local governments. It follows an infusion of \$377 million Dallas received in stimulus dollars, which the city baked into the budget to start building new sewer and water infrastructure, expanding broadband, and fixing 1,700 miles of streets. (And a few sidewalks.)

But Johnson is right to get in early on this new money. This is different. Over the next five years, federal agencies will receive \$550 billion to disperse to state and local governments. This summary from the Brookings Institution lays out what's about to happen:

Federal agencies like the Departments of Transportation and Energy have the enormous responsibility to implement the law, standing-up new programs and finding safe ways to quickly get money out the door. State and local officials carry an even greater burden. As the owners and operators of most infrastructure, they must design and build new assets, hire more workers, and even mobilize their own financial resources.

Brookings says this is a “building spree larger than what happened during the New Deal.” The mayor’s priorities are strategic, targeting pools of dollars that are allocated for specific projects. As I detailed last week, \$110 billion will go toward roads and bridges, \$11 billion goes to safety initiatives, and \$1 billion is aimed at connecting communities.

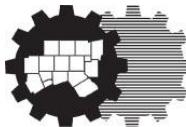
A White House analysis expects Texas to receive \$35 billion from the bill over the next five years. The vast majority of that will go toward road improvements: \$26.9 billion for “federal-aid highway apportioned programs” and \$537 million for bridge replacement and repairs. Another \$3.3 billion will pay for public transit improvements and another \$100 million for broadband expansion.

Gov. Greg Abbott has already warned state agencies to “carefully assess implications” from accepting or soliciting the money. Which may signal that cities and local governments need to get their priorities in order now, particularly when it comes to some of the safety initiatives. Saving lives will almost certainly require redesigns of streets that discourage high speeds.

Of course, none of this happens in a vacuum. Dallas will need to collaborate with state and local partners, in particular the North Central Texas Council of Governments, the Texas Department of Transportation, and Dallas Area Rapid Transit.

But if city planning has long been kneecapped by a lack of funding, well, here we are. The mayor noted in his letter to Buttigieg that Dallas has the second highest fatality rate of the largest 15 cities in the country.

We know what to do—now let's get this money and do it.



North Central Texas
Council of Governments

PRESS RELEASE

Contact: Brian Wilson
(817) 704-2511
bwilson@nctcog.org

North Texans Invited to Comment on Transportation Planning Initiatives Starting Dec. 13

Online public input opportunity continues through Jan. 11

Dec. 13, 2021 (Arlington, Texas) — Dallas-Fort Worth residents are invited to review and comment on several transportation planning initiatives starting Dec. 13, as part of an online input opportunity presented by the North Central Texas Council of Governments.

NCTCOG will provide details on the Regional Air Quality and Management and Operations Program, which provides federal and regional funds to programs and projects that address the region's air quality and aid in the management and operations of its transportation system.

Final project recommendations for the Incident Management Freeway Blocking Equipment 2021 Call for Projects will also be presented for review and comment. This call for projects made \$1 million available for the purchase of blocking equipment to provide protection to first responders.

Finally, the North Texas 2021 ozone season concluded Nov. 30. Staff will give an update on the region's air quality, compare current conditions with previous ozone seasons and highlight potential implications facing the region for not meeting federal attainment requirements.

Proposed modifications to the list of funded projects through 2024, maintained in the Transportation Improvement Program (TIP), and Unified Planning Work Program (UPWP) modifications will be posted for review and comment.

The Transportation Department's interactive public input tool, Map Your Experience; the Regional Smoking Vehicle Program; and vehicle incentive opportunities will also be highlighted.

A recording of the presentations will be posted at www.nctcog.org/input. Comments are welcome through Jan. 11 and can be sent to transinfo@nctcog.org. To request printed copies of the information discussed, contact Carli Baylor at 817-608-2365, or CBaylor@nctcog.org.

About the North Central Texas Council of Governments:

NCTCOG is a voluntary association of local governments established in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit and coordinating for sound regional development.

NCTCOG's purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication, and make joint decisions. NCTCOG serves a 16-county region of North Central Texas, which is centered on the two urban centers of Dallas and Fort Worth. Currently,

NCTCOG has 238 member governments including 16 counties, 169 cities, 22 school districts and 31 special districts. For more information on the NCTCOG Transportation Department, visit www.nctcoog.org/trans.

About the Regional Transportation Council:

The Regional Transportation Council (RTC) of the North Central Texas Council of Governments has served as the Metropolitan Planning Organization (MPO) for regional transportation planning in the Dallas-Fort Worth area since 1974. The MPO works in cooperation with the region's transportation providers to address the complex transportation needs of the rapidly growing metropolitan area. The Dallas-Fort Worth metropolitan area includes Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties. The RTC's 44 members include local elected or appointed officials from the metropolitan area and representatives from each of the area's transportation providers. More information can be found at www.nctcoog.org.

#

FISCAL YEAR 2023 MANAGEMENT AND OPERATIONS, NCTCOG-IMPLEMENTED, AND REGIONAL/AIR QUALITY PROGRAM
RECOMMENDATION

TIP CODE	PROJECT DESCRIPTION	PROPOSED FUNDING SOURCE	PROPOSED MATCH SOURCE	PROPOSED FUNDING TO SUSTAIN EXISTING ACTIVITIES ¹	PROPOSED ADDITIONAL REQUEST ¹	PASS THROUGH VS. STAFF TIME ²	COMMENTS
11612.2	REGION-WIDE EMPLOYER TRIP REDUCTION PROGRAM (ETR); TRACK AND IMPLEMENT ETR STRATEGIES THROUGH COMMUTER/EMPLOYER OUTREACH; MANAGEMENT/OVERSIGHT OF TRY PARKING IT.COM; PERFORMANCE MONITORING/REPORTING; MAINTAIN/UPDATE THE TDM TOOLKIT, TRIP REDUCTION MANUAL FOR EMPLOYERS, OUTREACH MATERIALS; MANAGED LANE REIMBURSEMENT; INCLUDES NCTCOG STAFF TIME AND POSSIBLE CONSULTANT ASSISTANCE	STBG	TDCs	\$733,000	\$0	S/P	
11888.9	AVIATION SUPPORT INTEGRATED SYSTEMS; UNMANNED AIRCRAFT SYSTEM PLANNING AND IMPLEMENTATION (ORDINANCES, LAND USE SUPPORT, OUTREACH, AND EDUCATION); UNMANNED AIRCRAFT SYSTEM TASK FORCE AND COORDINATION; REGIONAL AVIATION SYSTEM PLANNING; AVIATION EDUCATION INITIATIVE	RTC LOCAL	N/A	\$240,000	\$0	S	
11657.1	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	CMAQ	TDCs	\$220,000	\$0	S	PROJECT HAS SUFFICIENT CMAQ CARRYOVER FUNDS, SO REQUEST IS BEING CONVERTED TO ALL STBG (CHANGED SINCE APPROVAL BY THE SURFACE TRANSPORTATION TECHNICAL COMMITTEE)
		STBG	TDCs	\$440,000	\$220,000		
11694	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 BUSINESSES WITH THE DEPLOYMENT OF LOW-EMISSION TECHNOLOGIES	STBG	TDCs	\$581,000	\$505,000	S	
11647.1	LAND USE/TRANSPORTATION AND BIKE/PEDESTRIAN INITIATIVES INCLUDES BICYCLE/PEDESTRIAN PLANNING, TRANSIT ORIENTED DEVELOPMENT, REGIONAL PEDESTRIAN SAFETY PROGRAM, IMPLEMENTATION OF SUSTAINABLE DEVELOPMENT INITIATIVES, <u>PARKING MANAGEMENT</u> ; 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	STBG	TDCs	\$0	\$1,000,000	S/P	REMOVED PARKING MANAGEMENT COSTS AND SCOPE FROM THIS LINE ITEM AND ADDED IT BELOW AS A SEPARATE PROJECT (CHANGED SINCE APPROVAL BY THE SURFACE TRANSPORTATION TECHNICAL COMMITTEE)
11663.2	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	STBG	STATE	\$646,400	\$0	S/P	
11692.2	<u>REGIONAL PARKING MANAGEMENT TOOLS & STRATEGIES PROGRAM; CONDUCT DATA COLLECTION AND/OR PLANNING TO DEVELOP AND IMPLEMENT DATA DRIVEN TOOLS AND STRATEGIES TO SUPPORT PUBLIC SECTOR IN MANAGEMENT OF PARKING AT MULTIMODAL LOCATIONS</u>	STBG	TDCs	\$0	\$250,000	S/P	REMOVED PARKING MANAGEMENT COSTS AND SCOPE FROM TIP 11647.1 AND ADDED IT AS A SEPARATE PROJECT (CHANGED SINCE APPROVAL BY THE SURFACE TRANSPORTATION TECHNICAL COMMITTEE)
			Subtotal	\$2,640,400	\$1,755,000		

1: Funding Shown is the RTC Share (Projects with TDC Match are 100% Federal)

2: S - Mostly Staff or Consultant Time; P - Mostly Pass Through

FY 2023-2026 MANAGEMENT AND OPERATIONS (M&O), REGIONAL/AIR QUALITY, AND SAFETY FUNDING PROGRAM – FY 2023 FUNDING

Regional Transportation Council

January 13, 2022

BACKGROUND

- In 2019, the Regional Transportation Council (RTC) extended existing and funded new Air Quality and Management and Operations projects/programs for Fiscal Years (FY) 2020-2022
- Some projects/programs do not have sufficient existing revenues to continue without interruption through FY 2023, so additional funding is needed sooner than the entire M&O program is ready.
- Staff is proposing to split approval of the 2023-2026 M&O program into two phases. Phase 1 will cover funding needed for FY 2023 only, and Phase 2 will request funding for FY 2024-2026, and possibly new initiatives for FY 2023.

PROPOSED PROJECTS FOR FY 2023 FUNDING

Project/Program	Proposed Funding ¹	Pass Through vs. Staff Time
Region-Wide Employer Trip Reduction Program	\$733,000 (STBG)	Staff Time/Pass Through
Regional Aviation Program	\$240,000 (RTC Local)	Staff Time
Air Quality Public Education and Outreach Program	\$440,000 (STBG)	Staff Time
Regional Air Quality Initiatives	\$1,086,000 (STBG)	Staff Time
Land Use/Transportation and Bike/Pedestrian Initiatives	\$1,000,000 (STBG)	Staff Time/Pass Through
Auto Occupancy Detection and Verification Implementation Program	\$646,400 (STBG)	Staff Time/Pass Through
Regional Parking Management Tools and Strategies Program	\$250,000 (STBG)	Staff Time/Pass Through
Total Proposed Funding	\$4,395,400	

1: Funding is RTC share only

NEXT STEPS

- Finalize the amounts of funding to be requested for 2024-2026, along with the specific list of projects and programs to be recommended
- Bring back the 2024-2026 list to the public and committees for review and approval

REQUESTED ACTION

- RTC approval of:
 - The proposed FY 2023 funding for the 2023-2026 M&O, Regional/Air Quality, and Safety Program
 - Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and amending other planning/administrative documents to incorporate these changes.

QUESTIONS?

Christie J. Gotti

Senior Program Manager

817-608-2338

cgotti@nctcog.org

Brian Dell

Principal Transportation Planner

817-704-5694

bdell@nctcog.org

Cody Derrick

Transportation Planner III

817-608-2391

cderrick@nctcog.org

2021 INCIDENT MANAGEMENT FREEWAY BLOCKING EQUIPMENT CALL FOR PROJECTS - SCORING CRITERIA TABLE AND PROJECT RECOMMENDATIONS

2021 Incident Management Freeway Blocking Equipment Call for Projects Scoring Methodology

Equipment Description (50%)

- 15 Points – Detailed/Clear Project Description with Pictures and Specifications
- 20 Points – TIM Best Practice
- 15 Points – Innovativeness (Non-Fire Truck Vehicle Deployment)

TIM Participation – Recent TIM Training Attendance (NCTCOG or In-house) as of August 2013 or TIM Assessment Participation (20%)

- 0 Points – No TIM Training
- 10 Points – Police OR Fire Participation
- 15 Points - Police AND Fire Participation
- 5 Points - TIM SA participation

Crash Rate Factor - Crash Data in Jurisdiction (10%)

- 5 Points – Crash Rate Below County Rate
- 10 Points – Crash Rate Above County Rate

Adopted Incident Management Resolution (10%)

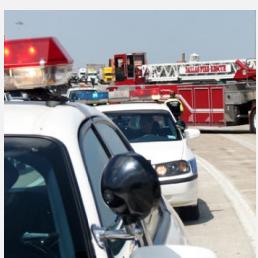
- 0 Points – Not Adopted
- 10 Points – Adopted

Adopted Regional Performance Measure Standard Definitions (5%)

- 0 Points – Have Not Adopted/Implemented Regional Performance Measure Standard Definitions
- 5 Points – Have Adopted/Implemented Regional Performance Measure Standard Definitions

Incident Management Goals & Targets – Based on Goals & Targets in Place (5%)

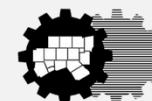
- 0 Points - No Goals/Targets
- 2.5 Points - Statement of Goals/Targets
- 5 Points - Statement of Goals/Targets AND details specific Goals/Targets



2021 INCIDENT MANAGEMENT FREEWAY BLOCKING EQUIPMENT CALL FOR PROJECTS RECOMMENDATIONS

Regional Transportation Council

Sonya J. Landrum
Program Manager
January 13, 2022



North Central Texas
Council of Governments



2021 Incident Management Freeway Blocking Equipment Call for Projects Overview

In August 2021, the Regional Transportation Council approved \$1M in Regional Toll Revenue (RTR) funds to implement the 2021 Incident Management (IM) Freeway Blocking Equipment Call for Projects

Based on local government interest resulting from the 2020 IM Freeway Blocking Equipment Pilot Project Initiative

Purpose: Assist partner agencies in purchasing scene management blocking equipment to provide protection to incident responders responding to traffic crashes

Supports: Current incident management training recommendation to use best practices equipment and technology

Emphasizes: Importance of implementing incident management strategies and training

Improves regional roadway safety for responders and drivers



Eligible Recipients and Activities

Eligible Recipients

- Public sector partner agencies within the North Central Texas Council of Governments (NCTCOG) 12-County Metropolitan Planning Area actively involved in incident management

Eligible Counties

- Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant, Wise

Eligible Activities

- Purchase of scene management blocking equipment to provide protection to incident responders responding to traffic crashes, while reducing the need for additional fire truck emergency strobe lighting
 - Examples include: Crash attenuators, crash barriers, crash cushions, etc.

Ineligible Activities

- Personnel and staffing charges
- Fire trucks/engines
- Non-attenuator vehicles

***ANY project-related purchases or procurement activities completed BEFORE an Agreement between the awarded agency and TxDOT has been executed and/or a Notice to Proceed has been issued will be ineligible for payment under this Call for Projects effort.**



Eligible Recipients and Activities (Cont.)

Eligible Crash Attenuator Equipment Examples

- Crash Attenuator Trucks
- Crash Attenuator Trailers
- Crash Attenuator that attach 'to' another vehicle





Funding Availability and Submitted Projects

\$1 million in Regional Toll Revenue Funds approved by the Regional Transportation Council

- Twenty percent Local Match requirement
-

Total applications and funding requests received: 16 applicants (17 projects) - \$2,596,025

Applications and funding received (East): 12 projects - **\$2,116,513**

Applications and funding received (West): 5 projects - **\$ 479,512**

Ineligible Projects

Ineligible projects received (East): 3 projects - \$415,520

Ineligible projects received (West): 1 project - \$200,000



Eastern Sub-Region Applications

1. City of Cedar Hill Fire – 1 project
2. City of Coppell Fire – 1 project
3. City of Dallas – Office of Government Affairs – 2 projects (*1 ineligible*)
4. City of Dallas Police – 1 project (*Ineligible*)
5. City of Denton Fire – 1 project
6. City of Frisco Fire – 1 project
7. City of Garland Fire – 1 project
8. City of Irving Fire – 1 project (*Ineligible*)
9. City of Lancaster Fire – 1 project
10. City of Rowlett Fire – 1 project
11. City of Terrell Emergency Management – 1 project

Ineligible Projects Submitted

- City of Dallas Government Affairs: Truck with Message Board – \$55,000
- City of Dallas Police: Truck with Arrowboard & Plow attachment – \$278,634
- City of Irving Fire: Arrowboards – \$81,886



Western Sub-Region Applications

1. City of Burleson Fire – 1 Project
2. City of Euless Police – 1 Project
3. City of Fort Worth Police – 1 Project (*Ineligible*)
4. City of Grapevine Fire – 1 Project
5. City of North Richland Hills Fire – 1 Project

Ineligible Projects Submitted

- City of Fort Worth Police: All in one TIM Vehicle – \$200,000



Scoring Criteria

Scoring Component	Available Points
TIM Training Attendance – NCTCOG or In-house Training (Since August 2013), TIM Self-Assessment Participation	20
Crash Data in Jurisdiction (2016 - 2020)	10
Adoption of Incident Management Resolution	10
Incident Management Goals/Targets in Place	5
Adoption/Implementation of Regional Performance Measure Standard Definitions	5
Explanation of how equipment will be used to provide protection to First Responders (Specify if the equipment will be mounted to vehicles other than fire apparatus) – <i>15 points for innovativeness (Non-fire truck vehicle deployment)</i>	50
Total Score	100



Projects Recommended for Funding



Minimum Project Score Considered for Project Funding is 70.



	City/Agency Name	Total Project Cost	<u>Approved Project Cost</u> (80%)	Equipment Requested	Quantity Requested	Project Score
PROJECTS RECOMMENDED FOR FUNDING - SCORE '70' OR ABOVE						
1	City of Frisco Fire (<i>East</i>)	\$153,580	\$122,864	Crash Attenuator Truck	1	94
2	City of Coppell Fire (<i>East</i>)	\$112,334	\$89,867	Highway Safety Attenuator/Arrowboard Combo	1	93
3	City of Dallas (Government Affairs) (<i>East</i>)	\$375,000	\$300,000	Scorpion/Truck Combo	3	92
4	City of Terrell Emergency Management (<i>East</i>)	\$127,295	\$101,836	Truck Mounted Attenuator (all-in-one)	1	88
5	City of North Richland Hills Fire (<i>West</i>)	\$136,441	\$109,153	Truck Mounted Attenuator (all-in-one)	1	87
6	City of Lancaster Fire (<i>East</i>)	\$112,217	\$89,774	Attenuator Truck	1	86
7	City of Euless Police (<i>West</i>)	\$57,814	\$46,251	Truck Mounted Crash Attenuator	1	80
8	City of Denton Fire (<i>East</i>)	\$200,000	\$160,000	Public Safety Blocker Unit (Truck/Attenuator)	1	73
9	City of Garland Fire (<i>East</i>)	\$450,000	\$360,000	Scorpion Attenuator	3	71
10	City of Grapevine Fire (<i>West</i>)	\$40,292	\$32,234	Scorpion II Model C	1	71
Total		\$1,764,973	\$1,411,979			



Projects not recommended for funding - received a project score below 70

- City of Cedar Hill Fire: Scorpion II, TL-3 Towable Attenuator - \$60,000
- City of Burleson Fire: Scorpion II Model C, TL-3 Truck Mounted Attenuator - \$44,965
- City of Rowlett Fire: Scorpion II, TL-3 Attenuator - \$110,567



2021 IM Freeway Blocking Equipment CFP Recommendations



Staff recommends increasing available funding amount from \$1 million to \$1,411,979 in Regional Toll Revenue Funds

Total recommended funding (80% total):	\$1,411,979
• Funding recommended (East):	\$1,224,341
• Funding recommended (West):	\$ 187,638



Based on funding inquiries received after the CFP closed, staff may consider issuing a new Call For Projects in the future.





Schedule

Date	Action
July 23, 2021	Regional Safety Advisory Committee (Info) – IM Freeway Blocking Equipment CFP Notice
August 12, 2021	RTC (Action) – Request RTR Funds to Conduct CFP
August 27, 2021	STTC (Action) – Endorsement of RTC Action
September 3, 2021	Open Call for Projects (60 days)
September 13, 2021	IM Blocking Equipment CFP Forum
November 1, 2021	Close Call for Projects
Nov. 2 – Nov. 16, 2021	Evaluate Submitted Proposals
December 3, 2021	STTC (Action) – Approval of Selected Projects
December 13, 2021	Public Comment Period Begins
January 13, 2022	RTC (Action) – Approval of Selected Projects
January 28, 2022	TIP Mods Due
Late June/Early July 2022	Federal/State STIP Approval
July 2022	TTC Approval
Fall/Winter 2022	Agencies Execute Agreement with TxDOT
30 Days after executed agreement and/or 30 Days prior to FY noted in agreement	TxDOT Sends RTR Funding to City/Implementing Agency
Winter 2022	Agencies Purchase Blocking Equipment



Requested Action

Approve Allocation of an Additional \$411,979 in Regional Toll Revenue Funding for a Total of \$1,411,979 to Fund the Incident Management Freeway Blocking Equipment Call for Projects

Approve the Project Recommendations for the 2021 Incident Management Freeway Blocking Equipment Call for Projects



Contact Information

<https://www.nctcog.org/fimcfp>

Natalie Bettger
Senior Program Manager
(817) 695-9280
nbettger@nctcog.org

Sonya Jackson Landrum
Program Manager
(817) 695-9273
slandrum@nctcog.org

Camille Fountain
Senior Transportation Planner
(817) 704-2521
cfountain@nctcog.org

CHANGING MOBILITY

DATA, INSIGHTS, AND DELIVERING
INNOVATIVE PROJECTS DURING COVID
RECOVERY

Regional Transportation Council
January 2022

Michael Morris, P.E.
Director of Transportation

TRAVEL BEHAVIOR BY MODE



Bicycle/Pedestrian (+28%, September)

Toll Road (+2%, September)

Freeway Volumes (0%, October)



Airport Passengers (-10%, October)

Transit Ridership (-41%, November)



ROADWAY TRENDS

Average
Weekday
Freeway
Volumes

Traffic Decrease vs Baseline



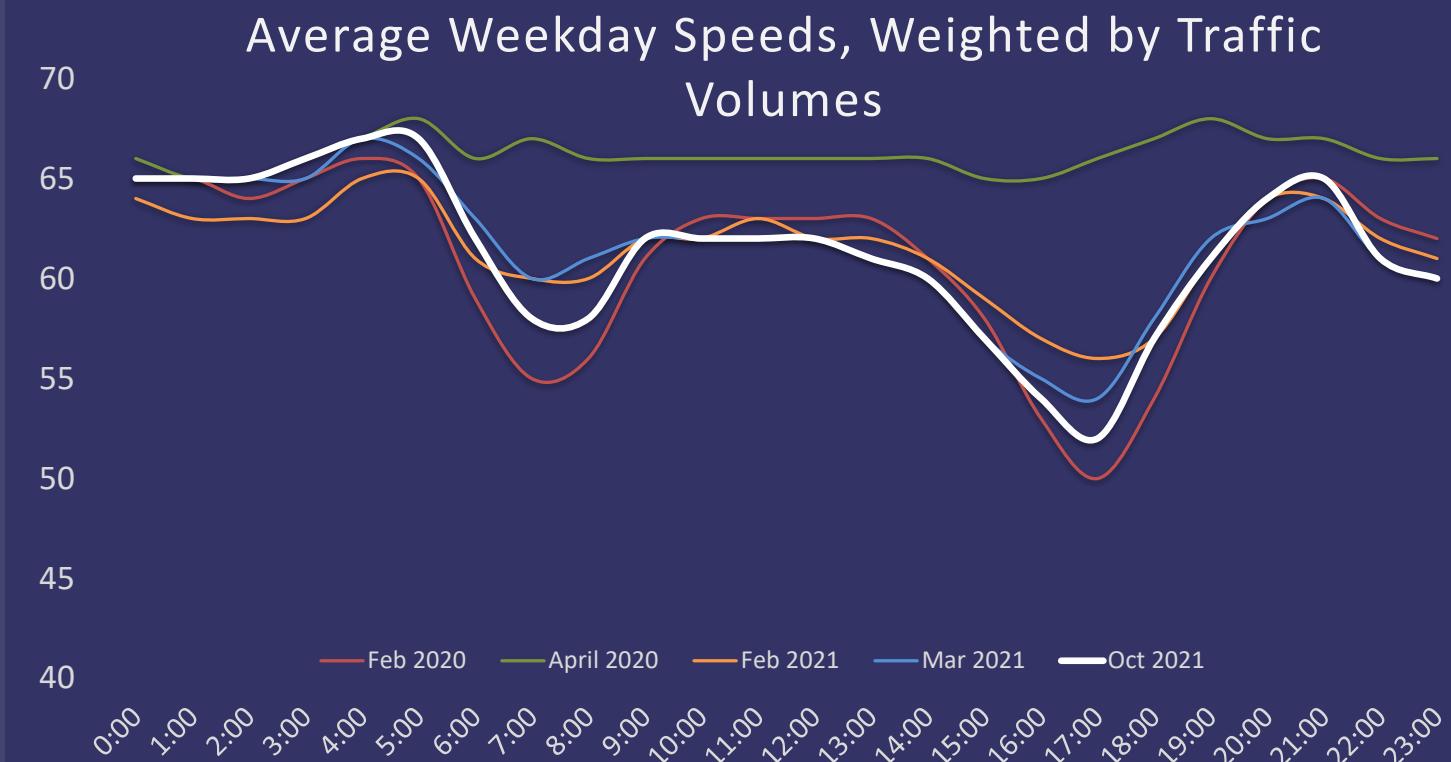
Source: TxDOT Dallas/TxDOT Fort Worth Radar Traffic Counters. As of October, growth calculated based on Fort Worth

Note: Baseline is March 2019–February 2020.

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

ROADWAY TRENDS

Regional Average Freeway Speeds

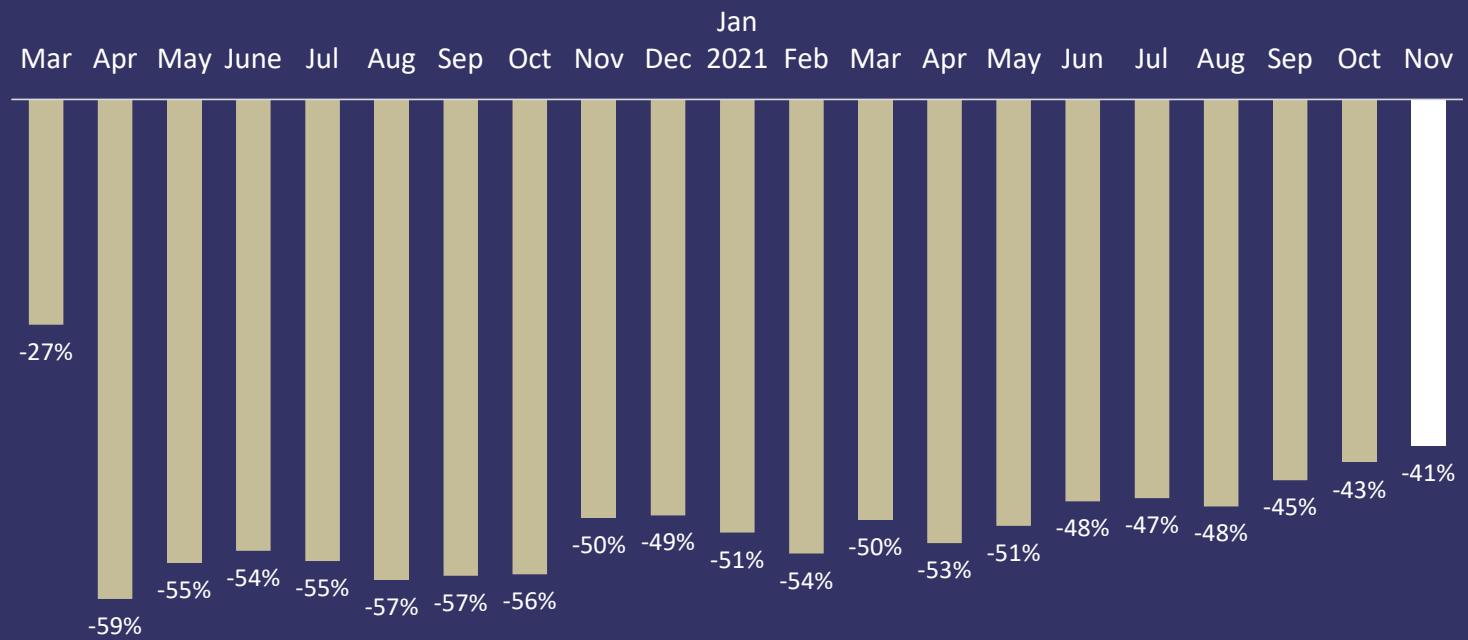


Source: TxDOT Sidefire Devices

TRANSIT IMPACTS

Weekday Ridership

Passenger Decrease vs Baseline



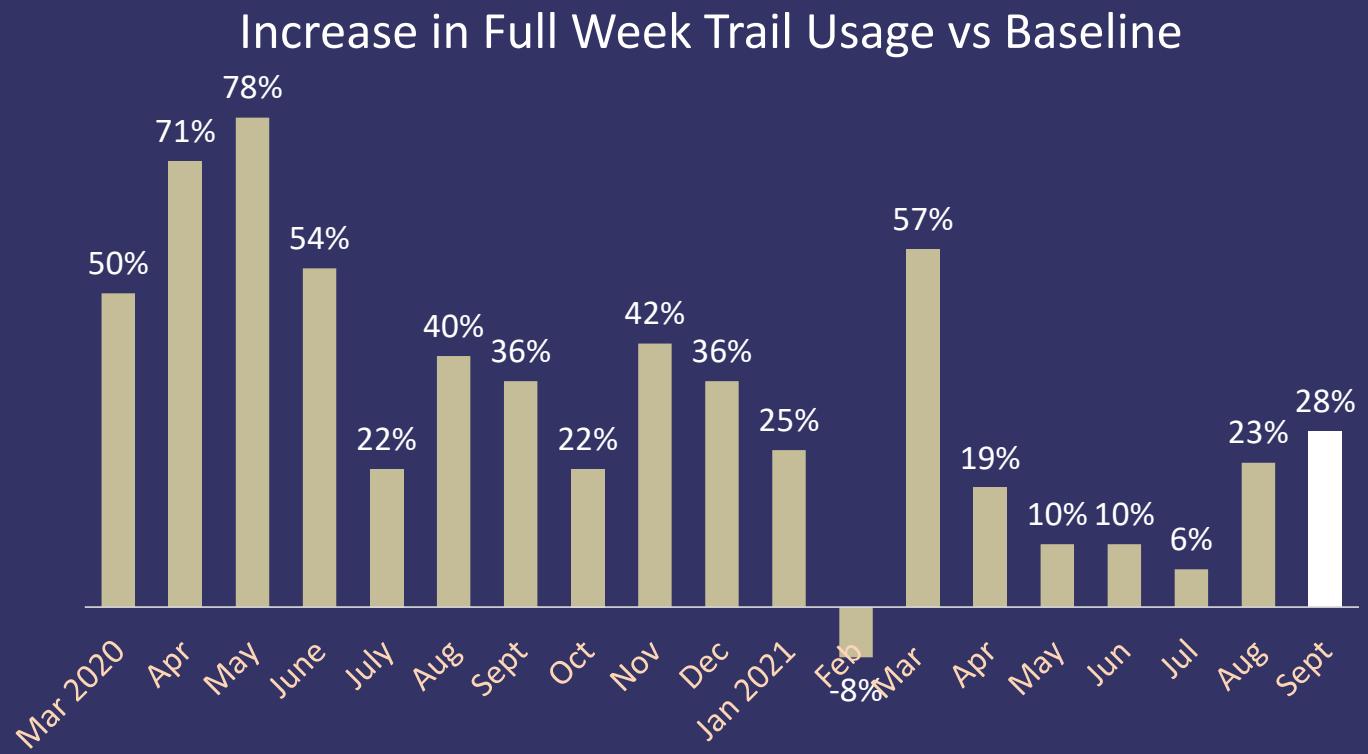
Source: DART, DCTA, and Trinity Metro

Note: Baseline is March 2019–February 2020.

Note: Transit ridership impacted in Feb 2021 by week-long winter storm.

BICYCLE AND PEDESTRIAN IMPACTS

Trail Counts



Source: NCTCOG - collected at 8 sites located in Plano, North Richland Hills, Denton, Dallas, Fort Worth, and Allen

Note: Baseline is March 2019–February 2020; No adjustments for weather were applied.

Note: Trail usage impacted in Feb 2021 by week-long winter storm

AIRPORT TRENDS

Passengers

Change in Airport Passengers vs Baseline



Source: Dallas Love Field and DFWIA Websites

Note: Baseline is March 2019–February 2020.

FINANCIAL IMPACT SUMMARY

FY 22-23 Comptroller's Certified Revenue Estimate

State Motor Fuels Tax: Estimated \$5.4 Billion

- Increase of 8% over 20-21 biennium estimate

Oil & Gas Severance (Prop 1): Estimated \$3.9 Billion

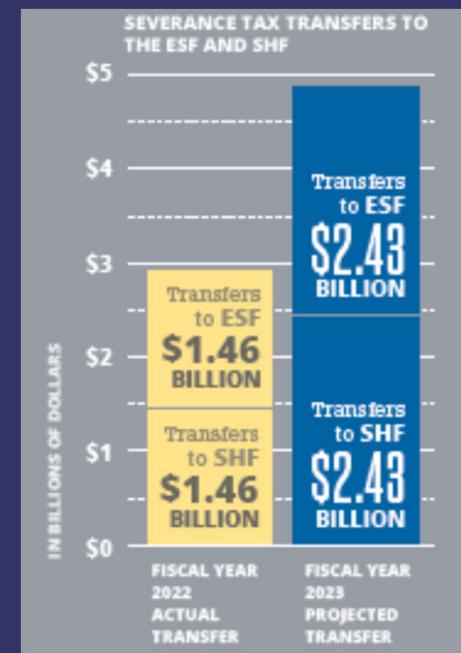
- Increase of 39% over 20-21 biennium estimate

Motor Vehicle Sales Tax (Part of Prop 7): Estimated \$635 Million

- Increase of 100% over 20-21 biennium estimate

General Sales Tax (Part of Prop 7): Estimated \$5 Billion

- Increase of 35% over 20-21 biennium estimate



FUNDING IMPACT

NTTA Transactions

Change in Tollway Transactions vs Baseline



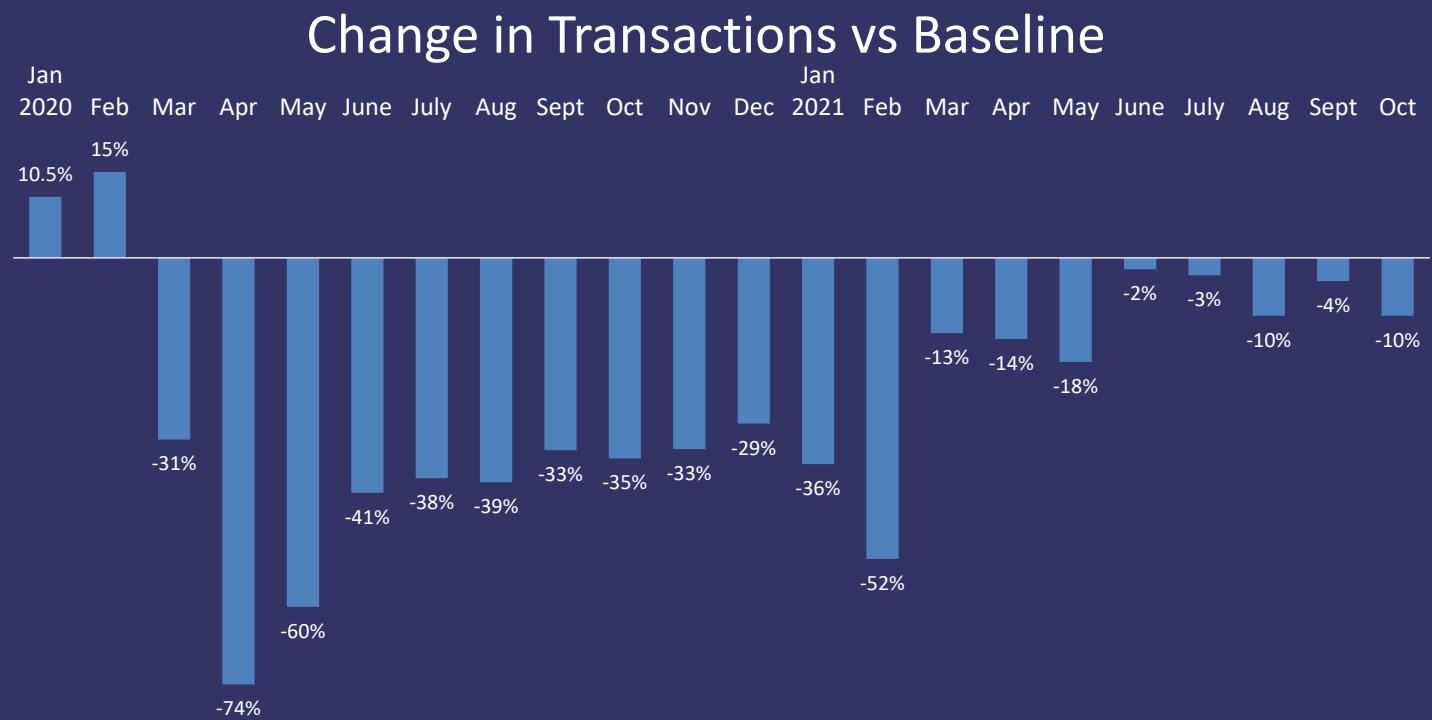
Source: NTTA

Notes: Baseline is March 2019–February 2020. Change for NTTA includes 360 Tollway. No current impact to RTC backstop expected.

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

FUNDING IMPACT

I-35E TEXpress Lane Transactions



Source: TxDOT

Note: Baseline is March 2019–February 2020; TIFIA loan not impacted at this time as interest only payment period does not begin until May 2022

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



Regional Transportation Council

Transit Studies Recommendations

Shannon Stevenson & Brendon Wheeler
January 13, 2021

BACKGROUND

Request from partners:

- Best Southwest Partnership
- Tarrant County Mayors' Council
- Collin County and Cities within County

Develop a comprehensive approach in planning and implementing transit services in the requested areas:

- Balancing Needs
- Addressing Equity
- Member/Non-Member Cities Considerations



Study Elements	Dallas County	Tarrant County	Collin County
Internal and regional connections	✓	✓	✓
Strategic implementation	✓	✓	✓
Near-term horizon (now to 10 years)	✓	✓	✓
Increase transportation options and innovation	✓	✓	✓
Funding options	✓	✓	✓
Private sector involvement	✓	✓	✓
People and goods	✓		
Integrated Rail Planning			✓

BACKGROUND: BUILDING ON EFFORTS



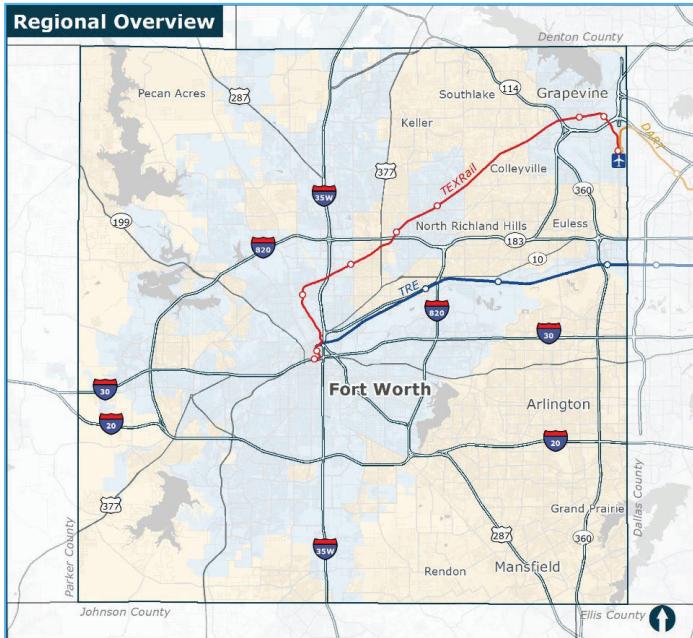
Transit Studies
Tarrant County
Southern Dallas County
Collin County

Geographic Focus	NCTCOG Region	NCTCOG Region	Outside Transit Authority Service Areas
User Focus	All Users	Vulnerable Users	All Users
Travel Modes	All Modes	Bus, Demand Response, and Paratransit	Bus and Demand Response (Rail & High-Capacity Transit)
Planning Horizon	Long Range	Short-Medium Range	Short-Medium (& Long) Range



STUDY AREAS

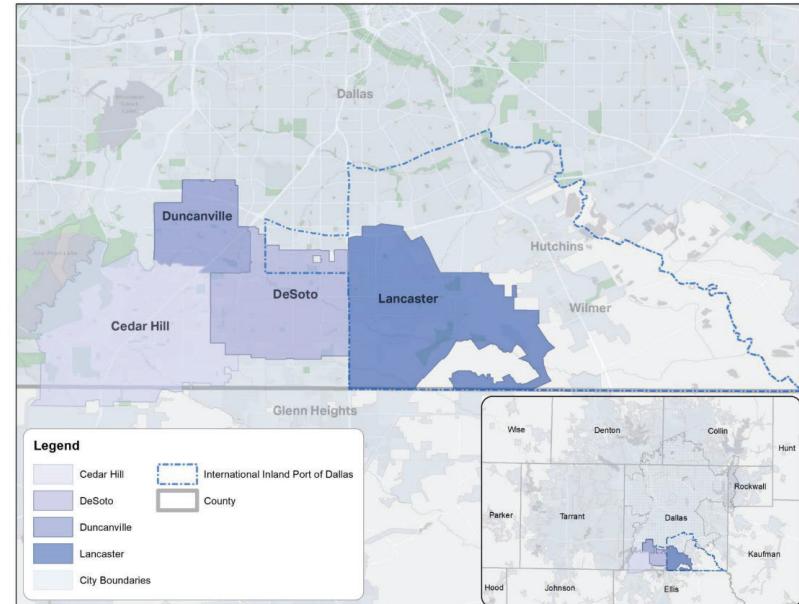
Tarrant County



Focus Areas: Cities outside of Trinity Metro's service area



Southern Dallas County



Focus Areas: Cedar Hill, Duncanville, DeSoto, Lancaster, and the Inland Port

PUBLIC AND STAKEHOLDER ENGAGEMENT

Type	Tarrant County	Southern Dallas County
Stakeholder Meetings* (Project Advisory Committee)	3	3
Public Meetings*	2	3
Input Survey	✓ (607 total responses)	✓ (240 total responses)
Additional meetings with stakeholders were also held to discuss specific study-related topics.		

*Due to COVID-19 constraints, public outreach was conducted through virtual meetings and online participation.

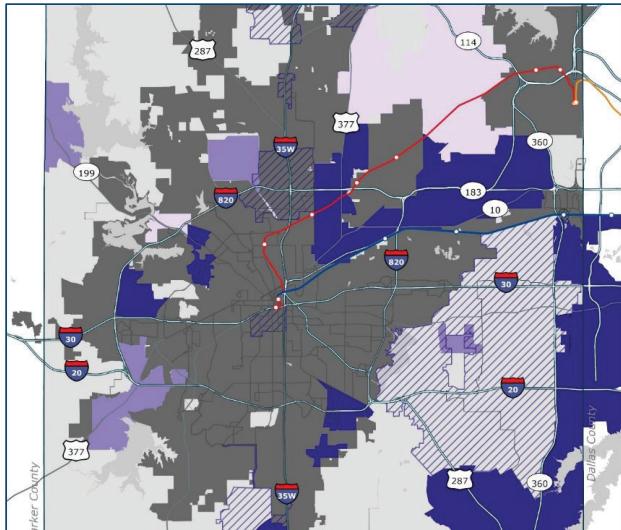


TRANSIT NEEDS: TECHNICAL ANALYSES

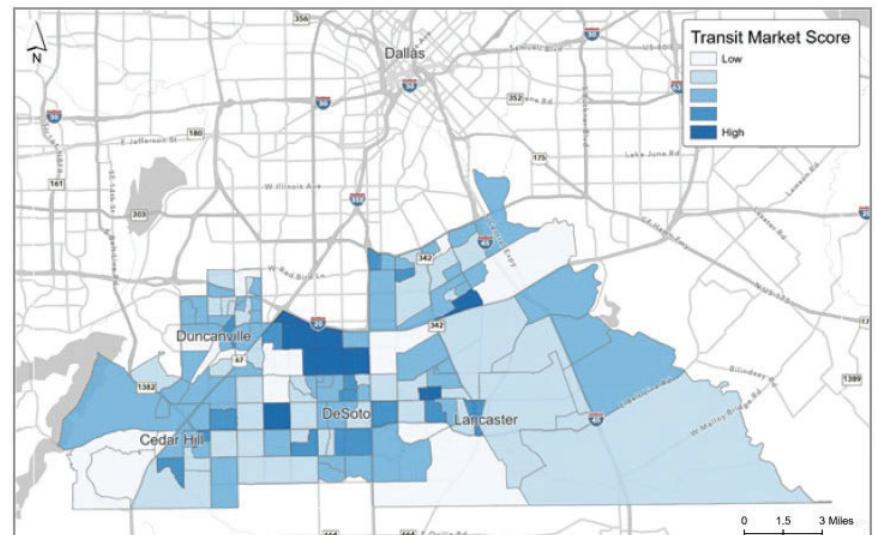
Identified needs based on technical analyses:

- Population/Employment Densities
- Transit-Dependent Populations

- Activity Centers
- Trip Patterns
- Existing Conditions



Tarrant County



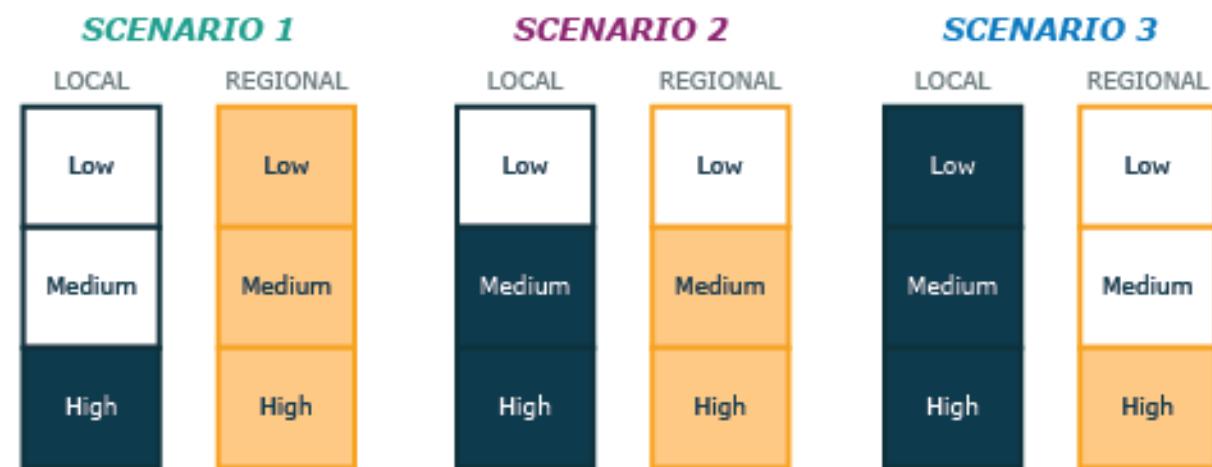
Southern Dallas County



RECOMMENDED SCENARIOS: TARRANT COUNTY

Developed three scenarios based on identified needs as well as stakeholder/public input

The scenarios provide a range of what services might look like throughout the county



RECOMMENDED SCENARIOS: TARRANT COUNTY

Scenario 1

Service Needs

Local	Low	Med	Hi
Regional	Low	Med	Hi

Scenario 2

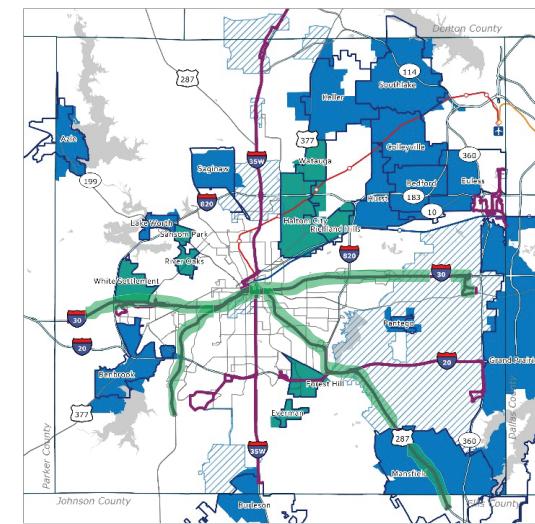
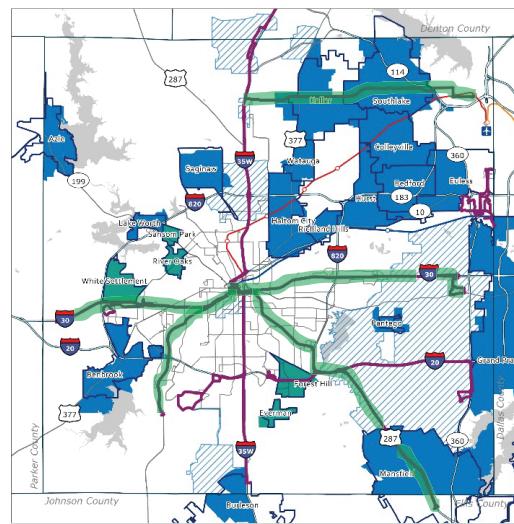
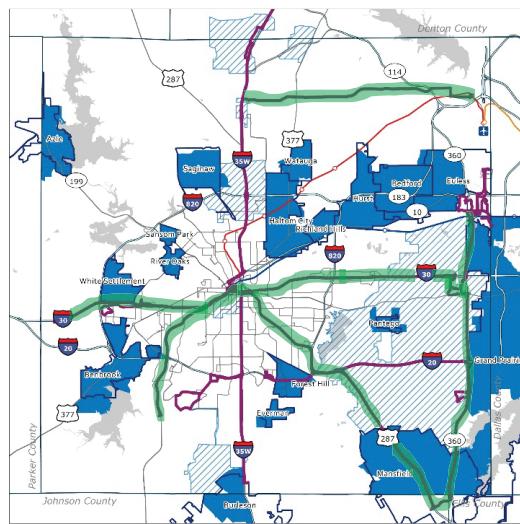
Service Needs

Local	Low	Med	Hi
Regional	Low	Med	Hi

Scenario 3

Service Needs

Local	Low	Med	Hi
Regional	Low	Med	Hi



COST ESTIMATES: TARRANT COUNTY

Baseline Budget Target
(countywide): **\$18M to 18.4M**

Estimated cost breakdown by municipality is also provided

Municipalities can choose to move forward with service recommendations independently

Scenario	Estimated Cost	Local / Regional % Split
Scenario 1	\$18.1M	74% / 26%
Scenario 2	\$18.4M	82% / 18%
Scenario 3	\$18.3M	88% / 12%



GOODS MOVEMENT: SOUTHERN DALLAS COUNTY

Key Takeaways

- Inland Port is poised to more than double in size over the next 10 years (50-100M sq. ft. of new industrial development)
- As industrial buildings grow in size, so does corresponding truck traffic
- Many local thoroughfares are experiencing high truck volumes, increased development could push these intersections to capacity

Southern Dallas Inland Port



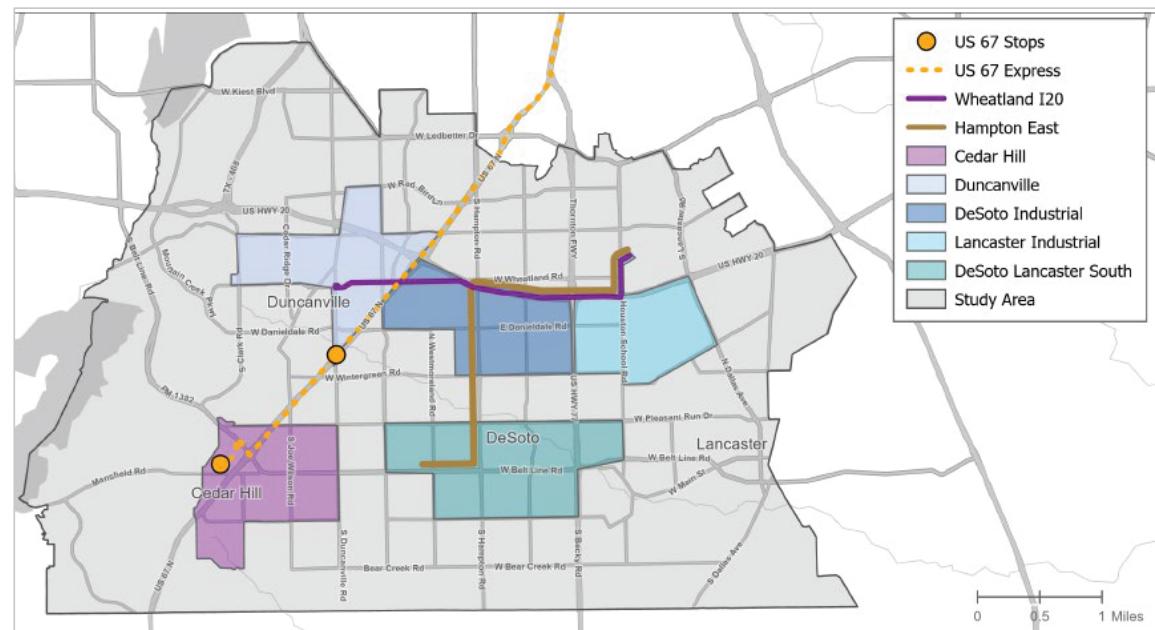
RECOMMENDATIONS: SOUTHERN DALLAS COUNTY

Based on identified needs as well as stakeholder/public input

Phase 1 builds the foundation of transit service in the area; later phases build on this foundation

- Three (3) fixed-routes ; five (5) microtransit zones

Coordinate transit/roadway planning to facilitate safe transit travel; prepare for continued growth in truck volumes in the Inland Port

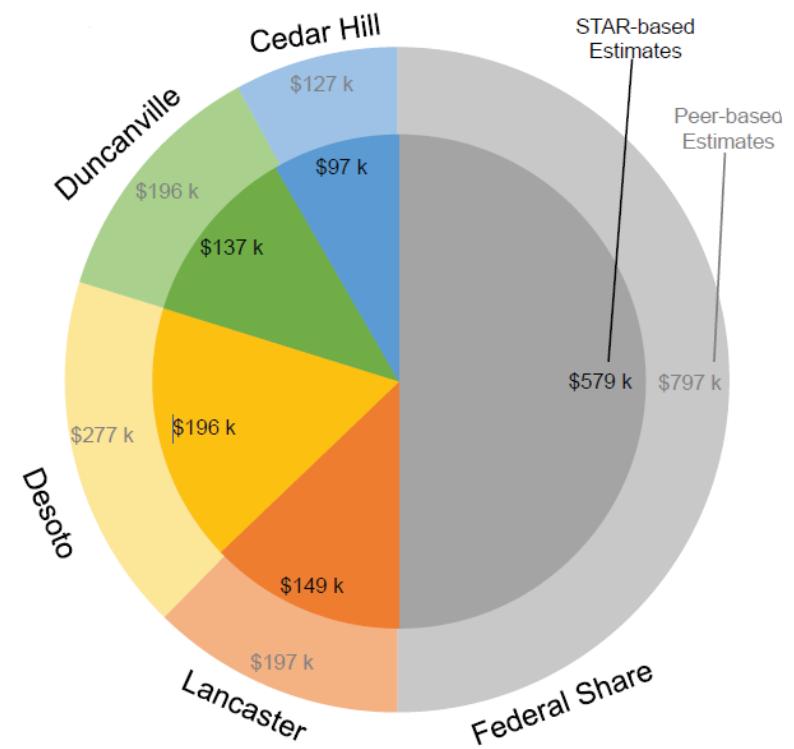


SERVICE COST ESTIMATES: SOUTHERN DALLAS COUNTY

Phase 1: \$1.2 to 1.6M (combined total)

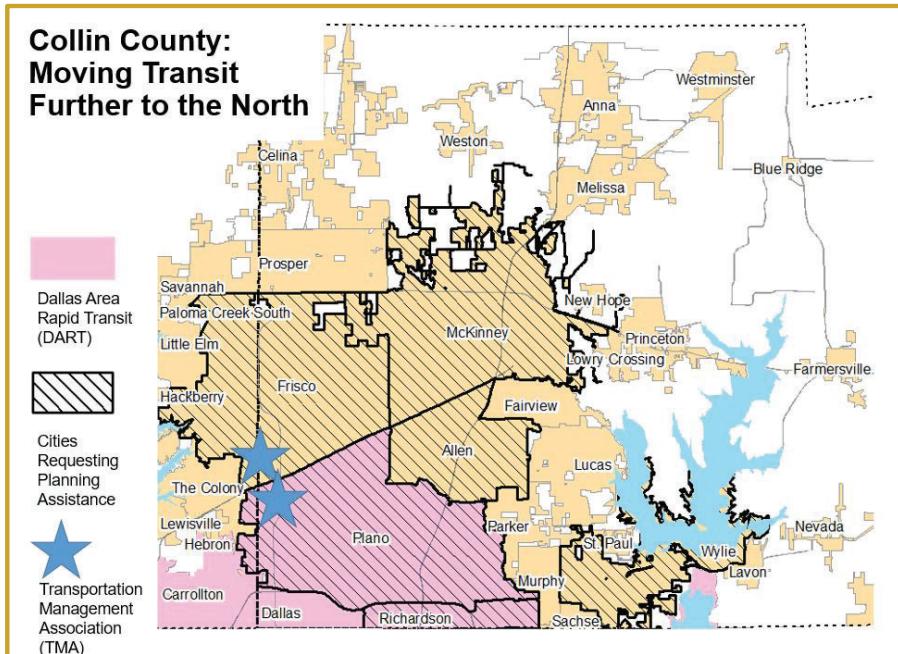
Phase 2: \$2.12M (reinvests in the core service of Phase 1 and expands coverage)

Estimated cost breakdown by municipality is also provided



STUDY AREAS

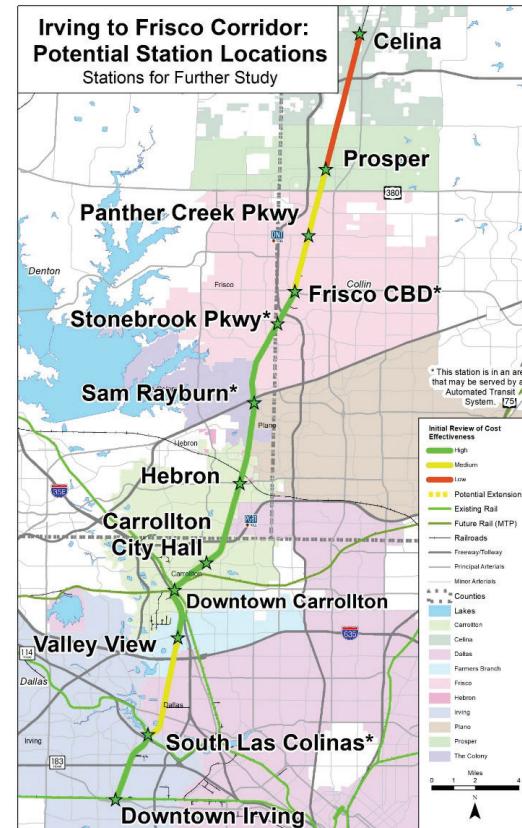
Collin County



Focus Areas: Integration of transit across transit authority member and non-member cities

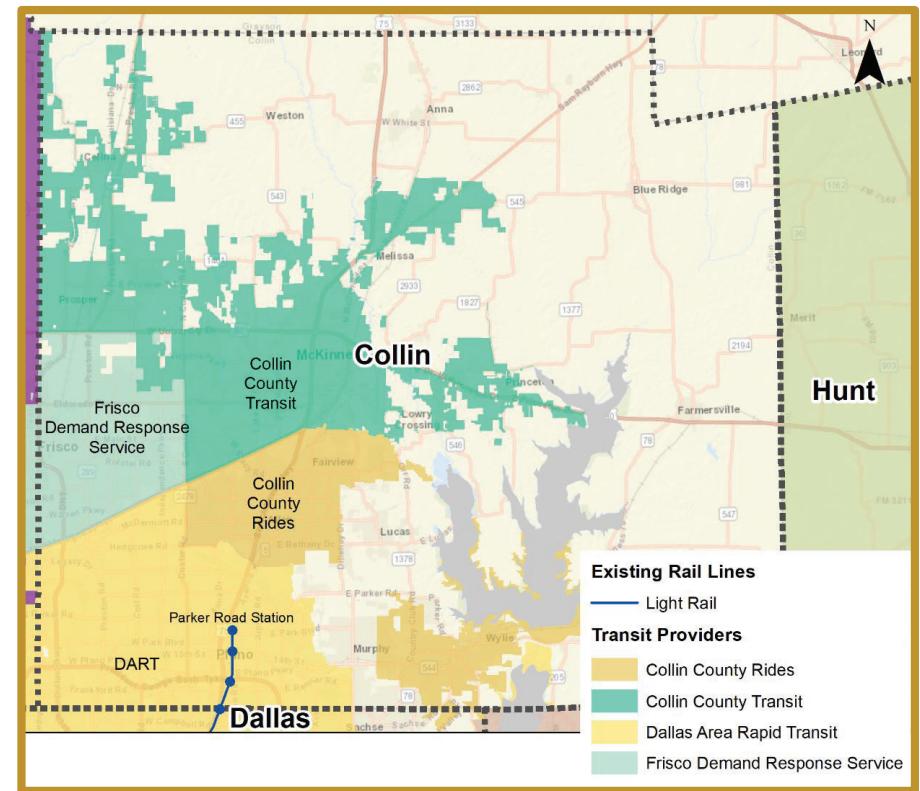


Irving to Frisco Passenger Rail Corridor



EXISTING SERVICES: COLLIN COUNTY

Transit Service	Audience	Service Type
Collin County Rides (operated by DART)	Seniors Individuals with Disabilities	Demand-Response
Collin County Transit (operated by Irving Holdings, DCTA contractor)	Seniors Individuals with Disabilities Low-income	Demand-Response
DART	General Public	All Services
Frisco Demand Response (operated by DCTA)	Seniors Individuals with Disabilities Individuals needing medical care	Demand-Response
City of Richardson Van Service	Seniors	Demand-Response
City of Sachse Senior Transportation Program	Seniors	Demand-Response



TRANSIT SCENARIOS: COLLIN COUNTY

Project Advisory Committee –
monthly

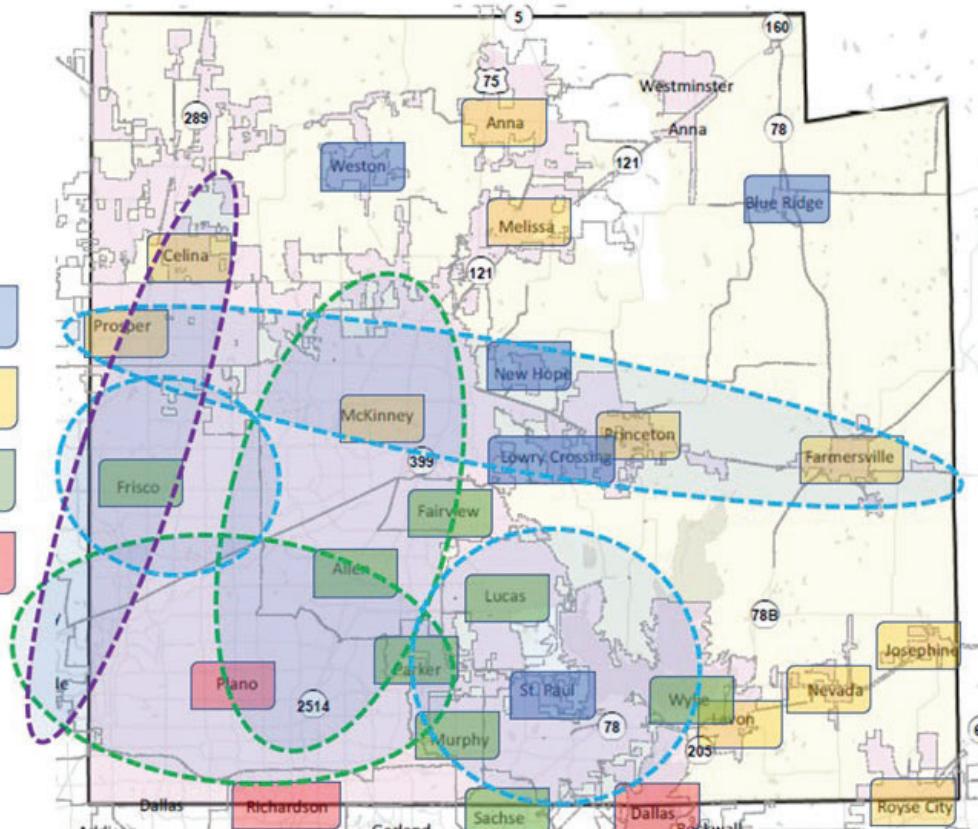
Transit Propensity Analysis
Policy Direction
Trip Data
Demographics/Land Use
Planning Studies
Travel Demand Forecasting

Transit Scenarios
Transit Service Mix
Jurisdictional
Phasing

Cost of Not Implementing Transit
Whitepaper

Transit Propensity Zones

Lower
↑
Transit
Intensity
↓
Higher

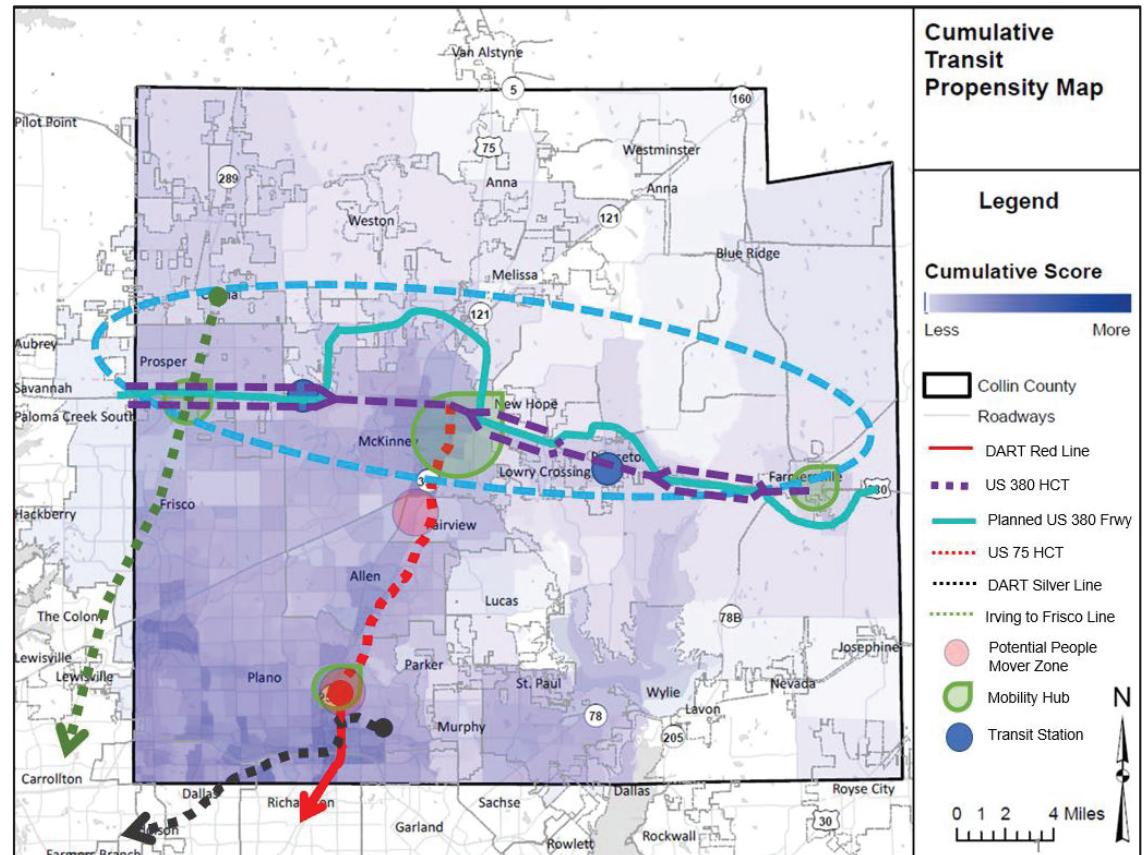


RECOMMENDATIONS: COLLIN COUNTY

Phased Approach

Incorporate recommendations
into Mobility Plan Update

Continued coordination among
county, cities, and transit
agencies



STUDY OVERVIEW: IRVING TO FRISCO PASSENGER RAIL CORRIDOR

Project Advisory Committee – monthly
Station location refinement

24 possible locations

12 selected for ridership modeling

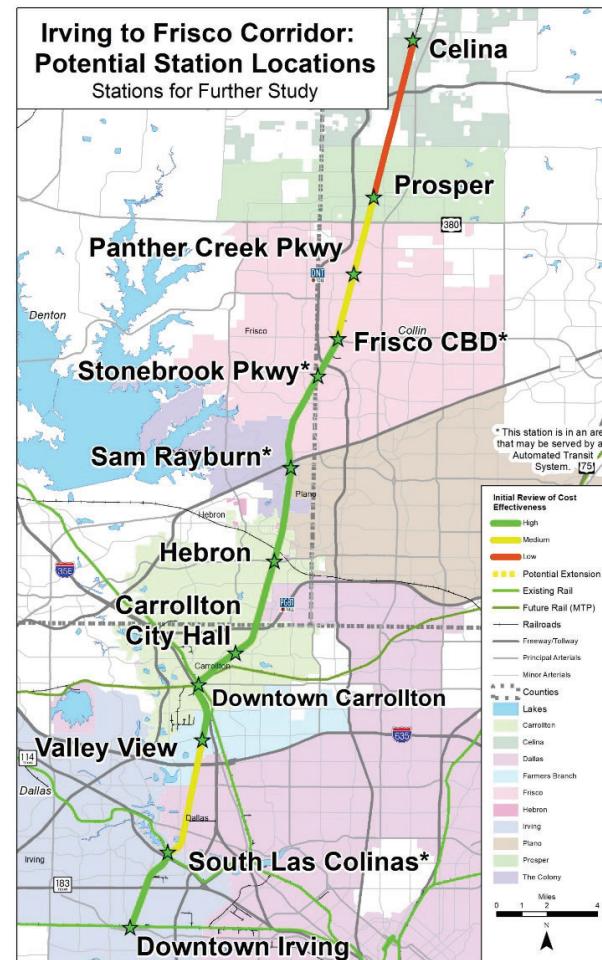
Station area land use analysis

People Mover/Automated Transportation
System (ATS)

Interlining opportunity with TRE (Fort
Worth leg)

Significantly increases ridership between
downtown Irving and downtown Carrollton

Cost analysis, funding, and governance



RECOMMENDATIONS: IRVING TO FRISCO PASSENGER RAIL CORRIDOR

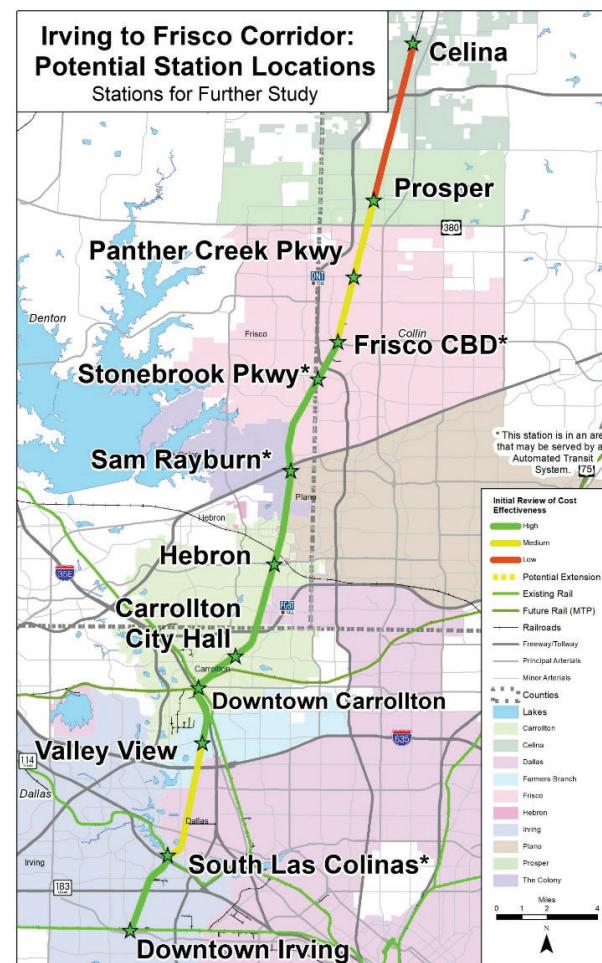
Phased Approach

Supply-side approach coordinated with BNSF
Advance planning with TxDOT and BNSF for
“Poor Man’s Rail”

Incorporate recommendations into Mobility Plan Update

Interline with west leg of TRE
Northern limits extended to Celina

Continued coordination among county, cities, and transit agencies



IMPLEMENTATION STRATEGIES

Provide a framework for municipalities to establish or expand transit service based on recommended services

Designed as a flexible roadmap for municipalities to implement services that meet local/regional needs, priorities, and goals

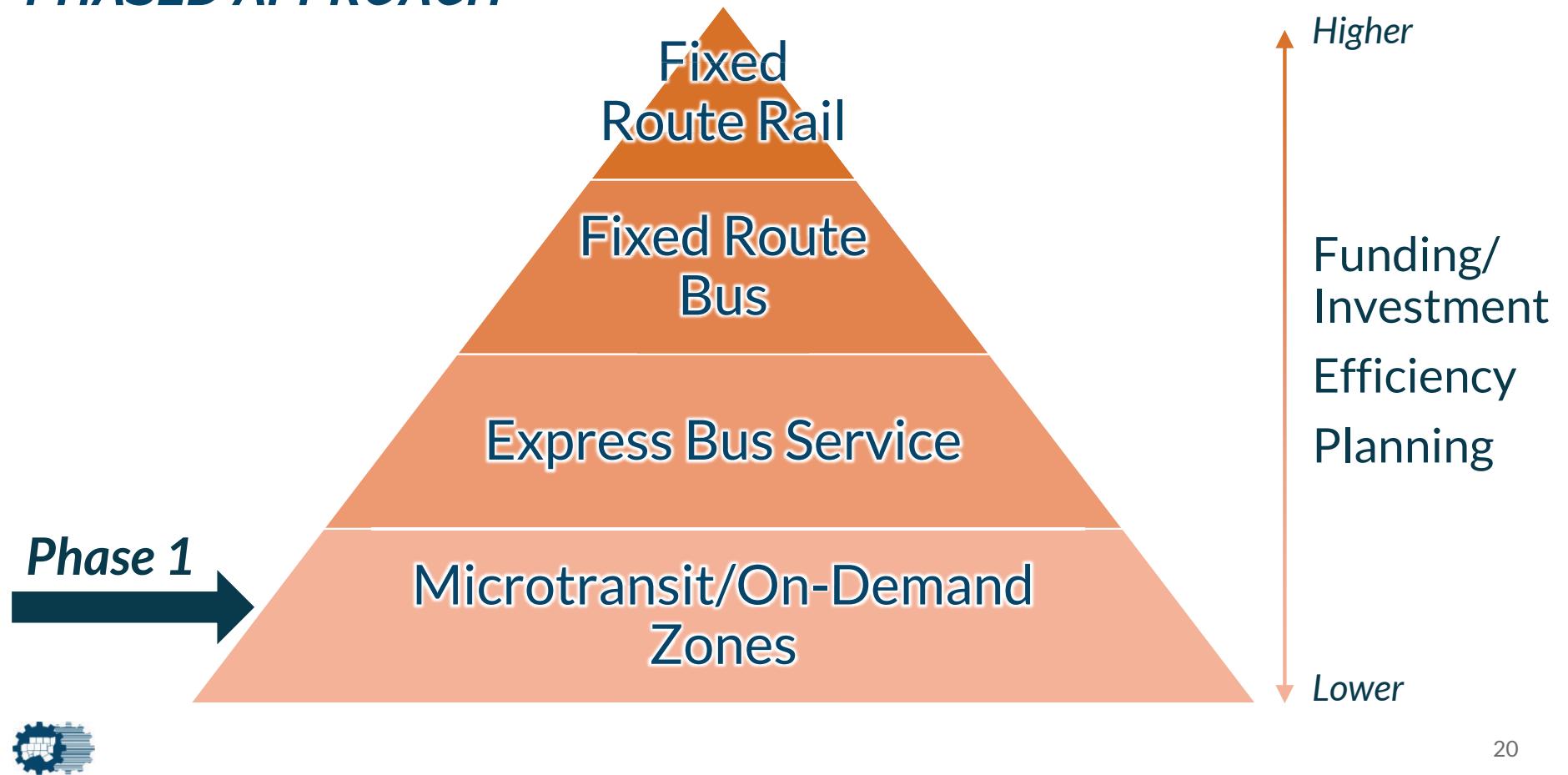
Next Step: continued coordination with partners and local governments

Service Model	Recommended
Agreement w/Transit Provider	Yes
Contracted Service	Caution
Local Government Consortium	Caution
Directly Operated by Municipality	No
The RTC and NCTCOG encourage municipalities to coordinate planning and implementation efforts with existing Transit Providers.	



IMPLEMENTATION STRATEGIES

PHASED APPROACH



CONTACT INFORMATION



Shannon Stevenson

Senior Program Manager

sstevenson@nctcog.org | 817-608-2304



Brendon Wheeler

Principal Transportation Planner

bwheeler@nctcog.org | 682-433-0478

Project Website: www.nctcog.org/transitstudies



Regional Transportation Council Attendance Roster
January 2021 - December 2021

RTC MEMBER	Entity	1/14/21	2/11/21	3/11/21	4/8/21	5/13/21	6/10/21	7/8/21	8/12/21	9/9/21	10/14/21	11/11/21	12/9/21
Richard E. Aubin (06/18)	Garland	P	P	P	P	P	P	A	P	P	P	P	P
Dennis Bailey (02/21)	Rockwall County	--	P	P	P	P	P	P	P	A	P	A	P
Adam Bazaldua (09/21)	Dallas	--	--	--	--	--	--	--	--	E	P	E(R)	P
Elizabeth M. Beck (08/21)	Fort Worth	--	--	--	--	--	--	--	P	P	P	P	P
Gyna Bivens (08/21)	Fort Worth	--	--	--	--	--	--	--	P	P	P	P	P
Mohamed Bur (06/18)	TxDOT, Dallas	P	E(R)	P	P	P	E(R)	P	P	P	P	P	E(R)
Dianne Costa (10/19)	DCTA	P	P	P	P	P	P	P	P	P	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	P	P	P	P	A	P	P	P
Pat Deen (08/19)	Parker County	P	P	P	P	A	P	A	P	P	P	A	P
Janet DePuy (09/21)	Richardson	--	--	--	--	--	--	--	P	P	P	P	P
Andy Eads (1/09)	Denton County	P	P	P	P	P	P	E	P	P	P	P	P
Kevin Falconer (07/17)	Carrollton	P	P	P	P	P	P	P	P	P	P	P	P
Gary Fickes (12/10)	Tarrant County	P	P	P	P	P	P	E	P	P	P	P	P
George Fuller (07/17)	McKinney	P	P	P	P	A	P	P	P	P	E(R)	P	A
Raul H. Gonzalez (09/21)	Arlington	--	--	--	--	--	--	--	P	E	P	P	P
Barry L. Gordon (12/20)	Duncanville	E(R)	P	P	P	P	E	P	P	P	P	E	P
Rick Grady (09/18)	Plano	P	P	P	P	P	P	P	P	P	P	P	P
Lane Grayson (01/19)	Ellis County	P	P	P	P	P	P	P	P	P	P	P	P
Mojo Haddad (10/14)	NTTA	P	P	P	P	P	P	A	P	P	P	A	P
Roger Harmon (1/02)	Johnson County	P	P	P	P	P	P	A	P	P	E(R)	P	P
Clay Lewis Jenkins (04/11)	Dallas County	P	E	P	P	P	P	P	P	P	E(R)	P	E(R)
Ron Jensen (06/13)	Grand Prairie	A	P	A(R)	P	P	P	P	P	P	P	P	P
Carl L. Johnson (09/20)	TxDOT, FW	P	P	P	P	P	P	A	P	P	P	P	P
Brandon Jones (05/21)	Lewisville	--	--	--	--	P	P	P	P	P	P	P	P
John Keating (12/19)	Frisco	P	A	P	P	P	P	P	E(R)	P	A	E	E(R)
Mike Leyman (09/19)	Mansfield	P	P	P	E(R)	E(R)	P	P	P	P	P	P	P
Alison Maguire (07/21)	Denton	--	--	--	--	--	--	P	P	P	P	P	P
B. Adam McGough (07/20)	Dallas	P	P	P	P	P	P	P	P	P	P	P	P
William Meadows (02/17)	DFW Airport	A	E(R)	P	P	E	A	E(R)	E(R)	P	P	A	P
Allen E. Meagher (12/20)	Irving	E(R)	E(R)	E(R)	P	P	E	P	P	P	E	P	P
Cara Mendelsohn (07/20)	Dallas	P	P	P	P	P	P	P	P	E	P	P	P
Robert Miklos (12/19)	Mesquite	A	P	P	E(R)	P	P	P	A	P	P	A	E
Cary Moon (06/15)	Fort Worth	P	P	P	P	P	P	P	P	A	P	A	P
Omar Narvaez (09/21)	Dallas	--	--	--	--	--	--	--	E	P	P	P	P
Philip J. Ritter (07/20)	Dallas	P	P	P	P	P	P	P	P	E	P	P	P

P= Present

A= Absent

R=Represented by Alternate

--= Not yet appointed

E= Excused Absence (personal illness, family emergency,
jury duty, business necessity, or fulfillment
of obligation arising out of elected service)

Regional Transportation Council Attendance Roster
January 2021 - December 2021

RTC MEMBER	Entity	1/14/21	2/11/21	3/11/21	4/8/21	5/13/21	6/10/21	7/8/21	8/12/21	9/9/21	10/14/21	11/11/21	12/9/21
Jim R. Ross (07/21)	Arlington	--	--	--	--	--	--	P	E(R)	P	P	P	P
Chris Schulmeister (07/20)	Allen	P	P	P	P	P	P	P	P	P	P	P	P
Jeremy Tompkins (10/19)	Euless	P	P	P	P	P	P	P	P	P	P	P	E
T. Oscar Trevino Jr. (6/02)	Nrth Rch Hills	P	P	P	P	P	A(R)	P	P	P	E(R)	P	E
William Tsao (3/17)	Dallas	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	E	E(R)	P	P	E	P	E	E(R)	P	E
Michele Wong Krause (11/21)	DART	--	--	--	--	--	--	--	--	--	--	E(R)	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)



A monthly update on activities of the Regional Transportation Council and the North Central Texas Council of Governments Transportation Department

January 2022

RTC returns to in-person gatherings

The Regional Transportation Council met at the Irving Convention Center in December, marking the first in-person meeting for the 44-member policy board since March 2020.

The space selected at the convention center allowed room to spread out, while promoting more dialogue than the virtual format, which several members noted. The RTC began meeting remotely in April 2020, following the onset of the COVID-19 pandemic. For details on the location of the January meeting, visit

www.nctcog.org/rtc.

Lowest Stemmons Clear Lanes project completed

An \$83 million improvement along the Interstate Highway 35E Lowest Stemmons corridor in Dallas was recently celebrated as the first project completed in the Dallas TxDOT District as part of the State's congestion-fighting Texas Clear Lanes Program.

The project included construction of new collector-distributor lanes, which parallel IH 35E and give drivers a safer and easier path to and from Woodall Rodgers Freeway and the Dallas North Tollway. The dedicated lanes are improving safety by eliminating the previous merging and weaving movements, a change that will keep traffic flowing on the main lanes and on the new connector ramps.

Seven new bridge spans were constructed adjacent to the north and southbound IH 35E main lanes. The project also features capacity improvements on the frontage roads.

This project is one of several [Texas Clear Lanes](#) projects across the state and the first to be completed in the Dallas District. In the Fort Worth District, three Texas Clear Lanes projects – the State Highway 121/SH 360 interchange, a 2.5-mile stretch of SH 199 and the IH 635/SH 121 interchange – were previously completed. This initiative targets extremely congested roadways in Dallas, Fort Worth, Austin, San Antonio and Houston.

Other Texas Clear Lanes projects currently underway in the Dallas area are:

- IH 635 East
 - IH 35E/US 67 (Southern Gateway)
 - Interchange improvement project at Loop 12, SH 114, Spur 482 and SH 183 in Irving.
 - IH 30 East
- By TxDOT



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.

REGIONAL News

\$4.1 million available for innovative transit partnerships

The Transit Strategic Partnerships Program for the North Central Texas Region continues to accept proposals for innovative transit projects and solutions that support increasing, enhancing or expanding transit services for low-income individuals, seniors and persons with disabilities.

Approximately \$4.1 million is available for transit projects providing enhanced mobility for seniors and individuals with disabilities (Section 5310) and the general public and low-income workers (Section 5307). Projects must be implemented within

Dallas-Fort Worth-Arlington or Denton-Lewisville urbanized areas. The Regional Transportation Council calls for 2% of the funding of the Federal Transit Administration (FTA) awards to North Texas annually to be set aside for strategic partnerships. Eligible applicants typically include public transit operators, State/local governments and nonprofits. Applications are due to NCTCOG by May 31, 2022. Proposals are accepted on a rolling basis, and evaluation cycles coincide directly with Transportation Improvement Program (TIP) modification deadlines. Agencies looking to directly implement service and those seeking to partner with an existing transit provider may submit proposals. Proposals are evaluated based on the following criteria:

- Ability to address needs of transit-dependent populations
- Strategic value
- Sustainability
- Stakeholder collaboration
- Recommendations from existing plans and studies

Proposed services must be non-duplicative and the implementing agency must demonstrate the required capacity to implement.

Staff is available to answer questions and discuss proposals with potential applicants as they are developed. Interested parties may also submit an optional “intent to submit” form on the Transit Strategic Partnerships [webpage](#) to be reminded of the proposal deadline two weeks prior.

For more information, visit <https://www.nctcog.org/strategicpartnerships-transit> or contact Rachel Jenkins at 817-608-2329 or rjenkins@nctcog.org.



NCTCOG is accepting proposals aimed at increasing transit services for seniors and persons with disabilities in North Texas. Applications are due May 31.

DCTA shifts service plan toward GoZone

Denton County Transportation Authority introduced changes to bus service in December after the DCTA board of directors voted to discontinue Denton Connect Route 1 and Lewisville Connect Routes 21 and 22 beginning December 25. Riders are encouraged to utilize [GoZone](#), an on-demand service launched in September, as a replacement for these routes.

"With the launch of GoZone, we have seen system-wide ridership reach pre-pandemic levels in just a few months. I'm pleased that the board made a decision that will move the agency forward using a multimodal approach," DCTA CEO Raymond Suarez said in a statement.

GoZone is an on-demand rideshare service, powered by Via, that DCTA riders can use for trips in two dedicated zones: Denton and Lewisville/Highland Village GoZones. A fleet of dedicated vans pick up and drop off riders at virtual stops within the zones 365 days per year.

Passengers can ride GoZone for FREE with a DCTA pass or purchase a single trip for the promotional price of \$0.75. Decisions on the overall fare structure will be made later. For updated information, visit [RideDCTA.net](#).

The Via vans may look familiar to some North Texans. The City of Arlington introduced the service to its residents in 2017.

REGIONAL News

EPA recognizes 2021 SmartWay winners



As the Dallas-Fort Worth area continues to work toward compliance with the federal government's ozone standards, there are many tools used to try to minimize the impact of transportation on the air we breathe.

One of those tools is an Environmental Protection Agency program called SmartWay.

SmartWay is a voluntary, public-private program that helps the freight industry reduce fleet emissions, improve fuel economy and increase energy efficiency.

The EPA recently honored 25 firms with operations in the Dallas-Fort Worth area with SmartWay Excellence Awards, given to companies that display leadership in environmental performance and energy efficiency. In all, 60 companies across the country were recognized for their efforts to improve air quality.

Winners were chosen from nearly 4,000 companies and organizations across North America ranked among the top 2% of performers in freight sustainability.

The recipients met the highest benchmarks in such areas as innovation, freight efficiency and leadership in their respective industries.

The North Central Texas Council of Governments joined the SmartWay Transport Program as an affiliate in October 2006. In this role, NCTCOG promotes SmartWay initiatives throughout the area as a tool to help partners involved in the freight industry continue to improve their operational efficiency.

Policies that improve air quality are important in Dallas-Fort Worth as the region continues to work toward compliance of federal ozone standards.

For the list of the recipients of SmartWay awards with regional operations, visit www.nctcog.org/smartway.

Transportation Resources

Facebook

[Facebook.com/nctcogtrans](https://www.facebook.com/nctcogtrans)

Twitter

[Twitter.com/nctcogtrans](https://twitter.com/nctcogtrans)

YouTube

[YouTube.com/nctcogtrans](https://www.youtube.com/nctcogtrans)

Instagram

[Instagram.com/nctcogtrans](https://www.instagram.com/nctcogtrans)

Publications

[NCTCOG.org/trans/outreach/publications.asp](https://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

\$4.1 Million

The amount of funding available for innovative transit projects providing enhanced mobility for seniors and individuals with disabilities.

PUBLIC Involvement

NCTCOG is currently updating Mobility 2045



NCTCOG is developing an update to Mobility 2045, the current Metropolitan Transportation Plan adopted by the Regional Transportation Council in 2018. This long-range transportation plan for the Dallas-Fort Worth area must be updated at least every four years.

Mobility 2045 lays out the spending of federal and State transportation funds in accordance with regional goals. The plan makes recommendations for travel modes through policies, programs and projects designed to improve regional mobility and increase efficiency, safety and system capacity.

The Mobility 2045 update will include a new financial plan, updated demographic forecasts and necessary refinements to projects. It must be financially constrained to available resources, meaning there has to be a reasonable expectation that the necessary funding will be available when needed. Planners are seeking input on the update from the public through various methods, including public input opportunities, meetings and the online public engagement tool, Map Your Experience. The Map Your Experience tool will be used during the update process to gather input on where people are experiencing transportation issues.

The RTC is expected to consider the plan update for approval in June 2022. The public can keep up with the progress of the Mobility 2045 update at www.nctcog.org/PlanInProgress. For information on the current plan, visit www.nctcog.org/mobility2045.

Virtual drone workshop set for Jan. 8

The next Know Before You Fly Your Drone workshop is scheduled for 10 am Saturday, January 8. The FREE virtual session will kick off with the topic of the month, "What to look forward to in 2022." Speakers will discuss what drone users should expect in the New Year, the regulatory landscape, future growth, and the use of drones and their technology. For recordings of this and other sessions, visit www.northtexasuas.com. To register, click [here](#).