

AGENDA

REGIONAL TRANSPORTATION COUNCIL Thursday, December 10, 2020 North Central Texas Council of Governments

The RTC meeting on December 10, 2020, 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 812 4483 4082# when prompted. 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

- 1:00 – 1:10
- 1. Opportunity for the Public to Speak on Today's Agenda: Consistent with HB 2840**
 Information Minutes: 10
Item Summary: This item provides an opportunity for the public to 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 812 4483 4082# when prompted. 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 November 12, 2020, Minutes**
 Action Possible Action Information Minutes: 5
Presenter: Roger Harmon, RTC Chair
Item Summary: Approval of the November 12, 2020, minutes contained in [Electronic Item 2](#) will be requested.
Background: N/A
 - 1:15 – 1:20 3. Consent Agenda**
 Action Possible Action Information Minutes: 5
 - 3.1. Grand Prairie Incident Management Vehicles**
Presenter: Sonya Landrum, NCTCOG
Item Summary: Staff will request approval to use \$65,900 in Regional Transportation Council (RTC) local funding to fund the Grand Prairie Incident Management Blocking Equipment Pilot Project.
Background: In July 2020, the RTC approved the list of project recommendations submitted as part of the 2020 Incident Management Equipment Purchase Call for Projects

(CFP). In support of the North Central Texas Council of Governments Traffic Incident Management Training Program, funding was made available for the purchase of equipment and technology to be used to mitigate traffic incidents in the North Central Texas Nonattainment Area. A component of the CFP included the opportunity to participate in a special pilot project to purchase equipment used to provide blockage during incident response (e.g., crash barriers, attenuators, etc.). Due to Buy America compliancy restrictions associated with Federal Highway Administration funding, projects selected under the special pilot project were approved to be funded with Regional Toll Revenue (RTR) funding. Due to unforeseen timing constraints associated with the City of Grand Prairie accessing the RTR funding, staff is requesting to fund the Grand Prairie Pilot Project with RTC local funds. Additional information on this funding source request is provided in [Electronic Item 3.1](#).

Performance Measure(s) Addressed: Safety

1:20 – 1:35

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

Action Possible Action Information Minutes: 15
 Presenter: Michael Morris, NCTCOG

1. Moment of Silence for Rockwall County Commissioner David Magness
2. Air North Texas Partner Awards (Whitney Vandiver)
3. Correspondence Regarding Comments on the Mid-Year Fiscal Year 2021 Unified Transportation Program
4. Follow-Up Correspondence to the Texas Transportation Commission on the Six-Point Partnership Program
5. Regional Transportation Council (RTC) Legislative Position Follow Up:
 - Marketing Version Being Finalized
 - RTC Member/Legislature Member Mapping Table Being Transmitted
 - Several Legislators Engaging with North Central Texas Council of Governments Staff
6. 2021 RTC Meeting Schedule ([Electronic Item 4.1](#))
7. Changing Mobility: Data, Insights, and Delivering Innovative Projects During COVID Recovery ([Electronic Item 4.2](#))
www.nctcog.org/pm/covid-19
8. Dallas-Fort Worth Clean Cities Upcoming Events
<https://www.dfwcleancities.org/dfw-clean-cities-meetings>
9. Air Quality Funding Opportunities for Vehicles
<https://www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle>
10. Status of the Texas Volkswagen Environmental Mitigation Program Funding Programs ([Electronic Item 4.3](#))
11. October Public Input Opportunity Minutes-Additional Comments ([Electronic Item 4.4](#))
12. November Online Input Opportunity Minutes ([Electronic Item 4.5](#))

- 13. December Online Input Opportunity Notice ([Electronic Item 4.6](#))
- 14. Public Comments Report ([Electronic Item 4.7](#))
- 15. Recent Correspondence ([Electronic Item 4.8](#))
- 16. Recent News Articles ([Electronic Item 4.9](#))
- 17. Recent Press Releases ([Electronic Item 4.10](#))

1:35 – 1:45

5. **Federal Highway Administration – Pavement/Bridge Condition Target Reaffirmation or Revisions**

Action Possible Action Information Minutes: 10
 Presenter: Jeff Neal, NCTCOG

Item Summary: Staff will request approval by the Regional Transportation Council (RTC) to reaffirm support for adjusted statewide pavement and bridge condition (PM2) targets on National Highway System (NHS) facilities, as established by the Texas Department of Transportation (TxDOT) in accordance with Fixing America’s Surface Transportation (FAST) Act rulemaking for federally required performance measures.

Background: Subsequent to its execution in December 2015, FAST Act rulemaking requires certain performance measures, including pavement and bridge condition ratings for designated NHS facilities, be addressed in the long-range metropolitan transportation planning process. In 2018, the RTC affirmed regional support for TxDOT’s statewide 2022 good and poor condition pavement and bridge (PM2) targets, and it also agreed to collaborate with TxDOT and local governments on project planning and programming that would contribute toward accomplishment of NHS pavement and bridge performance goals.

The rulemaking established an October 1, 2020, deadline for State Departments of Transportation (DOTs) to consider mid-range adjustments to statewide 2022 pavement and bridge targets as they each submit a Mid-Performance (MPP) Progress Report to the Federal Highway Administration (FHWA). TxDOT adjusted five of the six PM2 targets according to their submittal, and as a result, Texas Metropolitan Planning Organizations (MPOs) have a new 180-day window to report whether they will affirm support for the adjusted targets or establish their own quantifiable regional targets. Considering received public/agency feedback, analysis of observed regional and statewide performance trends, and potential effects on project development and implementation, staff recommends reaffirmation of support for TxDOT’s adjusted statewide PM2 targets, as well as consensus for ongoing collaborative activities with partners that would further contribute toward accomplishment of NHS pavement and bridge performance goals. [Electronic Item 5](#) includes PM 2 information and proposed RTC action

Performance Measure(s) Addressed: Administrative, Roadway

1:45 – 1:55

6. **2020 Metropolitan Planning Organization Milestone Policy Implementation (Round 2)**

Action Possible Action Information Minutes: 10

Presenter: Christie Gotti, NCTCOG

Item Summary: Staff will brief the Council on the next steps for implementing the second round of the Metropolitan Planning Organization (MPO) Milestone Policy.

Background: The MPO Milestone Policy was adopted by the Regional Transportation Council (RTC) to ensure that projects that have been funded are being implemented in a timely manner and funding is available for other projects in the region. The first MPO Milestone Policy implementation resulted in 51 of the 57 projects on the list advancing to construction. Since then, a second round of projects have been identified by staff as Milestone Policy projects. These projects were funded between 2006 and 2010 and have not begun construction. Letters were sent to all agencies with a project on the Milestone Policy List notifying them of the action needed to ensure that these projects remain funded. As with the first set of Milestone Policy projects, agencies were asked to review their projects and provide: 1) a realistic, achievable project schedule, 2) a new policy board action that reconfirms the agency's commitment to the project, and 3) a demonstration of the availability of local matching funds. Staff has reviewed the responses and the draft list of proposed recommendations for these projects can be found in [Electronic Item 6.1](#). Details on the MPO Milestone Policy can be found in [Electronic Item 6.2](#).

Performance Measure(s) Addressed: Roadway, Transit

1:55 – 2:05

7. **End of Ozone Season, Compliance with Federal Requirements, and Future Outlook**

Action Possible Action Information Minutes: 10

Presenter: Chris Klaus, NCTCOG

Item Summary: Staff will provide a summary of the 2020 ozone season activity and other air quality updates for the Dallas-Fort Worth (DFW) region. The ozone season is from March 1 to November 30.

Background: The end of November concluded another ozone season for the DFW region. The region continues to work towards compliance for ozone National Ambient Air Quality Standards (NAAQS). Staff has been tracking the exceedance days at each monitor and will provide a summary of the 2020 ozone season data for the North Central Texas 9- and 10-county nonattainment areas.

As a reminder, the region remains in nonattainment for both the 2015 and 2008 NAAQS for ozone. The attainment dates for both standards are in 2021 and rely on ozone data from 2018,

2019, and 2020. Staff will discuss outcomes related to the standards, and current and future analyses relating impacts on air quality. For further information see [Electronic Item 7](#).

Performance Measure(s) Addressed: Air Quality

2:05 – 2:15 8. **Overview of Next Steps Involving the Travel Demand Management Program**

Action Possible Action Information Minutes: 10

Presenter: Sonya Landrum, NCTCOG

Item Summary: Staff will introduce the development of a Regional Transportation Council resolution that supports establishing a regional trip reduction goal that aims to reduce single occupancy vehicle commute trips through increased implementation of Travel Demand Management strategies.

Background: As a result of changes in traffic and commute patterns experienced during the COVID-19 pandemic, the North Central Texas region recorded a decrease in traffic congestion and a small improvement in our region's air quality. In an effort to sustain the positive impacts of the traffic and commute pattern changes post COVID-19, staff is exploring opportunities to retain benefits associated with the current commuter behavior. Trip reduction strategies such as carpooling, vanpooling, biking, walking, taking transit, teleworking, and flexible work schedules reduce the number of vehicles that travel on roadways, assist in improving air quality, and reduce peak-period travel by shifting drive-alone travel to other modes or technologies. Urban lifestyle is a critical factor to consider when proposing changes to commuter habits. Because successful trip reduction programs require strong public support, promotion, and participation, staff wishes to engage in a dialog regarding the tradeoffs associated with the Travel Demand Management Program.

Performance Measure(s) Addressed: Air Quality

2:15 – 2:20 9. **Update on Air Quality Initiatives – Electric Vehicles and Energy Reporting**

Action Possible Action Information Minutes: 5

Presenter: Lori Clark, NCTCOG

Item Summary: Staff will give a brief overview of local electric vehicle (EV) initiatives, including local trends, project highlights, and National Drive Electric Week activities. Efforts to increase local responses to required local government energy reporting will also be highlighted, along with energy management resources.

Background: The North Central Texas Council of Governments (NCTCOG) continues to encourage EV adoption as a strategy to improve local air quality by reducing transportation system emissions. Adoption of this technology continues to grow in the region across both light-duty consumer markets, and also heavier fleet vehicles. Staff recently collaborated on several virtual National Drive Electric Week activities, including a

livestreamed event targeted to the general public and workshops for local governments covering fleet electrification as well as how to plan for infrastructure that supports broader EV adoption across the community. Recordings for all events are available through www.driveelectricdfw.org. A case study highlighting a local municipality EV fleet is available in [Electronic Item 9.1](#).

To reduce emissions impacts from electricity generation, as well as grid demand, local governments in and near nonattainment areas are required by State law to set a goal to reduce their electricity consumption by five percent every year and report annually to the Texas State Energy Conservation Office. To increase awareness of, and compliance with, this reporting requirement, NCTCOG staff has developed resources, offered trainings, and provided technical assistance to affected local governments. A white paper summarizing reporting challenges and best practices is available in [Electronic Item 9.2](#). The next report will be due in February 2021. Affected local governments recently received a copy of the correspondence linked in [Electronic Item 9.3](#), which details the requirements and highlights an upcoming webinar.

More information on both efforts is detailed in [Electronic Item 9.4](#).

Performance Measure(s) Addressed: Air Quality

2:20 – 2:30

10. **Unmanned Aircraft Systems Safety and Integration Update**

Action Possible Action Information Minutes: 10

Presenter: Ernest Huffman, NCTCOG

Item Summary: Staff will provide an overview of a proposed future Regional Transportation Council resolution to support the safe and efficient integration of unmanned aircraft systems (UAS) into the Dallas-Fort Worth transportation system.

Background: With the growing number of UAS operators and use cases, the North Central Texas Council of Governments (NCTCOG) would like to engage public-sector partners to support and advocate for UAS activities within the region through the adoption of a Unmanned Aircraft System Resolution. UAS activities could include delivery of medical supplies and packages, air taxi services, public safety uses, accident reconstruction and surveying, among others. This effort supports the North Texas UAS Safety and Integration Task Force comprised of public and private-sector organizations that discuss best practices, UAS technologies and possible use cases. This resolution will support a coordinated approach to UAS planning activities and implementation opportunities.

Performance Measure(s) Addressed: Safety, Transit

2:30 – 2:40

11. **Transit-Oriented Development Survey Results**

Action Possible Action Information Minutes: 10

Presenter: Karla Weaver, NCTCOG

Item Summary: Staff will present results of the completed Dallas Area Rapid Transit (DART) Red and Blue Lines Transit-Oriented Development (TOD) Survey produced by the North Central Texas Council of Governments (NCTCOG) as part of a Federal Transit Administration Planning Pilot for TOD grant.

Background: Transit-oriented development encourages greater transit ridership through a higher density mix of uses and pedestrian-friendly design within walking distance of high frequency transit. The NCTCOG DART Red and Blue Lines TOD Survey was conducted to get a general sense of travel behavior, demographics, and location choice preferences of residents, businesses, and employees occupying TOD around DART stations. The data collected will assist NCTCOG and its partner cities and transit agencies in evaluating and improving TOD policy and projects.

The survey includes 28 DART stations with responses from over 1,500 residents, 1,000 businesses, and 550 employees collected from September 2019 to February 2020. A full report and data table are available online at www.nctcog.org/TOD.

Performance Measure(s) Addressed: Bike/Ped+, Transit

12. **Progress Reports**

Action Possible Action Information

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

- RTC Attendance ([Electronic Item 12.1](#))
- Local Motion ([Electronic Item 12.2](#))

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

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

15. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for **1:00 pm, Thursday, January 14, 2021.**

REGIONAL TRANSPORTATION COUNCIL
November 12, 2020

In accordance with the Texas Governor's March 13, 2020, Disaster Declaration which was renewed through December 6, 2020, and subsequent suspension of certain Texas Open Meetings Act provisions, the November 12, 2020, meeting of the Regional Transportation Council (RTC) was conducted as a videoconference via Zoom. Staff conducted a roll call of members and the presence of a quorum was confirmed. The following members or representatives were present on the videoconference: Tennell Atkins, Richard E. Aubin, Mohamed Bur, Theresa Daniel, Jeff Davis, Pat Deen, Rudy Durham, Andy Eads, Kevin Falconer, Devan Allen (representing Gary Fickes), George Fuller, Barry Gordon (representing the Cities of Duncanville, DeSoto, Lancaster, Cedar Hill, Glenn Heights, and Hutchins), Rick Grady, Lane Grayson, Mojoy Haddad, Roger Harmon, Ivan Hughes, Clay Lewis Jenkins, Ron Jensen, Carl L. Johnson, Jungus Jordan, John Keating, Mike Leyman, David Magness, B. Adam McGough, Cara Mendelsohn, Robert Miklos, Cary Moon, Barbara Odom-Wesley, Philip J. Ritter, John Ryan, Chris Schulmeister, Jennifer S. Gates (representing Casey Thomas II), Jeremy Tompkins, T. Oscar Trevino Jr., William Tsao, Paul N. Wageman, Gary Roden (representing Dennis Webb), Duncan Webb, B. Glen Whitley, W. Jeff Williams, and Ann Zadeh. Individual attendance was not taken for non-RTC member attendees.

1. **Opportunity for the Public to Speak on Today's Agenda: Consistent with HB 2840:** This item allows members of the public an opportunity to give input on agenda items. Regional Transportation Council Chair Roger Harmon asked if there were any public comments. No members of the public chose to speak.
2. **Approval of the October 8, 2020, Minutes:** The minutes of the October 8, 2020, meeting were approved as submitted in Reference Item 2. B. Glen Whitley (M); Theresa Daniel (S). The motion passed unanimously.
3. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 3.1. **FY2020 and FY2021 Unified Planning Work Program Modifications:** Regional Transportation Council (RTC) approval of modifications to the FY2020 and FY2021 Unified Planning Work Program (UPWP) was requested. Action included direction for staff to administratively amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications. The proposed amendments were included as Electronic Item 3.1.1. Additional information was provided in Electronic Item 3.1.2.
 - 3.2. **North Texas Center for Mobility Technologies: Research Project Funding Standards:** Regional Transportation Council (RTC) approval of selection criteria and a process for providing funding for sponsored research projects on mobility technologies proposed by the North Texas Center for Mobility Technologies (NTCMT) was requested. Additional information was provided in Electronic Item 3.2.
 - 3.3. **Ratification of Emergency Funding Authorization for McKinney Avenue Transit Authority for Rail Liability Insurance:** Ratification of emergency funding authorization to the McKinney Avenue Transit Authority (MATA) utilizing existing Regional Toll Revenue funds previously authorized by the Regional Transportation Council for transit projects in an amount not to exceed \$400,000 was requested. Funding will ensure continuation of transit services and

enhanced connectivity between Uptown and Downtown Dallas. A copy of correspondence to MATA was provided in Electronic Item 3.3.1 and additional details were provided in Electronic Item 3.3.2.

- 3.4 Staging of Wreckers in Constrained Corridors: Regional Transportation Council (RTC) action to adjust the limits within Transportation Improvement Program (TIP) Project 11668 to allow flexibility to stage wreckers on other technology or constrained corridors was requested. Action included direction for staff to administratively amend the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other administrative/planning documents as needed.

A motion was made to approve the item on the Consent Agenda. B. Glen Whitley (M); Rick Grady (S). The motion passed unanimously.

4. **Orientation to the Agenda/Director of Transportation Report:** A moment of silence was held for Mayor Curtistene McCowan. Michael Morris reviewed items on the Director of Transportation report. He noted Dallas Area Rapid Transit (DART) President/Executive Director Gary Thomas is retiring, as well as other senior members of DART. He also noted the publication of the of Rule of Particular Applicability and Record of Decision for Texas Central Railroad High-Speed Rail Safety Standards related to the Dallas to Houston high-speed rail was available at <https://www.federalregister.gov/documents/2020/11/03/2020-20388/texas-central-railroad-high-speed-rail-safety-standards>. He provided a brief overview of slides from Electronic Item 4.1, Changing Mobility: Data, Insights, and Delivering Innovative Projects During COVID Recovery. Specifically related to Metric Three, he highlighted the reduction of construction costs since COVID-19 and efforts to take advantage of the lower costs for project implementation. A summary was provided in Electronic Item 4.2. An Online Dashboard for members to access has been created and is available at www.nctcog.org/pm/covid-19. Mr. Morris noted a public comment questioning the inconsistency between the term Silver Line and continued use of the term Cotton Belt Trail was provided to members in Electronic Item 4.3. In addition, results of the DFW Connector Pilot Program on innovative ways to try to reduce the toll collection risk was provided in Electronic Item 4.4. Electronic Item 4.5 included the current east/west equity percentages for the region. Mr. Morris noted staff will work to balance the equity to the proper percentages through the next rounds of the COVID-19 #00X Infrastructure Program. Information about National Traffic Incident Response Awareness Week, November 9-15, 2020, was provided at <http://timnetwork.org/traffic-incident-response-awareness-week/>. Electronic Item 4.6 included a status report on Volkswagen Environmental Mitigation Program funding programs. Dallas-Fort Worth Clean Cities upcoming events were provided at <https://www.dfwcleancities.org/dfw-clean-cities-meetings>, and current air quality funding opportunities for vehicles was provided at <https://www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle>. October online input opportunity minutes were included as Electronic Item 4.7 and the November online input opportunity notice was provided in Electronic Item 4.8. Electronic Item 4.9 contained the status report on ozone. The Public Comments Report was provided in Electronic Item 4.10, recent correspondence in Electronic Item 4.11, recent news articles in Electronic Item 4.12, and recent press releases in Electronic Item 4.13.
5. **COVID-19 #00X Infrastructure Program (Round 3)/Collin County Funding Partnership:** Christie Gotti presented the third round of COVID-19 #00X Infrastructure Program projects, including two funding swaps with local partners. The goal of the program is to help stimulate the economy by identifying infrastructure investments that will create direct and indirect benefits to the economy. All projects address one or more of the Regional Transportation

Council (RTC) policies outlined in Mobility 2045 and/or help the region reach its performance targets. Ms. Gotti noted the presentation will highlight proposed projects over \$10 million and that the complete list of proposed projects can be found in Electronic Item 5.1. The first highlighted project is Butler Place at US 287, IH 35W and IH 30. The proposed effort would extend additional funding for improved accessibility to an existing project the Regional Transportation Council has placed money on previously for engineering and land acquisition. Staff proposed \$10 million in Surface Transportation Block Grant Program (STBG) funds matched with Transportation Development Credits (TDC) for construction of improved accessibility to and from Butler Place, with half of the funding repaid to the RTC through Tax Increment Finance (TIF) revenues over time. RTC policies addressed include accessibility and infill development. The next project is a new item that was not presented to the Surface Transportation Technical Committee but was incorporated into the public meeting material. The item addresses an urgent project that is part of a recent Better Utilizing Investments to Leverage Development (BUILD) grant award for double tracking on the Trinity Railway Express rail line. As a result, part of IH 820 must be reconstructed to relocate columns to allow for the second track. This section of IH 820 is currently under construction, but the project does not include reconstruction of this bridge. Staff proposed a 50/50 partnership between the RTC and the Texas Department of Transportation (TxDOT) in which the RTC would pay the total cost of \$30,880,000 upfront with STBG funds matched with State funds. TxDOT will repay its portion with a funding source to be determined. The RTC policy addressed is transit. The next program identifies funding for transit. Staff recently began an effort to evaluate how federal funding, excluding Federal Transit Administration funding, has been applied to different project types. Staff believes from a roadway perspective, transit has been underfunded. Staff proposed \$25 million in STBG funding for investments in transit to be matched with regional TDCs, with a specific partnership to be brought back to the RTC for consideration. Staff will be working with transportation authorities to determine specific projects to help address the substantial impacts of COVID-19 on transit ridership and operations, as well as other transit needs such as insurance for passenger rail integration onto freight lines, engineering funding for passenger rail/roadway interfaces, next generation high-intensity bus expansion, review of bus stop amenities, and partnerships with Class 1 railroads on passenger rail corridors. The RTC policies addressed through this effort are transit, air quality, and freight. The next project highlighted was Worth Creek Parkway at Chisholm Trail Parkway, which would be a new interchange near the new Tarleton State University campus in south Fort Worth. Staff proposed to fund construction of the interchange using \$20 million in STBG funding, matched with regional TDCs. The RTC policy addressed through this project is mobility. The next proposed project is the Weatherford Downtown Bypass Loop. The RTC previously funded the northern section of the bypass and now funding is proposed for the southern section to bring the project to conclusion. The project will help route truck traffic from the downtown area. Approximately \$10 million in STBG funds, matched with State funds and regional TDCs, was proposed to reconstruct and widen the two-lane roadway to a four-lane roadway, including an intersection improvement. RTC policies addressed include mobility, safety, and complete streets. The next highlighted project addresses City of Dallas traffic signals. In 2019, the City of Dallas sustained significant tornado damage to traffic signals. This project helps rebuild damaged signals and signals in two other corridors, Lancaster Road and Hampton Road. Funding will be used to design and construct 44 traffic signals, including signal retiming. Proposed funding includes \$220,000 in Congestion Mitigation and Air Quality improvement Program (CMAQ) for signal retiming and approximately \$14 million in STBG funding for signal reconstruction, as well as cash and Dallas Policy Bundle TDCs as local match. RTC policies addressed include air quality, maintenance, reliability, mobility, and environmental justice. Next, Ms. Gotti highlighted a proposed partnership with the City of Denton and Denton County for the Hickory Creek Road project recently approved in the City's Bond program. In order to fill a funding gap,

staff proposed \$10 million in STBG, matched with \$2.5 million in local cash from the City's Bond program, to reconstruct and widen the roadway from two to four lanes. RTC policies addressed include mobility and safety. The next proposed project will address a missing section of SH 114 in Denton County and is an extension of COVID-19 #00X Round 2 in which a funding swap between Denton County and the RTC was approved. This would free up Regional Toll Revenue (RTR) funds in the western subregion in exchange for federal funds to Denton County. Denton County expressed interest in the SH 114 project, which is also included in the Regional 10-Year Plan. Staff proposed \$24 million in STBG funds, matched with \$6 million in State funds to construct a missing freeway segment on SH 114 from US 377 to IH 35W. RTC policies addressed include mobility and reliability. Next, Ms. Gotti presented a proposed funding partnership with Collin County. As a reminder, efforts are ongoing regarding the US 380 project in Collin County to develop consensus along the alignment and for north/south roadway projects that are part of the Regional 10-Year Plan in Collin County. This proposal helps address two of the impacts to the future US 380 corridor and associated connections and is only needed if US 380 is constructed as a freeway. In the first piece of the partnership, TxDOT has proposed an alignment change for US 380 to prevent a water line relocation that runs through Frisco. The change reduces developable land in Frisco. In exchange for agreeing to the alignment change, Frisco has requested \$30 million to fund an extension of Panther Creek Parkway. Collin County is willing to pay for the extension with bond program funds. Since bond program funds are not eligible, Collin County has requested a funding exchange. The RTC would fund the Panther Creek project with \$30 million STBG funding and in exchange, \$30 million of Category 2 funds would be taken off the US 380 project and replaced with \$30 million of Collin County bond funds. Costs above and beyond \$30 million on the Panther Creek Parkway project would be the responsibility of Frisco. The second half of the partnership involves the City of McKinney. McKinney has received a \$15 million TxDOT grant for a runway extension at McKinney National Airport which was originally planned to be extended to the south. Extending the runway to the north would give more flexible alignment options for the future extension of Spur 399 to US 380 but would cost more than an extension to the south. Collin County is willing to cover the cost, but cannot utilize bond funding, so another funding exchange was proposed. Staff proposed the RTC use \$30 million in Regional Toll Revenue funds to offset costs of the northern runway extension as mitigation to the US 380 project. In return, \$30 million in Category 2 funding will be removed from the US 380 project and replaced with \$30 million of Collin County bond funding. Ms. Gotti noted that the proposed partnerships help all agencies involved. She also reminded members that only a portion of the projects were presented. The complete list of proposed projects was provided in Electronic Item 5.1 and details of the funding program were provided in Electronic Item 5.2. Members with project proposals for the next round of projects were encouraged to contact staff. Members from the Cities of McKinney and Frisco, as well as Collin County expressed their appreciation for considering the proposed projects. A motion was made to approve the funded projects outlined in the presentation and in the cost revenue matrix provided in Electronic Item 5.1, as well as the funding exchanges between the Regional Transportation Council, Collin County, and the Cities of McKinney and Frisco. Action also included approval for staff to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program and other administrative/planning documents as needed. Duncan Webb (M); Richard Aubin (S). The motion passed unanimously.

6. **Overview of Regional Transportation Council Legislative Workshop:** An overview of discussion at the Regional Transportation Council (RTC) Legislative Workshop held prior to the meeting was provided, which included a proposed partnership between the RTC and the Texas Transportation Commission (TTC). Michael Morris presented a partnership program between the RTC and the Texas Transportation Commission to increase communication. Candidate elements of the partnership include additional conversations about the benefits of

formula allocation and how it produces more revenue that can offset the losses of Proposition 1. As the State, especially mega-regions, continue to grow, innovative approaches are needed to fund transportation in busy urban regions. The second element is increased partnerships with Texas Department of Transportation (TxDOT) districts in the region to program Surface Transportation Block Grant Program (STBG) funds such as the IH 820 project presented in the COVID-19 #00X Infrastructure Program. The third element is to create a new integrated project delivery team in anticipation of a new federal infrastructure program with the new Administration. Staff is working closely with the TxDOT districts to have big projects ready to implement and hope to gain greater support from TxDOT Headquarters. A fourth candidate element is to create an improved, more integrated communication with the Governor's Office or the TTC on a new economic development program for corporate relocations to the State. The next candidate element is to review the "no toll environment" policy which has opened as a result of the proposed addition to the 2021 Unified Transportation Program. The TTC is willing to advance and get comment on advancing a toll road in the southern part of the State. This is an opportunity for the region to initiate discussions to be treated in a similar fashion with regard to previous commitments and grandfathered projects in the region. Staff will provide comments to the open record and integrate into this policy enhanced communication between RTC members and the TTC. The last proposed element is to advance a conversation with the State, similar to how the State funds ferry systems, regarding the development of a new passenger rail/freight logistics program. The effort would build on recent successes between public-sector passenger rail and the private sector Class I freight providers. Staff will look at Maryland's model of regional rail between Baltimore and Washington, DC, and request support from the executive branch.

Rebekah Hernandez presented an overview of the updated draft RTC Legislative Program for the 87th Texas Legislature. Since the October 8 RTC meeting, members have provided comments on the draft legislative program. Suggested comments were incorporated and discussed at the Legislative Workshop held prior to the meeting. The draft legislative program includes four main categories. The first category, adequately fund transportation and utilize tools, includes fair share allocation, identifying additional revenue for all modes of transportation, and supporting full appropriation of funding initiatives, including Proposition 1 and Proposition 7, previously approved by the Legislature. In the second category, focus is on expanding transportation options in mega-metropolitan regions. These include the ability to utilize tolling, managed lanes, debt financing, and public-private partnerships through a Metropolitan Planning Organization and local decision-making process. Other options include authorizing the use of comprehensive development agreements for specific needed projects and planning, funding, and supporting the implementation of all modes of transportation, including transit. Also included is retaining eminent domain authority to allow planning and development of new and/or expanded transportation corridors and supporting legislation using a balanced liability insurance program for transit agencies to operate on additional rail corridors as part of the regional transportation system. Third, many comments were received about the category to pursue innovation, technology, and safety. Proposed to be included in the draft program is utilizing innovation in high-speed transportation, transit, autonomous vehicles, and freight; supporting the collaboration between local governments, the military, the State, and FAA to advance regulations for compatible land use and the safe operations of unmanned aircraft vehicles; planning for shared mobility solutions; enabling transportation data sharing and accessibility with appropriate privacy protection; and increasing safety, including but not limited to texting while driving, speed limits, driving under the influence, bicycle, and pedestrian safety. The final section of the draft RTC Legislative program is improving air quality. The first specific section focuses on protecting the Texas Emissions Reduction Program trust fund and revenue balances, as well as modernizing the program to improve air quality, including the purchase of heavy-duty zero emission vehicles

and associated infrastructure. Also included is modernizing and increasing flexibility in the Local Initiative Projects, supporting system reliability and congestion relief, and encouraging trip reduction strategies while maintaining lifestyle choices, as well as general support of legislation that improves air quality. Ms. Hernandez noted the original version included a 5th section on land use planning, which has been removed and some of the bullet points included in other text. She also noted that during the workshop, there was a question about future communications with the Texas Legislature and it was noted that in past sessions a matrix was created of RTC members districts and their corresponding legislature members, which staff will begin developing for this session. An updated draft legislative program was provided in Electronic Item 6. A motion was made to approve the Regional Transportation Council Legislative Program for the 87th Texas Legislature, the proposed partnership between the Regional Transportation Council and the Texas Transportation Commission, and transmittal of the Legislative Program to the Texas Legislature. Theresa Daniel (M); Rick Grady (S). Mohamed Bur and Carl L. Johnson abstained from the vote. The motion passed unanimously.

7. **Dallas-Fort Worth High-Speed Transportation Study Update:** Kevin Feldt provided an update regarding the Dallas to Fort Worth High-Speed Transportation (DFW HST) Connections Study. The high-speed transportation vision for the region was highlighted, which includes the Dallas to Fort Worth project. Evaluation is underway of high-speed transportation alternatives to connect the downtown areas of Dallas and Fort Worth to other proposed high-performance passenger systems in the State and other regional transportation systems, as well as obtain federal environmental approval of a viable alternative. A phased approach has been implemented, with Phase 1 focusing on the identification of technology and alignments to be carried into Phase 2. Staff expects to complete Phase 1 by Spring 2021. Phase 2 will be a more intense engineering and environmental phase to obtain federal environmental approval of the alignment and technology. The draft preliminary project purpose is to connect downtown Dallas and downtown Fort Worth with high-speed intercity passenger rail service or an advanced high-speed ground transportation technology to: provide an alternative to existing ground transportation travel options, advance the state high-performance rail transportation network, support economic development opportunities, and enhance connectivity. Technologies identified for the study include conventional rail, higher speed rail, high-speed rail, magnetic levitation technology, and hyperloop technology. Similarities and differences between the transportation options were highlighted, with the primary difference being the propulsion system of each technology. Initial alignments/corridors were developed based on previous studies and efforts are being made to use existing transportation corridors to minimize the impacts to existing corridors. All 43 alignments/corridors connect to the proposed downtown Dallas and downtown Fort Worth high-speed rail stations. Mr. Feldt noted to better educate staff and the region, a Technology Forum will be held to learn more about available technologies and options from technology firms. The Forum will include an independent findings review with industry experts and inform the technology recommendation for Phase 1, which will include three levels of screening and a final report in April 2021. The schedule for future meetings was highlighted, including the Technology Forum in early December, upcoming public meetings in January and April 2021, and an elected officials/stakeholder briefing in January 2021. Members were asked to provide feedback and comments on the draft preliminary project purpose, proposed alignments, and proposed transportation modes. Members interested in a presentation or briefing to interested groups were asked to complete a speaker request form available at www.nctcog.org/trans/about/educate/request-a-speaker. Project information is also available at www.nctcog.org/dfw-hstcs.

8. **Federal Highway Administration – Pavement/Bridge Condition Target Reaffirmation or Revisions:** Jeff Neal provided an overview of the proposed reaffirmation or revisions to the current regional position supporting statewide pavement and bridge condition, Performance Measure 2 (PM2), targets on National Highway System (NHS) facilities. In November 2018, the Regional Transportation Council (RTC) affirmed the Texas Department of Transportation's (TxDOT's) statewide pavement and bridge condition targets for 2020 and 2022. Rulemaking allows targets to be revisited at the mid-point of the performance period, which is 2020, with reports from state Departments of Transportation (DOT) due October 1, 2020. If a state DOT decides to adjust any of their PM 2 statewide targets, a new 180-day review window is reopened for Metropolitan Planning Organizations (MPOs) to consider whether or not they want to affirm their support for the adjusted targets or establish their own targets. When submitting its report, TxDOT changed five out of six of its targets reopening the review period for NCTCOG. Mr. Neal highlighted the NHS facilities in the region. PM 2 targets relate to these facilities and state DOTs are required to establish their PM 2 targets for the full extent of the NHS within their state regardless of ownership. NCTCOG has divided NHS facilities into five classifications: interstate highways, non-interstate highways, on-system arterials, off-system toll roads, and off-system arterials. Mr. Neal highlighted NHS pavement good condition targets noting an increasing trend reflects improvement. TxDOT has updated the statewide targets for good pavement condition on both interstate and non-interstate NHS facilities from 66.4 percent to 66.5 percent, and 52.3 percent to 54.1 percent, respectively. A breakdown of pavement good condition target estimates for NHS facilities in the region was also highlighted. He noted that in the region, data indicates a decrease in good condition percentages, but cautioned the decrease was based on a linear trend analysis projection rather than any pavement management system prediction. So, while not a major cause for concern, the region must continue focus on this target. In addition, for off-system arterials, there are very few miles of facilities in good condition. Mr. Neal also highlighted NHS pavement poor condition targets noting a decreasing trend reflects improvement. TxDOT has updated the statewide targets for poor pavement condition on both interstate and non-interstate NHS facilities from 0.3 percent to 0.2 percent, and 14.3 percent to 14.2 percent, respectively. Pavement poor condition target estimates for NHS facilities in the region show some degradation and staff are closely monitoring these conditions. In 2018, the RTC supported TxDOT statewide targets for both good and poor NHS pavement targets, and also committed to collaborate with TxDOT and local governments to plan/program projects contributing toward accomplishment of pavement goals, especially to expedite improvements for NHS off-system arterials in poor condition. Mr Neal also highlighted NHS bridge good and poor condition targets. For good condition targets, an increase is considered improvement and in poor condition targets, a decrease is the desired trend. TxDOT did not revise its statewide good bridge condition target for 2020, which means reevaluation by the MPO for this target is not opened. However, TxDOT did change its statewide poor bridge condition target from 0.8 percent to 1.5 percent. For NHS facilities in the region, NCTCOG proposed an updated bridge poor condition target estimate for 2020 to 2.0 percent. In 2018, the region had 14 NHS bridges listed in poor condition. However, as a result of the new data, the poor condition bridges in the region have increased to 34. Through various project efforts, 12 of the 14 original bridges are continuing to be addressed. After review of projects included in the Transportation Improvement Program (TIP), Statewide TIP, and Unified Transportation Program, staff have identified 25 bridges that will be addressed through a maintenance or construction project within the next 10 years, leaving 9 bridges remaining in poor condition in the region. Along with the poor condition bridges, staff have identified another 134 bridges in "near poor" condition, meaning those bridges between 2012 and 2020 consistently had biennial ratings just one step above the threshold between fair and poor condition. While NCTCOG supported TxDOT's statewide good and poor condition targets in 2018, it also developed an Infrastructure for Rebuilding

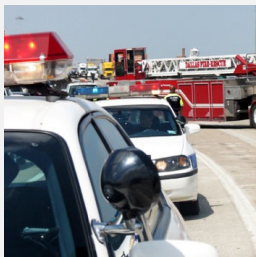
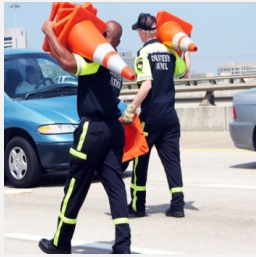
America (INFRA) grant application and was recently awarded funds to strategically address bridges in poor condition throughout the metroplex. This type of effort may be proposed on a continual basis so the region can address poor condition bridges quickly and effectively. Mr. Neal noted that as the region considers decisions about PM2 targets, it must keep in mind the influence of NHS off-system facilities since the NCTCOG region includes nearly 50 percent of the total extend of NHS off-system facilities in the region. He also discussed planning, funding, and reporting considerations when deciding whether to support TxDOT statewide PM 2 targets or establishing its own targets. In addition, he highlighted the schedule for NCTCOG to review and consider reaffirmation or revision of PM 2 targets. MPOs must report to state DOTs whether they will agree to plan/program projects contributing to adjusted state targets or commit to new quantifiable targets for the metropolitan planning area by March 30, 2021. Proposed reaffirmation or revision of targets will be presented to the Regional Transportation Council for action in December. Michael Morris noted the importance of NCTCOG staff working with local governments regarding off-system pavement condition and impacts to the statewide targets, as well as a potential funding program for deficient bridges in the region. Staff will engage with members regarding these conversations at the December Surface Transportation Technical Committee meeting.

9. **FY2021 Project Tracking Initiative:** Christie Gotti provided information to the Council on the FY2021 Project Tracking Initiative to reduce the region's carryover funding balances. Over the years, many projects in the region have experienced significant implementation delays, which led to the implementation of the Metropolitan Planning Organization (MPO) Milestone Policy that identifies project that have not advanced to construction after ten or more years of being funded. Since the Milestone Policy primarily addresses projects funded for ten more years, additional focus is needed to expend unobligated funds and reduce the region's large carryover balance of Congestion Mitigation and Air Quality Improvement Program (CMAQ), Surface Transportation Block Grant Program (STBG), and Transportation Alternatives (TA) Set-Aside funds. The Regional Transportation Council has selection authority over these federal funds in partnership with the State, and large carry-over balances lead to scrutiny from both State and federal governments. North Central Texas Council of Governments (NCTCOG) staff currently follows up with implementing agencies on project schedules periodically and moving forward, staff will be conducting a more robust tracking effort in order to highlight and prevent some of the delays. At the beginning of each fiscal year, staff will provide the Committee and the Regional Transportation Council (RTC) with a list of project phases scheduled to advance during the coming year based on the project schedules submitted by agencies. Agencies will also be asked to report project status on a more frequent basis and the status of projects scheduled for the year will be presented to the technical committee and RTC periodically. This will provide opportunities for agencies to address issues earlier. A summary of FY2021 CMAQ, STBG, and TA Set-Aside funds allocated in the Unified Transportation Program for the region were highlighted. For each type of funding, significant FY2020 carryover funds are included in the balances and compound each year as new funds are allocated. Ms. Gotti noted that staff continues to resolve issues that cause delays, but do not have the direct ability to implement projects. In an effort to continue addressing the issue, a workshop will be conducted to provide training on project implementation and drafting realistic project schedules. In addition, members were asked to contact staff if they have any ideas to address delays and potential solutions. A list of projects that are scheduled to begin in FY2021 was provided in Electronic Item 9.1, which includes the implementing agency, the project location, and the start dates by phases provided by agencies. Additional details on this initiative can be found in Electronic Item 9.2. Michael Morris noted that when funds are allocated to agencies, the staff assigned the responsibility of implementing projects are not necessarily the qualified staff within the agencies. In addition, more projects are being funded in the region causing additional strain

on agencies. All agencies were encouraged to send any staff responsible for the delivery of projects to the upcoming workshop, and he noted that staff will keep record of attendees. In addition, NCTCOG will be reviewing staff capabilities to determine if expanding the streamline project delivery team to help agencies move projects to implementation is a potential solution.

10. **AV 2.2/AV 2.3 Projects Update:** Thomas Bamonte briefed the Council on the status of Automated Vehicle (AV) Projects 2.2 and 2.3, including the availability of funding, the process for advancing proposed projects, and application review criteria. In October 2018, the Regional Transportation Council (RTC) adopted the AV 2.0 Program that included three projects: AV 2.1 - regional planning exercise for future mobility technology, AV 2.2 - AV deployment support for local partners, and AV 2.3 - strategic investments in AV services. An important part of the AV 2.0 efforts is the adoption of the RTC policy that all communities should have the resources necessary to plan for AV deployments and to build effective partnerships with AV developers when they deploy AVs in a community and that the region will make strategic investments in AV services to explore use cases and AV deployments in communities overlooked by AV developers. North Central Texas Council of Governments (NCTCOG) staff are currently reviewing proposals from communities for AV 2.2 and 2.3 projects. Key elements of project proposals were highlighted, and it was noted a workshop to discuss the key elements is scheduled for December 1, 2020. Details were provided in Electronic Item 10. Also highlighted was project evaluation criteria. Proposals will be evaluated on the following criteria: substantial AV deployment, advancement of regional goals, contributions from public/private sectors, and community involvement/support for deployment. NCTCOG staff will evaluate proposals and those meeting the proposed criteria will be included in Transportation Improvement Program modifications and updates will be provided to the Council. Awardees will be asked to report lessons learned to the Council as well. Mr. Bamonte highlighted AV developments in the region since the adoption of AV Program 2.0, which is one of the first programs adopted in the nation. Four automated vehicle trucking companies have located in Dallas-Fort Worth and the region has hosted multiple AV deployments. There are continuing developments on the land and in the air, as well as new vehicle technologies. Earlier in the week, the Cities of Arlington and Allen announced they are making their traffic signal data accessible to the connected vehicle developer community. Similarly, NCTCOG is collaborating with the Texas Department of Transportation on its expressway connected vehicle program on IH 30 and the RTC recently approved a freight optimization program to extend connected vehicle technology on local thoroughfares and freeways. In addition, he discussed connected vehicles and data sharing, and the integration with regional 911 centers, as well as collaboration with the private sector to share roadway data which in the process optimizes safety and operations of the transportation system and results in a better travel experience. Mr. Thomas encouraged all agencies to take advantage of funding for the AV 2.2 and AV 2.3 programs.
11. **Progress Reports:** Regional Transportation Council attendance was provided in Electronic Item 11.1, Surface Transportation Technical Committee attendance and minutes in Electronic Item 11.2, and the current Local Motion was provided in Electronic Item 11.3.
12. **Other Business (Old or New):** There was no discussion on this item.
13. **Future Agenda Items:** There was no discussion on this item.
14. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for 1:00 pm, Thursday, December 10, 2020.

The meeting adjourned at 2:53 pm.



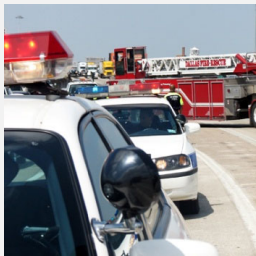
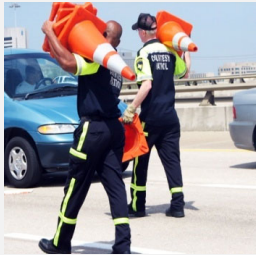
CITY OF GRAND PRAIRIE INCIDENT MANAGEMENT BLOCKING EQUIPMENT PILOT PROJECT

Regional Transportation Council
December 10, 2020

Sonya Jackson Landrum
Program Manager



North Central Texas
Council of Governments

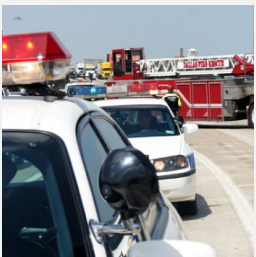
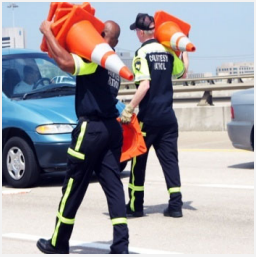


Background

2020 Incident Management Equipment Purchase Call for Projects Recommendations Approved by Regional Transportation Council (RTC) on July 9, 2020

Regional Toll Revenue (RTR) Funding in the Amount of \$132,000 Allocated to Implement the Incident Management Blocking Equipment Pilot Project

City of Grand Prairie, City of Mesquite, and Town of Flower Mound Awarded RTR Funds for Blocking Equipment Pilot Project Initiative

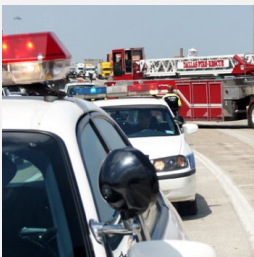


Approved Incident Management Blocking Equipment Pilot Projects

Due to Federal Highway Administration (FHWA) Buy America compliancy requirements related to iron or steel, staff recommended that the Incident Management Blocking Equipment Pilot Project be funded using non-federal funding sources.

As per FHWA Buy America compliancy requirements for equipment or manufactured products which incorporate iron or steel, 100 percent of any iron or steel must be domestically produced and manufactured.

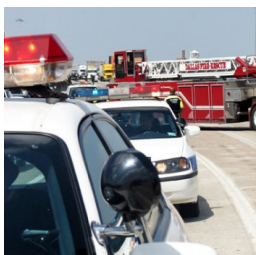
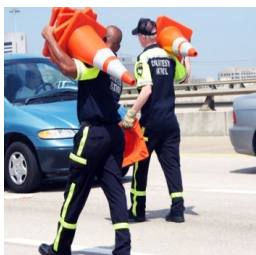
Agency	Project Cost	Project Name
City of Grand Prairie	\$34,500	Scorpion Blocker
	\$31,400	Scorpion Blocker
Mesquite Fire Department	\$39,200	Scorpion Attenuator
Town of Flower Mound	\$26,900	Scorpion Trailer Attenuator and Arrowboard
Grand Total	\$132,000	



Funding Reallocation Request

Due to unforeseen timing constraints related to the City of Grand Prairie's equipment procurement, staff is requesting to reallocate \$65,900 in Pilot Project funding from RTR funding to RTC Local funding for the City of Grand Prairie.

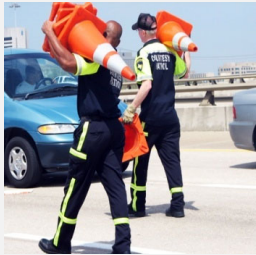
City of Mesquite and Town of Flower Mound Pilot Project funding would remain as RTR-funded.



Requested Action

Approve the withdrawal of \$65,900 in Regional Toll Revenue Funds for the Grand Prairie Incident Management Blocking Equipment Pilot Project and allocate \$65,900 in Regional Transportation Council Local Funding.

Direct staff to administratively amend the TIP, the Statewide TIP and other administrative/planning documents as needed.



Contact Information

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**REGIONAL TRANSPORTATION COUNCIL
2021 SCHEDULE OF MEETINGS
(Second Thursday, 1:00 pm)**

January 14, 2021

February 11, 2021

March 11, 2021¹

April 8, 2021

May 13, 2021

June 10, 2021

July 8, 2021

August 12, 2021²

September 9, 2021²

October 14, 2021³

November 11, 2021⁴

December 9, 2021

Dates are subject to change.

¹ The 2021 National League of Cities Congressional City Conference is scheduled for March 7-10 and does not conflict with the RTC meeting schedule.

² This meeting date may be rescheduled for a different date in August or September to coincide with the annual Irving Transportation Investment Summit.

³ The 2021 Texas Municipal League Annual Conference and Exhibition is scheduled for October 6-8 and does not conflict with the RTC meeting schedule.

⁴ The 2021 National League of Cities City Summit is scheduled for November 17-20 and does not conflict with the RTC meeting schedule.

CHANGING MOBILITY

DATA, INSIGHTS, AND DELIVERING
INNOVATIVE PROJECTS DURING COVID
RECOVERY

Regional Transportation Council
December 2020

Michael Morris, P.E.
Director of Transportation

TRAVEL BEHAVIOR BY MODE



Bicycle/Pedestrian (+22%, October)



Freeway Volumes (-7%, October)

Toll Road (-20%, September)

Airport Passengers (-47%, September)

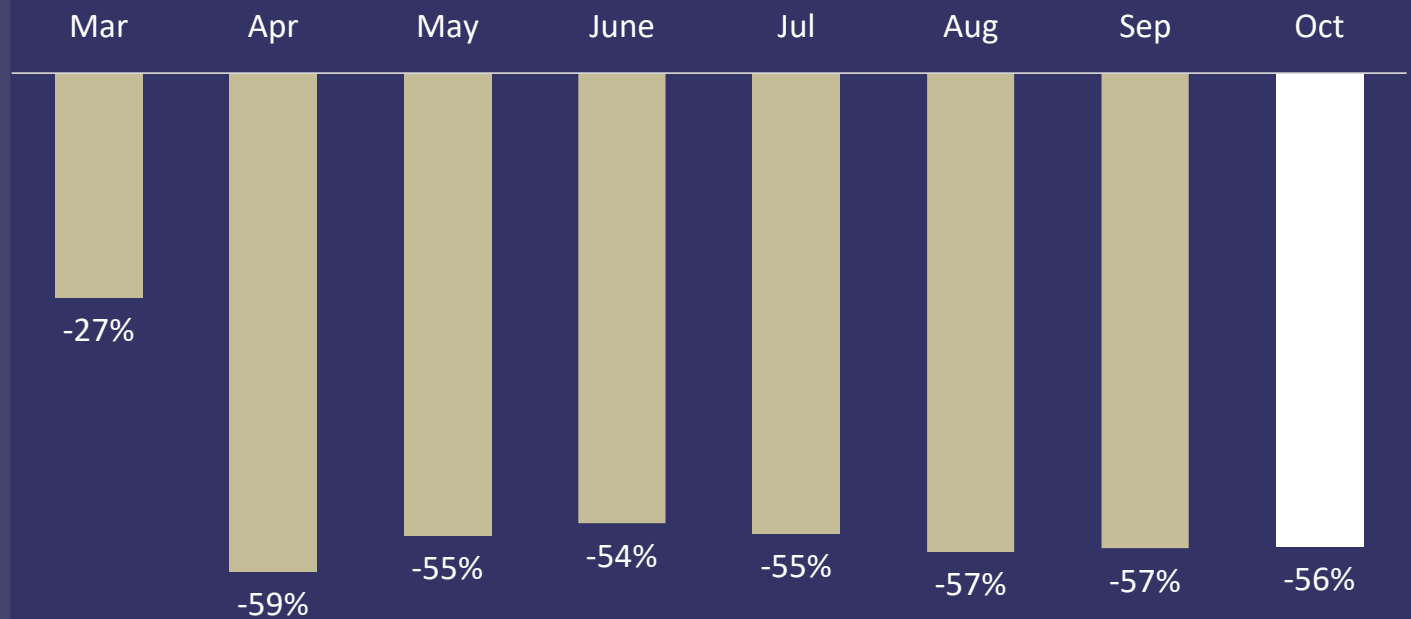
Transit Ridership (-56%, October)



TRANSIT IMPACTS

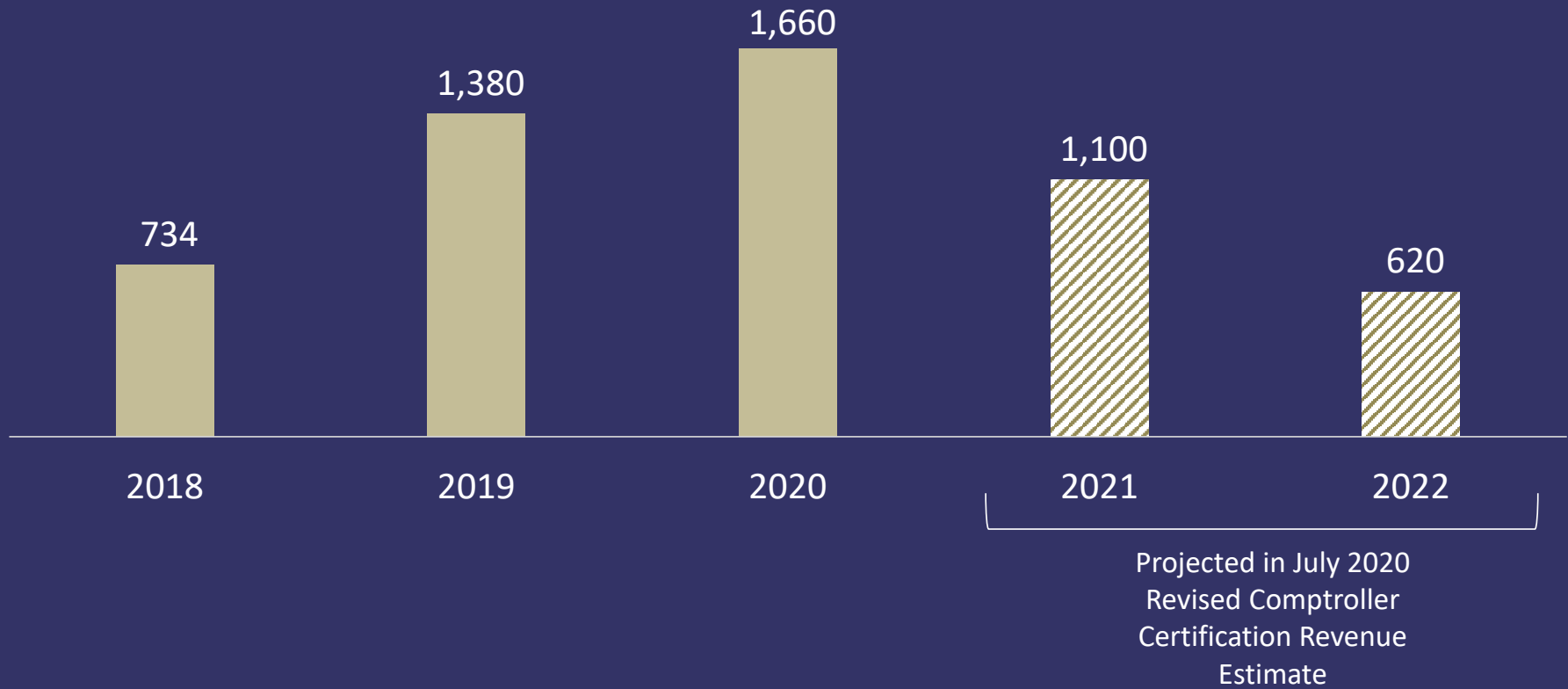
Weekday Ridership

Passenger Decrease : 2019 vs 2020



Source: DART, DCTA, and Trinity Metro

Proposition 1 (Oil & Gas Severance Tax) Transfers to the State Highway Fund, Millions

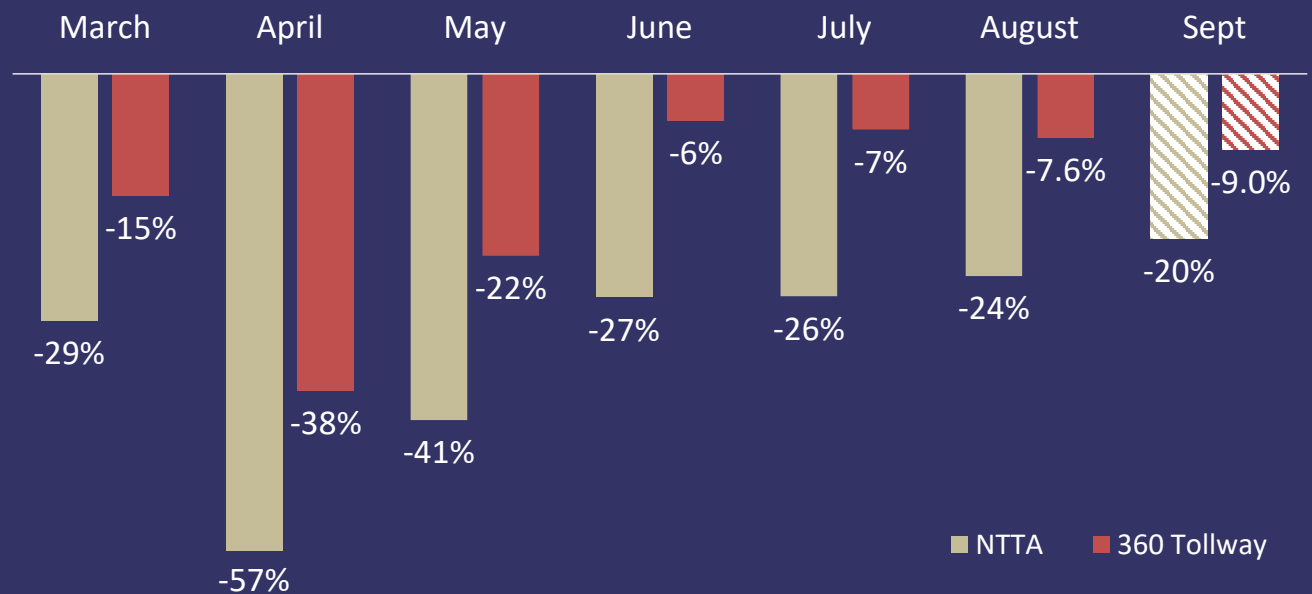


Source: Texas Comptroller of Public Accounts

FUNDING IMPACT

NTTA Transactions,
Including SH 360

Change in Tollway Transactions: 2019 vs 2020



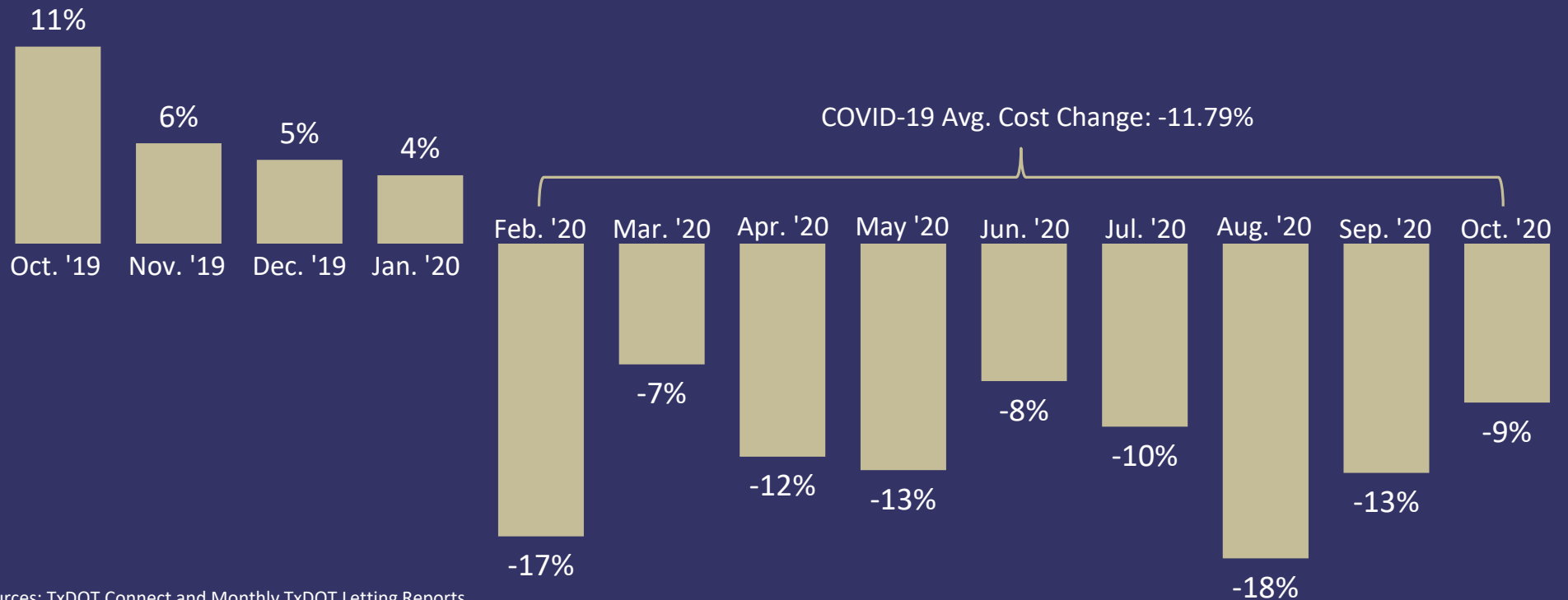
Source: NTTA

Note: Change for NTTA includes 360 Tollway

Additional Note: Despite decline in transactions, the revenues are sufficient to meet debt service for SH 360. No current impact to RTC backstop expected.

October 2019 to October 2020 Construction Cost Changes

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



Sources: TxDOT Connect and Monthly TxDOT Letting Reports

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

CANDIDATE PROJECTS

High Speed Rail: Dallas to Houston

High Speed Rail: Dallas to Fort Worth

Autonomous Transit (Tarrant, Midtown)

Technology (Freeway Induction Loops)

State Highway 183 (Section 2E+)

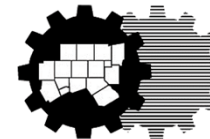
Y Connector (IH820/IH20)

COVID-19 #00X Program



STATUS OF TEXAS VOLKSWAGEN ENVIRONMENTAL MITIGATION PROGRAM FUNDING PROGRAMS

**Regional Transportation Council
December 10, 2020**



North Central Texas
Council of Governments

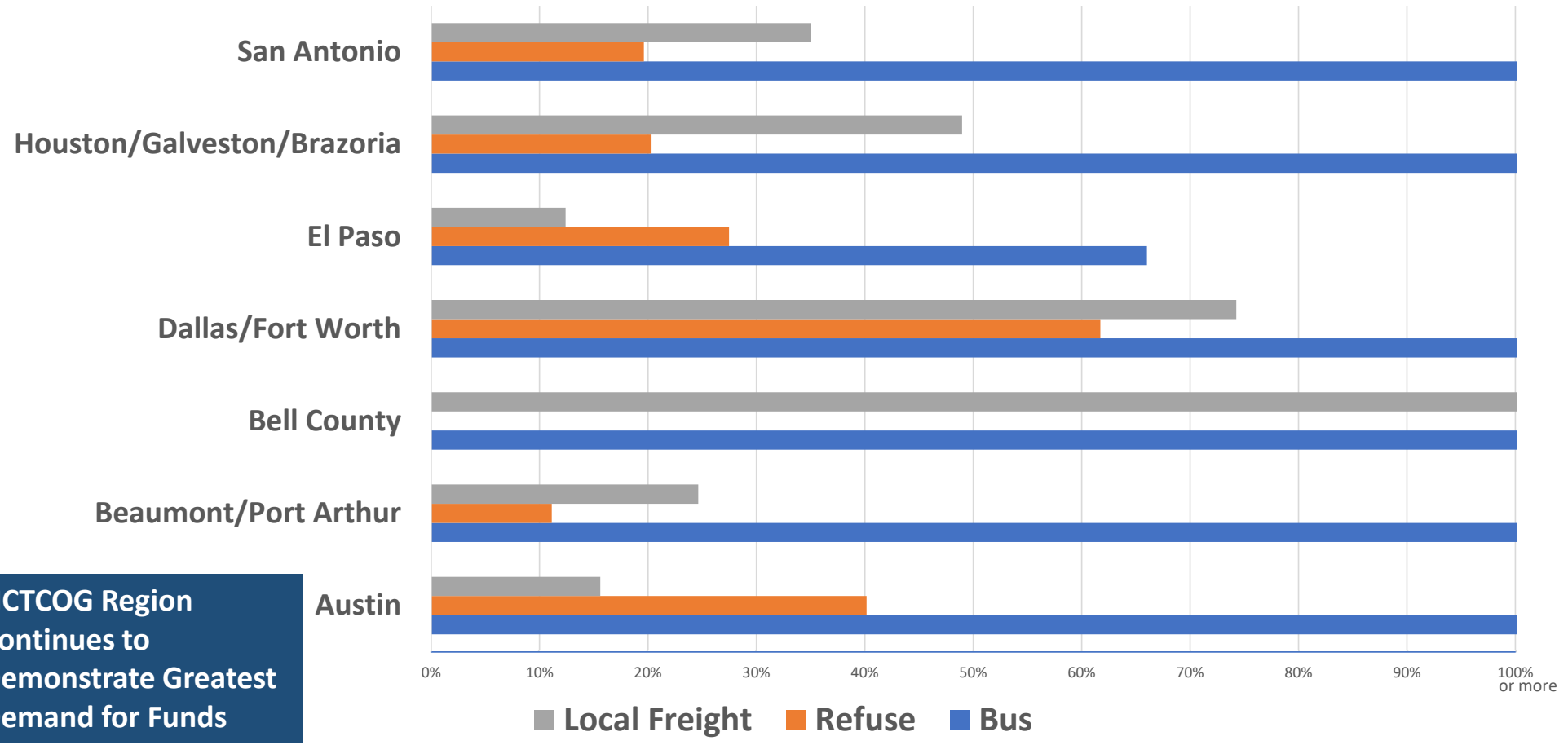
TEXAS VOLKSWAGEN ENVIRONMENTAL MITIGATION PROGRAM

Statewide Allocation	Program	DFW Area Allocation	Schedule	Status (as of November 16, 2020)
~\$169.5 Million	School, Shuttle, and Transit Buses	\$11,684,806	Closed	All Funds Awarded; Over \$17.3 Million Requested
	Refuse Vehicles	\$8,346,290	Open; First-Come First Served Until 1/27/2021	\$5,151,370 Requested* \$3,194,920 Available
	Freight & Port Drayage Vehicles	\$6,677,032	Open; First-Come First-Served Until 1/27/2021	\$4,958,484 Requested* \$1,718,548 Available
	Electric Forklifts and Port Cargo-Handling Equipment	\$6,677,032	To Be Determined	
	Electric Airport Ground Support Equipment			
	Ocean-Going Vessel Shore Power			
~\$35.5 Million	ZEV Infrastructure - Level 2 Rebate	\$10,465,958 (Statewide)	Open; First-Come First Served Until 9/9/2021	\$332,500 Requested* \$10,133,458 Available
	ZEV Infrastructure – DC Fast Charge Funding	~\$25 Million (Statewide)	May Open Late 2020/Early 2021	

*Requested grant amounts are subject to change once an application has been reviewed.

PROGRESS OF FUNDING BY REGION

Percent Available Funds Requested by Funding Round

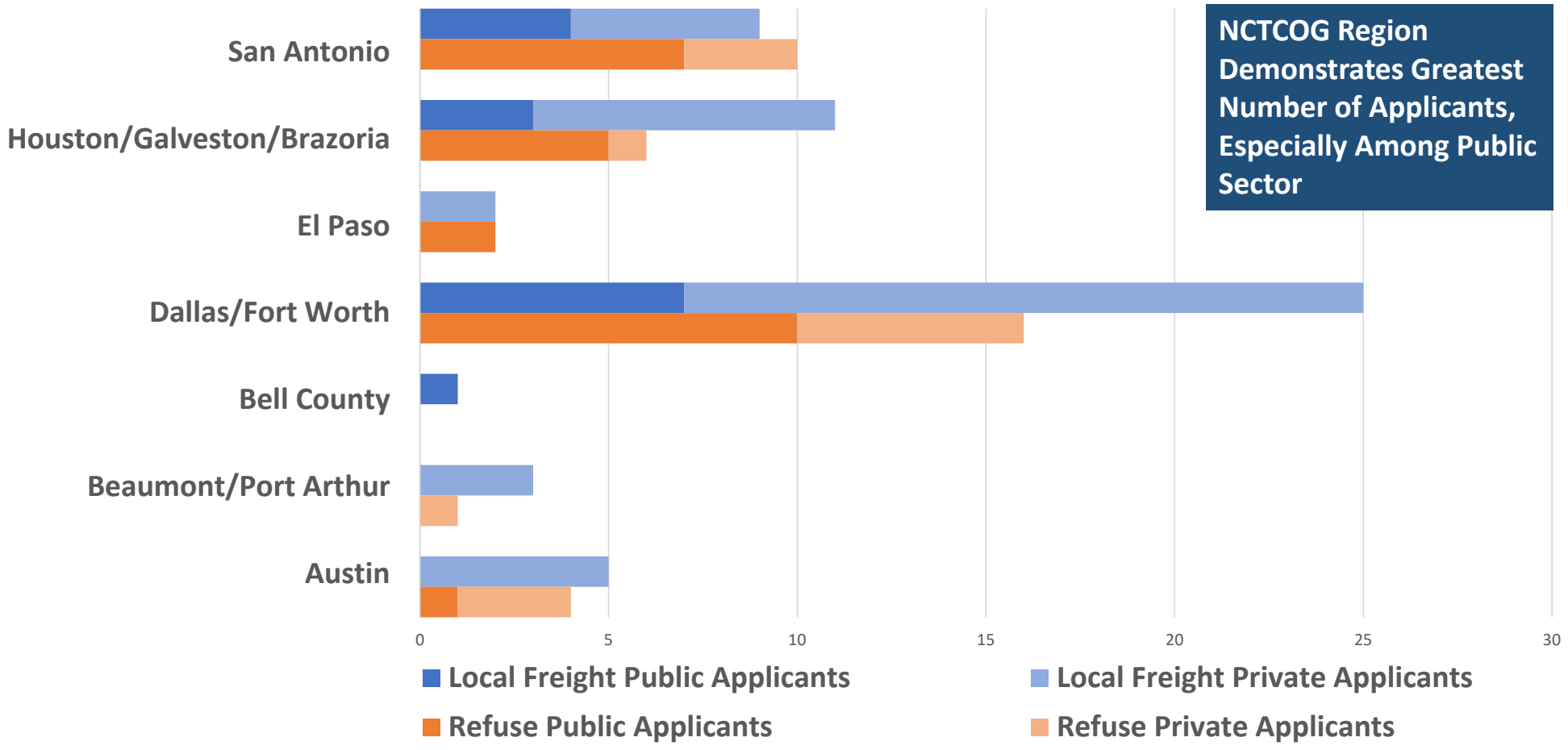


**NCTCOG Region
Continues to
Demonstrate Greatest
Demand for Funds**

Data sourced from www.texasvfund.org on November 16, 2020

PUBLIC AND PRIVATE APPLICANTS BY REGION

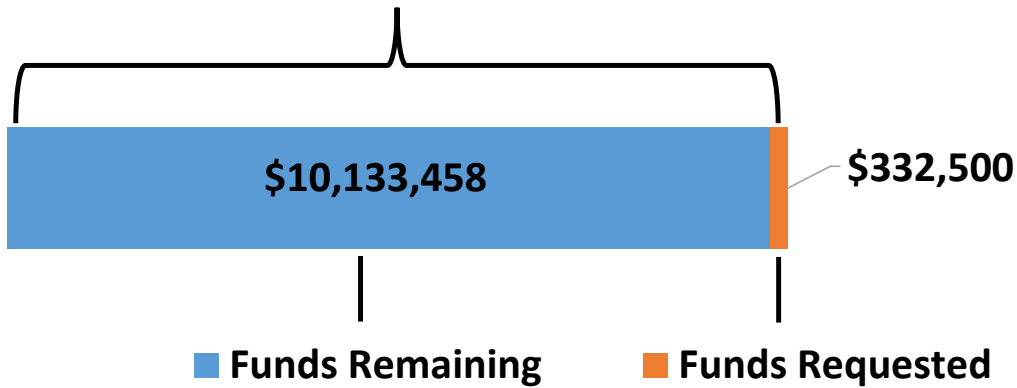
Local Freight and Refuse Vehicle Applicants



Data sourced from www.texasvfund.org on November 16, 2020

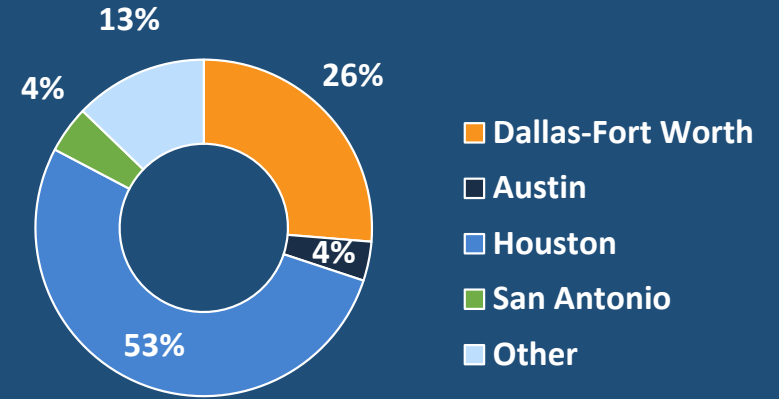
TXVEMP ZEV INFRASTRUCTURE LEVEL 2 REBATE

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

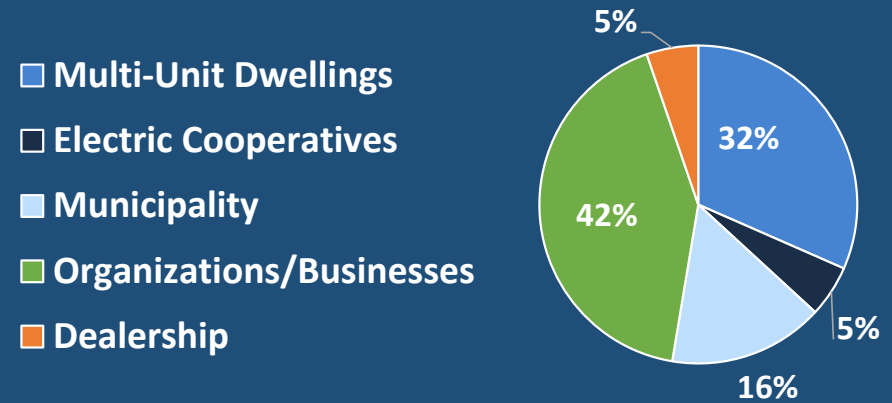


All Rebates First Come, First Served
DEADLINE: 9/9/2021 or until funds run out, whichever is first

Geographic Distribution to Date



Applicant Composition to Date



FOR MORE INFORMATION

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



**North Central Texas
Council of Governments**

MINUTES

REGIONAL TRANSPORTATION COUNCIL ONLINE INPUT OPPORTUNITY

Cotton Belt Trail Design Funding

Work Program Modifications

Online Public Input Opportunity Dates

Monday, October 12, 2020 - Tuesday, November 10, 2020 – 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. Cotton Belt Trail Design Funding
2. 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

Cotton Belt Trail Design Funding handout:

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2020/10/Tail-Funding.pdf>

In coordination with the DART Silver Line rail project, a 26-mile regional trail corridor is being designed and will be constructed in various phases. The corridor will run parallel to the Silver Line and connect seven cities across three counties from DFW Airport to Plano.

On September 10, 2020, the Regional Transportation Council (RTC) approved the following actions needed to complete the design phase of the project:

- Design of 100 percent of the entire trail:
 - Increase RTC award of \$8.2M to \$14.9M
 - Increase use of Regional Transportation Development Credits (TDC) to 3.0 million in lieu of local match
- Construction of strategic critical trail bridge sections will be done with two DART contractors.

- Fund additional safety walls near school locations for \$245K STBG funds. RTC Transportation Development Credits will be used for match.
- Assemble inventory for locations for second DART contractor.
- Administratively amending the TIP/STIP and amending other planning/administrative documents to incorporate these changes.

Work Program Modifications handout:

<https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Involve/InputMeetings/2020/10/UPWP-Handout.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 fourth round of proposed modifications to the FY 2020 and FY 2021 UPWP address new initiatives, project updates and funding adjustments.

The RTC will take action on the FY2020 and FY2021 UPWP modifications in November 2020.

COMMENTS SUBMITTED BY WEBSITE, MAIL, EMAIL and SOCIAL MEDIA

Email

Cotton Belt Trail Design Funding

Paul McManus

The Cotton Belt Rail Trail will be absolutely wonderful in not only providing easy access to DART’s Silver Line, but it will also be a critical addition to DFW’s Trail network and also help to promote more walking, running and bicycling!

Sophie Sun

I’m really excited for this project to be approved!

Susan Kenney

I am very much in favor of the DART Silver Line project and also the Cotton Belt Trail project. I also would like to see light rail in Fort Worth along I-35 corridor connecting the north and south parts of Fort Worth to downtown Fort Worth and I would also like to see light rail connecting North Fort Worth to other parts of the metroplex, such as to Dallas, UT Dallas in Richardson, Arlington, etc.

Rod Scales

These comments are submitted on behalf of North Dallas Neighborhood Alliance and Friends of Preston Ridge Trail (PRT) (which the Line intersects) in the vicinity of Districts 11 & 12. These same comments have been given piecemeal to Jared White previously. For convenience, here is a consolidated list of comments for timely consideration in the design process :

1. Some illumination would be desirable. Light pollution issues possible.
2. How will RR barriers, if any, work for the PRT crossing vs the roadway traffic. Walkers will simply go around road and trail barriers. Why spend on movable mechanical barriers vs a cheaper zig/zag walk thru to slow you to a stop before crossing.
3. Will the landscaping allow for (small) trees to provide some shade for users, but not to interfere with the RR Line. Shade is important.
4. What design devices will be used on the trail to slow down speeding cyclists - a zig/zag barrier across the trail won't work as cyclists will go around it on the grass. And cannot interfere with the tractor mowers
5. On PRT three 4" steel posts were installed at every street intersection. Some ended in the grass, not the trail. We think the concept was flawed and a waste of money. At most, one post in the middle of the trail would suffice. Three posts do not prevent vehicle access as they just go around the posts. Abuse has not been a problem
6. Change metal benches to big stone blocks (Lueder Stone) and not on concrete pads- see those blocks at Willow Greene Condos entrance (Meandering Way/DART line). Victor Stanley metal benches (City standard) run \$3000 installed. Stone blocks run \$300 each.
7. If signage is again 3ft square stone posts, they are NOT practical as designed where the caps protrude 1 " as mower rollover bars knock the caps askew and pull off the underlying masonry (see example at Arapaho/Meandering Way north east corner). Top precast stone caps must not protrude.

And Jared has already confirmed that:
the name will be Cotton Belt Trail
it will be concrete, 12ft wide

Maura Schreier-Fleming

It is most unfortunate and frustrating that the North Texas Council of Governments doesn't have an adequate method to obtain input from the many citizens who will be impacted by DART's Cotton Belt/Silver line. Your website indicates public comments are accepted Oct. 12, 2020 - Nov. 10, 2020 for the Cotton Belt Trail (Silver Line.) The Highlands of McKamy IV & V Board has submitted many comments to DART about its work. DART has our contact information. Yet, the NTXCOG made no effort to contact us to solicit our input on the trails. We learned October 29 that the deadline for input is November 10. You can use this email for future correspondence needing citizen input. We will communicate your need to our 247 HOA neighbors.

We are very concerned and have expressed our concern that our elected officials and governing bodies consider it safe to run 60-90 trains running 45 MPH daily at-grade over the Preston Ridge walking trail. DART proposes a 4 ft chain link fence and pedestrian cages to make this situation safe. We consider this proposed solution inadequate, hazardous and unsafe. DART's answer is that the trail has been there for years and the agreement many years ago allowed at-grade trains. Years ago there were infrequent trains, not the current proposal of

double-tracking 60-90 trains DAILY! A reasonable person would recognize the difference and reject DART's proposal.

We encourage the North Texas Council of Governments to do a better job of outreach if your intent is to obtain citizen input. We hope you will address our concerns and make changes to DART's proposed Silver line.

Summary of response by Carli Baylor, NCTCOG Transportation Department

Ms. Schreier-Fleming,

Thank you for contacting the NCTCOG Transportation Department. We appreciate you providing input related to the Cotton Belt/Silver Line initiatives.

Information related to funding for this project is currently posted for public review during our October online input opportunity, and the comment period does end on November 10. However, you are welcome to contact us and/or submit any comments or questions at any point in time via email, fax, phone, web or postal mail. (I'm enclosing below all of our contact information.)

Additionally, I will make sure the below comments are included in our October online input opportunity minutes, which will be provided to the Regional Transportation Council for review during their next meeting on Thursday, November 12.

Should you have any additional questions related to the Cotton Belt Trail project, I've copied Karla Weaver and Kevin Kokes from our staff on this email.

Submit Comments & Questions to:

Email: transinfo@nctcog.org

Website: www.nctcog.org/input

Fax: 817-640-3028

Phone: 817-695-9240

Mail: P.O. Box 5888

Arlington, TX 76005-5888

Jennifer Mitchell

Highly support trail connectivity along the silver line to the west.

Kathy Nelson

Support! Regional system for alternative modes of transportation especially for the construction of trails is desperately needed to improve the economy and individual well-being in North Texas.

Terry Musar

We are very excited to see the current work on the Cotton Belt Trail and hope we can quickly move forward with the complete extension to Plano. Our current trails have always been busy but our changing work/school environment has gotten more families and commuters in the habit of biking on our trails and they are very, very busy now. It looks to only increase in traffic. So

whatever can be done to complete the Cotton Belt trail as soon as possible will be a huge benefit to all our cities. Can't wait! Fully support this project!

Gary Clinkingbeard

I love the Cotton Belt Trail-great place to exercise safely. Very much support extending it to Plano.

Don Mayo

I am a resident of Grapevine and a cyclist. It is wonderful that the trail will be extended from Grapevine to Plano. Many area citizens will be able to use it to safely access areas that have not been directly available to them. Please continue the good work and strive, with DART, to achieve the proposed completion dates.

Kurt Martin

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Clarence Muller

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Kellie Woolley

Please Fund this project completely and quickly !!! Cyclists need safe routes . My nightmare as a parent and wife would be to get a call saying that my daughter or husband who are both avid cyclists had been killed while cycling on a road.

Ed Dickau

We are very excited to see the current work on the Cotton Belt Trail and hope we can quickly move forward with the complete extension to Plano. Our current trails have always been busy but our changing work/school environment has gotten more families and commuters in the habit of biking on our trails and they are very, very busy now. It looks to only increase in traffic. So whatever can be done to complete the Cotton Belt trail as soon as possible will be a huge benefit to all our cities. Can't wait! Fully support this project!

Scott Briggs

I am a member of several cycling clubs and we would love to see this trail and the connections happen. For the many families who have become cyclists in 2020, this trail would be much safer than riding on the roads.

Edgard A Pinero

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Jeffrey Parry

I use the trails daily. Please continue to expand.

Rosely Altschul

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Rich Curtis

Please approve this trail for a safer cycling corridor

David Repinski

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Tom Geppert

Please fund this important bike trail

Thomas Cecil

As a Dallas resident, I write to generally support the funding request for the Cotton Belt Trail. The linked presentation does not provide an explicit question, but to the extent that the presentation seeks comment on the increased funding request and the strategy of utilizing two contractors, I support the funding and have no comment on the use of an additional contractor.

As the committee is likely aware, outdoor trail use is a popular feature for both residents and visitors alike, improving recreation and commute options.

Joe Malangoni

I am writing in support of additional funding for the design of the Cotton Belt Trail. I use this trail frequently and would love to see it expanded.

Randy Petree

Cotton Belt extension would save lives by keeping walkers and cyclists off busy DFW streets. The pandemic has greatly increased use of the existing trail as there are many new users realizing the physical and mental aspects of exercise

Jeromy Denton

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Mark Solow

I've been organizing and leading year-round weekly MUP rides in DFW for 10-years. I've seen a huge increase in trail usage since Covid 19. I'm sure that you know that there has been record bike sales too. Please continue to fund the Cottonbelt Trail extension from Grapevine to Plano.

Curtis Farrar

I am very excited to see the current work on the Cotton Belt Trail and hope we can quickly move forward with the complete extension to Plano. Our current trails have always been busy but our changing work/school environment has gotten more families and commuters in the habit of biking on our trails and they are very, very busy now. It looks to only increase in traffic. So whatever can be done to complete the Cotton Belt trail as soon as possible will be a huge benefit to all our cities. Can't wait! Fully support this project!

Sharon Haney

All for extending trails

Nancy Cline

Please keep the funding for the Cotton Belt trail on track.

Anna Odum

I am currently looking for a safer riding path as traffic has increased due to our growing community. Please continue to develop bike path.

Salil Shilotri

I am very excited to see the current work on the Cotton Belt Trail and hope we can quickly move forward with the complete extension to Plano. Our current trails have always been busy but our changing work/school environment has gotten more families and commuters in the habit of biking on our trails and they are very, very busy now. It looks to only increase in traffic. So whatever can be done to complete the Cotton Belt trail as soon as possible will be a huge benefit to all our cities. Can't wait! Fully support this project!

Mark Adams

I really enjoy biking on the Cotton Belt Trail and hope we can quickly move forward with the complete extension to Plano. Our current trails have always been busy but our changing work/school environment has gotten more families and commuters in the habit of biking on our trails and they are very, very busy now. It looks to only increase in traffic. So whatever can be done to complete the Cotton Belt trail as soon as possible will be a huge benefit to all our cities. Please do everything possible to complete this project as soon as possible.

Jim Burmeister

I am very excited to see the current work on the Cotton Belt Trail and hope we can quickly move forward with the complete extension to Plano. Our current trails have always been busy but our changing work/school environment has gotten more families and commuters in the habit of biking on our trails and they are very, very busy now. It looks to only increase in traffic. So whatever can be done to complete the Cotton Belt trail as soon as possible will be a huge benefit to all our cities. Can't wait! Fully support this project! Thanks.

Cyndy Lovejoy

I am very excited to see the current work on the Cotton Belt Trail and hope we can quickly move forward with the complete extension to Plano. Our current trails have always been busy but our changing work/school environment has gotten more families and commuters in the habit of biking on our trails and they are very, very busy now. It looks to only increase in traffic. So whatever can be done to complete the Cotton Belt trail as soon as possible will be a huge benefit to all our cities. Can't wait! Fully support this project!

Shanen Pankrez

I am very excited to see the current work on the Cotton Belt Trail and hope we can quickly move forward with the complete extension to Plano. Our current trails have always been busy but our changing work/school environment has gotten more families and commuters in the habit of biking on our trails and they are very, very busy now. It looks to only increase in traffic. So whatever can be done to complete the Cotton Belt trail as soon as possible will be a huge benefit to all our cities. Can't wait! Fully support this project!

John Sims

I fully support the project to extend the Cotton Belt Trail.

Amy Turner

I am very excited to see the current work on the Cotton Belt Trail and hope we can quickly move forward with the complete extension to Plano. Our current trails have always been busy but our changing work/school environment has gotten more families and commuters in the habit of biking on our trails and they are very, very busy now. It looks to only increase in traffic. So whatever can be done to complete the Cotton Belt trail as soon as possible will be a huge benefit to all our cities. Can't wait! Fully support this project!

Morgan Nichols

This is a great project! I fully support it.

Michael Dubrick

am very excited to see the current work on the Cotton Belt Trail and hope we can quickly move forward with the complete extension to Plano. Our current trails have always been busy but our changing work/school environment has gotten more families and commuters in the habit of biking on our trails and they are very, very busy now. It looks to only increase in traffic. So whatever can be done to complete the Cotton Belt trail as soon as possible will be a huge benefit to all our cities. Can't wait! Fully support this project!

Carole Cross

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Charles Haney

It would be awesome to connect city trails.

Steve Simmons

I am very excited to see the current work on the Cotton Belt Trail and hope we can quickly move forward with the complete extension to Plano. Our current trails have always been busy but our changing work/school environment has gotten more families and commuters in the habit of biking on our trails and they are very, very busy now. It looks to only increase in traffic. So whatever can be done to complete the Cotton Belt trail as soon as possible will be a huge benefit to all our cities. Can't wait! Fully support this project!

Rogelio Gonzalez

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whatever can be done to complete the Cotton Belt trail as soon as possible will be a huge benefit to all our cities. Can't wait! Fully support this project!

Dan Amos

I am very excited to see the current work on the Cotton Belt Trail and hope we can quickly move forward with the complete extension to Plano. Our current trails have always been busy but our changing work/school environment has gotten more families and commuters in the habit of biking on our trails and they are very, very busy now. It looks to only increase in traffic. So whatever can be done to complete the Cotton Belt trail as soon as possible will be a huge benefit to all our cities. Can't wait! Fully support this project!

Vivek Karnik

With the steady increase in outdoor activities such as biking, walking, running, I feel the expansion of the Cottonbelt Trail from Grapevine to Plano would be an awesome extension to have. Fully support this initiative.

Karen Clark

We are very excited to see the current work on the Cotton Belt Trail and hope we can quickly move forward with the complete extension to Plano. Our current trails have always been busy but our changing work/school environment has gotten more families and commuters in the habit of biking on our trails and they are very, very busy now. It looks to only increase in traffic. So whatever can be done to complete the Cotton Belt trail as soon as possible will be a huge benefit to all our cities. Can't wait! Fully support this project!

Aaron Sturman

I am very excited to see the current work on the Cotton Belt Trail and hope we can quickly move forward with the complete extension to Plano. Our current trails have always been busy but our changing work/school environment has gotten more families and commuters in the habit of biking on our trails and they are very, very busy now. It looks to only increase in traffic. So whatever can be done to complete the Cotton Belt trail as soon as possible will be a huge benefit to all our cities. Can't wait! Fully support this project!

Chris Morgan

strongly support building a MUP trail alongside the new DART Silver Line currently being planned.

David Norris

I am very excited to see the current work on the Cotton Belt Trail and hope we can quickly move forward with the complete extension to Plano. Our current trails have always been busy but our changing work/school environment has gotten more families and commuters in the habit of biking on our trails and they are very, very busy now. These trails provide a safer alternative than cycling on the streets. Whatever can be done to complete the Cotton Belt trail as soon as possible will be a huge benefit to all our cities. I completely support this project! Thank you.

Ellis H. Rice

It's awesome to see the progress with the current work on the Cotton Belt Trail. It's a great continuation and I am hopeful that we can quickly move forward with the complete extension of that trail all the way to Plano. Our current trails have always been busy but our changing work/school environment has gotten more families and commuters in the habit of biking on our trails and they are very, very busy now. They are no longer more of a place just for exercise and local trips. Traffic is increased in commuters, those exploring farther on two wheels, those who are eliminating as many automobile trips as possible, and many other reasons. It appears to me that traffic will continue to increase dramatically. So whatever can be done to complete the Cotton Belt trail as soon as possible will be a huge benefit to all our cities. I fully support this project with no reservations!

Mail**Cotton Belt Trail Design Funding**

Please see attachment for comment submitted via mail.

November 1, 2020

Dear Carli,

What follows are my comments and questions regarding the October topics due to you by

November 10, 2020:

Packet called "Regional Cotton Belt Velocities Trail Design Funding"

Comment - It seems like a wise choice to have two construction contractors to keep costs down and to obtain a contractor with "trail" experience.

Question and Related Comments

Has anyone thought about changing the name of the Cotton Belt Trail to the Silver Line Trail for consistency with the rail line's name? Those of us who have been living in this area for a long time know the history of the corridor being called Cotton Belt and the decision was made to change the name. I think it might be confusing for newcomers to the area to have two different names. Can the CoG recommend that the trails be re-named Silver Line for consistency?

Also, it was thought that the name Cotton Belt Rail Line might be insensitive and

derogatory to African-Americans and that is why the name was changed. If it is insensitive and derogatory for the tram line name, wouldn't it also have negative connotations for the name of the trail? My recommendation is to change the name of the Trail.

I realize the COG is mainly involved in the funding. I'd like to know if the recommendation can be filtered down to the appropriate party.

Thank you.

Sincerely,
Phyllis Schwin

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NOV - 4 2020

TRANSPORTATION

MINUTES

REGIONAL TRANSPORTATION COUNCIL ONLINE INPUT OPPORTUNITY

Collin County Partnership & COVID-19 Infrastructure Program #00X: Round 3

Transportation Performance Measures: Pavement & Bridge Target Setting

National Drive Electric Week: Virtual Events & Local Successes

Online Public Input Opportunity Dates

Monday, November 9, 2020 - Tuesday, December 8, 2020 – 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. Collin County Partnership & COVID-19 Infrastructure Program #00X: Round 3
2. Transportation Performance Measures: Pavement & Bridge Target Setting
3. National Drive Electric Week: Virtual Events & Local Successes

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

Collin County Partnership & COVID-19 Infrastructure Program #00X: Round 3 presentation:

<https://nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2020/11/COVID-19-Round-3-Pres.pdf>

Project list:

<https://nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2020/11/COVID-19-Round-3-Project-List.pdf>

Due to the recent COVID-19 outbreak, the economy has suffered large setbacks, and there is an urgency to stimulate the economy. The main idea behind the COVID-19 Infrastructure Program is to inject much needed cash into the local and state economy using infrastructure investment.

Most of the projects included on the program's project list have been the subject of discussions between NCTCOG staff and regional partners over the past several years and meet one or more of the Regional Transportation Council (RTC) policies outlined in Mobility 2045 and/or assist in reaching the region's federal performance measures. Funding a third round of projects seeks to bring them to a conclusion.

This presentation provides a big picture overview of projects requiring funding over \$10 million. For a comprehensive list, please visit the public input webpage: www.nctcog.org/input. An additional round of project selection is proposed to begin in spring 2021.

The following projects and initiatives are covered in this presentation:

- Butler Place
- Worth Creek Parkway at Chisholm Trail Parkway
- Weatherford Downtown Bypass Loop
- City of Dallas Traffic Signals
- Hickory Creek Road
- SH 114 in Denton County
- Transit Investments
- Collin County Funding Exchange
- Proposed Panther Creek Parkway Funding Partnership
- Proposed McKinney Airport Funding Partnership

Transportation Performance Measures: Pavement & Bridge Target Setting presentation:
<https://nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2020/11/PM2-Performance-Targets.pdf>

A performance measurement is a framework for relating observed performance of the transportation system to regional goals and priorities, planning processes, and project selection and policies. A measure is usually calculated from regularly updated data and a target is then established for where the measurement should be.

NCTCOG conducts a variety of activities related to performance measures, including the creation of Progress North Texas and the current examination of COVID-19's impact on the transportation system. Some performance measures are required by federal legislation such as MAP-21 and the Fixing America's Surface Transportation (FAST) Act.

This presentation covers performance measures and target settings required by the FAST Act for pavement and bridge conditions, which are also known as PM2. The Regional Transportation Council (RTC) adopted quantitative 2020 and 2022 regional targets for PM2 on November 8, 2018.

The first performance period for these targets ends in 2022. On October 1, 2020, the Texas Department of Transportation submitted its Mid-Performance Period Progress Report to the Federal Highway Administration, which included adjustments to five out of the six PM2 targets. NCTCOG has 180 days to either reaffirm support for these adjusted targets or set new regional ones.

The RTC will take action on the pavement and bridge condition targets on December 10, 2020. By March 30, 2021, NCTCOG will need to report to TxDOT whether they will either agree to

plan projects contributing to adjusted targets or commit to new ones for the Dallas-Fort Worth region. For detailed information on the current PM2 targets, visit www.nctcog.org/input.

National Drive Electric Week: Virtual Events & Local Successes presentation:
<https://nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2020/11/NDEW.pdf>

National Drive Electric Week (NDEW) raises awareness about electric vehicles by providing educational opportunities and direct contact with EV owners. Due to the on-going pandemic, Dallas-Fort Worth's 2020 event was held virtually and had almost 5,000 participants.

According to EV registration trends, North Texas had approximately 12,821 registered EVs in September 2020. Dallas Area Rapid Transit (DART) has seven heavy-duty electric transit buses, which reduced 255 pounds of nitrogen oxides in 2019. Trinity Metro has four heavy-duty electric transit buses, which reduced 95 pounds of nitrogen oxides in 2019. Everman ISD also has the first three electric school buses in Texas.

The Electric Vehicle Widescale Analysis for Tomorrow's Transportation Solutions (EV-WATTS) collects real-world data from EVs and charging stations and shares it with the Department of Energy as well as members of the public. EV owners can participate in the EV-WATTS Program by filling out the EV owner survey and allowing installation of free data loggers.

Additionally, members of the public can obtain EV charging equipment at workplaces or multi-unit dwellings by connecting with companies, developers and facility managers to request on-site infrastructure and sharing details on funding opportunities. More information on workplace charging can be found at www.dfwcleancities.org/workplace-charging.

COMMENTS SUBMITTED BY WEBSITE, MAIL, EMAIL and SOCIAL MEDIA

Email

National Drive Electric Week: Virtual Events & Local Successes

Max Fowler

Interesting. But, where is the source of electricity to charge all these batteries? And, how are middle income Americans to afford one of these electric vehicles?

Summary of response by Bethany Hyatt, NCTCOG Transportation Department

Mr. Fowler,

Thank you for contacting the NCTCOG Transportation Department.

Electricity is generated by a variety of sources and they depend on where you're located in the U.S. Texas's electrical grid is primarily made up of natural gas fired power plants. You can find this info [here](#) (scroll down to the bar graphs and hit the "electricity" tab). Most of the capacity added in Texas since 2010 is fueled by natural gas or wind. The DFW area falls into the territory of the Electric Reliability Council of Texas (ERCOT), and they break down generation into even more detail in the "Fuel Mix Report" on this [page](#).

Thus far in 2020, wind energy has been the second-highest source of electricity generation. Coal power has dropped to only 17.5% of generation this year.

Interestingly enough, total energy loss of an electric vehicle is only about 15% compared to that of a conventional gasoline vehicle at 64-75% due to the regenerative braking and zero net idle losses of EVs. You can learn more about where the energy goes with different vehicle types [here](#).

Additionally, there is quite a large price difference between used EVs and new EVs. Used EVs can be extremely affordable and can sometimes be found for less than \$10,000; you can do a quick google search for “used electric vehicles”. Incentives can decrease the cost of a new EV (up to \$10,000 off, if federal and state incentives are combined on qualified EVs). Consumers should also check with their utility company, as sometimes there are rebates/incentives they can offer. For example, Denton Municipal Electric offers a \$300 rebate to customers that own a plug-in electric vehicle. And while EVs may seem to have a higher cost up front, they have a much lower maintenance cost, lower fuel cost and lower cost per mile. To calculate the cost of an electric vehicle and compare it to other vehicles, visit <https://www.afdc.energy.gov/calc>. You can also compare different vehicle specs, fuel economy and costs on the U.S. Department of Energy website at www.fueleconomy.gov.

If you are interested in more information on EVs and how they contribute to energy efficiency, you can view a staff presentation on this particular topic [here](#). The presentation starts at 29:51. You can also sign up to receive funding updates on EVs by subscribing to the DFW Clean Cities Coalition, Electric Vehicles North Texas and Air Quality Funding email lists [here](#).

Should you have any additional questions related to EVs and alternative fuels, please contact Bethany Hyatt. I've copied her on this email.

Allen Bussell

Exciting to see the Everman ISD incorporate electric buses into their fleet! No fumes for the students and greatly reduced maintenance costs! And wow! That grant from VW.

Mail

Collin County Partnership & COVID-19 Infrastructure Program #00X: Round 3

Please see attachment for comment submitted via mail.

Carli -

11/22/2020

These are my comments and questions for the Public Input opportunity due December 8, 2020:

1) In the matrix "COVID-19 #00X Infrastructure Program (Round 3) Draft Funding Recommendations" -

I'm in favor of Item #29. I'm not sure, though, why connectivity of the Perot Museum with Klyde Warren Park is linked to the same item that addresses pedestrian improvements near the Dallas Zoo. I agree that there is an opportunity to improve pedestrian access between the Perot and Klyde Warren Park. I'm concerned that it may get "lost in the shuffle," if you will, because the "Limits" column of the matrix says "at Dallas Zoo DART Station." Can we make Perot/Klyde Warren Park a separate line item? I realize that currently there is no rail station there and the proposal is to have a D2 Station at the Perot Museum area.

2) In that same matrix, item #27 and also the handout of powerpoint slides called "COVID-19 Infrastructure Program: Round 3, Public Meeting, November 2020", Page 7 -

City of Dallas traffic signals - I'm sure there is a need in the area addressed. There was also tornado damage in the Preston/Royal area of Dallas. The signal lights just north of the Preston/Royal intersection are still temporary, more than a year later. Are there plans to replace these with permanent traffic signals? If so,

Where does that appear in your recommendations?

Thank you.

Phyllis Silver



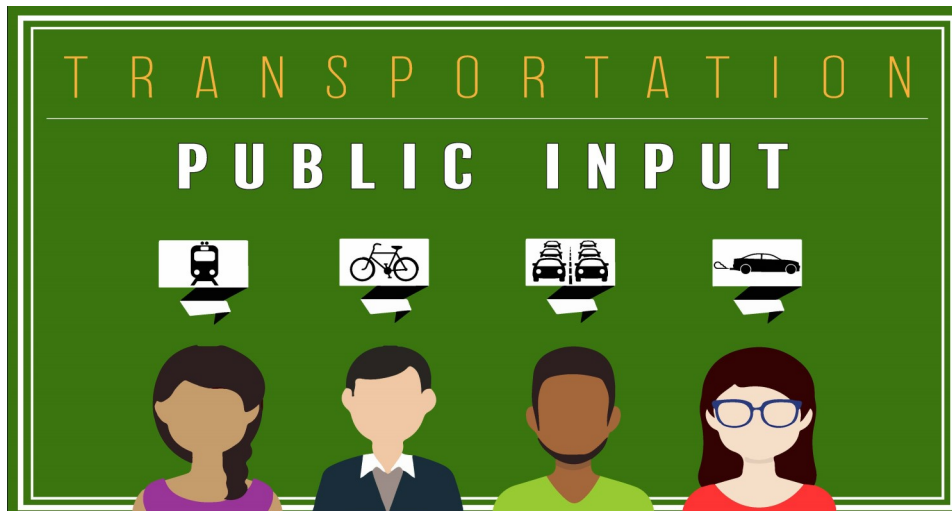
972-622-4310

Notes mail only -
no texting

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DEC - 1 2020

TRANSPORTATION



REGIONAL TRANSPORTATION ONLINE INPUT OPPORTUNITY

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

Submit comments and questions to NCTCOG:

Email: transinfo@nctcog.org

Website: www.nctcog.org/input

Fax: 817-640-3028

Phone: 817-695-9240

Mail: P.O. Box 5888

Arlington, TX 76005-5888

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

Reasonable accommodations will be made.

Para ajustes especiales por discapacidad o para interpretación de idiomas, llame al 817-608-2365 o por email: cbaylor@nctcog.org.

Se harán las adaptaciones razonables.

WHAT DO YOU THINK? TELL US.

Information will be posted online at www.nctcog.org/input for public review and comment **December 14, 2020 - January 12, 2021**. To request printed copies of the information, call 817-608-2365 or email cbaylor@nctcog.org.

MPO Milestone Policy: Round 2

The MPO Milestone Policy identifies projects funded by the Regional Transportation Council (RTC) at least 10 years ago that have not advanced to construction. Project sponsors have been asked to review these projects and confirm whether they are still interested in pursuing them. Staff will present the list of these projects along with recommendations to ensure that they are implemented in a timely manner.

End of 2020 Ozone Season, Compliance with Federal Requirements & Future Outlook

November marks the end of the 2020 ozone season for North Central Texas. Staff will present an update on current air quality standings, compare current standings against previous ozone seasons, and highlight potential implications facing the region for not meeting Federal attainment requirements. Current studies of COVID-19 on air quality will also be covered.

2020 Changes in Regional Trail & Shared Bicycle Use

Staff will provide an update and overview of changes in the use of the regional trail network, including time of day, day of week and mode share.

Regional Rail Information System

NCTCOG staff is working with regional rail partners to develop and implement a Regional Rail Information System (RRIS). This system will maximize efficiency on shared-use freight and passenger rail networks by allowing all rail agencies to exchange timely, accurate and actionable information on train movements in the region. NCTCOG will be publishing a Request for Proposals to solicit interest from potential consultants and will provide an overview of project activities to date.

ONLINE REVIEW & COMMENT (NO PRESENTATION)

Proposed Modifications to the List of Funded Projects: www.nctcog.org/input

RESOURCES AND INFORMATION

- Regional Smoking Vehicle Program: www.smokingvehicle.net
- Vehicle Incentives & Funding Opportunities: www.nctcog.org/aqfunding

WWW.NCTCOG.ORG/INPUT



NCTCOGtrans



North Central Texas
Council of Governments

PUBLIC COMMENTS REPORT

WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

Purpose

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

This report is a compilation of general public comments submitted by members of the public from Monday, October 20, through Thursday, November 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. Sustainability comments, including for Thanksgiving and clean vehicles, were in the majority.

Project Planning

Email –

1. Chuck Erwin

I am a firm believer in alternate roads, NOT modes. We must spend more on highway and freeway expansion, and less on rail and buses. Lane diets should be avoided completely. Every vehicle stuck in traffic belches out a toxic blend of fumes going nowhere. That dirties our air. The answer to reducing congestion is more highway construction, and bringing funding for each mode in line with it's tripshare. When a minor mode (transit) gets 40+% of transportation dollars, it's little wonder why our highways are becoming more and more congested. This must end. In addition, DFW must pursue a freeway or tollway beltway around the entire metroplex. Loop 12 should also be a freeway, and the segments of 121 should be connected without dumping onto 183 and 820. Many other freeways should be built as well

2. Oscar Pearson

Having sent requests for information and support on this item and not received a reply, I decided to send you an email.

We realize that we are way behind in roads going east and west in Denton County. Especially from the 380 corridor north. We have a thoroughfare plan in place that seems to garner little if any attention by county officials.

Even with the 380 completed to Collin County, once open it will be overcrowded. And with the influx of thousands of homes north of 380 it would behove officials to get on board with helping build roads now, now later after homes and traffic are already congested.

Thank you.

Response from NCTCOG staff

Mr. Pearson

Thank you for contacting the NCTCOG Transportation Department. We will include your below comments in our report for the Regional Transportation Council.

Should you have additional questions related to U.S. 380, please contact Stephen Endres with the Texas Department of Transportation. (I've copied him on this email.)

Twitter –

1. Can Cell Phone Data Cure North Texas' @NCTCOGtrans-driven Transportation Planning Madness? – Wylie H Dallas (@Wylie_H_Dallas)



2. In case you were wondering, our regional planning is entirely centered on how far how fast people can drive: <https://nctcog.org/trans/plan/mtp/2045/travel-time-contour-maps-by-county>

Is this equitable? Does it yield positive outcomes? These are rhetorical questions. – housing not highways (@WalkableDFW)

Why is @NCTCOGtrans using this metric as a primary planning objective? – Wylie H Dallas (@Wylie_H_Dallas)

Facebook –

1. The November public input opportunity is now! We want to hear from you on a few topics, including the COVID-19 Infrastructure Program, which is designed to provide funding for projects in the region in order to assist with boosting the economy. For more information on that and other topics, visit: nctcog.org/input. – NCTCOG Transportation Department

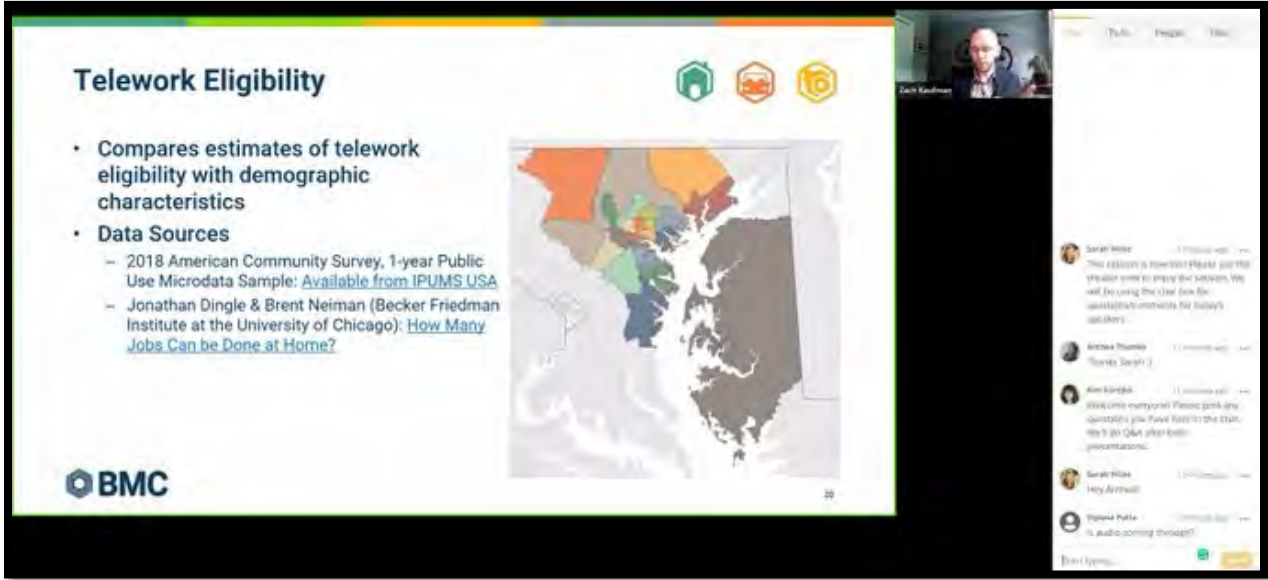


Stop the toll roads. – Wm Atkins

Public Meetings and Forums

Twitter –

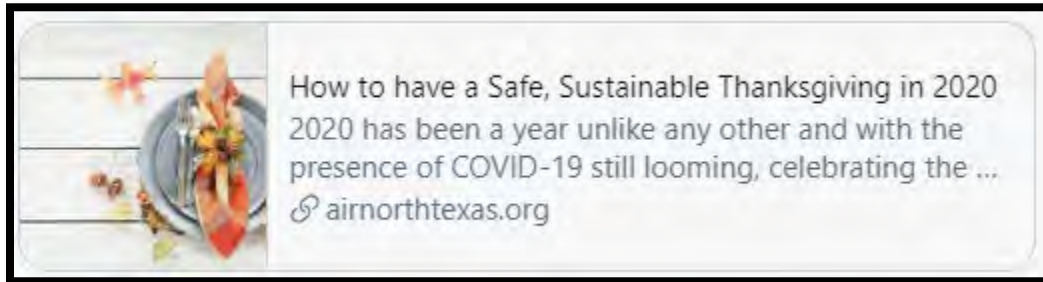
1. Join @Iteris's COVID-19 Data - Part II Session to hear @BaltoMetroCo's Zach Kaufman & Shawn Kimberly showcase the Baltimore Regional Recovery Dashboard and @NCTCOGtrans's Amanda Wilson, Francisco Torres, and James McLane share performance metrics tracked during COVID-19 & recovery – Association of Metropolitan Planning Organizations (@Assoc_MPOs)



Sustainability

Twitter –

1. As you make plans to observe Thanksgiving, @NCTCOGtrans has several great tips for a greener holiday. Let us know how you plan on making yours more sustainable. #KGVBTX – KGVB Texas (@KGBVTexas)



2. @EPA recently announced the selection of the @NCTCOGtrans to receive \$300,000 in funding to help reduce food waste by diverting food waste from landfills and expanding anaerobic digester capacity North Texas. You can read more at – KGVB Texas (@KGBVTexas)



Facebook –

1. As you make plans to observe Thanksgiving, NCTCOG Transportation Department has several great tips for a greener holiday. Let us know how you plan on making yours more sustainable. #KGVBTX – Keep Grapevine Beautiful



2. 2020 has been a year unlike any other and with the presence of COVID-19 still looming, celebrating the holidays we love may look different for many of us. Being environmentally conscious is still important, so whether you're celebrating a socially distanced family Thanksgiving or preparing to shop for holiday gifts, there are steps you can take to protect our air quality and the environment. Check out these tips from NCTCOG Transportation Department on how to have a safe and eco-friendly Thanksgiving. <https://loom.ly/TxW0iaA>. – Keep Fort Worth Beautiful



3. From our friends at NCTCOG Transportation Department:

Dallas-Fort Worth Clean Cities (DFWCC) is seeking information on clean vehicle technologies that can comply with Buy America requirements set forth by the Federal Highway Administration (FHWA). The North Central Texas Council of Governments (NCTCOG)/DFWCC has a history of using FHWA Congestion Mitigation and Air Quality Improvement (CMAQ) funding to facilitate a variety of “clean vehicle technology” projects – most projects have involved purchase of new, low-emitting vehicles to replace older vehicles. However, no commercially available vehicles meet FHWA definitions of Buy America compliance.

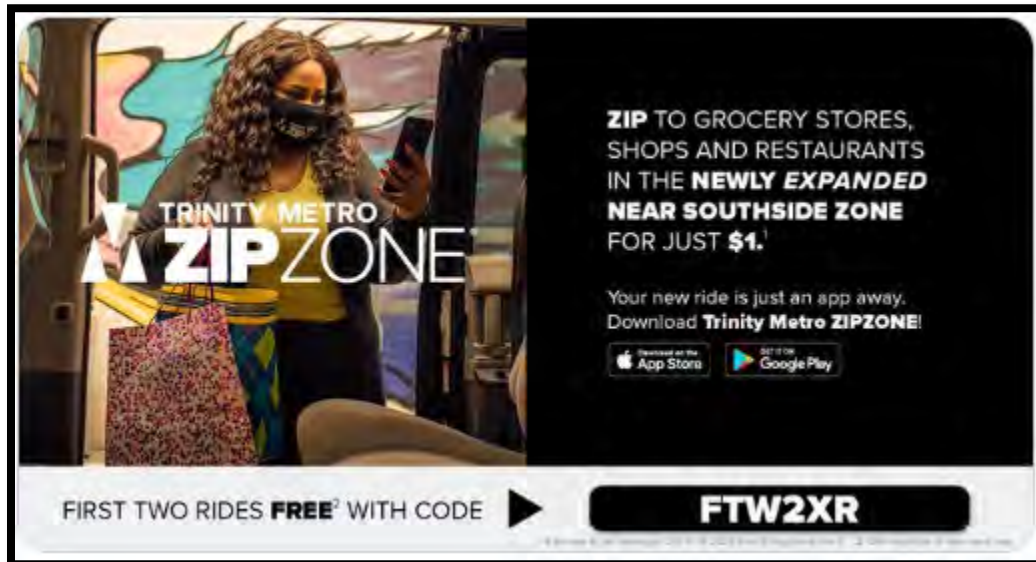
NCTCOG/DFWCC would like your help with any information on clean vehicle technologies that meet these requirements. Responses are accepted until 5:00 p.m. on Friday November 13 to cleancities@nctcog.org.

For full details and submittal instructions, see www.dfwcleancities.org. – Texas NGV Alliance

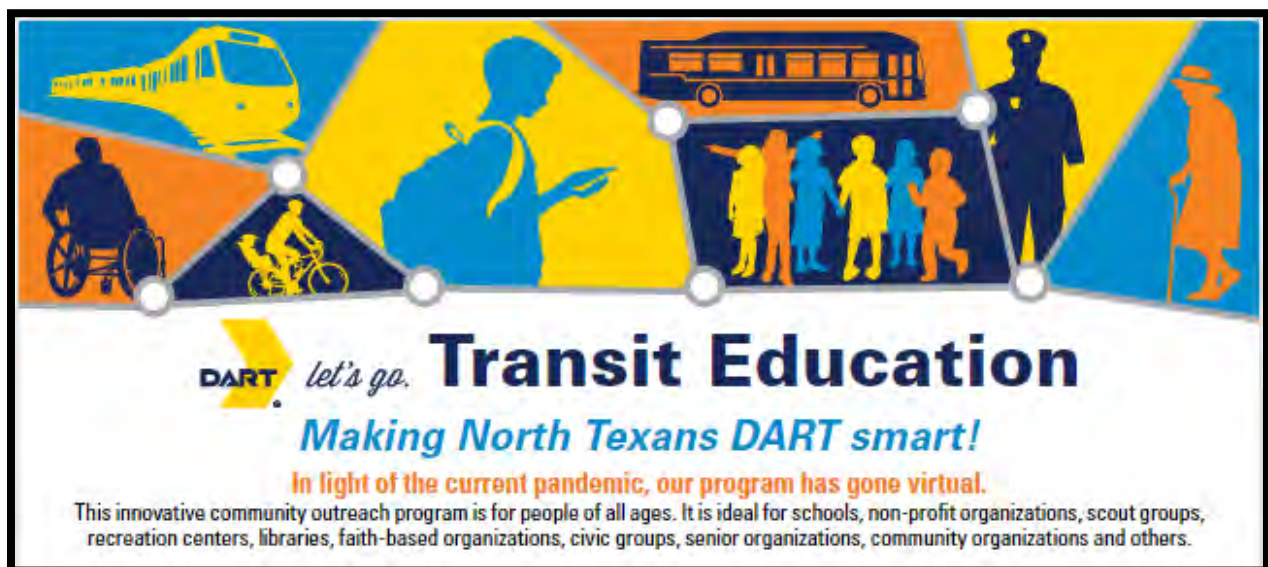
Transit

Twitter –

1. From @TrinityMetro: Zip IN. Zip SOUTH. Zip MORE at the newly expanded Near Southside ZIPZONE. All rides are \$1 Oct. 11-31. To learn more, please visit <http://tinyurl.com/y3dpq5gg>. @nearsouthside @CityofFortWorth @FTWChamber @fwhcc @FWMBCC @NCTCOGtrans – Salvador Espino Michel (@SAL_FW)



2. Hey @garlandtxgov parents and educators! Looking for some at-home virtual education? Check out the presentations and tours available from @dartmedia and other sustainability education at <http://GoGreenGarland.com> @NCTCOGtrans @GarlandLibrary @gisdnews – GoGreenGarland (@GoGreenGarland)



3. Please review attached flyer from @TrinityMetro on A Better Connection as it moves to redesign its bus network. @TrinityMetro seeks your valued input. @CityofFortWorth @TarrantCountyTX @NCTCOGtrans @TarrantTransit – Salvador Espino Michel (@SAL_FW)

TRINITY METRO

A BETTER CONNECTION

You spoke. We listened.
 Throughout the process of determining the goals for the new network, five key trade-offs were established: System Priorities, Waiting or Walking, Fixed or Flexible Service, Downtown or Grid Network, and Peak or All-Day Service. We have now developed three options that we'd like your feedback on. These options show how we could design the network depending on which priority is most important, using the same budget we have today.

Facebook Live Public Meeting Schedule:
www.facebook.com/trinitymetro/
 Nov. 11 – 6:30 p.m.
 Nov. 14 – 11 a.m. (Spanish Language)
 Nov. 18 – 12 p.m.
 Dec. 2 – 6:30 p.m.
 Dec. 9 – 12 p.m.

ABC Open House at Fort Worth Central Station
See potential maps, ask questions and provide feedback!
 Located at 1001 Jones St., Fort Worth, TX 76102
 Dec. 1 – 2-7 p.m.

A, B or C? Tell Us!
 RIDETRINITYMETRO.org/ABC

Contact us at:
 RIDETRINITYMETRO.org
 or @TrinityMetro

Alternative Networks

- A. System Simplification
- B. Walk More, Wait Less
- C. More ZIPZONES

4. East Lancaster Corridor Planning Meeting today on Webex from 3:30 pm to 5 pm.
 @CityofFortWorth @TrinityMetro @TarrantCountyTX @TarrantTransit @NCTCOGtrans –
 Salvador Espino Michel (@SAL_FW)

East Lancaster Avenue Corridor Planning The Conversation Continues

Participate in building the future!

Join East Lancaster Avenue property owners and stakeholders to continue the discussion about potential improvements in land use, new development, and transportation along the East Lancaster Avenue corridor.



To begin planning for a potential Bus Rapid Transit (BRT) system within the East Lancaster Avenue corridor, the City of Fort Worth and Trinity Metro are convening a series of public meetings to hear from East Lancaster stakeholders about their vision for the corridor.

Participants will learn more about the current conditions of the East Lancaster corridor - and the opportunities for future improvements.

Please make plans to attend this virtual meeting and share your ideas for the East Lancaster Avenue corridor.

Meeting Details

Wednesday, November 11, 2020
3:30 - 5 p.m.

Register through Webex
www.Webex.com select "Join"
Meeting Number: 126 833 7851
Meeting Password: eastlanicester
Phone in number: 817-392-1111

Contact

Patrina Newton
Senior Planner
City of Fort Worth
Planning and Data Analytics Department
817-392-8068
patrina.newton@fortworthtexas.gov



OFFICE OF COMMISSIONER
DISTRICT NO. 3



JOHN WILEY PRICE

November 4, 2020

Michael Morris
Director of Transportation
North Central Texas Council of Governments
616 Six Flags Dr
Arlington, TX 76011

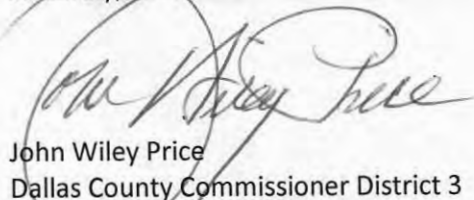
Dear Michael Morris,

As Commissioner for District 3 and the Dallas County Commissioner hosting the Best SouthWest/SouthEast Area Transportation Alliance (BSW/SEATA), I was honored that you sacrificed time to deliver your presentation "Changing Mobility" at the BSW/SEATA Virtual Joint Meeting. The October 29th event was a huge success largely in part because of the experience and planning that you brought to this prenominal event. We are fortunate to have your leadership in this region as we approach the uncertainties that have come with Covid-19. We deeply appreciate the research and tracking that NCTCOG has maintained throughout this pandemic.

On behalf of Dallas County and BSW/SEATA, we are very pleased to continue our engagement of the cities in Southern Dallas County through these groups. Your presentation was very timely and informative. I believe that the knowledge you shared will assist elected officials and staff members in understanding the importance of data, insight and delivering innovative projects during COVID recovery in Dallas County.

We look forward to building on this success in the future and hope that the North Central Texas Council of Governments will continue to be a valued partner for future events as well.

Sincerely,



John Wiley Price
Dallas County Commissioner District 3

cc: Alberta Blair, P.E., Director of Public Works, Dallas County
Tushar Solanki, P.E., Assistant Director of Transportation & Planning, Dallas County
Lissa Shepard, P.E., CFM, Senior Bridge Engineer & Floodplain Manager, Dallas County
Micah Baker, Senior Transportation Planner, Dallas County
Minesha Reese, Transportation Planner, Dallas County

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NOV 16 2020

TRANSPORTATION



November 6, 2020

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

Dear Mr. Morris,

Thank you for taking the time to recently discuss the transportation needs of Fort Worth with us. As you are aware, the City of Fort Worth is experiencing a disconnect between city government leadership and that of the transit authority. As you also know, transit is going to be increasingly important as Fort Worth continues to grow at a rapid pace. Uncertainty about additional transit funding and lack of service in areas outside of Fort Worth are concerning. As such, we are writing to ask that you lend your expertise to this critical topic.

In 2019, the City of Fort Worth hired its first Chief Mobility & Innovation Officer, Chad Edwards. Under Chad's leadership, the City funded and completed an in-depth transit study, Transit Moves Fort Worth, that called for realigning bus routes to better serve our growing transit needs among other service improvements over the next 25 years. Since that time, the COVID-19 pandemic has resulted in plummeting ridership, with no clear sense of when those numbers may stabilize.

The COVID-19 pandemic is only compounding the problems that have previously existed when it comes to funding for transit. As you are aware, previous state funding has largely been focused on roadways rather than transit initiatives. Yet, as a growing urban city, Fort Worth needs funding for transit. With no clear plan to engage surrounding cities, and those cities having little or no sales tax capacity to join Trinity Metro, the transit authority seems focused on looking to Fort Worth alone to fund a robust regional transit model. Unfortunately, the City of Fort Worth alone cannot adequately fund such a model, and it would be wrong to ask taxpayers to do so.

Given the current challenges facing transit in Fort Worth and North Texas, we are writing to ask you to lend your expertise and guidance on the following topics:

1. We believe that it is time to explore any future economies of scale that may result in strategic cost-savings. North Texas boasts three distinct transit authorities. By working together, can Trinity Metro and Denton County Transportation Authority both find cost-savings and achieve a greater regional impact?
2. High-speed rail and Hyperloop are two projects with great potential for the North Texas region. Should we consider establishing rail transit under a regional transit authority and retain local bus service under the respective local authorities?

BETSY PRICE, MAYOR

3. If Trinity Metro is unable to bring in additional member cities as part of the transit authority, should the City of Fort Worth consider bringing the transit authority back in-house in order to focus on local Fort Worth needs? As a note, Chad Edwards is already looking into the potential of smaller service fleets to replace large buses, as well as the effect of advancing technologies on transit.
4. Are there any recommendations from the Regional Transportation Council on legislative changes that we need to be prepared to address in the upcoming legislative session?

We would appreciate your feedback and insight as it relates to the potential solutions and questions listed above, or any others that you deem appropriate. You have always been a strategic and thoughtful leader when it comes to transportation for the North Texas region, and it is our hope that you might offer your feedback and guidance at this critical time.

Thank you,



Mayor Betsy Price



Mayor Pro Tempore Jungus Jordan

CC: City Manager David Cooke



Texas Department of Transportation

4777 EAST US HIGHWAY 80, MESQUITE, TEXAS 75150-6643 | 214.320.6100 | WWW.TXDOT.GOV

November 6, 2020

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

Dear Mr. Morris:

The Texas Department of Transportation (TxDOT) would like to express our sincere gratitude for your enduring support of the 635 East Project in Dallas County.

The 635 East Project is a \$1.74 billion design-build roadway construction project to improve mobility, operations and safety along Interstate 635 (I-635). The project spans 11 miles of I-635 from just east of US Highway 75 (US 75) in Dallas to Interstate 30 (I-30) in Mesquite. Construction began in 2020 and will continue through late 2024.

The Texas Transportation Commission has designated the 635 East Project as part of the statewide Texas Clear Lanes initiative, organized to address the most congested roadways in the state. For more information on this initiative, visit the Texas Clear Lanes website (www.TexasClearLanes.com).

Our virtual groundbreaking launched in October 2020 and is available on our project website (www.635East.com). Thank you for joining us in celebrating the start of this vital project. As a token of our gratitude, we would like to give you a crystal paperweight commemorating this milestone.

We appreciate your commitment to the 635 East Project. Tackling congestion in Texas would not be possible without your support.

Sincerely,

Mohamed K. Bur, P.E.
Dallas District Engineer

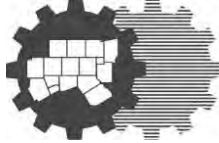
OUR VALUES: *People • Accountability • Trust • Honesty*
OUR MISSION: *Connecting You With Texas*

An Equal Opportunity Employer

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North Central Texas Council of Governments

November 9, 2020

Ms. Carrie Paige
US Environmental Protection Agency
Attention Docket ID No. OAR-2020-0161
1201 Elm Street, Suite 500
Dallas, Texas 75270-2102

RE: *Proposed Rule: Air Plan Approval; Texas; Reasonable Further Progress Plan for the Dallas-Fort Worth Ozone Nonattainment Area*, EPA-R06-OAR-2020-0161; FRL-10014-82-Region 6, October 9, 2020, Page 64084

Dear Ms. Paige:

The North Central Texas Council of Governments (NCTCOG) appreciates the opportunity to comment on the Environmental Protection Agency's (EPA) *Air Plan Approval; Texas; Reasonable Further Progress Plan for the Dallas-Fort Worth Ozone Nonattainment Area* (Proposed Rule), published in the Federal Register October 9, 2020¹. NCTCOG serves a 16-county region of North Central Texas, which incorporates the two urban centers of Dallas and Fort Worth. Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise Counties in the NCTCOG service area are designated as nonattainment under the 2008 ozone National Ambient Air Quality Standard (NAAQS) of 75 parts per billion (ppb).

NCTCOG takes compliance to federal ozone standards seriously and is responsible for the metropolitan transportation planning process, including air quality conformity, which is an analysis ensuring federal funding approval goes to those transportation activities consistent with air quality goals. Staff works closely with the Texas Commission on Environmental Quality (TCEQ) and the U.S. EPA on the development of State Implementation Plans (SIPs) and on the adoption of control strategies aimed at attaining air quality standards.

The Clean Air Act requires that areas designated as nonattainment for ozone and classified as moderate or worse demonstrate Reasonable Further Progress (RFP) by reducing emissions of ozone precursors (nitrogen oxides or NO_x and volatile organic compounds or VOC). This effort will result in EPA's approval of the RFP SIP revision, associated motor vehicle emission

¹ <https://www.govinfo.gov/content/pkg/FR-2020-10-09/pdf/2020-21986.pdf>

budgets (MVEBs), and contingency measures should the DFW ozone nonattainment area fail to make RFP emissions reductions or attainment of the 2008 ozone NAAQS by the applicable attainment date.

NCTCOG supports the EPA approving the RFP SIP revision and has reviewed information published by the EPA in the Federal Register on October 9, 2020, including the request for comments. Once found adequate, the MVEBs will be required for use in all subsequent transportation conformities. Due to the local responsibility and regional importance of transportation conformity to the implementation of long-range transportation plans, staff has reviewed the proposed SIP and concurs with the following:

- On-road mobile source NO_x and VOC emission inventories (Table 2. Calculation of RFP Target Emission Reductions Through 2020, Table 3. DFW Area Control Measures and Projected Emission Reductions, 2011-2020, Table 4. Summary of RFP Demonstration for the DFW Area Through 2020, and Table 5. Demonstration of the DFW Area Contingency Measures) and
- Resulting 2020 NO_x and VOC motor vehicle emission budgets of 107.25 tons per day and 62.41 tons per day (Table 6. RFP Motor Vehicle Emissions Budgets for DFW)

NCTCOG appreciates the opportunity to provide comments and looks forward to continued collaboration between our agencies to lessen both the health and environmental impacts of ground-level ozone in our region. Staff will continue to work with local, state, and federal agencies to implement local air quality projects and programs to bring the DFW region into attainment and extends availability to assist in making efforts meaningful, current, and understandable for the public. Should you have any questions, please contact me at cklaus@nctcog.org or (817) 695-9286.

Sincerely,



Chris Klaus
Senior Program Manager

JN:ch



November 12, 2020

The Honorable Duncan Webb
Dallas Regional Mobility Coalition Chairman and Collin County Commissioner
Dallas Regional Mobility Coalition
P.O. Box 195563
Dallas, Texas 75219

Dear Chairman Webb,

Thank you for your continued support and dedication for transportation projects in the City of Irving and throughout the North Texas Region. Your leadership and that of the Dallas Regional Mobility Coalition has been instrumental in bringing several projects to fruition.

We appreciate the opportunity to submit our list of high priority transportation projects for the DRMC legislative agenda and the continued collaboration of all parties to improve mobility throughout the region. On behalf of the City of Irving, we would like to submit the State Highway 183 (Midtown Express Project Ultimate Design) as our priority for this year's legislative session.

Thank you for your continued support and we look forward to how we can partner in the future.

Sincerely,

Richard H. Stopfer
Mayor
City of Irving

Oscar Ward
Councilmember and DRMC Representative
City of Irving

CC: Mo Bur, P.E. District Engineer, TxDOT
Michael Morris, Transportation Director, NCTCOG
Chris Hillman, City Manager, City of Irving
Orlando Sanchez, Assistant City Manager, City of Irving

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NOV 17 2020

TRANSPORTATION



**DEPARTMENT OF THE ARMY
OFFICE OF THE ASSISTANT SECRETARY
CIVIL WORKS
108 ARMY PENTAGON
WASHINGTON DC 20310-0108**

November 3, 2020

Roger Harmon, Chair
Regional Transportation Council
P.O. Box 5888
Arlington, Texas 76005-5888

Dear Chairman Harmon:

This is in response to your letter, dated September 10, 2020, to advance funding as soon as possible to complete design and expedite the remaining construction of the Modified Central City Project, Fort Worth, Texas.

As you note in your letter, the project was authorized in the Water Infrastructure Improvements for the Nation Act, 2016, Public Law 114-322. The project received \$1.5 million in the Fiscal Year 2020 Work Plan to initiate a study for the project focusing on economic justification; however, a non-Federal interest has not entered into a feasibility cost-sharing agreement to date for the project, so that an economic analysis and justification may be completed.

If an agreement is signed and a study completed, my office will review the study and determine the budgetability of the proposed construction alternative. If the proposed construction alternative is budgetable, the project must compete for appropriations through the budget and work plan processes along with other programs, projects and activities across the nation that are competing for the available federal resources.

Thank you for your support of the Army Civil Works program.

Sincerely,

A handwritten signature in cursive script, appearing to read "R. James", is written over a faint circular stamp.

R.D. James
Assistant Secretary of the Army
(Civil Works)

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NOV 12 2020

New transit service coming to Southern Dallas County through Inland Port Transportation Management Association

DART will amend its contract with Uber to support microtransit in Garland, Irving, and the expanded Inland Port area.

By MASS TRANSIT

The Dallas Area Rapid Transit (DART) announced two new transportation services will begin operating Nov. 2 in the Inland Port area of Southern Dallas County.

The new transit services include the on-demand microtransit service provided by DART and STAR Transit, known as "GoLink," as well as a new rider subsidy program provided by Uber called Inland Port Rides.

These new services have been created and funded by the newly formed Inland Port Transportation Management Association (IPTMA).

The IPTMA is a nonprofit, membership organization designed to connect workers and businesses to transportation solutions in the Inland Port area. Members include private businesses, nonprofit organizations, city and county governments and local government agencies.

The Inland Port Connect GoLink service is available from 5:00 a.m. until 8:00 p.m., Monday - Friday, with UberPool providing additional service as needed. Uber's Inland Port Rides will provide service between 8:00 p.m. and 5:00 a.m. Monday - Friday.

During the initial promotional period, all job sites located within the Inland Port will have access to the GoLink services.

To access GoLink after Jan. 1, 2021 as well as the rider subsidy program, businesses must join the IPTMA.

The DART Board also approved an amended three-year contract with Uber Technologies, Inc. (Uber), for shared ride services that will supplement the GoLink service. The amended contract became necessary when two new GoLink service zones were implemented Oct. 19 for Southeast Garland and South Irving, as well as the new Inland Port zone.

DART has been implementing GoLink zones as a cost-effective alternative in areas where traditional fixed-route bus service does not appear to be the best option.

The on-demand service is already available in Farmers Branch, Far North Plano, Glenn Heights, Inland Port, Kleberg and Rylie, Lake Highlands, Lakewood, Legacy West, North Central Plano/Chase Oaks, North Dallas, Park Cities, Rowlett, and Western Carrollton.

Bridge removal to partially close Interstate 30 in Arlington, plus other city road closures

This closure is part of the Texas Department of Transportation's Interstate 30/State Highway 360 interchange project.

By Brayden Garcia, Dallas Morning News

Part of Interstate 30 in Arlington will be closed this weekend for bridge removal, as part of the Texas Department of Transportation's Interstate 30/State Highway 360 interchange project.

West and eastbound lanes on I-30 between Farm-to-Market road 57/Collins Street and State highway 161/President George Bush Turnpike will be closed from 7 p.m. Friday to 7 a.m. Sunday, according [to the city](#).

Here are other continuing and upcoming road closures related to the Texas Department of Transportation's Interstate 30/State Highway 360 interchange project:

I-30 eastbound main lanes between Ballpark Way and Six Flags Drive will be closed through Friday from 9 a.m. to 3 p.m. for bridge construction in the left inside lane.

SH 360 southbound main lanes between Division Street and Kingswood Boulevard will be closed nightly through Nov. 24 from 7 p.m. to 6 a.m. for general construction.

SH 360 southbound entrance from Arkansas Lane will be closed daily through Nov. 14 from 9 a.m. to 3 p.m. for sound wall and traffic barrier construction.

SH 360 South-to-North U-Turn at Abram Street will be closed through Nov. 30 for bridge work.

SH 360 northbound exit to Lamar Boulevard will be closed for reconstruction. Construction began this past Sunday and no end date was given.

Lamar Boulevard under SH 360 will be closed from 7 p.m. Nov. 9 to 5 a.m. Nov. 12 for bridge removal.

For the complete list of closures, check out the [city of Arlington's website](#).

National Park Service Recognizes Trinity River Paddling Trail

TRINITY COALITION SUCCEEDS IN ATTAINING NATIONAL RECREATION TRAIL STATUS

By Trinity Coalition

DALLAS and FORT WORTH, Texas, Nov. 2, 2020 /PRNewswire/ -- Secretary of the Interior David L. Bernhardt announced on Friday, October 22, 2020, the inclusion of the Trinity River Paddling Trail in the National Parks Service (NPS) by naming it a National Recreation Trail.

The Trinity River Paddling Trail is 130-miles long and currently contains 21 official canoe launches. These provide city-maintained parking and a means of launching a canoe, kayak, or raft into the river. A map of the paddling trail is at TrinityCoalition.org/programs/paddling-trail.

The achievement was years in the making by Trinity Coalition, a Dallas-based nature-oriented nonprofit founded in 2015. Their goal is to "Transform the Trinity River Corridor into a nationally-recognized conservation and recreation area." National Recreation Trail status for the river is a significant step in accomplishing this mission.

Trinity Coalition board chair Steve Smith stated, "This would never have happened without the encouragement and coordination from the North Central Texas Council of Governments." In 2018, Smith met with Edith Marvin, head of Environment & Development at NCTCOG. They developed an idea to assemble all the canoe launches that multiple cities along the Trinity River had built into a single, integrated paddling trail.

Marvin brought into the team Dale Harris, a leader in the DFW paddling community through his work with Dallas Downriver Club. Harris led the effort to attain NPS status for the Trinity River Paddling Trail and serves as the primary Trinity Coalition contact.

The impact of the National Park Service brand coming to the DFW region is game-changing. The NPS website receives over 100 million visits a year. With easy access to the area provided by DFW International Airport and Love Field, nature tourism in North Texas promises to grow exponentially.

Smith of the Trinity Coalition holds a long-range vision of creating the nation's most extensive urban nature system—Trinity Nature Park—by connecting riverside parks, preserves, and municipal land in Dallas, with the Trinity River and its NPS-recognized paddling trail at the center. More information at TrinityCoalition.org.

In anticipation, Trinity Coalition has trademarked the slogan "Where Nature Happens" to partner with the region's various tourism and relocation services.

Photo by Teresa Patterson. For additional information, video, and photographs, contact Dale Harris at Dale@trinitycoalition.org.

DART announces Gary Thomas' retirement as president/executive director

Under his leadership, Thomas forged the agency into an award-winning transit model, providing residents across DART's 700-mile service area with a world-class public transit network.

By MASS Transit

The Dallas Area Rapid Transit (DART) has announced president/executive director Gary Thomas will retire from his position after nearly 29 years of leadership.

The board of directors will initiate a search process to identify a successor for Thomas.

"It has been my privilege and honor to be part of Dallas Area Rapid Transit for this moment in time. I have seen many firsts throughout the years and have been able to work with many dedicated board members and team members as DART has evolved into an indispensable resource for our residents throughout North Texas and beyond," said Thomas. "I want to extend my heartfelt thanks to our current management team and our almost 3,700 employees, as well as all of the DART team over the last 20 years that without whom our shared success would not have been possible. I'm extremely proud of what we have built with help from our communities and elected officials with whom we share a vision for our future. I have complete confidence that DART will continue to improve the quality of life in North Texas."

Thomas joined DART in 1998 as the senior vice president of project management with almost 20 years of experience as an engineer and architect, consulting for national and international projects including DART projects going back to 1986. He was appointed as president/executive director in 2001 when DART's rail system was only 20-miles long and led the agency to provide North Texas residents with the longest light-rail network in the country at 93 miles.

Under his leadership, Thomas forged the agency into an award-winning transit model, providing residents across DART's 700-mile service area with a world-class public transit network. Through Thomas' leadership, DART has frequently defined what a modern 21st century transit system can be.

Thomas directed DART's commitment to sustainability and conservation with the goal of reducing greenhouse gas emissions, providing clean, alternative transportation options that help decrease the number of cars on the road. This included a focus on renewable energy and the transition of the entire DART bus fleet to the more environmentally sensitive natural gas fuel rather than diesel. DART was also an early proponent and adopter of electric buses, adding seven buses to the fleet in 2018.

As a champion of the Mobility-as-a-Service (MaaS) service model at DART, which provides travelers with the ability to plan, book and pay for the mobility solution that works best for their needs through the GoPass App, he led the effort to make DART's multimodal transit system flexible, reliable, affordable and more available to everyone by developing new technologies and services including fare equity, cash to mobile options and GoLink.

With a focus on ensuring that DART continues to serve as both a mobility and economic engine for the long-term benefit of the entire region, Thomas developed policies that engaged development projects near DART light-rail stations, generating billions of dollars in revenue,

taxes and jobs for the local economy while enhancing mobility opportunities that improved the quality of life of North Texas residents.

"While there will always be more work to do, I know that we have the right team in place to turn our vision into reality, improving the lives of our riders by providing safe, timely transit solutions," said Thomas. "Our ongoing platform extension project on DART's Red and Blue rail lines will allow us to move up to 33 percent more passengers throughout our busiest operating times.

The D2 Subway project, our second light-rail alignment through downtown Dallas, has moved into 30 percent Preliminary Engineering. We've expanded our GoLink on-demand service, which includes our partnership with UberPool. The Silver Line Regional Rail Project, DART's first east-to-west commuter rail service, will provide residents with improved mobility, accessibility and system linkages to major employment, population, and activity centers in the northern part of the DART Service Area. And of course, the DARTzoom Bus Network Redesign project will define the future of bus service for the entire service area, providing enormous positive transit opportunities by aligning service to meet the needs of our riders now and in the future."

"On behalf of the DART Board of Directors, I want to thank Gary for his service to the agency, the member cities of DART and the residents of North Texas," said Paul N. Wageman, chair of the DART Board of Directors. "Through his leadership and dedication, he has earned the respect of city leaders, the DART board, its employees and his peers in the industry for his passion and innovation. Gary is leaving DART in a strong position, as the quality of the management and operations teams has never been better. We are grateful to Gary for his leadership of DART and his friendship. We wish him the best as he embarks on this chapter of his life."

The 50-Mile Trail Around Dallas Takes Its Next Step Toward Completion

The Loop will do much more than provide a great space to exercise. It will connect communities.

By Matt Goodman, D Magazine

There are already 39 miles of existing trail in the city of Dallas that, if you squint, look like they should connect to one another to create a giant loop. As it stands, they do not. The Katy Trail ends before it reaches the Design District, where a reasonable person could expect this piece of protected pedestrian infrastructure to lead you onto the nearby Trinity Strand Trail. Farther north, the Katy Trail meets up with University Crossing and Ridgewood Trail, which then shoots south on the Sopac Trail near White Rock on its way to the Santa Fe Trail. But if you want to cycle or walk into southeast Dallas into the Trinity Forest, too bad. (That would, admittedly, be a long walk.)

In 2014, the architect Philip Henderson and the developer Rick Perdue began kicking around an idea to link those trails and add a new path that would provide southeast Dallas with an amazing bit of cycling and pedestrian infrastructure. They got the attention of Mayor Mike Rawlings, who advocated for what became known as the Loop Trail. The project got \$20 million in the 2017 bond.

Now, six years after the birth of that idea, the Circuit Trail Conservancy, the nonprofit charged with building and raising funds for The Loop, is prepared to issue construction bids on its first project: that 9-mile stretch from White Rock Lake, down into the Trinity Forest, where it will connect with the AT&T Trail near the Audubon Center. When the project is complete, cyclists and pedestrians will have 50 miles of unencumbered trail that will guide them through much of the city without having to exit a trail and cross a street. The project is working in tandem with existing streets and parks improvement projects, even helping nudge the city to create a new 50-acre nature preserve near Samuell Grand Park.

“While trails are amazing and they provide unprecedented access, it’s only through a comprehensive network of sidewalks and bike lanes that we can really provide these types of amenities to the city,” Philip Hiatt Haigh, executive director of the Circuit Trail Conservancy, told the Park Board earlier last month.

The Conservancy has raised \$43 million—\$20 million from the 2017 bond, \$10 million from private donations, and \$13 million between the county and the Texas Department of Transportation. The final design links nine City Council districts and will eventually connect to another trail leading to Fort Worth. The Conservancy has applied for funding through the Sports Arena TIF to help pay for its Hi-Line Connector project in Victory Park, which links the Design District with the Katy Trail. Nevertheless, the nonprofit will likely need to raise more money; whether it gets TIF dollars will inform how much it needs, Hiatt Haigh said.

The 9-mile path from White Rock down into the forest is called the Trinity Forest Spine Trail. It will be constructed in two phases, a northern leg that extends from just below the White Rock Lake spillway to Scyene Road in the Parkdale/Lawnview neighborhood of southeast Dallas.

The southern phase will extend from Scyene Road to Elam Road, running adjacent to White Rock Creek, down to U.S. 175. Hiatt Haigh says the trail will run 100 feet from the highway, with some sort of barrier between it and automobile traffic. It will connect with the city’s planned

Complete Street project at Pemberton Hill Road, where cyclists will find a protected bike lane to guide them into the AT&T Trail in the Trinity Forest.

The Trinity Spine Trail will serve portions of Dallas that have historically been left out of major pedestrian infrastructure projects. There is no easy way for a cyclist to get from White Rock to the forest today. This is first on the list for construction, which is what many on Council have called for.

Basically, all of this leg will be located in a floodplain. The trail will be built above grade, using berms that will allow it to withstand water produced by up to a five-year flood. Hiatt Haigh says that is high enough for the project's engineers to predict fewer than three days of flood-related inaccessibility each year. Where berms aren't feasible, the trail will be built at grade, at the ground's highest point. Trees, plants, and flowers native to the landscape will be planted nearby to aid in the absorption of rainwater.

There are other improvements coming to the path's northern leg, closer to White Rock. The city's Parks Department wants to turn about 50 acres of wooded land just east of Samuell Grand Park into a nature preserve. Currently, the only way into this overgrowth is an illegal drive that's filled with trash and sometimes parked cars.

This dovetails with the goals of an old master plan for Samuell Grand in Far East Dallas, which called for the Tenison's Glen Course to shrink from 18 holes to nine par-3 holes. That is now coming to fruition. The remaining land from Tenison will serve as part of that nature preserve.

Hiatt Haigh says he is in discussions with the Dallas Off Road Bicycle Association to program and maintain it, as it does at 17 trails throughout Dallas-Fort Worth. Those connections are exciting, both for elected officials and neighborhood organizers who have long bemoaned poor pedestrian infrastructure in Far East Dallas and the neighborhoods in and around Pleasant Grove.

In Far East Dallas, which will be the first phase of the Spine Trail, Vikki Martin sees benefits adjacent to the Loop. Martin is the executive director of the Ferguson Road Initiative, an advocacy group that represents 37 neighborhoods in Dallas' most eastern section. Of those, she estimates 15 will be impacted in some way by the trail.

"Ferguson Road is really a disconnecter of neighborhoods," she says of the sometimes six-lane thoroughfare that runs about 6 miles northeast, from Interstate 30 to LBJ Freeway. "I live on the southeast side of Ferguson, and there is really no way to access or reach amenities closer to White Rock Lake. The only way to get there is if you drive in a car. Otherwise there are no sidewalks."

The Circuit Trail Conservancy is focusing attention on a part of town that is starting to pop. A new park and recreation center, White Rock Hills Park, is scheduled to open in November, at 2229 Highland Road. It will connect with CreekSide, a 4.5-acre urban preserve along Ash Creek that was headed up by the Ferguson Road Initiative, the city of Dallas, and the Urban Land Institute. The city is also spending nearly \$4 million reconstructing Highland Road near the Forest Hills neighborhood, which includes bicycle infrastructure. That will be connected to the Loop trail.

"What this means is, we'll have connectivity to Samuell Grand Park and to the Tenison golf courses," Martin says. "We'll have connectivity to the Santa Fe trail and to White Rock. We'll be able to get downtown on a bicycle in 20 minutes."

Councilman Jaime Resendez, who represents southeast Dallas, has spent the months of the pandemic pedaling every street in his district. “It feels relatively safe inside neighborhoods,” he says, “but transferring between them is a different story.”

The councilman grew up in the neighborhood he represents. After meeting with Hiatt Haigh, Resendez pulled his old bike out of his parents’ garage. He started riding around his district a few times a week. That turned into every day.

He saw the neighborhoods at the street level, helping him identify potholes and other problems that required filing service requests with City Hall. He filed more than 200 of them. He stopped and spoke with residents, explained what would finally be coming to their communities. He also found the AT&T Trail and the Trinity Forest Trail; after riding, he called it an “amenity on par with White Rock Lake.”

“It’s really life changing, man,” he said of his cycling habit. “I can’t imagine growing up and seeing these types of things. We never saw cyclists in our neighborhoods.” Both Resendez and Martin believe investing in improved pedestrian and cycling infrastructure will boost economic development in two parts of town that need it. This isn’t a new theory.

Way back in 2008, the National Association of Realtors revised its policy statement to advocate for cycling infrastructure to be included in all transportation projects. In defending the messaging, its senior policy advisor was quoted as saying Realtors “don’t just sell homes, [they] sell communities.”

In 2006, the state of Delaware commissioned its own study into the impact trails had on economic development and found that “there is definitely a large portion of the population that sees bike paths as an amenity and will seek out residences near trails, parks, and other natural resource areas.”

Martin and Resendez see the Loop as a way to harness the natural assets in their communities while improving pedestrian infrastructure. A recreation option also serves as an improvement for transportation. Martin sees a hole in the Claremont Village Shopping Center, which was anchored by a Minyards and then a Fiesta grocery store. It’s been empty for years.

“We want to create a sense of place,” Martin says. “We are optimistic we can revitalize that shopping center with the park and the rec center as anchors.”

The alignment of the Trinity Forest Spine Trail has slightly shifted since public meetings began in 2019, mostly below Scyene on its way into the Trinity Forest. Hiatt Haigh says that is because of flooding and property ownership; planned connections at the Joppa Preserve are on hold because the Army Corps of Engineers controls that land.

Another connection in Joppa via the existing Trinity Forest Trail is paused while the city negotiates land rights with the railroad companies that own the land. A plan to go through the Trinity Forest in addition to running alongside US-175 is also on hold because of the Corps. But once those other projects are complete, the Loop will provide access to them, Hiatt Haigh said. For now, The Loop is moving forward. There are tricky connections in urban neighborhoods like Uptown that will come. But it all begins with the crucial Trinity Forest Spine Trail.

Longtime Arlington real estate icon remembered as dedicated community servant

By Kailey Broussard, Fort Worth Star-Telegram

Billie Farrar was behind a lot of “firsts” for Arlington.

The longtime real estate agent moved to the city as it grew from a rest stop between Dallas and Fort Worth to an entertainment hub of nearly 400,000 residents. Over the decades, Farrar played a hand in many land deals and sat on several foundation and business development boards — many of which had never previously appointed a woman.

Farrar, who died Oct. 17 at 91, became a force behind Arlington’s rapid growth. Friends and family, though, say she was more focused on helping the city than she was being a trailblazer.

“She never felt that way at all and wasn’t intentionally trying to be the first woman to do this or that,” said Scott Farrar, Billie’s son. “She just thought if you just really work hard, things will come your way.”

Born in Rising Star before moving to Cross Cut, Billie often told Scott how her family and neighbors gawked at the sight of a car bumping down a dirt road or how she and her siblings sold chickens they caught. The youngest of four girls, Billie and her siblings received one pair of shoes per year and lived in a house with an outdoor Depression-era bathroom. After her mom died, Billie and her family moved to Brownwood, where she and some of her sisters worked for an uncle’s dry-cleaning business.

“She comes from a very meager beginning,” Scott said.

Billie and her husband, Bill, moved to Arlington after attending Southern Methodist University in Dallas and opened Bill’s B&B Food Store near Collins Street and Park Row Drive, the first of four they would operate in North Texas. The Farrars moved to Arlington before its population ballooned.

After advocating for the development of Dallas/Fort Worth Airport, Billie obtained her real estate license while managing the grocery store’s payroll. After a few successful sales, Billie bought her office space at 600 W. Park Row Dr., where she’d frequent even after her real estate license expired in late 2019.

“She just decided kind of on a whim to get a real estate license,” Scott said.

At the same time, Billie became involved in several organizations. She was the first woman to serve on the boards of the Arlington Chamber of Commerce, Texas Health Resources Arlington Memorial Hospital and First City Bank.

She earned honors from the Arlington Historical Society and the Arlington ISD Education Foundation. In 2008, she was inducted into the Chamber of Commerce’s Hall of Fame.

“She was one of the pioneers in development,” said Tom Cravens, former Chamber chairperson.

'SHE LOVED MAKING DEALS'

While the signage for Farrar Real Estate still stands outside the Park Row office, the business closed when Billie Farrar let her license expire.

Her certification was up for renewal in November when, to Scott's surprise, she did not renew it. Scott still works in part of the office, while another part of the building is up for lease. Even after letting her license run out, Scott said, she went to the office nearly every day until her health prevented her from making the trek from Mill Creek.

Cravens remembered Billie Farrar as a woman who advocated for "everything that was good for Arlington," as well as the budding agents she helped.

"I'm not sure she even charged them to be in the office, but she mentored a whole bunch of these Realtors and developers in Arlington," Cravens said.

Similarly, Scott said, she was excited for the city's booming growth over several decades of helping people find tracts of land and serving the community.

"My mom came to work every day," he said. "She loved what she did. She loved making deals."

Naval Air Station Fort Worth wins Fort Worth's Environmental Industry of the Year honors

By Fort Worth Business Press Staff

Honored for 18 consecutive years of regulatory compliance with the Clean Water Act and impressive environmental programming, Naval Air Station Fort Worth Joint Reserve Base has been named Industry of the Year in the city of Fort Worth's annual Environmental Awards program.

The award was among several presented Wednesday during the 2020 Environmental Excellence Awards. The ceremony was broadcast on the City of Fort Worth, Fort Worth Water and Keep Fort Worth Beautiful Facebook pages.

The event video can still be watched on those pages, as well as Fort Worth Water and Fort Worth Code Compliance YouTube channels, the city said in a news release.

In all, 79 Fort Worth companies were honored for their compliance with wastewater regulations. These awards have been handed out since 1999. Another 24 companies in seven cities that contract with Fort Worth for industrial pretreatment services also earned recognition.

Fort Worth Water director Chris Harder congratulated the many companies celebrating more than a decade of environmental stewardship and compliance, particularly at a time when keeping ahead of environmental risks and regulations has become more stringent.

"Keeping current with these requirements can be challenging," Harder said. "One goal of these awards is for you to get to know the individuals from other companies that are working alongside you and collaborate and exchange information that might be helpful to you and our industry in general."

The Naval Air Station is an advocate of the Navy's Pollution Prevention objectives for a clean, safe environment, including recycling and promoting responsible citizenship. The base has diverted 3,314 tons of landfill waste to recycling. The program resulted in 45 percent less solid waste generated at the base and \$374,000 in economic benefit.

Innovation and Recognition honors that recognize companies advancing greater environmental awareness were awarded to six companies.

Innovation Awards went to The University of Health Science Center in Fort Worth for a community garden, land redevelopment category; Tarrant Regional Water District for its Rainscapes at its office campus, stormwater category; Novak Hair Studios for its zero waste facility, solid waste/recycling and water conservation categories, and, Molson Coors, water use and process improvement category.

Tarrant County College District received a Recognition Award as a SmartWater Conservation Partner for the ninth year. The Tarrant Regional Water District also received a Recognition Award for having a Fort Worth Friendly Landscape at its campus.

The city's water utility and code compliance department sponsor the awards.

This Panther Island bridge to downtown Fort Worth will open to traffic in 2 months

By Luke Ranker, Fort Worth Star-Telegram

The much anticipated opening of White Settlement Road's [Panther Island bridge](#) could come in the early weeks of 2021.

Contractor Texas Sterling is obligated to have work done by the end of December, but Doug Rademaker, a senior project manager for the city, said Wednesday he expects traffic to open on the bridge in the "very first part of the year."

Rademaker did not provide a specific date for opening.

Work on the [North Main Street bridge should be done in the spring of 2021](#) and the Henderson Street bridge should be open in the summer, he said. Those bridges were expected to be finished by December 2021.

"We should be bringing them in several months earlier than that," Rademaker said.

The bridges are needed to connect downtown to the planned Panther Island, an 800-acre island in the Trinity River that would be formed after a bypass channel is cut between the two forks. The [\\$1.17 billion project has languished without federal financial](#) support for years.

The White Settlement Road bridge has been particularly bothersome to businesses along the road west of the river. Unlike the other two roads, an easy detour does not exist for White Settlement Road, so traffic has largely been cut off.

Once scheduled to open in 2017, the bridges were delayed by design issues and the completion date was pushed back two years. At one point in 2019, [project officials said the White Settlement bridge](#) would be finished by late summer 2020. The date was pushed back again to the end of this year.

Texas Department of Transportation Kicks-off the 635 East Project

By Lubwa Leonard, Construction Review Online

[The Texas Department of Transportation](#) has kicked-off the 635 East Project, which involves the rebuilding and widening of the I-635 Corridor and the I-30 Interchange in Dallas County. The Department recently held a virtual groundbreaking ceremony also attended by federal, state, and local leaders.

The launch of the 635 East Project is a culmination of efforts and planning that started five years ago. Among those who addressed the virtual meeting are U.S. Secretary of Transportation Elaine Chao, Texas Governor Greg Abbott, [Texas Department of Transportation](#) Chairman J. Bruce Bugg Jr, Dallas Mayor Eric Johnson, Dallas County Judge Clay Jenkins, Garland Mayor Scott Lemay, Dallas Mayor Eric Johnson, Mesquite Mayor Bruce Archer, among other state, county, and local leaders.

Investment in infrastructure

In his statement to the virtual gathering, Governor Abbott said the state takes priority in investing in infrastructure as a way of revamping the economy. He added that the rebuilding and widening of the I-635 Corridor and the I-30 Interchange will help create jobs and decongest the communities. He lauded Texas Transportation Chairman J. Bruce Bugg Jr and other commissioners for their steadfast leadership to tackle traffic problems in the state.

On his part, Chairman Bugg said, "I'm proud to add my voice to the chorus of support for funding and moving forward with 635 East." He added that "this project will improve safety and will bring immediate and long-lasting relief to one of the worst bottlenecks in Texas."

Scoop of work

The 635 East Project will involve building continuous frontage roads on I-635 from U.S. 75 to I-30. The scoop of work will also include expanding and rebuilding the main lanes from eight lanes to 10, and reconstruction of all cross streets.

There will also be major roadway enhancements and improvements like updating roadway designs to meet required standards as well as implementing wider cross streets to increase traffic capacity.

Dallas upgrading 1,000 streetlights to LED, expanding Wi-Fi to needed areas

The city streetlights will be converted to LED in high-risk crime areas

By Brooklynn Cooper, Dallas Morning News

The city is converting 1,000 streetlights to LED and adding almost 200 lights to poorly lit areas.

Though it's only a fraction of the city's total lights, the benefits of LED include energy preservation, more illumination and less frequent maintenance, according to a presentation to the City Council on Wednesday.

Additional lighting also addresses a top-of-mind concern for many: public safety.

The mayor's Task Force on Safe Communities came up with [four ideas](#) in January to reduce crime, and one was adding outdoor lighting in crime hot spots. The city has had 203 homicides this year compared to 172 this time in 2019, when the [city hit a record high](#), according to police.

The city's current budget provided \$2 million for the Office of Integrated Public Safety Solutions to add lighting to areas with high crime activity. The city prioritized 16 areas where it will upgrade streetlights based on crime, poverty and other factors.

The first project upgraded 76 lights to LED along South Malcolm X Boulevard near Marburg Street, a corridor in South Dallas that the department's Director David Pughes called "high risk" based on data from the Dallas Police Department.

"Improving outdoor lighting will enhance public safety and equity in our underserved neighborhoods while alleviating the burden on our police officers," Mayor Eric Johnson said in a written statement. "This effort is critical as we continue to contend with unacceptable increases in violent crime in our city."

Staff members in the public safety office are researching areas to target next by looking at which neighborhoods experience the most nighttime crime.

Council member Casey Thomas suggested adding LED lights to Ledbetter Drive, which stretches through southern Dallas, and Sunnyvale Street in East Oak Cliff where "violent crime is rampant."

Lack of lighting probably wasn't the only factor related to crime in those areas, he said, but he noted that violent crime in the city has already exceeded last years.

"If we say that public safety is the number one priority, we've got to address this area," Thomas said.

1,000 lights

The lighting plan is divided into two phases. The first consists of upgrading 1,000 city-owned lights from their current high-pressure sodium or metal halide bulbs to LED fixtures.

Most of the lights to be upgraded are in southern Dallas but a few are in the northern part of the city.

The \$500,000 project, already in progress, is estimated to take up to a year to complete and will save the city \$12,000 annually.

Michael Rogers, director of Dallas' transportation department, said that the department's biggest line item is the energy cost of the current lights: \$17 million, which also includes Oncor and TXU Energy's fees.

Oncor, the state's largest electric utility company, owns 75% of the 80,000 streetlights in Dallas. The franchise's presence in the city has caused problems with both consistency in light quality and LED conversion costs.

"With Oncor, when a conversion of LED is made, the bill does not go down," Rogers said. "It's about a 15% increase, and that's based on the tariff rates that we have."

Right now, when new Oncor lights are installed, they're still either high-pressure sodium or metal halide, which emanate an orange-yellow color in comparison to the bright white glow of LED.

Rogers added that city staff are in "regular conversations with Oncor leadership" to negotiate prices.

Council member Lee Kleinman pressed the issue of inconsistency, suggesting that the city use LED conformity as leverage when their franchise agreement is up for reconsideration.

"[Oncor] has to be licensed to operate in the city of Dallas, and if they're not cooperating with us and putting in the kind of lighting we're asking for — especially since we're their customer — we need to do that," Kleinman said.

Expanding Wi-Fi

Phase two of the plan includes infrastructure updates like traffic signals and pedestrian improvements in addition to converting 500 streetlights and adding 190 new fixtures within five years.

These updates are concentrated in five areas and funded in part by the county. The five projects are at South Walton Walker Boulevard, Lancaster Road, Simpson Stuart Road and South Buckner Boulevard in southern Dallas and Vickery Meadow in northeast Dallas.

Thomas agreed that both Lancaster Road and Walton Walker Boulevard — on which he drives every day — need attention.

"But Red Bird Lane and Ledbetter are two main areas that run through Oak Cliff that are dark," Thomas said.

He added that he had sat down with city management three years ago to discuss these two roads. But both of those stretches are [owned by Oncor](#).

"We're working with Oncor to try to address the other lights," Rogers said. "However, we had to have a process in which we started where we could finish doing these conversions quickly."

The final part of the plan will add Wi-Fi to 10 areas in southern and West Dallas with low internet connectivity by running fiber from city facilities to nearby streetlights. Seven of these were recommended by the mayor's task force.

These installations will be completed by the end of the year using \$2.8 million from the CARES Act.

"Obviously, we need to address whatever concerns council members have, but I'm really happy about this work," said Jaime Resendez, a council member who represents southeast Dallas. "This is a data-driven, strategic approach to address safety and the digital divide."

Areas where city-owned lights will be upgraded to LED

City staff identified 16 areas to prioritize based on factors such as crime, poverty and areas with concentrations of fatalities and injuries. In alphabetical order, the areas are:

- Audelia Road and LBJ Freeway
- Buckner Boulevard and Lake June Road
- Bruton Road and Prairie Creek Drive
- Clarendon Drive
- Coit Road and North Central Expressway
- Great Trinity Forest Way and C F Hawn Freeway
- Illinois Avenue and Lancaster Road
- John West Road and Forney Road
- Jupiter Road and Gus Thomasson Road
- Red Bird
- Kiest Park
- Oak Cliff
- Ross Avenue
- Vickery Meadow
- Webb Chapel Road and Northwest Highway
- West Dallas

Areas where Wi-Fi will be added to streetlights

These areas, also priority improvement zones identified in phase one, are:

- Thurgood Marshall Recreation Center: Ariel Drive from Mark Trail Way to Dove Creek Way
- Fire Station #38: Cicero Street from Wilhurt Avenue to Dove Creek Way
- Eloise Lundy Recreation Center: Denley Drive from Hutchins Road to Rev. CBT Smith Street
- Fire Station #5: Corvette Drive from Bruton Road to Limestone Drive
- Janie C. Turner Recreation Center: Ezekiel Avenue from Elam Road to Hood Street
- Mattie Nash-Myrtle Davis Recreation Center: Bayside Street from Hampton Road to Puget Street

- Juanita Craft Recreation Center: Frazier Street from Spring Avenue to Marshall Street
- Skyline Branch Library: Symphony Lane from Everglade Road to Snowbird Lane
- Fire Station #40: Kirnwood Drive
- Fire Station #54: Pinebrook Drive from Bonnie View Road to Strawberry Trail

Does McKinney Really Need a New Highway?

The expansion of Highway 380 has pitted beekeeper against HOA president, rancher against soccer mom. What if they're all wrong?

By Peter Simek, D Magazine

The best way to find U.S. Highway 380 on Google Maps is to zoom out in satellite view until you can see the entirety of Dallas-Fort Worth's bulbous, gray-brown mass of sprawl in one frame and then place your finger on the line farthest to the north where it stops. For most of the nearly 90 years since the American Association of State Highway and Transportation Officials designated the route, Highway 380 was hardly more than a little two-lane road that connected remote farming communities that stretched east from Greenville, straight out across the state and into New Mexico. Today, however, the road is a high-water mark, the coastline of an unbroken sea of urbanization that stretches some 60 miles southward from McKinney to Red Oak. And the tide is rising.

In 2016, residents living along Highway 380 received notices from the Texas Department of Transportation informing them that Highway 380 would soon be transformed into a major freeway—a limited-access traffic artery as wide as 10 lanes in parts. According to the Texas Demographic Center, Collin County's population is expected to grow from fewer than 800,000 people in 2010 to more than 3.8 million by 2050. Faced with such growth, the state transportation agency determined that a new east-west route would be necessary to move the many millions of cars that would be the inheritance of Collin County's prosperous future.

But just as traffic engineers tend to see limited-access freeways as the best solution to the challenges of urban growth, people generally don't want freeways running through their backyards. As TxDOT began rolling out a suite of options for the design and location of the new freeway, the Highway 380 planning process devolved into the most contentious community battle in Collin County history. Deep-pocketed partisans funded social media disinformation campaigns. Entrenched rural residents threatened to send militias to intimidate suburban soccer moms. Subdivision HOA board members accused small-town politicians of cronyism that implicated a beloved beekeeper and owners of a horse farm that serves children with special needs.

That things got so ugly was just one indication that the mess around McKinney is about much more than a road. The expansion of Highway 380 evolved into a battle for people's homes, their children's schools, their places of business, and their sense of community and belonging.

In September 2019, I received an email from Amy Limas and Kim Carmichael, two McKinney residents who urged me to come out to Collin County to learn more about Highway 380's expansion. I had followed the project from the sidelines and knew that, in March of that year, TxDOT had settled on its \$2.5 billion preferred alignment for the new road and was embarking on an environmental study, the slowest and quietest phase of the highway-building process, which could take years to complete. Limas and Carmichael, however, promised a new twist in Highway 380's already jagged tale.

The drive up the Dallas North Tollway can feel like traveling in reverse along the urbanism equivalent of one of those ice core samples scientists pull from the frozen sheets of Greenland to study the history of the climate. Suburban neighborhoods spread out into an unbroken monotony of subdivisions punctuated by big box-anchored strip centers and gleaming glass

corporate nodes. It is only when you get close to Highway 380 that the concrete begins to fall away to reveal the source of Dallas' legendary real estate fortunes: virgin dirt.

I meet Limas, Carmichael, and Jon Dell'Antonia, the president of a McKinney homeowners' association, at McKinney Coffee Company, which sits in a strip center along Highway 380, opposite a rolling expanse of farmland. They spread out documents on a table and race to bring me up to speed. TxDOT's original plan was to widen Highway 380 in place, but after an economic study projected the astronomical cost of displacing businesses—including military defense contractor Raytheon—the agency devised nine potential routes that would wrap around McKinney. They tried, and failed, to avoid new residential developments. The bypasses TxDOT devised look like octopus arms wrapping around the new subdivisions dotting the rural northern fringe of the city before swooping down to reconnect with the original Highway 380 footprint at the border with Prosper. "They came up with some bypass option that wiped out half our neighborhood," Limas says. "That's when we got involved."

Both Limas and Carmichael live north of Highway 380 in a development called Tucker Hill. It isn't like a lot of cookie-cutter subdivisions out here. A promotional video calls it "a traditional neighborhood development that captures the distinctive architecture of a historic walkable neighborhood." The luxury master-planned community of half-million-dollar homes features a mishmash of architecture, green space for neighborhood concerts, a center square with an art nouveau fountain, and a commercial strip of street-facing retail. "Some people don't like it because they think we're like Disney," Carmichael says.

What Limas liked about Tucker Hill was that it fell within the boundaries of the Prosper Independent School District. She moved in with her husband and two children in 2013. In her spare time, she runs a mother's ministry. Carmichael and her husband moved to Tucker Hill from Frisco, she says, because it was the kind of community where families, empty nesters, and retired couples all feel at home. Neither knew anything about McKinney's local politics until they learned that a state agency planned to bulldoze part of their community. Limas and Carmichael began to try to figure out what—if anything—they could do about it.

At first that meant showing up to public meetings, where they urged their elected officials to support a new Highway 380 alignment that would cut north of their property, where development was less dense. They understood the road was necessary for the future of the county. They just wanted it to be less disruptive. The problem was those northern parts of the county weren't unpopulated; they were simply less populated. One of the alignments the Tucker Hill residents supported ran through parts of nearby Walnut Grove, an older, lower-density community of ranch homes on multi-acre lots. Walnut Grove residents didn't want the new freeway paving their homes, woods, and creeks.

"From the get-go, it was contentious," says Jay Ashmore, a doctor and Tucker Hill resident who joined Limas and Carmichael in their crusade against the road. "Everyone was kind of protecting their best interest, their homes and neighborhoods. I get that."

When Tucker Hill homeowners suggested TxDOT look at an alignment that didn't rejoin the existing Highway 380 right of way until after it crossed the Prosper city line, Prosper residents threatened to kick children from McKinney out of their school district. Limas and Carmichael show me Facebook posts in which someone threatened to send armed militias to Tucker Hill. Other residents had the resources buy ads on social media, and they circulated posts that Limas and Carmichael say spread false information about the highway plans.

None of it intimidated Limas or Carmichael. When northern Collin County residents began showing up to meetings in matching red t-shirts, Limas and Carmichael purchased green t-shirts to outfit their supporters. And the two women started to dig deeper into local politics. In campaign finance reports filed by Collin County Judge Chris Hill, they found a \$25,000 donation from Annette Simmons, the wealthy widow of billionaire Harold Simmons, that was made not long after TxDOT initiated its feasibility study. Simmons, they pointed out, owns land east of U.S. Highway 75, near one proposed alignment. They found another suspicious \$25,000 campaign donation to Hill from Nathan Sheets, the founder and CEO of Nature Nate's Honey Co., that was made to Hill's campaign the day after TxDOT held a public meeting to discuss an alignment that would nearly run over Sheets' apiaries.

Hill and Sheets did not return requests for comment, but if the donations were intended to sway the eventual design of the road, they failed. In March 2019, after three years of public debate, TxDOT chose a preferred alignment that would run right past Nature Nate's Honey Co. before encircling Tucker Hill on two sides with a moat of concrete. Limas and Carmichael were devastated, but Tucker Hill residents weren't the only ones upset with the chosen design. One Walnut Grove resident I spoke to joked that she believed TxDOT tried to demonstrate its lack of bias by choosing the one option that nobody liked. But that wasn't necessarily true. What Limas and Carmichael couldn't understand was why TxDOT's preferred alignment cost \$100 million more than the other final design under consideration and disrupted more homes and neighborhoods. The only reason they could come up with for TxDOT's decision to go with the more expensive option was that it avoided a single property owned by Bill Darling.

In 1987, Darling and his brothers founded Darling Homes, built 34 communities across the northern suburbs, and sold the company to Arizona-based homebuilder Taylor Morrison in 2012. Taylor Morrison continues to use the Darling name, and one of the communities it built under that brand was Tucker Hill. In 2007, Bill and his wife, Priscilla, founded ManeGait Therapeutic Horsemanship, a nonprofit that offers children and adults with disabilities the opportunity to "move beyond their boundaries through the healing power of the horse." ManeGait sits on Custer Road about a mile north of Highway 380 on 14 acres of pristine pastureland that was in the direct line of one of TxDOT's final two freeway alignments.

Once ManeGait learned that 380's expansion could impact its operations, it rallied supporters who flocked to public meetings. That infuriated Limas and Carmichael. Many of ManeGait's supporters didn't even live in the area. They learned that Bill Darling was a longtime friend of McKinney Mayor George Fuller's and that the city had granted more than \$300,000 to the nonprofit between 2010 and 2019, even though it technically lies in an unincorporated section of Collin County. And when they dug through the responses to a TxDOT community survey, they discovered many had been addressed to undeveloped lots owned by Traditional Homes, a new homebuilding company started by Darling and his son-in-law Zach Schneider. Darling and Schneider could not be reached for comment.

ManeGait's involvement in the public process shifted the momentum toward the alignment that would greatly impact Tucker Hill. Once TxDOT learned that its alignment would displace ManeGait, it backed off, citing federal transportation regulations that prohibit projects from displacing communities with disadvantaged or vulnerable populations. Mayor Fuller's relationship with Darling, however, didn't stop him from heading out to the horse farm to try to resolve the standoff by making an informal offer to buy out his friend. From the city of McKinney's perspective, the cheaper and less disruptive route through ManeGait was the most sensible of a number of bad options. Fuller's offer was generous. McKinney could relocate the

farm either through a land swap or by purchasing ManeGait at an above-market price with a no-cost lease-back until the highway construction begins.

“Bill listened to what we said,” Fuller says. “It wasn’t a knee-jerk reaction. He asked to have a couple of weeks to think about that. But after the review, they determined, as an organization, that they did want to stay where they are.”

Even if Mayor Fuller had been able to convince ManeGait to make way for the highway, the new road would still pave over what was supposed to be Kevin Voigt’s forever home. Voigt, a 52-year-old marketing data analyst, relocated to Collin County from Orange County, California, in 2015, with his wife and three children. He found a two-story stone ranch house tucked into a shady grove of pecan and mesquite trees about a mile north of Highway 380, in a subdivision called Bloomdale Farms Addition. It offered what was increasingly rare in California: 5 acres of open land on the outskirts of the quaint historic town that *Money* magazine named in 2014 “America’s Best Place to Live.”

Not long after Voigt purchased his home, developers began knocking on his neighbors’ doors with offers to subdivide their acreage in hopes of developing future tract housing. Bloomdale Farms has strict deed restrictions that limit the number of homes on its 224 acres to around 24. Voigt and some of his neighbors took the speculators to court and won. “And so, it seemed,” he says, “landowners in Texas have real protections.”

That was before Voigt learned about TxDOT’s plans to expand Highway 380. The two alignments that made it to the final stage of TxDOT’s feasibility study looped around some of McKinney’s denser communities, only to run straight through what Voigt’s kids have come to call “our Texas Rock House.” As Limas and Carmichael rallied their neighbors to fill public meetings, Voigt began attending as well, standing on the other side of the room with the McKinney and Prosper residents in red shirts. “We coalesced over a couple of years, in Prosper and McKinney,” he says. “It was kind of a slow boil.”

Voigt has adopted the look of a native Texan, with jeans, cowboy boots, and salt-and-pepper hair swooped back in a rockabilly pompadour. He understands why there was so much contention over the placement of the new road. “Everybody kind of goes into ‘Not in my backyard,’” he says.

But when he bought his land in McKinney, he says, he knew he was moving to the edge of a rapidly growing major metropolitan area, and so he did his homework. The city of McKinney has a long-range comprehensive plan that laid out a road map for balancing the consequences of that growth, setting aside areas of the city for more dense new development while attempting to ensure that some of its older, more rural communities could retain their character. Voigt’s acres were supposed to be protected. “They were going to respect rural residential areas,” he says. “Now they discarded that plan.”

It also rubbed Voigt raw that residents who had purchased homes close to Highway 380 now claimed they didn’t want the road in their backyards. “You can’t get a house by the airport and then complain about the noise,” he says. “You can’t buy and build a house—and there are beautiful homes down there—on a highway and then be so shocked when there’s a need to improve the highway. The ox is going to get gored here.”

Voigt says he isn't against growth and progress in McKinney, but, as with his fight against the speculators, he expected Texas to respect the rights of property owners. "McKinney had put together a vision plan that many people, including myself, had bought property based on what was in that plan."

When McKinney Mayor George Fuller first ran for office, in 2017, he supported an expansion of Highway 380 within its existing footprint. But he says a subsequent economic analysis of the cost of displacing businesses along that rapidly developing corridor—as well as pushback from Raytheon—forced him to be open to other alignments. Those alignments are not only causing the mayor headaches on the western fringe of the city. An eastern section of TxDOT's 380 bypass runs perilously close to what Fuller hopes will become one of the city's major economic engines, McKinney National Airport (TKI, in FAA parlance).

"For many years, there's been discussion of passenger service ultimately to be at TKI," Fuller says. "We've got a fixed base operations terminal on the west side of the airport and all our business and corporate travel residents are on the west side of the airport. A terminal for passenger service would be built on the east side of the airport. The last thing we'd want to do is have that highway coming up along the west side of the airport and then having to navigate from there over to the east side for passenger service. That would disrupt everything else that's going on."

As Fuller walks through the many complications that come with trying to snake a freeway through a rapidly growing community without disrupting that community, it begins to sound like an impossible situation. I ask him if at any point in the long debate he asked himself if the expansion was really necessary.

"Certainly, I was saying those same things last year," Fuller says. "I met with TxDOT and had a discussion of parkways versus the highway. But TxDOT came in with their modeling and, at least in their minds—and I guess convinced me as well—that was not feasible to move the traffic that we are going to have to be moving."

It's something I hear not only from Fuller but from nearly everyone I speak to about 380. Collin County is growing fast, and without building a new freeway to accommodate that growth, its roads will become a congested nightmare. Even though the highway has created deep divisions, the one thing nearly everyone agrees on is that the freeway must be built.

I find that astonishing. Here is an unbuilt public works project that has already turned neighbor against neighbor, transformed soccer moms into political activists, and driven Californian transplants to become property rights freedom fighters. Residents have flooded the halls of local government to fight for their homes, their families, their schools, and their livelihoods. They are all learning to live under the threat of a looming and massive freeway development project. And yet, throughout the entire ordeal, the freeway—the very agent of destruction they all fear—has never been perceived as the primary threat to their community. Instead, the project planning has mostly turned everyone in McKinney against each other.

It doesn't make sense. Why should McKinney's future be tied to a set of binary options? Why should a therapeutic horse farm have to vacate the land and facilities it has built over the last 13 years? Why should a newly built subdivision that has forged a sense of community and ownership be choked off by a highway around its neck? Why should a family staking out a homestead on a few acres of former farmland be forced to move out to make way for a road?

What if the fight over 380 isn't really about picking winners and losers? What if the reason the 380 battle is so bitter is because no one has been able to figure out how to confront their real enemy?

From an agency perspective, the process to move Highway 380 has been transparent. TxDOT's website keeps careful track of traffic studies, historic alignment maps, and feedback received at public meetings. It is a remarkable documentation of a seemingly democratic process. Here is a state agency planning a multibillion-dollar highway project with a huge economic impact, and yet it has detailed records of the opinions voiced by every Dick and Jane who happened to stroll into a public meeting to sound off on the project.

But there is one thing that is missing from all of TxDOT's documentation: a record of the moment in which the state agency decided that North Texas' projected growth demanded a new freeway bisecting Collin County. The reason that is not available is because the very idea that freeways solve the problem of future growth is baked into every assumption TxDOT makes. Highway-driven regional expansion is an *a priori* concept of long-range planning in Texas.

Civil engineer and writer Charles Marohn began to question this dogma of transportation planning—which is common in departments of transportation throughout the United States—after working for two decades as a professional engineer and land use planner. In his work with cities and towns around the country, Marohn kept encountering problems similar to the one in McKinney. America's metro areas have followed a similar pattern of growth since the end of World War II, with older cities transforming into sprawling suburban regions whose expansion is driven by public investment in infrastructure—roads, sewers—that allows for new development of vacant land. But there was a flaw in the model.

Marohn observed that the public sector typically assumes the long-term liability for creating new infrastructure that drives growth. But the kind of growth this infrastructure produces (mostly low- and mid-density suburban housing), while it looks like prosperity, doesn't generate a tax base large enough to cover the long-term costs of maintaining that infrastructure. "This exchange—a near-term cash advantage for a long-term financial obligation—is one element of a Ponzi scheme," Marohn writes in an essay titled "The Growth Ponzi Scheme," for the nonprofit he founded called Strong Towns.

Aspects of Marohn's idea can be observed in the fight over Highway 380. TxDOT's plans haven't kept up with the pace of development in Collin County. Had the state embarked on expanding Highway 380 a decade earlier, McKinney would have been less developed and community pushback less fierce. But TxDOT is struggling to find ways to fund new infrastructure projects throughout the state. In the mid-2010s, as political pressure increased against relying on toll lanes to fund transportation projects, Texas voters approved two ballot propositions that steered oil and gas, sales, and car rental taxes toward highway funding. As the economic recession caused by the COVID-19 pandemic has shown, those revenue sources are vulnerable to market cycles.

"Quite frankly, Texas doesn't have anywhere near the money that they need to maintain this stuff," Marohn tells me when I call him at his home in Brainerd, Minnesota, two hours north of Minneapolis. "We've now transitioned into a period of time that should not be about building new stuff. It should be about using what we have in a better way."

But, as Marohn goes on to explain, making the transition from building infrastructure to maintaining infrastructure is more difficult for counties and municipalities than it sounds. Part of the problem is there is an incentive structure built into the existing regional growth model that can skew the political process.

“The department of transportation comes in and says, ‘We’re going to invest \$100 million, \$500 million, a billion, \$2 billion—whatever the number is—adding capacity,’” Marohn says. “What happens is there’s a transfer of public investment into private wealth, and that private wealth shows up in land values.”

When the state invests public money in a road, that road helps drive up the development value of the land it touches. That creates an incentive for large landowners to push for the new roadway projects.

When Limas and Carmichael uncovered huge \$25,000 donations to Judge Chris Hill’s campaign from Collin County landowners like Annette Simmons, they didn’t find anything illegal. There is no limit in Texas to the campaign contributions made to a county judge. But they did find evidence of how this incentive structure plays out within the close-knit, closed-circuit world of suburban politics. People like Simmons and Darling forge close relationships with local politicians as they push for continued expansion of the infrastructure networks that can tap the potential of their landholdings. But the residents who eventually come to live in the subdivisions developed on that land are often more engaged with their HOA board than with their council representative. Even Limas and Carmichael admit that, until Highway 380 came along, they hardly knew who their city and county representatives were. That creates a political vacuum.

There is another obstacle. When Collin County residents first heard about TxDOT’s plans to widen Highway 380, they were told the reason for the expansion was that development and growth were already coming—3.8 million people by 2050. If you analyze those population projections according to the parameters laid out by TxDOT, there is no way to disagree with the numbers. But TxDOT’s entire model rests on one key assumption that is never mentioned: regional growth will always proceed as it always has. It is the logic of a Ponzi scheme. Feeling caught in the crosshairs of that inevitability, people living in the path of that presumed progress panic and turn against each other. “The transportation department is the toxic parents,” Marohn says. “And they’re making all the siblings fight.”

But there are other models for suburban growth. In fact, McKinney is familiar with them. One of the reasons the city was named the “Best Place to Live in America” in 2014 was because of the success of the revitalization of its historic town square. The restoration of the town historical center showed that investments in walkable communities were not restricted to trendy neighborhoods in large cities. McKinney’s 2040 master plan doubled down on that thinking, drafting a forward-thinking blueprint that imagines a future city balancing the look and feel of a small-town center, stable suburban neighborhoods, and protected pockets of rural life. It also looks to create areas of dense residential and commercial growth, such as around the airport, that can expand the city’s tax base while making McKinney less commuter—and infrastructure—dependent.

There are ways to think about McKinney’s future without imagining a Highway 380 crammed with traffic. The development of the Collin County Outer Loop highway project, which is planned to run a mere 5 miles north of Highway 380, could be designed to handle the bulk of inter-regional traffic. TxDOT’s catastrophic congestion numbers assume that the growing population

will use its cars in 2050 in the same way we use them today. As the coronavirus pandemic has shown, driving and working patterns may shift in a future filled with remote working. According to the North Central Texas Council of Governments, the region's municipal planning organization, freeway volumes were down 20 percent, toll road transactions were down 40 percent, and bicycle and pedestrian traffic were up 65 percent during the COVID-19 shutdown, offering evidence that mobility behavior is less static and can shift more quickly than planners often assume.

TxDOT's traffic projections also assume that cities and counties won't shift their attitudes about land use to promote new development that doesn't force residents to rely on their cars for every single errand. The success of McKinney's town square and newer developments like Plano's Legacy—and even Tucker Hill's stage-set walkability—offers evidence that even people living in subdivisions want to spend less time in their cars, not more.

But as Kevin Voigt discovered, land use regulations are only as binding as the political will that backs them up. And as Limas and Carmichael learned, political will in McKinney is often underwritten by people who are deeply invested in the status quo. But what the last three years of Collin County community organizing has shown is that there is potential for a new political voice in Dallas' suburbs. If the residents on either side of the Highway 380 battle were to come together, instead of passionately attacking each other, they could create enough opposition to force a cash-strapped state agency into trashing the idea altogether.

“The department of transportation has so many projects and they'd rather go to a place that really wants something,” Marohn says. “If the city opposed it, the city could probably stop it.”

Before TxDOT can break ground, it needs to complete an environmental study, which could take another two years. Collin County voters have already approved bond funding for the acquisition of right of way. But with each passing week, the situation on the ground changes. In September, New York-based developer JEN Partners completed one of the region's largest land acquisitions in 2020, scooping up more than 1,100 acres of McKinney land slated for 3,000 new homes all within a stone's throw of TxDOT's preferred Highway 380 expansion alignment. A representative for JEN Partners said the company does not expect the road will have any “material impact on our investment.”

Meanwhile, the immaterial impact of the unbuilt road is weighing heavy on the lives of those living in its projected path. Since the fight over the highway cooled down, Limas and Carmichael have stayed involved in local politics. They supported a candidate from Tucker Hill for McKinney City Council and were asked to serve on a city bond committee. But that increased involvement hasn't made Limas feel any more empowered. “There's not a lot we can do,” she says. “We have to wait for the study. We have to wait for our opportunities for public input. And I feel like there's things going on behind closed doors I will never be privy to.”

Limas' fear that McKinney's old-style local politics may still hold sway over the voices of residents is not unfounded. In August, the McKinney City Council overhauled its public meeting speaker rules after another long year of contentious debate, this time revolving around social justice issues and simmering racial tensions that are also at play in this month's recall vote on McKinney Councilman La'shadion Shemwell. Requests to speak to the Council must now be filed in writing before meetings begin, and written comments will no longer be read out loud into

the record. Placards, banners, signs, pennants, and flags are also prohibited at meetings, a rule change that would have dramatically altered the look and feel of the entire 380 debate.

But for now, Limas and Carmichael both say they are staying in Tucker Hill, even though they have heard stories of people moving into the neighborhood without being informed about the pending road project. "It's crossed our minds," Limas says about moving. "But I'm on the HOA board. We're invested, we have a son at the middle school—this is where I'm going to be. It is kind of like, where would we go at this point?"

Voigt is also not budging. He and his family are settling into their new Texas life, even if there is always the feeling that any day, he could receive confirmation that the bulldozers are coming for his Texas Rock House. "We'd be brokenhearted for sure if this thing was going to happen," he says. "But you can't wake up with that anxiety every day."

What still gnaws at him, however, is a feeling that the alignment TxDOT selected and is studying still doesn't make any sense. He is hopeful that the environmental study will explore other options and that there will be another opportunity to argue his case. But the waiting doesn't sit well.

"I think the frustrating part was when you have developers who are waiting in the wings and you wonder about city decisions," he says. "If we felt this was the best regional outcome—reasonably the best mobility outcome for north Collin County—we probably could have made more peace with it."

Fort Worth company takes control of DCTA's A-train commuter line

By Paul Bryant, Denton Record-Chronicle

A Fort Worth company has assumed operational control of the Denton County Transportation Authority A-train commuter line.

“Rio Grande Pacific was providing dispatching services, maintenance of the track and signal systems for the railroad,” Rio Grande President Bob Bach said. “We did not provide operations or the vehicle maintenance.”

DCTA board members approved the change on Oct. 22.

“First Transit has been the rail operator for DCTA,” board Chair and Denton Mayor Chris Watts said. “They just wanted to sell that contract to Rio Grande, which they had the right to do. They needed consent from DCTA. It wasn’t so much about dissatisfaction. Rio Grande has been responsible for some components. This isn’t anything that’s unusual.”

The A-train is a 21-mile commuter rail line that connects Denton and Dallas counties. Watts said the switch from First Transit to Rio Grande Pacific will not affect rates or passengers.

“Rio Grande is taking over the responsibility for the contract,” Watts said. “It doesn’t affect any services or the schedules. It’s totally invisible to the public. Passengers won’t see any change.” In a news release, Bach said Switzerland-based Stadler will maintain DCTA’s rail cars.

“The contractor (First Transit) said they wanted to exit the marketplace,” Bach said. “So, we saw this as an opportunity for us to step into that. DCTA, we had a relationship with them and think they felt confident in us to assume those services. They knew us. We’re local. We’ve had a good relationship.”

Five years remain on the nine-year contract, with an option year, Bach said. A First Transit spokesperson did not return a message seeking comment.

The news release shows that 32 DCTA management employees and 14 engineers and conductors will become Rio Grande Pacific workers. Twelve DCTA mechanical and support employees have joined Stadler.

Governor Abbott calls for feds to reject plan to store nuclear waste in Texas

By Chris Fox, KRLD News Radio

Texas Governor Greg Abbott has sent a letter to the U.S. Nuclear Regulatory Commission (NRC) opposing construction of a storage facility for spent nuclear fuel in Andrews County, Texas.

The facility, proposed by Interim Storage Partners (ISP), would take spent nuclear fuel from around the country and store it on the surface of the Permian Basin.

The Governor urges the NRC to deny ISP's license application, highlighting the unique environmental risk of a terrorist attack that could shut down the world's largest producing oilfield through a major radioactive release.

"The proposed ISP facility imperils America's energy security because it would be a prime target for attacks by terrorists, saboteurs, and other enemies," reads the letter. "This location could not be worse for storing ultra-hazardous radioactive waste. Having consulted with numerous state agencies, including the Texas Department of Public Safety, the Texas Commission on Environmental Quality, and the Texas Department of Transportation, I urge the NRC to deny ISP's license application."

The Governor's move is being praised by the Sustainable Energy and Economic Development Coalition. Executive Director Karen Hadden says importing the highly radioactive waste is a dangerously bad idea.

"If it comes to the desert (just north of Midland/Odessa) where it would stay above ground in dry cask storage, that's an area that has wildfires and earthquakes, intense flooding," said Hadden. "There's no telling what the conditions of this waste would be. And the casks are likely to crack and leak and Texas could get stuck with a very, very contaminated site."

<https://gov.texas.gov/uploads/files/press/O-NuclearRegulatoryCommission202011030767.pdf>

<https://omny.fm/shows/krl-d-news/governor-abbott-calls-for-feds-to-reject-plan-to-s>

Texas Instruments rolls out tech that helps electric cars charge faster, go farther

By Brian Womack, Dallas Business Journal

Texas Instruments wants to make electric cars more accessible for more folks.

The Dallas semiconductor company has unveiled a product that can help the vehicles charge faster and drive farther, [according](#) to a post on its website. It's created higher efficiency integrated circuits for automobile power management technology that assist customers as they create more efficient and affordable automobiles.

The new tech, which is also for hybrid-electric vehicles, can work across the market, from entry-level to premium models, the company said.

"Our customers are looking for ways to add more power without drastically increasing the vehicle weight or cost," said Steve Lambouses, who leads the high-voltage power team, in the post by the company.

Texas Instruments is investing in products around the automotive sector as one of its key areas to drive demand. In the third quarter, the company reported 18 percent sequential growth, driven by help from that sector and personal electronics, Dave Pahl, head of investor relations, said on an earnings call [according](#) to a transcript posted on the company's website.

The company is providing what's called a "highly integrated gallium nitride" (GaN) offering. TI describes it as an extremely versatile semiconductor material that can operate at high temperatures and voltages. That gives manufacturers advantages over other methods that generate significant heat during the charging process and bleed off energy while increasing charging time, it said.

Power management involves switching, flipping the current on and off. Inefficient switching causes power loss, which creates a need for bigger, heavier power supplies and longer charging times to compensate for the loss, the company said. Quick, precise switching technology creates a more seamless and efficient flow of energy, helping reduce system size and cost.

"GaN's fast switching speed increases efficiency," Lambouses said.

There are opportunities ahead for the alternative to gas-powered cars. By the end of the decade, a third of all new car sales globally will be electric, [according](#) to Deloitte.

Why The Vested Group funded an e-waste documentary

By Kevin Cummings, Dallas Business Journal

Forty million tons – that’s the amount of electronic waste [The Vested Group](#) says is produced each year globally. And it’s from this pile up of largely consumer goods that the company takes the title of its newly released film.

With a mission to grow its business through giving back, the Plano-based NetSuite solutions provider has funded a 24-minute documentary called “[Silicon Mountain](#),” aimed at exploring the causes of the issue and ways the electronics recyclers are working to solve it.

“It’s easy to describe but it’s a really complex problem,” Joel Patterson, The Vested Group founder, told NTX Inno. “We wanted to create some awareness with them film so that as many people as possible will want to spend the time to watch it and learn about what’s going on. And hopefully, have an impact enough that would get them to do something about it. I think that’s the biggest hurdle we all face is just awareness.”

The company’s experience in the e-waste industry began in 2013, not long after launching two years prior, after working with clients in the market. Though the company’s software was able to help manage some of the complexity of their business, The Vested Group found other pain points in the industry that couldn’t directly be affected through its tech, so Patterson decided raising awareness was the best route.

While making the film, Patterson said that he was shocked by some of the statistics they found like that only 12 percent of e-waste is recycled and that nearly 150 million smartphones are thrown away each year.

He said the recycling number hurts e-recycling companies because one of the biggest issues they have is finding the inventory to recycle or resell, especially in markets like Africa where technology that would be considered too old here can find a few more years of shelf life.

“We’re not trying to tell people that they can’t buy a new phone and we’re not trying to point our fingers at anybody, it’s really a matter of if I am going to buy a new phone, do something with the one that I currently have other than just throw it into a drawer or throw it in the garbage,” Patterson said.

He said another one of the largest issues affecting e-recycling that The Vested Group came across while making the documentary was what’s called right to repair. He said many e-waste companies struggle with technologies that are only able to be fixed by licensed technicians of the company that produced the product, making it hard for them to find secondary uses for the components.

“If you bought something, I could never get my head around why can’t I fix it. If I feel like I want to try it, why can’t I do it? It’s a really big problem,” Patterson said.

Patterson said a large part of the issue is raising awareness in consumers. And he hopes that viewer’s takeaway is three-fold: repair your old technology devices if you can, recycle if you can’t and stay involved with pushing for change.

Though the purpose of “Silicon Mountain” is to raise awareness, there is a business component involved for The Vested Group. Part of the inspiration for the short film came from a conscious capitalism conference in 2019, where Patterson saw another film about a company that had grown through its work with nonprofits. He said he hope through “Silicon Mountain,” it will help the Vested Group make a mark on the industry and help its clients grow in the process.

“(We) really believe that businesses is the way for most people to be able to give back in some capacity, and so we thought, ‘Hey, let’s make a film,’” Patterson said.

In addition, Patterson said he hopes the film helps make an impact on The Vested Group’s 60-person workforce. Adding that since the workplace is where a majority of people’s day is spent it is important for companies to create work that is not only engaging from a business standpoint but also impactful to the larger community it operates in.

According to Patterson The Vested Group’s workforce is 26 percent non-white and 32 percent female.

“It’s incumbent upon us to do things that make sense not just to the bottom line but also to our employees,” Patterson said.

The Vested Group is hoping to get more than 1 million views on the documentary in the hopes of creating a buzz around producing a full-length film, something that was put on hold as the company learned the business of film making and realized it costs more and takes longer to produce than originally thought.

However, as it continues to walk the talk, The Vested Group is planning to host an electronics recycling drive at its Plano headquarters on Nov. 14. And it is hoping to make e-recycling a permanent fixture at its offices, as it works through the process of setting up a permanent electronics drop-off site. All of the electronics gathered will be wiped of all data and sent to a local e-recycler.

“As an organization, we’re big believers in having purpose, and that’s not just having purpose with our employees and the job that were doing but also we want to do good... when you look at what we do for work, how we help clients and looking for ways to give back to the community, this is a very simple way for us to do so and also serve a purpose for our people,” Patterson said.

Check out "Silicon Mountain" below.

<https://youtu.be/XraAo01RqMA>

Arlington leaders urge input as groups blast this tree preservation proposal

By Kailey, Broussard, Fort Worth Star-Telegram

Despite several months of public meetings on a proposal to tighten ordinance that protect treasured Arlington trees, members from both sides of the debate said did not feel like they had enough input.

City officials set out to update Arlington's tree ordinance to save the [Cross Timbers ecoregion](#) that touches southeastern Kansas, central Ohio and central Texas. Current city ordinances treat trees native to the region — post oaks, Texas oaks and blackjack oaks — as any other trees when analyzing a project's environmental impact.

The proposed change would create more incentives for preserving trees larger than 18 caliper-inches, a measurement landscapers use to measure trunk diameter, as well as [modify](#) policies dictating how developers catalog and survey trees on their property.

This change would harm developers who own small pieces of thickly wooded property, according to Jim Maibach of Peyco Southwest Realty. The city consulted with a “roundtable” of developers, but Maibach said the group consisted primarily of engineers who have less stake in the process than property owners. He suggested pulling several proposed changes and forming a task force to deliberate.

“We’re putting additional taxes on people trying to sell their property,” Maibach said during the meeting.

In an email to Council and Mayor Jeff Williams, Grace Darling, executive director of the nonprofit group Green Arlington Foundation, admonished leaders for modifications to the proposals borne from the discussions with developers.

“And yet those of us who care about quality of life in the city are compelled to endorse it only because the existing ordinance is worse, offering virtually no protection for our heritage species,” Darling wrote.

Council unanimously approved the ordinance changes on first reading, while urging people including Maibach and Darling to discuss their concerns with Council members before giving the proposals final approval during their Nov. 17 meeting. Most of Council were disgruntled that comments about being left out arose after various city groups have taken up the discussion over several months of public meetings.

“C'mon everybody, get on board, we've been discussing this for a long time,” said Andrew Piel, District 4 Council member.

Sheri Capehart, District 2 Council member who spearheaded the effort, said she thought city staff and developers reached consensus. While Council discussed tabling the first vote on the changes, she and others balked, suggesting further conversation should take place during the next meeting.

“We could spend another year trying to get input and have nothing accomplished,” Capehart said.

Seven people, including Darling, supported the proposal but did not speak during the meeting. The city received [six support letters and two in opposition](#) of the updated tree ordinances, one of which was from Maibach.

Council members will take up the proposal again during their next meeting at 6 p.m. Nov. 17. Council will also consider a proposal to increase the penalty fee rate for removing trees on first reading.

DART to hold community meetings for new Silver Line project in Grapevine

By Ian Pribanic, Community Impact Newspaper

The Dallas Area Rapid Transit authority will hold six community meetings in November to answer resident questions and provide an update on the Silver Line project, which is set to connect DART rail lines from Plano to Grapevine and to Dallas Fort Worth International Airport.

As part of the 26-mile Cotton Belt Corridor, the Silver Line project will improve mobility and provide accessibility for major employers in North Dallas-Fort Worth, according to DART officials. DART first approved the Silver Line upgrade in 2016. The project is expected to begin in 2022.

Community meetings for the Silver Line project are scheduled to be held in Coppell on Nov. 9, Carrollton on Nov. 11, Addison on Nov. 12, Richardson on Nov. 16, Plano on Nov. 17 and Dallas on Nov. 18.

More information on the Cotton Belt Corridor Silver Line project and other DART construction initiatives is available at www.dart.org.

REWIND: For decades, the Dallas Underground tunnels remain largely a secret

If you walk the tunnels today, you will find some stores and eateries, but also plenty of empty space.

By Chris Sadeghi, WFAA

DALLAS — Buried beneath the ground for nearly 50 years, a piece of Dallas history has remained largely, and literally, overlooked by the people who live and work downtown. The Dallas Pedestrian Network, or the Dallas Underground, connects many downtown office buildings and is home to several stores and restaurants while providing an escape from weather and traffic on the surface.

Michael Sitarzewski started the [Facebook group Dallas Underground Culture](#) and even gave tours of the tunnels from 2014-2016 after he became fascinated with their history. “One day, I decided to walk the entirety of it down there,” said Sitarzewski. “I spent a lot of time wondering why they are not utilized more.”

Even in a 1974 WFAA story archived in the SMU Jones Library, the 2 to 3-mile stretch of tunnels beneath the downtown Dallas surface were largely unknown.

One of the original ideas behind the underground was to give downtown visitors and workers an efficient way in and out of the area. They would park at an easily accessible parking garage on the perimeter of the central business district and then walk the tunnels to their office building. “You could get people to go through the tunnels and to their office buildings while staying off the street.”

Graphic designer Noah Jeppson [created a detailed map of the Dallas Pedestrian Network](#) as it existed in 2015.

If you walk the tunnels today, you will find some stores and eateries, but also plenty of empty space. Critics of the underground say putting businesses underground were hurt by more visible and vibrant street-level business.

Sitarzewski said downtown stakeholders and their ideas about business development turned away from the underground.

“The politics of downtown change materially.”

Because many of the tunnels are property of the privately-owned buildings above them, some have chosen to permanently close them down rather than maintain them.

But Sitarzewski has maintained hope for the future that the underground still may one day reach its full potential.

“It blows my mind all that space is being unused. I think there is an opportunity, just maybe not right now.”

<https://www.wfaa.com/article/news/local/rewind-for-decades-the-dallas-underground-tunnels-remain-largely-a-secret/287-57a33a5f-b09e-4713-980b-09eb707de61f>

Southern Dallas County IPTMA begins service; look for STAR Transit vehicles

GoLink and Inland Port Rides, two on-demand microtransit services, now operate Monday through Friday to service the day and night work shifts.

By MASS Transit

STAR Transit has partnered with Dallas Area Rapid Transit (DART) to provide new transportation services in the Inland Port area of Southern Dallas County.

“This is another positive step forward for us in our commitment to provide affordable access to employment opportunities in this growing region,” said Tommy Henricks, executive director, STAR Transit.

The on-demand micro-transit service, known as "GoLink", as well as a new rider subsidy program provided by Uber called "Inland Port Rides", are now operating Monday through Friday, providing transportation during both day and night work shifts, Henricks pointed out.

Creating and funding the new services is the newly formed Inland Port Transportation Management Association (IPTMA). The IPTMA is a nonprofit membership organization designed to connect workers and businesses to transportation solutions. Members include private businesses, nonprofit organizations, city and county governments and local government agencies.

“Hundreds of employers who are providing more than 30,000 jobs in the area are enthusiastic about the expansion of the GoLink service into areas which are not currently served by public transit,” Henricks continued. “Through their memberships in IPTMA, businesses will supplement transportation costs for the riders. Interested riders should inquire about availability through their managers.”

The GoLink Inland Port Connect operated by STAR Transit is available from 5:00 a.m. until 8:00 p.m., Monday - Friday, with UberPool providing additional service as needed. Inland Port Rides operated by Uber provides service between 8:00 p.m. and 5:00 a.m. Monday - Friday. During the initial promotional period, all job sites located within the Inland Port zone have access to the GoLink services. To access GoLink after Jan. 1, 2021 as well as the rider subsidy program, businesses must join the IPTMA. Trips should be scheduled through the DART GoPass app or by calling STAR Transit's Call Center. GoLink fare is covered by a valid contactless DART fare when booked through the GoPass app or fares can be paid by using the GoPass Tap card or a credit/debit card in the GoPass app—or over the phone.

Texas rolls out mobile pollution monitoring capabilities following failures during Hurricane Harvey

The Texas Commission on Environmental Quality has deployed technology to monitor emissions in real time, part of a \$2.2 million effort to fix gaps in monitoring identified during Hurricane Harvey.

By Erin Douglas, The Texas Tribune

Texas officials on Tuesday said the state's environmental agency has added greater capacity to quickly monitor pollution across the state during storms and other disaster events, such as chemical fires.

The Texas Commission on Environmental Quality purchased a new van and retrofitted two other vans earlier this year with technology to monitor emissions in real time while the vehicles are in motion, part of what agency officials say is a broader effort to keep track of emissions during and after air quality emergencies.

The agency has invested about \$2.2 million in the initiative over the last three years, officials said, which includes the three mobile air monitoring vans, four drones and three automated gas monitors to be placed in the Houston Ship Channel.

The effort comes three years after Hurricane Harvey in 2017, when the TCEQ struggled to resume monitoring during and after the storm as companies released millions of pounds of hazardous air pollution, according to estimates by regulators and environmental groups.

The Environmental Protection Agency's Office of Inspector General found in 2019 that the TCEQ [didn't start monitoring air quality soon enough](#) after the hurricane, which drifted over the Houston area and [pounded the region](#) with 60 inches of rain for four days.

Toby Baker, the executive director of the TCEQ, said the agency's effort to add mobile air monitoring capacity was in motion before the EPA OIG report, but acknowledged that Hurricane Harvey was a turning point for environmental regulators.

"We learned some lessons with Hurricane Harvey," Baker said. "When a hurricane comes in, we take our stationary monitors down because the hurricane winds will damage them, or we will lose power to them. What we found after Harvey was meaningful criticism that we didn't have the ability to fill that gap. So, the Legislature helped us and stepped in."

The Texas Legislature earmarked about \$1 million in 2019 for the TCEQ to upgrade its emergency response technology; the rest came from the agency's budget. Tuesday's announcement was held in Houston's Manchester neighborhood at Hartman Park, next to Valero's Houston Refinery, where a storage tank notoriously collapsed during Hurricane Harvey — one of the unmonitored pollution events during the storm.

The extent of the emissions released by chemical plants, refineries and other industrial operators along the Gulf Coast during and after Hurricane Harvey is unknown due to the lag in air monitoring, according to the EPA report.

With the new technology, TCEQ officials said the agency will be able to deploy its experts more easily during an emergency and provide important environmental data to local officials, who can then decide what precautions the public should take.

“We can drive around in a neighborhood and effectively, in 10 minutes, see if there’s a problem,” said Tom Randolph, a monitoring specialist for the TCEQ who runs the equipment in the mobile emissions vans. “In the old days, it may be a week before we get that information to somebody. Now, we can do that in a matter of minutes if it’s really something of concern.”

Hurricane Laura, which hit the Texas and Louisiana border in August, was the [first trial run of the new van](#), which was purchased by the agency in April. The vans add to the state’s existing network of around 200 stationary air monitors throughout Texas (about two-thirds of the monitors are owned by the state, the rest by private partners).

Bobby Janecka, a TCEQ commissioner who was appointed in 2019, said that he hopes the new technology will eventually be stationed at all of the agency’s regional offices – for now, the vans will deploy from Austin.

“All parts of the agency agree, these are really valuable,” he said. “Getting out quickly and immediately into the field for monitoring is, more and more, a pressing need and expectation from the public. I’m pleased to see we’re able to rise to that challenge.”

TxDOT opens I-35 scoping phase

By Ryan Thornton, Austin Monitor

Mobility advocates are calling on the Texas Department of Transportation to reimagine its plans for the Interstate 35 corridor through Central Austin as the agency prepares to open the public scoping phase of the project this week.

The Capital Express Central virtual open house will begin Thursday afternoon and continue through Dec. 12, offering residents an opportunity to provide feedback on the proposed \$6.6 billion interstate expansion that would add two non-tolled managed lanes in each direction, from U.S. Highway 290 East to Ben White Boulevard. However, TxDOT says the open house is also an opportunity for the community to comment on the purpose and need of the project as well as a range of alternative designs.

Local transportation advocates are urging the state to reshape its outlook for the project as part of the upcoming scoping phase. A group of undisclosed community organizations have drafted a forthcoming document articulating the various concepts that should be part of the scoping process. These include human and environmental health impacts; economic sustainability and socioeconomic disparities; per capita vehicle miles traveled and mobility access; compatibility with the goals of the city and its adopted plans; and thorough study of all meaningful design alternatives and how each of these issues is addressed.

“The community has a very full range of needs and so the design alternatives that TxDOT puts forth should reflect that breadth of need,” Adam Greenfield of Walk Austin, a nonprofit focused on improving mobility options and access, told the *Austin Monitor*. “We want to see a number of alternatives that are very different from each other, that give the public an idea of the full range of what we can consider.”

Susan Fraser, project manager for the Capital Express Central concept, told the city’s Pedestrian Advisory Council in July that TxDOT anticipates considering a diversity of [alternative scenarios](#) as part of the scoping process. Board members said the alternatives should include a more sustainable design with stronger consideration for all transportation modes, an option to reroute the interstate along State Highway 130 and a “no-build” scenario.

Despite the state’s plans to improve facilities for bicycles and pedestrians as part of the redesign, Greenfield said the current proposal is worse than what exists today. He added, “It’s a highway expansion; if they’re interested in managing lanes, then they should do that with the existing ones. You’re going to have all the traffic that you have today, plus whoever’s in the managed lanes.”

The Texas Transportation Commission amended its 2020 Unified Transportation Program in April to add \$3.4 billion from state revenues for the Capital Express Central segment. The Capital Area Metropolitan Planning Organization replaced [\\$633 million](#) of projects – including public transit and active transportation facilities – from its 2021-2024 Transportation Improvement Program in order to help cover a portion of the funding gap for the interstate expansion.

Drawing upon the state’s proposal to depress the highway lanes through the city core, both the Urban Land Institute and Reconnect Austin have created individual designs seeking to reclaim

portions of the surface for public use through a “[cap and stitch](#)” project. TxDOT has not rejected the concept, but has refused to offer any financial assistance.

The agency is accepting comments online at the open house web page or via [email](#) or phone at 512-651-2948.

North Central Texas Council of Governments plans Cotton Belt Trail extension in Grapevine

By Ian Pribanic, Community Impact Newspaper

The North Central Texas Council of Governments is currently accepting public input on a planned bicycle and pedestrian extension to the Cotton Belt Trail in the city of Grapevine and Northeast Tarrant County.

The planned 26-mile trail would run in conjunction with the new [Dallas Area Rapid Transit Silver Line](#), which will connect seven North Texas cities, including Grapevine.

In September, NCTCOG approved \$245,000 for design of the new trail as well as for sound barriers near schools. North Texas residents can voice input on the Cotton Belt Trail extension and other area projects at www.nctcog.org/trans.

AECOM awarded TEXRail extension project to Near Southside

By Fort Worth Business Press

Infrastructure consulting firm AECOM (NYSE:ACM) has been selected by Trinity Metro to conduct the environmental assessment and preliminary engineering for the TEXRail extension project to the Medical District.

Trinity Metro plans to connect the Fort Worth T&P Station to the future TEXRail station in Near Southside, a news release said.

The extension will serve the more than 40,000 people who work in the fast-growing Medical District, plus residents and businesses in the surrounding Near Southside neighborhood. "We're thrilled to continue supporting Trinity Metro and the city in its efforts to make public transportation more accessible," said Lara Poloni, AECOM's president. "AECOM looks forward to leveraging its global transportation expertise on this project and remains committed to advancing key infrastructure during this economic recovery."

The TEXRail commuter rail line opened in January 2019 and extends northeast for 27 miles between downtown Fort Worth and Dallas Fort Worth International Airport's Terminal B. Stations are located along the corridor in North Fort Worth, North Richland Hills, Grapevine and DFW Airport.

Currently the rail line only goes as far south as the Fort Worth T&P Station. The new project will extend the line 2.1 miles with a proposed station south of Mistletoe Boulevard, near Baylor Scott & White All Saints Medical Center.

"We are excited about moving forward with this extension to the TEXRail commuter rail line," Jon-Erik "AJ" Arjanen, vice president and chief operating officer of Trinity Metro, said in the news release. "Working through the environmental assessment and preliminary engineering are important phases in this project."

Prior to the COVID-19 pandemic, ridership on TEXRail had increased by more than 50% to more than 50,000 per month, providing a more efficient and environmentally conscious transportation method for riders.

As project consultant, AECOM's role will include a study to review the environmental impact of the project. AECOM will prepare the preliminary engineering plans, environmental documentation and support public outreach consistent with all Federal Transit Administration (FTA) and National Environmental Policy Act (NEPA) requirements. In a similar role, AECOM supported Trinity Metro throughout the development of the initial phase of the TEXRail project.

New funding program could bring more sidewalks, bike lanes along DCTA routes

By Justin Grass, Denton Record-Chronicle

The Denton County Transportation Authority approved the policy for its Transportation Reinvestment Program (TRiP), a project funding program for member cities Denton, Lewisville and Highland Village, at Thursday's November board meeting.

The board spent hours across its past several meetings discussing TRiP, which will allow for partnerships between the authority and the three member cities to fund transit-related projects. The program is scheduled to begin next year and will run for five years before the board needs to approve its continuation.

An initial startup amount of \$2 million will be placed into the program for 2021, in addition to its annual funding, set at 15% of the authority's net available fund balance from the previous financial year. Cities will be required to go through an application process including the details of the project, how much funding is being requested and how the project enhances DCTA's transit goals.

The program includes a wide scope of eligible projects, including bike lanes, street lighting, sidewalks and crosswalks, among others. Many of the projects are required to be along existing or planned DCTA routes to be eligible, though sidewalks and crosswalks can be within a mile of those routes.

While TRiP is only accessible to the authority's three member cities, any municipality that becomes a member in the future will be eligible for the program the next fiscal year after they join.

Monthly ridership figures were not available Thursday as at past meetings, but the staff financial report shows ridership numbers through Sep. 30, the last day of fiscal year 2020, in comparison with the previous year. The year's numbers are still preliminary and could change as more information is received.

Impacted heavily by the COVID-19 pandemic, the authority experienced a 43% drop in overall ridership, going from 3.01 million individual rides in fiscal year 2019 to 1.73 million. Total bus ridership saw a 46% decrease, from 2.49 million to 1.36 million rides, and rail ridership decreased at a similar rate, from 393,700 to 221,316.

DCTA did report increases in ridership at its past few meetings, but the numbers were still down substantially from where they were before the pandemic. No in-depth discussion took place Thursday on ridership trends going forward, though board chair and Denton mayor Chris Watts commented on the authority's sales tax revenue, which came in at \$29.8 million for the 2020 financial year — \$800,000 more than in the original budget and \$1 million more than the previous year.

"That's amazing," Watts said. "That just reflects the cities as well, that the cities didn't take as big a hit as they thought they would — certainly, Denton did not."

The board also approved its service plan for the University of North Texas spring semester Thursday. For each semester, the authority adjusts its service to account for any changes necessary for UNT, though the approved plan for spring will be identical to the fall plan.

As the same plan will be implemented again, the authority will still operate 11 fixed bus routes and one Lyft on-demand zone at UNT Monday through Friday, with Mean Green Night Rider and Mean Green Plus service available on nights and weekends.

More than eight years in, Texas high-speed rail company still lacks permits to build Dallas-to-Houston route

In a letter to the Japanese prime minister, Gov. Greg Abbott said that the company had all the permits needed, but later he had to backtrack. Legislators are expected to file bills to regulate high-speed rail projects during their next session.

By Juan Pablo Garnham, The Texas Tribune

DALLAS — Less than two months before the Texas Legislature begins its next session, the years long battle over a controversial high-speed rail project is expected to spark more legislative skirmishes.

And after years of public skepticism, Gov. Greg Abbott recently signaled his support for the project in a letter to Japan's prime minister, although his spokesperson later said that Abbott's office will "re-evaluate this matter."

Last month, Abbott sent a letter to Japanese Prime Minister Yoshihide Suga saying: "This venture has my full support as Governor of Texas, and I am hopeful that final negotiations of this project with Japan can be concluded so that construction can begin. Public support and momentum are on our side, and this project can be completed swiftly."

The Oct. 2 letter also included a significant error. Abbott told Suga that the company developing the high-speed rail line had "all the necessary permits to begin construction."

The Texas Tribune found that Texas Central, the Dallas- and Houston-based company in charge of the project, is far from receiving all permits needed to build the 240-mile line, which would stretch from Dallas to Houston and cost around \$20 billion, according to the company. When contacted by the Tribune with this information, Abbott's office said it would review the matter.

"From the beginning of this project, the Governor made clear that he could support this project if, and only if, the private property rights of Texans are fully respected," Abbott spokesman John Wittman told the Tribune on Oct. 7.

"The Governor's team has learned that the information it was provided was incomplete. As a result, the Governor's Office will re-evaluate this matter after gathering additional information from all affected parties," Wittman added.

The governor's office has not responded to multiple follow-up questions about the results of its review and has not explained why Abbott didn't know the project lacked permits or who Abbott was relying upon for information about the project.

Abbott's office also has declined to say whether he has sent subsequent correspondence to Suga. Texas Central plans to use Japanese technology similar to that used for the famous Shinkansen bullet train and the company could receive a loan from a Japanese public financial institution.

During a September 2019 trip to Japan, Abbott rode the bullet train and signed [a memorandum of understanding](#) with the Japan Bank for International Cooperation that would promote

collaboration between the two regions. The bank had signed an agreement with Texas Central in August 2018 that would provide a loan of up to \$300 million to the company.

Abbott had previously preached caution about the project. In 2016, at a Greater Waco Chamber of Commerce gathering, Abbott [said that these kinds of projects cannot be a “money-losing proposition.”](#) During the 2017 legislative session, he [signed a bill](#) prohibiting the state from funding high-speed rail projects.

But his October letter to the Japanese prime minister alarmed some lawmakers whose districts are in the path of the proposed rail line.

“Naturally, I was disappointed to see the letter because it expressed support for the project based on what I knew to be inaccurate information,” state Rep. Ben Leman, R-Anderson, said in an interview last month. Abbott “clarified that and I’m extremely appreciative of that.”

Other lawmakers plan to file legislation to slam the brakes on the project.

State Rep. Steve Toth, R-The Woodlands, has [filed a bill](#) that would forbid state agencies, like the Texas Department of Transportation, from giving permits to high-speed rail projects if the federal approvals and permits have not been secured yet.

“What we’re saying is that until Texas high speed rail gets all of its approvals from the federal government, TxDOT can’t waste any time, energy, attention, manpower, money,” Toth said.

Kyle Workman, president of Texans Against High-Speed Rail, said that he expects to see similar bills filed as well.

“I can’t disclose all of our game plans,” Workman said. “But the reality of it is that we are prepared... to propose legislation to protect the citizens of the state of Texas, both in terms of their private property rights and the taxpayer subsidy that is inevitable and protect their tax dollars.”

Texas Central declined to respond to questions from the Tribune, but CEO Carlos Aguilar issued a statement saying the company is “now focused on finalizing financing and getting ready for execution.”

Company still lacks key permits

The Texas Central high-speed rail project has been in the works for [more than eight years](#), and the company has promised to fund the project with the support of private investors and without public funds. But critics have said that the cost will be higher than \$20 billion and that it can’t be built without public support.

The project has received support from leaders of urban areas, like the mayors of Dallas and Houston, but has encountered hard resistance in the rural counties on its path. Landowners, rancher associations and local elected officials have criticized the project and said they oppose the use of eminent domain to take private land for the project.

Texas Central has said that it plans to start construction by the first half of 2021 and that it has already secured sites for stations in Dallas, Houston and the Brazos Valley.

But the Tribune found that Texas Central still hasn't applied for a key permit from the federal Surface Transportation Board, which regulates transportation projects, for the construction and operation of the proposed rail line, according to an STB spokesperson.

And two Texas agencies, the Texas General Land Office and the Texas Commission on Environmental Quality, said they haven't received all the necessary permit applications from the company, including the route proposal and a permit to discharge stormwater during the construction process.

A third agency, the Texas Department of Transportation, must approve permits for the rail line to cross state roads during construction, but a spokesperson said the agency would consider any proposals from the company only after the STB approves the project.

The company did receive two key approvals in September from the Federal Railway Administration, [which provided the regulatory framework and the environmental review](#) for the high-speed train. The railway administration explained that these rulings covered several of the permits needed by the project in areas like railroad safety, protection of parkland and protection of cultural resources.

Meanwhile, Texas Central is still trying to secure the land along the proposed route. Texas Central says it has secured more than 600 parcels covering about 40% of the lots — not the land — it needs for the project.

The company has said it could use eminent domain to take the land it needs for the rail line, but a Leon County landowner has sued the company, claiming Texas Central is not an “operating railroad” and that would be a “critical limitation on the eminent domain authority.”

After losing in the Leon County district court, the company won in the 13th Court of Appeals in May. The Texas Supreme Court is expected to decide whether to hear the case in the next few months.

Leman, who has been one of the main elected officials leading opposition to the project, said that when eminent domain is used in other ways in Texas, such as for pipelines, electrical transmission lines or roads, a state agency regulates whether eminent domain authority is needed. But that's not the case with high-speed rail, he said.

When other companies tried to bring high-speed rail to Texas in the 1980s, Texas created a regulatory agency, the [Texas High-Speed Rail Authority](#). But that agency was ultimately dissolved after those projects failed.

“There is no state agency authorized by statute to have general regulatory authority over the high-speed rail in Texas,” Leman said. “So, landowners have no one to turn to, no one, no agency.”

“This is not about being against eminent domain,” Leman added. “This is about having an appropriate process where landowners are treated fairly.”

More bills focused on project are expected

For the last four legislative sessions, Texas lawmakers have been trying to pass laws to regulate high-speed rail projects.

In the 2019 session, at least seven bills were filed including measures to [limit surveying land](#) for high-speed rail until funding for the project is secured, allow landowners to [repurchase land taken under eminent domain if the project fails](#), and [give county governments](#) authority to stop construction of a high-speed rail project in their jurisdiction until they approve any necessary county road alterations needed.

None of them got to Abbott's desk. But legislators expect a new batch of rail-related bills to be filed when lawmakers return to session in January, including some of the same measures that died two years ago.

Toth, the only lawmaker who has filed a bill focused on high-speed rail so far for 2021, said that as a member of the House Appropriations Committee, he is going to be watching to ensure that no state money is spent on the project.

State Rep. [Terry Canales](#), D-Edinburg, who is the chair of the Transportation Committee in the House, said that there are "a lot of legitimate concerns surrounding this project."

"Protections for Texas landowners is a high priority for a lot of legislators, including me, and I am sure there is more we can continue to do to protect property owner rights," Canales said. "As the project moves forward, it is essential that Texans are given the truth and that the entity involved is transparent at every step of the way."

Trinity Metro Eyes 2.1-Mile TEXRail Extension

By Marybeth Luczak, Railway Age

Trinity Metro (Texas) has selected AECOM to conduct environmental assessment and preliminary engineering for a 2.1-mile TEXRail extension project. Commuter rail service would continue south from the Fort Worth T&P Station to a proposed new station in the Fort Worth Medical District (south of Mistletoe Boulevard, near Baylor Scott & White All Saints Medical Center).

Trinity Metro owns and operates the 27-mile **TEXRail** line, which debuted in January 2019. TEXRail runs from downtown Fort Worth, across northeast Tarrant County, through North Richland Hills and Grapevine, and into Dallas Fort Worth International Airport's Terminal B. It serves seven new stations, and connects with the Dallas-Fort Worth **Trinity Railway Express (TRE)** commuter line at the Fort Worth T&P and Fort Worth Central stations. Trinity Metro and **Dallas Area Rapid Transit (DART)** jointly own and operate the 34-mile TRE.

Prior to the pandemic, ridership on TEXRail had increased by more than 50% to more than 50,000 per month.



TEXRail commuter service, which operates between downtown Fort Worth and Dallas Fort Worth International Airport's Terminal B, would extend south 2.1 miles from the Fort Worth T&P Station to a proposed new station in the Fort Worth Medical District.

The **Federal Transit Administration (FTA)** signed a \$499.39 million Full Funding Grant Agreement in 2016 for the \$1.034 billion TEXRail project. Trinity Metro is able to use \$38.9 million in remaining federal funds for the new line.

As project consultant, **AECOM** will prepare the preliminary engineering plans and environmental documentation for the extension, and support public outreach consistent with all FTA and

National Environmental Policy Act (NEPA) requirements. AECOM supported Trinity Metro in a similar role throughout the TEXRail project's first phase of development.

"We are excited about moving forward with this extension to the TEXRail commuter rail line," Trinity Metro Vice President and Chief Operating Officer for Rail Jon-Erik "AJ" Arjanen said. "Working through the environmental assessment and preliminary engineering are important phases in this project."

"We're thrilled to continue supporting Trinity Metro and the city in its efforts to make public transportation more accessible," AECOM President Lara Poloni said. "AECOM looks forward to leveraging its global transportation expertise on this project and remains committed to advancing key infrastructure during this economic recovery."

UTA partners with NCTCOG to generate energy from food waste found in landfills

Project converts food waste into energy

UNIVERSITY OF TEXAS AT ARLINGTON

A University of Texas at Arlington environmental engineering professor is helping the North Central Texas Council of Governments (NCTCOG) determine how much more energy can be generated by diverting food waste from landfills to anaerobic food digesters.

The U.S. Environmental Protection Agency (EPA) recently awarded NCTCOG \$300,000 in funding to help reduce food waste.

Melanie Sattler, professor in the Civil Engineering Department, is leading the UT Arlington effort.

"Twenty-two percent of our waste stream is food waste," Sattler said. "It breaks down in landfills and produces methane, which can be used for alternative energy.

"But often the active part of the landfill doesn't have a cover for two years. A lot of the gas escapes. The alternative to capture more of the gas from food waste is to use an anaerobic digester."

There are eight wastewater treatment plants with digesters around the North Texas region. Sattler said sending the food waste to these existing or new digesters would produce a better yield of biogas production.

"Reducing food waste and maintaining adequate landfill capacity for a growing region are regional goals in the North Central Texas region," said NCTCOG Executive Director Mike Eastland. "With this award, our agency will be partnering with The University of Texas at Arlington and our member governments to assess the amount of food waste in the region that could be used as feedstock to support development of future anaerobic digestion infrastructure and renewable energy projects in the region.

"The resultant North Central Texas Food Waste to Fuel Feasibility Study will be a step forward in assessing regional opportunities to divert food waste, and other organics, from landfills to preserve landfill capacity while increasing regional renewable energy production and reducing vehicle emissions."

According to the Texas Commission on Environmental Quality, North Central Texas has 36 cumulative years of reserve landfill capacity - with the region gaining about 1 million new residents each decade. Reducing, recovering and diverting as many items as possible from the waste stream will be critical to expanding landfill capacity.

Another challenge with lost methane is the danger to the air.

"Methane is a greenhouse gas," Sattler said. "It's more potent than carbon dioxide. Capturing more of that gas is important to the environment."

Sattler said the project also would consider potential energy production from collection of commercial food waste.

"Post-consumer food waste from restaurants, which cannot be fed to hungry people, could be used to generate renewable energy in digesters," Sattler said.

Sattler said an earlier project through UT Arlington's Center for Transportation, Equity, Decisions and Dollars built a spreadsheet tool that estimates costs/benefits and potential energy production from diverting food waste to wastewater treatment plants or other digesters. That tool will be used for evaluating the EPA project.

This 'trash wheel' could remove 50,000 pounds of litter per day from the Trinity River

By Haley Samsel, Fort Worth Star-Telegram

After seeing [piles of plastic floating on the Trinity River](#) over the summer, Kathryn Hansen decided that the trash wheel was going to become her “winter project.” She planned to contact officials at the Tarrant Regional Water District or anyone else she could find who worked on pollution in the Trinity, and convince them to build a water wheel-powered interceptor that was pioneered in Baltimore’s harbors and is under development in cities across the country.

“I was just going to bombard them with pictures that I take along the river of all the trash and say what an embarrassment it is, and that this seems like a really good, simple solution that the community can get excited about,” said Hansen, who [runs a Facebook group](#) focused on eco-friendly dining and shopping in Fort Worth.

That was her plan, until Hansen found out that city officials were already working on their own version of [Baltimore’s Mr. Trash Wheel](#), a solar and water-powered machine that funnels trash floating on the water’s surface onto a conveyor belt and into a nearby dumpster. Since its installation in 2014, the Mr. Trash Wheel has [become a mascot](#) of sorts, inspiring a festival, local beers and “Keepin it Wheel” merchandise.

Brandon Bennett, Fort Worth’s code compliance and public health director, has pushed for bringing a water wheel to the city for the better part of two years, casting the project as a chance for Fort Worth to show visitors and residents that they are dedicated to a cleaner Trinity. The city is working with the cooperation of the Tarrant Regional Water District, which is charged with maintaining and cleaning 27 miles of the Trinity River floodway.

“We’re not only cleaning up our waterway, but also making something a focal point both for the community to get behind less litter and when tourists come to town, they see that Fort Worth is committed to a cleaner environment,” Bennett said.

Although Bennett originally hoped for the water wheel to be in construction by the end of 2020, COVID-19 stopped the project in its tracks as city officials confronted fallout from the pandemic. Clearwater Mills, the company behind Baltimore’s three wheels, has already been contracted to design a covered wagon-themed version for Fort Worth, building off the city’s “Where the West Begins” motto.

Depending on how much trash is in the Trinity and the speed of the river’s current, the water wheel can remove more than 50,000 pounds of solid waste per day, said Cody Whittenburg, Fort Worth’s environmental manager. Because the wheel operates at a low speed, its rakes and conveyor belt used to collect trash deter fish and other wildlife away from the machine before they can be harmed, according to [educational materials](#) provided by Baltimore’s Mr. Trash Wheel program.

“We most certainly want to clean up our river, particularly the floatables and surface litter, so that when people go down to recreate or picnic, they don’t have to look at the collection of litter that either floats down the river or is collected down the river,” Bennett said.

As part of the Keep Fort Worth Beautiful initiative, environmental officials [hope to raise at least \\$100,000](#) from corporations and residents to pay for the construction of what Bennett hopes will be the first of several wheels built in Fort Worth. Bennett said he is not worried about finding sponsors for the wheel, which will likely be located in downtown near Trinity Park.

“This is something where people can invest their money and then see immediate results,” Bennett said. “Here’s the litter today, we have the water wheel in place, and there’s no litter tomorrow.”

Hansen has been brainstorming her own trash wheel concepts: a Trash Vaquero to honor the city’s Latino heritage, or a purple frog to celebrate TCU. The project could also be an opportunity for TCU or UT Arlington engineering students to get involved in the design and construction process, she added.

“Don’t get me wrong, I think it’s great no matter what, but I think the public would be more inclined to donate if the wheel was based around a mascot,” Hansen said. “I’m thinking this could be a huge, huge positive for the community if it’s marketed well.”

By this time next year, Bennett said, city officials will seek to begin construction after securing funding for the wheel, approving the final design and selecting its location. While COVID-19 has tightened city budgets and delayed Fort Worth’s plan to launch a more comprehensive litter prevention program, Bennett hopes that the water wheel will have an outsized impact on educating residents about litter in the Trinity.

“There’s very few things in life that get me excited, but I just know that once we have the water wheel, it’s gonna be in brochures to come visit Fort Worth,” Bennett said. “I just don’t think it gets any better than this when it comes to really kicking off our next step in a much broader litter campaign and raising greater public awareness.”

<https://www.star-telegram.com/news/local/fort-worth/article245666805.html>

Dallas getting funding to replace traffic lights damaged by 2019 tornado

By Steven Pickering, Radio KRLD

The City of Dallas is getting funding from the Regional Transportation Council to replace dozens of traffic signals, including some that were damaged by the tornado that moved through north Dallas in October of 2019.

"We're proposing to help the City of Dallas to rebuild some of the signals that were impacted in that area," said Senior Program Manager Christie Gotti with the North Central Texas Council of Governments. "It's a total of 44 signals that would be involved. Some of these signals are over 40 years old, so we feel like it's a really good program."

The Council has approved more than \$16 million in funding to help Dallas. Of that, \$14 million would come from a federal program called the Surface Transportation Block Grant Program. That portion will require federal approval. City officials expect to receive that approval next summer.

Dallas plans to use the money to replace 22 traffic signals that were affected by the tornado.

"This funding will help us tremendously as we recover from the devastating tornado that ripped through our city last year, said Dallas Mayor Eric Johnson said. "In addition, it has been clear that we must do more to invest in our aging infrastructure, especially in southern Dallas."

The city will use the rest of the money to replace 22 traffic signals in an area called the Lancaster Corridor surrounding Hampton Road.

"This is also a perfect example of the types of projects the Regional Transportation Council is expediting to help our community recover from the economic impacts of COVID-19," said Michael Morris, P.E., Director of Transportation for the North Central Texas Council of Governments.

How Urban Planning Consultants Can Shape the Future of Dallas

As it turns out, DART riders prefer better service over more service. How the agency got those results tells a powerful story about the nuts and bolts of urban planning.

By Peter Simek, D Magazine

Would you rather bring the family to a restaurant that offers you a few pages of menu items or a restaurant that only makes two or three dishes? Probably the former, right? Now what if the first restaurant had a terrible health department record, was panned by every dining critic in the city, and takes an hour to get the food on the table—but the second restaurant has a Michelin star?

Different story.

This is, essentially, the game Dallas Area Rapid Transit played this summer when it surveyed Dallas residents about its planned bus system overhaul. DART has long insisted that Dallas residents favored a bus system that covered as much of the city as possible. After all, whenever the agency threatened to change a bus line, riders pushed back. And when DART asked riders, non-riders, and other stakeholders in its survey whether they preferred a system with broad coverage over one that focused on increasing ridership, 55 percent said they wanted coverage.

But then DART asked the question again in a different way. Would Dallas residents prefer a short walk to a bus stop followed by a long wait for the bus, or a long walk to the bus stop followed by a short wait for the bus? The results flipped. Forty-seven percent of respondents said they preferred the long walk and the short wait, while another 29 percent said just make the whole damn hassle with the bus go as quickly as possible.

In other words, 76 percent of the respondents preferred the ridership-oriented, high-frequency bus network model. The question just had to be asked in a way that made it clear that they were choosing between quality over quantity.

When DART briefed the Dallas City Council's Transportation and Infrastructure Committee [on these survey results](#) yesterday, I immediately thought of [Jarrett Walker](#). Walker, [you may remember](#), is the transportation consultant that DART hired last year to help guide the agency through the bus redesign process. Urbanism advocates were excited when Walker got the job, and yesterday's briefing showed why. The simple rephrasing of the choices facing Dallas residents shows how the right consultants — the ones who understand the scope and stakes of complicated urban planning problems — can propel a public process toward new and more beneficial solutions.

For decades, public transit has been discussed in Dallas like a kind of mobility welfare, the last transportation option for poor people who can't afford to get around Dallas in any other way.

As a result, DART has built out a bus network designed to get buses as close to as many people as possible. But a bus network that covers a sprawling geographic region yet takes hours to get riders anywhere is not only not very useful. It is also something no one really wants. It took more than 35 years to get someone like Walker in the room to frame that choice in such a way to make it clear that DART's customers want something different than what they were being served. DART riders want quality over quantity.

That is how good consultants can shape public planning processes. Conversely, it also shows how bad consultants can ruin urban planning. This came up a second time at yesterday's briefing, but you had to be watching carefully to notice it. The council committee received updates on most of the pending big-ticket transportation projects in the city. Now that the Trump administration is on the way out, DART officials are confident the federal funding for D2, the second downtown light rail alignment, will be green lit by the spring of 2021.

There are other transportation projects underway at the same time. The I-30 "Canyon" redevelopment near downtown and the Cedars is moving into a more detailed engineering phase, though the [planned improvements to the freeway](#) east of downtown to Fair Park and beyond are still some ways out. Meanwhile, the Texas Department of Transportation is moving into the next stage of detailed study around the future of I-345.

I-345, as we [all know so well by now](#), is that short strip of elevated highway that disconnects downtown from Deep Ellum by connection Central Expressway to Interstates 30 and 45. We believe it needs to be torn down and replaced with a boulevard and [dedicated an entire issue](#) to making that argument. In 2016, TxDOT's [CityMap study](#) looked at how replacing the elevated highway with an at-grade boulevard could stitch back the urban core and free up huge swaths of land that could completely revitalize the city's urban heart.

With accompanying and equitable land use policies, the boulevard-ing project would ideally create a more vibrant urban district by allowing for the development of desperately needed affordable housing, helping lure jobs back to the center of the region, and expanding the city's tax base. This could generate billions in new economic value that could be recaptured by public entities and used for both funding the project and bolstering city services.

TxDOT officials told the council committee yesterday that they will begin to look at the traffic implications of turning I-345 into a boulevard, rebuilding it below grade (like Central Expressway), reconstructing the road as an elevated highway, or doing nothing, an option TxDOT says it always has to study.

TxDOT doesn't really need to do that study to know the results—we just need to know which traffic consultants it hires for the project. If the state agency conducts its I-345 traffic study as it has in the past, we can be sure that they will show that turning the road into an at-grade boulevard will create a traffic nightmare — a dreaded "carmageddon." This is what typically happens when traffic engineers look at traffic problems, even though [in case after case](#) the removal of urban highways has not created traffic problems but reconstituted urban street grids that can improve overall mobility.

During the presentation, Council member Cara Mendelsohn of Far North Dallas urged TxDOT to expand the range of its traffic study to ensure that it accounts for all the drivers that currently use the road. This is precisely the wrong way to be thinking about the next steps around I-345.

Rather, the council should be pressing TxDOT to hire a traffic consultant who has a proven track record with dealing with urban transportation planning with the nuance and subtlety it deserves.

That's because the future of I-345 is about so much more than traffic; it's about revitalizing Dallas' urban core. If the council bases its decisions around the road's future on traffic projections—which have been proven to be a dubious science—then it will likely fail to see that

that I-345's future is not about a road, but about rethinking the city's historically disastrous approach to urban mobility. It is an opportunity to embark on the single greatest economic- and equity-minded development in a generation.

As with DART's bus redo, it all comes down to how the engineers, consultants, and bureaucrats working on the project frame the question. Is Dallas trying to solve for moving traffic through the city center or is it trying to revitalize the urban core?

Put another way: is this about the quantity of traffic on Dallas' roads or the quality of the city's future?

What should be done with I-35? TxDOT wants to know.

By Philip Jankowski, Stateman News

The Texas Department of Transportation is now taking comments on how the agency should reconstruct Interstate 35 — or if it should do it at all — throughout central Austin.

The state transportation agency is giving the public until Dec. 12 to provide input and has made its current plans [available online](#). TxDOT has three options for the highway's revamp as well as a "no build" option, which would keep the interstate in its current state.

The proposal is to reconstruct the entire highway from U.S. 290 East in North Austin to Texas 71 in South Austin. TxDOT is taking comment via email at my35capex@txdot.gov, [online](#) and by phone at 512-651-2948.

The three options for reconstructing the highway would increase the number of vehicle lanes, including frontage roads, generally from 10 to 12 lanes in most places to 20 lanes of travel, according to a [TxDOT presentation](#).

In every scenario, the upper decks of the interstate that stretch from Martin Luther King Boulevard to Airport Boulevard would be eliminated. Each build would also create regulated lanes of traffic likely reserved for high-occupancy vehicles, emergency responders and buses. No lanes will have tolls.

In most scenarios, the managed lanes are either tunneled under or on decks above the interstate's main lanes. The number of main lanes generally is increased from six to eight or from eight or 10, depending on the stretch.

I-35's reconstruction in Austin has been a pet project of Gov. Greg Abbott and has been made a priority of Texas Transportation Commission Chairman J. Bruce Bugg Jr. The agency is calling the proposed rebuild the I-35 Capital Express Central Project.

TxDOT estimates rebuilding the highway will cost roughly [\\$7.5 billion](#), about \$400 million more than the estimated cost of the series of Project Connect infrastructure and transit items that Austin voters approved [this month](#).

But unlike Project Connect, the revamp of I-35 into a mega-highway akin to the 26-lane wide Katy Freeway stretch of Interstate 10 in Houston is not being left up to voters, though taxpayers would foot the bill.

Options presented in TxDOT's plan also acknowledge efforts from the Downtown Austin Alliance and the Urban Land Institute. Those groups have been promoting an option that would tunnel I-35 downtown and cover it with some form of plaza or park.

TxDOT's presentation indicates the agency is willing to at least consider that option, but it would not fund it. Regardless, Downtown Austin Alliance chief operating officer Julie Fitch said recognition from TxDOT was a positive development.

Rebuilding I-35 as an underground highway "could have a positive impact on safety, on noise and air quality, but most importantly it can reconnect the community," Fitch said.

I-35 has long been considered a demarcation line dividing central Austin from minority communities in East Austin. Those communities were largely created in racist development rules from 1928 aimed at pushing Black residents out of central Austin.

Federally required environmental studies are underway for the northern and southern portions of the project. Construction there could begin in 2022.

The central portion up for public review over the next several weeks is not quite as far along. TxDOT estimates construction could begin in 2025.

I-35 in Austin is home to five of the 100 most congested portions of highway in the state, according to an analysis from Texas A&M University. Pre-pandemic, more than 200,000 vehicles traversed the highway each day. TxDOT estimates that number will grow to more than 300,000 by 2045.

With no traffic, it takes about 8 minutes to travel through the central stretch of I-35 that TxDOT is considering for a revamp. During morning peak traffic times, that grows to about 20 minutes when heading north and 17 minutes going south. During afternoon peak times, it grows to 32 minutes heading north and 40 minutes going south, according to TxDOT.

<https://youtu.be/MmuOewENO5M>

<https://www.statesman.com/news/20201116/what-should-be-done-with-i-35-txdot-wants-to-know>

Groundbreaking marks next phase of Dallas North Tollway project

By Dawn Cobb, Celina Record

Denton County Precinct One Commissioner Hugh Coleman, Denton County Judge Andy Eads and officials with the North Texas Tollway Authority (NTTA), Celina and Pilot Point broke ground Thursday to commemorate the beginning of construction on the \$27 million frontage road project largely funded by the Denton County Road Bond Program approved by the voters in 2008.

The frontage road project will provide for free lanes for travelers from FM 428 in Celina to the Grayson County Line.

“Since 2005, Denton and Collin counties have worked on building this project along our joint county lines,” said Commissioner Coleman. “Since taking office in 2009, I have worked closely with NTTA to get all right-of-way commitments donated to keep the cost of the frontage road within budget.”

The project, which has been in the works for more than 12 years, will serve as a major thoroughfare in the fast-growing region as Denton County nears 1 million in population within the next few years.

“As Denton County’s representative on the Regional Transportation Council, I was keenly aware of the importance and significance this road would have in eastern Denton County, the county as well as the region as a whole,” Judge Eads said. “We believe this effort will ultimately bring the same type of quality economic development to this portion of Denton County as we have seen in the southern portion of the DNT.”

“NTTA is proud to be a partner in delivering transportation solutions to Denton County. We thank Commissioner Coleman and Denton County for their foresight on the importance of this project to our area and bringing it to fruition,” said NTTA Board Chairman John Mahalik.

Construction on the frontage road began this fall with completion anticipated in fall 2022. Commuters will initially be able to travel on two lanes, one in each direction. Ultimately, an additional northbound frontage road and tolled main lanes will be added.

“The frontage road will pave the way for great things in our county. And it will lead to even more for our economy as we work toward building the extension of the Dallas North Tollway, which will also bring economic prosperity to Denton County,” said NTTA Board Director Pete Kamp.

The 7.7-mile segment will extend the Dallas North Tollway north to the Denton/Grayson county line, beginning with the construction of the southbound frontage roads. The frontage road lanes will be not be tolled. Much like the Frisco North Platinum Corridor, the extension could generate significant economic development and job opportunities in Precinct One.

“Today’s groundbreaking ceremony is just one of the most recent roadway improvements Denton County has been able to implement due to the trust the voters have given in passing the 2008 transportation road improvement program,” said Judge Eads.

Mock-ups of sound walls for Silver Line project available for viewing in Plano, Richardson

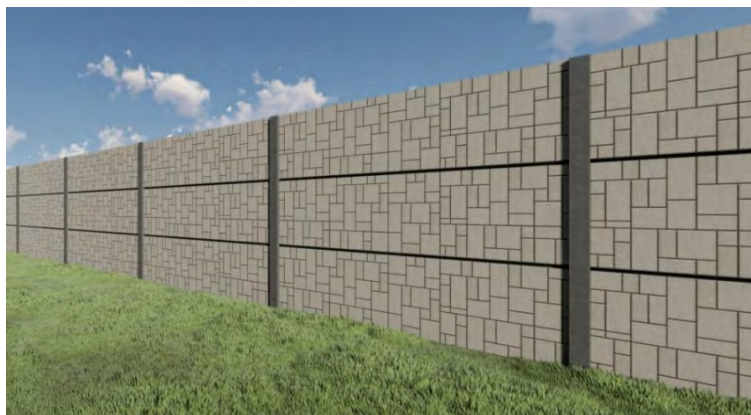
By Liesbeth Powers, Community Impact Newspaper

The betterments, or additional barriers, to be constructed along large portions of the Silver Line rail project by Dallas Area Rapid Transit will have different looks in the several cities through which the line runs.

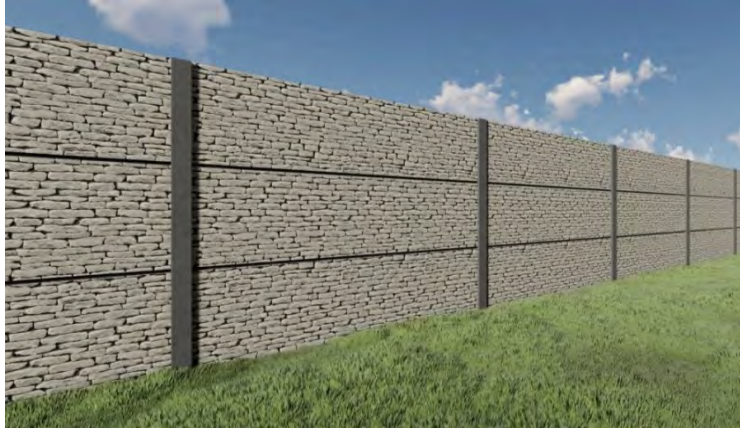
In Richardson, the additional barriers will be uniform in style within the city. Sound walls will have a tan coloring and a bush-hammered texture, according to information shared at a Nov. 16 DART community meeting. Some areas, such as the Custer Parkway intersection, may have enhanced rail instead of the barrier walls.



In Plano, two neighborhoods close-by the rail have made wall finish and color decisions. Near the President George Bush Tollway and K Avenue, the walls will reach 15 feet, be a speckled grey-brown color and have a rolled ashlar finish, DART officials shared in a Nov. 17 community meeting.



A little further east, where the rail will run near 14th Street and Jupiter, walls will have the same height and color but will have a rolled, drystack texture.



Mock-ups for each of these walls will be visible within each city from Nov. 20-Jan. 29. In Richardson, mock-ups will be stationed at the Richardson Civic Center at 411 W. Arapaho Road, Ste. 102, Richardson. In Plano, options can be viewed at the Plano Municipal Center at 1520 K Ave., Plano.

Full updates and details on the Silver Line project for each city are viewable [here](#). The 26-mile rail project is expected to enter the construction phase in some cities beginning this winter and will be fully operational in 2023.

National Park Service Recognizes Trinity River Paddling Trail

By New Kerala.com

DALLAS: Secretary of the Interior David L. Bernhardt announced on Friday, October 22, 2020, the inclusion of the Trinity River Paddling Trail in the National Parks Service (NPS) by naming it a National Recreation Trail.

The Trinity River Paddling Trail is 130-miles long and currently contains 21 official canoe launches. These provide city-maintained parking and a means of launching a canoe, kayak, or raft into the river. A map of the paddling trail is at TrinityCoalition.org/programs/paddling-trail.

The achievement was years in the making by Trinity Coalition, a Dallas-based nature-oriented nonprofit founded in 2015. Their goal is to Transform the Trinity River Corridor into a nationally recognized conservation and recreation area. National Recreation Trail status for the river is a significant step in accomplishing this mission.

Trinity Coalition board chair Steve Smith stated this would never have happened without the encouragement and coordination from the North Central Texas Council of Governments. In 2018, Smith met with Edith Marvin, head of Environment & Development at NCTCOG. They developed an idea to assemble all the canoe launches that multiple cities along the Trinity River had built into a single, integrated paddling trail.

Marvin brought into the team Dale Harris, a leader in the DFW paddling community through his work with Dallas Downriver Club. Harris led the effort to attain NPS status for the Trinity River Paddling Trail and serves as the primary Trinity Coalition contact.

The impact of the National Park Service brand coming to the DFW region is game-changing. The NPS website receives over 100 million visits a year. With easy access to the area provided by DFW International Airport and Love Field, nature tourism in North Texas promises to grow exponentially.

Smith of the Trinity Coalition holds a long-range vision of creating the nation's most extensive urban nature system—Trinity Nature Park—by connecting riverside parks, preserves, and municipal land in Dallas, with the Trinity River and its NPS-recognized paddling trail at the center. More information at TrinityCoalition.org.

In anticipation, Trinity Coalition has trademarked the slogan Where Nature Happens to partner with the region's various tourism and relocation services.

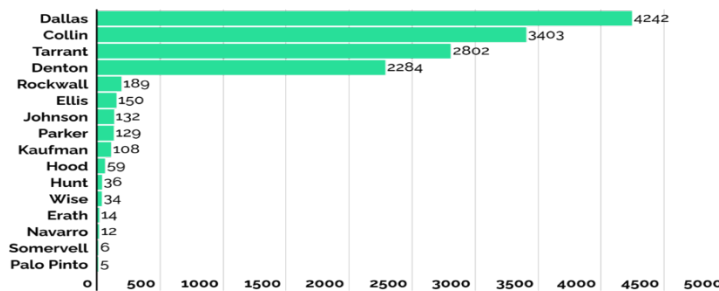
New law seeks additional fees on electric vehicles. Here's how many EVs are in Fort Worth and how much it can cost

By Neetish Basnet, Fort Worth Business Press

A Texan lawmaker is attempting to levy additional fees on electric vehicles (EV) that could cost North Texas EV drivers collectively more than \$2.5 million annually.

Rep. Ken King, R-Hemphill, **introduced last week a House bill** that seeks to collect \$200 for each electric vehicle in the state of Texas. In counties that make up North Texas alone, there are more than 13,500 registered EVs.

Total registered electric vehicles in North Texas



Source: Dallas-Fort Worth Clean Cities Coalition and North Central Texas Council of Governments

King, who represents House District 88 in the Panhandle, had introduced a similar bill last session as well. The bill failed to move past the House Transportation Committee then.

But, this time around, King's proposal could shed more potency as the number of states across the country adopting similar fees have increased. Lawmakers are trying to find solutions to combat the loss of revenues from gasoline tax as more commuters are switching over to EVs and fuel efficiency increases. Most of the the state's motor fuels tax revenue is used for transportation projects.

In fiscal year 2018, Texas motor fuels taxes brought in \$3.7 billion, according to Texas Comptroller's office. Texas imposes a 20-cent tax per gallon of gasoline and diesel fuel.

At least eight states, including Hawaii and Alabama, imposed new registration fees for owners of electric vehicles at the start of 2020, according to the National Conference of State Legislatures. The fees ranged from \$50 to \$200.

California, which currently charges \$100, plans to increase its annual fee for zero-emission vehicles starting January of 2021.

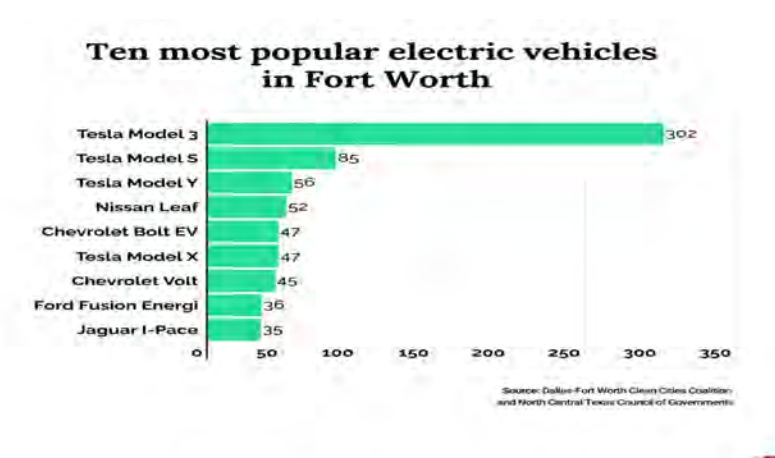
If approved and passed, Texas' \$200 fee on electric vehicles will one of the highest in the nation.

"I think states are still trying to determine what is a fair or equitable fee on these electric vehicle owners," Kristy Hartman, energy program director at the National Conference of State Legislatures had **told AP News**.

Texas has 22,600 registered electric vehicles, as of August this year, according to data from National Renewable Energy Laboratory. In comparison, about 256,800 electric vehicles were driving down the roads of California, according to the data.

The number of electric cars in Texas includes 974 registered in Fort Worth, according to data compiled by Dallas-Fort Worth Clean Cities Coalition and North Central Texas Council of Governments.

Here's a breakdown of the most popular electric vehicle in Fort Worth:



California-based automaker Tesla drives away with the title of “the most popular electric vehicles in Fort Worth” by a large margin. Tesla is also building its new production facility, Gigafactory Texas, in Austin that enables its market dominance assertions in the state.

However, that could soon change as **competitors are likely mounting serious challenges**.

Research conducted by Bumper, a vehicle history report company, found that Ford F-150 remains the most popular vehicle in Texas. Since the start of the pandemic, there were 614 instances of Ford F-150 VIN searches, an often-final check of a used car's service and ownership before deciding on a purchase, according to Bumper. It was followed by Chevrolet Silverado 1500 with 513 searches.

It remains to be seen how the launch of Ford's F-150 EV in the next year or so impacts different electric vehicle ownership rates.

Texas is changing how it plans for floods. What does that mean for Dallas-Fort Worth?

By Haley Samsel, Fort Worth Star-Telegram

The devastating impact of Hurricane Harvey on the Gulf Coast in 2017 has triggered an unprecedented effort to prevent the same damage from happening again in communities across Texas, including the Dallas-Fort Worth area.

Thanks to the [passage of a \\$1.7 billion flood control bill](#) during the 2019 legislative session, 15 regional groups have begun developing Texas' first-ever statewide flood plan under the supervision of the Texas Water Development Board. With growing [concerns about urban flash flooding](#) in Fort Worth and surrounding cities, the plan for the Trinity region, encompassing North Texas, will lay out the area's flood risks and name specific goals for how officials can address those issues.

Investments in stormwater infrastructure and the pursuit of more state funding for flood prevention projects will likely be included in the Trinity region's blueprint, said Rachel Ickert, a member of the planning committee and the water resource engineering director for the Tarrant Regional Water District. The rapid growth in Tarrant County and the accompanying sprawl of concrete that cannot absorb water and can exacerbate flooding problems is also on Ickert's radar.

"We're looking to do some more proactive planning before all the development occurs, and try to get a handle on the flows and do some mitigation before there are all these structures in place, and there is such a problem to deal with," Ickert said. "If you can mitigate on the front end, you can save yourself a lot of money down the road."

While this type of long-term planning is the norm for ensuring that [Texas cities have an adequate water supply](#), this is the first time the same rigor is being applied to flood planning and mapping. That's a significant demonstration of the state's commitment to addressing the complexity of flooding issues, said Nick Fang, a civil engineering professor and flood control expert at UT Arlington who was most recently tapped to lead flood prevention efforts at Dallas-Fort Worth International Airport.

"The state is stepping forward in the right direction to come up with those regional groups and have them study and work together and communicate," Fang said. "They want to study at a regional scale to make sure that any solution for each region that they come up with is not going to cause any adverse impact to the nearby or downstream communities. That is a very important coordination, and communication is the key."

Regional planning is not completely without precedent in North Texas, Ickert said, pointing to the Flood Management Task Force convened by the North Central Texas Council of Governments. That committee brings together staff from 10 cities, four counties and two government entities concerned with the Trinity River basin, according to the association's website.

"In my mind, that should set somewhat of a blueprint that the rest of the state probably could learn from and use," Ickert said. "North Texas seems to be pretty unique in that regard. I don't think other areas in the state already have some strong regional planning process already in place."

The regional groups, composed of 12 voting members, will be on a tight timeline to finish their comprehensive reports, Fang said. By January 2023, each region must submit their plan to the Texas Water Development Board, which will then compile them into a statewide report to be finished in September 2024.

All incoming members attended orientation in late October, and most planning groups will meet again before the end of the year. A major component of their work will include assessing climate patterns and expected rainfall based on recent data, including a 2018 study published by the National Oceanic and Atmospheric Administration that [predicts more extreme rain events](#) for Texas.

Alongside that climate data, flood planners must accommodate the technical challenges and economic priorities of the region, Fang said. The complexities are endless, he said, but the start of the statewide process is a sign of how flood prevention might improve if public officials share knowledge with each other.

“There is a demanding need for people to really revise and reinforce the current flood protection measures right here and incorporate them into each step of the engineering design process,” Fang said. “We don’t want to see one person’s solution be the cause for other people’s problems later on. We need to have very good coordination ... and this is a very good start so far.”

Trucks that can drive themselves are already on Texas roads, and more are on the way

By Gordon Dickson, Fort Worth Star-Telegram

The age of self-driving 18-wheelers traveling on U.S. highways may be much closer than many people realize, and North Texas is emerging as the likely location of a major hub for the trucks.

One company that is aggressively working to build a nationwide freight network of driverless trucks is TuSimple, which has offices in Beijing and San Diego. TuSimple recently announced plans to build a hub for its autonomous trucks at [Fort Worth's AllianceTexas development](#).

The trucks use cameras and sensors that provide vast amounts of data, so the vehicle's computer software knows what's happening up to 3,000 feet up the road and can react to emergencies 10 times faster than a typical human.

For now, TuMobile is operating the self-driving trucks with a safety operator in the driver seat who can take the controls if needed, and a test engineer in the passenger seat to monitor the on-board cyber system. But the company plans to begin operating its trucks with no human in the cab possibly as early as next year on selected routes — including routes in Texas.

ARE SELF-DRIVING TRUCKS LEGAL?

[Driverless cars are already legal on Texas roads](#). In 2017, the state Legislature passed a law authored by state Sen. Kelly Hancock, R-North Richland Hills, that allows automated motor vehicles to use Texas highways, as long as the vehicles are insured and equipped with video recording equipment.

[TuSimple is already running self-driving trucks](#) from Arizona to West Texas, and the new Fort Worth hub will help the company extend its network to Austin, San Antonio and Houston. The company aims to have its nationwide network in place by 2023.

The company will be building its Fort Worth logistics hub on Eagle Parkway, inside the so-called Mobility Innovation Zone near Alliance Airport. The zone was created last year as a place for shipping companies to test, scale and commercialize their latest technologies.

Bell, BNSF and Deloitte are among the companies doing work in the zone, which provides easy access to Interstate 35W and other highways, the BNSF Intermodal Yard and the aviation hub at Alliance Airport.

TuSimple also is backed by UPS, another shipping company with a ground hub at AllianceTexas.

“TuSimple is building the world's first autonomous freight network and an important part of our strategy is to secure suitable locations for our terminals, and the Mobility Innovation Zone is exactly what we were looking for,” Lee White, TuSimple vice president of strategy, said in an email.

GOODS MOVEMENT IN TEXAS

Generally, the idea behind TuSimple's version of freight movement is to get goods from ports — including goods that often arrive at seaports such as those in the Los Angeles area and are then shipped to Texas by rail — to regional distribution centers across the U.S.

Construction on TuSimple's Alliance hub is underway and expected to be completed by March. The logistics center will include autonomous truck operations, service bays and office space.

"TuSimple is the perfect partner for Hillwood in our efforts to accelerate innovative mobility technologies within the MIZ," said Ross Perot, Jr., chairman of Hillwood, the company that is developing and managing AllianceTexas.

"As the industry leader in the deployment of autonomous long-haul truck routes, TuSimple brings this technology to AllianceTexas today, ensuring the MIZ will be a global focal point in the commercialization of next generation logistics solutions," Perot said.

Transportation and logistics are a \$1.8 trillion business, said Russell Laughlin, Hillwood executive vice president. Companies that specialize in moving goods across the country are working fiercely to bring down shipping costs by reducing inefficiencies in the system, and they believe automated trucks will be a crucial part of their success, he said.

The COVID pandemic has exposed some of those inefficiencies, as companies such as Amazon and Walmart have at times struggled to meet customers' demands to have goods shipped directly to their homes — making the improvement of the freight network an even more pressing matter.

The Mobility Innovation Zone makes Fort Worth a more attractive destination for venture capitalists to invest their money in projects such as TuSimple's expansion. And, Laughlin said, the zone can set the stage for Fort Worth to become a hotbed for higher-paying high-tech jobs.

"We have the highways. We have an airport and we have a massive logistics cluster (and) an inland port," Laughlin said. "This doesn't exist anywhere else in the world."

North Texas transit ridership remains low

By Audrey Henvey, Star Local Media

North Texas transit ridership remains low compared to the previous year and has stayed flat, according to data recently presented to the Regional Transportation Council.

Michael Morris, Transportation director with the North Central Texas Council of Governments (NCTCOG), presented regional transportation data to the RTC during its Nov. 12 meeting.

September numbers show weekday transit ridership at 57% below where it was during the same period in 2019.

“We need to start talking about the livability and the urban context of how we want to have our region be,” Morris told the council. “But given the COVID-19 situation and it is apparently worsening, you’re going to see this number hover where it is for some time.”

Weekday transit ridership sharply declined in April when it hit a 59% decrease in passengers compared to April 2019, and the number has since remained relatively flat through September. Morris said the council will continue to find solutions to improve the situation and to help transit agencies.

“We believe it’s a temporary situation, and with the best and the brightest working on vaccines, this eventually will improve, and then all of us will figure out post-COVID-19, what do we wish to keep technology-wise and how much did we return to the traditional,” he said.

As the region moves forward, Morris said the discussion of livability will take the stage.

Area freeway volumes continue to return to pre-pandemic levels, Morris said, but daily traffic patterns are different from pre-COVID-19 behaviors.

“Lots of afternoon traffic,” Morris said. “Very little commuter traffic, although growing with 92% return of car traffic.”

September data presented to the council showed freeway volumes 8% below what had been reported in September 2019, and toll road volumes from August were 24% below what was seen one year prior.

The data shows a continued improvement in toll road usage, Morris said, but that the numbers appear to be flattening out.

“I think until you get that additional 10% on the freeway system and the morning peak, you won’t see the push to the toll roads, because you’re not needing to be on that when the freeway still has capacity,” he said.

Arlington shuts down drilling site, says energy company violated fracking rules

By Haley Samsel, Fort Worth Star-Telegram

After activists reported visible emissions and loud noise, Arlington officials temporarily shut down TEP Barnett's operations at its Rocking Horse natural gas drilling site last week, citing a violation of the city's gas drilling ordinance.

Tammie Carson, a member of the environmental group Liveable Arlington, captured a 10-second video of smoke coming from the property, located at 4945 South Collins Street near the municipal airport, on Nov. 11. She and other members have closely followed operations at Rocking Horse since Arlington officials [approved seven new gas well permits](#) in August without going through a city council hearing process.

"There had been no public comment, no city council meeting, no chance for anybody to weigh in, so that made it suspicious," Carson said. "My son and his family live just one street over from the site, so I'm over there frequently, and from watching these gas wells so much, I knew that it was diesel smoke."

Under the gas drilling ordinance that was [updated in February 2019](#), companies in Arlington must use electric-powered rigs or obtain a waiver to use diesel fuel rigs if they plan to drill within 600 feet of protected buildings. In recent years, [electric-powered drilling equipment has risen in popularity](#) due to its lower maintenance and fuel costs, decreased greenhouse gas emissions and less noise when compared to traditional diesel-powered pumps, according to the Houston Chronicle.

Rocking Horse is near a daycare center, medical offices and homes, all of which classify as "protected uses" in the ordinance. After Liveable Arlington director Ranjana Bhandari reported Carson's findings to the city, gas well inspector Tom Edwards investigated the complaint on Nov. 17.

Edwards found that TEP Barnett, Fort Worth's branch of the French energy giant Total, was not using an electric rig as required, said Richard Gertson, Arlington's assistant director of planning and development services. The company received a "notice of violation," which instructs TEP Barnett to modify its behavior to avoid a citation and financial penalties, Gertson said.

"The operator was drilling the surface hole on well 5 out of the 7 permits issued back in August," Gertson said in an email on Thursday. "We allowed work to continue on the surface drill for well 5 as it's not prudent to pull out until completed ... The operator will pull off the site when done with number 5."

Kevin Strawser, a spokesman for TEP Barnett, said that the company used a "spudder rig," or a small truck-mounted rig used at the beginning of drilling to prepare the surface for new wells when several ones are drilled consecutively. The small rig only accepts diesel power, Strawser said, but TEP Barnett sought to use the spudder rig because it reduces the amount of time that a large rig has to be at the drill site.

Now, TEP Barnett plans to have a large electric drilling rig on the Rocking Horse site by the end of December, depending on the completion of other projects, Strawser said.

“TEP Barnett has always worked with the City of Arlington, and here too we worked with the City Gas Inspector and agreed with their request to discontinue use of the spudder rig,” Strawser said in an email. “As mentioned, we will use the electric drilling rig to perform the remaining portions of the wells when it becomes available.”

Once TEP Barnett acquires an electric rig, workers will be allowed to return to Rocking Horse and continue drilling on all seven wells, Gertson said. Bhandari visited the site on Nov. 20 and said the diesel rig has already come down. She remains concerned that TEP Barnett showed “complete disregard” for the city’s rules, which are meant to protect residents from avoidable emissions, Bhandari said.

“What really surprised me about this is how flagrant the violation is with them using the wrong rig,” Bhandari said. “That is the biggest piece of equipment on this site, it’s not a minor thing. I was pretty taken aback even though I’ve seen all kinds of things go on at job sites for years.”

Edwards [told GreenSourceDFW](#) that he is required to inspect 52 gas wells on a quarterly basis and that Arlington completes between 15 and 20 inspections per week. But the incident at Rocking Horse showed that Liveable Arlington must continue to play a watchdog role and call in complaints so that the city is alerted to issues that affect public safety and health, Carson said.

She pointed to Arlington’s high rates of asthma and [environmental studies connecting potential health consequences](#) to people living in close proximity to fracking sites. Leaving energy companies to police their own actions is like leaving the fox to guard the hen house, Carson said.

“The onus should be on the city,” Carson said. “That’s why they hire gas well inspectors to monitor this, so a working grandmother doesn’t have to wind up trying to get there and get it recorded before I lose my daylight because nobody else is there to do it.”

Park, trail plans progress in The Colony

Chris Roark, Star Local Media

The city of The Colony is moving forward with plans for a park in the Eastvale neighborhood. Last week the City Council approved a professional services contract with MHS Planning and Design, Inc. for the West Shore Park project in the amount of \$104,870. The money will come from the Community Development Corporation and a grant from the Texas Parks and Wildlife Department.

The contract will cover the design and construction documents, construction observation and grant administration.

The 1.3-acre park will be located on the west side of FM 423 at 7605 West Shore Drive. Plans for the park will include a playground, pavilion, benches, picnic tables and trail to a paddle launch on Corps property.

The park will be the result of a master plan that was developed in 2015, a year after the city purchased the property.

“This is an important park in our system because it will be the only park in the Eastvale area of the city and is adjacent to Corps of Engineers property on Lewisville Lake,” said Eve Morgan, park development manager.

West Shore Park is expected to include a playground, pavilion, narrative signage, picnic areas, walkways and a small parking area. There will also be a decomposed granite trail on the U.S. Corps of Engineers property nearby leading to a paddle launch or kayaks and canoes.

The city received the \$400,000 grant from the Texas Parks and Wildlife in September. The CDC will match the grant and provide an additional \$200,000 for items not included in the grant.

Cascades/Grandscape Trail

The council also approved a construction services contract with RoeschCo Construction, Inc. in the amount of \$1.3 million for the construction of Cascades/Grandscape Trail.

The trail will connect the Cascades development with Grandscape and will be located under the Sam Rayburn Tollway and SH 121, adjacent to the Burlington Northern Santa Fe right-of-way. Officials said this trail is important to provide an alternative corridor for pedestrians and bicyclists under the SRT.

“This will provide residents and visitors on the north side of the SRT/SH 121 corridor another option for accessing the Grandscape development, the city stated.

The 1-mile trail will include 0.7 miles of on-street bike routes from the intersection of Memorial and Fallwater Trail to the Courtyard Marriott and 0.3 miles of 12-foot wide concrete trail from the Courtyard Marriott, underneath SH121/SRT to the intersection of Grandscape Boulevard and Destination Drive.

It will be funded by CDC and park dedication fees from the Cascades development.

Innovative Spaces: Deep Ellum's "Touchless Tower" Offers Next-Level Wellness and Safety

The Stack in Deep Ellum will offer a 'frictionless path from your car to the office,' developer Hines says.

By Gloria Salinas, Dallas Innovates

International developer Hines continues to expand its innovative offerings with The Stack Deep Ellum, the first Dallas-area office development with touchless access from parking garage to office space. The project is the latest in a series of additions to its Dallas-Fort Worth portfolio, complementing Hines' residential and industrial developments.

The Stack, a Class AA 16-story creative office development, is expected to be completed in the second quarter of 2021. The building includes nearly 200,000 square feet of office space, 15,000 square feet of retail space, and 641 structured parking spaces.

"The Stack offers a frictionless path from your car into the office," said Ben Brewer, Hines managing director. "The building is equipped with touchless features starting at the garage and into the elevators, all the way to the office space and amenity levels."

In late April, as concrete was being poured for floors and the pandemic closed offices, Brewer and his team took The Stack back to the drawing board to enhance the building's touchless offerings.

"It's really important to have sophisticated capital partners like Westdale and Ivanhoe Cambridge," Brewer said. "The Stack is extremely innovative, and it sets a new international standard for office development with a more efficient design."

The project also has unique elements, like a roll-up door feature in the 10th floor fitness center that offers five times the amount of natural air required by City of Dallas code.

Hines, founded in 1957, is a privately owned global real estate investment, management, and development firm with its Dallas-area headquarters in Chase Tower in Downtown Dallas. Hines plans to relocate its own headquarters to 10,000 square feet of office at The Stack in 2021.

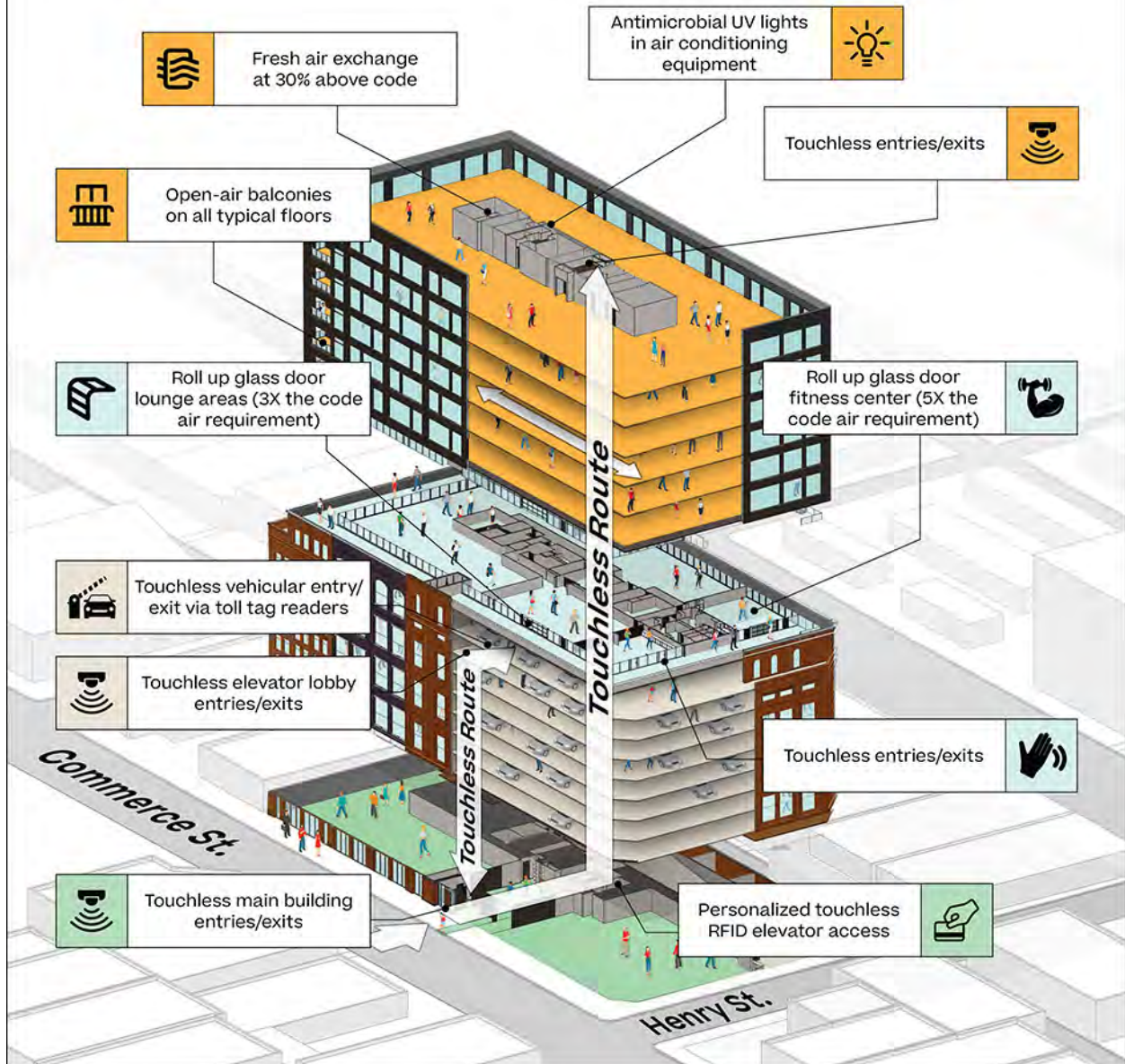
"The DFW staff could not be more excited about the new space," Brewer said. "In addition to the office itself, Deep Ellum offers a spirited, creative community for our team to join."

Hines employees started trickling back into offices in mid-September. Brewer said it's been a challenge for creative teams to produce and brainstorm in a Zoom environment compared to in-person interaction. Hines is betting the DFW market will be a beneficiary of companies in other markets that are looking to return to work in innovative spaces.

"While a company might consolidate different sectors, the office is still a great environment to create long-term company culture," Brewer said. "Companies have invested a lot in building teams and keeping them effective, so corporate culture nationwide is still really important. Many companies stepped up and made it priority, and they do not want to lose that edge."

Next-Level Wellness And Safety

A Frictionless Journey To Your Office



Planned redevelopment will expand Frisco's Hall Park to more than \$2 billion

10 new towers, a performance hall and public parks and plazas would be added to tollway office campus.

By Steve Brown, Dallas Morning News

Frisco is getting a more detailed look at redevelopment plans for its largest office park.

Early this year, developers of the 162-acre Hall Park at the Dallas North Tollway and Gaylord Park got city approval to convert the almost quarter-century-old office park into a mixed-use development.

With more than 2 million square feet of offices, the campus of low and high-rise buildings houses almost 10,000 workers.

Proposed additions to the project include 10 new high-rises and a large performance hall.

Developer Hall Group got the okay from the city in January to add residential, retail, entertainment and public facilities to make the successful office park into a 24-hour mixed-use community.

Frisco's city council is considering a proposal this week to help fund some of the proposed improvements to the project with revenue from taxes the development generates.

Hall Park is valued at about \$633 million. Over the next 20 to 30 years, planned high-rise building additions to the project would expand the value of the development to more than \$2.2 billion, according to the city.

"Redevelopment has already started to occur as two buildings were demolished earlier in the year, making room for a new high-rise building, the open space plaza and structured parking," according to filings with Frisco's planning department.

Hall Group tore down two three-story office buildings at the corner of Warren and Gaylord parkways, across the street from the Dallas Cowboys' Star in Frisco development.

In their place, the developer plans to build in the first phase of a 27-story residential tower with more than 300 units, a 49,000-square-foot food hall and parking garages. A second phase would include a 36-story residential tower and 520,000 square feet of office space in a more than 20-story building.

More office towers and additional residential high-rises are planned in the next phases of the project. Hall Group has previously said the new residential towers would house rental units and luxury condominiums.

A 1,500-seat performance hall with an adjoining parking garage are also planned in the redevelopment of Hall Park.

The new buildings would line a new public park and green space that will have walking trails, plazas and waterways running south from Warren Parkway, according to plans file with the city.

The first phase of the redevelopment — including a new parking garage, the public plazas and park and improved infrastructures — will cost more than \$50 million and would be paid for by a combination of funds from the developer and a share of property and sales taxes generated by Hall Park.

The city — if the council agrees — would use a Tax Increment Reinvestment Zone to fund its share of the expenses.

“The parking structure will support the office buildings Monday-Friday 8:00 to 5:00 and will be open to the public the rest of the time,” the city filings said.

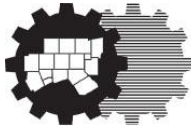
A more than 1,000-acre parking garage would cost \$20 million and would be owned by the city to support the new performing arts center.

The open space and public plaza additions will cost \$30 million with the developer contributing \$15 million of the construction costs.

Developer Craig Hall bought the land for his Hall Park about three decades ago before there were even roads built to the property.

Since then, the area along the tollway north of State Highway 121 has been developed with billions of dollars of new commercial and residential construction.

Hall Group and city officials who approved redevelopment plans for Hall Park have said that adding new uses to the project will allow the city to continue to attract employers and residents to the area.



North Central Texas
Council of Governments

PRESS RELEASE
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HTML:
<https://nctcog.org/trans/about/news/current-press-releases/nctcog-requests-online-input-on-transportation-pro>

NCTCOG Requests Online Input on Transportation Projects Beginning Nov. 9

Comments on infrastructure program, other initiatives accepted for 30 days

Nov. 9, 2020 (Arlington, Texas) — North Texas residents will have an opportunity beginning Nov. 9 to review and comment online about transportation programs and initiatives being undertaken by the North Central Texas Council of Governments.

Staff will present details on projects related to the Collin County Partnership and COVID-19 Infrastructure Program as part of an online input opportunity at www.nctcog.org/input. The infrastructure program awards federal and regional funding to projects that need expedited action and meet one or more of the RTC policies outlined in Mobility 2045. This includes better school integration, improved freight connections, and new regional bicycle and pedestrian facilities. The overall goal is to stimulate the economy while providing funding to key transportation projects.

The Fixing America's Surface Transportation (FAST) Act requires NCTCOG staff to plan projects and programs that assist in achieving statewide performance targets for National Highway System (NHS) pavement and bridge conditions. Target adjustments are currently being considered. Staff will describe NCTCOG's role in the target-setting process, present recent regional and statewide performance changes and explain how NCTCOG will continue to aid in improving NHS infrastructure conditions.

Finally, staff will provide updates on this year's National Drive Electric Week virtual event. NDEW is a nationwide celebration to raise awareness of the benefits of all-electric and plug-in hybrid cars, trucks, motorcycles and more. It serves as an opportunity to educate the public and discuss the benefits of electric vehicles and the role they play in improving the region's air quality. Staff will provide an update on local electric vehicle trends and highlight successful electric vehicle projects in North Texas.

The Regional Smoking Vehicle Program, vehicle incentive opportunities and administrative revisions for Mobility 2045, the region's long-term transportation plan, will also be highlighted.

Residents are encouraged to provide their input at www.nctcog.org/input through Dec. 8. To request printed copies of the information, call 817-608-2365 or email 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 in the two urban centers of Dallas and Fort Worth. Currently, NCTCOG has 238 member governments including 16 counties, 169 cities, 22 school districts and 31 special districts. For more information on the NCTCOG Transportation Department, visit www.nctcog.org/trans.

About the Regional Transportation Council:

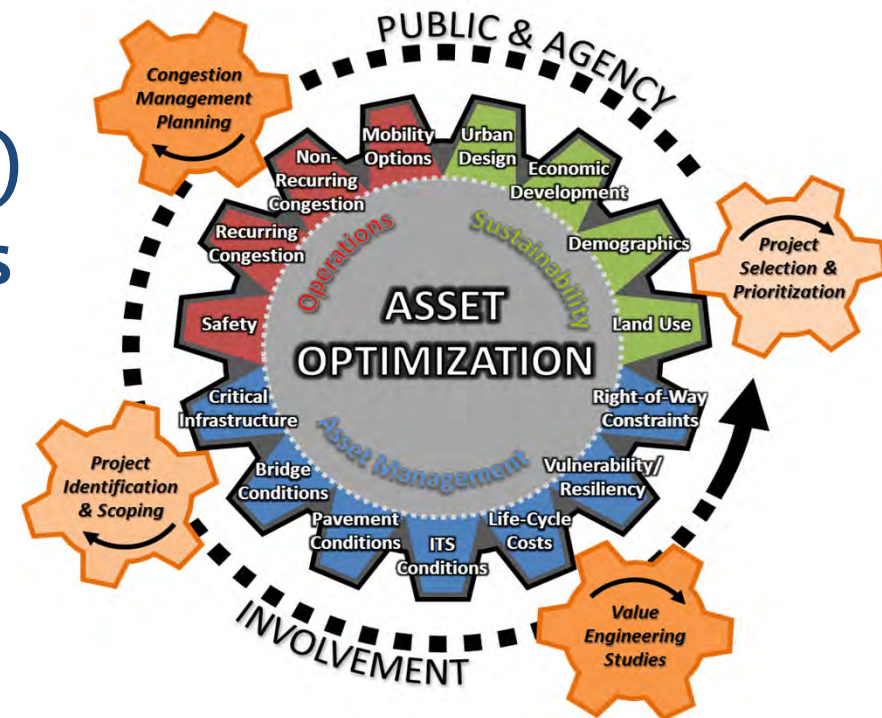
The Regional Transportation Council (RTC) of the North Central Texas Council of Governments has served as the Metropolitan Planning Organization (MPO) for regional transportation planning in the Dallas-Fort Worth area since 1974. The MPO works in cooperation with the region's transportation providers to address the complex transportation needs of the rapidly growing metropolitan area. The Dallas-Fort Worth metropolitan area includes Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties. The RTC's 44 members include local elected or appointed officials from the metropolitan area and representatives from each of the area's transportation providers. More information can be found at www.nctcog.org.

#

Federal Highway Administration: Pavement/Bridge Condition (PM2) Target Reaffirmation or Revisions

Presented by:

Jeffrey C. Neal – Senior Program Manager
Streamlined Project Delivery & Data Management



December 10, 2020

Regional Transportation Council (RTC) – Action Item

NCTCOG Performance Measurement Activities

FAST Act – Performance Measures and Target Setting

2

Complete	Rulemaking	Number of Measures	DOT/Provider Target Setting Deadline	MPO Target Setting Deadline	Reporting Period	Reporting Schedule
LATER	Safety (PM1)	5	8/31/2020	2/27/2021	Annually	Annually
NOW	Pavement/Bridge Condition (PM2)	6	10/01/2020	3/30/2021	Four-Year Performance Periods (starting 2018-2022)	Biennially (beginning, middle, & end of performance periods)
YES	System Performance (PM3)	7	10/01/2020	10/01/2020	Four-Year Performance Periods (starting 2018-2022)	Biennially (beginning, middle, & end of performance periods)
LATER	Public Transportation Safety Plan (PTASP)	7	12/31/2020	6/29/2021	Annually	Annually
LATER	Transit Asset Management (TAM)	4	1/01/2021	6/30/2021	Annually	Annually

NCTCOG Performance Measurement Activities *(cont.)*

PM2 Performance Period Schedule

3



2018

First Performance Period began

November 8, 2018:
RTC affirms TxDOT statewide PM2 targets for 2020 and 2022 on National Highway System (NHS) facilities



2020

Mid-Performance Period Report due October 1, 2020

If TxDOT adjusts PM2 statewide targets (2022), MPOs have 180 days to either reaffirm support for adjusted targets, or set new regional targets



2022

First Performance Period ends

Second Performance Period begins

MPOs adopt new targets (statewide or regional) for 2024 and 2026

NHS PM2 Pavement Analysis

Statewide vs. Regional Data/Targets – Good Condition

4

NHS ROADWAY CATEGORIES	DESIRED IMPROVEMENT TREND	2018 BASELINE	2020 CONDITION (NEW)	2022 TARGET (ORIGINAL)	2022 TARGET (UPDATED)
<i>State of Texas</i> ¹					
Good Pavement Condition					
Interstate National Highway System (NHS)	↗	66.8%	66.6%	66.4%	66.5%
Non-Interstate National Highway System (NHS)	↗	54.4%	55.2%	52.3%	54.1%
<i>North Central Texas (NCTCOG) Region</i> ^{1,2}					
Good Pavement Condition					
Interstate NHS (TxDOT)	↗	50.1% ²	34.9%	52.7% ²	19.8%
Non-Interstate NHS: On-System Freeways (TxDOT)	↗	43.2% ²	48.8%	40.4% ²	54.4%
Non-Interstate NHS: On-System Arterials (TxDOT)	↗	36.1% ²	43.3%	34.5% ²	50.9%
Non-Interstate NHS: Off-System Arterials (Local)	↗	1.2% ²	1.1%	1.9% ²	1.0%
Non-Interstate NHS: Off-System Toll Roads (NTTA) ³	↗	93.4% ³	91.4% ³	91.0% ³	90.9% ³

1. New target estimates based on 3-year (2017-19) Highway Performance Monitoring System (HPMS) moving average; assumes International Roughness Index (IRI) ratings only for non-Interstate NHS; assumes IRI, cracking, rutting, & faulting metrics for Interstate NHS.

2. TxDOT Pavement Management Information System (PMIS) data where indicated; estimation/reporting of original NCTCOG regional targets in 2018 based on 5-year (2013-17) moving average for all non-Interstate NHS roadways combined (good condition only).

3. Indicated figures/target estimates based on NTTA's Condition Rating System (CRS) which addresses surface condition, IRI, rutting, faulting, & pavement type. NTTA CRS and TxDOT HPMS/PMIS data reconciliation is being evaluated and will not impact target action.

NHS PM2 Pavement Analysis (cont.)

Statewide vs. Regional Data/Targets – Poor Condition

5

NHS ROADWAY CATEGORIES	DESIRED IMPROVEMENT TREND	2018 BASELINE	2020 CONDITION (NEW)	2022 TARGET (ORIGINAL)	2022 TARGET (UPDATED)
<i>State of Texas</i> ¹					
Poor Pavement Condition					
Interstate National Highway System (NHS)	↘	0.3%	0.2%	0.3%	0.2%
Non-Interstate National Highway System (NHS)	↘	13.8%	14.2%	14.3%	14.2%
<i>North Central Texas (NCTCOG) Region</i> ^{1,2}					
Poor Pavement Condition					
Interstate NHS (TxDOT)	↘	5.8% ²	0.7%	8.0% ²	1.3%
Non-Interstate NHS: On-System Freeways (TxDOT)	↘	6.8% ²	6.8%	8.9% ²	7.2%
Non-Interstate NHS: On-System Arterials (TxDOT)	↘	18.5% ²	20.4%	18.4% ²	22.1%
Non-Interstate NHS: Off-System Arterials (Local)	↘	73.7% ²	74.3%	69.8% ²	74.1%
Non-Interstate NHS: Off-System Toll Roads (NTTA) ³	↘	0.0% ³	0.0% ³	0.0% ³	0.0% ³

1. New target estimates based on 3-year (2017-19) Highway Performance Monitoring System (HPMS) moving average; assumes International Roughness Index (IRI) ratings only for non-Interstate NHS; assumes IRI, cracking, rutting, & faulting metrics for Interstate NHS.

2. TxDOT Pavement Management Information System (PMIS) data where indicated; estimation/reporting of original regional targets in 2018 based on 5-year (2013-17) moving average (poor condition only).

3. Indicated figures/target estimates based on NTTA's Condition Rating System (CRS) which addresses surface condition, IRI, rutting, faulting, & pavement type. NTTA CRS and TxDOT HPMS/PMIS data reconciliation is being evaluated and will not impact target action.

NHS PM2 Bridge Analysis

Statewide vs. Regional Data/Targets – Good/Poor Condition

6

NHS ROADWAY CATEGORIES	DESIRED IMPROVEMENT TREND	2018 BASELINE	2020 CONDITION (NEW)	2022 TARGET (ORIGINAL)	2022 TARGET (UPDATED)
<i>State of Texas</i>					
Good Bridge Condition					
All NHS Facilities ¹	↗	50.7%	50.7%	50.4%	50.4%
Poor Bridge Condition					
All NHS Facilities ¹	↘	0.9%	1.3%	0.8%	1.5%
<i>North Central Texas (NCTCOG) Region</i>					
Good Bridge Condition					
All NHS Facilities ¹	↗	55.3%	56.0%	58.4% ²	57.9% ³
Poor Bridge Condition					
All NHS Facilities ¹	↘	1.9%	2.3%	1.5% ²	2.0% ³

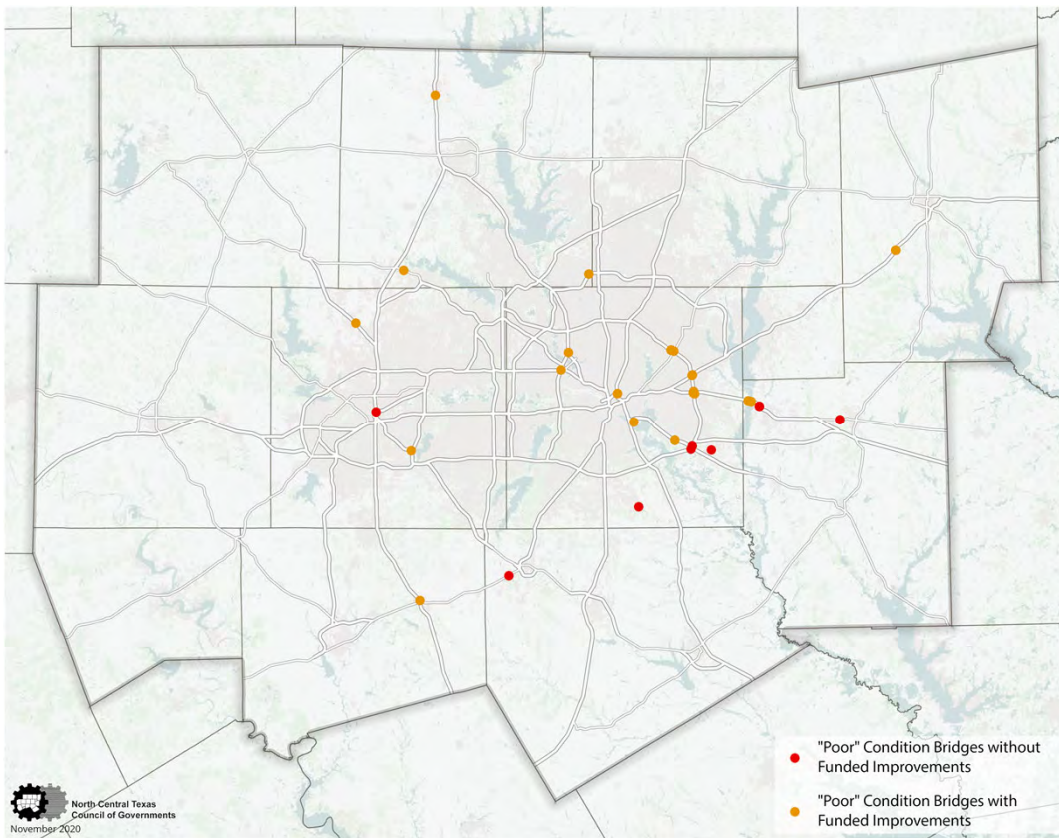
1. All percentages based on total deck area.

2. Estimation/reporting of original regional targets in 2018 based on 6-year (2012-18) linear trend analysis; condition data reported in 2-year increments.

3. Estimation/reporting of new regional targets based on 8-year (2012-20) linear trend analysis; condition data reported in 2-year increments.

NHS PM2 Bridge Analysis (cont.)

Extent/Status of Regional Poor Condition Bridges



NCTCOG Region – Bridge Performance Status

BRIDGE PERFORMANCE	2018	2020
"Poor Condition" NHS Bridges	14	34
Funded – 2018 (UTP –or– TIP/STIP) ¹	12	
Repeat Listings		12
Funded – 2020 (UTP –or– TIP/STIP) ¹		25
Not Addressed (< 10 Years)	2	9

1. UTP = Unified Transportation Program (TxDOT); TIP/STIP = (Statewide) Transportation Improvement Program

NCTCOG Region – "Poor Condition" Bridges Not Addressed (2020)

FACILITY CARRIED	FEATURE(S) CROSSED	COUNTY	NHS CATEGORY
IH 20 EB Connector D	IH 20/US 175 Interchange	Dallas	Interstate
IH 20 WB Connector C	IH 20/US 175 Interchange	Dallas	Interstate
Belt Line Rd	Goff Branch	Dallas	Off-System Arterial
Belt Line Rd	Keller Branch	Dallas	Off-System Arterial
US 67 EB	Ward Branch	Ellis	Non-IH Freeway
US 80 EB	Buffalo Creek Relief	Kaufman	Non-IH Freeway
US 80 WB	Buffalo Creek Relief	Kaufman	Non-IH Freeway
US 80 EB	Bachelor Creek	Kaufman	Non-IH Freeway
SH 121 WB	IH 35W SB	Tarrant	Non-IH Freeway

PM2 Target Decision-Making

Proposed RTC Action – Reaffirming Statewide Support

8

Good

- **Reaffirm NCTCOG support** for adjusted TxDOT statewide 2022 “Good Condition” NHS pavement and bridge targets

Poor

- **Reaffirm NCTCOG support** for adjusted TxDOT statewide 2022 “Poor Condition” NHS pavement and bridge targets
- Collaboration to plan/program projects contributing toward accomplishment of pavement and bridge goals includes the following actions:
 - ▣ NCTCOG will work with local governments to expedite improvements for NHS Off-System Arterials in “Poor Condition” (*COVID-19 #00X Round 3 Program – Project #17*)
 - ▣ NCTCOG will work with TxDOT/local governments to expedite improvements for NHS Bridges in “Poor Condition” (*North Texas Strategic NHS Bridge Program – INFRA/BUILD Discretionary Grant Program*)

PM2 Target Decision-Making (cont.)

Schedule

9

October 1, 2020	TxDOT Submits Mid Performance Period (MPP) Progress Report to FHWA (adjustments to 5 out of 6 PM2 targets restarts 180-day MPO review)
October 23, 2020	STTC Information
November 9, 2020	Online Public Input Opportunity (comment period ends December 8, 2020)
November 12, 2020	RTC Information
December 4, 2020	STTC Action
December 10, 2020	RTC Action
March 30, 2021	Deadline for MPOs to Report to State DOTs Whether They Will <u>Either</u> : <ul style="list-style-type: none">(i.) Agree to plan/program projects contributing to adjusted State targets; or,(ii.) Commit to new quantifiable targets for the Metropolitan Planning Area (MPA)

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December 10, 2020

Regional Transportation Council (RTC) – Action Item

REGIONAL TRANSPORTATION COUNCIL MILESTONE POLICY (ROUND 2) RECOMMENDATION LIST

CALL FOR PROJECTS/ SELECTION TIMEFRAME	TIP CODE	CSJ	PROJECT SPONSOR	CITY	EST. START DATE	FISCAL YEAR	NEW ESTIMATED/ ACTUAL START DATE	LIMITS	PROJECT DESCRIPTION	TOTAL FUNDING	FUNDING CATEGORY	RECENT POLICY BOARD ACTION SUPPORT?	MATCH AVAILABLE?	UPDATED PROJECT SCHEDULE?	COMMENTS	RECOMMENDATION
PROJECTS PROPOSED FOR CANCELLATION																
2005 PARTNERSHIP PROGRAM 2	11544	0902-48-805	TRINITY METRO	FORT WORTH	11/2021	2011	N/A	TRE CROSSING AT HALTOM ROAD	UPGRADE TO QUAD GATES AND RESURFACE CROSSING	\$50,000	STBG	NO	N/A	N/A	PROJECT TO BE FUNDED WITH ANOTHER SOURCE (TXDOT SECTION 130 FUNDS); TRINITY METRO REQUESTS REPROGRAMMING OF FUNDS TO ANOTHER PROJECT	CANCEL PROJECT AND RETURN FUNDS TO REGIONAL POOL
2005 PARTNERSHIP PROGRAM 2	11548	0902-48-809	TRINITY METRO	FORT WORTH	02/2021	2011	N/A	TRE CROSSING AT JUDKINS STREET (SOUTH)	UPGRADE TO QUAD GATE	\$93,600	STBG	NO	N/A	N/A	TRINITY METRO NO LONGER HAS PLANS FOR IMPROVEMENTS AT THIS LOCATION; TRINITY METRO REQUESTS REPROGRAMMING OF FUNDS TO ANOTHER PROJECT	CANCEL PROJECT AND RETURN FUNDS TO REGIONAL POOL
2005 PARTNERSHIP PROGRAM 2	11549	0902-48-806	TRINITY METRO	FORT WORTH	05/2021	2011	N/A	TRE CROSSING AT RIVERSIDE DRIVE	REPLACE CROSSING AND ADD 2ND TRACK	\$32,500	STBG	NO	N/A	N/A	PROJECT TO BE FUNDED WITH ANOTHER SOURCE (TXDOT SECTION 130 FUNDS); PROJECT NO LONGER INCLUDES ADDING A SECOND TRACK; TRINITY METRO REQUESTS REPROGRAMMING OF FUNDS TO ANOTHER PROJECT	CANCEL PROJECT AND RETURN FUNDS TO REGIONAL POOL
2005 PARTNERSHIP PROGRAM 2	11593	0902-90-142	TRINITY METRO	VARIOUS	06/2020	2020	N/A	16 TRE GRADE CROSSINGS THROUGHOUT TARRANT COUNTY	UPGRADE CROSSINGS BY PROVIDING NEW CROSSING PANELS, NEW AND LONGER CROSSING ARMS, NEW RAILROAD SIGNALS, AND A NON-MOUNTABLE CURB MEDIAN	\$1,054,223	CAT 12(S)	NO	N/A	N/A		CANCEL PROJECT AND RETURN FUNDS TO REGIONAL POOL
2006-2008 LOCALLY FUNDED	82399	0000-18-022	FLOWER MOUND	FLOWER MOUND	02/2022	2022	N/A	COLLEGE PKWY AT TIMBER CREEK	SIGNAL INSTALLATION	\$215,000	LOCAL CONTRIBUTION	NO	N/A	N/A	THE TOWN OF FLOWER MOUND REQUESTS CANCELLATION; PROJECT CANCELED VIA THE 2021-2024 TIP DEVELOPMENT EFFORT	N/A - CANCELLATION ALREADY APPROVED THROUGH A CONCURRENT PROCESS
2008-2011 LOCALLY FUNDED	83052	0000-18-026	DALLAS COUNTY	MESQUITE	10/2020	2021	N/A	LAWSON RD FROM MILAM RD TO CLAY-MATHIS RD	WIDEN FROM 2 LANES TO 4 LANES	\$10,500,000	LOCAL CONTRIBUTION	YES	N/A	N/A	DALLAS COUNTY AND THE CITY OF MESQUITE REQUEST CANCELLATION OF THIS PROJECT	CANCEL PROJECT
2008-2011 LOCALLY FUNDED	83112	0000-18-027	FRISCO	FRISCO	10/2024	2025	N/A	LEBANON RD FROM COIT RD TO INDEPENDENCE PKWY	WIDEN FROM 2 LANES TO 4 LANES	\$5,800,000	LOCAL CONTRIBUTION	NO	N/A	N/A	CITY OF FRISCO REQUESTS THAT THE PROJECT BE REMOVED FROM THE TIP DUE TO THE PROJECT NOT BEING IN ITS 5 YEAR CAPITAL IMPROVEMENT PROGRAM (CIP) PLAN	CANCEL PROJECT
2008-2011 TXDOT SELECTED	53138.2	0495-01-064	TERRELL	TERRELL	03/2026	2026	N/A	SP 557 AT LAS LOMAS PARKWAY (CR 305)	CONSTRUCT PHASE 1 (4-LANES) OF ULTIMATE 8 LANE BRIDGE PLUS CONNECTIONS TO LAS LOMAS PARKWAY	\$2,961,583	LOCAL CONTRIBUTION	NO	N/A	N/A	CITY REQUESTS CANCELLATION OF THIS PROJECT	CANCEL PROJECT
2008 REGIONAL TOLL REVENUE FUNDING INITIATIVE	20115	0081-03-047	TXDOT DALLAS	ARGYLE	09/2024	2025	09/2024	US 377 FROM SOUTH OF FM 1171 TO CRAWFORD ROAD	RECONSTRUCT AND WIDEN ROADWAY FROM 2 LANE RURAL TO 4 LANE DIVIDED URBAN	\$52,007,246	RTR, SW PE, SW ROW, LOCAL CONTRIBUTION	YES	YES	YES	CONSTRUCTION IS NOT FULLY FUNDED; READY TO LET DATE IS 01/2022 ONCE FUNDING IS SECURED; APPROXIMATELY \$76M IS NEEDED TO FULLY FUND CONSTRUCTION ON THIS PROJECT	CANCEL PROJECT AND RETURN FUNDS TO THE RTR POOL
2009 CONGRESSIONAL EARMARK	83219	0918-47-073	IRVING	IRVING	07/2018	2018	N/A	IRVING BOULEVARD/2ND STREET FROM SOWERS ROAD TO LEE STREET	PLANNING AND IMPLEMENTATION STUDY FOR IRVING BOULEVARD/2ND STREET TO MOVE FROM TXDOT ON-SYSTEM TO CITY OF IRVING CONTROL; IMPLEMENTING COMPLETE STREETS THROUGH THE DOWNTOWN CORE	\$380,000	CAT 10 (CONGRESSIONAL EARMARK)	N/A	N/A	N/A	EARMARK FUNDS ARE AT RISK OF RESCISSION BY FHWA; CITY REQUESTS CANCELLATION OF THIS PROJECT	CANCEL PROJECT AND RETURN FUNDS
2009 SUSTAINABLE DEVELOPMENT CFP	20236	0918-47-023	DALLAS	DALLAS	06/2018	2018	N/A	OMNI CONVENTION HOTEL AND CONVENTION CENTER DART STATION IMPROVEMENT PROJECT ON LAMAR STREET; FROM ROSS ST TO CANYON ST	PEDESTRIAN IMPROVEMENTS; LANDSCAPING; AND TRAFFIC SIGNALIZATION	\$2,696,052	RTR	NO	N/A	N/A	PROJECT HAS BEEN CLOSED OUT WITH NCTCOG STAFF THROUGH A CONCURRENT PROCESS; \$750,000 WAS SPENT; REMAINING BALANCE TO BE RETURNED TO REGIONAL SUSTAINABLE DEVELOPMENT CALL FOR PROJECTS (SD CFP) POOL	CANCEL PROJECT AND RETURN UNSPENT FUNDS TO THE SD CFP POOL

REGIONAL TRANSPORTATION COUNCIL MILESTONE POLICY (ROUND 2) RECOMMENDATION LIST

DRAFT

CALL FOR PROJECTS/ SELECTION TIMEFRAME	TIP CODE	CSJ	PROJECT SPONSOR	CITY	EST. START DATE	FISCAL YEAR	NEW ESTIMATED/ ACTUAL START DATE	LIMITS	PROJECT DESCRIPTION	TOTAL FUNDING	FUNDING CATEGORY	RECENT POLICY BOARD ACTION SUPPORT?	MATCH AVAILABLE?	UPDATED PROJECT SCHEDULE?	COMMENTS	RECOMMENDATION
PROJECTS UNDER CONSTRUCTION OR COMPLETE																
1992 CALL FOR PROJECTS	3089	N/A	GARLAND	GARLAND	10/2019	2020	10/2019	CITY WIDE BOTTLENECK IMPROVEMENTS	CONSTRUCT INTERSECTION IMPROVEMENTS AT VARIOUS LOCATIONS IN CITY OF GARLAND	\$3,202,833	LOCAL CONTRIBUTION	NO	YES	N/A	PROJECT ORIGINALLY FUNDED FEDERALLY AND WAS DEFEDERALIZED THROUGH THE 2013-2016 TIP DEVELOPMENT PROCESS; PROJECT CONSISTS OF 14 INTERSECTIONS AND IS BEING IMPLEMENTED IN PHASES; CONSTRUCTION ON THE FIRST INTERSECTON BEGAN OCTOBER 2019 AND HAS BEEN COMPLETED	CONTINUE MONITORING PROGRESS OF THE REMAINING INTERSECTIONS THAT ARE PART OF THIS PROJECT
2004 RAILROAD CROSSING RELIABILITY PARTNERSHIP PROGRAM	11263.2	0902-48-645	HALTOM CITY	HALTOM CITY	06/2020	2014	10/2020	UNION PACIFIC RAILROAD CROSSING AT NORTH HALTOM ROAD AND GLENVIEW DRIVE	INSTALL NON-TRANSVERSABLE MEDIANS ON NORTH HALTOM AND NON-TRANSVERSABLE MEDIANS AND OFF-SETTING FOUR QUADRANT GATES AT GLENVIEW DR	\$550,000	STBG, CAT 12(S), LOCAL CONTRIBUTION	YES	YES	YES	FUNDING HAS BEEN OBLIGATED AND WORK AT ONE LOCATION (HALTOM ROAD) STARTED IN OCTOBER 2020; WORK AT THE OTHER LOCATION (GLENVIEW) IS PENDING APPROVAL BY UNION PACIFIC	N/A
2004 PARTNERSHIP PROGRAM 1	11527	0581-02-124	TXDOT DALLAS	IRVING	05/2020	2021	05/2020	SL 12 AT SH 183	RECONSTRUCT INTERCHANGE (PH 2)	\$232,100,000	SBPE, S102, CAT 1, CAT 12	YES	YES	YES	PROJECT LET IN MAY 2020	N/A
2005 PARTNERSHIP PROGRAM 2	11559	0902-48-799	TRINITY METRO	FORT WORTH	02/2020	2013	02/2020	TRE CROSSING AT CALLOWAY CEMETERY	UPGRADE TO QUAD GATES AND RESURFACE CROSSING	\$1,313,233	STBG	NO	N/A	N/A	PROJECT BEGAN CONSTRUCTION FEBRUARY 2020	N/A
2006-2008 LOCALLY FUNDED	82389	0000-18-021	FLOWER MOUND	FLOWER MOUND	01/2020	2020	01/2020	SILVERON BLVD AT FM 2499	SIGNAL INSTALLATION	\$405,000	LOCAL CONTRIBUTION	YES	YES	YES	PROJECT COMPLETED APRIL 2020	N/A
2008 REGIONAL TOLL REVENUE FUNDING INITIATIVE	20261	0918-47-064	GARLAND	GARLAND	07/2020	2020	05/2020	MGR BIKEWAY FROM JUPITER & APOLLO TO SOUTH CITY LIMITS AT DUCK CREEK	CONSTRUCT BIKEWAY/TRAIL CONNECTING MESQUITE AND RICHARDSON, BRIDGE OVER DUCK CREEK, TRAIL CONNECTOR UNDER IH 30, DUCK CREEK GREENBELT, DUCK CREEK BRIDGE ADJACENT TO CENTERVILLE, ON/OFF STREET GLENBROOK/KINGS BRIDGE/APOLLO CONNECTOR, LINKS TO VELOWEB	\$3,620,086	RTR, LOCAL CONTRIBUTION	YES	YES	YES	PROJECT LET IN MAY 2020; CONSTRUCTION EXPECTED TO BEGIN NOVEMBER 2020	N/A
2008 REGIONAL TOLL REVENUE FUNDING INITIATIVE	20058	0918-24-156	PLANO	PLANO	07/2020	2020	09/2020	PARKER ROAD AT COIT ROAD AND ALMA ROAD	ADD DUAL LEFT AND RIGHT TURN LANES	\$1,734,842	RTR	YES	YES	YES	PROJECT LET IN SEPTEMBER 2020; CONSTRUCTION IS EXPECTED TO BEGIN IN NOVEMBER 2020	N/A
2008 REGIONAL TOLL REVENUE FUNDING INITIATIVE	20059	0918-24-155	PLANO	PLANO	06/2020	2020	05/2020	PARK BOULEVARD FROM COIT ROAD TO JUPITER ROAD	INTERSECTION IMPROVEMENTS TO INCLUDE SIGNAL MODIFICATIONS, REMOVAL OF ROAD HUMP, MAXIMIZING LEFT LANE LENGTHS, RIGHT TURN LANES AND DUAL LEFT TURN LANES ALONG PARK BLVD AT COIT RD, CUSTER RD, ALMA DR, K AVE AND JUPITER RD	\$3,247,097	RTR	YES	YES	YES	PROJECT LET IN MAY 2020 AND CONSTRUCTION BEGAN IN AUGUST 2020	N/A
PROJECTS LOCAL AGENCIES INDICATED WOULD BE IMPLEMENTED IN FY 2021																
2005-2006 PARTNERSHIP PROGRAM 3	11726.4	0918-47-168	DALLAS COUNTY	DALLAS	02/2021	2021	01/2021	RIVERFRONT BLVD FROM CADIZ STREET TO UNION PACIFIC RAILROAD	RECONSTRUCT 6/8 LANE TO 6 LANE WITH BIKE/PEDESTRIAN IMPROVEMENTS AND INTERSECTION IMPROVEMENTS	\$49,400,000	RTR, LOCAL CONTRIBUTION	YES	YES	YES	DESIGN IS NEARING COMPLETION AND THE CONSTRUCTION LET DATE IS JANUARY 2021 CONTINGENT ON THE ONGOING EMINENT DOMAIN PROCESS BETWEEN THE CITY OF DALLAS AND UNION PACIFIC RAILROAD. PROJECT IS SCHEDULED TO BEGIN IN MAY 2021	CONFIRM FUNDING IN FY 2021

REGIONAL TRANSPORTATION COUNCIL MILESTONE POLICY (ROUND 2) RECOMMENDATION LIST

DRAFT

CALL FOR PROJECTS/ SELECTION TIMEFRAME	TIP CODE	CSJ	PROJECT SPONSOR	CITY	EST. START DATE	FISCAL YEAR	NEW ESTIMATED/ ACTUAL START DATE	LIMITS	PROJECT DESCRIPTION	TOTAL FUNDING	FUNDING CATEGORY	RECENT POLICY BOARD ACTION SUPPORT?	MATCH AVAILABLE?	UPDATED PROJECT SCHEDULE?	COMMENTS	RECOMMENDATION
2008 REGIONAL TOLL REVENUE FUNDING INITIATIVE	20108	0918-46-238	LEWISVILLE	LEWISVILLE	01/2021	2021	05/2021	CORPORATE DR FROM HOLFORD'S PRAIRIE RD TO ELM FORK TRINITY RIVER BRIDGE	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 4	\$15,502,609	RTR, LOCAL CONTRIBUTION	YES	YES	YES		CONFIRM FUNDING IN FY 2021
2008 REGIONAL TOLL REVENUE FUNDING INITIATIVE	20111	0918-46-239	LEWISVILLE	LEWISVILLE	11/2020	2021	01/2021	CORPORATE DR FROM HOLFORD'S PRAIRIE RD TO FM 2281	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 5	\$6,843,921	RTR, LOCAL CONTRIBUTION	YES	YES	YES		CONFIRM FUNDING IN FY 2021
2008 REGIONAL TOLL REVENUE FUNDING INITIATIVE	20113	0918-46-240	LEWISVILLE	LEWISVILLE	11/2020	2021	03/2021	CORPORATE DRIVE FROM FM 544 TO JOSEY LANE	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 6	\$19,164,449	RTR	YES	YES	YES		CONFIRM FUNDING IN FY 2021
2008 REGIONAL TOLL REVENUE FUNDING INITIATIVE	20131	0918-46-236	LEWISVILLE	LEWISVILLE	11/2020	2021	05/2021	CORPORATE DRIVE FROM ELM FORK TRINITY RIVER BRIDGE TO DGNO RR	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 2	\$11,812,679	RTR, LOCAL CONTRIBUTION	YES	YES	YES		CONFIRM FUNDING IN FY 2021
2008 REGIONAL TOLL REVENUE FUNDING INITIATIVE	20152	0918-46-237	LEWISVILLE	LEWISVILLE	01/2021	2021	05/2021	CORPORATE DRIVE AT ELM FORK TRINITY RIVER BRIDGE	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 3	\$21,844,715	RTR; LOCAL CONTRIBUTION	YES	YES	YES		CONFIRM FUNDING IN FY 2021
2008 REGIONAL TOLL REVENUE FUNDING INITIATIVE	20261.2	0918-47-297	MESQUITE	MESQUITE	07/2020	2020	01/2021	MGR TRAIL AT MESQUITE CITY LIMITS NEAR DUCK CREEK TO MESQUITE HERITAGE TRAIL NEAR NORTHWEST DR	CONSTRUCT NEW HIKE/BIKE TRAIL FROM MESQUITE HERITAGE TRAIL TO CONNECTING MGR TRAIL IN GARLAND; CONNECTS ACROSS IH 30 AND DUCK CREEK	\$827,115	RTR, LOCAL CONTRIBUTION	YES	YES	YES		CONFIRM FUNDING IN FY 2021
2008 REGIONAL TOLL REVENUE FUNDING INITIATIVE	20060	0918-24-154	PLANO	PLANO	10/2020	2021	02/2021	LEGACY DRIVE FROM INDEPENDENCE PARKWAY TO K AVENUE	ADD RIGHT TURN LANES AND DUAL LEFT TURN LANES	\$2,015,500	RTR, LOCAL CONTRIBUTION	YES	YES	YES		CONFIRM FUNDING IN FY 2021
2008 REGIONAL TOLL REVENUE FUNDING INITIATIVE	20066	2374-03-074	TXDOT DALLAS	DALLAS	05/2021	2021	05/2021	IH 20 AT BONNIE VIEW RD	IMPROVE APPROACH, WIDEN BRIDGE TO ADD TURN LANES, AND REPLACE TRAFFIC SIGNAL SYSTEM	\$2,988,645	STBG, LOCAL CONTRIBUTION	YES	YES	YES	CITY OF DALLAS RESPONSIBLE FOR ANY COST OVERRUNS	CONFIRM FUNDING IN FY 2021
DECEMBER 2009 EMERGENCY RTR FUNDING CHANGES	20213	0918-47-051	DALLAS COUNTY	GRAND PRAIRIE	12/2020	2021	01/2021	WILDLIFE PARKWAY FROM SH 161 TO BELT LINE RD	CONSTRUCT 0/2 LANE RURAL TO 2/4 LANE DIVIDED INCLUDING BRIDGE OVER TRINITY RIVER	\$44,510,339	RTR, LOCAL CONTRIBUTION	YES	YES	YES		CONFIRM FUNDING IN FY 2021
2009 SUSTAINABLE DEVELOPMENT CFP	20240	0918-47-027	DALLAS	DALLAS	11/2020	2021	06/2021	COLLECTIVE MIXED USE DEVELOPMENT	BICYCLE LANES, SIDEWALKS, PEDESTRIAN AND INTERSECTION IMPROVEMENTS BOUNDED BY FORT WORTH AVE, BAHAMA DR, IH 30, AND PLYMOUTH ROAD; AND CONNECTION TO COOMBS CREEK TRAIL ALONG PLYMOUTH RD	\$2,482,813	RTR	NO	YES	YES	PHASE 1 OF PROJECT HAS BEEN COMPLETED (NO INVOICES RECEIVED YET); DESIGN FOR PHASE 2 EXPECTED TO BE COMPLETED IN DECEMBER 2020; PHASE 2 CONSTRUCTION ANTICIPATED TO BEGIN SUMMER 2021	CONFIRM FUNDING IN FY 2021
PROJECTS LOCAL AGENCIES INDICATED WOULD BE IMPLEMENTED IN FY 2022																
2004 PARTNERSHIP PROGRAM	11237.2	0918-45-812	IRVING	IRVING	02/2021	2023	3/2022 N/A	CONFLANS RD FROM SH 161 TO VALLEY VIEW LANE	CONSTRUCT 0 TO 4 LANE DIVIDED FACILITY WITH NEW SIDEWALKS AND SHARED USE PATH	\$13,057,834	STBG, LOCAL CONTRIBUTION	YES	YES	YES	RESPONSE FROM IRVING DOES NOT INCLUDE A TIMELINE; NEED TO FINALIZE TIMELINE AND FUNDING SOURCE FOR SHORTFALL; PROJECT HAS A FUNDING GAP OF \$17,819,887	CONFIRM FUNDING IN FY 2022; CITY IS REQUESTING RTC TO COVER THE FUNDING GAP TBD - POSSIBLY CANCEL PROJECT AND RETURN TO REGIONAL POOL (NEED TO FINALIZE TIMELINE AND FUNDING SHORTFALL)
2006-2008 LOCALLY FUNDED	83129.1	0000-18-030	FLOWER MOUND	FLOWER MOUND	07/2020	2020	07/2022	DENTON CREEK BLVD AT GRAHAM BRANCH	BUILD NEW LOCATION 0 TO 4 LANE BRIDGE	\$7,000,000	LOCAL CONTRIBUTION	YES	YES	YES		CONFIRM FUNDING IN FY 2022

REGIONAL TRANSPORTATION COUNCIL MILESTONE POLICY (ROUND 2) RECOMMENDATION LIST

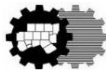
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PROJECTS LOCAL AGENCIES INDICATED WOULD BE IMPLEMENTED IN FY 2023																
2004 PARTNERSHIP PROGRAM 1	11572	0902-48-579	TXDOT FORT WORTH	VARIOUS	10/2022	2023	01/2023	US 81/US 287 AT FM 3479/HARMON ROAD/NORTH TARRANT PARKWAY	CONSTRUCT NORTH TARRANT PARKWAY OVER US 287 WITH TURNAROUND ON EASTSIDE; CONSTRUCT HARMON RD OVER US 287; RECONSTRUCT EXISTING SB ENTRANCE RAMP TO US 287 W/AUXILIARY LANE	\$7,553,702	STBG, LOCAL CONTRIBUTION	YES	YES	YES	PROJECT IS RELATED TO TIP 53029, 53030, 53031, AND 53032; PROJECT IS PARTIALLY FUNDED; PROJECT HAS AN \$8,333,204 FUNDING GAP	CONCURRENTLY REQUESTING RTC APPROVAL TO COVER COST OVERRUN AMOUNT VIA TIP MODIFICATION; CONFIRM FUNDING IN FY 2023
2004 PARTNERSHIP PROGRAM 1	53029	0014-15-033	TXDOT FORT WORTH	FORT WORTH	10/2022	2023	01/2023	US 81/US 287 FROM FM 3479 (HARMON ROAD) TO SOUTH OF NORTH TARRANT PARKWAY CROSSOVER	RECONSTRUCT NORTHBOUND FRONTAGE ROAD AND EXIT RAMP SOUTH OF FM 3479	\$2,041,669	SW PE, CAT 2M	YES	YES	YES	PROJECT IS RELATED TO TIP 53029, 53030, 53031, AND 53032; PROJECT IS PARTIALLY FUNDED; PROJECT HAS A \$6,016,331 FUNDING GAP	CONCURRENTLY REQUESTING RTC APPROVAL TO COVER COST OVERRUN AMOUNT VIA TIP MODIFICATION; CONFIRM FUNDING IN FY 2023
2004 PARTNERSHIP PROGRAM 1	53030	0014-15-034	TXDOT FORT WORTH	FORT WORTH	10/2022	2023	01/2023	US 81/US 287 FROM FM 3479 (HARMON ROAD) TO SOUTHBOUND ENTRANCE RAMP	CONSTRUCT TURNAROUND FROM NB TO SB AT NORTH TARRANT PARKWAY; RECONSTRUCT EXISTING SOUTHBOUND FRONTAGE ROAD FROM FM 3479 TO US 287	\$2,038,179	SW PE, CAT 2M	YES	YES	YES	PROJECT IS RELATED TO TIP 53029, 53030, 53031, AND 53032; PROJECT IS PARTIALLY FUNDED; PROJECT HAS A \$7,227,821 FUNDING GAP	CONCURRENTLY REQUESTING RTC APPROVAL TO COVER COST OVERRUN AMOUNT VIA TIP MODIFICATION; CONFIRM FUNDING IN FY 2023
2004 PARTNERSHIP PROGRAM 1	53031	0014-15-035	TXDOT FORT WORTH	FORT WORTH	10/2022	2023	01/2023	US 81/US 287 FROM NORTH ENTRANCE/EXIT RAMP NORTH TO FM 3479 (HARMON ROAD)	RECONSTRUCT NB FRONTAGE ROAD FROM FM 3479 TO RAMP AND SOUTHBOUND FRONTAGE ROAD FROM RAMP TO FM 3479	\$2,038,179	SW PE, CAT 2M	YES	YES	YES	PROJECT IS RELATED TO TIP 53029, 53030, 53031, AND 53032	CONFIRM FUNDING IN FY 2023
2004 PARTNERSHIP PROGRAM 1	53032	0014-15-036	TXDOT FORT WORTH	FORT WORTH	10/2022	2023	01/2023	US 81/US 287 FROM NORTH OF FM 3479 TO NORTH OF IH 35W INTERCHANGE	CONSTRUCT AUXILIARY LANE FROM NORTHBOUND ENTRANCE FROM FM 3479 AND IH 35W TO NORTH TARRANT PARKWAY; AUXILIARY LANE FOR SOUTHBOUND EXIT TO FM 3479 AND ENTRANCE FROM NORTH TARRANT PKWY	\$2,056,479	SW PE, CAT 2M	YES	YES	YES	PROJECT IS RELATED TO TIP 53029, 53030, 53031, AND 53032	CONFIRM FUNDING IN FY 2023
2005-2006 PARTNERSHIP PROGRAM 3	11734	0902-90-034	DFW AIRPORT	VARIOUS	10/2021	2022	12/2022	EAST-WEST CONNECTOR FROM SH 360 TO RENTAL CAR DRIVE	CONSTRUCTION OF EAST-WEST CONNECTOR 0 TO 2 LANES DIVIDED URBAN WITH INTERSECTIONS AT SH 360, 20TH AVE, AND RENTAL CAR DRIVE	\$37,597,032	STBG, LOCAL CONTRIBUTION	YES	YES	YES	PROPOSED LET DATE UPDATED FROM WHAT WAS ORIGINALLY SUBMITTED AFTER DISCUSSIONS WITH TXDOT	CONFIRM FUNDING IN FY 2023
2006-2008 LOCALLY FUNDED	82384	0000-18-019	FLOWER MOUND	FLOWER MOUND	06/2022	2022	10/2022	KIRKPATRICK LN (PHASE III) FROM FM 1171 TO BELLAIRE BLVD	CONSTRUCT 0 TO 4 LANE ROADWAY	\$9,500,000	LOCAL CONTRIBUTION	YES	YES	YES	DESIGN ON PROJECT IS SCHEDULED FOR OCTOBER 2021 WITH CONSTRUCTION FOLLOWING IN OCTOBER 2022.	CONFIRM FUNDING IN FY 2023
2010 CONGRESSIONAL EARMARK	53079	0902-50-104	BURLESON	BURLESON	05/2022	2025	03/2023	ALSBURY FROM HULEN ST TO CR 1020 (APPROXIMATELY 0.2 MILES)	CONSTRUCTION OF A 4 LANE EXTENSION OF ALSBURY BOULEVARD	\$1,287,880	CAT 10 (CONGRESSIONAL EARMARK), LOCAL CONTRIBUTION	YES	YES	YES	EARMARK FUNDS ARE AT RISK OF RESCISSION BY FHWA; PROPOSED LET DATE UPDATED FROM WHAT WAS ORIGINALLY SUBMITTED AFTER DISCUSSIONS WITH TXDOT	CONFIRM FUNDING IN FY 2023
PROJECTS LOCAL AGENCIES INDICATED WOULD BE IMPLEMENTED IN FY 2024 OR BEYOND																
2008 REGIONAL TOLL REVENUE FUNDING INITIATIVE	20084	0047-14-053	TXDOT DALLAS	VARIOUS	08/2025	2028	09/2023	US 75 FROM NORTH OF CR 370 TO CR 375 (GRAYSON COUNTY LINE)	RECONSTRUCT AND WIDEN FROM 4 LANE TO 6 LANE FREEWAY AND RECONSTRUCT EXISTING 4 LANE TO 4/6 LANE FRONTAGE ROADS	\$27,000,000	SW PE, S102, RTR	YES	YES	YES	PROJECT IS PARTIALLY FUNDED; CATEGORY 12 FUNDS HAVE BEEN REQUESTED IN THE PAST FOR THIS PROJECT, BUT NOT RECEIVED; DESIGN IS COMPLETE AND RIGHT-OF-WAY HAS BEEN ACQUIRED; UTILITIES WILL BE RELOCATED UPON CONFIRMATION OF FUNDING COMMITMENT; PROJECT IS PARTIALLY FUNDED WITH \$5,000,00 RTR ACCT 1 FUNDS	CONTINUE MONITORING PROJECT PROGRESS AND CONTINUE TO REQUEST TTC APPROVAL OF CATEGORY 12 FUNDS FOR THIS PROJECT
									TOTAL FUNDING	\$610,527,034						

METROPOLITAN PLANNING ORGANIZATION (MPO) MILESTONE POLICY IMPLEMENTATION (ROUND 2)

Regional Transportation Council

December 10, 2020



North Central Texas
Council of Governments
Transportation Department

BACKGROUND

- ❖ The Regional Transportation Council (RTC) has been selecting projects since 1992.
- ❖ The first round of the MPO Milestone Policy was adopted by the RTC in June 2015, and it reviewed projects selected from 1992 to 2005 that had not yet gone to construction.
- ❖ That initiative was successful in getting 51 out of 57 projects to construction.
- ❖ A second round of the Milestone Policy was initiated to review projects currently over 10 years old that have not been implemented.
- ❖ In November 2019, the second round of Milestone Policy Projects was introduced.

INTENDED OUTCOMES OF THE MILESTONE POLICY

- ❖ Providing a realistic assessment of project status for decision-making
- ❖ Balancing project construction schedule capacity within the current financial constraints
- ❖ Increasing the amount of available funds for priority, “ready-to-go” projects, rather than long delayed projects
- ❖ Getting old projects to construction/implementation

MILESTONE POLICY ROUND 1 UPDATE

- ❖ At its November 2019 meeting, the RTC granted a deadline extension to a project being implemented by the City of Dallas (TIP 11258.9) from the first round of the Milestone Policy.
- ❖ The project had to go to construction by December 2020 or funding would be removed from the project.
- ❖ This project's funding was obligated in October and project bidding is set for December 2020.
- ❖ With this update, all projects from the Milestone Policy, Round 1 have either advanced to construction or were canceled at the request of the project sponsor.

MILESTONE POLICY ROUND 2 OVERVIEW

❖ Affected projects:

- Funded between 2006 and 2010 that had not let or obligated as of December 2019
- Funded prior to 2006 that had let, but have had implementation issues (e.g., re-bid, utility delays)
- Funded with RTC-selected sources
- Locally funded and added to the Transportation Improvement Program (TIP) prior to 2010
- Funded with Congressional Earmarks that are subject to rescission

❖ 41 projects needed to be reconfirmed or cancelled

THE REAPPROVAL PROCESS

- ❖ Agencies with projects on the Milestone Policy Project List were notified via letter (in addition to STTC & RTC agenda items in 2019)
- ❖ Agencies were required to reconfirm the projects as a priority by:
 - Providing a realistic and achievable schedule, which must receive NCTCOG & TxDOT concurrence
 - Providing documentation of policy board support
 - If projects are advancing imminently or have policy board approval within the last six months, new action was not needed (just submit latest approval documentation)
 - If policy support documentation is greater than six months old, new action was requested
 - Documenting the availability of local matching funds

PROJECTS SUMMARY

PROJECT CATEGORIES	NUMBER OF PROJECTS	TOTAL FUNDING OF PROJECTS
Proposed for Cancellation	11	\$75,790,204
Under Construction or Complete	8	\$246,173,091
Scheduled Letting FY 2021	11	\$177,392,785
Scheduled Letting FY 2022	2	\$20,057,834
Scheduled Letting FY 2023	8	\$64,113,120
Scheduled Letting FY 2024 or Beyond	1	\$27,000,000
Total	41	\$610,527,034

Note: Some projects have let but actual construction has not begun. Staff will continue to monitor those projects.

UPDATES TO THE MILESTONE POLICY PROCEDURES

- ❖ In the Round 1 effort, the action included a one-year grace period after the fiscal year in which each agency indicated their project would be ready.
 - Now that the program is established and agencies understand the implications of setting their schedules, staff proposes that this grace period not be continued.

- ❖ Also, when NCTCOG staff briefed STTC and RTC about the status of projects in Round 1, further extensions were offered to projects that had missed their deadlines.
 - Now that the program is fully understood, staff proposes that failure to meet the schedules set forth will result in automatic removal of funding from a project.

TIMELINE

- ❖ January 2020 – Notification to project sponsors
- ❖ July 31, 2020 – Formal responses due to NCTCOG staff
- ❖ December 4, 2020 – STTC Information Item
- ❖ December 10, 2020 – RTC Information Item
- ❖ December 2020 – Public Meeting
- ❖ January 22, 2021 – STTC Action Item
- ❖ February 11, 2021 – RTC Action Item

QUESTIONS?

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End of Ozone Season, Compliance with Federal Requirements, and Future Outlook

Regional Transportation Council • December 10, 2020

Chris Klaus, Senior Program Manager



North Central Texas
Council of Governments



Attainment Deadlines

2008 NAAQS Attainment Date (≤ 75 ppb): No later than **July 20, 2021
*Serious Classification***

2015 NAAQS Attainment Date (≤ 70 ppb): No later than **August 3, 2021
*Marginal Classification***

Attainment for Both Standards will be Based on 2018-2020 Ozone Monitor Data (3-Year Average of Fourth Highest Monitor Reading)

Federal Attainment Requirements

Design Value = Regulatory test: 3-Year Average of Fourth Highest Value

Five Highest Monitors	4 th Highest Value for Season			2020 Ozone Season Design Value
	2018	2019	2020	
Grapevine Fairway	82	71	77	76
Frisco	81	76	70	75
Eagle Mountain Lake	75	75	76	75
Dallas North	81	73	69	74
Cleburne	81	73	67	73

Federal Attainment Requirements

Conditional Regulatory Test: 1-year extension

Five Highest Monitors	4 th Highest Value for Season			2020 Ozone Season Design Value
	2018	2019	2020	
Grapevine Fairway	82	71	77	76
Eagle Mountain Lake	75	75	76	75
Frisco	81	76	70	75
Dallas North	81	73	69	74
Cleburne	81	73	67	73

Reclassification Due to Failure to Attain – Stricter Standards

Going from Serious Classification to Severe:

Major source threshold decreased to 25 TPY (from 50 TPY)

Impacts businesses that require CAA permitting for new/continued operations

Penalty fee program for major sources

Per ton penalty fee increase on major sources if the area does not meet required reductions

NSR Emission Offset ratio increased to 1.3:1 (from 1.2:1)

Low VOC reformulated gas

No implications, because our region has already opted in previously

VMT growth offset required

Analysis to see if more transportation control strategies are needed

A continued and thorough assessment of regional implications is ongoing.

VMT Growth Offset

VMT Growth Offset is an additional analysis required due to the reclassification to severe category

This analysis assesses if existing transportation control strategies are sufficient to offset anticipated emission increases due to the VMT growth from a base year to the attainment year.

If these do not offset, additional transportation control strategies will be required

Examples: Trip Reduction Strategies such as Telecommuting, that is proving effective during the COVID-19 pandemic, and Workplace Flexibility Programs, Public Transit, Traffic Signal Improvements, Intersection Improvements and, Bike and Pedestrian Improvements

COVID-19 IMPACTS VS AIR QUALITY



0



Bicycle/Pedestrian (+78%, May)

Truck travel time reliability

Speed of traffic and congestion* (+7%, May)

Freeway Volumes (-19%, May)

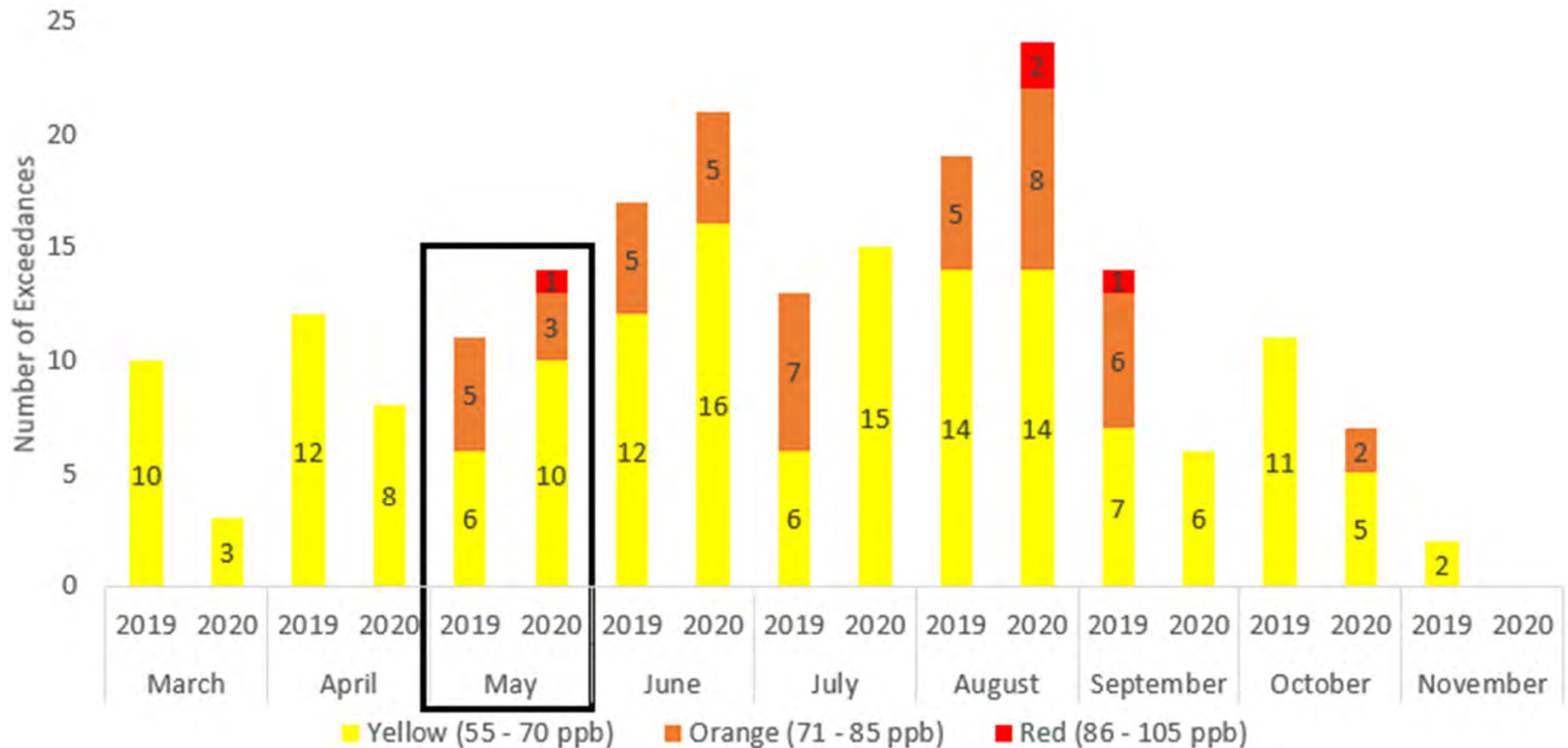
Airport Passengers (~-80%, May)

Transit Ridership (-55%, May)

**For more information, please see the Changing Mobility Dashboard:
<https://www.nctcog.org/trans/data/info/measures/transportation-trends-related-to-covid-19>**

* indicates compared to February 2020 instead of a corresponding for a 2019 – 2020 comparison

North Central Texas Ozone Exceedance Comparison: 2019-2020



Ongoing and Future Investigations

Inaccurate ozone alerts for predicted exceedances

Of the 30 ozone action days issued, only 7 of the forecasts were correct

State forecasted 72 ppb for 2020 – actual is 76 ppb

Impacts of background emissions

Nonattainment Boundaries – Multistate air quality plans

Comprehensive Multipollutant Interactions

Unexplained emission increases (May, June, and August)

Potential changing of NOX:VOC stoichiometric ratio

COVID-19 research - Transportation Review Board (TRB), TCEQ, TxDOT

NCTCOG is dedicated to continuing the pursuit of additional and innovative transportation and emission control strategies

Timeline and Milestones

November 30, 2020 – End of 2020 ozone season

March 1, 2021 – Beginning of 2021 ozone season

Official Reclassification of both 2008 and 2015 standards to be determined

Compliance with VMT offsets must be determined by SIP submittal

2008 NAAQS Attainment Date (≤ 75 ppb): No later than **July 20, 2027
*Severe Classification***

2015 NAAQS Attainment Date (≤ 70 ppb): No later than **August 3, 2024
*Moderate Classification***

FOR MORE INFORMATION

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HOW ONE NORTH TEXAS FLEET FOUND SUCCESS WITH ELECTRIC VEHICLES

Summer 2020



Fleet electrification has become an ever-increasing hot topic in the last few years. Data supporting fuel and maintenance savings and available funding for electric vehicles (EV) have many fleet managers considering incorporating EVs into their fleet for the first time. However, the idea of fleet electrification can also invoke a lot of anxiety for fleet managers.

Many fleet managers worry that an EV may not be well suited to crucial fleet operations, and that charging infrastructure and charging time may be a hassle.

However, one North Texas fleet has found great success in using light-duty EVs in various applications.

The City of Lewisville first began exploring ways to improve sustainability in 2013, when Internal Services Manager Francis Mascarenhas was tasked by City Management with improving sustainability in the city's fleet.

Following a detailed city data audit on all fleet and facilities as part of the Lewisville 2025 plan, a report was released on ways the Lewisville's fleet could improve is sustainability. Mascarenhas then approached city management and the city council to discuss EVs.

"I went to a couple of departments," says Mascarenhas. "The answer I got was 'these are small, there's no legroom, there's no storage.'"

In spite of initial concerns, after test driving two Nissan LEAFs for two weeks through a local Nissan dealer, the city found that full EV best served departments such as Neighborhood, Environmental and Health Services.

As of 2020, Lewisville now owns and operates ten battery EVs, including both Nissan LEAFs and Chevy Bolts, as well as 14 hybrid-electric vehicles.



City of Lewisville's DCFC Charging Station on Their Fleet Lot.

Lewisville's fully electric fleet has traveled a total of 91 thousand miles since their implementation in March 2016, and experiences with the vehicles have been overwhelmingly positive.

"Based on staff response, things have gone pretty well, and they seem pretty happy with the maintenance part," says Chris McGinn, Director of Neighborhood and Inspection Services.

Lewisville's EV Fleet by the Numbers



10

Battery Electric Vehicles in 2020



\$1000+

Annual Savings on Maintenance



91,000

Vehicle Miles Traveled




2¢

per mile in Charging Costs



150-260

Miles of Range per Charge



Maintenance on conventional gasoline-powered vehicles can be frequent and costly. In Lewisville, EVs have proven to be easier to maintain – saving the city over a thousand dollars annually in maintenance costs.

“Otherwise, normally, any standard gas truck – every three months, it’s an oil change, fluid change,” says Mascarenhas. “So [the EVs] don’t have to come every time to the shop. No, they come once a year. It saves their time, mechanics’ time and shop time.” For more complex repairs, the vehicles are to be taken to the nearby dealership. Fortunately, Lewisville hasn’t run into any major issues with their EVs, and when it comes to the smaller repairs, Nissan provided training for fleet mechanics.

Range has also improved drastically over the years as newer EVs equipped with better mileage have come out. Today, Lewisville’s EV fleet get between 150 and 260 miles per charge. Because of the positive experience, the city is even considering implementing electric vehicles in other departments. “The Chevy Bolt gets 260 miles, so we eventually would like to buy one for police for their parking enforcement officers,” says Mascarenhas.

Apart from range, many fleet managers worry about charging infrastructure acquisition and costs. For Lewisville, this was one of the easiest parts of the transition. “Basically we got all these chargers free from Nissan,” says Mascarenhas. “Every time we bought two or three [vehicles], they said ‘we’ll give you one charger, two chargers.’ So, we got all of these for free.” All in all, the city was able to acquire a Level I charger for each vehicle, two Level II chargers and one DC fast charger, which can fully charge a vehicle in just 30 minutes.

Additionally, driver feedback has been entirely positive. Drew Christ, Economic Development Specialist, drives a fleet Nissan LEAF regularly, and says that aside from being reliable, clean and quiet, the vehicles generate quite a bit of community interest and support for the city on his outings.

“The homeowners are always curious,” says Christ. “I go to interview them for whatever grant they’re applying for, and then it always turns into ‘can I come see your car?’ And I have the conversation with them that I’m having with you. We cannot project an expectation on our community about sustainability and efficiency if we’re not choosing to walk the walk and show that it can be done.”

After an exceedingly positive overall experience with EVs, Lewisville’s future plans include the acquisition of more EVs, as well as the installation of some public chargers for EV-driving citizens.

To learn more about electric vehicles and infrastructure, visit Electric Vehicles North Texas Initiative through DFW Clean Cities at www.dfwcleancities.org. *The Dallas-Fort Worth (DFW) Clean Cities Coalition is hosted within the NCTCOG. DFW was one of the first regions to be designated as part of the Department of Energy Clean Cities initiative in 1995 to reduce transportation energy use and improve air quality.*



Texas' Mandated Local Government Energy Reduction Goal: Challenges and Best Practices

Background and Purpose

Since 2018, the North Central Texas Council of Governments (NCTCOG) has worked under a contract from the State Energy Conservation Office (SECO) to conduct outreach to increase awareness and compliance to the state-mandated Local Government Energy Reporting (LGER) required by Texas Health and Safety Code §388.005 (THSC §388.005).¹ The LGER reporting requirements were originally established in 2001 to support efforts to attain federal ozone standards by reducing electricity demand among institutes of higher education, state agencies and political subdivisions in affected counties that would then reduce emissions produced from electricity generation. The latest revision of the Dallas-Fort Worth (DFW) State Implementation Plan (SIP), adopted on March 4, 2020, forecasts that approximately 22 percent of point source nitrogen oxide (NO_x) emissions in the DFW ozone nonattainment area will result from electricity generation units (EGUs) in 2020.² As NO_x emissions are the dominant factor in determining ozone formation in DFW, efforts to reduce NO_x are critical to attaining federal standards.

While all applicable entities in affected counties are subject to the LGER reporting requirements, organizations fulfill these requirements using different reporting forms. This whitepaper focuses on the reporting completed by political subdivisions - primarily municipalities, counties, and special districts – including the challenges and associated best practices to assist in meeting reporting obligations and fulfilling the annual electricity reduction goal.

Introduction to the Local Government Energy Reporting Requirements

The THSC §388.005, which lays out the LGER requirements, has a long history spanning the last two decades. Since 2001, the Texas legislature has passed four bills in four separate legislative sessions, each of which extended the timeline that affected political subdivisions must establish a goal to reduce electric consumption and submit an annual report to SECO.³ The most recent change occurred in 2019, when Senate Bill 241 (SB 241) was passed by the 86th Texas Legislature, extending the timeline for applicable entities to set a goal of reducing their annual electric consumption until 2026, with a baseline starting in September 2019. Appendix A outlines in greater detail a matrix delineated by entity type of the other energy reporting requirements mandated in Texas.

In addition to establishing a goal to reduce electricity consumption, the THSC §388.005 requires reporting entities to submit an annual report to SECO that captures their annual electricity usage and progress towards meeting the five percent reduction goal. The complete process of how this data is used is visualized in Exhibit 1 below. Data submitted to SECO is transmitted to the Texas A&M Energy Systems Laboratory (ESL), who then utilizes the reported data to estimate the amount of total NO_x reductions associated with the reported energy conservation and efficiency measures. Once the annual NO_x emissions are quantified, ESL submits the data in an annual report to the Texas Commission on Environmental Quality (TCEQ), which is then included in the Texas Emissions Reduction Plan (TERP) Biennial Report to the Texas Legislature. The TERP Biennial Report includes information relating to impacts of energy efficiency programs, including SECO LGER program, and is posted on the TCEQ TERP webpage. The 2017 to 2018 TERP Biennial Report highlighted an annual electricity savings of 1,100,775 megawatt-hours per year, which is estimated to avoid 294 tons of NO_x emissions attributable to data reported under THSC §388.005 for calendar year 2016.⁴

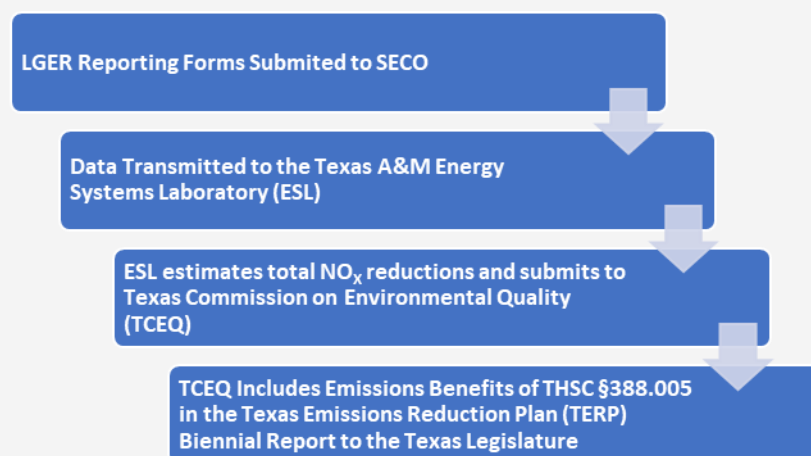


Exhibit 1: The Pathway of Submitted LGER Data

¹Tex. Hea. & Saf. § 388.005. Retrieved from <https://statutes.capitol.texas.gov/Docs/HS/htm/HS.388.htm#388.005>

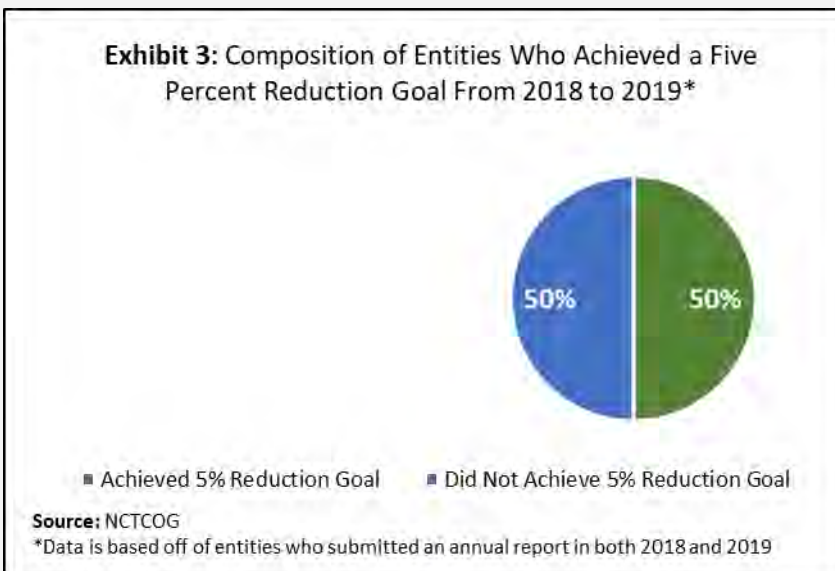
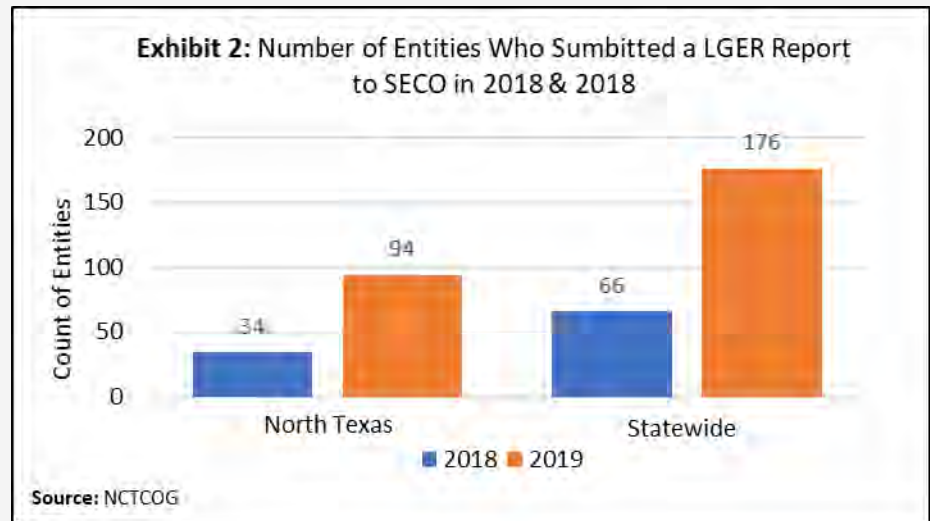
²The Texas Commission on Environmental Quality (TCEQ), "Dallas-Fort Worth Serious Classification Attainment Demonstration State Implementation Plan Revision for the 2008 Eight-Hour Ozone National Ambient Air Quality Standard". Date Accessed July 13, 2020. Retrieved from https://www.tceq.texas.gov/assets/public/implementation/air/sip/dfw/dfw_ad_sip_2019/DFWAD_19078SIP_adopkg_web.pdf

³State Energy Conservation Office (SECO), "History of Legislation for Public Sector Energy Reporting." Date Accessed June 27, 2020. Retrieved from <https://comptroller.texas.gov/programs/seco/reporting/history.php>

⁴"TERP Biennial Report to the Texas Legislature," Texas Commission on Environmental Quality (TCEQ) Texas Emissions Reduction Plan (TERP), accessed June 26, 2020, <https://www.tceq.texas.gov/airquality/terp/leg.html#biennial>

Affected political subdivisions that do not meet the annual five percent reduction goal but have implemented all cost-effective measures are eligible to request an exemption through SECO. To evaluate whether political subdivisions have established all cost-effective energy efficiency measures, each must consider cost-effectiveness according to the standards established for a contract for energy conservation measures under §302.004(b) of the Local Government Code.⁵ See Appendix B for

information on the deployment status of energy efficiency initiatives, based on responses received by SECO to the 2019 LGER report and compiled by the South-Central Partnership for Energy Efficiency as a Resource (SPEER). In 2018, NCTCOG began outreach efforts to increase awareness of the LGER requirements among affected political subdivisions within the 16-county NCTCOG region. Concurrently, SPEER did similar outreach



to jurisdictions in affected counties across the state. Exhibit 2 highlights the number of affected political subdivisions who reported in 2018 and 2019 and illustrates that sustained outreach has led to a substantial increase in response rate. NCTCOG believes that much of this increase is due to increased awareness, as many local governments indicated that they were not aware of this requirement. Of the North Texas entities who submitted both a 2018 and 2019 annual report to SECO, 50 percent reported meeting the required five percent reduction in electricity consumption, as shown in Exhibit 3. By submitting a LGER annual report year after year, affected political subdivisions can track progress towards meeting the five percent reduction goal.

Identified Challenges and Best Practices to Meet the Energy Reduction Goal

While some affected political subdivisions have found benefit from complying with the LGER requirements, others have identified challenges in meeting the goal. This can be associated with the varying level of experience with this reporting requirement, especially when comparing affected political subdivisions that have rigorous facilities management programs against those that do not have the resources for energy management. For some, achieving the annual 5 percent reduction goal is challenging due to the proportion of facility electricity consumption that is tied to energy-intensive processes that are not completely

⁵Tex. Loc. Gov. §302.004. Retrieved from <https://statutes.capitol.texas.gov/Docs/LG/htm/LG.302.htm#302.004>

controllable by their own organization's activities (e.g. the amount of electricity needed to power city-owned wastewater pumps is dictated largely by actions of residents and businesses, not municipal operations). Many other factors may increase electricity consumption at facilities, including facility expansion and electrical load increases associated with shifts toward electrification of appliances or fleet vehicles.

Outlined in this section are challenges facing affected political subdivisions in complying with the LGER requirements as well as recommended best practices that can be used to support more holistic energy management process and help achieve the annual five percent reduction goal.

CHALLENGE: Allocating and Implementing Resources to Complete Required Reporting

Various barriers in energy management have nothing to do with energy projects at all. Instead, barriers may be institutional, associated with accessibility of data or lack of managerial support to allocate staff time and resources to complete the paperwork, or to implement necessary measures to meet and set goals. These reporting/resource hurdles can then further act as barriers from showcasing all energy reduction progress that has been made. As a result of following LGER statutory requirements, affected political subdivisions in North Texas have experienced success in energy management and have made proactive changes within their organizations while becoming more transparent and organized with their energy management practices.

The following list of recommended best practices seeks to showcase efforts and connections to guide affected political subdivisions to have a better understanding of the reporting mandate, its corresponding data, and to leverage the requirement for various energy advancements.

BEST PRACTICE: Establish the Electricity Reduction Goal through Organizational Action

Affected entities have established the goal through a variety of means ranging from simply having a staff champion to taking a more formal approach. While a staff champion is often the easiest way to get the initiative started, this can lead to loss of institutional knowledge over time if that champion leaves the organization or moves into a new position. Setting the goal through a more formal mechanism can help give more "teeth" to the effort and ensure management buy-in at the highest levels, increasing the likelihood that adequate staff and resources are allocated to energy efficiency.

Suggested Strategies:

Adopt a goal to reduce electricity consumption through city council action, city manager directive, commissioners' court or board action, or some other 'formal' mechanism appropriate to the organization.

BEST PRACTICE: Leverage Other Institutional Priorities to Gain Management Buy-In

Due to lack of consequences and enforcement within the statute, management within affected political subdivisions may not prioritize completion of the LGER report or allocate resources to meet the annual reduction goal. However, many of these same managers may be engaged in, and actively support, efforts to attain federal ozone standards within the state's nonattainment areas, as ozone nonattainment can have economic consequences. Additionally, calculating the impacts of energy efficiency may help political subdivisions support broader goals, such as public health or economic objectives.

Suggested Strategies:

Remind managers that the original purpose of the statute is part of the larger TCEQ Texas State Implementation Plan to meet federal ozone standards. Cite impacts from the TERP Biennial Report to the Legislature.

Emphasize that the requirement is officially state law in the Texas Health and Safety Code, and while there are no enforcement mechanisms in place, entities should comply with all state laws.

Use the EPA Avoided Emissions and generation Tool (AVERT) to illustrate how in-house actions have led to reductions in air pollutants; while this tool is not used for State Implementation Plan purposes, it is useful in assessing the impacts of various activities.

<https://www.epa.gov/statelocalenergy/avoided-emissions-and-generation-tool-avert>

Use the EPA CO-Benefits Risk Assessment (COBRA) Health Impacts Screening and Mapping tool to estimate the health and economic benefits of clean energy policies. <https://www.epa.gov/statelocalenergy/co-benefits-risk-assessment-cobra-health-impacts-screening-and-mapping-tool>

BEST PRACTICE: Create and Foster Interdepartmental Collaboration/Communication:

The LGER annual reporting form covers a variety of data that for most organizations, does not live under a single department. This barrier can inadvertently cause data loss from the lack of communication of existing internal data to use in benchmarking and energy reduction action analysis.

Suggested Strategies:

Facilitate interdepartmental collaboration by organizing a group made up of staff from different teams that work on data relevant to some portion of the report (e.g. finance directors responsible for the utility bills, facilities managers, energy conservation and sustainability staff, etc.). This can help break down institutional barriers associated with division of responsibility that often can lead to breakdowns in communication or challenges in compiling comprehensive data.

Establish a line of communication across relevant departments to provide transparency and aid in gathering information to be included in the report each year.

Convene a meeting with various department points of contact once a quarter to discuss data collection needs, recordkeeping practices, consumption/cost trends, etc. and other strategic initiatives such as master planning or long-term goal setting. This cross-functional team can help identify options to integrate statutory goals into broader organizational strategies.

BEST PRACTICE: Reporting and Data Barriers

Many reporting barriers are attributed to the access and organization of specific data. More underlying challenges are due to lack of internal entity electric data organization practices, including the need to define and categorize Electric Service Identifiers (ESIDs), causing an overwhelming load of unorganized and unidentifiable data, almost impossible to categorize for reporting purposes.

Suggested Strategies:

Organize both facility/building energy consumption data and non-facility (street & traffic lighting, park lighting) energy consumption

Establish a central repository of all information so it is in one place and try to ensure a cloud backup to prevent any loss of data.

Use EnergyStar Portfolio Manager to track facility data and usage to help guard against loss of files or staff turnover.

EnergyStar Portfolio Manager training videos and additional resources can be found at www.energystar.gov/buildings/facility-owners-and-managers/existing-buildings/use-portfolio-manager/new-energy-star-portfolio-manager

While EnergyStar portfolio manager is an important tool in tracking buildings, some municipal ESIDs do not fit within EnergyStar categories (such as light poles and parks). However, these non-facility ESID's continue to add in to total energy usage, so must be included within the annual report. To mitigate this issue, internal utility bill tracking systems can be used for the entity alongside EnergyStar.

Use Smart Meter Texas as a tool to understand electricity usage. All data should be accessible from the Smart Meter Texas website tool at www.smartmetertexas.com.

Smart Meter Texas is a data access portal established by and jointly managed by the Electric Reliability Council of Texas (ERCOT), region transmission and distribution utilities (CenterPoint, Oncor, American Electric Power (AEP), and Texas-New Mexico Power Co.) in conjunction with advanced meter deployment to allow customers to access their energy data.

Entities can utilize tools on this site to help decipher electricity usage already associated with your account.

Contact your Energy Service Company (ESCO) or Retail Electric Provider (REP) and inquire if they can provide meter analysis for free as a service to help organize and collect usage data for your entity.

Take advantage of a free Preliminary Energy Assessment (PEA) from SECO which provides recommendations for cost-effective efficiency measures that could be implemented to reduce utility consumption or utility costs. SECO's PEA service also includes data access, organization, and analysis for the facilities included in the assessment.

BEST PRACTICE: Connect with Peers

Affected political subdivisions have identified multiple barriers preventing the submittal of their annual report to SECO including lack of reporting awareness and limited availability to previous reporting history.

Suggested Strategies:

Connect with NCTCOG or SPEER to request a copy of previous reports or determine if/what years a report was submitted.

Connect with SPEER at www.eepartnership.org or cities@eepartnership.org

Connect with NCTCOG at www.conservenorthtexas.org or energy@nctcog.org

For Cities: Participate in SPEER's City Efficiency Leadership Council (CELC) regional roundtable lunches and city calls to engage in dialogue among cities of all sizes on energy management/efficiency initiatives.

CHALLENGE: Falling Short of the Five Percent Reduction Goal

The ability to attain an annual five percent electricity reduction has remained a significant challenge for affected political subdivisions. Those who do not achieve this goal can feel discouraged or may feel that submitting the annual report to SECO is "self-incriminating" because they are going on the record publicly with data that shows a failure to achieve an established goal.

The following list of recommended best practices seeks to aid affected political subdivisions to not feel discouraged and showcase how to utilize the LGER requirements to their advantage.

BEST PRACTICE: Complete the Full LGER Annual Report, Including Optional Data, Notes and Comments, to Provide a Holistic Picture of Energy Use

Electricity consumption is the only type of energy reduction required by statute. However, beginning in 2019, the reporting form was expanded to include other energy consumption categories including water (which is directly related to energy due to power requirements for water pumping) and natural gas. While the natural gas and water data are optional, affected political subdivisions have found that reporting this data has proven useful because it serves as an accountability measure to monitor the consumption year after year, thus making consumption data transparent and providing an opportunity for entities to evaluate all the variables that influence energy consumption at their facilities.

A shortfall in meeting the five percent electricity reduction goal could be associated with broader efforts that increase electricity consumption but achieve progress toward overall air quality goals. For example, a shift from natural gas to electric appliances, or the addition of electric vehicles (EVs) to the fleet, can result in energy efficiency, criteria pollutant, and greenhouse gas (GHG) emissions benefits, especially when combined with the use of renewable energy. Such measures may either increase or offset reductions in electricity consumption but offer real-world benefits by reducing emissions in other sectors. Holistically evaluating facility energy consumption may not reduce any direct load on the grid but could reveal potential for implementation of other energy projects, which are indirect ways of reducing their total emissions impact.

In addition, air quality benefits can be achieved not only through conservation of electricity, but also through shifts toward cleaner electricity generation such as solar and wind. Transition towards increased use of cleaner energy generation achieves the air quality goals of the statute, even though such measures are not specifically described in statutory language.

Affected political subdivisions can look for opportunities in the report to add notes or explanation to showcase a more holistic energy story that may give context to any shortfall in achieving the statutory goal.

Renewable Energy Use

Renewable energy use will not contribute to the five percent reduction goal. However, it can be an important element to track. By using renewable energy sources, affected political subdivisions can reduce the emissions associated with electricity generation, which achieves the same end goal as a reduction in electricity consumption.

Suggested Strategies:

Choose a renewable energy plan from the respective REP, or opt into a power purchase agreement, community solar arrangement, or another mechanism to participate in or benefit from renewable electricity generation from off-site sources.

Evaluate deployment of on-site renewables. Resources specific to local government projects are available on the Go Solar Texas website at www.gosolartexas.org.

NCTCOG has been designated as a SolSmart region and serves as a resource for North Texas entities interested in solar energy deployment.

Electrification of Transportation and Buildings

EVs are projected to encompass approximately 30 percent of the entire fleet of vehicles in the United States by 2040.⁶ Unlike other fleet vehicles, the fuel needed to power EVs may increase the total electricity use of a facility if EV charging infrastructure is added to an existing facility. Isolating the increase may be challenging if charging stations are not separately sub-metered. Depending on the speed, quantity, and use of these charging stations, a significant spike in energy use for the building could occur. Affected political subdivisions that record the total number of EVs and EV charging stations each year can show that a portion of their electricity consumption is associated with fleet fueling. Because of the annual electricity reduction goal, some entities may be deterred from investing in EV infrastructure for fear it would increase their reported consumption. However, a shift to EVs is likely to achieve a reduction in net energy consumption and emissions associated with the transportation sector, so an increase in electricity consumption due to use of EVs may actually result in a net decrease in emissions overall.

Additionally, the TCEQ modeling for the DFW ozone nonattainment area shows that total daily NO_x emissions is increasing in the area source sector, while emissions are decreasing in almost every other sector.⁷ Based on discussion with the TCEQ staff, NCTCOG understands that part of this increase is attributed to growth in population and building stock, which leads to an increase in the population of appliances powered by fossil fuels (e.g. natural gas water heaters or stoves). While each appliance has a very small rate of fugitive emissions, these emissions may become more consequential as other emissions sources are reduced and building stock increases. Beyond ozone impacts, The US EPA indicates that buildings contribute about 12 percent of the carbon dioxide and other GHGs released into our atmosphere from the use of fossil fuels, primarily natural gas, for heating, cooking, and other uses. To offset emission impacts, some buildings are choosing electric-only appliances and equipment. Electric heat pumps for example, use only one-third to one-half of the energy input as heaters using natural gas, without the direct emissions.⁸

Suggested Strategies:

If possible, separate fleet-related electricity consumption from facility-related electricity consumption

Sub-meter EV charging stations when possible to differentiate fleet-related electricity consumption from facility-related electricity consumption.

Leverage data reports from networked EV charging stations – networked stations keep track of the amount of kWh electricity dispensed. If an EV charging station is not sub-metered, this report would enable the fleet-related electricity consumption to be subtracted out of the total meter consumption.

⁶Bloomberg Electric Vehicle Outlook 2020, retrieved from <https://about.bnef.com/electric-vehicle-outlook/>

⁷The Texas Commission on Environmental Quality (TCEQ), "Dallas-Fort Worth Serious Classification Attainment Demonstration State Implementation Plan Revision for the 2008 Eight-Hour Ozone National Ambient Air Quality Standard". Date Accessed July 13, 2020. Retrieved from https://www.tceq.texas.gov/assets/public/implementation/air/sip/dfw/dfw_ad_sip_2019/DFWAD_19078SIP_adopkg_web.pdf

⁸EPRI, U.S. National Electrification Assessment, Retrieved from <http://mydocs.epri.com/docs/PublicMeetingMaterials/ee/000000003002013582.pdf>

If an EV charging station is neither sub-metered, nor networked, make note of the annual mileage traveled by the EVs using that charger. The mileage can be used to estimate kWh consumed for vehicle travel, which could then be subtracted from the overall meter consumption

If electricity consumption cannot be separated, ensure that the report includes data that illustrates fleet electrification efforts to provide context for associated increases in electricity consumption

Utilize a best practice document for fleet electrification such as the U.S. Department of Energy developed a resource for fleet managers related to fleet electrification called “Plug-In Electric Vehicle Handbook for Fleet Managers”, https://afdc.energy.gov/files/pdfs/pev_handbook.pdf

For no-cost fleet evaluations and additional EV resources contact the Dallas Fort Worth Clean Cities Coalition (DFWCC) at cleancities@nctcog.org or visit www.dfwcleancities.org

Identify appliance options prior to purchasing and consider long-term impacts, including economic, energy, and emissions, to choose a product that fits long-term institutional goals. Determining what electrification options are most cost-effective is dependent upon many factors. More information is available in the Rocky Mountain Institute’s Report, “The Economics of Electrifying Buildings” at <https://rmi.org/wp-content/>

BEST PRACTICE: Use the Required Square Footage Data to Assess An Energy Use Index (EUI)

The energy use index (EUI) of a building is an expression of its energy use as a function of its size or other characteristics. The EUI is defined as the total amount of energy used by a building (electricity, natural gas, and other fuels) per building square foot area and can be used to establish the baseline energy use of a facility. Within the annual reporting from, affected political subdivisions must record total gross square footage of their buildings/facilities as well as total electricity consumption. Both metrics are required for ESL to complete emissions quantification calculations. The reporting entity benefits from submitting total electricity consumption, natural gas consumption and building square footage enabling entities the ability to normalize electricity consumption and control for addition of buildings or facility expansion. While statute requires an overall decrease in total electricity consumption, evaluating building energy performance on an EUI basis can help a reporting entity identify if individual facilities are becoming less efficient over time, which can help identify a need for an energy audit or other strategy to improve efficiency.

Suggested Strategies Mitigating Measures:

Focus on reducing electricity consumption per square foot rather than based upon a specific percent energy reduction.

If affected political subdivisions observe that facility energy consumption per square foot is increasing, a free energy audit can be conducted by SECO. These remote energy audits help identify measures that affected political subdivisions can take to improve energy efficiency and reduce facility energy consumption per square foot. For full details on the SECO remote energy audits, visit the program webpage, <https://comptroller.texas.gov/programs/seco/programs/schools/rea.php>

Calculate the full EUI of buildings to include both natural gas and electric consumption and compare the energy use across buildings as some facilities may have an artificially high or low electricity use intensity if they have fewer or more gas systems.

BEST PRACTICE: Adoption and Enforcement of Latest and Greatest Building Codes

Model energy codes for residential and commercial buildings are projected to save \$126 billion in energy costs, and avoid 841 million metric tons (MMT) CO₂ emissions between the years 2010 and 2040.⁹ While 90 percent of cities in Texas with more than 10,000 people have adopted the 2012 International Energy Conservation Code (IECC) or newer, many smaller communities are still using older codes that fail to realize these benefits. Even in the communities with more current code adoption, enforcement of the code is critical to achieving the expected energy efficiency benefits.

Suggested Strategies:

Update code adoption to the most recent version of energy and building codes to ensure that new facilities are built in an energy-efficient manner, as new construction is the most cost-effective phase in the life of a building to establish energy efficiency elements.

Utilize building code guidance and resources found on the SPEER Building Tech Optimization webpage, <https://eepartnership.org/program-areas/bto/>

⁹ U.S. Department of Energy, "Building Energy Code Program", retrieved from <https://www.energycodes.gov/about/why-building-energy-codes>

BEST PRACTICE: Evaluate Potential Energy Efficiency Actions for Cost Effectiveness Every Year

Affected political subdivisions should evaluate cost-effectiveness of various energy efficiency measures on a yearly basis due to the rapid development of technology. For example, the cost of light emitting diode (LED) lighting has dropped over 80 percent throughout the past 10 years.¹⁰ Due to the rapidly evolving technological improvements in efficient lighting fixtures, what might not be cost-effective one year may be cost-effective the next.

Per statute, [Section 302.004 of the Texas Local Government Code](#), all new project decisions should be based upon whether a measure is cost-effective based on a 20-year payback threshold. However, entities should also consider the value of proactive versus reactive investment. An evaluation of payback and return on investment in the context of benefits achieved through preemptive upgrades versus replacement of broken systems (which may trigger need for emergency procurement, cause unnecessary downtime or lapses in service, and cause other non-financial burdens) is important in identifying the most advantageous path forward. It is also important to note that while initial capital costs of efficiency upgrades might be higher, payback is achieved over time through reduced energy costs.

Suggested Strategies:

Utilize SECO's free resources to identify cost-effective measures your entity might not be implementing. These services are provided **at no cost** by SECO contractors. More information, including request forms, can be found at <https://comptroller.texas.gov/programs/seco/programs/local/>

Remote Energy Assessments – designed to identify operational and capital energy efficiency savings using data analytics where adequate electricity consumption data is available

PEAs – provides detailed recommendations for cost-effective efficiency measures that could reduce energy consumption or costs

Technical Assistance for Local Governments – provides services of engineering firms who provide customized, on-site services for energy or water technical matters

Utilize SECO's financial support resources to identify actions cities/entities can take or low-cost effective measures that can be implemented

LoanSTAR Revolving Loan Program – finances energy-related, cost-effective facility retrofits supported by the state

Energy Savings Performance Contracting (ESPC) – allows a facility to complete energy-saving improvements within an existing budget by paying for them with avoided utility expenditures

Capitalize on best practices and guidance in assessing cost effectiveness through resources including:

Useful life and criteria to determine payback established in [Section 302.004 of the Texas Local Government Code](#).

¹⁰ U.S. Energy Information Administration (EIA), "LED Bulb Efficiency Expected to Continue Improving As Cost Declines", retrieved from <https://www.eia.gov/todayinenergy/detail.php?id=15471#>

The Environmental Protection Agency (EPA) Guide “Quantifying the Multiple Benefits of Energy Efficiency and Renewable Energy: A Guide for State and Local Governments” found on the following EPA webpage, <https://www.epa.gov/statelocalenergy/part-one-multiple-benefits-energy-efficiency-and->

Closing Remarks

NCTCOG hopes that the challenges and suggested strategies summarized in this paper help affected political subdivisions improve their capacity to complete the annual reporting and realize the internal organizational benefits associated with reporting. Similarly, the suggested strategies serve as best practices for consideration and are not all encompassing. For additional information and resources related to energy management and efficiency visit www.conservenorthtexas.org or contact NCTCOG staff at energy@nctcog.org.

Appendix A

Matrix of Applicable Energy Reporting Requirements in Texas

Energy Efficiency Reporting Requirements in Texas			
Entity	Applicable Program/ Statute	Required Deliverable(s)	Reporting Exemption?
All Governmental Entities	<p>Statewide</p> <p>Transparency - Recording and Reporting Electricity, Water, and Natural Gas Consumption Government Code §2265</p> <p>Effective: 09/01/2007 Texas Administrative Code Rule §19.1</p>	<p>Each shall post consumption and spending information for the metered amount of electricity, water, or natural gas consumed for which it is responsible to pay on a publicly accessible Internet website.</p> <p>Each state agency or institute of higher education shall also submit utility consumption data to SECO.</p> <p>Due: October 31 (annually)</p>	N/A
Cities and Counties	<p>In Affected Counties as defined by Texas Health and Safety Code §386.001</p> <p>Local Government Energy Reporting</p> <p>Health and Safety Code §388.005</p> <p>Established by Senate Bill (SB) 5 (77R) in 2001 and amended by SB241 (86R) in 2019 Effective: 09/01/2019</p>	<p>Each shall implement all cost-effective energy efficiency measures. Definition of cost-effective is defined in Local Government Code §302.004(b).</p> <p>According to SB898 (82R) each shall establish a goal to reduce electric consumption by 5 percent per year beginning in 2011. SB898 (82R) was amended in 2019 by SB241 (86R) requiring each entity to reduce electric consumption by 5 percent per year for seven years beginning in 2019.</p> <p>Each entity shall report to SECO annual electricity consumption and progress toward meet the 5 percent energy reduction goal in the previous calendar year, using an online standard reporting form.</p> <p>DUE: February 1 (annually) to reflect electricity consumption during the preceding calendar year (January to December)</p> <p>Report Linked on SECO Local Government Energy Reporting</p>	<p>Entities are required to submit a report to SECO every year but are exempt from demonstrating the 5 percent annual reduction requirement if they submit evidence that no additional energy reduction measures were cost effective to implement.</p>

Energy Efficiency Reporting Requirements in Texas			
Entity	Applicable Program/ Statute	Required Deliverable(s)	Reporting Exemption?
Independent School Districts (ISDs)	<p>Statewide School Energy Reporting Education Code §44.902 Effective: 06/19/2009</p>	<p>Each ISD shall establish a long-range energy plan with the goal of reducing the district's annual electricity consumption by 5 percent beginning with 2008 state fiscal year. Plan must include strategies for energy savings and cost effectiveness.</p> <p>Energy Savings Performance Contracts and Pay For Success Programs are encouraged (Education Code §44.901 and §44.904)</p> <p>ISDs are not required to submit their long-range energy plan to SECO however SECO can help identify a variety of funding opportunities for districts that voluntarily submit their plan. SECO funding opportunities are announced throughout the year and can be found on the SECO Funding Opportunities webpage.</p>	N/A
Municipally Owned Utilities (MOUs) or Electric Cooperatives with Retail Sales of More Than 500,000 MWH	<p>Statewide Public Utility Energy Efficiency Reporting Utilities Code §39.9051 and §39.9052 Effective: 09/01/2011</p>	<p>The legislative goal is for MOUs to administer energy savings incentive programs and for Cooperatives to consider administering energy savings incentive programs.</p> <p>A report of the utility's energy efficiency activities from the previous calendar year to SECO. This includes the utility's annual goals, programs enacted to achieve those goals and any energy demands or savings goals reached. DUE: April 1 (annually)</p>	N/A

Energy Efficiency Reporting Requirements in Texas

Entity	Applicable Program/ Statute	Required Deliverable(s)	Reporting Exemption?
<p>Institutes of Higher Education</p>	<p>In Affected Counties as defined by Texas Health and Safety Code §386.001 Local Government Energy Reporting Health and Safety Code §388.005 Established by SB5 (77R) in 2001 and amended by SB241 (86R) in 2019 Effective: 09/01/2019</p>	<p>Each shall implement all cost-effective energy efficiency measures. Cost effective defined in §302.004(b), Local Government Code.</p> <p>According to SB898 (82R) each shall establish a goal to reduce electric consumption by 5 percent per year beginning in 2011. SB898 (82R) was amended in 2019 by SB241 (86R) requiring each entity to reduce electric consumption by 5 percent per year for seven years beginning in 2019.</p> <p>Each entity shall report to SECO annual electricity consumption and progress toward meet the 5 percent energy reduction goal in the previous calendar year, using a standard reporting form.</p> <p>DUE: February 1 (annually) to reflect electricity consumption during the preceding calendar year (January to December)</p> <p>Report Linked on SECO Local Government Energy Reporting Page</p> <p>*SECO will accept an Energy and Water Management Plan (EWMP) acceptable to completing Local Government Energy Reporting requirements*</p>	<p>Entities are required to submit a report to SECO every year unless they have claimed an exemption based on demonstration that no additional cost-effective measures are available to implement. Even if exempt, they may be required to provide notice to the SECO.</p> <p>Any institution of higher education that SECO determined, before September 1, 2007, had adopted a plan and goal for conserving energy, and annually submits reports on the conservation plan to the governor, the Legislative Budget Board, and SECO.</p>
<p>Statewide</p> <p>State Agencies and Institutes of Higher Education Energy and Water Management Plan (EWMP) Reporting Texas Government Code §447.009 Energy and Water Management Plan (EWMP): 34 Texas Administrative Code §19.14 Long-range Utility Services Plan: 34 Texas Administrative Code §19.16</p>	<p>Each shall develop a comprehensive plan that outlines percentage goals for reducing electric, water, transportation fuel, and natural gas consumption. SECO aids in developing an EWMP. Reporting includes a record of monthly electric, water, and natural gas consumption data in the ENERGY STAR Portfolio Manager tool.</p> <p>DUE: October 31 (annually)</p> <p>Each shall prepare a long-range plan for the delivery of reliable, cost-effective utility services to the agency or institution, and shall update every 5 years and post plan on a public website. DUE: Provided to SECO Upon Request</p>	<p>N/A</p>	

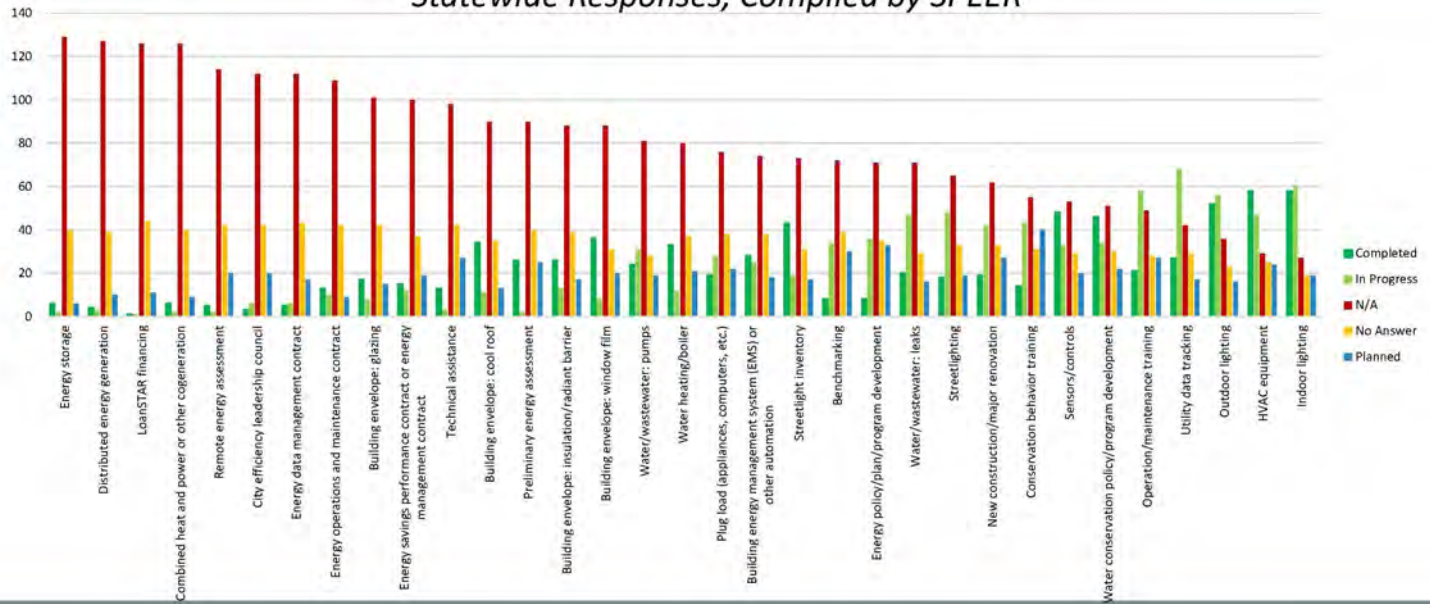
Energy Efficiency Reporting Requirements in Texas

Entity	Applicable Program/Statute	Required Deliverable(s)	Reporting Exemption?
<p>State Agencies</p>	<p>In Nonattainment or Near Nonattainment Counties</p> <p>Local Government Energy Reporting</p> <p>Health and Safety Code §388.005</p> <p>Established by SB5 (77R) in 2001 and amended by SB241 (86R) in 2019 Effective: 09/01/2019</p>	<p>Each shall implement all cost-effective energy efficiency measures. Cost effective defined in §302.004(b), Local Government Code.</p> <p>According to SB898 (82R) each shall establish a goal to reduce electric consumption by 5 percent per year beginning in 2011. SB898 (82R) was amended in 2019 by SB241 (86R) requiring each entity to reduce electric consumption by 5 percent per year for seven years beginning in 2019.</p> <p>Each entity shall report to SECO annual electricity consumption and progress toward meet the 5 percent energy reduction goal in the previous calendar year, using a standard reporting form.</p> <p>DUE: February 1 (annually) to reflect electricity consumption during the preceding calendar year (January to December)</p> <p>Report Linked on SECO Local Government Energy Reporting Page</p> <p>*SECO will accept an Energy and Water Management Plan (EWMP) acceptable to completing Local Government Energy Reporting requirements*</p>	<p>Entities are required to submit a report to SECO every year but are exempt from demonstrating the 5 percent annual reduction requirement if they submit evidence that no additional energy reduction measures were cost effective to implement.</p> <p>Any state agency that SECO determined, before September 1, 2007, adopted a plan for conserving energy and annually submits reports on the conservation plan to the governor, the Legislative Budget Board, and SECO.</p>
<p>Statewide</p> <p>State Agencies and Institutes of Higher Education Energy and Water Management Plan (EWMP) Reporting</p> <p>Texas Government Code §447.009</p> <p>Energy and Water Management Plan (EWMP): 34 Texas Administrative Code Rule §19.14</p> <p>Long-range Utility Services Plan: 34 Texas Administrative Code Rule</p>	<p>Each shall develop a comprehensive plan that outlines percentage goals for reducing electric, water, transportation fuel, and natural gas consumption. SECO aids in developing an EWMP. Reporting includes a record of monthly electric, water, and natural gas consumption data in the ENERGY STAR Portfolio Manager tool.</p> <p>DUE: October 31 (annually)</p> <p>Each shall prepare a long-range plan for the delivery of reliable, cost-effective utility services to the agency or institution, and shall update every 5 years and post plan on a public website.</p> <p>DUE: Provided to SECO Upon Request</p>	<p>N/A</p>	<p>N/A</p>

Appendix B Status of Potential Energy Efficiency/Renewable Energy Measures 2019 Local Government Energy Reporting Responses

Status of Potential Energy Efficiency/Renewable Energy Measures from 2019 Local Government Energy Reports

Statewide Responses, Compiled by SPEER





North Central Texas Council of Governments

TO: City Managers, County Administrators,
City Secretaries, County Clerks,
Special District Secretaries
in Nonattainment and Affected Counties

DATE: November 20, 2020

FROM: Chris Klaus
Senior Program Manager

SUBJECT: Local Government Energy Reporting - Reminder and 2020 Update to Reporting

On behalf of the Texas State Energy Conservation Office (SECO), the North Central Texas Council of Governments (NCTCOG) would like to remind you of the state mandated energy reporting requirement.

Under Texas Health and Safety Code §388.005(c), all political subdivisions, state agencies and institutes of higher education in a non-attainment area or an affected county are required to establish a goal to reduce electricity consumption by at least five percent each year. Reporting is required for political subdivisions within the following North Texas counties: Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise. In 2019, the 86th Legislature passed Senate Bill 241, extending the timeline for this requirement seven years with a new baseline of September 1, 2019.

Each political subdivision must submit a report annually to SECO regarding the entity's progress and efforts to meet the five percent annual reduction goal. A political subdivision, institution of higher education or state agency that does not attain the established goals must justify in their annual report to SECO that the entity has already implemented all cost-effective measures.

The next report should reflect electricity consumption from January 1, 2020, to December 31, 2020, and must be submitted by **February 1, 2021**. Please note that the 2020 reporting form is undergoing some modifications and is not yet available. For updates on the Local Government Energy Reporting program and to access the online reporting form once available, visit the [SECO Local Government Energy Reporting webpage](http://www.seco.texas.gov/local-gov) at www.comptroller.texas.gov/programs/seco/reporting/local-gov.php.

To assist local governments in achieving the five percent reduction goal and required reporting, NCTCOG developed a whitepaper to help resolve frequent challenges and highlight best practices. The "Texas' Mandated Local Government Energy Reduction Goal: Challenges and Best Practices" whitepaper can be accessed from the Local Government Energy Reporting Toolkit at www.conservenorthtexas.org/item/local-government-energy-reporting-toolkit. A webinar presenting this whitepaper and other key reporting tips will be provided on January 12, 2021, from 2:00 to 3:30 pm CST. To receive information on this webinar, sign up for the NCTCOG Energy and Solar Newsletter at www.nctcog.org/envir/natural-resources/energy-efficiency.

Thank you in advance for your compliance with these reporting requirements. For more information about the Local Government Energy Reporting program or report submission, please contact energy@nctcog.org. Please forward to an appropriate staff member if needed.

Chris Klaus

Chris Klaus, Senior Program Manager

DG:ch

Update on Air Quality Initiatives: Electric Vehicles and Energy Reporting

Lori Clark
Program Manager
December 10, 2020



Dallas-Fort Worth
CLEAN CITIES



North Central Texas
Council of Governments

Regional Transportation Council



Relevance to Regional Planning

Air Quality Emphasis Areas:

- High-Emitting Vehicles/Equipment
- Idling
- Hard Accelerations
- Low Speeds
- Cold Starts
- Vehicle Miles of Travel
- Energy and Fuel Use

Performance Measure:

Air Quality

Mobility 2045:

Air Quality Policy AQ3-004:

Support and implement strategies that promote energy conservation, reduce demand for energy needs, reduce petroleum consumption, and/or decrease greenhouse gas emissions

[Mobility 2045 Chapter 4 – Environmental Considerations](#)

[Appendix C – Environmental Considerations](#)

ELECTRIC VEHICLES (EVs)

Light-Duty EV Registration Trends in North Texas

13,254 EVs Registered as of November 24, 2020

35%
2019 Growth Rate

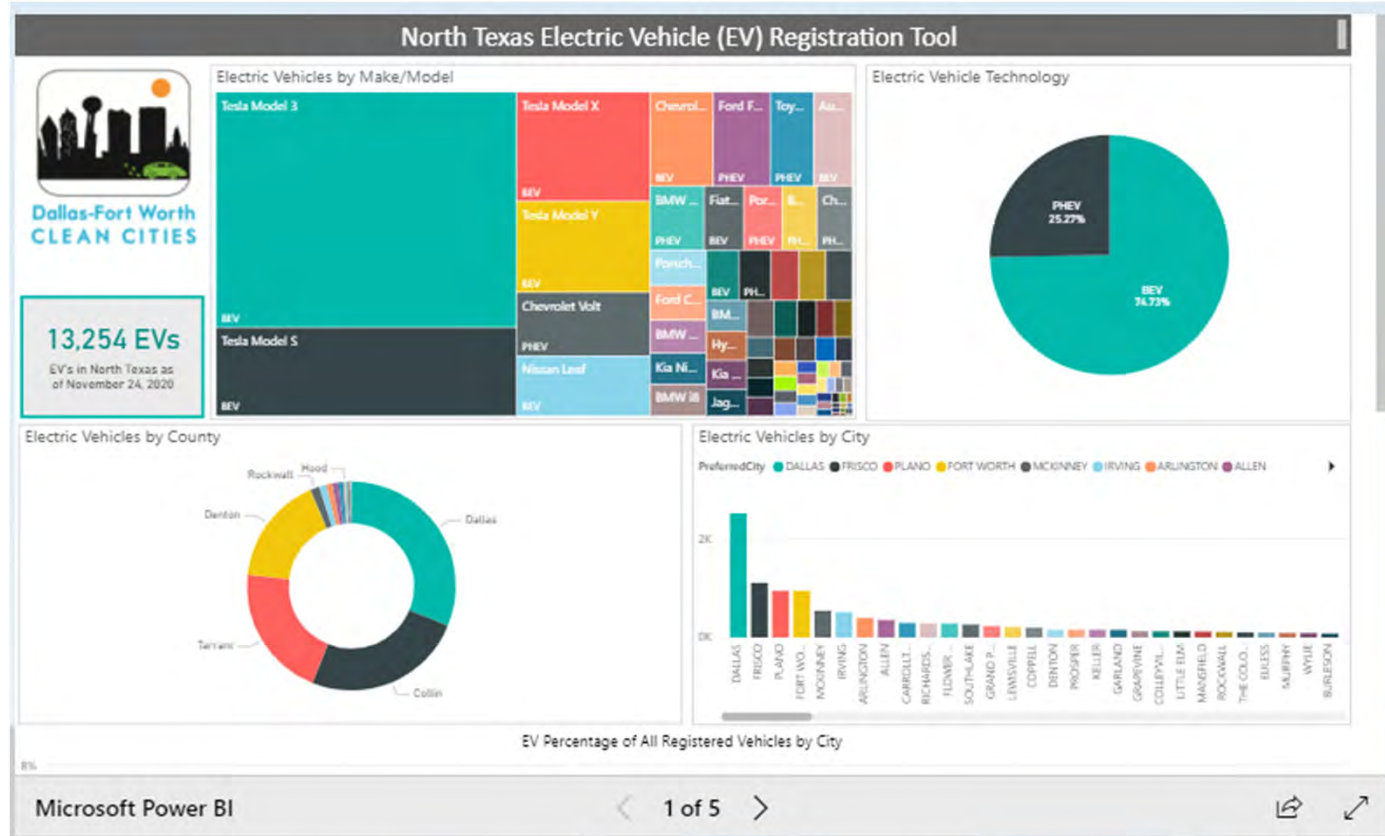
EV Fleet Composition:
75% Battery Electric
25% Plug-In Hybrid Electric

Interactive Registration Tools:

[North Texas](#)

[Statewide](#)

[Historic Trendline](#)



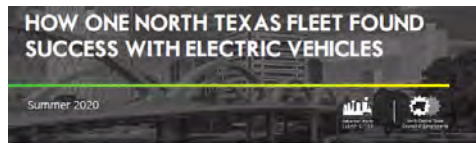
All Data at www.dfwcleancities.org/evnt

Local Fleet Successes

Municipalities and Counties

12 Fleets

City of Lewisville Case Study: \$1,000 per Year Savings



Fleet electrification has become an ever-increasing hot topic in the last few years. Data supporting fuel and maintenance savings and available funding for electric vehicles (EV) have many fleet managers considering incorporating EVs into their fleet for the first time. However, the idea of fleet electrification can also invoke a lot of anxiety for fleet managers.

Many fleet managers worry that an EV may not be well suited to crucial fleet operations, and that charging infrastructure and charging time may be a hassle.

However, one North Texas fleet has found great success in using light-duty EVs in various applications.

The City of Lewisville first began exploring ways to improve sustainability in 2013, when Internal Services Manager Francis Mascarenhas was tasked by City Management with improving sustainability in the city's fleet.

Following a detailed city data audit on all fleet and facilities as part of the Lewisville 2025 plan, a report was released on ways the Lewisville's fleet could improve its sustainability. Mascarenhas then approached city management and the city council to discuss EVs.

"I sent to a couple of departments," says Mascarenhas. "The answer I got was there are small, there's no legroom, there's no storage."

In spite of initial concerns, after test driving two Nissan LEAFs for two weeks through a local Nissan dealer, the city found that full EV best served departments such as Neighborhood, Environmental and Health Services.

As of 2020, Lewisville now owns and operates ten battery EVs, including both Nissan LEAFs and Chevy Bolts, as well as 14 hybrid-electric vehicles.



City of Lewisville's EV Charging Station on their Fleet lot

Lewisville's fully electric fleet has traveled a total of 91 thousand miles since their implementation in March 2016, and experiences with the vehicles have been overwhelmingly positive. "Based on staff response, things have gone pretty well, and they seem pretty happy with the maintenance part," says Chris McGinn, Director of Neighborhood and Inspection Services.



Imagery Provided by NCTCOG

Transit:

7 DART Buses

4 Trinity Metro Buses

Reduced 350 pounds NO_x and 159 Tons GHGs in 2019

School Districts:

3 Buses at Everman ISD

Received Award for "Outstanding School District" at 2020 Texas Energy Summit



Imagery Provided by NCTCOG



Imagery Provided by Oncor

Private Sector:

Delivery Fleets

Utilities

National Drive Electric Week 2020 DFW Events

DFW LIVE Event

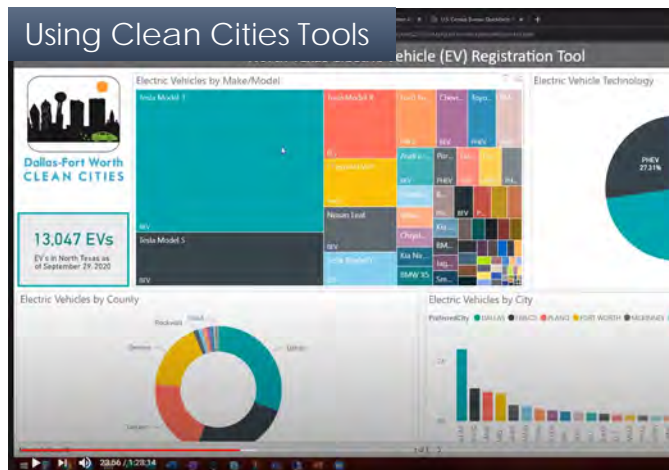
Second Annual Oncor EV Road Rally

Workshop: Using Clean Cities Tools to Implement EV and EV Infrastructure Goals

Electric Vehicle Fleet Manager Roundtable



EV Fleet Manager Roundtable



- Maintenance savings 6
- Reducing emissions 7
- Positive public relations 6
- Meeting organization targets 6
- Other 1



What are the most attractive elements of electric vehicles?

All Recordings at www.driveelectricdfw.org

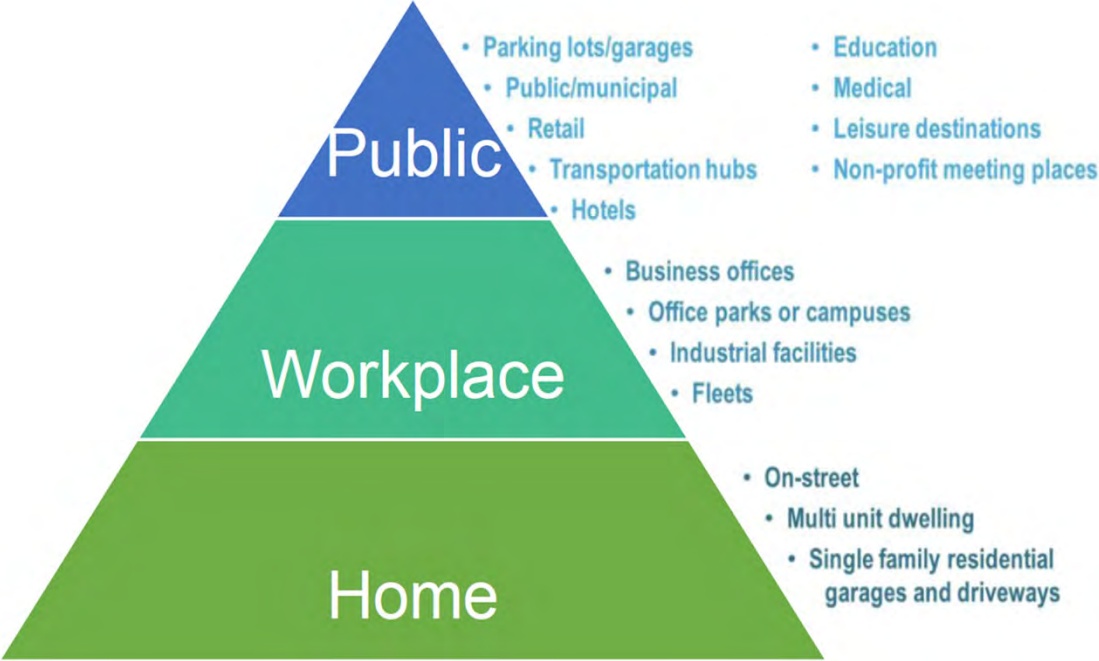
Time-Sensitive Incentives

Charging Stations: Up to \$2,500, First-Come First-Served Until August 11, 2021

Target Sites: Workplaces & Multi-Family Dwellings

Vehicles: Up to \$2,500 First-Come, First-Served Until January 7, 2021

See www.nctcog.org/aqfunding

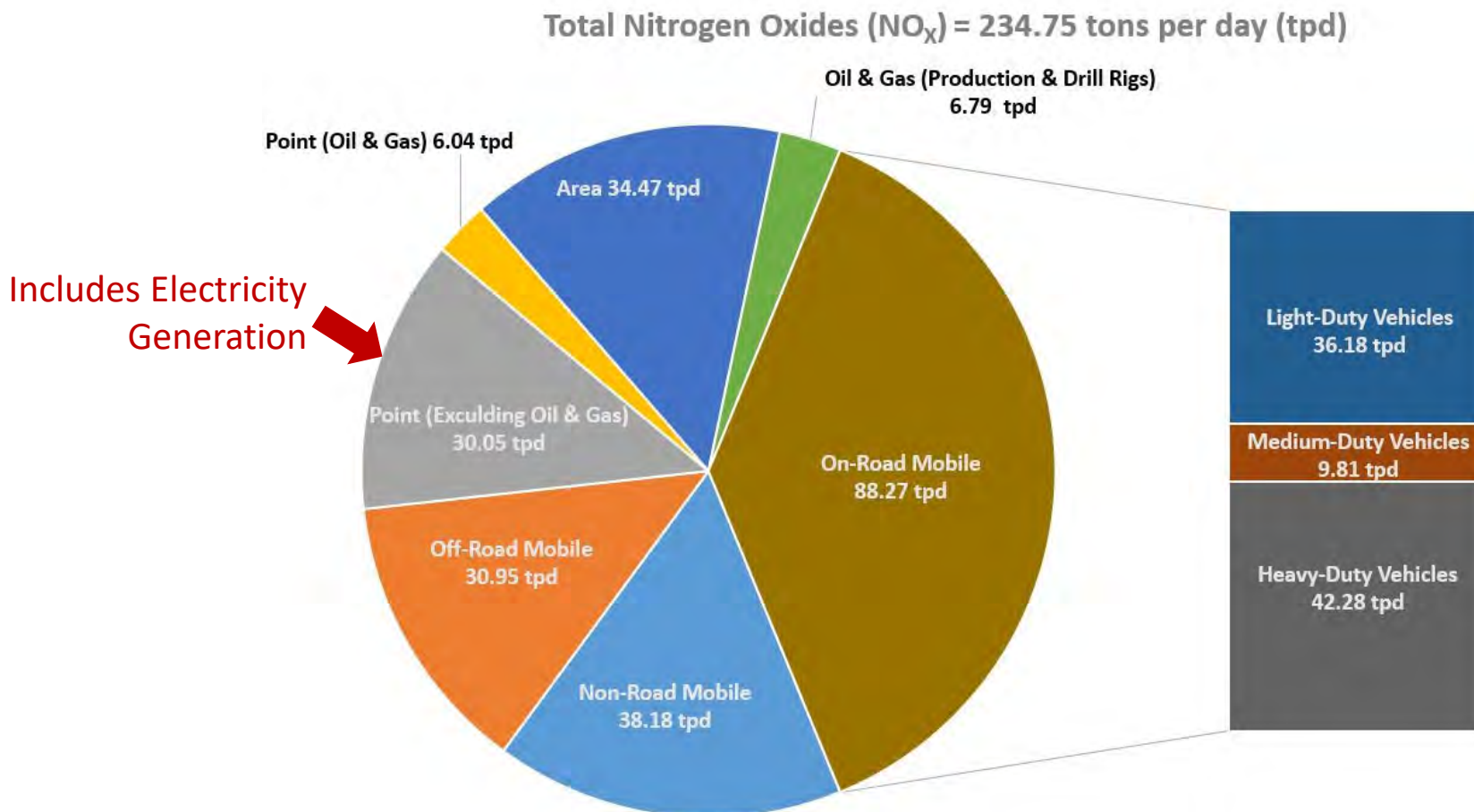


20x An individual who has access to EV charging at work is 20 times more likely to buy a plug-in" - U.S. DOE 2018

Learn More About Workplace Charging at www.dfwcleancities.org/workplace-charging

Local Government Energy Reporting

Nitrogen Oxides (NO_x) Emissions Sources



Source: Dallas-Fort Worth Serious Classification Attainment Demonstration State Implementation Plan Revision for the 2008 Eight-Hour Ozone National Ambient Air Quality Standard, September, 2019

Regional Energy Management Project

Partnership Between NCTCOG Transportation and Environment & Development Staff
Funded by the State Energy Conservation Office (SECO)

Section 388.005 (c) Texas Health and Safety Code:

Purpose: Aid efforts to attain federal air quality standards by reducing demand for electricity generation

Requirements: All political subdivisions, institutes of higher education, and state agencies in Ozone Nonattainment and Affected Counties must establish a **goal of reducing electric consumption by at least 5% each state fiscal year for 7 years** beginning September 1, 2019 **and submit an annual report** to SECO

Issues:

- Lack of Awareness
- Incomplete and Inconsistent Reporting
- Inability to Meet 5% Reduction Goal

Impact of Local Government Energy Reporting

Local Government Energy Reduction Reporting Forms Submitted to SECO

Data Processed And Reported to the Texas A&M Energy Systems Laboratory (ESL)

ESL estimates Total NO_x Reductions and Submits to Texas Commission on Environmental Quality (TCEQ)

TCEQ Includes in the Texas Emissions Reduction Plan (TERP) Biennial Report to the Texas Legislature

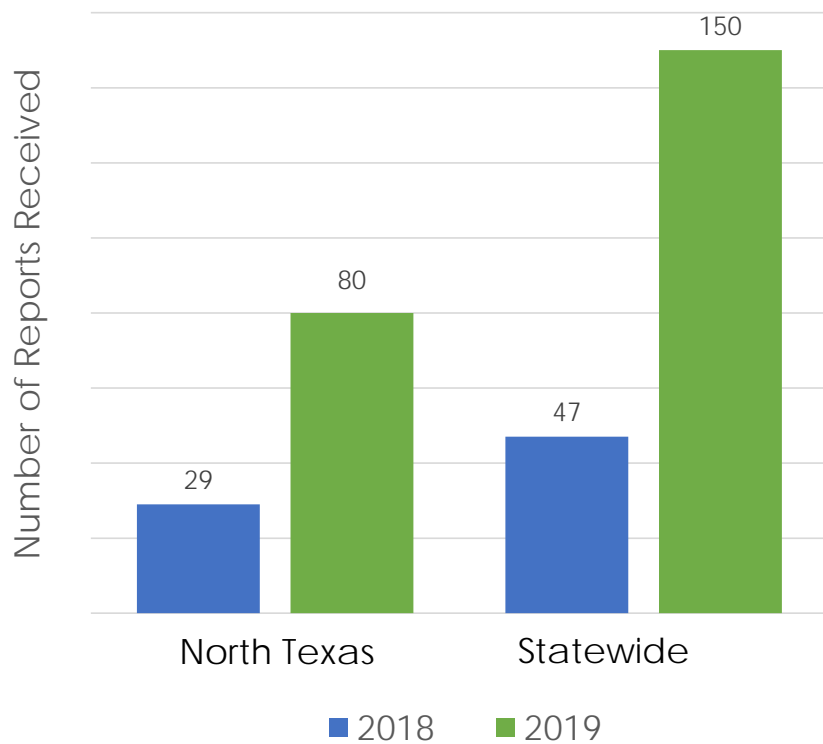
1.3

Tons per day NO_x Reduced in 2018

Comparison: RTC Initiatives Credited in Conformity = 2.12 Tons per Day NO_x Reduced

Impact of Regional Outreach Efforts

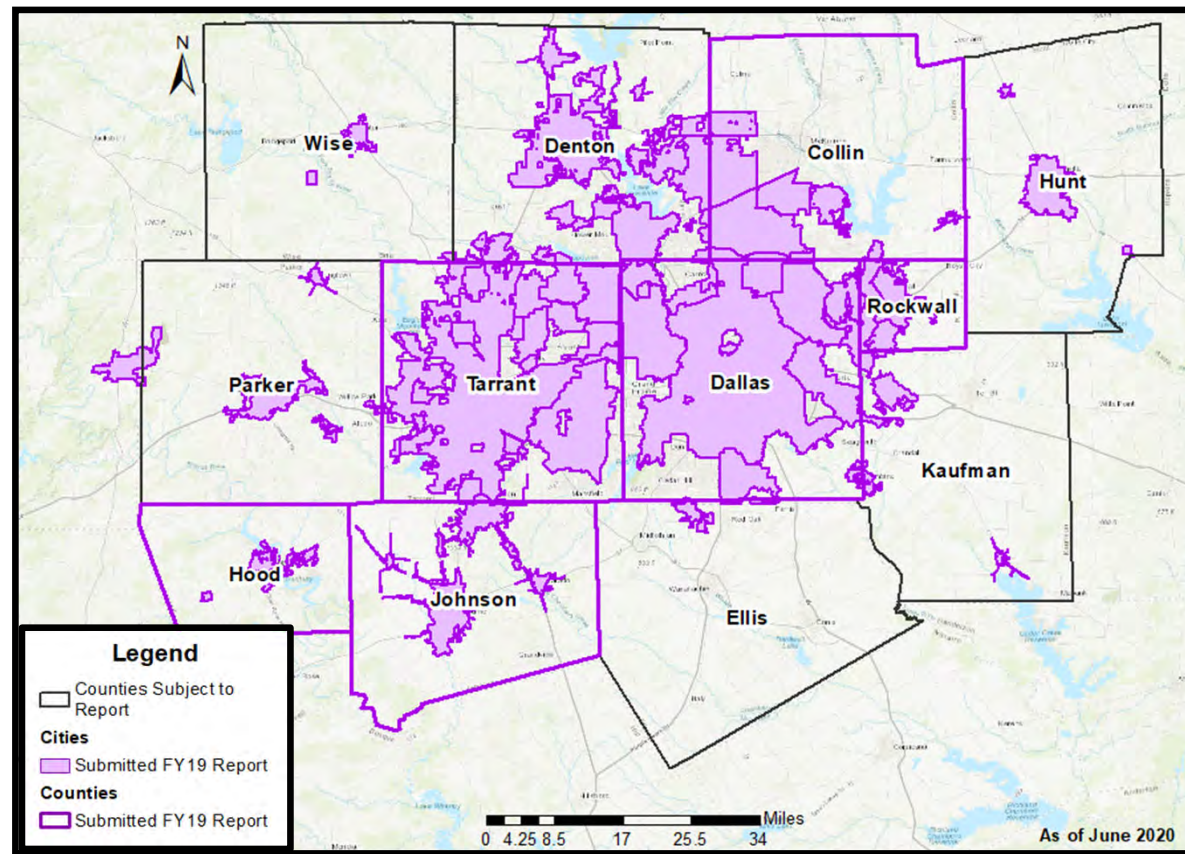
Number of Affected Political Subdivisions Who Submitted 2018 and 2019 Reporting to SECO



Source: NCTCOG

12

Cities and Counties Who Submitted a 2019 Local Government Energy Report to SECO



Reporting Due February 2021

Reference Electronic Item x.3

Revised from Fiscal Year to Calendar Year

Minimum Required Data Points Include

- ✓ Reporting Year
- ✓ Annual Electricity Consumption in Kilowatt Hours (kWh)
- ✓ Gross Square Footage of All Buildings/Facilities

Prepare Early!

Review NCTCOG White Paper Outlining Challenges and Solutions

Attend Webinar January 12, 2021 from 2-3 pm

Use FREE SECO Technical Assistance

Contact NCTCOG for Assistance

CONTACT

Lori Clark
Program Manager &
DFWCC Coordinator
NCTCOG/DFWCC
lclark@nctcog.org
(817) 695 9232

Electric Vehicles
www.driveelectricdfw.org
www.dfwcleancities.org/evnt

Energy Reporting
www.conservenorthtexas.org
<http://conservenorthtexas.org/item/local-government-energy-reporting-toolkit>



**Regional Transportation Council Attendance Roster
December 2019 - November 2020**

RTC MEMBER	Entity	12/12/19	1/9/20	2/27/20	3/12/20	4/9/20	5/14/20	6/11/20	7/9/20	8/13/20	9/10/20	10/8/20	11/12/20
Tennell Atkins (09/17)	Dallas	E	E(R)	P	E	P	A	P	P	P	P	P	P
Richard E. Aubin (06/18)	Garland	P	P	E	P	P	P	P	P	P	P	P	P
Mohamed Bur (06/18)	TxDOT, Dallas	P	P	P	P	P	P	E(R)	P	E(R)	P	P	P
Dianne Costa (10/19)	DCTA	P	E(R)	E	P	P	P	P	P	P	P	P	E
Theresa Daniel (11/18)	Dallas Cnty	P	P	P	P	P	P	P	P	P	P	P	P
Jeff Davis (11/19)	Trinity Metro	P	E(R)	E(R)	A	P	P	P	P	A	P	P	P
Pat Deen (08/19)	Parker County	P	P	P	P	A	P	P	P	P	P	P	P
Rudy Durham (7/07)	Lewisville	P	P	P	E	P	P	P	P	P	P	P	P
Andy Eads (1/09)	Denton Cnty	P	P	P	P	P	P	P	P	P	P	P	P
Kevin Falconer (07/17)	Carrollton	P	E(R)	A	A	P	P	P	P	P	P	A	P
Gary Fickes (12/10)	Tarrant Cnty	P	E(R)	P	P	P	E	P	P	P	P	E(R)	E(R)
George Fuller (07/17)	McKinney	E	A	P	P	P	P	P	P	P	P	A	P
Rick Grady (09/18)	Plano	P	P	P	P	P	P	P	P	P	P	P	P
Lane Grayson (01/19)	Ellis Cnty	P	P	P	P	P	P	P	P	P	P	P	P
Mojoy Haddad (10/14)	NTTA	A	A	P	E	P	P	E	P	P	P	E	P
Roger Harmon (1/02)	Johnson Cnty	P	P	P	P	P	P	P	P	P	P	P	P
Ivan Hughes (09/19)	Addison	P	P	P	P	P	P	P	P	P	P	P	P
Clay Lewis Jenkins (04/11)	Dallas Cnty	E(R)	P	P	E	E(R)	E(R)	P	P	P	P	P	P
Ron Jensen (06/13)	Grand Prairie	P	P	E(R)	E(R)	P	P	P	P	P	P	P	P
Carl L. Johnson (09/22)	TxDOT, FW	--	--	--	--	--	--	--	--	--	P	P	P
Jungus Jordan (4/07)	Fort Worth	P	P	P	P	P	P	P	P	P	P	P	P
John Keating (12/19)	Frisco	P	P	E(R)	E(R)	P	P	E(R)	E(R)	P	P	P	P
Mike Leyman (09/19)	Mansfield	P	P	P	P	P	P	P	P	P	P	P	P
David Magness (06/13)	Rockwall Cnty	P	P	P	P	P	P	P	P	E(R)	A	P	P
B. Adam McGough (07/20)	Dallas	--	--	--	--	--	--	--	P	P	P	P	P
William Meadows (02/17)	DFW Airport	E	P	P	E(R)	A	A	P	P	A	A	A	A
Cara Mendelsohn (07/20)	Dalals	--	--	--	--	--	--	--	P	P	P	P	P
Robert Miklos (12/19)	Mesquite	P	P	E	P	P	P	P	P	P	P	P	P
Cary Moon (06/15)	Fort Worth	E(R)	P	P	P	P	P	P	P	P	P	E(R)	P
Barbara Odom-Wesley (07/19)	Arlington	P	P	P	E(R)	P	P	P	P	P	P	P	P
Philip J. Ritter (07/20)	Dallas	--	--	--	--	--	--	--	P	P	P	P	P
John Ryan (05/18)	Denton	P	P	P	E	P	P	P	P	P	P	P	P
Chris Schulmeister (07/20)	Allen	--	--	--	--	--	--	--	P	P	P	P	P
Casey Thomas II (07/20)	Dallas	--	--	--	--	--	--	--	A	P	E(R)	P	E(R)
Jeremy Tompkins (10/19)	Eules	E(R)	P	P	P	P	P	P	P	P	P	P	P
T. Oscar Trevino Jr. (6/02)	Nrth Rch Hills	P	P	P	P	P	P	P	P	P	P	P	P
William Tsao (3/17)	Dallas	P	P	P	P	P	P	P	P	P	P	P	P

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
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RTC MEMBER	Entity	12/12/19	1/9/20	2/27/20	3/12/20	4/9/20	5/14/20	6/11/20	7/9/20	8/13/20	9/10/20	10/8/20	11/12/20
Paul Wageman (10/19)	DART	P	P	P	P	P	P	P	P	P	P	P	P
Dennis Webb (8/18)	Irving	P	P	P	P	P	P	P	P	P	P	E	E(R)
Duncan Webb (6/11)	Collin Cnty	P	P	P	P	P	P	P	P	P	P	P	P
B. Glen Whitley (2/97)	Tarrant Cnty	E(R)	E	P	P	P	P	P	P	P	P	P	P
W. Jeff Williams (10/15)	Arlington	P	P	E	P	P	P	P	P	P	P	P	P
Ann Zadeh (06/17)	Fort Worth	P	P	P	P	P	P	P	P	P	P	P	P

Note: Date in parenthesis indicates when member was 1st eligible to attend RTC meetings

P= Present
A= Absent
R=Represented by Alternate
--= Not yet appointed

E= Excused Absence (personal illness, family emergency,
jury duty, business necessity, or fulfillment
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A monthly update on activities of the Regional Transportation Council and the North Central Texas Council of Governments Transportation Department

December 2020

INSIDE

Workshop to review drone flight requirements

The North Central Texas Council of Governments is holding a virtual workshop from 10 a.m. to noon Saturday, December 5 to discuss the rules and regulations, best practices, and helpful hints that could benefit pilots, such as the best places to fly drones, also known as unmanned aircraft systems (UAS). See more on page 2.

LBJ East groundbreaking celebrated virtually

The commencement of the reconstruction and modernization of an 11-mile stretch of Interstate Highway 635 in Dallas, Garland and Mesquite was officially celebrated this fall. And it looked a little different than usual. Officials from the Texas Department of Transportation convened virtually with federal, State and local leaders to celebrate the groundbreaking of LBJ East.

The project on IH 635 from US 75 to IH 30 will result in continuous frontage roads, fully reconstructed and expanded main lanes (from eight lanes to 10), and rebuilt cross streets, as well as the IH 30/IH 635 interchange. Major roadway enhancements include updating roadway designs to meet current standards and implementing wider cross streets to increase traffic capacity.

The \$1.7 billion LBJ East is the one of several Texas Clear Lanes projects in Dallas County to start construction since the program began in 2015. Designed to address Texas' most congested highways, Texas Clear Lanes includes more than 40 projects statewide designed to improve mobility.

Construction for LBJ East began in spring 2020 and included the closure of the IH 635 TEXpress Lanes, main lane restriping, utility relocations and installation of new bridge foundations in its first few months.

The Regional Transportation Council and the Texas Transportation Commission worked cooperatively to move LBJ East toward construction. Stay informed on construction progress, lane closures and traffic changes by signing up for text alerts.

Text the message "635 East" to 31996. Email updates are available at the following site: <https://635east.com/receive/e-blasts>.

— 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.

Learn requirements to fly drone at Dec. 5 workshop

Drones are becoming more popular throughout Dallas-Fort Worth, whether flying for business purposes, to improve public safety or just for fun. With the holiday season approaching, many North Texans may soon have the opportunity to fly a drone for the first time. To fly a drone for purposes other than recreation, an operator must obtain a Remote Pilot Certificate, also known as a Part 107 license. There are also other rules and regulations to follow.

The North Central Texas Council of Governments is holding a FREE virtual workshop from 10 a.m. to noon Saturday, Dec. 5 to discuss the rules and regulations, best practices and helpful hints that could benefit pilots. This includes the best places in the Dallas-Fort Worth area to fly drones, also known as unmanned aircraft systems (UAS).

During the workshop, attendees, from those who have never flown a drone before to professional operators, will hear from licensed UAS professionals and other industry stakeholders about licensing and other topics important for the safe operation of drones.



NCTCOG will hold a free virtual workshop December 5 to discuss the rules of drone flight.

This virtual workshop is part of an effort by NCTCOG to work with regional partners to ensure this growing technology can be effectively integrated by users and solutions to problems can be developed. The series began with an in-person workshop earlier this year. With the onset of the COVID-19 pandemic, the sessions have temporarily become virtual. For information and to register for the workshop, visit www.northtexasuas.com. Additional workshops covering the same topics are planned for early in 2021.

NCTCOG tracking COVID-19 impact with eye toward recovery

The COVID-19 pandemic has changed priorities around the world since it began earlier this year. It has touched nearly every corner of the globe, profoundly affecting people, their health and their way of life. NCTCOG has undertaken Changing Mobility, a project that identifies the impacts on transportation and air quality of the coronavirus pandemic and begins to chart a course toward recovery. The project examines the following four metrics:

- Travel behavior response to COVID-19
- Financial implications to traditional revenue sources
- Benefits to travel behavior
- Prioritization of infrastructure improvements that offset unemployment increases

NCTCOG has launched an interactive dashboard to provide information on the above metrics since the pandemic began in March. The information is updated monthly and is available at www.nctcog.org/pm/covid-19.

RTC approves priorities for 87th Texas Legislature

The Regional Transportation Council in November approved its 2021 Legislative Program, the list of goals and priorities of the transportation policymaking body and member communities for the 87th Session of the Texas Legislature.

The Legislative Program underscores the region's need for additional resources to fund transportation. It details support for current funding mechanisms, such as Proposition 1 and Proposition 7 and identification of additional revenue sources to supplement traditional funding tools.

The expansion of transportation options for mega-metropolitan regions was also highlighted in the Legislative Program. These options may include the ability to utilize tolling and managed lanes, and the identification funding sources for transit initiatives.

The Legislative Program also calls for supporting the development of innovative technologies and safety improvements.

Lawmakers' efforts to improve air quality by protecting existing funding and modernizing options will also be monitored during the 140-day session.

Together, these goals will guide the RTC's dialogue with lawmakers during the 2021 Texas Legislative Session, which begins in January.

REGIONALNews

Energy reporting deadline extended to Feb. 1

The deadline for entities in the Dallas-Fort Worth nonattainment area to report their energy-consumption progress has been extended to February 1. The reporting process is being modified to cover energy consumption on a calendar year basis rather than fiscal year.

All political subdivisions, State agencies and colleges and universities in an ozone nonattainment area are required to establish a goal to reduce electricity consumption by at least 5% each year, according to the Texas Health and Safety Code.

Each political subdivision must submit a report annually to the State Energy Conservation Office regarding its progress and efforts to meet the 5% annual reduction goal. To assist local governments in achieving the 5% reduction goal and required reporting, NCTCOG developed a white paper to help resolve frequent challenges and highlight best practices. The "Texas' Mandated Local Government Energy Reduction Goal: Challenges and Best Practices" white paper can be accessed from the Local Government Energy Reporting Toolkit on the Conserve North Texas [webpage](#).

A webinar presenting this white paper and other key reporting tips will be provided at 2 p.m. January 12. For updates on the Local Government Energy Report and program, visit the SECO Local Government Energy Reporting [webpage](#).

IH 45 zero-emission vehicle plan moving forward

Progress continues in the effort to make one of Texas' busiest corridors easier for owners and operators of zero-emission vehicles to travel.

The goal of this project is to create an infrastructure plan that facilitates battery-electric vehicles and hydrogen fuel-cell electric vehicle pilot projects along Interstate Highway 45 between Dallas and Houston, with focus on medium- and heavy-duty applications. Another focus is supporting future strategic initiatives such as automated vehicle (AV) technology and truck platooning.

NCTCOG is meeting with stakeholders representing fuel providers, fleets, infrastructure developers, fuel associations, government agencies, utilities and interest groups regularly to guide development of the plan. Anyone interested in learning more or joining this effort is invited to visit the IH 45 ZEV Corridor [webpage](#).

Transportation Resources

Facebook

Facebook.com/nctcogtrans

Twitter

Twitter.com/nctcogtrans

YouTube

YouTube.com/nctcogtrans

Instagram

Instagram.com/nctcogtrans

Publications

NCTCOG.org/trans/outreach/publications.asp

Partners

Dallas Area Rapid Transit
DART.org

**Denton County
Transportation Authority**
DCTA.net

North Texas Tollway Authority
NTTA.org

**Texas Department
of Transportation**
TxDOT.gov

Trinity Metro
RideTrinityMetro.org

By the Numbers

\$1.7 billion

The estimated cost of the reconstruction of an 11-mile stretch of IH 635 through parts of Dallas, Garland and Mesquite.

PUBLIC *Involvement*

NCTCOG online input opportunity begins Dec. 14

Members of the public are invited to review information online related to transportation funding and current regional air quality trends beginning December 14. Residents can comment on these and other topics through January 12 by visiting www.nctcog.org/input.

NCTCOG staff assists the Regional Transportation Council in funding transportation projects and programs throughout the Dallas-Fort Worth area.

The MPO Milestone Policy identifies projects funded by the RTC at least 10 years ago that have not advanced to construction. Staff will present the list of these projects along with recommendations to ensure that they are implemented promptly.

Ozone season in North Texas concluded on November 30. Staff will present an update to this year's ozone progress and compliance with federal requirements.

Staff will also compare current data with previous ozone seasons and highlight current studies of COVID-19 on air quality.

Additionally, staff will provide an update and overview of the changes in the regional trail and shared bicycle use network, including time of day, day of week and mode share.

NCTCOG staff is also currently working with regional rail partners to develop and implement a Regional Rail Information System (RRIS). The system will maximize efficiency on shared-use freight and passenger rail networks by exchanging accurate, timely, actionable information on train movement in the region.

NCTCOG will be publishing a request for proposals to solicit interest from potential consultants and will provide an overview of project activities to date.

Information on the Regional Smoking Vehicle Program and vehicle incentive opportunities will also be highlighted as part of the public input opportunity.

For more information and to listen to an audio recording of the presentations, visit www.nctcog.org/input.

Prepared in cooperation with the US Department of Transportation (Federal Highway Administration and Federal Transit Administration) and the Texas Department of Transportation. The contents of this report reflect the views of the authors who are responsible for the opinions, findings and conclusions presented herein. The contents do not necessarily reflect the views or policies of the Federal Highway Administration or the Texas Department of Transportation. — Imagery provided by Getty Images.