

consideration. These modifications have been reviewed for consistency with the mobility plan, the air quality conformity determination and financial constraint of the TIP.

Performance Measure(s) Addressed: Roadway, Transit

3.2 Regional Transportation Council Local Contingency for Fiscal Year 2021 Regional Aerial Photography Program

Presenter: Dan Kessler, NCTCOG

Item Summary: Regional Transportation Council (RTC) approval of a \$1.8 million cash flow contingency for the Fiscal Year (FY) 2021 Regional Aerial Photography Program will be requested.

Background: The North Central Texas Council of Governments (NCTCOG) has a cooperative Regional Aerial Photography Program whereby orthophotography and ancillary products are developed on a periodic basis at the request of local governments and other public entities. The primary flights for the region are conducted every two years. The FY2021 Program includes aerials requested by the Dallas and Fort Worth Texas Department of Transportation (TxDOT) Districts for transportation-related purposes. The total cost of the FY2021 Program is approximately \$2.4 million, with TxDOT's share being \$1.8 million. The flights need to proceed in January to obtain aerials without leaves on the trees, which is a critical element for TxDOT and local governments. The RTC previously approved federal funds to cover the TxDOT share of these costs. Federal funds are anticipated to be available in the March timeframe (but could be later) to cover TxDOT's share, which will be due in April. Staff requests a cash flow contingency in RTC Local funds of \$1.8 million to cover costs in the event federal funds are not available by the end of March. It is unlikely that this contingency will be needed; however, if used, the RTC Local funds would be replenished upon the availability of the federal funds.

Performance Measure(s) Addressed: Administrative

1:20 – 1:35

4. Orientation to Agenda/Director of Transportation Report

Action Possible Action Information Minutes: 15

Presenter: Michael Morris, NCTCOG

1. Celebration of Transportation Service by Gary Thomas, President/Executive Director, Dallas Area Rapid Transit (DART) (Michael Morris and DART Board Chair Paul N. Wageman)
2. \$4 Million Advanced Transportation and Congestion Management Technologies Deployment (ACTMTD) Grant from the United States Department of Transportation Received for City of Dallas SM Wright

Smart Corridor Project in Partnership with the Regional Transportation Council

3. NCTCOG Staff Member Ernest Huffman Recipient of Association for Unmanned Vehicle Systems International Lone Star's Excellence Award for Work on Integrating Unmanned Aircraft Systems (UAS) into North Texas and Advocating for Advancement of UAS Technologies
4. United States Department of Transportation Issues Two, Much-Anticipated Drone Rules to Advance Safety and Innovation in the United States ([Electronic Item 4.1](#))
5. Federal Railroad Administration Announces Full Implementation of Positive Train Control (PTC) and Certifies TEXRail PTC System ([Electronic Item 4.2](#))
6. Changing Mobility: Data, Insights, and Delivering Innovative Projects During COVID Recovery ([Electronic Item 4.3](#))
(www.nctcog.org/pm/covid-19)
7. Dallas-Fort Worth Clean Cities Upcoming Events
(<https://www.dfwcleancities.org/dfw-clean-cities-meetings>)
8. Air Quality Funding Opportunities for Vehicles
(<https://www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle>)
9. Status of Texas Volkswagen Environmental Mitigation Program Funding Programs ([Electronic Item 4.4](#))
10. Upcoming Transit Studies Meetings
 - Tarrant County Stakeholder Advisory Group Meeting: January 28, 2021, 2:00 PM
 - South Dallas County Public Meeting: February 4, 2021, 6:00 PM
 - Denton County Initial Stakeholders Meeting: February 5, 2021, 10:30 AM
 - East Dallas, Kaufman, and Rockwall Counties Initial Stakeholders Meeting: February 12, 2021, 10:00 AM
11. December Online Input Opportunity Minutes ([Electronic Item 4.5](#))
12. January Online Input Opportunity Notice ([Electronic Item 4.6](#))
13. Public Comments Report ([Electronic Item 4.7](#))
14. Recent Correspondence ([Electronic Item 4.8](#))
15. Recent News Articles ([Electronic Item 4.9](#))
16. Recent Press Releases ([Electronic Item 4.10](#))

1:35 – 1:45

5. **Legislative Update**

Action Possible Action Information Minutes: 10

Presenter: Rebekah Hernandez, NCTCOG

Item Summary: Staff will provide an update on federal and State legislative actions related to transportation and air quality issues affecting the Dallas-Fort Worth area. Legislative actions to be covered include the following:

- Federal Fiscal Year 2021 Appropriations
- Federal Supplemental COVID Stimulus
- Texas Comptroller Certification Revenue Estimate
- Actions in the Texas Legislature

Background: Transportation issues continue to be a focus for both the United States (US) Congress and the Texas Legislature. The

1st session of the 117th US Congress convened on January 3, 2021. The 87th Texas Legislature convened on January 12, 2021. This item will allow staff to provide updates on key positions of the Regional Transportation Council and allow any additional positions to be taken, if necessary.

Performance Measure(s) Addressed: Roadway, Transit

1:45 – 1:55 6. **2021 Top 10 Transportation Technology Initiatives: Recent Presentations**

Action Possible Action Information Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: The Regional Transportation Council (RTC) has requested continued emphasis on transportation technology initiatives. Staff will update the RTC on recent presentations.

Background: The Transportation Director has given several presentations recently on transportation technologies to interest groups within the region. [Electronic Item 6](#) highlights the top 10 transportation technologies initiatives currently being pursued within the region. In addition, staff will present four major programs areas and their relationship with our State legislative delegation.

Performance Measure(s) Addressed: Roadway, Transit

1:55 – 2:05 7. **Transit-Oriented Development Survey Results (This item was postponed from the December 10, 2020, RTC Meeting)**

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

2:05 – 2:15

8. **Update on Transit Ridership Related to COVID-19**

Action Possible Action Information Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: Changing Mobility performance measures have indicated the need to focus and create a partnership with transit authorities. Meetings have occurred over the last several months regarding this partnership.

Background: Due to the ongoing COVID-19 outbreak, transit ridership in the United States, Texas, and Dallas-Fort Worth region has suffered declines and stagnation. There is an urgency to support transit agencies and coordinate efforts to address ridership concerns. Through the COVID-19 #00X Infrastructure Program, \$25,000,000 was previously approved to make investments in various transit initiatives to address impacts due to COVID-19 and advance transit in the region. Over the past several weeks, North Central Texas Council of Governments staff has been working with the transit agencies to develop a phased plan and identify projects that prioritize rider safety and focus on increasing new transit riders while restoring previous transit users. Additional information is provided in [Electronic Item 8](#).

Performance Measure(s) Addressed: Administrative, Transit

2:15 – 2:25

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

Action Possible Action Information Minutes: 10

Presenter: Lori Clark, NCTCOG

Item Summary: Staff will present an overview of results from the 2019 Dallas-Fort Worth Clean Cities (DFWCC) Coalition Annual Survey and highlight Fleet Recognition recipients.

Background: The North Central Texas Council of Governments has been the host organization for DFWCC, a United States Department of Energy (DOE) initiative to reduce total energy impacts in the transportation sector, since 1994. Clean Cities coalitions are required to complete annual reporting to DOE every March. The Coalition has a goal of increasing energy use impacts by 15 percent year-over-year. In order to complete this report and meet these goals, DFWCC seeks information from local fleets about alternative fuel use and other fuel-saving activities. DFWCC also began a recognition program based on this data to highlight fleets that demonstrate excellence in their fleet reporting. [Electronic Item 9](#) provides more information, and additional detail is at www.dfwcleancities.org/annualreport.

Performance Measure(s) Addressed: Air Quality

10. **Progress Reports**

Action Possible Action Information

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

- RTC Attendance ([Electronic Item 10.1](#))
- STTC Attendance and Minutes ([Electronic Item 10.2](#))
- Local Motion ([Electronic Item 10.3](#))

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

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

13. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for ***1:00 pm, Thursday, February 11, 2021.***

**REGIONAL TRANSPORTATION COUNCIL
December 10, 2020**

In accordance with the Texas Governor's March 13, 2020, Disaster Declaration which was renewed through January 5, 2021, and subsequent suspension of certain Texas Open Meetings Act provisions, the December 10, 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, Gary Fickes, George Fuller, Barry L. Gordon (representing the Cities of Duncanville, DeSoto, Lancaster, Cedar Hill, Glenn Heights, and Hutchins), Lane Grayson, Mojoy Haddad, Roger Harmon, Ivan Hughes, Clay Lewis Jenkins, Ron Jensen, John Cordary (representing Carl L. Johnson), Jungus Jordan, John Keating, Mike Leyman, B. Adam McGough, Cara Mendelsohn, Robert Miklos, Cary Moon, Ignacio Nuñez, Phil Ritter, John Ryan, Chris Schulmeister, Bobby Stovall (representing Rockwall County and the Cities of Rockwall, Heath, Royse City, and Fate and Hunt County and the Cities of Greenville and Commerce), 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 November 12, 2020, Minutes:** The minutes of the November 12, 2020, meeting were approved as submitted in Reference Item 2. T. Oscar Trevino Jr. (M); George Fuller (S). The motion passed unanimously.

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

- 3.1. **Grand Prairie Incident Management Vehicles:** Approval to use \$65,900 in Regional Transportation Council (RTC) Local funding to fund the Grand Prairie Incident Management Blocking Equipment Pilot Project was requested. Additional information about the request was provided in Electronic Item 3.1.

A motion was made to approve the item on the Consent Agenda. Theresa Daniel (M); Richard Aubin (S). The motion passed unanimously.

4. **Orientation to the Agenda/Director of Transportation Report:** Michael Morris discussed the leadership and commitment of Rockwall County Commissioner David Magness and a moment of silence was held in his memory. In addition, Mr. Morris highlighted items on the Director of Transportation Report. Correspondence regarding comments on the Mid-Year Fiscal Year 2021 Unified Transportation Program, as well as correspondence to the Texas Transportation Commission on the six-point partnership program with the Regional Transportation Council (RTC), was emailed to members and posted to the RTC website as Electronic Item 4.8.1. Regarding the upcoming legislative session, he noted the marketing version of the RTC Legislative Program has been developed. In addition, representatives from Dallas requested a summarized version of the RTC's legislative position for use when communicating to the legislative delegation and the legislative mapping table has been

emailed to members. Mr. Morris also provided an overview of slides from Electronic Item 4.2, Changing Mobility: Data, Insights, and Delivering Innovative Projects During COVID Recovery. He highlighted impacts by mode of travel, noting that transit ridership remained a concern. In addition, he discussed the negative impacts to revenue as well as the lower cost of construction. The region continues efforts to implement projects in order to take advantage of the reduced construction costs. Detailed data is available through the online dashboard at www.nctcog.org/pm/covid-19. The 2021 RTC meeting schedule was provided to members in Electronic Item 4.1. Dallas-Fort Worth Clean Cities upcoming event information was made 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>. Electronic Item 4.3 included the status of various Texas Volkswagen Environmental Mitigation Program funding programs. Additional comments received for the October public input opportunity were provided in Electronic Item 4.4 and November online input opportunity minutes were provided in Electronic Item 4.5. The December online input opportunity notice was included in Electronic Item 4.6. The current Public Comments Report was provided in Electronic Item 4.7, recent correspondence in Electronic Item 4.8, recent news articles in Electronic Item 4.9, and recent press releases in Electronic Item 4.10.

Whitney Vandiver presented the recipients of the 2019-2020 Air North Texas Partner Awards: Outstanding Advertising, City of Plano; Outstanding Initiative, City of Garland; Outstanding Outreach, City of Dallas; Arlo Ambassador, City of Denton; and Partner of the Year, City of Grand Prairie.

- 5. Federal Highway Administration – Pavement/Bridge Condition Target Reaffirmation or Revisions:** Jeff Neal presented a recommendation to reaffirm support for adjusted statewide pavement and bridge condition (PM2) targets on National Highway System (NHS) facilities. The status of the various federally required performance measures was highlighted, and it was noted that in November 2018 the Regional Transportation Council (RTC) affirmed the Texas Department of Transportation's (TxDOT's) statewide targets for 2020 and 2022 for NHS pavement and bridges. Based on rulemaking, 2020 marks the mid-point of the performance period for PM2 with reports from State Departments of Transportation due October 1, 2020. When submitting its report, TxDOT adjusted five out of six of its targets for 2022, opening a new 180-day review period for the North Central Texas Council of Governments (NCTCOG) to either affirm its support of the adjusted targets or set new regional targets for 2022. 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. He noted that North Central Texas Council of Governments staff evaluated regional NHS pavement data for both on-system and off-system NHS facilities and linear trend projections particularly for off-system NHS pavements in both good and poor condition differ from those statewide. It was also noted that the North Texas Tollway Authority (NTTA) information represented is received directly from NTTA's Condition Rating System (CRS), and staff is working to find compatible ratings and thresholds between what is reported to the federal government and how TxDOT and local governments manage their pavement information systems. Mr. Neal also highlighted NHS bridge good and poor condition targets. For good condition targets, TxDOT did not revise its statewide good bridge condition target for 2020, which means reevaluation by the Metropolitan Planning Organization for this target was not opened. However, TxDOT did change its statewide poor bridge condition target from 0.8 percent to 1.5 percent. While the number is low, staff will continue to monitor bridge conditions since

bridge condition trends in the region are different from those statewide. In the region, 34 bridges have been identified as in poor condition. After review of projects included in the Transportation Improvement Program (TIP) and TxDOT's Unified Transportation Program (UTP), approximately 25 bridges will be addressed through a maintenance or construction project within the next 10 years, leaving 9 bridges remaining in poor condition in the region. Based on analysis of observed regional and statewide performance trends and the fact this is the first performance period, staff recommended reaffirmation of support for TxDOT's adjusted statewide PM2 targets. Collaboration activities with partners that would further contribute toward accomplishment of NHS pavement and bridge performance goals will continue. Details of the pavement and bridge condition targets were provided in Electronic Item 5. Mr. Neal also highlighted recent action to expedite improvements of NHS off-system arterials in poor condition through the COVID-19 #00X Infrastructure Program and Infrastructure for Rebuilding America (INFRA) Grant funding received to expedite improvements for NHS bridges in poor condition. The schedule for this effort was reviewed. A motion was made to reaffirm North Central Texas Council support for adjusted Texas Department of Transportation statewide 2022 good condition National Highway System pavement and bridge targets, as well as adjusted statewide 2022 poor condition NHS pavement and bridge targets as highlighted in Electronic Item 5. North Central Texas Council of Governments staff will work with local governments to expedite improvements for NHS off-system arterials in poor condition and with TxDOT/local governments to expedite improvements to NHS Bridges in poor condition. Theresa Daniel (M); George Fuller (S). The motion passed unanimously.

6. **2020 Metropolitan Planning Organization Milestone Policy (Round 2):** Christie Gotti presented next steps for implementing the second round of the Metropolitan Planning Organization (MPO) Milestone Policy. She noted the Regional Transportation Council (RTC) has been selecting projects since 1992 and in 2015 initiated the first round of the Milestone Policy to ensure that funded projects are being implemented in a timely manner and funding is available for other projects in the region. Round 1 of the policy reviewed projects selected from 1992 to 2005 that had not yet gone to construction and was successful in getting 51 out of 57 projects to construction. In this first round, the RTC granted a deadline extension to one project. The project's funding was obligated in October. All projects from Round 1 have either advanced to construction or were canceled at the request of the project sponsor. A second round of the Milestone Policy was initiated in 2019 for the next increment of projects and similar to the first round, the initiative is intended to move projects to construction. Round 2 affects projects there were funded between 2006 and 2010 that have not let or obligated as of December 2019; funded prior to 2006 that have 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; and funded with Congressional Earmarks that are subject to rescission for a total of 41 projects that need to be reconfirmed or cancelled. Agencies with projects on the Milestone Policy Project list must reconfirm projects as a priority by providing a realistic and achievable schedule, documentation of policy board support, and documentation of availability of local matching funds. A summary of the number of projects and funded projects proposed for cancellation, as well as projects under construction/complete or letting in the future was provided. The draft list of proposed recommendations for these projects were provided in Electronic Item 4.1, and additional details of the Milestone Policy were included in Electronic Item 4.2. 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 proposed the grace period is not continued. Also, when North Central Texas Council of

Governments staff briefed the Surface Transportation Technical Committee (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 proposed that failure to meet the schedules set forth will result in automatic removal of funding from a project. The schedule for this effort was highlighted, with action proposed at the January 22, 2021, STTC meeting and February 11, 2021, RTC meeting. Mo Bur, Texas Department of Transportation (TxDOT) Dallas District Engineer noted there is a lot of pressure on RTC and TxDOT to make sure that Category 5 and Category 7 funds are obligated before additional funding is requested. It is imperative that when funding is assigned to projects that the projects cross the goal line in a reasonable timeframe so entities outside the region know that when the Dallas-Fort Worth (DFW) region commits to funding a project it will deliver. He noted this puts the DFW region in a better position to compete statewide and nationally for additional funding.

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

Chris Klaus presented a summary of the 2020 ozone season activity and other air quality updates for the Dallas-Fort Worth (DFW) region. The region remains in nonattainment for both the 2008 and 2015 National Ambient Air Quality Standards (NAAQS) for ozone. The attainment dates for both standards are in 2021 and will be based on ozone data from 2018, 2019, and 2020. The design value, which is the regulatory test that considers the three-year average of the fourth highest value for individual monitors, was reviewed for 2020. The design value for the Grapevine monitor had a design value of 76 parts per billion (ppb) which exceeds both the 2008 and 2015 standards. A one-year extension can be granted by the Environmental Protection Agency if in the milestone year (2020) all monitors in the region fell below the 75-ppb value, but this did not happen. As a result, the region will likely be reclassified from serious to severe for the 2008 standard, the most critical at this time. With the reclassification comes additional federal emission control strategies which were detailed in Electronic Item 7. Additional requirements related to transportation include low volatile organic compound (VOC) gasoline, which is already in use in the region, and a new requirement for vehicle miles travel (VMT) growth offset. North Central Texas Council of Governments staff are continuing to assess the VMT growth offset requirement and verifying the methodology, which evaluates if the region's transportation control strategies are sufficient to offset anticipated emission increases due to VMT growth from a base year to the attainment year. Mr Klaus highlighted impacts of COVID-19 restrictions in the region, which have included increased bicycle/pedestrian trips and reduced congestion. However, despite the reduction in vehicle traffic and congestion, improvements to air quality were not as significant as expected. In a comparison of 2019 and 2020 ozone exceedance data, there were several examples of higher ozone exceedances in 2020 versus 2019. Staff is investigating reasons this may have occurred and are reviewing the impacts of background emissions, the accuracy of nonattainment boundaries, comprehensive multipollutant interactions, and potential changing of nitrogen oxides (NOx)/VOC ratios. He noted the State forecasted 72 ppb for 2020 and that even with COVID-19 behavior changes this did not occur. Staff is also working with the Transportation Research Board, Texas Commission on Environmental Quality, and Texas Department of Transportation to better understand the effectiveness of additional control strategies and programs that reduce emissions. In conclusion, Mr. Klaus noted if the region is reclassified to severe, staff will be working on new emissions inventories to support the State in development of the new air quality plans. It is anticipated that the deadline for the 2008 standard will be no later than July 20, 2027, (severe classification) and August 3, 2024, (moderate classification) for the 2015 standard. Details were provided in Electronic Item 7. He noted staff will continue to provide updates to members. Regional Transportation Council Vice Chair Theresa Daniel discussed efforts

implemented to affect the ozone levels and noted it does not seem the region is making significant progress. Michael Morris discussed design value trends over many years and noted data is trending downward. He added that staff will be discussing analytically how the region could have higher exceedances despite COVID-19 behavior changes, and the reasons that the current geography of the nonattainment boundary may not be the most accurate measure of air quality for the region. The historical ozone trend data will be provided to members by email. Barry L. Gordon discussed aviation emissions and the economic benefit of the Dallas Fort Worth International Airport. He asked if there was a way to parcel out aviation emissions to determine the overall air quality impact in comparison to automobiles. Mr. Klaus noted that at the ozone monitor level, readings are generated from all emissions sources and that aircraft emissions contribute to less than 10 percent of the total emissions. Even an 80 percent reduction in air travel would not have a significant impact, although any impact is important. Modeling helps staff to understand, based on emission inventories for each emission source, their individual contribution and how they interact with the atmosphere. Mr. Morris discussed the potential emission differences between idling planes and those in flight and noted these are the types of questions staff are investigating and working with partners to address.

8. **Overview of Next Steps Involving Travel Demand Management Program:** Sonya Landrum presented an overview of the regional Travel Demand Management (TDM) Program and efforts regarding the future direction of the program based on outcomes of travel behavior changes resulting from COVID-19 restrictions. The main goal of the North Central Texas Council of Governments' (NCTCOG) TDM Program is to reduce the demand for single-occupancy vehicle travel by implementing alternative forms of commute transportation. Examples include carpooling/vanpooling, transit, biking, walking, teleworking, compressed work weeks, as well as flexible or variable work schedules. As a result of COVID-19, the region has experienced drastic changes in commute patterns. There has been a large increase in the number of people who telecommute/work from home, as well as a large decrease in the number of people that drive and take transit. Positive impacts of these changes include decreased congestion and a small improvement in the region's air quality. However, the same commute pattern changes have had a negative impact on transit ridership which has shown a significant decline in comparison to the same months in 2019. Ms. Landrum reviewed private and public sector trip reduction targets and goals and noted that each are motivated to implement trip reduction strategies for different reasons. Staff have reviewed public and private sector strategies for various entities. Public-sector trip reduction strategies range from a 20 percent reduction up to an 80 percent reduction. In most cases, the reasons for implementing these strategies is motivated by the need to reduce congestion and improve air quality and many entities have ordinances that require employer participation. For the private sector, trip reduction targets range from 30-50 percent. Although the private sector reductions highlighted in the presentation reflect reductions made through teleworking, employers utilize a variety of TDM strategies to achieve the benefits of implementing a trip reduction program. Many private employers are motivated to reduce trips to reduce the company's carbon footprint, to affect climate change, or simply to save money. Because TDM is not a one size fits all solution, NCTCOG's TDM Program encourages employers to select and implement TDM strategies that work best for their needs. The COVID-19 pandemic has forced many employers, including NCTCOG, to test wide-scale, long-term teleworking which has proven to be achievable without sacrificing work quality and quantity. Staff recommended the Regional Transportation Council and NCTCOG take a leadership role in establishing a mandatory trip reduction goal for the region. To lead by example, NCTCOG is currently working to update the agency's alternative commute program to incorporate a mandatory trip reduction for staff in every

department. Considerations for a mandatory trip reduction target include possible public policy tradeoffs. Setting a target too low, a 5-10 percent reduction for example, may result in no change at all to congestion levels or air quality benefits. However, setting a higher target of 50-80 percent may result in drastic improvements to air quality and decreased congestion levels but could also result in unintended consequences such as the increase of fatal crashes as a result of higher speeds on less congested roadways. Other unintended impacts of implementing aggressive telework requirements that completely remove trips into an urban center or central business district may result in negative impacts to transit usage, decreased sales tax collection and possible negative impacts to growth in the urban center. The goal is to set a regional target that is high enough to be meaningful, but not so high that it causes unintended consequences. Additional information regarding recommended mandatory trip reduction target will be presented to the Council in the first quarter of 2021. Members were welcomed to provide feedback to staff.

9. **Update on Air Quality Initiatives – Electric Vehicles and Energy Reporting:** Lori Clark provided an update on local electric vehicle (EV) initiatives. Initiatives presented address air quality emphasis areas for high-emitting vehicles/equipment, idling, and energy/fuel use, as well as federal performance measures for air quality and policy within Mobility 2045. North Central Texas Council of Governments (NCTCOG) staff continues to encourage EV adoption as a strategy to improve air quality and monitors the number of registered light-duty electric vehicles in the region and statewide. Over 13,000 vehicles are currently registered in the Dallas-Fort Worth (DFW) region. Additional information is available online through an interactive tool at www.dfwcleancities.org/evnt. In addition to consumer adoption, Mr. Clark highlighted local fleet successes. A case study with the City of Lewisville, one of the largest EV fleets in the region, was provided in Electronic Item 9.1. In addition, Everman ISD began roll out of EV buses in October 2020. Also highlighted was this year's virtual National Drive Electric Week which included a livestreamed event and workshops for local governments. Recordings of all events are available through www.driveelectricdfw.org. Also highlighted was Volkswagen incentive money for level-two electric vehicle charging stations available on a first come, first served basis. Staff is working on outreach strategies to inform multifamily housing areas and major employers of the funding availability. Ms. Clark also provided information on local government energy reporting. Nitrogen oxides emissions sources were highlighted. Related to comments earlier in the meeting, she noted off-road mobile emission sources include both planes and trains. Local governments in and near nonattainment areas are required by law to set a goal to reduce electricity consumption by five percent year over year and report annually to the Texas State Energy Conservation Office (SECO). Local government reporting often does not occur so to increase awareness and compliance, NCTCOG staff worked with colleagues in the agency and across the State to help achieve the goal of reducing energy consumption. Data from the reports are used by the Texas A&M Energy Systems Laboratory who estimated that in 2018 approximately one ton per day of ozone forming nitrogen oxides emissions were reduced through energy efficiency. This is approximately half of all measures credited in transportation conformity that are implemented by the Regional Transportation Council. This information is submitted to the Texas Commission on Environmental Quality and included in the biennial report to the Texas Legislature. Increases in reporting have been realized following increased outreach and were highlighted. A white paper summarizing reporting challenges and best practices was provided in Electronic Item 9.2. She noted 2020 reporting is due February 2021. Correspondence detailing changes in reporting, requirements, and information on an upcoming webinar was provided in Electronic Item 9.3. More information on efforts presented at the meeting was provided in Electronic Item 9.4.

10. **Unmanned Aircraft Systems Safety and Integration Update:** Ernest Huffman provided an overview of a mechanism to support the safe and efficient integration of unmanned aircraft systems (UAS) into the Dallas-Fort Worth transportation system. He highlighted the various uses for UAS technology within the metropolitan areas, as well as in urban areas. As a result of growing UAS operation, planning for efficient UAS integration is important. Mr. Huffman highlighted considerations for the metropolitan area. These include policies to facilitate safe and efficient UAS operation throughout the region, operational safety within the regional aerospace, public engagement and equity within the region, land use regulations versus municipal priorities, mitigation of adverse impacts associated with varying vehicle types, economic impact, urban transportation system integration with existing urban transportation ecosystems, and privacy of data/network security. Also highlighted were proposed deal points for a mechanism to involve the Regional Transportation Council (RTC). Staff proposed to utilize the current transportation planning process for the integration of UAS, support safe and responsible UAS activity, encourage agencies to support their public safety services use of UAS systems, adopt pilot programs to demonstrate properly operated technologies, and provide UAS-oriented educational opportunities to prepare workforce development. Members were also encouraged to participate in the North Texas UAS Safety and Integration Task Force Community Integration Working Group. The Community Integration Working Group is being developed for cities to work together to categorize community concerns; inventory available applications, funding mechanism, and training; supplement existing transportation methods; and prepare for natural disasters and other emergencies. Mr. Huffman highlighted the schedule for this effort and noted that support for a coordinated approach to UAS integration may come in the form of a resolution and is expected to be presented to the Surface Transportation Technical Committee in January and the RTC in February. Jeff Williams discussed use of UAS technology following the recent tornado and also thanked members for their support during cleanup. RTC Chair Roger Harmon also discussed the use of UAS technology in Johnson County and the growth of its use in the region.
11. **Transit Oriented Development Survey Results:** This item was postponed until the January 14, 2021, meeting. Michael Morris noted that an update regarding communications with the three transportation authorities about transit ridership impacts of COVID-19 may also be added as part of the presentation.
12. **Progress Reports:** Regional Transportation Council attendance was provided in Electronic Item 12.1 and the current Local Motion was provided in Electronic Item 12.2.
13. **Other Business (Old or New):** There was no discussion on this item.
14. **Future Agenda Items:** There was no discussion on this item.
15. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for 1:00 pm, Thursday, January 14, 2021.

The meeting adjourned at 2:45 pm.

How to Read the Project Modification Listings - Roadway Section

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

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

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

PROPOSED FEBRUARY 2021 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 14042	Facility: FM 113	Location/Limits From: OLD MILLSAP ROAD	Modification #: 2021-0088
Impementing Agency: TXDOT-FORT WORTH		Location/Limits To: NORTH OF OLD MILLSAP ROAD	
County: PARKER	CSJ: 0717-01-025		
City: MILLSAP	Desc: REALIGN FM 113 (2 TO 2 LANES)		
	Request: INCREASE CONSTRUCTION FUNDING IN FY2022		
	Comment: LOCAL CONTRIBUTION PAID BY PARKER COUNTY		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0717-01-025	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$128,225	\$128,225
2018	ROW	0717-01-025	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$500,000	\$500,000
2019	UTIL	0717-01-025	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$145,000	\$145,000
2022	CON	0717-01-025	STBG:	\$480,000	\$120,000	\$0	\$0	\$0	\$600,000
Grand Total:				\$480,000	\$120,000	\$0	\$0	\$773,225	\$1,373,225

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0717-01-025	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$128,225	\$128,225
2018	ROW	0717-01-025	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$500,000	\$500,000
2019	UTIL	0717-01-025	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$145,000	\$145,000
2022	CON	0717-01-025	Cat 1:	\$1,120,000	\$280,000	\$0	\$0	\$0	\$1,400,000
2022	CON	0717-01-025	STBG:	\$480,000	\$120,000	\$0	\$0	\$0	\$600,000
Phase Subtotal:				\$1,600,000	\$400,000	\$0	\$0	\$0	\$2,000,000
Grand Total:				\$1,600,000	\$400,000	\$0	\$0	\$773,225	\$2,773,225

PROPOSED FEBRUARY 2021 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 13059 **Facility:** US 287 **Location/Limits From:** HERITAGE PKWY **Modification #:** 2021-0094
Impementing Agency: TXDOT-FORT WORTH **Location/Limits To:** JOHNSON COUNTY LINE
County: TARRANT **CSJ:** 0172-09-037
City: MANSFIELD **Desc:** CONSTRUCT 0/4 TO 4 LANE FRONTAGE ROADS
Request: ADD ROW PHASE IN FY 2020; INCREASE UTILITY PHASE FUNDING IN FY2021; DELAY CONSTRUCTION PHASE TO FY 2022 AND INCREASE FUNDING AS APPROVED BY THE RTC ON OCTOBER 8, 2020; REVISE LIMITS AS US 287 FROM UNION PACIFIC RAILROAD TO JOHNSON COUNTY LINE; REVISE SCOPE TO CONSTRUCT FREEWAY AUX LANES, CONSTRUCT 0/4 TO 4 FRONTAGE ROAD LANES, U-TURN LANE, RETAINING WALLS, DRAINAGE STRUCTURES, SIDEWALKS, AND SIGNALIZATION; INCREASE ENGINEERING FUNDING IN FY2019 AND REVISE FUNDING SHARES FROM 100% STATE TO 80% FEDERAL/20% STATE
Comment: REGIONAL 10 YEAR PLAN PROJECT

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0172-09-037	SW PE:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2021	UTIL	0172-09-037	SW ROW:	\$40,000	\$10,000	\$0	\$0	\$0	\$50,000
2021	CON	0172-09-037	Cat 2M:	\$6,000,000	\$1,500,000	\$0	\$0	\$0	\$7,500,000
Grand Total:				\$6,040,000	\$2,510,000	\$0	\$0	\$0	\$8,550,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0172-09-037	SW PE:	\$960,000	\$240,000	\$0	\$0	\$0	\$1,200,000
2020	ROW	0172-09-037	SW ROW:	\$40,000	\$10,000	\$0	\$0	\$0	\$50,000
2021	UTIL	0172-09-037	SW ROW:	\$64,000	\$16,000	\$0	\$0	\$0	\$80,000
2022	CON	0172-09-037	Cat 2M:	\$9,000,000	\$2,250,000	\$0	\$0	\$0	\$11,250,000
Grand Total:				\$10,064,000	\$2,516,000	\$0	\$0	\$0	\$12,580,000

Revisions since STTC Meeting: **UPDATED REQUEST TO INCLUDE CHANGES TO ENGINEERING PHASE IN FY2019**

PROPOSED FEBRUARY 2021 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 13060 **Facility:** US 287 **Location/Limits From:** TARRANT COUNTY LINE **Modification #:** 2021-0095
Impementing Agency: TXDOT-FORT WORTH **Location/Limits To:** LONE STAR ROAD/FM 157
County: JOHNSON **CSJ:** 0172-10-013
City: MANSFIELD **Desc:** CONSTRUCT 0 TO 4 LANE FRONTAGE ROADS AND INTERSECTION IMPROVEMENTS AT US 287 AND LONE STAR ROAD/FM 157
Request: DELAY ENGINEERING TO FY2019; INCREASE CONSTRUCTION FUNDING; REVISE SCOPE TO CONSTRUCT FREEWAY AUX LANES, NEW 0 TO 2 LANE FR, RAMPS, TEXAS U-TURN AT LONE STAR BRIDGE, LONE STAR RD WIDEN 2 TO 3 LANES, SHARED USE PATH, WIDEN LONE STAR RD BRIDGE FROM 2 TO 3 LANES, INTERSECTION IMPROVEMENTS AT US 287 AND LONE STAR RD/FM 157, RETAINING WALL, DRAINAGE STRUCTURES, SIDEWALKS AND SIGNALIZATION
Comment: REGIONAL 10 YEAR PLAN PROJECT

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total	
2018	ENG	0172-10-013	SW PE:		\$0	\$1,200,000	\$0	\$0	\$0	\$1,200,000
2021	ROW	0172-10-013	SW ROW:	\$40,000	\$10,000	\$0	\$0	\$0	\$0	\$50,000
2021	UTIL	0172-10-013	SW ROW:	\$40,000	\$10,000	\$0	\$0	\$0	\$0	\$50,000
2021	CON	0172-10-013	Cat 2M:	\$14,240,000	\$3,560,000	\$0	\$0	\$0	\$0	\$17,800,000
Grand Total:				\$14,320,000	\$4,780,000	\$0	\$0	\$0	\$0	\$19,100,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total	
2019	ENG	0172-10-013	SW PE:		\$0	\$1,200,000	\$0	\$0	\$0	\$1,200,000
2021	ROW	0172-10-013	SW ROW:	\$40,000	\$10,000	\$0	\$0	\$0	\$0	\$50,000
2021	UTIL	0172-10-013	SW ROW:	\$40,000	\$10,000	\$0	\$0	\$0	\$0	\$50,000
2021	CON	0172-10-013	Cat 2M:	\$18,240,000	\$4,560,000	\$0	\$0	\$0	\$0	\$22,800,000
Grand Total:				\$18,320,000	\$5,780,000	\$0	\$0	\$0	\$0	\$24,100,000

PROPOSED FEBRUARY 2021 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 13060.2 **Facility:** US 287 **Location/Limits From:** LONE STAR RD **Modification #:** 2021-0096
Implementing Agency: TXDOT-FORT WORTH **Location/Limits To:** ENTRANCE RAMP TO SB US 287
County: JOHNSON **CSJ:** 0171-10-017
City: MANSFIELD **Desc:** CONSTRUCT NEW 0 TO 2 LANE SB FRONTAGE ROAD, INTERSECTION IMPROVEMENTS AT US 287 AND LONE STAR RD, SIDEWALKS, DRAINAGE STRUCTURES
Request: ADD NEW PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ENG	0171-10-017	SW PE:	\$120,000	\$30,000	\$0	\$0	\$0	\$150,000
2021	CON	0171-10-017	STBG:	\$1,200,000	\$300,000	\$0	\$0	\$0	\$1,500,000
Grand Total:				\$1,320,000	\$330,000	\$0	\$0	\$0	\$1,650,000

PROPOSED FEBRUARY 2021 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 19005 **Facility:** VA **Location/Limits From:** PLANO CITYWIDE TRAFFIC CAMERA, TRAFFIC SIGNAL, AND SIGNAL COMMUNICATION UPGRADES **Modification #:** 2021-0145
Impementing Agency: PLANO
County: COLLIN **CSJ:** 0918-24-251
City: PLANO **Desc:** PLANO CITYWIDE TRAFFIC CAMERA, TRAFFIC SIGNAL, AND SIGNAL COMMUNICATION UPGRADES
Request: REVISE LIMITS TO PLANO CITYWIDE CCTV CAMERA EXPANSION AND REVISE SCOPE TO INSTALL NEW CCTV CAMERAS CITYWIDE
Comment: 373,400 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; CATEGORY 2 TDCS

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	CON	0918-24-251	Cat 3 - TDC (MPO):	\$0	\$0	\$373,400	\$0	\$0	\$0
2021	CON	0918-24-251	Cat 5:	\$1,867,000	\$0	\$0	\$0	\$0	\$1,867,000
Phase Subtotal:				\$1,867,000	\$0	\$373,400	\$0	\$0	\$1,867,000
Grand Total:				\$1,867,000	\$0	\$0	\$0	\$0	\$1,867,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	CON	0918-24-251	Cat 3 - TDC (MPO):	\$0	\$0	\$373,400	\$0	\$0	\$0
2021	CON	0918-24-251	Cat 5:	\$1,867,000	\$0	\$0	\$0	\$0	\$1,867,000
Phase Subtotal:				\$1,867,000	\$0	\$373,400	\$0	\$0	\$1,867,000
Grand Total:				\$1,867,000	\$0	\$0	\$0	\$0	\$1,867,000

Revisions since STTC Meeting: CHANGED REQUEST TO REVISE LIMITS TO PLANO CITYWIDE CCTV CAMERA EXPANSION AND REVISE SCOPE TO INSTALL NEW CCTV CAMERAS CITYWIDE

PROPOSED FEBRUARY 2021 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 20134 **Facility:** VA **Location/Limits From:** DALLAS CBD STREETCAR CIRCULATOR EXPANSION-PHASE 1 FROM DOWNTOWN DALLAS **Modification #:** 2021-0147
Impementing Agency: DALLAS **Location/Limits To:** OAK CLIFF
County: DALLAS **CSJ:** 0918-45-887
City: DALLAS **Desc:** DALLAS STREETCAR EXTENSION PHASE I
Request: INCREASE ENGINEERING FUNDING IN FY2011 AND DECREASE CONSTRUCTION FUNDING IN FY2011 TO MATCH FINAL EXPENDITURES; INCREASE FUNDING INCLUDES \$235,751 OF EARNED INTEREST
Comment: \$240,000 INTEREST TRANSFERRED TO TIP 20302/CSJ 0918-47-201; \$21,284 INTEREST REMITTED TO THE RTR POOL; LOCAL CONTRIBUTION PAID BY DART

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2011	ENG	0918-45-887	Cat 3 - RTR 121 - DA2:	\$0	\$0	\$4,800,000	\$0	\$0	\$4,800,000
2011	CON	0918-45-887	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$9,000,000	\$9,000,000
2011	CON	0918-45-887	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$500,000	\$0	\$0	\$500,000
2011	CON	0918-45-887	Cat 3 - RTR 121 - DA2:	\$0	\$0	\$1,200,000	\$0	\$0	\$1,200,000
2011	CON	0918-45-887	Cat 3 - RTR 161 - DA2:	\$0	\$0	\$3,300,000	\$0	\$0	\$3,300,000
2011	CON	0918-45-887	Cat 3 - TIGER II:	\$26,000,000	\$0	\$0	\$0	\$0	\$26,000,000
Phase Subtotal:				\$26,000,000	\$0	\$5,000,000	\$0	\$9,000,000	\$40,000,000
Grand Total:				\$26,000,000	\$0	\$9,800,000	\$0	\$9,000,000	\$44,800,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2011	ENG	0918-45-887	Cat 3 - RTR 121 - DA2:	\$0	\$0	\$6,164,509	\$0	\$0	\$6,164,509
2011	CON	0918-45-887	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$9,000,000	\$9,000,000
2011	CON	0918-45-887	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$500,000	\$0	\$0	\$500,000
2011	CON	0918-45-887	Cat 3 - RTR 121 - DA2:	\$0	\$0	\$1,200,001	\$0	\$0	\$1,200,001
2011	CON	0918-45-887	Cat 3 - RTR 161 - DA2:	\$0	\$0	\$2,171,241	\$0	\$0	\$2,171,241
2011	CON	0918-45-887	Cat 3 - TIGER II:	\$26,000,000	\$0	\$0	\$0	\$0	\$26,000,000
Phase Subtotal:				\$26,000,000	\$0	\$3,871,242	\$0	\$9,000,000	\$38,871,242
Grand Total:				\$26,000,000	\$0	\$10,035,751	\$0	\$9,000,000	\$45,035,751

PROPOSED FEBRUARY 2021 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 11652.1 **Facility:** VA **Location/Limits From:** VARIOUS LOCATIONS ALONG SH 199 AND US 377 **Modification #:** 2021-0149
Implementing Agency: TXDOT-F R T W J TH
County: TARRANT **CSJ:** 0902-00-278
City: VARIOUS **Desc:** INSTALLATION OF MINOR INTERSECTION IMPROVEMENTS, INCLUDING BROAD AND ADIOS. NO CCT. IP C. M. RAS
Request: REVISE LIMITS TO VARIOUS LOCATIONS ALONG FM 1220, SH 199, AND US 377

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0902-00-278	SW PE:	\$0	\$2,000	\$0	\$0	\$0	\$2,000
2021	CON	0902-00-278	Cat 5:	\$133,200	\$33,300	\$0	\$0	\$0	\$166,500
Grand Total:				\$133,200	\$35,300	\$0	\$0	\$0	\$168,500

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0902-00-278	SW PE:	\$0	\$2,000	\$0	\$0	\$0	\$2,000
2021	CON	0902-00-278	Cat 5:	\$133,200	\$33,300	\$0	\$0	\$0	\$166,500
Grand Total:				\$133,200	\$35,300	\$0	\$0	\$0	\$168,500

Revisions since STTC Meeting: FM 1220 NOT INCLUDED IN MINOR IMPROVEMENT PROGRAM SELECTION, THEREFORE MODIFICATION IS BEING WITHDRAWN FROM THIS CYCLE

PROPOSED FEBRUARY 2021 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 14060 **Facility:** CS **Location/Limits From:** E LOUISIANA STREET FROM SH 5 **Modification #:** 2021-0153
Impementing Agency: MCKINNEY **Location/Limits To:** THROCKMORTON ST
County: COLLIN **CSJ:** 0918-24-258
City: MCKINNEY **Desc:** RECONSTRUCT FROM 2 TO 2 LANES INCLUDING ON-STREET PARKING, ROUNDABOUT AT THE INTERSECTION OF EAST LOUISIANA AND GREENVILLE ST, AND SIDEWALK IMPROVEMENTS
Request: REMOVE FEDERAL FUNDING FROM ENGINEERING PHASE AND REPLACE WITH LOCAL CONTRIBUTION; ADVANCE ENGINEERING PHASE TO FY2020 AND INCREASE FUNDING; CHANGE FUNDING SOURCE TO RTR 121-CC2 FOR THE CONSTRUCTION PHASE AND INCREASE FUNDING; ADVANCE CONSTRUCTION PHASE TO FY2021
Comment: LOCAL CONTRIBUTION PAID BY CITY OF MCKINNEY; MCKINNEY'S MTP POLICY BUNDLE TDC BALANCE TO BE DECREASED BY ANY LOCAL FUNDING LESS THAN 20% ON THIS PROJECT; CMAQ FOR ROUNDABOUT AND SIDEWALK IMPROVEMENTS ONLY

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0918-24-258	Cat 3 - TDC (MPO):	\$0	\$0	\$36,000	\$0	\$0	\$0
2021	ENG	0918-24-258	STBG:	\$180,000	\$0	\$0	\$0	\$0	\$180,000
Phase Subtotal:				\$180,000	\$0	\$36,000	\$0	\$0	\$180,000
2021	UTIL	0918-24-258	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$100,000	\$100,000
2022	CON	0918-24-258	Cat 3 - TDC (MPO):	\$0	\$0	\$700,000	\$0	\$0	\$0
2022	CON	0918-24-258	Cat 5:	\$1,735,000	\$0	\$0	\$0	\$0	\$1,735,000
2022	CON	0918-24-258	STBG:	\$1,765,000	\$0	\$0	\$0	\$0	\$1,765,000
Phase Subtotal:				\$3,500,000	\$0	\$700,000	\$0	\$0	\$3,500,000
Grand Total:				\$3,680,000	\$0	\$0	\$0	\$100,000	\$3,780,000

REVISION REQUESTED:

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

Revisions since STTC Meeting: ADDED COMMENT REGARDING CMAQ FUNDING

PROPOSED FEBRUARY 2021 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 19010 **Facility:** CS **Location/Limits From:** ON US 380/WEST UNIVERSITY DRIVE AT COMMUNITY AVE **Modification #:** 2021-0154
Impementing Agency: MCKINNEY
County: COLLIN **CSJ:** 0135-02-067
City: MCKINNEY **Desc:** CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING DUAL LEFT TURN LANES AND RIGHT TURN LANES
Request: INCREASE LOCAL CONTRIBUTION FOR ENGINEERING AND ROW PHASES AND MOVE FEDERAL FUNDING TO CONSTRUCTION PHASE; ADVANCE CONSTRUCTION PHASE TO FY2023
Comment: 132,941 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC (MPO)) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; CATEGORY 2 AND MTP POLICY BUNDLE TDCS; LOCAL CONTRIBUTION PAID BY CITY OF MICKINNEY

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0135-02-067	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$130,000	\$130,000
2021	ENG	0135-02-067	Cat 3 - TDC (MPO):	\$0	\$0	\$24,000	\$0	\$0	\$0
2021	ENG	0135-02-067	Cat 5:	\$120,000	\$0	\$0	\$0	\$0	\$120,000
Phase Subtotal:				\$120,000	\$0	\$24,000	\$0	\$130,000	\$250,000
2022	ROW	0135-02-067	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$50,000	\$50,000
2024	CON	0135-02-067	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$655,294	\$655,294
2024	CON	0135-02-067	Cat 3 - TDC (MPO):	\$0	\$0	\$108,941	\$0	\$0	\$0
2024	CON	0135-02-067	Cat 5:	\$544,706	\$0	\$0	\$0	\$0	\$544,706
Phase Subtotal:				\$544,706	\$0	\$108,941	\$0	\$655,294	\$1,200,000
Grand Total:				\$664,706	\$0	\$0	\$0	\$835,294	\$1,500,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0135-02-067	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$250,000	\$250,000
2022	ROW	0135-02-067	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$340,000	\$340,000
2023	CON	0135-02-067	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$535,294	\$535,294
2023	CON	0135-02-067	Cat 3 - TDC (MPO):	\$0	\$0	\$132,941	\$0	\$0	\$0
2023	CON	0135-02-067	Cat 5:	\$664,706	\$0	\$0	\$0	\$0	\$664,706
Phase Subtotal:				\$664,706	\$0	\$132,941	\$0	\$535,294	\$1,200,000
Grand Total:				\$664,706	\$0	\$0	\$0	\$1,125,294	\$1,790,000

PROPOSED FEBRUARY 2021 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 11955.2 **Facility:** FM 917 **Location/Limits From:** S. MAIN STREET **Modification #:** 2021-0155
Impementing Agency: TXDOT-FORT WORTH **Location/Limits To:** SH 174
County: JOHNSON **CSJ:** 1181-03-036
City: JOSHUA **Desc:** CONSTRUCT RR GRADE SEPARATION AND REALIGN FM 917
Request: CLARIFY LIMITS AS FM 917 FROM MAIN STREET TO EAST OF SH 174; DELAY ROW PHASE TO FY2022; DELAY UTILITY PHASE TO FY2023; DELAY CONSTRUCTION PHASE TO FY2024 AND REDUCE FUNDING
Comment: REGIONAL 10 YEAR PLAN PROJECT; RELATED TO TIP 11955.1/CSJ 1181-02-033

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	1181-03-036	SW PE:	\$0	\$400,000	\$0	\$0	\$0	\$400,000
2021	ROW	1181-03-036	SW ROW:	\$0	\$547,000	\$0	\$0	\$0	\$547,000
2021	UTIL	1181-03-036	SW ROW:	\$0	\$200,000	\$0	\$0	\$0	\$200,000
2023	CON	1181-03-036	Cat 2M:	\$2,792,598	\$698,150	\$0	\$0	\$0	\$3,490,748
Grand Total:				\$2,792,598	\$1,845,150	\$0	\$0	\$0	\$4,637,748

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	1181-03-036	SW PE:	\$0	\$400,000	\$0	\$0	\$0	\$400,000
2022	ROW	1181-03-036	SW ROW:	\$0	\$547,000	\$0	\$0	\$0	\$547,000
2023	UTIL	1181-03-036	SW ROW:	\$0	\$200,000	\$0	\$0	\$0	\$200,000
2024	CON	1181-03-036	Cat 2M:	\$2,400,000	\$600,000	\$0	\$0	\$0	\$3,000,000
Grand Total:				\$2,400,000	\$1,747,000	\$0	\$0	\$0	\$4,147,000

PROPOSED FEBRUARY 2021 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 11955.1 **Facility:** FM 917 **Location/Limits From:** EDDY AVENUE **Modification #:** 2021-0156
Impementing Agency: TXDOT-FORT WORTH **Location/Limits To:** S. MAIN STREET
County: JOHNSON **CSJ:** 1181-02-033
City: JOSHUA **Desc:** CONSTRUCT RAILROAD GRADE SEPARATION AND REALIGN FM 917
Request: REVISE LIMITS TO FM 917 FROM WEST OF AVE F TO MAIN STREET; DELAY ROW PHASE TO FY2022; DELAY UTILITY PHASE TO FY2023; DELAY CONSTRUCTION PHASE TO FY2024
Comment: REGIONAL 10 YEAR PLAN PROJECT; RELATED TO TIP 11955.2/CSJ 1181-03-036

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	1181-02-033	SW PE:	\$0	\$1,100,000	\$0	\$0	\$0	\$1,100,000
2021	ROW	1181-02-033	SW ROW:	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
2021	UTIL	1181-02-033	SW ROW:	\$0	\$500,000	\$0	\$0	\$0	\$500,000
2023	CON	1181-02-033	Cat 2M:	\$8,000,000	\$2,000,000	\$0	\$0	\$0	\$10,000,000
Grand Total:				\$8,000,000	\$5,600,000	\$0	\$0	\$0	\$13,600,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	1181-02-033	SW PE:	\$0	\$1,100,000	\$0	\$0	\$0	\$1,100,000
2022	ROW	1181-02-033	SW ROW:	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
2023	UTIL	1181-02-033	SW ROW:	\$0	\$500,000	\$0	\$0	\$0	\$500,000
2024	CON	1181-02-033	Cat 2M:	\$8,000,000	\$2,000,000	\$0	\$0	\$0	\$10,000,000
Grand Total:				\$8,000,000	\$5,600,000	\$0	\$0	\$0	\$13,600,000

PROPOSED FEBRUARY 2021 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 13043 **Facility:** IH 30 **Location/Limits From:** IH 635 **Modification #:** 2021-0161
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** BASS PRO DRIVE
County: DALLAS **CSJ:** 0009-11-129
City: VARIOUS **Desc:** RECONSTRUCT 8 TO 8 GENERAL PURPOSE LANES AND RECONSTRUCT 4/6 LANE DISCONTINUOUS TO 4/6 LANE CONTINUOUS FRONTAGE ROADS
Request: REVISE SCOPE TO OPERATIONAL IMPROVEMENTS AND BOTTLENECK REMOVAL; DECREASE FUNDING AND ADVANCE ENGINEERING AND ROW PHASES TO FY2023 THEREBY ADDING PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
Comment: 10 YEAR PLAN PROJECT

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2045	ENG	0009-11-129	SW PE:	\$0	\$50,000,000	\$0	\$0	\$0	\$50,000,000
2045	ROW	0009-11-129	SW ROW:	\$90,000,000	\$10,000,000	\$0	\$0	\$0	\$100,000,000
Grand Total:				\$90,000,000	\$60,000,000	\$0	\$0	\$0	\$150,000,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0009-11-129	SW PE:	\$0	\$12,250,000	\$0	\$0	\$0	\$12,250,000
2023	ROW	0009-11-129	SW ROW:	\$36,000,000	\$4,000,000	\$0	\$0	\$0	\$40,000,000
Grand Total:				\$36,000,000	\$16,250,000	\$0	\$0	\$0	\$52,250,000

TIP Code: 11950.2 **Facility:** SH 114 **Location/Limits From:** SP 348 **Modification #:** 2021-0163
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** EAST OF ROCHELLE BLVD
County: DALLAS **CSJ:** 0353-06-067
City: IRVING **Desc:** WIDEN 2 HOV/MANAGED TO 4 CONCURRENT HOV/MANAGED LANES
Request: SPLIT FROM TIP 11950/CSJ 0353-06-063; ADD PROJECT TO APPENDIX D OF THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
Comment: PART OF THE SH183/MIDTOWN EXPRESS CORRIDOR

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2045	ENG	0353-06-067	SW PE:	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
Grand Total:				\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000

Revisions since STTC Meeting: **ADDED COMMENT**

PROPOSED FEBRUARY 2021 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 11951.2 **Facility:** SH 114 **Location/Limits From:** EAST OF INTERNATIONAL PARKWAY **Modification #:** 2021-0166
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** SP 348
County: DALLAS **CSJ:** 0353-04-112
City: IRVING **Desc:** E OF INTERNATIONAL PKWY TO SH 161: RECONST & WIDEN 1 WB TO 4 CONCURRENT HOV/MANAGED LANES; SH 161 TO SP 348: WIDEN 2 TO 4 CONCURRENT HOV/MANAGED LANES
Request: SPLIT FROM TIP 11951/CSJ 0353-04-111; ADD PROJECT TO APPENDIX D OF THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2045	ENG	0353-04-112	SW PE:	\$0	\$3,000,000	\$0	\$0	\$0	\$3,000,000
Grand Total:				\$0	\$3,000,000	\$0	\$0	\$0	\$3,000,000

PROPOSED FEBRUARY 2021 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 14063 **Facility:** SH 174 **Location/Limits From:** N OF ELK DR **Modification #:** 2021-0169
Impementing Agency: TXDOT-FORT WORTH **Location/Limits To:** S OF HULEN ST
County: JOHNSON **CSJ:** 0019-01-146
City: BURLESON **Desc:** WIDEN FROM 4 TO 6 LANES RURAL DIVIDED WITH SIDEWALKS
Request: REVISE LIMITS TO ON SH 174 FROM N OF ELK DR TO WICKER HILL RD
Comment: LOCAL CONTRIBUTION PAID BY CITY OF BURLESON

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0019-01-146	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,100,000	\$1,100,000
2019	ROW	0019-01-146	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$100,000	\$100,000
2023	CON	0019-01-146	Cat 5:	\$720,000	\$180,000	\$0	\$0	\$0	\$900,000
2023	CON	0019-01-146	STBG:	\$5,208,000	\$1,302,000	\$0	\$0	\$0	\$6,510,000
Phase Subtotal:				\$5,928,000	\$1,482,000	\$0	\$0	\$0	\$7,410,000
Grand Total:				\$5,928,000	\$1,482,000	\$0	\$0	\$1,200,000	\$8,610,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0019-01-146	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,100,000	\$1,100,000
2019	ROW	0019-01-146	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$100,000	\$100,000
2023	CON	0019-01-146	Cat 5:	\$720,000	\$180,000	\$0	\$0	\$0	\$900,000
2023	CON	0019-01-146	STBG:	\$5,208,000	\$1,302,000	\$0	\$0	\$0	\$6,510,000
Phase Subtotal:				\$5,928,000	\$1,482,000	\$0	\$0	\$0	\$7,410,000
Grand Total:				\$5,928,000	\$1,482,000	\$0	\$0	\$1,200,000	\$8,610,000

PROPOSED FEBRUARY 2021 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 11614.5 **Facility:** VA **Location/Limits From:** CITY OF DENTON SCHOOL CONNECTION SIDEWALKS **Modification #:** 2021-0174

Impementing Agency: DENTON

County: DENTON **CSJ:** 0918-46-267

City: DENTON **Desc:** NEW SIDEWALK SEGMENTS NEAR SCHOOL SITES AT PECAN CREEK AND WOODROW WILSON ELEMENTARY SCHOOL IN THE CITY OF DENTON

Request: CLARIFY SCOPE AS NEW SIDEWALK SEGMENTS NEAR SCHOOL SITES AT PECAN CREEK ELEMENTARY SCHOOL ALONG POCKRUS PAGE ROAD AND WOODROW WILSON ELEMENTARY SCHOOL IN THE CITY OF DENTON; DELAY ENGINEERING PHASE TO FY2021 AND CONSTRUCTION PHASE TO FY2022

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0918-46-267	Cat 5:	\$113,540	\$0	\$0	\$28,385	\$0	\$141,925
2021	ROW	0918-46-267	Cat 5:	\$60,800	\$0	\$0	\$15,200	\$0	\$76,000
2021	CON	0918-46-267	Cat 5:	\$264,480	\$0	\$0	\$66,120	\$0	\$330,600
Grand Total:				\$438,820	\$0	\$0	\$109,705	\$0	\$548,525

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0918-46-267	Cat 5:	\$113,540	\$0	\$0	\$28,385	\$0	\$141,925
2021	ROW	0918-46-267	Cat 5:	\$60,800	\$0	\$0	\$15,200	\$0	\$76,000
2022	CON	0918-46-267	Cat 5:	\$264,480	\$0	\$0	\$66,120	\$0	\$330,600
Grand Total:				\$438,820	\$0	\$0	\$109,705	\$0	\$548,525

PROPOSED FEBRUARY 2021 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55269 **Facility:** IH 35E **Location/Limits From:** FRANKFORD RD **Modification #:** 2021-0176
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** CORPORATE DR
County: DENTON **CSJ:** 0196-02-132
City: VARIOUS **Desc:** CONSTRUCT OPERATIONAL IMPROVEMENTS ON NORTHBOUND MAINLANES
Request: INCREASE CONSTRUCTION IN FY2022 DUE TO REVISED CONSTRUCTION ESTIMATE

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0196-02-132	SW PE:	\$0	\$300,000	\$0	\$0	\$0	\$300,000
2022	CON	0196-02-132	STBG:	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
Grand Total:				\$4,000,000	\$1,300,000	\$0	\$0	\$0	\$5,300,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0196-02-132	SW PE:	\$0	\$300,000	\$0	\$0	\$0	\$300,000
2022	CON	0196-02-132	STBG:	\$7,200,000	\$1,800,000	\$0	\$0	\$0	\$9,000,000
Grand Total:				\$7,200,000	\$2,100,000	\$0	\$0	\$0	\$9,300,000

PROPOSED FEBRUARY 2021 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 54018 **Facility:** US 377 **Location/Limits From:** END OF BRAZOS RIVER BRIDGE **Modification #:** 2021-0179
Impementing Agency: TXDOT-FORT WORTH **Location/Limits To:** HOLMES DR
County: HOOD **CSJ:** 0080-03-049
City: GRANBURY **Desc:** WIDEN 3/4 LANE TO 4/6 LANE DIVIDED WITH INTERCHANGE AT SH 144 AND FM 51
Request: ADVANCE ROW PHASE TO FY2022; ADVANCE UTILITY PHASE TO FY2023; ADD CONSTRUCTION PHASE AND FUNDING TO FY2026
Comment: REGIONAL 10 YEAR PLAN PROJECT; THIS MOD REPRESENTS CHANGES TO LIMITS, SCOPE AND FISCAL YEAR SINCE LAST RTC APPROVAL

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0080-03-049	SW PE:	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
2023	ROW	0080-03-049	SW ROW:	\$2,800,000	\$700,000	\$0	\$0	\$0	\$3,500,000
2024	UTIL	0080-03-049	SW ROW:	\$800,000	\$200,000	\$0	\$0	\$0	\$1,000,000
Grand Total:				\$7,600,000	\$1,900,000	\$0	\$0	\$0	\$9,500,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0080-03-049	SW PE:	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
2022	ROW	0080-03-049	SW ROW:	\$2,800,000	\$700,000	\$0	\$0	\$0	\$3,500,000
2023	UTIL	0080-03-049	SW ROW:	\$800,000	\$200,000	\$0	\$0	\$0	\$1,000,000
2026	CON	0080-03-049	Cat 2M:	\$20,000,000	\$5,000,000	\$0	\$0	\$0	\$25,000,000
Grand Total:				\$27,600,000	\$6,900,000	\$0	\$0	\$0	\$34,500,000

PROPOSED FEBRUARY 2021 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 20236 **Facility:** VA **Location/Limits From:** OMNI CONVENTION HOTEL AND CONVENTION CENTER DART STATION PEDESTRIAN IMPROVEMENT PROJECT ON LAMAR ST; FROM ROSS ST **Modification #:** 2021-0189
Impementing Agency: DALLAS **Location/Limits To:** CANTON ST
County: DALLAS **CSJ:** 0918-47-023
City: DALLAS **Desc:** PEDESTRIAN IMPROVEMENTS; LANDSCAPING; AND TRAFFIC SIGNALIZATION
Request: DECREASE CONSTRUCTION IN FY2018 TO MATCH FINAL EXPENDITURES; RETURN REMAINING CONSTRUCTION FUNDING TO TIP 11924 SUSTAINABLE DEVELOPMENT POOL; PROJECT DISCONTINUED AS REQUESTED BY THE CITY OF DALLAS

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	CON	0918-47-023	Cat 3 - RTR 121 - East Sustainable Dev:	\$0	\$0	\$2,156,842	\$539,210	\$0	\$2,696,052
Grand Total:				\$0	\$0	\$2,156,842	\$539,210	\$0	\$2,696,052

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	CON	0918-47-023	Cat 3 - RTR 121 - East Sustainable Dev:	\$0	\$0	\$750,000	\$187,500	\$0	\$937,500
Grand Total:				\$0	\$0	\$750,000	\$187,500	\$0	\$937,500

TIP Code: 55272 **Facility:** FM 741 **Location/Limits From:** US 175 **Modification #:** 2021-0191
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** FM 548
County: KAUFMAN **CSJ:** 1092-01-021
City: VARIOUS **Desc:** WIDEN AND RECONSTRUCT 2 LANE URBAN UNDIVIDED TO 4/6 LANE URBAN DIVIDED
Request: REVISE SCOPE TO WIDEN AND RECONSTRUCT FROM A 2 LANE RURAL UNDIVIDED TO 4 LANE URBAN DIVIDED (ULTIMATE 6)

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	1092-01-021	SW PE:	\$0	\$4,000,000	\$0	\$0	\$0	\$4,000,000
2022	ROW	1092-01-021	SW ROW:	\$13,600,000	\$1,700,000	\$0	\$1,700,000	\$0	\$17,000,000
Grand Total:				\$13,600,000	\$5,700,000	\$0	\$1,700,000	\$0	\$21,000,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	1092-01-021	SW PE:	\$0	\$4,000,000	\$0	\$0	\$0	\$4,000,000
2022	ROW	1092-01-021	SW ROW:	\$13,600,000	\$1,700,000	\$0	\$1,700,000	\$0	\$17,000,000
Grand Total:				\$13,600,000	\$5,700,000	\$0	\$1,700,000	\$0	\$21,000,000

PROPOSED FEBRUARY 2021 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 13028 **Facility:** FM 664 **Location/Limits From:** FM 1387 **Modification #:** 2021-0192
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** WESTMORELAND ROAD
County: ELLIS **CSJ:** 1051-01-052
City: MIDLOTHIAN **Desc:** RECONSTRUCT AND WIDEN 2 LANE RURAL TO 4 LANE DIVIDED URBAN ROADWAY (ULTIMATE 6 LANE)
Request: INCREASE ROW FUNDING IN FY2021
Comment: REGIONAL 10 YEAR PLAN PROJECT

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	1051-01-052	SW PE:	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000
2021	ROW	1051-01-052	SW ROW:	\$5,200,000	\$650,000	\$0	\$650,000	\$0	\$6,500,000
2025	CON	1051-01-052	Cat 2M:	\$25,716,609	\$6,429,152	\$0	\$0	\$0	\$32,145,761
Grand Total:				\$30,916,609	\$8,579,152	\$0	\$650,000	\$0	\$40,145,761

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	1051-01-052	SW PE:	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000
2021	ROW	1051-01-052	SW ROW:	\$16,000,000	\$2,000,000	\$0	\$2,000,000	\$0	\$20,000,000
2025	CON	1051-01-052	Cat 2M:	\$25,716,609	\$6,429,152	\$0	\$0	\$0	\$32,145,761
Grand Total:				\$41,716,609	\$9,929,152	\$0	\$2,000,000	\$0	\$53,645,761

PROPOSED FEBRUARY 2021 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55219 **Facility:** IH 20 **Location/Limits From:** DALLAS COUNTY LINE **Modification #:** 2021-0193
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** SP 557
County: KAUFMAN **CSJ:** 0095-14-027
City: VARIOUS **Desc:** ADD 0 TO 4 CONTINUOUS FRONTAGE ROADS
Request: INCREASE ROW FUNDING IN FY2021
Comment: REGIONAL 10 YEAR PLAN PROJECT; "SEED MONEY" PROJECT

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0095-14-027	SW PE:	\$0	\$15,000,000	\$0	\$0	\$0	\$15,000,000
2021	ROW	0095-14-027	SW ROW:	\$11,700,000	\$1,300,000	\$0	\$0	\$0	\$13,000,000
Grand Total:				\$11,700,000	\$16,300,000	\$0	\$0	\$0	\$28,000,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0095-14-027	SW PE:	\$0	\$15,000,000	\$0	\$0	\$0	\$15,000,000
2021	ROW	0095-14-027	SW ROW:	\$36,000,000	\$4,000,000	\$0	\$0	\$0	\$40,000,000
Grand Total:				\$36,000,000	\$19,000,000	\$0	\$0	\$0	\$55,000,000

PROPOSED FEBRUARY 2021 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 11951 **Facility:** SH 114 **Location/Limits From:** EAST OF INTERNATIONAL PARKWAY **Modification #:** 2021-0194

Impementing Agency: TXDOT-DALLAS **Location/Limits To:** SP 348

County: DALLAS **CSJ:** 0353-04-111

City: IRVING **Desc:** EAST OF INT PKWY TO SH 161: RECONSTRUCT AND WIDEN 7 TO 8 GP LNS, 1 WB TO 4 CONCUR HOV/MNGD LNS AND 4 LN TO 4/8 LN DISCONT FRDS; FROM SH 161 TO SP 348: WIDEN 6 TO 8 GP LNS, 2 TO 4 CONCUR HOV/MNGD LNS, AND RECONSTRUCT 4/8 LN TO 4/8 LN CONT FRDS (ULTIMATE)

Request: ADVANCE ENGINEERING AND ROW PHASES TO FY2022 THEREBY ADDING PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); INCREASE FUNDING; REVISE SCOPE TO E OF INTERNATIONAL PKWY TO SH 161: RECONSTRUCT AND WIDEN 7 TO 8 GENERAL PURPOSE LANES & 4 TO 4/8 LANE DISCONTINUOUS FRONTAGE ROADS; SH 161 TO SP 348: WIDEN 6 TO 8 GENERAL PURPOSE LANES & RECONSTRUCT 4/8 TO 4/8 LANE CONTINUOUS FRONTAGE ROAD

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2045	ENG	0353-04-111	SW PE:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2045	ROW	0353-04-111	SW ROW:	\$800,000	\$200,000	\$0	\$0	\$0	\$1,000,000
Grand Total:				\$800,000	\$1,200,000	\$0	\$0	\$0	\$2,000,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	0353-04-111	SW PE:	\$0	\$24,000,000	\$0	\$0	\$0	\$24,000,000
2022	ROW	0353-04-111	SW ROW:	\$71,200,000	\$8,900,000	\$0	\$8,900,000	\$0	\$89,000,000
Grand Total:				\$71,200,000	\$32,900,000	\$0	\$8,900,000	\$0	\$113,000,000

PROPOSED FEBRUARY 2021 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 11950 **Facility:** SH 114 **Location/Limits From:** SP 348 **Modification #:** 2021-0197
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** EAST OF ROCHELLE BLVD
County: DALLAS **CSJ:** 0353-06-063
City: IRVING **Desc:** WIDEN 4 TO 8 GENERAL PURPOSE LANES, 2 TO 4 CONCURRENT HOV/MANAGED LANES, AND RECONSTRUCT 4/6 LANE TO 4/8 LANE CONTINUOUS FRONTAGE ROADS (ULTIMATE)
Request: SPLIT INTO TWO PROJECTS; REVISE SCOPE TO WIDEN 4 TO 8 GENERAL PURPOSE LANES AND 4/6 TO 4/8 LANE CONTINUOUS FRONTAGE ROADS; INCREASE ENGINEERING AND ROW PHASES; ADVANCE TO FY2022 OF THE PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); RELATED TO TIP 11950.2/CSJ 0353-06-067
Comment: 10 YEAR PLAN "SEED MONEY" PROJECT

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2045	ENG	0353-06-063	SW PE:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2045	ROW	0353-06-063	SW ROW:	\$800,000	\$200,000	\$0	\$0	\$0	\$1,000,000
Grand Total:				\$800,000	\$1,200,000	\$0	\$0	\$0	\$2,000,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	0353-06-063	SW PE:	\$0	\$6,000,000	\$0	\$0	\$0	\$6,000,000
2022	ROW	0353-06-063	SW ROW:	\$21,600,000	\$2,400,000	\$0	\$0	\$0	\$24,000,000
Grand Total:				\$21,600,000	\$8,400,000	\$0	\$0	\$0	\$30,000,000

PROPOSED FEBRUARY 2021 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55221 **Facility:** IH 30 **Location/Limits From:** DALROCK RD (DALLAS C/L) **Modification #:** 2021-0198
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** SH 205
County: ROCKWALL **CSJ:** 0009-12-215
City: VARIOUS **Desc:** DALROCK TO HORIZON RD; ADD SHOULDER; RECONST & WIDEN EXIST 6 TO 8 ML; RECONST EXIST 4/6 DISCONT TO 4/6 CONTINUOUS FRTG RDS; RAMP MODIFICATIONS
Request: REVISE SCOPE TO ADD SHOULDER; RECONSTRUCT & WIDEN 6 TO 8 ML; RECONSTRUCT 4/6 DISCONTINUOUS TO 4/6 CONTINUOUS FRONTAGE ROADS; RAMP MODIFICATIONS AND INTERCHANGE AT FM 740; AND INCREASE CONSTRUCTION FUNDING IN FY2023 AS PREVIOUSLY APPROVED THROUGH 10/8/2020 10 YEAR PLAN ACTION ITEM
Comment: REGIONAL 10 YEAR PLAN PROJECT

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0009-12-215	SW PE:	\$0	\$5,000,000	\$0	\$0	\$0	\$5,000,000
2021	ROW	0009-12-215	SW ROW:	\$13,500,000	\$1,500,000	\$0	\$0	\$0	\$15,000,000
2023	CON	0009-12-215	Cat 12:	\$30,480,000	\$7,620,000	\$0	\$0	\$0	\$38,100,000
2023	CON	0009-12-215	Cat 2M:	\$28,000,000	\$7,000,000	\$0	\$0	\$0	\$35,000,000
Phase Subtotal:				\$58,480,000	\$14,620,000	\$0	\$0	\$0	\$73,100,000
Grand Total:				\$71,980,000	\$21,120,000	\$0	\$0	\$0	\$93,100,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0009-12-215	SW PE:	\$0	\$5,000,000	\$0	\$0	\$0	\$5,000,000
2021	ROW	0009-12-215	SW ROW:	\$13,500,000	\$1,500,000	\$0	\$0	\$0	\$15,000,000
2023	CON	0009-12-215	Cat 12:	\$30,480,000	\$7,620,000	\$0	\$0	\$0	\$38,100,000
2023	CON	0009-12-215	Cat 2M:	\$55,288,909	\$13,822,227	\$0	\$0	\$0	\$69,111,136
Phase Subtotal:				\$85,768,909	\$21,442,227	\$0	\$0	\$0	\$107,211,136
Grand Total:				\$99,268,909	\$27,942,227	\$0	\$0	\$0	\$127,211,136

TIP Code: 11572 **Facility:** CS **Location/Limits From:** US 81/US 287 AT FM 3479/HARMON ROAD/NORTH TARRANT PARKWAY **Modification #:** 2021-0200
Impementing Agency: TXDOT-FORT WORTH
County: TARRANT **CSJ:** 0902-48-579
City: VARIOUS **Desc:** 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
Request: REVISE SCOPE TO REMOVE RECONSTRUCT EXISTING SB ENTRANCE RAMP TO US 287 W/AUXILIARY LANE; ADVANCE CONSTRUCTION PHASE TO FY2022 AND INCREASE FUNDING
Comment: MPO MILESTONE POLICY (ROUND 2) PROJECT; LOCAL CONTRIBUTION PAID BY CITY OF FORT WORTH; RELATED TO TIP 53029/CSJ 0014-15-033, TIP 53030/CSJ 0014-15-034, TIP 53031/CSJ 0014-15-035, TIP 53032/CSJ 0014-15-036

PROPOSED FEBRUARY 2021 TIP MODIFICATIONS FOR RTC MEETING

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0902-48-579	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$125,352	\$125,352
2021	ENG	0902-48-579	STBG:	\$501,000	\$125,250	\$0	\$0	\$0	\$626,250
Phase Subtotal:				\$501,000	\$125,250	\$0	\$0	\$125,352	\$751,602
2021	ROW	0902-48-579	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$32,500	\$32,500
2021	ROW	0902-48-579	STBG:	\$260,000	\$65,000	\$0	\$0	\$0	\$325,000
Phase Subtotal:				\$260,000	\$65,000	\$0	\$0	\$32,500	\$357,500
2021	UTIL	0902-48-579	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$28,000	\$28,000
2021	UTIL	0902-48-579	STBG:	\$220,000	\$55,000	\$0	\$0	\$0	\$275,000
Phase Subtotal:				\$220,000	\$55,000	\$0	\$0	\$28,000	\$303,000
2023	CON	0902-48-579	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,467,850	\$1,467,850
2023	CON	0902-48-579	STBG:	\$3,739,000	\$934,750	\$0	\$0	\$0	\$4,673,750
Phase Subtotal:				\$3,739,000	\$934,750	\$0	\$0	\$1,467,850	\$6,141,600
Grand Total:				\$4,720,000	\$1,180,000	\$0	\$0	\$1,653,702	\$7,553,702

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0902-48-579	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$125,352	\$125,352
2021	ENG	0902-48-579	STBG:	\$501,000	\$125,250	\$0	\$0	\$0	\$626,250
Phase Subtotal:				\$501,000	\$125,250	\$0	\$0	\$125,352	\$751,602
2021	ROW	0902-48-579	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$32,500	\$32,500
2021	ROW	0902-48-579	STBG:	\$260,000	\$65,000	\$0	\$0	\$0	\$325,000
Phase Subtotal:				\$260,000	\$65,000	\$0	\$0	\$32,500	\$357,500
2021	UTIL	0902-48-579	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$28,000	\$28,000
2021	UTIL	0902-48-579	STBG:	\$220,000	\$55,000	\$0	\$0	\$0	\$275,000
Phase Subtotal:				\$220,000	\$55,000	\$0	\$0	\$28,000	\$303,000
2022	CON	0902-48-579	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,653,702	\$1,653,702
2022	CON	0902-48-579	STBG:	\$10,256,881	\$2,564,221	\$0	\$0	\$0	\$12,821,102
Phase Subtotal:				\$10,256,881	\$2,564,221	\$0	\$0	\$1,653,702	\$14,474,804
Grand Total:				\$11,237,881	\$2,809,471	\$0	\$0	\$1,839,554	\$15,886,906

PROPOSED FEBRUARY 2021 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 53029 **Facility:** US 287 **Location/Limits From:** ON US 81/US 287 FROM FM 3479 (HARMON ROAD) **Modification #:** 2021-0201
Impementing Agency: TXDOT-FORT WORTH **Location/Limits To:** SOUTH OF NORTH TARRANT PARKWAY CROSSOVER
County: TARRANT **CSJ:** 0014-15-033
City: FORT WORTH **Desc:** RECONSTRUCT NORTHBOUND FRONTAGE ROAD AND EXIT RAMP SOUTH OF FM 3479
Request: REVISE LIMITS TO ON US 287 FROM NORTH OF HARMON RD TO NORTH OF IH 35W; REVISE SCOPE TO RECONSTRUCT 2 TO 2 NORTHBOUND FRONTAGE ROAD; ADD ROW PHASE TO FY2021; INCREASE CONSTRUCTION FUNDING AND ADVANCE TO FY2022
Comment: MPO MILESTONE POLICY (ROUND 2) PROJECT; RELATED TO TIP 53030/CSJ 0014-15-034, 53031/CSJ 0014-15-035, 53032/CSJ 0014-15-036, 11572/CSJ 0902-48-579

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0014-15-033	SW PE:	\$400,000	\$100,000	\$0	\$0	\$0	\$500,000
2023	CON	0014-15-033	Cat 2M:	\$1,233,335	\$308,334	\$0	\$0	\$0	\$1,541,669
Grand Total:				\$1,633,335	\$408,334	\$0	\$0	\$0	\$2,041,669

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0014-15-033	SW PE:	\$400,000	\$100,000	\$0	\$0	\$0	\$500,000
2021	ROW	0014-15-033	SW ROW:	\$136,000	\$34,000	\$0	\$0	\$0	\$170,000
2022	CON	0014-15-033	Cat 2M:	\$1,233,335	\$308,334	\$0	\$0	\$0	\$1,541,669
2022	CON	0014-15-033	STBG:	\$4,813,065	\$1,203,266	\$0	\$0	\$0	\$6,016,331
Phase Subtotal:				\$6,046,400	\$1,511,600	\$0	\$0	\$0	\$7,558,000
Grand Total:				\$6,582,400	\$1,645,600	\$0	\$0	\$0	\$8,228,000

PROPOSED FEBRUARY 2021 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 53030 **Facility:** US 287 **Location/Limits From:** ON US 81/US 287 FROM FM 3479 (HARMON ROAD) **Modification #:** 2021-0202
Impementing Agency: TXDOT-FORT WORTH **Location/Limits To:** SOUTHBOUND ENTRANCE RAMP
County: TARRANT **CSJ:** 0014-15-034
City: FORT WORTH **Desc:** CONSTRUCT TURNAROUND FROM NB TO SB AT NORTH TARRANT PARKWAY; RECONSTRUCT EXISTING SOUTHBOUND FRONTAGE ROAD FROM FM 3479 TO US 287
Request: REVISE LIMITS TO ON US 287 FROM NORTH OF HARMON RD TO NORTH OF IH 35W; REVISE SCOPE TO RECONSTRUCT 2 TO 2 LANE EXISTING SOUTHBOUND FRONTAGE ROAD; ADD ROW PHASE TO FY2021; INCREASE FUNDING FOR CONSTRUCTION AND ADVANCE CONSTRUCTION TO FY2022
Comment: MPO MILESTONE POLICY (ROUND 2) PROJECT; RELATED TO TIP 53029/CSJ 0014-15-033, 53031/CSJ 0014-15-035, 53032/CSJ 0014-15-036, 11572/CSJ 0902-48-579

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0014-15-034	SW PE:	\$400,000	\$100,000	\$0	\$0	\$0	\$500,000
2023	CON	0014-15-034	Cat 2M:	\$1,230,543	\$307,636	\$0	\$0	\$0	\$1,538,179
Grand Total:				\$1,630,543	\$407,636	\$0	\$0	\$0	\$2,038,179

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0014-15-034	SW PE:	\$400,000	\$100,000	\$0	\$0	\$0	\$500,000
2021	ROW	0014-15-034	SW ROW:	\$113,600	\$28,400	\$0	\$0	\$0	\$142,000
2022	CON	0014-15-034	Cat 2M:	\$1,230,543	\$307,636	\$0	\$0	\$0	\$1,538,179
2022	CON	0014-15-034	STBG:	\$5,782,257	\$1,445,564	\$0	\$0	\$0	\$7,227,821
Phase Subtotal:				\$7,012,800	\$1,753,200	\$0	\$0	\$0	\$8,766,000
Grand Total:				\$7,526,400	\$1,881,600	\$0	\$0	\$0	\$9,408,000

PROPOSED FEBRUARY 2021 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 53031 **Facility:** US 287 **Location/Limits From:** ON US 81/US 287 FROM NORTH ENTRANCE/EXIT RAMP NORTH **Modification #:** 2021-0203
Impementing Agency: TXDOT-FORT WORTH **Location/Limits To:** FM 3479 (HARMON ROAD)
County: TARRANT **CSJ:** 0014-15-035
City: FORT WORTH **Desc:** RECONSTRUCT NB FRONTAGE ROAD FROM FM 3479 TO RAMP AND SOUTHBOUND FRONTAGE ROAD FROM RAMP TO FM 3479
Request: REVISE LIMITS TO ON US 287 FROM NORTH OF HARMON RD TO NORTH OF IH 35W; REVISE SCOPE TO RECONSTRUCT NB AND SB EXIT RAMP TO HARMON ROAD/NORTH TARRANT PARKWAY AND SB ENTRANCE RAMP FROM HARMON ROAD; ADVANCE CONSTRUCTION PHASE TO FY2022; RELATED TO TIP 53029/CSJ 0014-15-033 AND TIP 53030/CSJ 0014-15-034
Comment: MPO MILESTONE POLICY (ROUND 2) PROJECT; RELATED TO TIP 53029/CSJ 0014-15-033, 53030/CSJ 0014-15-034, 53032/CSJ 0014-15-036, 11572/CSJ 0902-48-579

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0014-15-035	SW PE:	\$400,000	\$100,000	\$0	\$0	\$0	\$500,000
2023	CON	0014-15-035	Cat 2M:	\$1,230,543	\$307,636	\$0	\$0	\$0	\$1,538,179
Grand Total:				\$1,630,543	\$407,636	\$0	\$0	\$0	\$2,038,179

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0014-15-035	SW PE:	\$400,000	\$100,000	\$0	\$0	\$0	\$500,000
2022	CON	0014-15-035	Cat 2M:	\$1,230,543	\$307,636	\$0	\$0	\$0	\$1,538,179
Grand Total:				\$1,630,543	\$407,636	\$0	\$0	\$0	\$2,038,179

PROPOSED FEBRUARY 2021 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 53032 **Facility:** US 287 **Location/Limits From:** ON US 81/US 287 FROM NORTH OF FM 3479 **Modification #:** 2021-0204
Impementing Agency: TXDOT-FORT WORTH **Location/Limits To:** NORTH OF IH 35W INTERCHANGE
County: TARRANT **CSJ:** 0014-15-036
City: FORT WORTH **Desc:** 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
Request: REVISE SCOPE TO CONSTRUCT AUXILIARY LANE FOR NORTHBOUND EXIT TO NORTH TARRANT PARKWAY; AUXILIARY LANE FOR SOUTHBOUND ENTRANCE FROM NORTH TARRANT PKWY; ADVANCE CONSTRUCTION TO FY2022

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0014-15-036	SW PE:	\$400,000	\$100,000	\$0	\$0	\$0	\$500,000
2023	CON	0014-15-036	Cat 2M:	\$1,245,183	\$311,296	\$0	\$0	\$0	\$1,556,479
Grand Total:				\$1,645,183	\$411,296	\$0	\$0	\$0	\$2,056,479

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0014-15-036	SW PE:	\$400,000	\$100,000	\$0	\$0	\$0	\$500,000
2022	CON	0014-15-036	Cat 2M:	\$1,245,183	\$311,296	\$0	\$0	\$0	\$1,556,479
Grand Total:				\$1,645,183	\$411,296	\$0	\$0	\$0	\$2,056,479

TIP Code: 84162 **Facility:** CS **Location/Limits From:** ON AVONDALE HASLET ROAD FROM CHARLOTTE ANN LANE **Modification #:** 2021-0209
Impementing Agency: FORT WORTH **Location/Limits To:** WEST OF HASLET COUNTY LINE ROAD
County: TARRANT **CSJ:** 0902-90-188
City: FORT WORTH **Desc:** RECONSTRUCT A 2-LANE UNDIVIDED RURAL ROAD TO A 4-LANE DIVIDED URBAN ROADWAY, INCLUDING INTERSECTION, TRAFFIC SIGNAL, PEDESTRIAN, BICYCLE, SIGNAGE AND ILLUMINATION IMPROVEMENTS
Request: ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
Comment: LOCAL CONTRIBUTION BY THE CITY OF FORT WORTH

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2000	ENG	0902-90-188	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,600,000	\$1,600,000
2020	ENV	0902-90-188	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$325,000	\$325,000
2021	ROW	0902-90-188	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$5,000,000	\$5,000,000
2021	UTIL	0902-90-188	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$900,000	\$900,000
Grand Total:				\$0	\$0	\$0	\$0	\$7,825,000	\$7,825,000

PROPOSED FEBRUARY 2021 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 11655.1 **Facility:** VA **Location/Limits From:** REVENUE AND PROJECT TRACKING SYSTEM (RAPTS) **Modification #:** 2021-0215
Impementing Agency: NCTCOG
County: VARIOUS **CSJ:** 0902-00-239, 0902-00-240, 0902-00-241
City: VARIOUS **Desc:** TRACK, MONITOR, AND ASSESS REGIONAL TRANSPORTATION AND AIR QUALITY PROJECTS THROUGH THE RAPTS WEBSITE; INCLUDES SOFTWARE DEVELOPMENT AND NCTCOG STAFF TIME
Request: DELAY FY2020 FUNDING TO FY2022 WITH NO CHANGE TO OVERALL FUNDED AMOUNT
Comment: 247,520 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; CATEGORY 5 TDCS

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	IMP	0902-00-239	Cat 3 - TDC (MPO):	\$0	\$0	\$66,560	\$0	\$0	\$0
2020	IMP	0902-00-239	Cat 7:	\$332,800	\$0	\$0	\$0	\$0	\$332,800
Phase Subtotal:				\$332,800	\$0	\$66,560	\$0	\$0	\$332,800
2021	IMP	0902-00-240	Cat 3 - TDC (MPO):	\$0	\$0	\$89,440	\$0	\$0	\$0
2021	IMP	0902-00-240	STBG:	\$447,200	\$0	\$0	\$0	\$0	\$447,200
Phase Subtotal:				\$447,200	\$0	\$89,440	\$0	\$0	\$447,200
2022	IMP	0902-00-241	Cat 3 - TDC (MPO):	\$0	\$0	\$91,520	\$0	\$0	\$0
2022	IMP	0902-00-241	STBG:	\$457,600	\$0	\$0	\$0	\$0	\$457,600
Phase Subtotal:				\$457,600	\$0	\$91,520	\$0	\$0	\$457,600
Grand Total:				\$1,237,600	\$0	\$0	\$0	\$0	\$1,237,600

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	IMP	0902-00-239	Cat 3 - TDC (MPO):	\$0	\$0	\$0	\$0	\$0	\$0
2020	IMP	0902-00-239	STBG:	\$0	\$0	\$0	\$0	\$0	\$0
Phase Subtotal:				\$0	\$0	\$0	\$0	\$0	\$0
2021	IMP	0902-00-240	Cat 3 - TDC (MPO):	\$0	\$0	\$89,440	\$0	\$0	\$0
2021	IMP	0902-00-240	STBG:	\$447,200	\$0	\$0	\$0	\$0	\$447,200
Phase Subtotal:				\$447,200	\$0	\$89,440	\$0	\$0	\$447,200
2022	IMP	0902-00-241	Cat 3 - TDC (MPO):	\$0	\$0	\$158,080	\$0	\$0	\$0
2022	IMP	0902-00-241	STBG:	\$790,400	\$0	\$0	\$0	\$0	\$790,400
Phase Subtotal:				\$790,400	\$0	\$158,080	\$0	\$0	\$790,400
Grand Total:				\$1,237,600	\$0	\$0	\$0	\$0	\$1,237,600

PROPOSED FEBRUARY 2021 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 20144 **Facility:** MAYHILL ROAD **Location/Limits From:** IH 35E **Modification #:** 2021-0216
Impementing Agency: DENTON **Location/Limits To:** US 380
County: DENTON **CSJ:** 0918-46-246
City: DENTON **Desc:** EXPAND 2 LANE RURAL ROAD TO A 4 LANE DIVIDED URBAN ARTERIAL (ULTIMATE 6 LANE), EXTENSION OF FM 2499; INCLUDING INTERSECTION IMPROVEMENTS AT MAYHILL RD/MCKINNEY ST
Request: ADD CONSTRUCTION FUNDING TO FY2021 AND MOVE LOCAL CONTRIBUTION FROM FY2017 TO FY2021 FOR MATCH AND INCREASE TO 20%
Comment: LOCAL CONTRIBUTION PAID BY CITY OF DENTON; INCLUDES \$1.9M RTR INTERST EARNED BY CITY OF DENTON (RTR 121-DE1 FUNDS)

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2011	ENG	0918-46-246	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$4,363,327	\$1,090,832	\$0	\$5,454,159
2012	ROW	0918-46-246	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$9,358,868	\$2,339,717	\$0	\$11,698,585
2017	UTIL	0918-46-246	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$467,943	\$116,986	\$0	\$584,929
2017	CON	0918-46-246	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$625,000	\$625,000
2017	CON	0918-46-246	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$33,046,314	\$8,261,579	\$0	\$41,307,893
Phase Subtotal:				\$0	\$0	\$33,046,314	\$8,261,579	\$625,000	\$41,932,893
2018	CON	0918-46-246	Cat 3 - RTR 121 - DE2:	\$0	\$0	\$15,152,000	\$3,788,000	\$0	\$18,940,000
Grand Total:				\$0	\$0	\$62,388,452	\$15,597,114	\$625,000	\$78,610,566

REVISION REQUESTED:

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

PROPOSED FEBRUARY 2021 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 11727 **Facility:** CS **Location/Limits From:** ON MEDICAL DISTRICT DR, FROM IH 35E **Modification #:** 2021-0217
Impementing Agency: DALLAS CO **Location/Limits To:** HARRY HINES BLVD
County: DALLAS **CSJ:** 0918-45-884
City: DALLAS **Desc:** RECONSTRUCT AND WIDEN FROM 4-LANE TO 6-LANE DIVIDED
Request: INCREASE CONSTRUCTION FUNDING IN FY2018; REVISE SCOPE TO RECONSTRUCT AND WIDEN FROM 4-LANE TO 6-LANE DIVIDED ROADWAY INCLUDING REPLACEMENT OF RAILROAD BRIDGES ON ACTIVE RAIL CORRIDOR
Comment: LOCAL CONTRIBUTION PAID BY CITY OF DALLAS AND DALLAS COUNTY; MILESTONE POLICY PROJECT; CANNOT BE DELAYED BEYOND FY2018 (PROJECT LET 03/2018)

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2012	ENG	0918-45-884	Cat 10 - Cong Earmark:	\$2,790,400	\$0	\$0	\$697,600	\$0	\$3,488,000
2015	ROW	0918-45-884	Cat 10 - Cong Earmark:	\$1,216,090	\$0	\$0	\$304,023	\$0	\$1,520,113
2016	UTIL	0918-45-884	Cat 10 - Cong Earmark:	\$400,000	\$0	\$0	\$100,000	\$0	\$500,000
2018	CON	0918-45-884	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,181,839	\$1,181,839
2018	CON	0918-45-884	Cat 7:	\$14,970,000	\$0	\$0	\$3,742,500	\$0	\$18,712,500
Phase Subtotal:				\$14,970,000	\$0	\$0	\$3,742,500	\$1,181,839	\$19,894,339
Grand Total:				\$19,376,490	\$0	\$0	\$4,844,123	\$1,181,839	\$25,402,452

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2012	ENG	0918-45-884	Cat 10 - Cong Earmark:	\$2,790,400	\$0	\$0	\$697,600	\$0	\$3,488,000
2015	ROW	0918-45-884	Cat 10 - Cong Earmark:	\$1,216,090	\$0	\$0	\$304,023	\$0	\$1,520,113
2016	UTIL	0918-45-884	Cat 10 - Cong Earmark:	\$400,000	\$0	\$0	\$100,000	\$0	\$500,000
2018	CON	0918-45-884	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,181,839	\$1,181,839
2018	CON	0918-45-884	Cat 7:	\$16,170,000	\$0	\$0	\$4,042,500	\$0	\$20,212,500
Phase Subtotal:				\$16,170,000	\$0	\$0	\$4,042,500	\$1,181,839	\$21,394,339
Grand Total:				\$20,576,490	\$0	\$0	\$5,144,123	\$1,181,839	\$26,902,452

PROPOSED FEBRUARY 2021 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 13030 **Facility:** IH 30 **Location/Limits From:** IH 35E **Modification #:** 2021-0222
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** IH 45
County: DALLAS **CSJ:** 0009-11-254
City: DALLAS **Desc:** RECONSTRUCT & WIDEN 6 TO 12 MAINLANES AND RECONSTRUCT AND WIDEN 0/6 LANE DISCONTINUOUS TO 2/8 LANE DISCONTINUOUS FRONTAGE ROADS
Request: INCREASE CONSTRUCTION FUNDING AS PREVIOUSLY APPROVED AND INCREASE ROW FUNDING SINCE RTC APPROVAL BY THE RTC ON OCTOBER 8, 2020
Comment: REGIONAL 10 YEAR PLAN PROJECT

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0009-11-254	SW PE:	\$0	\$18,000,000	\$0	\$0	\$0	\$18,000,000
2021	ROW	0009-11-254	SW ROW:	\$9,000,000	\$1,000,000	\$0	\$0	\$0	\$10,000,000
2025	CON	0009-11-254	Cat 12:	\$190,400,000	\$47,600,000	\$0	\$0	\$0	\$238,000,000
Grand Total:				\$199,400,000	\$66,600,000	\$0	\$0	\$0	\$266,000,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0009-11-254	SW PE:	\$0	\$18,000,000	\$0	\$0	\$0	\$18,000,000
2021	ROW	0009-11-254	SW ROW:	\$67,500,000	\$7,500,000	\$0	\$0	\$0	\$75,000,000
2025	CON	0009-11-254	Cat 12:	\$280,000,000	\$70,000,000	\$0	\$0	\$0	\$350,000,000
Grand Total:				\$347,500,000	\$95,500,000	\$0	\$0	\$0	\$443,000,000

PROPOSED FEBRUARY 2021 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 25089.1 **Facility:** VA **Location/Limits From:** REGIONAL RAIL INFORMATION SYSTEM (RRIS) **Modification #:** 2021-0224
Impementing Agency: NCTCOG
County: VARIOUS **CSJ:** 0902-00-300
City: VARIOUS **Desc:** DEVELOPMENT & IMPLEMENTATION OF A (RRIS) TO ASSIST WITH FREIGHT & PASSENGER TRAIN INTERACTIONS; INCREASED PLANNED FREIGHT & PASSENGER RAIL GROWTH, IDENTIFY RAIL BOTTLENECKS & ENHANCE LONG TERM MOBILITY PLAN PROJECTS INCLU. CONSULTANT AND STAFF ACTIVITIES
Request: ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP); 1,420,000 TRANSPORTATION DEVELOPMENT CREDITS (TDCS) REQUESTED AFTER APPROVAL BY THE RTC ON OCTOBER 8, 2020
Comment: 1,420,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; CATEGORY 5 TDCS; CLEAR PATH TECHNOLOGY; LOCAL CONTRIBUTION COVERS MAINTENANCE OF THE SYSTEMS; RELATED TO TIP 25089.2 AND 25089.3

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	IMP	0902-00-300	Cat 3 - TDC (MPO):	\$0	\$0	\$1,420,000	\$0	\$0	\$0
2021	IMP	0902-00-300	STBG:	\$7,100,000	\$0	\$0	\$0	\$0	\$7,100,000
Phase Subtotal:				\$7,100,000	\$0	\$1,420,000	\$0	\$0	\$7,100,000
2024	IMP	0902-00-300	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$3,100,000	\$3,100,000
Grand Total:				\$7,100,000	\$0	\$0	\$0	\$3,100,000	\$10,200,000

TIP Code: 53110.2 **Facility:** IH 635 **Location/Limits From:** AT US 80 INTERCHANGE **Modification #:** 2021-0226
Impementing Agency: TXDOT-DALLAS
County: DALLAS **CSJ:** 2374-02-162
City: MESQUITE **Desc:** RECONSTRUCT EXISTING INTERCHANGE
Request: ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
Comment: RELATED TO TIP 53110/CSJ 0095-02-096

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	2374-02-162	SW PE:	\$0	\$16,000,000	\$0	\$0	\$0	\$16,000,000
2022	ROW	2374-02-162	SW ROW:	\$14,400,000	\$1,600,000	\$0	\$0	\$0	\$16,000,000
Grand Total:				\$14,400,000	\$17,600,000	\$0	\$0	\$0	\$32,000,000

PROPOSED FEBRUARY 2021 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 25022 **Facility:** VA **Location/Limits From:** CENTERPOINT TRAIL FROM TRINITY BLVD/SKYVIEW DR **Modification #:** 2021-0227
Impementing Agency: FORT WORTH **Location/Limits To:** TRINITY RAILWAY EXPRESS (TRE) CENTREPORT RAIL STATION
County: VARIOUS **CSJ:** 0902-90-050
City: VARIOUS **Desc:** CONSTRUCT SHARED-USE PATH (TRAIL) FROM THE INTERSECTION OF TRINITY BLVD/SKYVIEW DR TO CENTREPORT RAIL STATION; PRELIMINARY ENGINEERING FOR CONNECTION TO MIKE LEWIS TRAIL
Request: DECREASE ENV FUNDING IN FY2017; INCREASE ENGINEERING FUNDING IN FY2019; DECREASE ROW FUNDING, DECREASE UTILITIES FUNDING IN FY2021, AND INCREASE CONSTRUCTION FUNDING IN FY2022

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0902-90-050	Cat 5:	\$312,000	\$0	\$0	\$78,000	\$0	\$390,000
2019	ENV	0902-90-050	Cat 5:	\$252,000	\$0	\$0	\$63,000	\$0	\$315,000
2019	ENG	0902-90-050	Cat 5:	\$396,000	\$0	\$0	\$99,000	\$0	\$495,000
2021	ROW	0902-90-050	Cat 5:	\$116,000	\$0	\$0	\$29,000	\$0	\$145,000
2021	UTIL	0902-90-050	Cat 5:	\$36,000	\$0	\$0	\$9,000	\$0	\$45,000
2021	CON	0902-90-050	Cat 5:	\$1,688,000	\$0	\$0	\$422,000	\$0	\$2,110,000
Grand Total:				\$2,800,000	\$0	\$0	\$700,000	\$0	\$3,500,000

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENV	0902-90-050	Cat 5:	\$295,000	\$0	\$0	\$73,750	\$0	\$368,750
2019	ENG	0902-90-050	Cat 5:	\$672,600	\$0	\$0	\$168,150	\$0	\$840,750
2021	ROW	0902-90-050	Cat 5:	\$110,200	\$0	\$0	\$27,550	\$0	\$137,750
2021	UTIL	0902-90-050	Cat 5:	\$34,200	\$0	\$0	\$8,550	\$0	\$42,750
2021	CON	0902-90-050	Cat 5:	\$2,706,334	\$0	\$0	\$676,583	\$0	\$3,382,917
Grand Total:				\$3,818,334	\$0	\$0	\$954,583	\$0	\$4,772,917

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENV	0902-90-050	Cat 5:	\$295,000	\$0	\$0	\$73,750	\$0	\$368,750
2019	ENG	0902-90-050	Cat 5:	\$672,600	\$0	\$0	\$168,150	\$0	\$840,750
2021	ROW	0902-90-050	Cat 5:	\$110,200	\$0	\$0	\$27,550	\$0	\$137,750
2021	UTIL	0902-90-050	Cat 5:	\$34,200	\$0	\$0	\$8,550	\$0	\$42,750
2022	CON	0902-90-050	Cat 5:	\$2,706,334	\$0	\$0	\$676,583	\$0	\$3,382,917
Grand Total:				\$3,818,334	\$0	\$0	\$954,583	\$0	\$4,772,917

Revisions since STTC Meeting: CHANGED CONSTRUCTION FROM FY2021 TO FY2022 TO ALIGN WITH EXPECTED OCTOBER 2021 LET DATE

How to Read the Project Modification Listings – Transit Section

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

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

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

Request: REFINE FY2015 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

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

Funding Source: TRANSIT SECTION 5310 FUNDS

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

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

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

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

Sample

PROPOSED FEBRUARY 2021 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: DENTON COUNTY TRANSIT AUTHORITY

Apportionment Year FY2019 PROGRAM OF PROJECTS

Modification #: 2021-0229

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

UZA: DENTON-LEWISVILLE

Funding Source: TRANSIT SECTION 5309 FUNDS

Revision Requested:				FUNDING TABLE:						REVISION REQUESTED	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12946.19	COMPREHENSIVE TOD PLANNING ALONG THE KANSAS CITY SOUTHERN RAIL CORRIDOR	2021	PLANNING	\$600,000	\$0	\$0	\$150,000	0	\$750,000	ADD PROJECT TO TIP/STIP	
TOTAL:				\$600,000	\$0	\$0	\$150,000	0	\$750,000		

Implementing Agency: FORT WORTH TRANSIT AUTHORITY

Apportionment Year FY2019 PROGRAM OF PROJECTS

Modification #: 2021-0230

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

UZA: DALLAS-FORTH WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5309 FUNDS

Revision Requested:				FUNDING TABLE:						REVISION REQUESTED	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12947.19	TRANSIT CAPITAL IMPROVEMENT	2021	PLANNING	\$600,000	\$0	\$0	\$150,000	0	\$750,000	ADD PROJECT TO TIP/STIP	
TOTAL:				\$600,000	\$0	\$0	\$150,000	0	\$750,000		

Implementing Agency: DALLAS AREA RAPID TRANSIT

Apportionment Year FY2018 PROGRAM OF PROJECTS

Modification #: 2021-0231

Request: REFINE FY2018 PROGRAM OF PROJECTS; INCREASE IN FUNDING ON TIP 12028.18 IS OFFSET BY A DECREASE ON TIP 12846.18

UZA: DALLAS-FORTH WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:				FUNDING TABLE:					
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12028.18	SYSTEM PREVENTIVE MAINTENANCE	2019	CAPITAL	\$37,323,515	\$0	\$0	\$9,330,879	0	\$46,654,394
12515.18	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2019	CAPITAL	\$582,965	\$0	\$0	\$145,742	0	\$728,707
12846.18	VARIOUS PROJECTS (RAIL)	2018	CAPITAL	\$12,800,000	\$0	\$0	\$3,200,000	0	\$16,000,000
TOTAL:				\$50,706,480	\$0	\$0	\$12,676,621	0	\$63,383,101

Revision Requested:				FUNDING TABLE:						REVISION REQUESTED	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12028.18	SYSTEM PREVENTIVE MAINTENANCE	2021	CAPITAL	\$45,799,311	\$0	\$0	\$11,449,828	0	\$57,249,139	INCREASE FUNDING AND ADD TO TIP/STIP	
12515.18	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2019	CAPITAL	\$582,965	\$0	\$0	\$145,742	0	\$728,707	NO CHANGE	
12846.18	VARIOUS PROJECTS (RAIL)	2019	CAPITAL	\$4,324,204	\$0	\$0	\$1,081,051	0	\$5,405,255	DECREASE FUNDING	
TOTAL:				\$50,706,480	\$0	\$0	\$12,676,621	0	\$63,383,101		

U.S. Department of Transportation Issues Two Much-Anticipated Drone Rules to Advance Safety and Innovation in the United States

by Staff January 4, 2021

WASHINGTON — The U.S. Department of Transportation’s Federal Aviation Administration (FAA) today announced final rules for Unmanned Aircraft (UA), commonly known as drones. The new rules will require Remote Identification (Remote ID) of drones and allow operators of small drones to fly over people and at night under certain conditions. These rules come at a time when drones represent the fastest-growing segment in the entire transportation sector – with currently over 1.7 million drone registrations and 203,000 FAA-certificated remote pilots.

Remote ID will help mitigate risks associated with expanded drone operations, such as flights over people and at night, and both rules support technological and operational innovation and advancements.

“These final rules carefully address safety, security and privacy concerns while advancing opportunities for innovation and utilization of drone technology,” said U.S. Secretary of Transportation Elaine L. Chao.

[Remote ID](#) (PDF) is a major step toward the full integration of drones into the national airspace system. Remote ID provides identification of drones in flight as well as the location of their control stations, providing crucial information to our national security agencies and law enforcement partners, and other officials charged with ensuring public safety. Airspace awareness reduces the risk of drone interference with other aircraft and people and property on the ground.

Equipping drones with Remote ID technology builds on previous steps taken by the FAA and the drone industry to integrate operations safely into the national airspace system. [Part 107 of the federal aviation regulations](#) currently prohibit covered drone operations over people and at night unless the operator obtains a waiver from the FAA. The new FAA regulations jointly provide increased flexibility to conduct certain small UAS without obtaining a waiver.

“The new rules make way for the further integration of drones into our airspace by addressing safety and security concerns,” said FAA Administrator Steve Dickson. “They get us closer to the day when we will more routinely see drone operations such as the delivery of packages.”

The [Remote ID rule](#) (PDF) applies to all operators of drones that require FAA registration. There are three ways to comply with the operational requirements:

1. Operate a standard Remote ID drone that broadcasts identification and location information of the drone and control station;
2. Operate a drone with a Remote ID broadcast module (may be a separate device attached to the drone), which broadcasts identification, location, and take-off information; or
3. Operate a drone without Remote ID but at specific FAA-recognized identification areas.

The [Operations Over People and at Night rule](#) (PDF) applies to Part 107 operators. The ability to fly over people and moving vehicles varies depending on the level of risk a small drone operation presents to people on the ground. Operations are permitted based on four categories,

which can be found in the [executive summary](#) (PDF) accompanying the rule. Additionally, this rule allows for operations at night under certain conditions.

The final rule requires that small drone operators have their remote pilot certificate and identification in their physical possession when operating, ready to present to authorities if needed. This rule also expands the class of authorities who may request these forms from a remote pilot. The final rule replaces the requirement to complete a recurrent test every 24 calendar months with the requirement to complete updated recurrent training that includes operating at night in identified subject areas.

Both rules will become effective 60 days after publication in the Federal Register. The Remote ID rule includes two compliance dates. Drone manufacturers will have 18 months to begin producing drones with Remote ID, with operators having an additional year to start using drones with Remote ID.

For general inquiries on these new regulations and other UAS inquiries, please call 844-FLY-MY-UA or [email the FAA](#).

<https://southernmarylandchronicle.com/2021/01/04/u-s-department-of-transportation-issues-two-much-anticipated-drone-rules-to-advance-safety-and-innovation-in-the-united-states/>

TEXRail earns PTC System Certification

Trinity Metro TEXRail has received certification for Positive Train Control (PTC) from the Federal Railroad Administration (FRA).

PTC is designed to stop a train before an accident occurs. Specific preventions include incidents created by human error, such as train-to-train collisions, derailments that occur from excessive speed or a train moving through a track switch that was left in the wrong position.

[“This is a tremendous accomplishment,”](#) said President and CEO Bob Baulsir said in a news release. “FRA has very high standards and we are pleased to have achieved certification for this safety enhancement.”

The primary steps achieved this year include conducting extensive testing, known as revenue service demonstration, submitting a safety plan to FRA and achieving interoperability between host and tenant railroads. The FRA granted conditional approval earlier in December to the safety plan and conditional certification of interoperability. Based on FRA standards, conditional certification meets the statutory certification requirement.

Reed Lanham, deputy chief operating officer for rail, oversaw the PTC implementations throughout the process

“We worked diligently to make sure we met all of the milestones, even during the COVID-19 pandemic. We had a small team focused on this effort, so it was possible to maintain a consistent working relationship and keep moving forward,” Lanham said.

Jon-Erik “AJ” Arjanen, vice president and chief operating officer for rail, praised the teamwork displayed throughout the PTC process. “I am extremely proud of Reed Lanham and his team for the resiliency and passion for excellence that they displayed to ensure that our rail system is world-class in safety.”

Trinity Metro is the sole owner and operator of TEXRail, a 27-mile commuter rail line that runs between downtown Fort Worth and Dallas Fort Worth International Airport’s Terminal B.

<https://fortworthbusiness.com/transportation/textrail-earns-ptc-certification/>

CHANGING MOBILITY

DATA, INSIGHTS, AND DELIVERING
INNOVATIVE PROJECTS DURING COVID
RECOVERY

Regional Transportation Council
January 2021

Michael Morris, PE
Director of Transportation

TRAVEL BEHAVIOR BY MODE



Bicycle/Pedestrian (+42%, November)



Freeway Volumes (-9%, November)

Toll Road (-18.5%, October)

Airport Passengers (-43%, October)

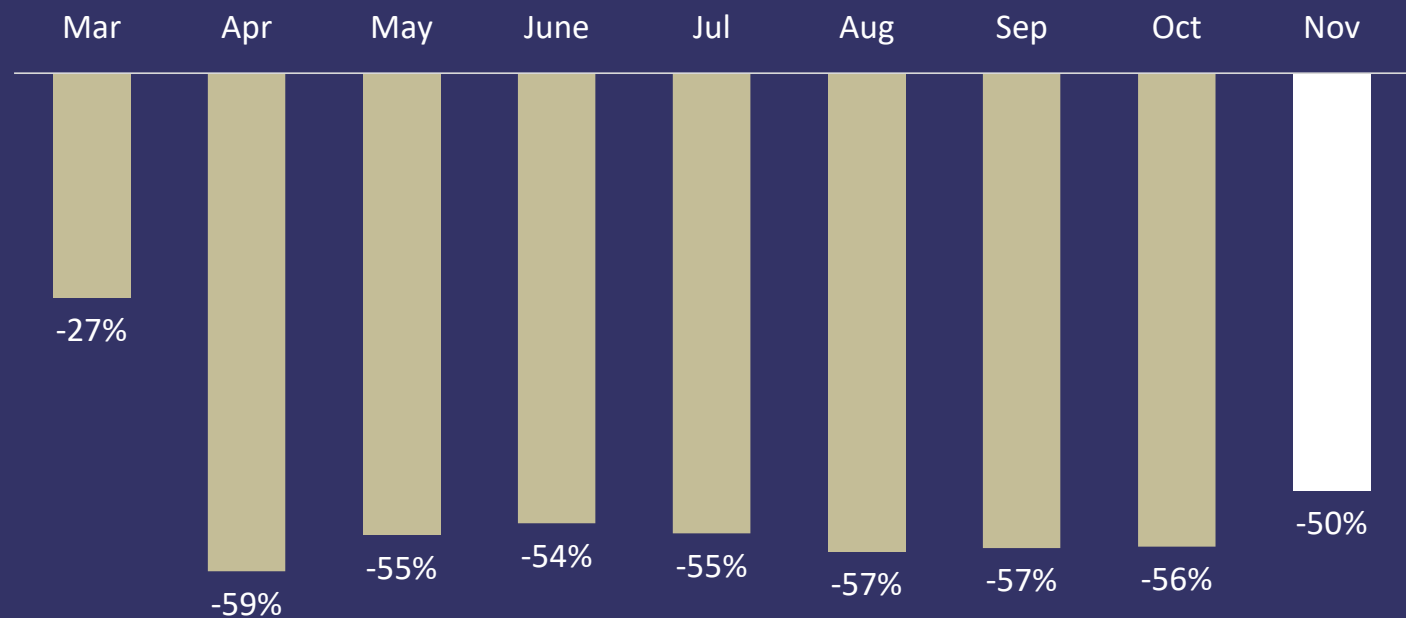
Transit Ridership (-50%, November)



TRANSIT IMPACTS

Weekday
Ridership

Passenger Decrease : 2019 vs 2020



Source: DART, DCTA, and Trinity Metro

FINANCIAL IMPLICATIONS



Motor Vehicle Sales and Rental Tax (2.7%, December)
Transit Sales Tax Allocations (0.34%, September)

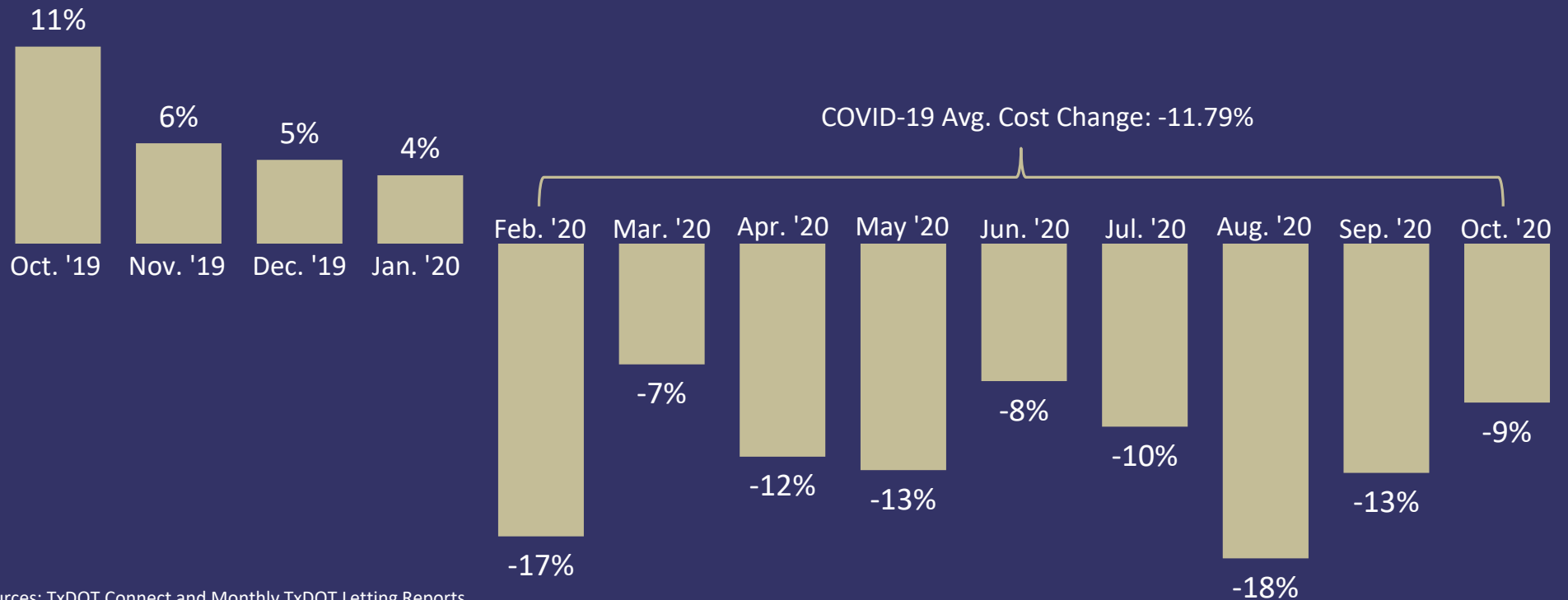
0

Sales Tax (-5%, December)
Motor Fuel Tax (-10.6%, December)



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+)

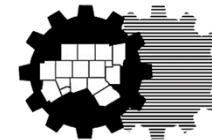
Y Connector (IH820/IH20)

COVID-19 #00X Program



STATUS OF TEXAS VOLKSWAGEN ENVIRONMENTAL MITIGATION PROGRAM FUNDING PROGRAMS

**Regional Transportation Council
January 14, 2021**



North Central Texas
Council of Governments

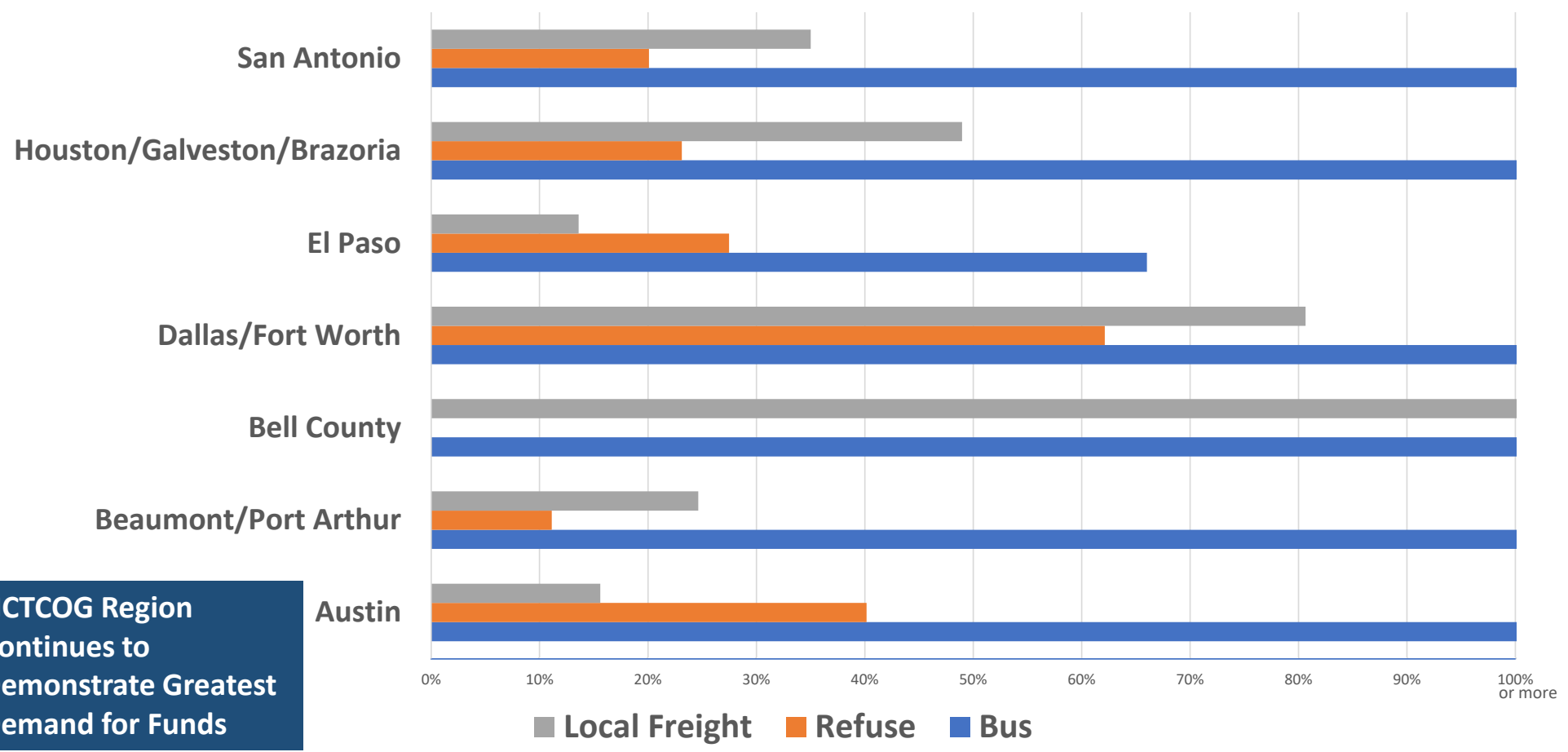
TEXAS VOLKSWAGEN ENVIRONMENTAL MITIGATION PROGRAM

Statewide Allocation	Program	DFW Area Allocation	Schedule	Status (as of December 21, 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	\$5,185,598 Requested* \$3,160,692 Available
	Freight & Port Drayage Vehicles	\$6,677,032	Open; First-Come First-Served Until 1/27/2021	\$5,384,776 Requested* \$1,292,256 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	\$362,500 Requested* \$10,103,458 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

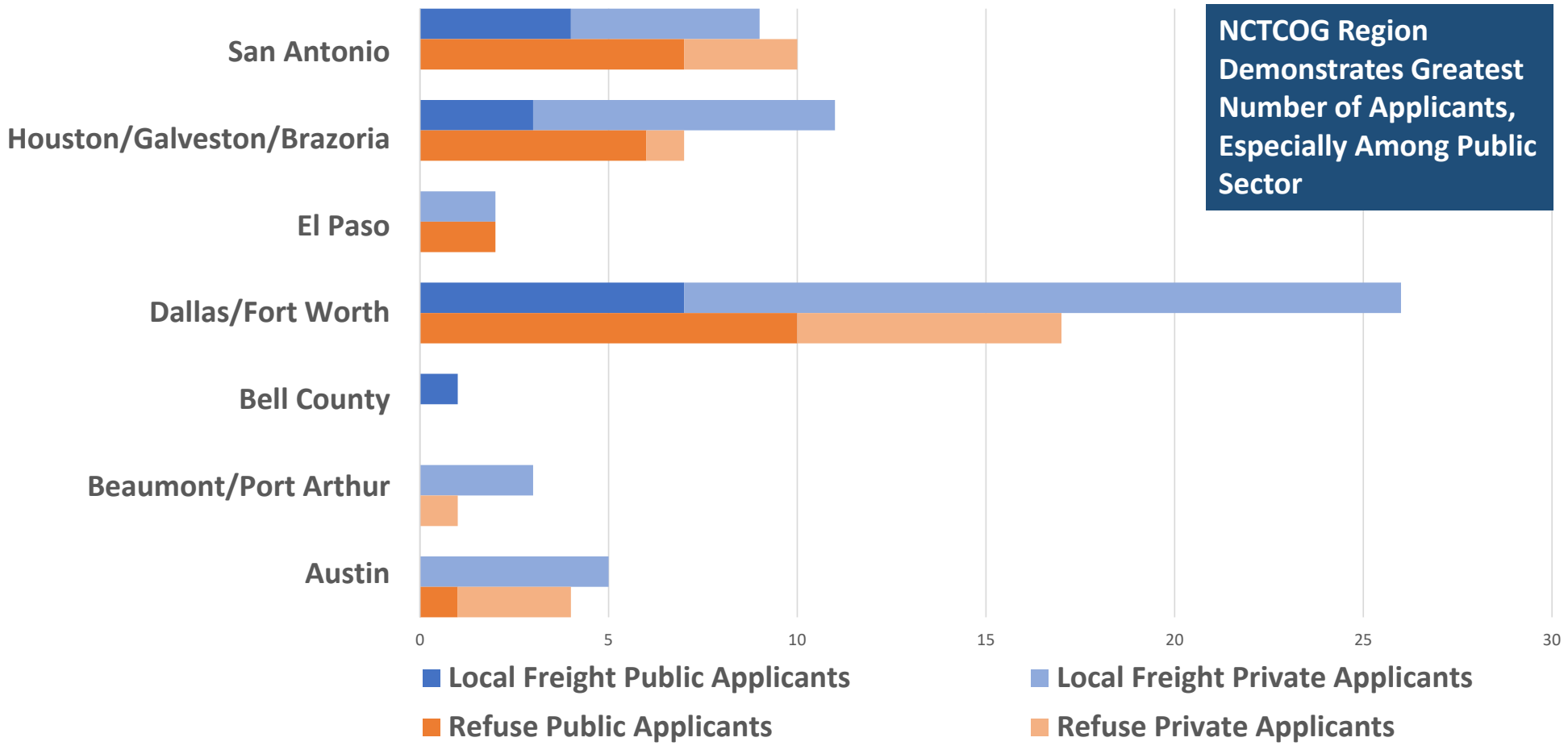


**NCTCOG Region
Continues to
Demonstrate Greatest
Demand for Funds**

Data sourced from www.texasvfund.org on December 21, 2020

PUBLIC AND PRIVATE APPLICANTS BY REGION

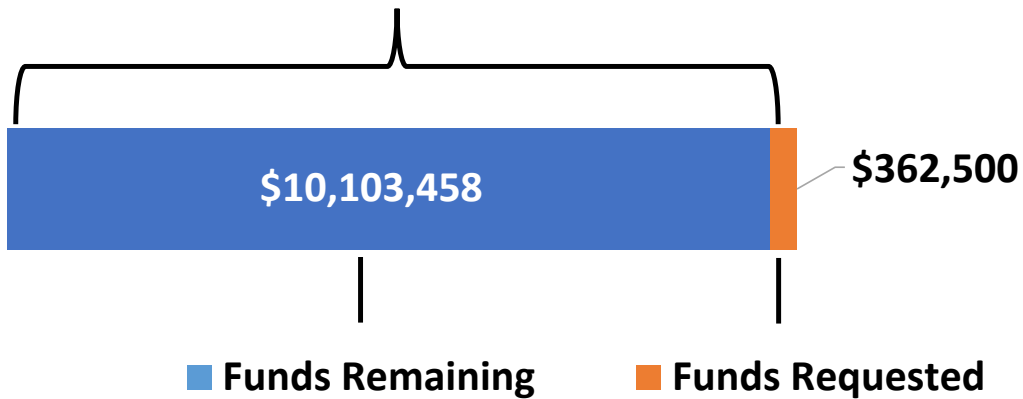
Local Freight and Refuse Vehicle Applicants



Data sourced from www.texasvfund.org on December 21, 2020

TxVEMP ZEV Infrastructure Level 2 Rebate

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

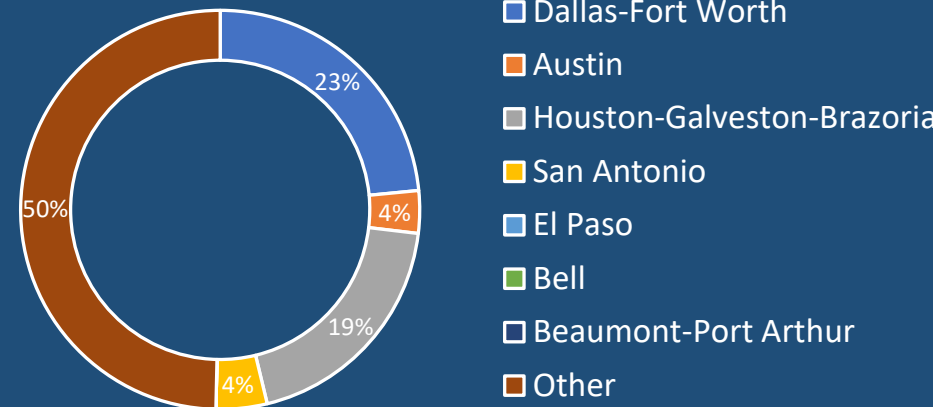


All Rebates First Come, First Served
DEADLINE: 9/9/2021 or until funds run out, whichever is first

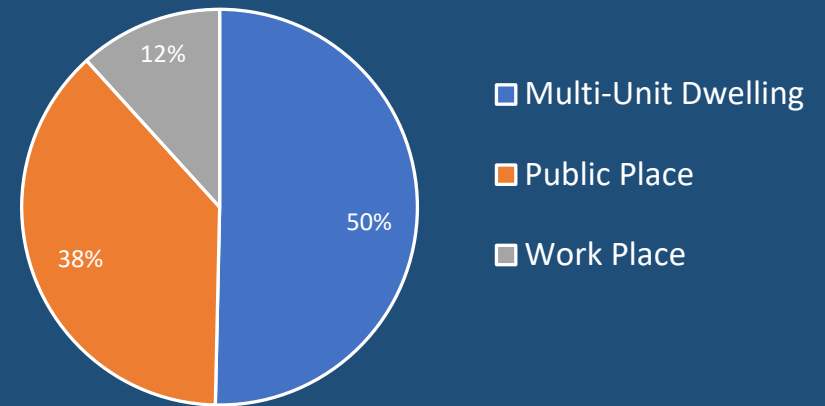
Data sourced from www.texasvwfund.org on December 21, 2020
 *Geographic assignment based on "Priority Area" counties in TxVEMP.

Quick Facts

Geographic Distribution to Date



Infrastructure Distribution To Date



FOR MORE INFORMATION

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

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

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

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



**North Central Texas
Council of Governments**

MINUTES

REGIONAL TRANSPORTATION COUNCIL ONLINE INPUT OPPORTUNITY

MPO Milestone Policy: Round 2

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

2020 Changes in Regional Trail & Shared Bicycle Use

Regional Rail Information System (RRIS)

Proposed Modifications to the List of Funded Projects

Online Public Input Opportunity Dates

Monday, December 14, 2020 - Tuesday, January 12, 2021 – The North Central Texas Council of Governments (NCTCOG) posted information at www.nctcog.org/input for public review and comment.

Purpose and Topics

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

1. MPO Milestone Policy: Round 2
2. End of 2020 Ozone Season, Compliance With Federal Requirements & Future Outlook
3. 2020 Changes in Regional Trail & Shared Bicycle Use
4. Regional Rail Information System (RRIS)
5. Proposed Modifications to the List of Funded Projects

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

Summary of Presentations

MPO Milestone Policy: Round 2 presentation:

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2020/12/Milestone-Policy-Pres.pdf>

Recommended Project List:

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2020/12/Milestone-Policy-Recommendation-List.pdf>

The MPO Milestone Policy was adopted by the Regional Transportation Council (RTC) in June 2015 and reviewed projects selected from 1992 to 2005 that had not yet gone to construction. The initiative was successful in getting 51 out of 57 projects to construction and in October 2019, a second round of projects was introduced.

Intended outcomes of the MPO Milestone Policy include:

- 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 “ready-to-go” projects rather than long delayed projects
- Getting old projects to construction and implementation

Forty-one projects needed to be reconfirmed or cancelled during the second round, and agencies with projects on the project list were notified via letter to reconfirm projects as priorities by:

- Providing a realistic and achievable schedule with NCTCOG & TxDOT concurrence
- Providing documentation of policy board support
- Documenting the availability of local matching funds

The RTC will take action on round two of the MPO Milestone Policy on February 11, 2021.

End of 2020 Ozone Season, Compliance With Federal Requirements & Future Outlook presentation:

<https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Involve/InputMeetings/2020/12/End-of-Ozone.pdf>

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

North Texas is currently under two ozone standards, one for 2008 and one for 2015. The 2020 ozone season ended on November 1, 2020, marking the end of a three-year monitoring period for both standards. Because the region did not meet attainment for either standard, NCTCOG staff is preparing for the region to be reclassified from marginal to moderate under the 2015 standard and from serious to severe under the 2008 standard.

The reclassification of the 2008 standard from serious to severe requires staff to conduct additional analysis. This analysis, which is called VMT Growth Offset, assesses if existing transportation control strategies are sufficient to offset anticipated emission increases. If the existing strategies do not offset, additional ones will be required. Examples of these strategies include telecommuting, traffic signal improvements and public transit, among others.

The official reclassification of the 2008 and 2015 standards is still to be determined. Staff expects the attainment deadline for the new classifications to be no later than July 20, 2027 for the 2008 standard and no later than August 3, 2024 for the 2015 standard.

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

2020 Changes in Regional Trail & Shared Bicycle Use presentation:

<https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Involve/InputMeetings/2020/12/Active-TR.pdf>

The COVID-19 pandemic has had unprecedented effects on our regional transportation system. To better understand these effects, NCTCOG staff has been collecting and analyzing real-time data, including regional bicycle and pedestrian trail usage.

This presentation features data collected during the height of the pandemic at eight different bicycle and pedestrian trail locations in Allen, Dallas, Denton, Fort Worth, North Richland Hills and Plano. The data suggests significant increases in the use of these trails throughout 2020, specifically in May. For a breakdown of the data and to view the full presentation, visit www.nctcog.org/input

Regional Rail Information System (RRIS) presentation:

<https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Involve/InputMeetings/2020/12/RRIS.pdf>

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 regional train movements
- Assist with freight and passenger train interactions
- Identify rail bottlenecks
- Enhance long-term Mobility Plan projects
- Identify infrastructure projects to increase rail capacity throughout the region

NCTCOG has published a Request for Proposals to solicit interest from potential consultants, and the submission deadline is January 8, 2021 at 5 pm.

Proposed Modifications to the List of Funded Projects (no audio presentation; handouts posted online for review and comment):

<https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Involve/InputMeetings/2020/12/TIP-Handout.pdf>

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

The current modification cycle includes project updates and adjustments for transportation initiatives in Burleson, Dallas, Granbury, Irving, Kaufman County, McKinney, Midlothian and Joshua, among others. Additionally, financial adjustments related to services managed by public transportation agencies, including Denton County Transportation Authority (DCTA), Trinity Metro and Dallas Area Rapid Transit (DART), are also included.

COMMENTS SUBMITTED BY WEBSITE, MAIL, EMAIL and SOCIAL MEDIA

Please see attachment for comment submitted via mail.

January 3, 2021

Carli,

Happy New Year to you! It is my hope that we can all come together in person some day soon. I always enjoy a live presentation from the members of the COE to go over these items.

In the meanwhile, enclosed are my comments & questions due January 12. I know that the mail is slower than I hope this gets to you in ample time.

Thank you.

Phyllis Aiken



Comments / Questions - Regional Transportation RM 11.5
Silo

Public Input Opportunity - Due 1/12/2021
COVID-19 Impacts on Active Transportation

Comment - It is refreshing that there has been a positive aspect to COVID-19 - People spending more time outdoors walking + bicycling

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

Comments: It is disheartening that (1) air quality is not improving at a faster rate and (2) periodic inaccurate ozone alerts for predicted exceedances are at a high rate.

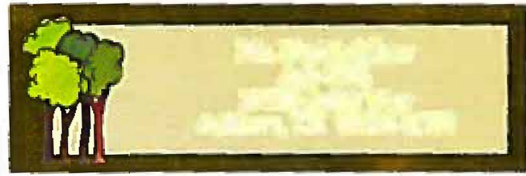
I would also like to suggest that within each packet, at the first occurrence of an acronym that the acronym be defined. I realize this is everyday language for the experts, but members of the public are not as familiar with the terminology and ^{just} concepts. For example what is VMT Growth Offset (Page 6)?

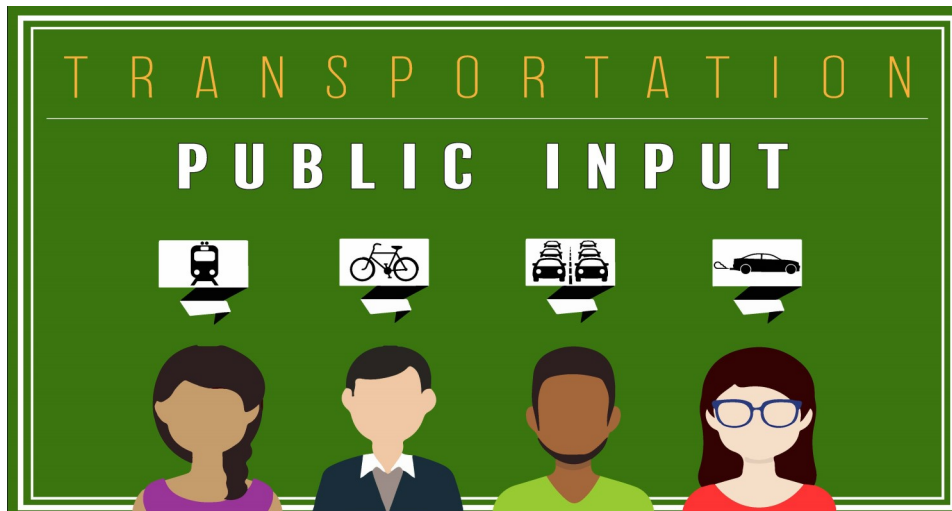
In reviewing the Project Modification Listing - Transit I began to think about the poor communication ^{Section} to passengers riding the DART train when it's stuck in the ^{DART} tunnel before or after Citiplace station -

Can there be a project to improve the communication so that passengers will know the cause of the delay and the duration of the delay? I personally have not rode the train in a while, but I understand that there still may be Wi-Fi problems in the tunnel. I expect that a telecommunications project can get this resolved for everyone's safety.

Phyllis Silver
Phyllis Silver

1/3/2021





WHAT DO YOU THINK? TELL US.

Information will be posted online at www.nctcog.org/input for public review and comment **January 11 - February 9, 2021**. To request printed copies of the information, call 817-608-2365 or email cbaylor@nctcog.org.

CHANGES MADE TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) REQUIRING REGIONAL TRANSPORTATION COUNCIL APPROVAL.

(No presentation; Information posted online for public review and comment only)

Changes were requested by the Texas Department of Transportation (TxDOT) in order to remain within Statewide financial constraints prior to the State submittal of the 2021-2024 TIP/STIP to the Federal Highway Administration. Requested changes not requiring RTC approval are also included for informational purposes.

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

REGIONAL TRANSPORTATION ONLINE INPUT OPPORTUNITY

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

Submit comments and questions to NCTCOG:

Email: transinfo@nctcog.org

Website: www.nctcog.org/input

Fax: 817-640-3028

Phone: 817-695-9240

Mail: P.O. Box 5888

Arlington, TX 76005-5888

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

Reasonable accommodations will be made.

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

Se harán las adaptaciones razonables.

PUBLIC COMMENTS REPORT

WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

Purpose

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

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

This month, public comments were received on a number of topics across social media platforms and via email. Air quality and bicycle and pedestrian comments were in the majority.

Air Quality

Twitter –

1. "Clean cities" and a focus on highways rather than ways of fostering less autodependent communities; the poison of our #autocentric culture. – Loren S. (@txbornviking)



2. Thanks, @NCTCOGtrans! You're a valued #EPASmartWay partner! – EPA Region6 (@EPARegion6)



No question, together you've made DFW air quality what it is today. – Downwinders at Risk (@cleanerair)

Facebook –

1. Today the City of Denton, TX - City Hall was awarded the 🏆 Arlo Ambassador Award by NCTCOG Transportation Department for the City of Denton Sustainability air quality efforts. For more information, visit AirNorthTexas.org. – City of Denton Sustainability



2. The Dallas-Fort Worth Clean Cities coalition is celebrating 25 years as a Department of Energy program, helping north Texas improve air quality through initiatives and partnerships that reduce transportation emissions, improve efficiency, and strengthen the local economy. The coalition's work has resulted in over 2 million pounds of ozone forming nitrogen oxide (NOx) reductions in the past 3 years, as well as 68,000 tons of greenhouse gas reductions annually. Watch more here: <https://youtu.be/vaGw6TWQ0Uo>. – NCTCOG Transportation Department



Happy anniversary!! – Rock Robinson IV

Thank you! 😊 – NCTCOG Transportation Department

Looking forward to helping with sustainable transportation in Texas! –
NCTCOG Transportation Department

Bicycle & Pedestrian

Twitter –

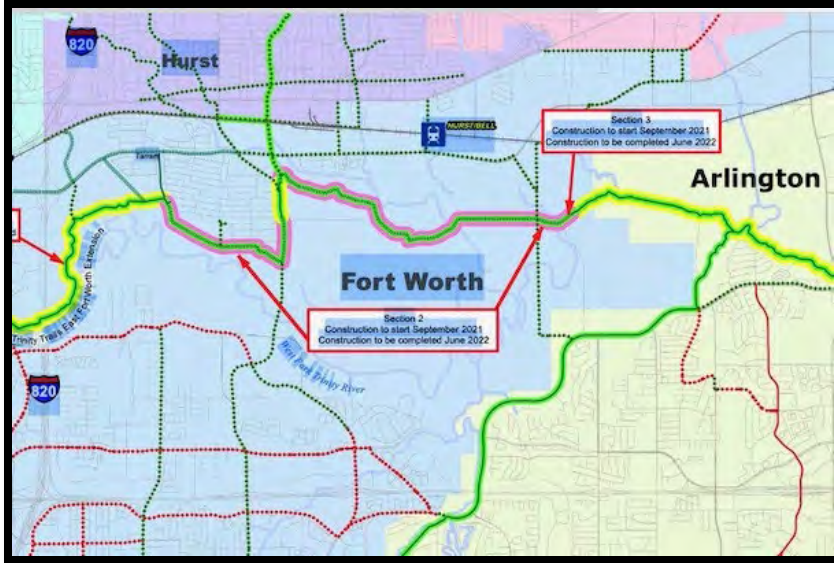
1. Find a @LewisvillePard trail in and go for a ride this weekend.
<https://playlewisville.com/parks/hike-and-bike-trails> – City of Lewisville (@LewisvilleTexas)



2. Happy Go for a Ride Day!! – BikeDFW (@BikeDFW)

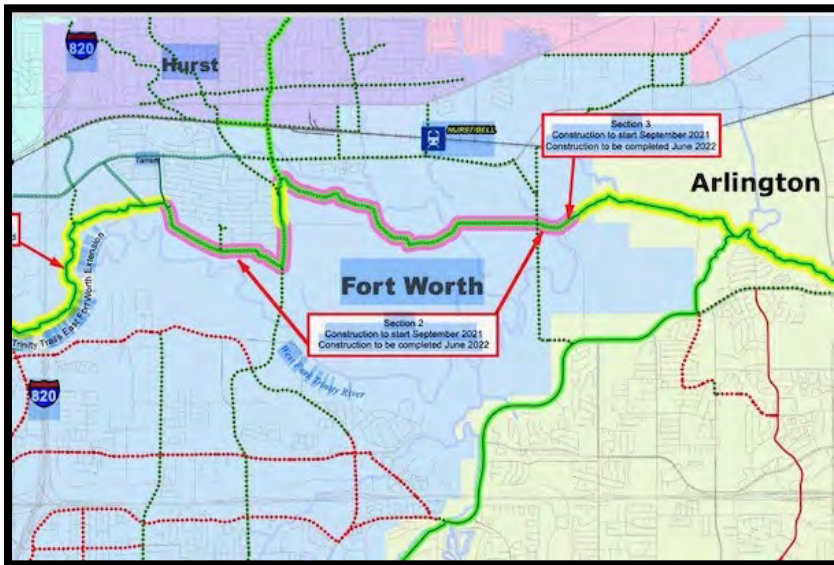


3. Arlington vote brings dream of biking between Dallas and Fort Worth closer: <http://bit.ly/38cSavV>. – NCTCOGTransportation (@NCTCOGtrans)



Good luck with the robbery and murder along the way. – NBF (@Whitemantyping)

4. So exciting! – Natalie Tull (@Flixtress)



Electric Vehicles

Twitter –

1. TX EV rebate expires on Jan 7, 2021. For battery electric or plug-in hybrid vehicles, get up to \$2500 back. Apply if you purchased or leased btw 9/1/19-1/7/21. 871 rebates remain. Combo with federal tax incentives. Details at <https://tceq.texas.gov/airquality/terp/ld.html>
 @NCTCOGtrans #AirNorthTexas - Green Dallas (@GreenDallas)



Any prospect of an program to support the purchase of e-bikes in 2021?

Now that's something I'd love to partake in! – Loren S. (@txbornviking)

That would be cool! Let me see if I can find an answer for you. –

NCTCOGTransportation (@NCTCOGtrans)

Hi, Loren! Did some asking around and, unfortunately, there are no programs that provide funding or assistance with purchasing bikes of any kind. –

NCTCOGTransportation (@NCTCOGtrans)

High-speed Rail

Twitter –

1. Dear Santa 🎅...

cc @PeteButtigieg 🇺🇸 – Jonathan Berkie (@berkie1)



Mayor (Secretary?) Pete, let's make sure any HSR network goes through both Downtown Fort Worth and Downtown Dallas, not just one, not out in the suburbs, but in center of both cities. @TrinityMetro @NCTCOGtrans – Andrew Blake (@andrewccblake)

Project Planning

Email –

1. Ned Woodbridge

To the Transportation department of NCTCOG,

This email is to provide comments on the proposed US 380 alignments as presented by TxDOT in the Virtual Public Meeting held December 2, 2020, attached hereto. I understand NCTCOG has been involved with this study as well. I refer to the alternative alignments by their colors in the above-referenced presentation pages 19-24.

I am writing in favor of the proposed blue alignment along the existing US 380. The Orange alignment is second-best as an alignment to address future growth when & if it develops. To be clear, I am strongly opposed to the purple and yellow alignments for environmental, mobility and economic cost reasons.

The presentation of December 2, 2020 laid out alternatives being considered and the key Evaluation Criteria to be considered, including Engineering/Mobility, Environmental and Economic. The proposed blue alignment by far maximized these priorities, and should be chosen.

Engineering/Mobility

Expanding the existing 380 roadbed in the blue alignment best optimizes the serving of existing communities and the future growth pattern – the shortest, cheapest and most convenient

distance is a straight line! (best serving the communities along 380). Second, 380 is a major east-west corridor that extends from Greenville (connecting with I-30) all the way west through Texas and through much of New Mexico – the straight line optimizes where people will want to travel. Safety and the crash rate are best with the blue alignment. The purple and yellow routes are unnecessary and would add undue traffic and congestion onto FM 428 and its feed into the 288 Loop.

Environmental

The Greenbelt and Clear Creek flood plain are ecological, environmental and recreational treasures to be preserved and on which the impact should be minimized to the greatest extent possible. There is little need to create another alignment such as the purple and yellow so close to the blue. These latter alignments would bifurcate and destroy Environmentally Sensitive Areas which are critical to habitat and water quality in the area.

Impact on existing businesses in the blue alignment can be minimized by engineering creativity: by moderately altering the route as shown, PLUS creating either sunken through-traffic lanes in the congested areas (only a mile or so) or elevated lanes (which I prefer less) to displace as few existing businesses as practical. By sunken lanes, I refer to the LBJ expressway in Dallas where express lanes were excavated, compressing the total ROW required yet creating the necessary traffic capacity.

Economic

The length, construction costs, and acquired right of way all are maximized by the blue alignment, as outlined in the presentation. Impact on existing businesses in the blue alignment can be minimized by engineering creativity, as noted above.

In conclusion, the blue alignment by far represents the optimal solution, followed by the orange alignment. US 380 should remain the primary east-west route to handle Collin and Denton Counties as well as the cross traffic further east or west. The purple and yellow alignments should be ruled out completely. The teal alignment is undesirable in that it would funnel traffic to a choke point, create significant congestion at the intersection of FM 428 and the 288 Loop, and create a major separation of communities in the northern part of the City of Denton by a highway; instead, if done at all (I think it unnecessary), this outer loop should remain an outer loop and connect due west to I-35 north of Milam Rd.

Thank you for your consideration.

Twitter –

1. Help develop a vision for better transportation access and recreational opportunities in NW Dallas. Take the Bachman Area survey from @NCTCOGtran.
<https://docs.google.com/forms/d/e/1FAIpQLSdNbEJWo03vRCNTTjEwHekWMBhncb4WrTWPnCE4qd056-C-wg/viewform>. – Jeff Kitner (@JeffKitner)

Bachman Lake & Love Field Area Planning

Help craft a vision for better transportation access and recreational opportunities in Northwest Dallas - [Take the Community Survey](#)

The North Central Texas Council of Governments (NCTCOG) is leading a transportation and land use study of the Bachman Lake/Northwest Highway area, in collaboration with the City of Dallas and coordinating with the National Park Service (NPS) on the Love Field Loop Trail project.

Potential focus areas for this ongoing project include:

- Safety for walking and bicycling
- Access to parks and trails
- Changes to DART Buses and trains
- Access to Love Field
- Other transportation projects

Love Field Loop Trail Project

The National Park Service (NPS) is assisting the City of Dallas as they create a concept plan for the [Love Field Loop Trail](#), which will identify a route around airport property, local neighborhoods, and public parks to connect residents to destinations and recreational services.



Get Involved

Tell us about your transportation needs in the Bachman/Love Field area: [community survey](#)
 Help us develop our public engagement ideas and reach the community:
[public engagement feedback form](#)

For more information, visit: www.NCTCOG.org/BachmanArea






NCTCOGtrans



North Central Texas
Council of Governments




2. Lonestarsuv.com  469-265-4527

Who is based just N. Of #US380 in #DentonCounty understands the importance of regional management of public transportation needs. The issue is resulting in too many fatal accidents and injuries on this road. – Lonestarsuv.com #SUV & #Limo Transportation (@LoneStarSUVLimo)

Public Meetings & Forums

Twitter –

1. REGISTER for the #PROPANE #AUTOGAS SCHOOL BUS WEBINAR on 12/17/20 hosted by the @PropaneCouncil & @NCTCOGtrans #DFW Clean Cities. LEARN more about low emission school buses, school bus grants, reduced maintenance & more. REGISTER at <http://ow.ly/UZrs50CGPw7> #schooltransportation – Propane:FuelingTexas (@FuelingTexas)



2. Technology in Transportation panel! We're now hearing from @TexasCentral's Carlos Aguilar, @Toyota's Jamie Boone, and @NCTCOGtrans' Michael Morris. Moderated by @NTxCommission's Chris Wallace! #NDCC – North Dallas Chamber (@NDCC)



3. REGISTER for the #PROPANE #AUTOGAS SCHOOL BUS WEBINAR on Thursday, 12/17/20 hosted by the @PropaneCouncil & @NCTCOGtrans #DFW Clean Cities.LEARN more about low emission school buses and school bus grants.REGISTER at <http://ow.ly/UZrs50CGPw7> #schooltransportation #betterourbuses – Propane:FuelingTexas (@FuelingTexas)



Transit

Email –

1. **Robert Brown (Re: Rural Healthcare & Transportation)**

Is there a topic or agenda item where this issue is measured?

I am suffering from chronic pain related to spinal cord damage from a syrinx running T3 to T11. Weather like today impacts me terribly. I also have HIV, Diabetes, High Blood Pressure, Tachycardia, Anxiety, Depression.

Because my spinal cord damage went undiagnosed for years, I lost my IT job with our US National Archives supporting Fort Worth, Chicago, and Atlanta. It wouldn't be until HIV finding in 2017 that I had a path back into our terrible healthcare system. Oh don't get me wrong, it's great when your employed but without a job and a payor, we're left out in the cold. And the double slap in the face for me was an unreported rape in 1999 from someone I had trusted.

Yeah, I've been through the wringer. Lost my home in NRH in 2017 and had to be back home to Dad's land in Greenville. Well, out here, good luck finding the specialists I need to manage everything I have to worry about.

That leads me to the terrible lack of transportation to medical providers in this day and age where pain management practices barely understand even the smallest syrinx can cause big pain. My experience with The Connection here in Greenville to my pain management office in Carrollton is cost-prohibitive at \$125 each way. SSDI does not pay that much and as I move from Obamacare to Medicare, my brunt of the cost for healthcare is going UP UP UP UP.

The lack of disability support from my State leaves me extremely angry. I can't even get affordable transportation once a quarter. Why is Texas so lacking with this type of support and what has to be done to get it addressed?

2. Tim Purvis

Hi,

I was thrilled when the Tex-Rail made it through RH and the Iron Horse areas. I live in Watauga. I still must drive my car to get to a station. I know more stations=more money, but I think something needs to be addressed about “last mile” access to the trains. I used to work in Europe (Sweden) and rarely was there a time I could not walk to a local station that connected with a larger transportation train system. Not here in Texas. Never. Only for a few fortunate people that live near

a station.

Has this issue ever been considered? Perhaps a per station roving driverless shuttle that had a sub-route for every station. One that could be summoned by an app? Or interim, a stationed shuttle with driver that (for a fee) would cover an area around the station?

There are many near people that cannot or will not drive or leave their car overnight at these stations.

I really think this should be a part of all planning. You are getting close, but missing many people because of this. Fairly simple solutions for interim and future. I am sure this would increase ridership if you would get the word out. I know it would in my neighborhood.

Twitter –

1. To quote @TamikaButler - “we are all dependent on the people who are transit-dependent. So, we’re all transit-dependent.” #SavePublicTransit – Rachel Jenkins, AICP Candidate (@raqueljenkins)



Other

Email –

1. **Andrea Gomez**

I just wanted to take a sec to let someone know how helpful the NCTCOG Transportation education page

<https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.nctcog.org%2Ftrans%2Fabout%2Feducate%2Ftransportation-activities&data=04%7C01%7Ccbaylor%40nctcog.org%7C43e22a8f316c4cd6636808d8a0fefb98%7C2f5e7ebc22b04fbe934caabddb4e29b1%7C0%7C0%7C637436364295036772%7CUnknwn%7CTWFpbGZsb3d8eyJWljoimC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Iik1haWwiLCJXVCI6Mn0%3D%7C3000&data=QagdpKabOtofBCvccoqW9Yz4TyymrhUGI4HwqjnCSJE%3D&reserved=0> has been for my family and me.. My mother moved in with us before the COVID outbreak, and then with twin girls we've definitely had our hands full LOL.. But, I was able to find some excellent online resources to use with them (their school district is back to remote learning right now) Amy and Alexandra especially enjoy the virtual field trips.. they loved the national parks ones. Its been wonderful grandma/granddaughter bonding time !

The girls suggested that we should send a thank you note...or e-mail I guess haha. It does feel like a good opportunity to put a little positivity into the world and I figured you'd appreciate knowing someone was benefiting from it so here we are =) Thanks!!

And we also wanted to share another resource to repay the favor, so Alex, Amy, and GG all helped to pick out a great resource for virtual field trips, at <https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.titlemax.com%2F>

titles%2Froad-trip-from-home-virtual-field-trips%2F&data=04%7C01%7Ccbaylor%40nctcog.org%7C43e22a8f316c4cd6636808d8a0fefb98%7C2f5e7ebc22b04fbe934caabddb4e29b1%7C0%7C0%7C637436364295036772%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Iik1haWwiLCJXVCi6Mn0%3D%7C3000&sdata=XtK%2Fzam99Fp5FPeKKyrCgYWB%2BLPW1nl6n9GKB%2B6TCBY%3D&reserved=0 . It has awesome virtual trips and tours from all over the world.. They thought you'd want to add it to your educational resources, so that other families can use it! Hopefully its helpful..

Thank you again, Carli and have a good day. If you are able to add their suggestion to your page I'll make sure to show them.. everyone was excited to see if you liked it so I'm thinking they'll be proud seeing it on there. Stay safe and happy holidays! Thanks.

December 12, 2020

Mr. Michael Morris, P.E.
North Central Texas Council of Governments
Director of Transportation
616 Six Flags Drive
Centerpoint II
Arlington, Texas 76011

Subject: Requesting NCTCOG Case Studies of Mixed-Use Developments in DFW Region

Dear Mr. Morris:

During a recent meeting, representatives from area cities in Collin County were discussing the impacts of mixed-use developments. The discussion was focused on the following question: Do mixed-use developments really produce less congestion than traditional development of the past (segregated uses spread-out)? As transportation professionals trying to give good advice to our policy makers, this has been a difficult question to answer.

Many of us are facing questions from our policy makers and the public who oppose all forms of multi-family development, primarily due to the traffic they will generate. Developers and proponents respond that multi-family units built within mixed-use developments should result in less traffic than would otherwise occur with segregated uses spread over a larger area. This is counterintuitive to what most residents and policy makers in suburban communities imagine from these high-density developments, especially if they have a predisposed mindset against mixed-use and dense development trends. While transportation professionals understand the theory of reduced traffic by comparison, we aren't certain that the benefits will truly be realized in the suburbs.

Mixed-use developments claim to reduce congestion by encouraging residents to take shorter trips or use their cars less by creating pedestrian friendly environments with residential, employment, retail and recreational destinations within walking distance of each other. This concept makes sense, but its success depends on those living in the multi-family units actually working and shopping in their own development. In addition, when mixed-use developments are constructed, often the multi-family component is built first before the developer can justify building retail or office uses. As a result, the mixed-use development operates as a standard multi-family development for a time with its residents commuting elsewhere. The transportation professional endorsing and the policy makers approving these developments must make a leap of faith that the promised reduction in congestion will eventually happen and defend their decisions to the public.

Since Collin County cities expect to receive more requests for mixed-use developments as the county grows, it would be helpful to have some local case studies that demonstrate mixed-use development projects are working as intended in the suburban parts of the DFW region. Our Collin County cities would like to request that NCTCOG conduct some case studies in the DFW region that compare the travel patterns of several mixed-use developments (with and without transit) in our region to the travel patterns of traditional suburban developments. It seems that the Location Based Data (LBS) data NCTCOG has recently acquired could be used for such case studies.

RECEIVED

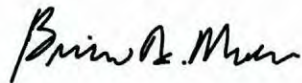
DEC 31 2020

TRANSPORTATION

Hopefully the case studies will objectively substantiate claims with empirical evidence that local area mixed-use developments are creating less congestion even though they are increasing the density. The results could then be used to build more support among residents and policy makers in the region. If the results show that some cases are working but others are not, hopefully the study could determine why that is so. Is it due to a lack of transit service? Or is it the mix of uses or the age of the development? All this information would be helpful for our cities to make informed decisions about future mixed-use development opportunities.

Thank you for your consideration.

Sincerely,



Brian A. Moen, P.E.
Asst. Dir. Engineering Services/Transportation
City of Frisco



Brian Shewski, P.E., PTOE
Transportation Manager
City of Plano



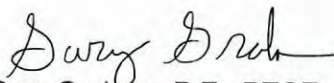
Clarence Daugherty, P.E.
Director of Engineering
Collin County



Mark Nelson
Transportation and Mobility Director
City of Richardson



Chris Flanigan, P.E.
Director of Engineering
City of Allen



Gary Graham, P.E., PTOE
Director of Engineering
City of McKinney



Tim Porter, P.E., CFM
Public Works Director
City of Wylie



Paul Luedtke, P.E.
Director of Transportation
City of Garland

CC: Dan Kessler, Assistant Director of Transportation, Transportation Department, NCTCOG
Vickie Alexander, Program Manager, Program Administration, NCTCOG



December 16, 2020

TxDOT Dallas District Office
Attn: Stephen Endres, P.E.
4777 E. Highway 80
Mesquite, TX 75150

Dear Mr. Andres,

Thank you and TxDOT for soliciting our input. We recognize the need for a solution to US 380 congestion. The Greenbelt Alliance of Denton County, is a community-based organization made up of volunteers who foster awareness of the Greenbelt, generate public support, promote recreational and educational opportunities, and encourage access to and preservation of the Greenbelt in its present, scenic, natural state.

In 2009, members of the Greenbelt community joined together to defend this beautiful natural open space from a proposed 345 kilovolt powerline. Believing the transmission line would be an affront to the Greenbelt's natural beauty, this conservation-minded group of neighbors raised funds and formed the Greenbelt Alliance. With the engagement of the Aubrey community, and help from State and Federal elected officials, we won. One hundred fifty members of the Greenbelt Alliance attended the PUC public hearing in Austin where the powerline alignment decision was made.

Soon afterward, the Greenbelt's equestrian trail was closed due to a washout from flooding. Equestrian Greenbelt users formed the Lake Ray Roberts Equestrian Trail Association (LRRETA) to raise money, bring together volunteers, and advocate for reopening the equestrian trails. Through grants, sponsorships, donations, festivals, equestrian events and runs, LRRETA and GBA raised the money to build a bridge to reopen the equestrian trail. This pedestrian and equestrian steel walkway is 70 feet long. The LRRETA grant, which covered the cost for this bridge and other trail improvements, was \$165,000 with private funds of \$33,000.

Currently, the Greenbelt Alliance and its affiliate LRRETA have over 300 active members. We hold numerous public events and fundraisers each year along the Greenbelt for runners and equestrians. The LRRETA affiliate has invested over \$850,000 in the Lake Ray Roberts State Park through four grants.

As leaders of GBA and LRRETA, we attended the public meetings led by the NCTCOG over a two-year period concerning their Denton Greenbelt Corridor Feasibility Study completed March 2019. We coordinated the attendance of key community members and hosted those well-attended meetings.

As a result, we contribute our conclusions from that study to the Virtual Public Meeting of US 380 Denton County Feasibility Study because its Teal Route, like the alignment proposed in the NCTCOG Greenbelt Corridor Feasibility Study, also requires expansion at the FM 428 Greenbelt crossing.

If TxDOT selects the Teal Route, we ask that the Greenbelt be the marquee feature of the design. We support the name Greenbelt Parkway, or a similar name including the Greenbelt. We believe this will increase the awareness of the Greenbelt and highlight its signature status to our community.

Our support of the Teal Route is conditioned upon the following:

- Providing safe and convenient access by equestrians to the 428 trailhead is essential and is currently provided by the FM 428 trailhead park. Due to the size of horse trailers and the trucks that tow them, many comparable to the size of 18 wheelers, and the need for very slow acceleration and deceleration required by drivers because their horses are not wearing seatbelts and are in fact standing, expansion must not cause unsafe conditions or restrict access to some of the Greenbelt's most faithful and frequent users who have no other alternative within hundreds of miles of the park. We have included Exhibits A and B which we prepared for the NCTCOG Greenbelt Corridor Feasibility Study and which we believe make the road expansion compatible with accessibility for all park users.
- Restricting additional powerlines. Although we understand minor expansions of USACE easements may be required for the Teal Route, and we support that, the expansion must not become an opportunity for utilities to shoe-horn power transmission lines across the Greenbelt and diminish the appeal of its natural beauty. Our conditioned support is only for the purpose of mitigating traffic and supporting a well-planned east-west traffic corridor for Denton County.
- Adjusting the Teal Route alignment (blue and white dashed), east of the Greenbelt, to be consistent with the Proposed Greenbelt Parkway alignment (orange) depicted on the attached Exhibit C. This route was developed with two years of planning between NCTCOG and the Aubrey community. As a result, we believe it is more sensitive to the Aubrey community than the Teal Route east of the Greenbelt and has less negative residential impact. We do not have an opinion on routing west of the Greenbelt. The NCTCOG Greenbelt Parkway alignment goes directly west from the Greenbelt to I35, and the TxDOT Teal Routing goes south to Loop 288. We support either.

Below we quote the Denton Greenbelt Corridor Study Feasibility Study, NCTCOG, March 2019, Page 8.5.

"Stakeholders have identified priority mitigation strategies in Ray Roberts Lake State Park, which is operated by TPWD. A complete list of proposed stakeholder mitigation strategies is included in Appendix F. The stakeholders' top three priorities are summarized below:

1. Doubling or tripling the size of the Ray Roberts Lake State Park parking lot at FM428 and improving parking lot and trailhead amenities. This would accommodate increased park usage brought on by the road expansion and population growth.
2. Repair and enhancement of trails between FM 428 and US 380 on the Denton Greenbelt. This includes an upgrade to all-weather trails, erosion controls, and banks stabilization along the trails and at the FM 428 bridge site, and reopening the trailhead on US 380, which is the closest access point to the city of Denton.
3. Construction of noise buffers using planting and cultivation of trees strategically placed to dampen noise at the FM 428 entrance to the park. This will mitigate increased traffic noise from the roadway expansion. Trees should be planted on a timeline to provide noise mitigation in time for the completion of the roadway expansion in the Denton Greenbelt."

Since the Greenbelt Corridor Report was published as we quoted above, we have further researched the viability of reopening the US 380 trailhead which has been closed due to continuous flooding exacerbated by a major logjam (see photo) for five years. Because the trailhead is in the floodplain, we do not believe flooding and closure can be stopped. For this reason, we support abandonment of the US 380 trailhead. We recommend reopening the Greenbelt trails from the existing FM 428 trailhead south to US 380. This will provide users an out and back loop.

The FM 428 trailhead does not flood. It is always open. With its iconic red bridge, the FM 428 trailhead can serve all the trails going north and south and become the front door to the Greenbelt. We believe public and private funding will be better utilized by upgrading the FM 428 trailhead and reopening the Greenbelt trails going south from there to US 380.

We strongly oppose further segmentation of the Greenbelt as called for by most combinations of the Purple Route. We think further segmentation will involve the most negative environmental impacts, degrade the recreational experience of Greenbelt users, and further decrease north-south wildlife migration along the Elm Fork of the Trinity. We feel that such segmentation is counter to the promises made to citizens when private land was condemned to create the Greenbelt. That promise is best set out in the preamble to the conservation easements along the Greenbelt. Each easement defines its purpose as "to preserve the Greenbelt in its natural scenic state." Finally, we believe further segmentation is contrary to USACE policy of granting new easements when alternatives are available. For these reasons, if TxDOT selects the Purple Route, the decision could result in costly federal litigation, extensive environmental mitigation costs and considerable delays to TxDOT's goal of improving congestion and safety issues along 380.


If TxDOT chooses either the Teal Route or the Blue Route, we request that mitigation include removal of the Elm Fork logjams which are creating flooding, killing trees, and which have resulted in the closure of the 380 Greenbelt Park trailhead. We are working with USACE, TPWD and the City of Denton to find a solution and all involve funding for the logjam removal. (See attached photograph).

We also request the mitigation include money to maintain the Greenbelt. Prior to the creation of the Greenbelt, public forums were held to solicit feedback and gain community support. We read the transcripts. Partly to overcome the resistance in our community to the condemnation of private land along the river, the public was promised public recreation along the entire length of the Greenbelt for bicycles, equestrians, pedestrians, runners and paddlers. This promise attracted wide support.

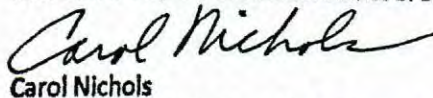
However, it has been a struggle to keep these promises. Congress dedicated money to purchase the land, but no money was provided either by Congress through the USACE or by the City of Dallas or the City of Denton to maintain the Greenbelt. Texas Parks and Wildlife, which leases and operates the Greenbelt, is burdened with the entire responsibility for security and maintenance of the Greenbelt. They have done a miraculous job with the resources available, but it is not enough. The southern half of the Greenbelt has been closed for over 5 years.

Our support of TxDOT in its effort to create a solution to the 380 problem, whether on the Blue or Teal Route, is conditioned upon TxDOT, the USACE, the City of Denton, Denton County and NCTCOG cooperating to procure funds to mitigate the impacts of the expansion and to provide ongoing maintenance, so the Greenbelt trails are open to the public as promised when the Greenbelt was created. We have a terrific opportunity right now working together to provide these solutions, so that future generations can enjoy the Greenbelt - our regions' natural treasure.

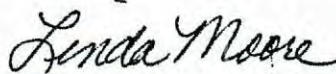
Sincerely,



Tim Beaty
Board Member, Lake Ray Roberts Equestrian Trail Association
Board Member, The Greenbelt Alliance of Denton County



Carol Nichols
Board Member, Lake Ray Roberts Equestrian Trail Association
Board Member, The Greenbelt Alliance of Denton County



Linda Moore
President, Lake Ray Roberts Equestrian Trail Association



Richard Rogers
Chairman, Greenbelt Alliance of Denton County

CC: Katherine Barnett, Sustainability Manager, City of Denton
Dr. Michael C. Burgess, US Congressman
Judge Andy Eads, Denton County Judge
Senator Pat Fallon, Texas State Senator
Mayor Gerard Hudspeth, Mayor of Denton
Rob Jordan, Lake Manager, Fort Worth District, USACE
Michael Morris, Director of Transportation, NCTCOG
Kent Dunlap, Chief, Natural Resource Management, Fort Worth District, USACE
Representative Jared Patterson, Texas State Representative
Col. Kenneth N. Reed , District Commandan, Fort Worth District, USACE
Steve Smith, Board Chair, Trinity Coalition
Chris True, Park Superintendent, Ray Roberts Lake SP Complex
Commissioner Ryan Williams, Denton County Commissioner, Precinct 1

Dallas Loses Its First-Ever Transportation Director

Michael Rogers is leaving Dallas City Hall for the greener pastures of Glenn Heights.

By Matt Goodman, D Magazine

Michael Rogers, the first-ever transportation director for the city of Dallas, is leaving to become a deputy city manager in the southern suburb of Glenn Heights. Rogers was hired from Raleigh, North Carolina in 2017 and charged with creating the city's first comprehensive mobility plan.

According to a memo from City Manager T.C. Broadnax, that plan is being finalized. Broadnax describes it as "a five-year mobility roadmap that will enhance the region's implementation plans for transportation, economic development, housing, and job creation."

It will do so by judging transportation investments on not just their ability to move people from one place to another, but their impact on land use, climate, and equitable development. It will also include a path forward for making Vision Zero operational, the city's initiative to reduce pedestrian deaths to zero. Rogers wanted the transit plan to help inform how our streets, freeways, trails, and sidewalks all influence how the city develops. His department oversaw [a citywide survey](#) that helped chart its priorities.

Rogers' job had him at the table with local and regional transportation agencies, like the North Central Texas Council of Governments, which directs federal transit dollars, as well as the Texas Department of Transportation and Dallas Area Rapid Transit. He was closely involved with planning a forthcoming hub for high speed rail near the convention center.

Rogers [was a key figure in negotiating changes](#) to Interstate 30 in the Canyon near downtown, as well as future phases that will change how the freeway looks as it heads east to Mesquite. That freeway [tore neighborhoods apart](#); Rogers wanted to make sure the city vocalized its desire to bring them together through design, perhaps burying the highway and adding pedestrian bridges that would get people safely across.

"Stitching the community together was really what we wanted to do in a significant way instead of having a Dallas that's north of I-30 and a Dallas that's south of I-30," he told me a year ago. "How do we bridge that gap?"

Rogers was also City Hall's point person for the overhaul of its aging traffic signals, securing millions in bond dollars and state grants to help pay for it. Recently, he took some heat from mobility advocates and the mayor for abruptly pulling scooters from the streets, [saying](#) "a lot of people are still riding these scooters, and they seem to be up to no good." Six months before he made that decision, the City Council had voted to keep the scooters.

He was a finalist for a top mobility job in Austin in 2019 but lost to the city's existing transportation director. Rogers' last day at City Hall was November 26. Assistant director for transportation Ghassan Khankarli will lead the department on an interim basis.

Rogers did not return requests for comment on Monday afternoon.

Got grease? Drop off it off along with cooking oil in Grand Prairie

The Holiday Grease Roundup is December for city residents.

By Anna Caplan, Dallas Morning News

Grease and other cooking oil is a potent plumbing problem that is bad for your pipes.

But the 2020 Holiday Grease Roundup, an effort aligned with over 30 cities around North Texas, is here to encourage the public to recycle used cooking grease and oil.

In Grand Prairie, residents can bring their waste to city recycling facilities at 300 W. Main St. on Dec. 5. Participants must fill out a form [online](#) to secure a drop-off spot.

The program is a part of the Defend Your Drains campaign supported by the Wastewater and Treatment Education Roundtable, a partnership between the North Central Texas Council of Governments, municipalities and water utilities in the North Texas region.

TxDOT to host virtual meeting for potential Highway 380 improvements

By Justin Grass, Denton Record-Chronicle

The Texas Department of Transportation will host a virtual public meeting Dec. 2 through 17 for the U.S. Highway 380 feasibility study in Denton county, analyzing potential improvements to the stretch of the highway from Interstate 35 to the Collin County line.

The meeting will be available for just over two weeks beginning Wednesday at 6 p.m., and will include a pre-recorded presentation, maps, drawings and other resources. Residents can leave comments by submitting them via e-mail, voicemail or physical mail. Comments must be submitted on or before Dec. 17, the last day of the meeting, to be included in public record.

According to TxDOT resources, the meeting will provide an update on the feasibility study, which was started to analyze roadway options for the aforementioned stretch of Highway 380, including improvements to its existing alignment or utilizing new alignments.

Come Wednesday, the meeting and associated resources will be available at <http://www.keepitmovingdallas.com/US380DentonPM2>.

Center Stage project passes development hurdle in Keller

By Kira Lovell, Community Impact Newspaper

Center Stage, the 38-acre mixed-use development to be built along Hwy. 377, is one step closer to reality. Keller City Council approved Phase I of the development on Dec. 1 after initial approval in January.

The development has been a contentious topic in Keller throughout 2020, but the City Council passed the resolution 6-1.

"I didn't support this project in the beginning, and that was because of overwhelming opposition to it," Keller Mayor Pat McGrail said. "Now that it's been approved, I honestly consider it my obligation and everybody else on the council's to support it."

The Phase I Detailed Site Plan brought before council by Realty Capital Management included recommendations made by the city, such as reducing the number of residential units and providing access to Milestone Church via a private drive. Phase I will cover 26.8 acres devoted to 475 loft-style apartments, 24,000 square feet of commercial space, a community lawn and outdoor music venue and trails for hiking and biking. This portion of the development will include 2.2 of the total 6 acres of open space required by the city. Phase I does not include any single-family homes.

The development also plans to compensate for increased traffic in the area. Phase I will involve retiming traffic signals at the intersection of Hwy. 377 and Ridge Point Parkway and adding turn lanes on Ridge Point Parkway. None of the Phase I traffic improvements are anticipated to involve adding new pavement, according to Keller director of public works Alonzo Liñán.

"One of the first questions that we asked before seeing the detailed plan was 'Can we make this work?' " Liñán said. The answer, he said, is now a more confident yes.

Annual tax revenue from Phase I is estimated at nearly \$1.77 million, including anticipated sales tax from businesses. AJ Glass, director of the Realty Capital development, said that he does not anticipate problems filling the commercial space despite the economic impact of the COVID-19 pandemic.

Keller City Council anticipates considering Phase II of the Center Stage development in summer 2021 at the earliest.

During the Dec. 1 council meeting, McGrail was recognized for his years of service to the city. He opted not to seek another term as mayor. His replacement will be decided in the Dec. 8 runoff election. Early voting runs through Dec. 4.

Klyde Warren Park to get the world's tallest interactive fountain

A \$10 million Christmas gift from Nancy and Randy Best will add a 10-story aquatic extravaganza to the Dallas skyline in time for the holidays next year.

By Cheryl Hall, Dallas Morning News

Nancy Best, a longtime board member of Klyde Warren Park, and her educational entrepreneur husband, Randy, are giving the park and the city a \$10 million Christmas gift unlike anything the world has ever experienced.

And it's expected to be ready for a holiday unwrapping next year.

The Dallas couple's foundation is paying for a next-generation, interactive, "super-fountain" that will shoot jets of water up to 95 feet into the air — higher than any other immersive fountain in the world.

It will be one of the most distinctive free water parks in the country.

The water will come down like raindrops, while kids — and adults — play safely in a shallow wading pool or people-watch from the splashless sidelines.

Every evening, the fountain will come alive with an hourly aquatic "fireworks" display of soaring water that's lit by a kaleidoscope of colors and dancing to soundtracks — a show that will be visible for miles.

The Nancy Best Fountain will be at the Pearl Street entrance on the east side of the park where the big red Christmas ornaments are this year.

It seems destined to become a global icon of Dallas and a beacon to downtown.

"The only way to describe this fountain is spectacular," said Jody Grant, chairman of the board of the Woodall Rodgers Park Foundation. With just a tad of Texas bravado, Grant likens it to the nightly light show at the Eiffel Tower. "When you look at aerial photos of Dallas in the future, we firmly believe this is the 'blimp shot' you will see."

Construction of the triangular project — with each side being roughly 100 feet long — will begin in the summer, and completion is slated for December.

"One thing that is great about this project is that it won't take long," said Randy Best, a longtime park supporter. "Most things you wonder if you'll live to see them. This is a quickie."

The fountain is being created by Los Angeles-based Fluidity Design Consultants, led by Jim Garland, who's been called "the Elton John of fountains" and a maestro of "spray, splash and sound."

Garland is well acquainted with Klyde Warren Park, having designed the park's three existing water features.

He and his team were responsible for the two granite fountains that span four blocks in front of the Metropolitan Museum of Art in New York City and the \$90 million redo of the main fountain garden at Longwood Gardens, the former estate of industrialist Pierre S. du Pont in Kennett Square, Pa.

But Garland has never designed a fountain quite like this.

“It’s a musical fountain with choreographed changing colored lights that you can literally dance in and be a part of,” Garland said from his L.A. office. “We haven’t seen that before.

“It’s also going to make very, very high jets — you might even say dangerously high,” he said with a laugh. “Heights that nobody’s ever seen before. It’s an important evolution in the world of fountains. There’s no other fountain like this one. It really is a best-in-class.”

A dab of danger

He’s pleased that a bit of mayhem has been added to the mix.

“We’re working with a play consultant on another job and she said something we’d never heard before: ‘If a play environment is too safe, kids find it boring. It’s got to be exciting. A little feeling of danger adds a lot to the fun,’ ” Garland said. “This will definitely have that. Once you get past that moment of fear of seeing raindrops from so high in the sky, then it’s great and exciting.”

He said he isn’t exactly sure how high the spouts will soar. They’ll easily go at least 55 feet. But his company has just found new technology that puts 95 feet in the realm of possibility.

The jets will be automatically controlled to account for wind conditions. That will spare people in the park who don’t want to be inundated and keep the windows from getting wet in the neighboring Arts District buildings.

The wading pool will be a quarter inch deep over a nonskid, polished surface.

Garland figures he and his Fluidity crew have created more than 200 mega-fountains and play splash pads around the globe.

He worked with Michael Vergason Landscape Architects in Alexandria, Va., on the three fountains at Sundance Square in Fort Worth that opened in 2013.

Vergason says the popularity of interactive fountains in public spaces has grown exponentially. “They have a great effect on kids, and kids bring in families. So, it becomes a great activator,” he said.

The ones in Sundance Square have changed the way people use downtown Fort Worth.

“Water features work particularly well in Texas because it not only is magical in the way it attracts people to it, but in a serious way it is a cooling element. Water makes a lot of sense from an experiential standpoint,” he said.

Vergason is blown away by the height of the Klyde Warren jets. “Ninety-five feet? That’s monumental,” he said.

The main Sundance Square fountain has 264 vertical jets that go from zero to about 12 feet. “The height is modest by comparison,” he said. “Jim’s the best fountain designer in the U.S. for sure.”

More plans

The mechanics of the Nancy Best Fountain will be secured and camouflaged by three stainless steel tree sculptures in a middle island. “They prevent people from getting into the danger area,” Garland said. “But more than that, they’re going to be extremely beautiful.”

The fountain is part of the park’s ambitious \$100 million Phase 2.0 project. It comes on the heels of an announcement in October that Dallas-based Jacobs, a global technology and engineering giant, is donating \$8 million to add a 36,000-square-foot multi-use green space on the western edge of the expansion.

When completed in 2024, Jacobs Lawn will host markets, festivals and other recreational community events. In the winter, it will be converted into an ice rink being designed in conjunction with the Dallas Stars.

Energy billionaire Kelcy Warren, who gave \$10 million to name the park after his son in 2012, has given an additional \$20 million toward the expansion.

For anyone who doubts the economic impact that the park has had on Dallas, Jody Grant offers these stats: In 2013, Dallas County appraised the private properties that surround the park at \$2.5 billion for tax purposes. Today it’s valued at \$6.2 billion.

That translates into an incremental increase of \$73.6 million being split among the Dallas Independent School District, Dallas College (formerly the Dallas Community College District), Parkland Hospital and the city, he said.

Morale boost

Nancy Best joined the park’s board several years before it opened in 2012 and was instrumental in the schematic stages.

“Sheila [Grant, co-founder of Klyde Warren and who is married to Jody Grant] and I have talked about a signature fountain for years,” she said.

“As you know, *The Dallas Morning News* said we are one of the best water parks in the city, which was never our intention. We wanted a fountain that would be beautiful, fun and interactive and have music that adults would love but that children could play in and love.

“It would bring people to the east end of the park and just be a great thing for families. And that’s what we’re going to have.”

Sheila Grant says she’s been walking on air ever since the Bests told the Grants about the gift. “It’s important to emphasize this was their idea, and not a request, which makes the gift that much more touching and meaningful.”

The gift couldn’t come at a better time, she added. “It is a symbol of hope at the end of 2020 — a traumatic and difficult year. What a fabulous Christmas gift — one that will never be forgotten.”

\$366 million mixed-use project in the works for McKinney's Craig Ranch

California-based KOAR Institutional Advisors gets city go-ahead for 80-acre project.

By Steve Brown, Dallas Morning News

A California-based developer has gotten approvals for what could be one of the largest mixed-use developments in McKinney.

An affiliate of Beverly Hills-based KOAR Institutional Advisors has bought 80 acres in the McKinney Corporate Center at Craig Ranch. The property is the largest remaining development land in the business center located just north of State Highway 121.

KOAR has received zoning from McKinney to build a combination of office, retail and apartments on the property along Henneman Way and Weiskopf Avenue.

The development is KOAR's first such venture in Texas. The company has a track record of commercial development in California and has invested in other properties around the nation.

"The possibilities for this project have grown exponentially since we first started looking at it 24 months ago," Laurent Opman, principal of KOAR Institutional Advisors, said in a statement. "McKinney Corporate Center Craig Ranch checked all the boxes for us.

"It is in a key growth corridor, in close proximity to major airports and the rooftops and office density are there to sustain a vibrant mixed-use development."

McKinney recently rezoned more than 60 acres for the \$366 million mixed-use project.

The zoning change allows for high-density residential construction and a 4-acre retail center. It also increased the permitted office square footage in the project by a third.

The proposed development will include a 2.5-acre linear park connecting a planned resort hotel through the core of the corporate center.

Architect Gensler is designing the project.

McKinney developer David Craig, who founded the 2,200-acre Craig Ranch project two decades ago, and his firm Craig International will be helping with the project.

"We have been retained to manage it and help develop it," Craig said. "They want to create something special — not just a corporate center.

"They wanted to put an amenity through the middle of it with the hike-and-bike trail and the linear park."

Craig Ranch started out as primarily a residential development and now has about 4,500 single-family homes.

"We sold our last residential lot probably three years ago," Craig said. "We have a population of about 20,000."

The commercial land on the south side of Craig Ranch along S.H. 121 is now attracting the most attention. "It's been unbelievable the activity we have on the office side," Craig said. "We probably have another 2 million square feet of offices to go.

"Right now, we are at about 5,000 people employed in Craig Ranch," he said. "I think that will grow to 20,000."

New office buildings at Craig Ranch have recently been announced by VanTuyl Real Estate and Kaizen Development Partners.

And RPM X Construction is moving into a new 90,000-square-foot headquarters building in the community.

"It didn't hurt that in the middle of the pandemic we announced we were the new location for the Byron Nelson," Craig said. "We are at about \$2 billion in value now."

KOAR is working with Dallas-based KDC to pursue corporate office development opportunities for the new project.

KDC in Craig Ranch recently built a four-story, 100,000-square-foot office building for SRS Distribution. And KDC also developed the new headquarters for Independent Financial within the McKinney Corporate Center Craig Ranch.

"KOAR Institutional Advisors' investment and vision for this site complements and further establishes the McKinney Corporate Center Craig Ranch as a prominent destination in North Texas," McKinney Mayor George Fuller said in a statement. "We are excited to have such a valued partner investing in our community."

Craig said Craig Ranch will probably add another 10,000 residents with the planned construction of apartments and high-density residential projects.

"I'm very pleased with the way the community has evolved," he said. "To be able to start a development of this size and be able to finish it has been a dream come true."

TxDOT Fort Worth Discusses Major Construction Projects Underway

By Madison Sawyer, CBSDFW

If you drive on North Texas roads, you know there is no shortage of construction happening right now.

CBS 11's Madison Sawyer recently spoke to local transportation agencies including TxDOT Dallas, TxDOT Fort Worth and the NTTA about the progress of road construction projects in the area for an episode of 'To the Point,' which airs on CBS 11 Sunday, December 6 at 6 a.m.

TxDOT Fort Worth Spokesman, Val Lopez, described three of the biggest projects they are working on right now in Tarrant County including the I-30 and Hwy 360 interchange reconfiguration in Arlington, the East Loop 820 expansion in East Fort Worth and the Hwy 199 expansion and bridge project in the northwest portion of the county.

The Hwy 360 and I-30 interchange in Arlington has been under construction since 2016. They are working to replace the old cloverleaf turnpike configuration with modern direct connecting ramps, similar to what drivers see in North Dallas at the High Five.

In addition to adding ramps, the project adds lanes to both I-30 and Hwy 360 helping to alleviate congestion.

Significant progress has been made recently with multiple major closure of I-30 orchestrated to allow the demolition of existing bridges in the area. Construction closures that TxDOT Fort Worth admits are complicated with the renovations happening in the heart of the Arlington entertainment district.

"We are working very closely with those partners and the city to make sure we maintain the access and minimize the impact to them, but at the same time building the facility," Lopez explains.

"It's like not only are we building a stadium during the (football) season but building a stadium during an actual football game."

The East Loop 820 project adds lanes on the stretch of highway between I-30 and Hwy 183. With an estimated cost of around \$174 million, the project began in 2018 and is expected to be completed in 2023.

Lopez says one of the biggest undertakings of the East Loop 820 project is a brand-new interchange to and from Hwy 121.

"We are building modern direct connecting ramps between 820 and 121 where there was none before," Lopez says. "There was a series of ramps and cloverleaves, but we are going back down there just like at 30 and 360 where there was empty sky, you are now seeing direct interchanges being built."

The other big project they are working on just got underway a few months ago. The Hwy 199 widening project, from FM 1886 to Azle Avenue, takes the highway from four to six lanes west of Lake Worth Crossing.

Multiple new bridges will be added to the stretch of roadway including a new bridge over Lake Worth, but TXDOT Fort Worth says the existing bridge will not be demolished.

“We are keeping the old bridge as a frontage road bridge, which means we are able to construct the new bridge without impacting existing traffic,” Lopez says.

The contract for the Hwy 199 project was awarded in June of this year for \$104 million. Completion is estimated for 2024.

North Texans can hear more from TxDOT Fort Worth on the next episode of ‘To the Point,’ which airs Sunday, December 6 at 6 a.m.

[TxDOT Fort Worth Discusses Major Construction Projects Underway – CBS Dallas / Fort Worth \(cbslocal.com\)](https://www.cbslocal.com)

Upcoming North Texas Workshop Explains Regulations Surrounding Popular Drone Gifts

Drones are a popular Christmas gift, but they come with requirements that may not be familiar to many consumers.

By Kim Roberts, *The Texan*

As Christmas approaches, unmanned aerial systems, also known as drones, of all shapes and sizes may be on the gift-giving list. Unlike remote-controlled cars of years past, it is not safe to just stick the batteries in the drone, run out in the backyard, and start flying the drone. Drones are governed by rules and regulations about how and where they may be safely operated.

In order to educate consumers about the proper use of drones, both for recreation and business purposes, the North Central Texas Council of Governments (NCTCOG) is [hosting an online workshop](#) at no charge to the public on Saturday, December 5 at 10:00 a.m.

“Our goal is to educate the general public and to prevent reckless flights around airports and in air space,” Ernest Huffman, aviation planning and education program manager for NCTCOG told *The Texan*.

As far as Huffman is aware, these are the first workshops of their kind in the country offered free to the general public. He is planning one workshop each month.

Each workshop will cover multiple topics including safety, pre-flight planning, regional air space, rules and regulations, drone registration, and drone careers, and will have a particular emphasis as well.

At the December workshop, Gleim Aviation will help provide information and tips to participants about the successful procurement of a drone pilot’s license.

There are many regulations and laws governing the safe operation of drones that the public generally doesn’t know. For instance, Huffman doesn’t recommend flying a drone in one’s backyard as it may lie in a flight path and the drone pilot may not be aware of it.

The North Texas Unmanned Aircraft Systems (UAS) Safety and Integration Task Force created by NCTCOG has a list of safe places to fly on its [website](#).

Texas also has its own laws related to drones, Huffman said. The [Texas Privacy Act](#), found in Chapter 423 of the Texas Government Code, governs when it is lawful to capture an image using a drone.

The Texas Parks and Wildlife Department has particular [rules](#) controlling the use of drones for the managing or hunting of wild animals.

The use of drones has grown more popular in recent years. In 2018, the Dallas-Fort Worth region had the fourth highest number of drones and drone pilots in the United States, Huffman said.

Drones vary in size from micro-drones that weigh less than half a pound to drones as large as a bus. As drones grow in popularity, drone-related businesses and careers are growing as well.

Huffman said the next workshop in January will focus on starting a drone-related business.

Several drone manufacturers are located in the North Texas region, including Martin UAV in Plano, Bell Flight in Fort Worth, and Fusion Flight in Dallas.

Midlothian cement pollution plan is moving forward, but residents are not stepping back

By Haley Samsel, Fort Worth Star-Telegram

As letters from the Texas Commission on Environmental Quality arrived at Midlothian homes in early November, Laura Hunt's emotions ranged from anger and disappointment to denial and, finally, relief.

Hunt has [spent more than a year fighting](#) a permit request filed by cement manufacturer Holcim US Inc. [as co-founder of Midlothian Breathe](#), a group of residents concerned about the impact of cement plant emissions on public health.

Holcim, whose Midlothian plant employs more than 130 people, is seeking to increase its maximum output of carbon monoxide from 4,300 tons to 7,100 tons per year. The facility also wants to burn more petroleum coke, a solid carbon material that resembles coal and can lead to particulate matter pollution, according to the Environmental Protection Agency.

Since its creation in September 2019, Midlothian Breathe has lobbied city council members, gathered hundreds of public comments on the permit and successfully pushed for an August public meeting with the TCEQ. But after reading [the commission's decision](#) that the permit application "meets the requirements of applicable law," Hunt felt it was time for her organization to move forward by joining statewide efforts to increase air pollution monitoring and strengthen regulations on companies like Holcim.

"I felt personally obligated to fight the good fight for my daughter and everyone else, but at least now I can say, we really gave it our all," Hunt, a pediatrician whose daughter has experienced respiratory issues, said. "Now this has given us an opportunity to really shift gears to be more on the positive side. Rather than what can we stop from happening, what can we do as an organization?"

The TCEQ's decision is not final, and commissioners still have to review requests for contested case hearings from residents like Hunt, said TCEQ spokesperson Brian McGovern. Members of the public have to be classified as "affected persons," or live within 440 yards of a plant, to earn a hearing, which is similar to a civil trial in state district court.

Jocelyn Gerst, a spokesperson for Holcim US, said that the company was "pleased by this confirmation" that the permit request met all regulatory requirements and standards to protect health. In previous statements, Gerst told the Star-Telegram that while Holcim wants its emission limit raised, it does not plan to increase pollution and uses a variety of fuel sources at the Midlothian plant, including coal, natural gas and alternative fuels.

Hunt is not optimistic that the TCEQ will grant any contested case hearings, and even if commissioners did vote in favor of doing so, she and other Midlothian residents would bear the financial costs of hiring legal representation to prepare a case against Holcim.

Her focus has shifted to building partnerships with [local air pollution monitoring initiatives](#), including one run by Lu Liang, a geospatial scientist at the University of North Texas. Liang is developing a way to calibrate PurpleAir monitors, a brand of low-cost air quality sensors that have become increasingly popular among environmental activists, with the intricate monitors used by the TCEQ and the Environmental Protection Agency, Hunt said.

“She’s going to help us with organizing our disbursement of the PurpleAir monitors and identifying good candidates for the monitors to make sure we have all the information we need from the people hosting the monitors,” Hunt said. “This would be a win-win, since she would be able to test the soundness of her formula for the calibration and we would be provided with additional monitors and more accurate data.”

MOVEMENT TO REGULATE INDUSTRY GOES STATEWIDE

Midlothian Breathe has already received some outside assistance, including a pair of PurpleAir monitors, [from Texans for Responsible Aggregate Mining](#), a coalition of 16 activist groups that launched in September. Consisting of former oil and gas engineers as well as concerned residents, TRAM is pressuring state legislators on both sides of the aisle to more heavily regulate the aggregates industry, which includes rock quarries, sand and gravel mines and cement, concrete and asphalt plants.

“The bad air quality doesn’t decide to go into your homes if you’re a Democrat or Republican, it’s going to go and damage your life without any political affiliation,” said Fermin Ortiz, a spokesman for TRAM who successfully fought a sand plant in Llano County. “As long as people move to Texas, we’re going to need more houses, we’re going to need better roads, so we can’t afford to stop the industry. What we can afford to do is regulate them and have them work with the communities to where the safest approach to business is good business.”

The movement to regulate the aggregates industry, particularly cement batch plants, has [attracted attention from state representatives in Houston](#) as well as Fort Worth, where Rep. Nicole Collier introduced a bill that would expand the list of people who can request a contested case hearing to include hospitals, schools and places of worship, according to The Texas Tribune. Other bills [seek to increase the distance](#) between concrete plants and homes and limit the amount of dust and noise that a plant can produce.

Part of TRAM’s argument, according to retired ExxonMobil engineer Mark Friesenhahn, is that most of the companies operating in Texas are international and are accustomed to following local regulations, including states and countries with more stringent air and water rules than Texas. Holcim, for instance, is based in Switzerland and operates in more than 70 countries.

“We know, from experience, that regulations cost money,” said Friesenhahn, who now runs a pecan farm in Comal County near New Braunfels. “But when it’s spread over the entire product that’s manufactured, like gravel or concrete, the incremental cost is small and we feel passed on to the consumer uneventfully. The person buying a home won’t see the several hundred to thousand dollar increase on a \$300,000 home.”

Activists are also using low-cost air sensors, such as the PurpleAir monitors, to show where air pollution is most concentrated in manufacturing centers like Midlothian, known as the “cement capital of Texas.”

“In my view, these low-cost monitors are very reliable to give the general public an idea of what is happening at that particular site where it is located,” said Don Everingham, a retired engineer who lives in Comal County and serves on TRAM’s technical team. “It’s going to be hard for anybody to say we don’t have good data. The data may not be exact, but it’s going to be significant enough to prove that there is a problem.”

In an ideal world, Hunt said, she would like to see as many of the PurpleAir monitors in Midlothian as possible, with the goal of obtaining at least eight. She still views Midlothian

Breathe as a watchdog organization in Ellis County, and hopes that her work will help influence the TCEQ permitting process as well as legislative efforts.

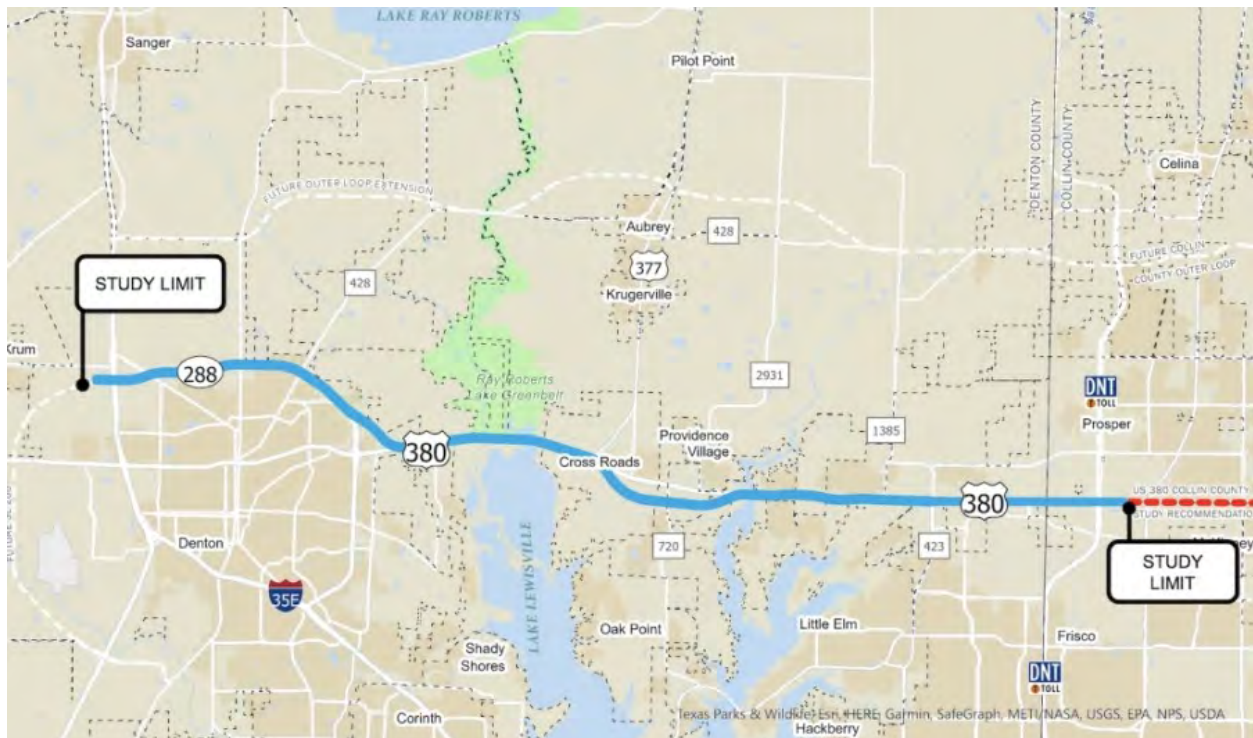
"I'm still glad we did this because if nothing else, maybe Holcim and the other plants will pause a bit before they make another request like that," Hunt said. "I just see us as being surveillance, watching the landscape for air quality issues, and trying to stand guard and be ready to relay that to the general public."

TxDOT releases 5 potential alignment options for US 380 in Denton County

By Miranda Jaimes, Community Impact Newspaper

The Texas Department of Transportation released a virtual public hearing Dec. 2 to discuss and receive public comments on its proposed US 380 project through Denton County from the Collin County line to I-35.

The project would widen US 380 to add capacity and provide safety enhancements with overpasses and a raised median to address current mobility issues, the presentation stated.



TxDOT is studying five conceptual alignments for the project. The study area includes the area north of US 380; it includes the cities of Denton, Providence Village, Frisco, Little Elm, Aubrey, Krugerville, and Celina and the towns of Prosper and Cross Roads.

Option 1 was presented in blue and is the only option to follow the existing US 380 alignment.



Option 2 was presented in yellow and would require new construction. This alignment would leave the existing US 380 alignment to travel northwest along Frontier Parkway and then west to intersect with FM 428. The alignment follows FM 428 to SL 288 and then continues along SL 288 to I-35. This alignment would provide a new roadway crossing at the Ray Roberts Lake greenbelt.

Area universities, Texas Research Alliance to provide innovative transportation assistance

North Texas becoming a center for testing of mobility innovation

By Blue Ribbon News

A new research initiative has been developed to help industry, municipalities and public agencies meet real-world transportation challenges through innovative partnerships with universities across Dallas-Fort Worth.

The North Central Texas Council of Governments is partnering with the Texas Research Alliance and four area universities that have created the North Texas Center for Mobility Technologies.

The new center includes The University of North Texas, The University of Texas at Arlington, The University of Texas at Dallas and Southern Methodist University, and will establish a community-driven approach to supplying the region's employers with the talent and research capacity needed to continue to be leaders in transportation technology innovation. It is intended to strengthen the universities' capabilities in the transportation sector and to attract mobility technology companies to the region.

The North Texas Center for Mobility Technologies will provide a research and development network consisting of mobility companies, cities and public agencies and use the network to attract industry and academic talent to Dallas-Fort Worth. In the process, the participating universities will be able to further develop transportation-related research capabilities.

"Today's challenges are best addressed through strategic partnerships, and that is exactly what we are creating by bringing together leaders in higher education, industry and transportation," said Dr. Victor A. Fishman, executive director of the Texas Research Alliance. "Ultimately, the relationships cultivated as part of this exciting new venture could lead to partnerships that help the region take today's ideas and turn them into tomorrow's mobility solutions."

The Regional Transportation Council approved \$2.5 million in seed money earlier this year to help fund sponsored research projects advanced by the center. The RTC has established selection criteria and a process through which NCTCOG identifies which research projects to support with the funding approved.

The center will have competitive calls for projects and will partner with the community through research and innovation projects that will help entities meet mobility challenges and move more quickly to serving their customers. The research project sponsors, universities and NCTCOG's seed money will all contribute to cover the cost of the research projects.

"We are pleased to join forces with North Texas' research universities and the Texas Research Alliance to move this exciting initiative forward," said Thomas Bamonte, NCTCOG senior program manager for automated vehicles. "We want North Texas to be a place where mobility innovators can access research and talent to move their companies forward and solve real-world problems. The North Texas

Center for Mobility Technologies establishes a firm foundation for these efforts."

The center is expected to be open in January and could include autonomous vehicle projects as well as those that employ other advanced technologies to improve mobility and access for communities.

Projects eligible for NCTCOG seed funding will be designed to accomplish one or more of the following:

- Address mobility challenges
- Contribute to economic development and jobs
- Provide mobility models that will help address regional environmental concerns
- Provide mobility solutions for underserved communities
- Demonstrate technology leadership

The presence of this transportation technology research consortium could help the region attract innovative modes of transportation such as the high-speed options being studied for possible deployment in Dallas-Fort Worth. NCTCOG has initiated the Dallas-Fort Worth High-Speed Transportation Connections Study to examine potential technologies and routes for a transportation alternative in the Dallas-Arlington-Fort Worth corridor.

For additional information about the North Texas Center for Mobility Technologies visit <http://tradfw.org/ntcmt> or contact Dr. Fishman at victor@tradfw.org.

About the North Central Texas Council of Governments:

NCTCOG is a voluntary association of local governments established in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit and coordinating for sound regional development. NCTCOG's purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication and make joint decisions.

NCTCOG serves a 16-county region of North Central Texas, which is centered on the two urban centers of Dallas and Fort Worth. Currently, NCTCOG has 238 member governments including 16 counties, 169 cities, 22 school districts and 31 special districts. For more information on the NCTCOG Transportation Department, visit www.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.

McKinney Airport's long-anticipated executive terminal is getting off the ground

The 17,000-square-foot space is now estimated to be completed by July after a contractor defaulted on the project.

By Anna Caplan, Dallas Morning News

The construction of a new executive terminal at the McKinney Airport is finally getting off the ground, months after a contractor defaulted on the project.

The 17,000-square-foot Fixed Base Operator terminal, which has been in the works since 2017, has had a bumpy ascent.

After originally partnering with Denver-based Western TKI Leasing on the \$16 million construction project, which included the terminal as well as a 40,000-square-foot hangar and parking lot facilities, the city has now lined up Plano-based McRight-Smith to complete the project after Western [filed for bankruptcy](#) in March.

Western finished the hangar and parking amenities on schedule but defaulted when it didn't meet the March 4 deadline to complete the project, according to Ken Carley, the airport's director.

In July, city council declared the project an emergency due to its "dangerous state of disrepair," clearing the way for the city manager to skip the lengthy public bidding process that would normally be required to find a contractor to finish the construction project.

Now Carley says the terminal's completion is finally in sight, and he estimates it will be finished by July. The airport's operations will move into the upgraded facility, which will also house passengers and a crew lounge.

"It's going to be awesome," Carley said. "I'm so excited to have one of the nicest FBO facilities in the nation. We're catching the facilities up with the service we provide."

TxDOT Taking Comments on Options for Busy Stretch of Northwest Highway

Improvement plans discussed for Loop 12 segment from Inwood to Hillcrest

By Ken Kalthoff

A tunnel or an overhead bypass highway are among the options state transportation officials unveiled Monday for a busy section of Loop 12 Northwest Highway in North Dallas.

The roadway between Inwood Road and Hillcrest Avenue is the focus of the improvement plans.

"We are really looking for feedback from the public on this to use as a basis for what the preferred alternative will be," said TX DOT Spokesperson Laura Weaver.

The North Central Texas Council of Governments worked with neighbors for several years on traffic improvement options. An underground ramp to [a proposed Preston Center parking garage was one possibility](#).

But the options released Monday for the entire stretch included a much longer tunnel and an elevated roadway that would bypass Preston Center and the Dallas North Tollway interchange to help speed through traffic in the area.

Truck driver Ronny Gamble said the road needs traffic improvement.

"I'd be happy with either one of them. Anything to get quicker to your next account and take care of your customers," he said.

Residents of the area were not as pleased with those big suggestions.

"I think to do a double decker highway right here is too much for this neighborhood and it would be super noisy. So, if you're going to do anything, I would do the underground thing," resident Patty Bernstein said.

Resident Kimber Nitzak crossed Northwest Highway with her baby stroller to pick up a prescription at the pharmacy near Hillcrest Tuesday.

"It doesn't always feel safe crossing the highway," she said.

Nitzak said tunnel construction would be a nuisance and the elevated highway an eyesore.

"I just don't like that double-decker, I wouldn't want to step out in my back yard and see a double-decker highway," she said.

Two political leaders from the area have differing opinions.

Dallas City Council member Jennifer Staubach Gates, who represents the surrounding area, said she is opposed to both the tunnel and the elevated roadway but supports some of the less expensive options like reconfiguring lanes and barriers.

"I think that's where the focus needs to be at this time," Gates said.

Former Dallas Mayor Laura Miller, who unsuccessfully challenged Gates in the 2019 election, said the tunnel was a suggestion in the Northwest Highway and Preston Road area plan that she participated in years ago.

"The tunnel is a great idea. But super expensive. Glad they're still talking about it," Miller said in a text message Tuesday.

Several less intrusive options are also in the plans released by the state Monday evening. No prices or source of funding has been identified.

"We are very early in this study so we're talking broadly about concepts that would work as a preferred alternative. So, in terms of specifics, that level of detail has not been discovered," Weaver said.

TxDOT is taking public comments on a feasibility study through Dec. 22.

The virtual meeting presentation remains available for viewing until Dec. 22 at 11:59 p.m. To log onto the meeting and contact information, [click here](#).

Interested parties may also call 214-320-4469 between the hours of 8 a.m. and 5 p.m., Monday through Friday, to ask questions and access project materials during the project development period.

Written comments from the public regarding the proposed project may be submitted to stephen.endres@txdot.gov or by mail to the address below.

<https://www.nbcdfw.com/news/traffic/txdot-to-take-virtual-comments-during-presentation-about-busy-strech-of-northwest-highway/2498739/>

Hemphill for Sale?

Residents of the mostly Hispanic neighborhood say proposed zoning changes may lead to the forced removal of Latinx families.

By Edward Brown, Fort Worth Weekly

Rudy Avitia swept locks of hair off the floor of his barbershop as he recounted his recent experience with Near Southside developers. After managing a successful barbershop on West Magnolia Avenue for 10 years, a Near Southside property owner forced him out in 2016, Avitia said. The space was subsequently occupied by two now-shuttered restaurants, La Zona and Southside Rambler.

Avitia moved his business south to the northeast corner of the intersection of Hemphill and West Berry streets. The move brought him closer to the neighborhood where he grew up and the predominantly Hispanic community that lives along Hemphill Street.

When Avitia recently received a notice of proposed zoning changes for the Hemphill area, he was reminded of his experience being priced out of the Near Southside. The city's proposal, he said, will bring corporate development that will replace locally owned businesses and mega-apartments that will price out locals.

The rezoning proposal, which will be discussed at a Fort Worth Zoning Commission meeting on Wednesday afternoon, affects the Hemphill Corridor, 313 acres of largely residential neighborhoods on either side of Hemphill Street from West Allen Avenue (to the north) to West Felix Street (to the south). The proposal sets a uniform zoning designation called "Near Southside General Urban Hemphill Neighborhood."

Rezoning the corridor is "intended to extend the urban design principles that have been so successful in the revitalization within the Near Southside," the documents state. The rezoning will pave the way for the "adaptive re-use" of older buildings, new commercial development, and pedestrian-oriented neighborhoods.

Rudy Avitia and brother Ricardo Avitia are pushing back. With the help of local residents and business owners, the brothers formed the grassroots group Hemphill No Se Vende (Hemphill Is Not for Sale) that organizes community meetings to discuss the zoning changes and promotes civic engagement in the city's rezoning process. Volunteers with Hemphill No Se Vende regularly canvass homes and businesses around Hemphill Street to raise awareness of the zoning proposal.

"They are saying these changes are for us, but I believe it's to [enrich] the developers," Rudy said. "We don't need it to look the same as the Near Southside. Why would we want it to look the same if we are not the same? This area has been predominantly Hispanic for generations. If [developers] come, we will never be able to generate wealth by owning property."

In the United States, wealth is closely tied to the ability to own land and property. A 2019 survey by the Federal Reserve found that white families average \$983,400 in wealth while Hispanic families average \$165,500 in accrued assets. The families who have called the Hemphill area home for three generations are just now paying off mortgages that will allow grandparents to pass down an inheritance to better the lives of their children and grandchildren, Ricardo said.

Ricardo and Rudy said the city did not properly notify Hemphill residents of the proposed changes, although a city spokesperson said signs, emails, and meetings over the past two months were used to alert residents about the city plans. The zoning proposal should not be pushed through during a pandemic, Ricardo said.

Residents along Hemphill Street saw part of the fruits of what a 20-year effort has been to modernize and develop the area. That effort has been largely led by the Hemphill Corridor Task Force. Formed by the city more than 20 years ago, the task force involves members who own property inside the corridor or live in or near the area. The effort resulted in a complete overhaul of four miles of Hemphill Street earlier this year. The results of the so-called road diet reduced four lanes of traffic to two (one each way) while adding side street parking and bike lanes.

Proponents of road diets, which have reshaped much of Fort Worth's core in recent years, say the resulting slower pace of traffic is safer for pedestrians and bicyclists and better for businesses that are more likely to be noticed by drivers who aren't pushing 50 miles per hour.

Councilmember Ann Zadeh, whose district includes the Hemphill area, said the proposed zoning changes are being driven by volunteers who live and work in the affected area and not by outside developers. She acknowledged that the public education component of the rezoning effort may have fallen short in some areas. Zadeh, who volunteered as a zoning commission appointee before being elected to city council, understands the sometimes real, sometimes perceived connection between development and displacement.

"I think there is a difference between revitalization and gentrification," she said. "They are often mistaken for each other. Revitalization happens when we are trying to enhance the physical, commercial, and social components of a neighborhood, and that's done through private and public efforts. Gentrification is when higher-income households come in and displace lower-income households and change the character of the neighborhood. That's not something anyone is trying to do here, but it can be an unintended consequence. I don't think that it is a reason to stop trying to improve an area. We need to be aware of it and acknowledge that it exists and address it through other private-public efforts that can address that problem."

The zoning changes, which would replace the current hodgepodge of zoning designations in lieu of a more uniform mixed-use designation, would allow greater flexibility for future development while protecting homeowners from watching their lots wither beneath tall apartment buildings next door. The councilmember said potential new business owners would find the mixed-use zoning appealing, partly because the designation prohibits incompatible uses (like stockpiles of raw materials) in neighboring lots.

Current businesses and street vendors would not be pushed out by the proposals, she added. "Yes, we welcome economic development, but we shouldn't have to lose our properties," Ricardo said, referring to concerns that steeply rising property taxes could force out homeowners if the properties are not bought outright by developers. "All their dreams that people in this community have worked so hard for is going to go away if this happens. People want to be here because we take care of our own. This plan doesn't involve us."

"The city is saying, 'The way we thought of it is better,'" Ricardo continued. "This is a community that has been the most affected by this pandemic. For [the city] to try to rush this during a pandemic is a slap in the face. We are mourning right now. We don't have time to think about the rezoning. We can't even go to the hospital to visit" sick or dying relatives.

A spokesperson for the city development services department said notice signs were placed throughout the affected areas of Hemphill. Notices were also mailed to “everyone in the boundary of district expansion plus all properties 300 feet from the boundary.” Email notices were also sent, the spokesperson said. A total of 15 in-person and Zoom meetings have been held on the proposal since the idea first gained traction in October.

Zadeh said wording in the zoning language that includes “Near Southside” has been misconstrued as a sign that the Near Southside district is expanding or taking over Hemphill.

“Instead of starting from a blank piece of paper, the [zoning staff] realized there was a zoning category that exists that has components that would be desirable and beneficial for” the Hemphill area, Zadeh said. “The boundaries of the Near Southside are not expanding. The Near Southside will not have purview over what occurs.”

Rudy said his community will be able to thrive only when Hemphill residents are able to own property. Those efforts take decades, and he worries that an influx of development will force out working-class members of his community.

“If the city didn’t want us at our worst, they don’t deserve to develop us at our best,” he said. Zadeh said that Fort Worth has historically allotted revitalization funds to vocal and connected residents and groups, but that system has changed. City staffers are now working in a “data-driven” fashion to determine where infrastructure improvements are prioritized, meaning underserved communities are more likely to be first in line for street repairs and other upgrades.

Members of the Hemphill Corridor Task Force did not respond to requests for an interview. The Wednesday Zoning Commission meeting will be held 1 p.m. at City Hall (200 Texas St.).

The meeting can be viewed online at [Fortworthtexas.gov/departments/communications/fwtv](https://www.fortworthtexas.gov/departments/communications/fwtv). A city official said the earliest the proposal could go to city council is Tuesday, January 12, but a delay in the vote now looks likely.

“The desire to engage and to have everyone at the table has been our desire from the beginning,” Zadeh said. “Now that people are speaking up, we absolutely want everyone to hear the information, express concerns, and have their concerns addressed. I would like to pause, slow down, and allow for further engagement to occur.”

In the shadow of “Shingle Mountain,” southeast Dallas neighbors fight to dismantle a legacy of environmental racism

The residents of Choate Road in southeast Dallas have seen the rise of Shingle Mountain, a more than 70,000-ton toxic waste dump that was created by a recycling company. Now they hope the city of Dallas keeps its promise to tear the mountain down.

By Alejandra Martínez, KERA News

When the wind blows across the houses of Choate Road, it's not only leaves that are carried by the breeze, but also brown dust and fiberglass that travels from the monstrous 100-foot-tall pile of roofing debris known as Shingle Mountain.

The mound of waste has been Cecilia Del Toro Garcia's neighbor for nearly three years.

Garcia moved with her husband to Floral Farms in southeast Dallas more than a decade ago. This is a predominantly Black and Latino agricultural community. The family sought a new home at the time and were drawn to the country feel and quietness of this neighborhood.

When they first moved, Garcia would spend much of her time gardening in the backyard. She grew tomatoes, pumpkins, cucumbers, chiles and carrots. Now, nothing grows, Garcia says.

Originally from Coahuila, Mexico, Garcia describes the importance of family and how she dreamed of seeing her three granddaughters grow up, run and play with the family's bulls, horses, goats in this community.

“Yo siempre he pensado que tengo una obligación de dejarle algo a mis niñas ya sea esta casa pagada con todas sus facilidades,” Garcia said in Spanish. “I feel a sense of obligation to leave something behind to my granddaughters. Like this house fully paid for.”

Little did Garcia know they would get a gruesome neighbor in 2018.

Garcia's property is like a tiny farm. There are stables with horses and one bull, her favorite animal. You can hear goats bleat in the background.

Directly ahead, a couple dozen feet away, stands the massive trash dump that has hampered her motivation to do simple, everyday things. Garcia says she feels tired all the time and has difficulty performing life tasks because of the effects of the waste.

“Me la paso arriba de la cama. No más acostada viendo televisión pensando en los problemas que hay. Cuando van a quitar esa montaña y si mis hijas van estar saludables,” Garcia said. “I spend my days now in bed. Lying down watching TV ... thinking about the problems I have like when are they going to remove that mountain? And are my granddaughters going to be healthy?”

In 2018, the company [Blue Star Recycling bought the property](#) and started dumping hundreds of tons of roofing materials next door to Garcia's house. This continued for almost three years — creating an illegal dump so large it's visible from the South-Central Expressway. Activists call it “a poster child for what environmental racism looks like.”

Shortly after the dumping started, Garcia said she noticed the air turned dry. She points to her white mailbox and says she constantly needs to clean it and her cars to remove all the black dust from the mountain.

Garcia said she also has constant nose bleeds. She doesn't know for sure if it's directly tied to Shingle Mountain but blames it for making her sick. Garcia is one of [5 million people](#) in Texas without medical insurance.

Resident turned environmental activist

Marsha Jackson lives next to Garcia. When near the debris, Jackson wears long sleeves and a mask. She worries about people who get too close to the site.

"The headaches are just crazy. All this ground up shingles is blowing" Jackson said. "That fiberglass is going off into my throat, and the fiberglass just irritates my vocal cords."

Jackson has lived in her current home since 1995 and can see the mountain from her window. She has her own set of health complications. According to her, she sees a speech therapist because debris from Shingle Mountain is affecting her voice.

Jackson has been the neighborhood's top advocate, partly because many of her Black and Latino neighbors fear retaliation from the city or the company that created the illegal dump site.

Glancing at the mountain towering near her home, she recounted how quickly the pile grew once dumping started.

"Within one week, it had grown up over my house," Jackson said. "I started beginning calling then I went on and went on, nobody still called me."

She started calling the city of Dallas in February 2018, almost three years ago, asking them to remove Shingle Mountain. When nothing was done, Jackson created the environmental group [Southern Sector Rising](#).

The group has been calling for the city to tear down what they've described as a symbol of environmental racism. They've rallied and protested.

Many from the faith community have stood behind Jackson, including Frederick Haynes III of Friendship-West Baptist Church.

"We are not a toilet. Whenever you have good home training you clean up your mess. And we are saying to Dallas City Council, you made this mess so clean up your mess," Haynes said at a [demonstration in August](#).

Others who've joined the fight include [Downwinders At Risk](#), [Mothers Against Police Brutality](#), [In Defense of Black Lives Dallas](#) and [LatinX Dallas](#). These groups question the city's commitment to cleaning up the site.

"It's really just cruel that it's taken them this long. We don't know what clean-up means," Evelyn Mayo, chair of Downwinders At Risk, said in September. "We don't know when they are talking

about it, and we don't know how long this is going to take. So without that level of detail it's just words.”

Together the groups have made public statements like [carrying brown sacks](#) filled with roofing materials from Shingle Mountain to Dallas City Hall Plaza and posting a giant calendar in front of the huge pile of waste to mark the days until its removal.

The long haul to remove Shingle Mountain
Trying to tear down the mountain has not been easy. There've been many legal challenges against Blue Star Recycling over the site.

In December 2018, the city of Dallas sued the company for “a large-scale illegal dumping and industrial waste being dumped into the city’s storm sewer system in violation of the city’s stormwater permitting requirements.”

In 2019, [Judge Gena Slaughter](#) ordered the owners, Blue Star Recycling, to remove the pile within 90 days, but the mountain remained. Jackson, of Southern Sector Rising, [is suing](#) Blue Star and the city.

Dallas Mayor Eric Johnson says the city is not responsible for the mountain but is doing something about it.

“No one wanted Shingle Mountain to be there,” Johnson said at a press conference outside Dallas City Hall in November. “No one at City Hall is confused about what we needed to do to address the problem.”

The mayor said “it shouldn’t take very long” to remove Shingle Mountain. In September, the city announced it was taking bids for the task. In October, they approved a \$450,000 contract with Roberts Trucking Inc. to remove the pile of shingles and haul it to a city landfill. Legally, the process couldn't start until a public comment period ended Dec. 7. The city’s now waiting for final state approval.

Dallas’ zoning is partly to blame for Shingle Mountain.

“It’s long overdue to really have it be understood that this conversation about South Dallas is really a conversation about neglect and about underinvestment,” University of Texas at Arlington professor [Kathryn Holliday](#) said. “About a series of choices, made across decades, that have led to the pairing of lower property values with industrial development.”

Holliday has long studied how the history of architecture and infrastructure shapes issues of equity in Dallas. She said this story isn’t new. It traces back to segregationist residential laws and redlining.

“There’s a pattern of neighborhood by neighborhood by neighborhood — gravel pits, construction equipment sites, all of these kinds of semi-industrial or light industrial uses concentrated along the railroad tracks and along the highways in South Dallas,” Holliday said. “The city has done very little to control that pattern of illegal dumping historically.”

Historically, environmental protections haven't existed if you live south of the Trinity River in Dallas, she said.

Just like the Floral Farms community where Garcia and Jackson live, Joppa, a South Dallas community first established by emancipated slaves in 1872, has also been polluted by industrial development.

Earlier this year, prompted by the COVID-19 pandemic, the historically Black Paul Quinn College analyzed data from the Texas Commission on Environmental Quality and [found](#) that the majority of the city's industrial facilities are located in southern Dallas.

"If you sort of look at the way that the pollution burden is distributed by zoning throughout the city, you can see where the concentrations of pollutants are actually allowed to be higher in neighborhoods that look like this neighborhood," Paul Quinn Vice President of Academic Affairs [Chris Dowdy](#), said, referring to Floral Farms.

Given the city's history of oppression, Dowdy said there's nothing shocking about the study's findings.

"I just think we see the legacy of systemic racism and a really tangible way," he said.

Jackson wants the city to guarantee environmental protections from air pollutants to the families of Floral Farms.

"This is my life. My doctor had told me that the only way I get better, if that property, that pollutant is moved, or either I move, or I eventually died."

I-Team: Despite Less Traffic, There Have Been More Deadly Crashes In North Texas During Pandemic

By Brian New, CBS DFW

As the COVID-19 pandemic forced many people to stay home, across North Texas traffic volume went down.

Fewer cars on the road this year led to fewer accidents, however, a CBS 11 I-Team analysis of state crash data found a “surprising” and deadly trend.

While the number of crashes are down, the number of people killed on the roads in North Texas has gone up.

Since March in Dallas, Tarrant, Collin, and Denton counties, 480 people have been killed on roads according to state crash records.

That’s 72 more deaths than during the same timespan last year.

“It’s a very interesting phenomenon,” said Robert Wunderlich with the Texas Transportation Institute. “We were surprised to see that. What you would like to see is a proportional decrease in serious crashes in conjunctions with the decrease in total crashes.”

As Wunderlich and his team of traffic engineers studied crash records from around the state, they discovered the reason for the increase in fatal wrecks was speed.

With less congestion on the roadways this year, drivers had the opportunity to travel faster and they did. So, when crashes happened, they were more likely to be fatal.

Wunderlich said this unintended consequence to less roadway congestion could change the way engineers approach reducing traffic in the future.

“We have to find a way to reduce the risk of faster travel,” he said.

In May, 53-year-old Alvaro Torres was driving home from a construction job when his dump truck was struck by a speeding SUV on Central Expressway in Plano.

According to police, the 32-year-old driver of the SUV was “speeding over the limit” when he ran a stop sign, crossed a grassy median, went air-born, and then flipped over a concrete barrier striking Torres’ truck.

Torres and the driver of the SUV were killed.

According to the crash report, cocaine and fentanyl were found in the driver’s system.

“People don’t think about car crashes until it happens to a person they know,” said Torres’ son, Alvaro Jr. “There are speed limits for a reason. People need to follow them.”

Speed is not the only risky driving behavior that’s increased during the pandemic.

According to a federal report that looked at data from emergency rooms, since the start of the pandemic nearly 65% of drivers involved in serious and fatal wrecks had alcohol or drugs in their system.

Before the pandemic, 50% of drivers in serious crashes had drugs or alcohol in their system.

The report from the National Highway Traffic Safety Administration notes “drug prevalence was high among seriously and fatally injured roadway users before the public health emergency began and was even higher during, especially for alcohol, cannabinoids (active THC), and opioids.”

<https://dfw.cbslocal.com/2020/12/09/traffic-deadly-crashes-texas-coronavirus-pandemic/>

This \$2 billion highway expansion in Fort Worth among most wasteful in U.S.: report

By Haley Samsel, Fort Worth Star-Telegram

With a \$2 billion price tag, a Texas Department of Transportation project expected to transform 16 miles of Interstate 20, East Loop 820 and U.S. 287 in Tarrant County has earned the designation [as one of the country's most wasteful highway proposals](#), according to a report published Tuesday.

The [Southeast Connector was among seven](#) expansion projects highlighted in "Highway Boondoggles," an annual report prepared by two watchdog organizations, the U.S. Public Interest Research Group and Frontier Group. Construction on the connector is slated to begin in parts of Fort Worth and Arlington late next year and last through 2026, according to TxDOT plans made public in June.

To determine which projects qualified as the top boondoggles, researchers evaluated factors such as cost, the effect on local transportation systems and impacts on the environment and surrounding neighborhoods, said Bay Scoggin, the director of [Texas Public Interest Research Group](#).

Ultimately, TxDOT's plan to add up to six highway lanes in some areas and develop 126 acres along I-20, I-820 and U.S. 287 fit the report's definition of a "boondoggle," or work that is "pointless but gives the appearance of having value." While TxDOT seeks to reduce traffic congestion by building more road space, the agency does not typically achieve that outcome, Scoggin said.

"Unfortunately, the sort of fundamental law of road congestion is if you build it, they will come," Scoggin said in an interview. "By building these bigger and bigger highways, more people are attracted to drive on that new shiny highway, and it ends up clogging the streets up more than they were before."

Homeowners living along the Southeast Connector's construction zone [previously expressed concerns](#) about how the project would increase noise levels, cut down about 15 acres of trees and destroy at least 24 businesses and residential buildings in east Fort Worth. Rep. Nicole Collier, who represents the area in the state Legislature, said in July that TxDOT would compensate people whose homes or businesses are razed.

TxDOT spokesperson Val Lopez did not immediately respond to a request for comment on the report, but told the Star-Telegram in July that the Southeast Connector will reduce congestion, improve mobility for drivers and enhance safety while minimizing its environmental impact.

"The removal of native vegetation, particularly mature native trees and shrubs would be avoided to the greatest extent possible," Lopez said.

Along with echoing concerns already voiced by Tarrant County residents, the Public Interest Research Group report argues that highway expansions contribute to the [negative effects of urban sprawl](#), including air pollution, loss of natural habitat and strains on water resources.

Reducing the region's reliance on cars is key to addressing issues like sprawl, street maintenance and Texans' access to jobs, education and health care, said Rachel Albright, the

president of the [Tarrant Transit Alliance](#), which builds public support for regional transit development in Fort Worth.

“While the area that the Southeast Connector is intending to serve needs to be addressed, we encourage TxDOT and Fort Worth leadership to look into multi-modal transportation opportunities like express bus lanes, bus rapid transit, and light rail which would ease congestion while decreasing air quality issues,” Albright said in a statement.

Of the “boondoggles” highlighted in the report, Texas was the only state to have multiple projects make the list. The \$1.36 billion expansion of Loop 1604 in San Antonio has [raised concerns about potential damage](#) to the Edwards Aquifer, a major source of drinking water in the area.

With Its Growing Residential Population, Denton County Is The Silent Storm In CRE

By Kerri Panchuk, Bisnow Dallas-Fort Worth

With a population expected to breach the 1 million mark by 2025, real estate experts view [Denton County](#) as a silent hero in Dallas-Fort Worth commercial real estate development. From corporate relocations in the form of [Charles Schwab](#)'s headquarters move to [Westlake](#) to the [Professional Golfers' Association](#)'s decision to choose prairie land in Denton County as the landing pad for a future headquarters, Denton County is firing on all cylinders. The 2,500-acre Fields development, which includes the future PGA headquarters and is located in both Denton and Collin counties, is projected to spawn up to \$18M in commercial/office and mixed-use development and as many as 30,000 jobs, according to data from the city of Frisco.

The momentum from this project alone has put Denton County on the map with corporations on the West Coast and East Coast now seeing Denton as a prime golf, white-collar and retail destination for future corporate development.

"We are busier than ever," Denton County Director of Economic Development Michael Talley said. "We are going to continue going after headquarters and higher-wage jobs."

At the same time, blue-collar work centers around the city of Justin and industrial developments throughout [AllianceTexas](#) are creating a robust and economically diverse community.

Meanwhile, explosive population growth is putting the entire area on the development map. Under the real estate trend of commercial development following household creation, Denton County is showing signs of impressive current and future growth.

"Denton County is forecasted to [create] 50,000 housing units over the next five years. That is about 14% growth," [Transwestern](#) Research Manager [Andrew Matheny](#) said. "When you put that into perspective, Denton County is going to continue to grow on the trajectory that it was on before 2020, and I think specifically retail is going to be one of the biggest drivers of the recovery [in Denton] as continued population growth opens up new trade areas."

The Denton County population shot up 39% in the past 10 years from 662,614 residents in 2010 to 925,612 this year, according to ESRI Business Analyst data prepared for and released by [Weitzman](#). Twenty years ago, the county had just over 400,000 residents.

That, plus abundant land, is driving projects like the [PGA](#), the [Grandscape](#) mixed-use development in [The Colony](#) and the Charles Schwab headquarters to the county. But the county is flying under the radar.

"People will go, 'I didn't realize all of that was in Denton County.' People don't realize how much land we cover and what cities we cover," Talley said.

The county's role in attracting these assets is often credited to the suburban cities that played a big part in recruiting them, he added.

Talley's role after being hired by the county is to make sure Denton's reputation as a landing pad for future retail, office and entertainment development is communicated well beyond the boundaries of North Texas.

While the county is most often associated with the city of Denton and the [University of North Texas](#) campus, the area also houses some of the Metroplex's fastest-growing suburbs from The Colony to Westlake, Lewisville, Aubrey, Little Elm and parts of Frisco and Trophy Club.

As these communities grow with residential development surging, CRE analysts expect more explosive growth in Denton County across all aspects of commercial real estate development, but retail in particular.

"It will continue to grow in terms of its appeal, and in terms of its recognition in the marketplace as a viable market for commercial, residential and retail development because when a company is doing their analysis of their market, they are looking at the barometers of population growth and household income," Weitzman Vice President Lynn Van Amburgh said.

Those drivers in Denton County show consumer power remains strong and continues to grow. Data provided by Weitzman shows Denton County with a median income level of roughly \$89K per year, and entertainment and recreational spending in the county is expected to grow from \$1.38B this year to \$1.75B by 2025.

Economic data also is promising for retailers and restaurants that are assessing the area for development and redevelopment opportunities over the course of the next five years.

Food consumption away from home at restaurants and other food and beverage venues is projected to reach \$1.67B in Denton County in 2020 and increase to \$2.1B in spending by 2025, according to data from Weitzman and ESRI. The same study shows apparel and service retail is projected to grow from \$960M this year to \$1.19B by 2025.

Retail has had a rough year nationally, and occupancy metroplex-wide fell 1% by mid-2020.

Yet, retail brokerage Weitzman noted Denton County's strength midyear with the [Grandscape](#) development in The Colony remaining one of the few retail venues experiencing a construction expansion this year. The redeveloped [Golden Triangle Mall](#) in Denton also continued to sign new leases with major retail tenants in the midst of a pandemic. Located off Interstate 35, the mall inked a 55K SF lease with the Fitness Connection health chain and another 41K SF lease with Conn's Home Plus, a store that moved into an old big-box space once occupied by [Sears](#), according to Weitzman.

What will continue to set Denton County apart is its availability of land, which offers relocating companies the ability to tap into prime industrial or corporate office use space.

"They are extremely well-positioned because of the amount of available land that is still there in Denton County for residential development," Matheny said. "And that has been a driver of decisions to relocate that far north when you have land to build residential housing to attract any type of worker."

Construction set to begin on DART Silver Line in Grapevine, North DFW

By Ian Pribanic, Community Impact Newspaper

In November, the Dallas Area Rapid Transit authority has provided details on a number of aspects of its Silver Line rail project.

The \$1.266 billion project aims to connect seven cities and four counties in the North Dallas area, including the city of Grapevine and Dallas Fort Worth International Airport. Expected to be in service by March 2023, the Silver Line includes 10 new rail stations along a 26-mile alignment from Grapevine to Plano.

“The next few months will see a lot more construction for this project,” said Carlos Huerta, DART representative for community affairs. “Up until now, we’ve seen a lot of utility and infrastructure work for the project.”

Once complete, the project will include four rail connections to the DART Green, Orange and Red Lines as well as a TEXRail connection in Grapevine. Among the new stations constructed for the project will be a new DFW Airport station at Terminal B and a DFW North station located north of SH 121 and west of SH 114 in Grapevine.

The DFW North station will include a center-type platform, 362 parking spaces and four bus bays, Huerta said. DART officials are projecting daily ridership of 800 passengers when the North Station first opens in 2023 and daily ridership of about 1,300 passengers by 2040.

According to Huerta, the agency estimates about 57% of riders using the Grapevine station will be transfers from TEXRail. An additional 27% of passengers using the DFW North Station will arrive by vehicle.

Among the benefits for the DFW North station will be shared parking opportunities, mixed-use developments near the airport and an additional transfer option for TEXRail passengers, Huerta said.

Granbury may pause new developments for 4 months. Here's the smelly reason why

By Haley Samsel, Fort Worth Star-Telegram

Amid fierce disputes over the [impact of a proposed wastewater treatment plant](#) on nearby residents, Granbury's City Council will gather Monday to vote on a 120-day moratorium on new development in the eastern part of the city.

When Granbury officials [announced plans for a moratorium](#) in late November, they drew a direct connection between the need to pause construction and Granbury's aging infrastructure, particularly "not enough wastewater treatment capacity to keep up with growth," according to a city press release.

At two public hearings this month, the vast majority of speakers, including those who oppose the city's plans for a new sewage plant, expressed support for the moratorium. The ordinance would go into effect immediately and could be extended if necessary, said Rick Crownover, Granbury's public works director. He added that construction on a new sewage plant would take 18 to 24 months before it was ready for use.

"We believe by temporary suspension to all new development, we hope to gain acceptance of our new permit for a new wastewater treatment plant from the state," Crownover said.

Hood County, where the city of about 10,000 people is located, is one of the [fastest growing counties](#) in the country, [according to U.S. Census Bureau figures](#). In the past 10 years, the bureau's estimates show a population increase of 20.5%, from 51,000 people in 2010 to about 61,000 today.

That's why Granbury has been pursuing a permit from the Texas Commission on Environmental Quality that would allow construction on a new sewage plant serving east Granbury, Crownover said. The commission issued a draft permit in May, finding that the plant would cause "no significant degradation" of Rucker Creek or Lake Granbury, but that conclusion can be modified if new information about the permit is received.

"We should get approval any day now," Crownover said. "We should have already had it. But with everything backed up like it is and everyone working from home, I guess the short answer is COVID."

OPPOSITION SUPPORTS MORATORIUM VOTE

Another factor in the permit's delay is local opposition, particularly from Hood County residents who live downstream from the proposed plant but are not technically Granbury constituents. The effort to discharge up to 2 million gallons of treated wastewater per day into a tributary of Rucker Creek, where homeowners dock their boats and fish for bass, has earned objections from more than 400 households who submitted comments on the permit to the TCEQ, said Victoria Calder, the leader of community group Granbury Fresh.

[Granbury Fresh](#) was born out of concern about the impact of odor issues on property values and businesses as well as the potential environmental consequences, such as [large algae blooms](#) and [accidental discharges of raw sewage](#) that can lead to widespread fish kills and health issues.

Calder, a clinical psychologist who lives along Rucker Creek, worked with neighbors to demand a public meeting with the TCEQ, which was granted in September after a request from state Rep. Mike Lang of Granbury.

“We can’t vote for city council, so we don’t have a voice,” Calder said. “You work hard for something all your life and a governmental body that’s not even yours can come in just with the flick of a pen and diminish it and take away much of the value of what you’ve worked hard for.”

Despite their disagreements with city officials, Calder and fellow organizer Anita Branch spoke in support of the development moratorium during the December public meetings.

“We do support it 100%, but probably not for the reason that the city does,” Branch, a retired engineer, said. “We think that it is great for a moratorium to be put into place so it gives them an opportunity to look at other alternatives and investigate those. But I’m sure it’s just a procedural thing for the city because they are stuck. They can’t do anything until they get a final permit from the TCEQ.”

Hood County residents are waiting on TCEQ commissioners to issue their formal response to public comments and decide whether or not to issue a final permit. If the commission gives Granbury the OK to discharge wastewater into Rucker Creek, Calder and other Granbury Fresh members plan to request a contested case hearing, which is similar to a civil trial in state district court.

“We’re hoping to avoid a contested case hearing, but if the city continues down this road, that’s something that would happen,” Calder said. “That would take a couple of years, probably, because the TCEQ is way behind on scheduling those as well. It’s not like the city is going to get this resolved in a timely way, and would almost have to look at an alternative, I would think, because they are over capacity.”

Granbury is not considering other options to build sewage treatment capacity, Crownover said, and is focused on upgrading the technology at its current wastewater facility.

DIALOGUE BREAKDOWNS BETWEEN CITY, RESIDENTS

Beyond speaking at public meetings, residents have pursued other means to convince the city to reconsider the sewage plant site. At an October Hood County commissioners meeting, Dave Eagle, who represents the precinct where Granbury Fresh members reside, said he introduced a resolution asking Granbury to “tap the brakes” on its sewage plant and consider other options, such as building a larger regional treatment plant in a less densely populated area.

The resolution failed, and [prompted a heated exchange](#) between Eagle and Granbury City Manager Chris Coffman. Eagle said he does not blame the city for struggling to handle the influx of people moving to North Texas, which has caused infrastructure problems for nearly all municipal leaders. But, Eagle said, there needs to be more productive dialogue between city leaders and those affected by their decisions.

“The people living downstream there, to hear them talk, their view is there’s going to be dead rats and all kinds of things rolling down the creek,” Eagle said. “I don’t think that’s going to happen. But the city’s stance that it’s going to be pure Rocky Mountain spring water, I don’t think it’s going to be that either. My hope would have been that the city would make more of an effort to listen to these people and reconsider. But I don’t know if that’s going to happen or not.”

After tense meetings with city leaders, Branch said she has not seen “any signs of hope” that Granbury is looking at alternatives.

“The logical thing to do would be to start the process to modify the permit for the existing sewage treatment plant, and then do an expansion at that plant, and that would give them enough capacity and buy them enough time to investigate the regional alternative,” Branch said. “I would have to say I’m not terribly optimistic.”

Eagle is supportive of the pause on new development, though he expressed concern that the city could later blame the moratorium on having “no other choice, because these ‘mean people’ have dared to question” the sewage plant proposal.

“It’s like two people in a relationship, and one of them just discounting what the other one thinks, instead of trying to explain it to them to get them to understand,” Eagle said. “So, in four months, maybe they’ll get to a better understanding ... But one of the things I find with government is that when they get a course of action started, it takes almost an act of Congress to change that.”

<https://www.star-telegram.com/news/local/article245500750.html>

2020 world carbon dioxide emissions drop record 7% amid COVID-19 pandemic

By Seth Borenstein, FOX 4 KDFW

A locked-down pandemic-struck world cut its carbon dioxide emissions this year by 7%, the biggest drop ever, new preliminary figures show.

The [Global Carbon Project](#), an authoritative group of dozens of international scientists who track emissions, calculated that the world will have put 37 billion U.S. tons (34 billion metric tons) of carbon dioxide in the air in 2020. That's down from 40.1 billion US tons (36.4 billion metric tons) in 2019, according a study published Thursday in the journal [Earth System Science Data](#).

Scientists say this drop is chiefly because people are staying home, traveling less by car and plane, and that emissions are expected to jump back up after the pandemic ends. Ground transportation makes up about one-fifth of emissions of carbon dioxide, the chief man-made heat-trapping gas.

"Of course, lockdown is absolutely not the way to tackle climate change," said study co-author Corinne LeQuere, a climate scientist at the University of East Anglia.

The same group of scientists months ago predicted emission drops of 4% to 7%, depending on the progression of COVID-19. A second coronavirus wave and continued travel reductions pushed the decrease to 7%, LeQuere said.

Emissions dropped 12% in the United States and 11% in Europe, but only 1.7% in China. That's because China had an earlier lockdown with less of a second wave. Also, China's emissions are more industrial based than other countries and its industry was less affected than transportation, LeQuere said.

The calculations — based on reports detailing energy use, industrial production and daily mobility counts — were praised as accurate by outside scientists.

Even with the drop in 2020, the world on average put 1,185 tons (1,075 metric tons) of carbon dioxide into the air every second.

Final figures for 2019 published in the same study show that from 2018 to 2019 emissions of the main man-made heat-trapping gas increased only 0.1%, much smaller than annual jumps of around 3% a decade or two ago. Even with emissions expected to rise after the pandemic, scientists are wondering if 2019 be the peak of carbon pollution, LeQuere said.

"We are certainly very close to an emissions peak, if we can keep the global community together," said United Nations Development Director Achim Steiner.

Chris Field, director of the Stanford Woods Institute for the Environment, thinks emissions will increase after the pandemic, but said "I am optimistic that we have, as a society learned some lessons that may help decrease emissions in the future."

“For example,” he added, “as people get good at telecommuting a couple of days a week or realize they don’t need quite so many business trips, we might see behavior-related future emissions decreases.”

<https://www.fox4news.com/news/2020-world-carbon-dioxide-emissions-drop-7-amid-covid-19-pandemic>

'I won't be able to pay': Latino business owners, residents say Fort Worth development plans will drive them out

Fort Worth is planning a new development in a predominantly Latino neighborhood on Hemphill Street.

By Rebecca Lopez, WFAA

Rudy Avitia owns a barbershop on Hemphill Street in Fort Worth. He worries the city's development plans could drive him out.

"They want to rezone the whole corridor without actually getting input from owners," said Avitia. The city wants to rezone part of the Hemphill Corridor for mixed use. That means a new commercial and residential property combined.

Hemphill Corridor has been home to a predominantly Hispanic population for decades. Now residents fear they will be priced out of their homes and businesses, and the area will be gentrified.

"We feel that with that development people are going to come into our neighborhoods and buy out everybody and disperse the Hispanic community that has been here for generations," said Avitia.

The city told WFAA the plan is part of a revitalization project to help the community and not gentrification, which replaces lower income homes with higher income homes.

The City of Fort Worth issued a statement, saying "while gentrification may occur during revitalization, efforts to improve a neighborhoods physical, commercial, and social component should not cease.... but addressed through community planning process."

Avitia doesn't buy it and said developers are already trying to buy residents out. He's seen Latinos pushed out of neighborhoods before.

"I'm afraid there will be higher taxes and eventually I won't be able to pay," said Avitia. The city says the Hispanic community is important and they will listen to their concerns, but the zoning commission's plans are already well underway. A meeting was held Thursday afternoon in an effort to address residents' concerns.

<https://www.wfaa.com/article/news/local/fort-worth-new-development-predominantly-latino-neighborhood-hemphill-street-fear-city-will-drive-out-them-out/287-36fb9fa7-b212-4923-8f3b-544cf3e283ea>

Klyde Warren Park's splashy proposed fountain is too much

Park needs a water feature, but one that's sensible, sustainable.

By Mark Lamster, Dallas Morning News

A few days ago, a friend taught me a Spanish idiom: *vergüenza ajena*. Think of it as an inversion of the German term *schadenfreude*, that gleeful sense of pleasure in someone else's pain. The direct translation is "alien embarrassment," but what it truly conveys is that feeling of mortification when you witness someone do something foolish. Unlike its German counterpart, it brings no joy.

After the initial shock, this was the sense that overcame me as I read about the planned \$10 million Las Vegas-style fountain planned as an addition to Klyde Warren Park. It will be named for park board member Nancy Best, and paid for by Best and her husband, Randy Best.

Introduced with a garish rendering and billed as the "world's tallest interactive fountain," it would sit at the east end of the park and be capable of spouting jets of water nearly 100 feet in the air, the effects amplified by music and colored lights.

The announcement was [described in this newspaper](#) as "unlike anything the world has ever experienced....destined to become a global icon of Dallas and a beacon to downtown."

An [editorial](#) suggested it would be "the most Dallas thing in Dallas. Like big hair and 10-gallon Stetsons, it makes a statement."

The prospect of such a dramatic alteration to a prized public space warrants more serious justification. Dallasites don't wear 10-gallon hats anymore — not that they ever did. This is a diverse, modern city desperate for more accessible open space, as the last year of COVID-19 lockdown has vividly demonstrated. It does not need a corny gimmick that propagates an ersatz vision of itself in the interests of Dallas' self-promotion.

This same misguided thinking characterizes [the \\$76 million expansion plan](#), announced in December 2018, that would place a multistory, income-generating pavilion at the west end of the park. Its chief tenant: VisitDallas, the embattled civic booster.

These proposals fail in their underestimation of the park's own success. The best argument and advertisement for Klyde Warren Park, and by extension for Dallas, is the park itself: what it has done to bring Dallas, physically and metaphorically, together. It does not need an inflated, artificial intervention to call attention to itself.

"I do not understand the fascination of creating a seemingly foreign object in a park with elements intended to continually assault the senses," says the widely respected Dallas landscape architect David Hocker. "I much prefer design that merits accolades like subtle, sublime, meditative, or intimate over biggest, tallest, the most 'bells and whistles,' or loudest."

His voice should bear particular weight, as he is responsible for the design of the Dallas Museum of Art's recently completed and widely celebrated Eagle Family Plaza, which directly abuts Klyde Warren.

To reject the current fountain proposal is not to dismiss the idea that some type of water feature is appropriate for the east end of the park. According to James Burnett, the landscape architect responsible for the park's design, that was intended from the outset, but precluded due to cost.

“We always planned to mark the Pearl Street gateway on the east side with some type of interactive water feature that would announce and welcome people to the park.”

But Burnett, winner of the prestigious [2020 National Design Award](#) in landscape architecture, was not consulted on the fountain’s design — an almost unfathomable oversight and missed opportunity.

Design instead was left to Jim Garland of the Los Angeles-based fountain specialists Fluidity Design Consultants. Predictably, the fountain designer has designed an enormous fountain, and with every possible feature.

Garland’s work includes the restoration and enhancement of the historic fountains at [Longwood Gardens](#), about 30 miles from Philadelphia. But that project of illuminated dancing fountains is not an applicable precedent for Klyde Warren. The former is a legacy park set on more than a thousand rural acres. Klyde Warren is a 5-acre urban park built over a highway.

Indeed, the theatricality of the fountain proposed for Klyde Warren, perched on the lip of the park’s deck, could also present a deadly distraction to drivers already making a dangerous merge onto the Woodall Rodgers Freeway.

The experience within the park is also troubling, if not potentially injurious. The idea of music — whatever its qualities — being a regular if not constant presence in the park is disturbingly invasive, and a compromise to its status as a calming urban oasis. A water feature would be an attraction to the park, but only if it is scaled appropriately and its emphasis is on play, which is now included but as a comparative afterthought. Its lessons, in a time of climate crisis, should be on the preciousness of water, not wasting it in an unsustainable gusher of civic hubris.

“Kids don’t want a structure to look at or, even worse, a structure in front of which their parents ask them to pose. They want a structure they can climb all over, push and pull, and change to suit whatever game they want to play,” says Alexandra Lange, the author of *The Design of Childhood*, and an authority on park and playground design.

“Better to spend money on something that will give more kids more pleasure across more of the day — or even on park maintenance, which too many donors forget in favor of splashy displays,” said Lange.

This is specifically a problem at Klyde Warren. The challenge of meeting its large annual maintenance budget was offered as a primary reason for the building of an income-generating pavilion in the park. A fountain will increase those demands.

Taxpayers promised “free” baubles often end up footing the bill in this way. Indeed, the city has put up \$10 million in funds to support the pavilion project. If that had been coupled with the \$10 million pledged for the new fountain, the park’s maintenance might have been funded in perpetuity. Alas, it’s hard to put your name on maintenance.

And here is where my sense of *vergüenza ajena* becomes something worse, a kind of deep sadness. Is it really necessary to say that the presentation of such an extravagant folly at a moment when food lines stretch for a mile is inappropriate, not to mention tone deaf? In May, the city [furloughed a staggering 235 employees](#) in the Park and Recreation Department, more than 25 percent of its full-time staff.

The justification for moving forward with the fountain is that it is the product of a public-private partnership, and the cost will not be borne by the public partner — at least not initially. But that is dubious reasoning. Public-private partnerships work when both sides of that equation have equal input. Here that process has been short-circuited, with the private partner making decisions for the public partner and expecting unalloyed gratitude in return. That makes it easy to dismiss critics as unappreciative ingrates. In reality, they just want to be treated as the equal partners that they are, at least in theory.

This is an endemic problem in a culture of civic austerity that is overly reliant on philanthropy. A city has countless underfunded priorities; those that receive private funding are, naturally, the ones that tend to serve the interests of the philanthropic class. And so the city might build a signature opera house — philanthropically funded — only to find out later that taxpayers have to pick up the tab for upkeep. Sound familiar? It should, because [the city is paying millions](#) annually to offset costs at the AT&T Performing Arts Center, right next to Klyde Warren Park.

Meanwhile, the Routh Street Gateway project, which would provide safer, improved passage under the Woodall Rodgers Freeway (which Klyde Warren spans) for students from the majority-minority Booker T. Washington High School is [not fully funded](#).

Ultimately, what is so disappointing about this proposal is what it says about Dallas. Klyde Warren Park was the project that told the city — and the world — that it had learned from its past, and that it was embracing a more sensible, sustainable, human-scale urban future.

We should let what happens in Vegas stay in Vegas.

Trash, potholes and no place to play: Fort Worth sends \$3 million to this neighborhood

By Luke Ranker, Fort Worth Star-Telegram

Ella Burton needs no prompting to give a peppy speech on [the virtues of Fort Worth's Como neighborhood](#).

She grew up in the neighborhood, tucked between Camp Bowie and Vickery boulevards west of Arlington Heights, and has no plans to leave. As Burton, 70, meandered her car down the neighborhood streets, she mixed vexations about potholes, jumbled sidewalks and dark avenues with memories of her childhood, excitement over a couple's plan for an art studio and praise for an older woman's well-kept yard.

"We're a very, very prideful and strong community," said Burton, the neighborhood advisory council president. "We want everyone coming in here to know what we're all about."

Como had a vibrant business district along Horne Street, and for decades was like its own small town within Fort Worth. But similar to the city's other older urban core neighborhoods, Como has grown cracks in its 115 years. That's why on Dec. 1 the City Council awarded the neighborhood \$3.2 million for targeted investment. The money comes from a half-cent municipal property tax used for capital improvement projects. Stop Six, Ash Crescent, Northside and Rosemont were chosen in the past.

The money is meant to [boost safety, aesthetics and private investment](#).

Burton said people are ready for a change in Como but are unhappy about the criteria the neighborhood meets to receive the funds.

For the program, the city considers neighborhoods with high unemployment and poverty rates and few high school graduates. The neighborhoods typically have higher crime and code compliance violations as well as a significant number of blighted or substandard buildings.

Como has been on the list since the program started. The median household income is about \$18,500 and more than 40% of the population lives below the poverty rate. Just over 20% of residents lack a high school diploma and 14% are unemployed, according to the city's assessment.

The neighborhood has an elevated crime rate, but Burton said neighbors keep each other in check. That was clear when the Star-Telegram attempted to reach others in the neighborhood who instead relayed to Burton that a reporter wanted to write about Como.

"We try to band together, and be one voice to dispel any division," she said.

Como's leadership was one of the elements that drew the city to the neighborhood and made it easy to push for improvements there, said Councilman Brian Byrd, who represents the west side of Fort Worth. Byrd described Como as one of the most unique neighborhoods he's ever worked with, recalling some of the locally owned businesses that lined Horne Street when he was growing up in the 1970s and '80s.

"I think it portends very good things for the neighborhood," Byrd said of the \$3.2 million. "The strength of it will be that we have input from the leadership of Como."

Besides the advisory council, another neighborhood group known as LEGACY [wants to promote a sense of community pride, especially among young people.](#)

FORT WORTH'S NEGLECTED NEIGHBORHOODS

The city's neighborhood improvement program has seen success since it began in Stop Six in 2017. It is designed to pump money into neighborhoods that haven't received as much attention as other parts of town. The districts tend to have a high number of Black or Hispanic residents, many of whom are older.

[In Stop Six, most of a \\$2.5 million allotment has been spent](#) on a slew of improvements, which includes 7,500 linear feet of sidewalks and 309 new streetlights.

The neighborhood has seen some of the clearest signs of improvement, said Victor Turner, director of the city's neighborhood services department.

Total property values have shot up from about \$31.2 million in 2016 to nearly \$86 million in 2020. New building permits more than doubled to 68 in the first three quarters of 2020 from 33 in 2016, according to city statistics. The crime rate has dropped 32% in that same time.

In [Ash Crescent the city has spent \\$1.6 million of a nearly \\$2.8 million](#) allotment. Illegal dumps and nearly 300 tons of trash have been removed, including 1,059 tires. Crime is down 18%.

[Progress is being made in the Northside,](#) which received a little more than \$3 million in 2019, Turner said. About \$1.2 million has been spent, largely on streetlights and litter abatement. Since 2019 crime has dropped 23%.

The city has spent \$137,000 of \$3.1 million in Rosemont, which the City Council approved in January. Work has been slower there because of the pandemic, Turner said, but it was the first to receive free Wi-Fi through the city's network this month.

Dozens of cameras will be installed in all of the neighborhoods and several will get park upgrades.

COMO IMPROVEMENTS

The wish list for Como is greater than the \$3.2 million the city will provide, but it's a start, Burton said. Among neighbors' top priorities are street improvements, sidewalks, streetlights and a general beautification of the neighborhood. Burton also wants to see an end to illegal dumping on vacant property.

As she drove down Farnsworth Avenue, she pointed out a rocky unnamed creek where children fished when she was a girl. Now it's a flooding hazard, she said. At an intersection on Fernando Drive she slowed and weaved around a massive pothole that has existed for years.

"We are familiar with them so we know when to slow down and watch for those dips, but others would not and we have neighbors complaining about that," she said.

Burton said most of the improvements are needed on the east side of the neighborhood.

Throughout Como new and well-maintained homes are often next to vacant lots or boarded up buildings. The hope is the city's investment will spur property owners to clean up their land, she said, especially on Horne Street where the neighborhood wants to see small businesses return.

On Lake Como Drive, she stops the car near a heavily wooded lot that's clearly become a de facto dump. Better street lighting and security cameras would help curb dumping, which she said is a stain on the community.

Down the street, a group of children crowd the driveway of a home before biking to a church parking lot. Playing in the street has been a rite of passage since she was a child, but Burton said the community would like the city to provide more outdoor recreation. The former site of the community center and a concrete pad where the neighborhood pool used to be would better serve Como children as some kind of field or track, she said. The new community center, 4660 Horne Street, which opened in February, also has space outside.

The target investment is not the only activity in Como.

Earlier this year the city approved \$9 million for work on Horne Street. It's not clear what that will look like, but Byrd said it will involve improving the streetscape and making the strip more pedestrian friendly. Because \$7.3 million comes from a federal grant, he said it may take a few years before work is done.

"The idea is to build businesses down that corridor," Burton said. "We'd like to see something like a Magnolia or a Rosedale."

Horne Street once bustled with thriving Como-owned businesses, including laundromats, a hotel and a grocery. The storied Bluebird blues club, now in the midst of a remodel, hosted blues and jazz acts like the Juke Jumpers. Many of the artist's names are still written on the walls of the joint.

Warren Mack, who has been working on the building, said he and the property owner hope to open it again.

"What I want to do is make it like the original, the old style," Mack said. "There's a couple guys who used play here who stop by periodically to see what's going on."

The shops sprang up as Como filled with predominantly Black Fort Worthians, many of whom worked for rich white families in Arlington Heights and Riplea Hills in the first half of the 20th Century. Businesses began to close as owners died or their families moved away, Burton said.

There's now a sense that Como will thrive.

"We are still alive and well," Burton said.

‘From 200 to 400 loads a day’: Shingle Mountain cleanup set to start in southern Dallas

Contractors started doing prep work to move the six-story pile of debris that has accumulated near homes for nearly three years

By Brooklynn Cooper, Dallas Morning News

A six-story pile of roof shingles that has grown [over three years near southern Dallas](#) homes will finally begin disappearing this week as contractors prepare to move Shingle Mountain.

Air quality testers set up monitors at the site on Monday, the first step before contractors show up to remove the pile this week.

City officials accepted a [\\$450,000 bid](#) in October from Q. Roberts Trucking to haul over 100,000 tons of shingles and debris, but they couldn't authorize immediate removal because of a 30-day notice the state had to approve.

Now that the notice has been fulfilled and a judge has signed an order to start the removal process, contractors expect to start moving the debris to McCommas Bluff Landfill on Youngblood Road — less than a mile away from its current spot on South Central Expressway — by the end of the week.

Quincy Roberts, CEO of Roberts Trucking, said that after the environmental testing is done, his team will prep the site with construction entrances and start hauling.

“It'll be anywhere from 200 to 400 loads a day,” Roberts said. “We'll just keep chipping away at it until there's no more left, unless for some reason the city stops us.”

He added that the city gave the company six months to complete the work, but he expects it to be done sooner.

Council member Tennell Atkins, who represents the area where the roof shingles were dumped, said that he expects the process to take about 90 days.

In March, trucks showed up at Shingle Mountain to cart off a small load to Rice, a city about 45 minutes south of Dallas, but the city's administrator said those trucks were [delivering shingles to a customer](#).

Since then, activists have pressured the city to take more action. They have staged [protests outside of officials' homes](#), brought hundreds of pounds of shingles to City Hall and installed a large countdown calendar at the site of the mountain.

Marsha Jackson, who lives on Choate Road in front of the pile, sees a pulmonologist from the toxins in the debris.

Jackson, 62, has sued Blue Star Recycling, the company that dumped the shingles, and the city, which previously demanded that other responsible parties contribute to the cleanup costs.

Jackson and her neighbors are at risk of breathing, heart, skin and brain health problems, according to her doctor and environmental health researchers.

Environmental activists have condemned officials for their lack of urgency.

But Atkins said they were limited by the lawsuit.

“As soon as I found out about it, I reported it and we got right on it,” Atkins said. “As a council member, that’s the only thing that I can do. ... I’ve been there from day one.”

The mountain dates back to 2017, when Cabe Chadick, an actuary from CCR Equity Holdings One — the company that owns the land — leased it to Chris Ganter, of Blue Star Recycling, to grind shingles.

Ganter has previously claimed that his intention was to [save the landfill from tons of material that would take a long time to decompose](#). He told the Texas Commission on Environmental Quality that there would only be up to 260 tons of debris at a time onsite.

But trucks were dumping more material than they were offloading, and they never stopped.

Dallas has had money earmarked to clean up Shingle Mountain, according to Roxana Rubio, a city spokeswoman. But officials, including Mayor Eric Johnson, said they wanted CCR to contribute to the estimated \$2.1 million costs before the city initiated a removal.

“We are committed to using city funds to assist in the cleanup of the environmental disaster known as Shingle Mountain,” Johnson told *The Dallas Morning News* in a statement last summer. “But we are seeking the cooperation and financial commitment of the property owner responsible.”

The city of Dallas has filed lawsuits against both Blue Star Recycling and CCR.

In a motion the city filed in June 2019, [the city said Blue Star claimed it](#) “has no money and no equipment with which to facilitate the removal of the materials.” The company filed for bankruptcy in October.

Plano recognized for environmental improvement efforts

The city has received a regional award for efforts to educate residents on green living.

By Teri Webster, Dallas Morning News

Plano was recently recognized by the North Central Texas Council of Governments for its efforts to improve air quality.

Plano received the “outstanding advertising” award for its print and digital communications that support the Air North Texas campaign. Plano’s efforts included using social media, its “Live Green in Plano” newsletter, and a community energy campaign to promote Clean Air Action Day, according to an announcement.

The award was given during the council’s annual Air North Texas Partner Awards at the Dec. 10 Regional Transportation Council meeting.

The city’s print newsletter is published three times a year and is mailed to more than 72,500 homes. It is also posted on the city’s website and is available at municipal buildings. The June and August editions of “Live Green in Plano” encouraged residents to take the Clean Air Action Day pledge and provided tips on how to reduce air pollution associated with vehicle travel.

Air North Texas is a regional public awareness campaign that includes 38 partnerships pursuing environmental awareness in North Texas. The campaign was formed by the North Central Texas Council of Governments with support of the Air North Texas Coalition.

Through the campaign, partners encourage residents to implement tasks that improve air quality. That includes suggestions such as working from home, bicycling, or walking to the store and packing a lunch.

Arlington vote brings dream of biking between Dallas and Fort Worth closer

By John Kent, Green Source DFW

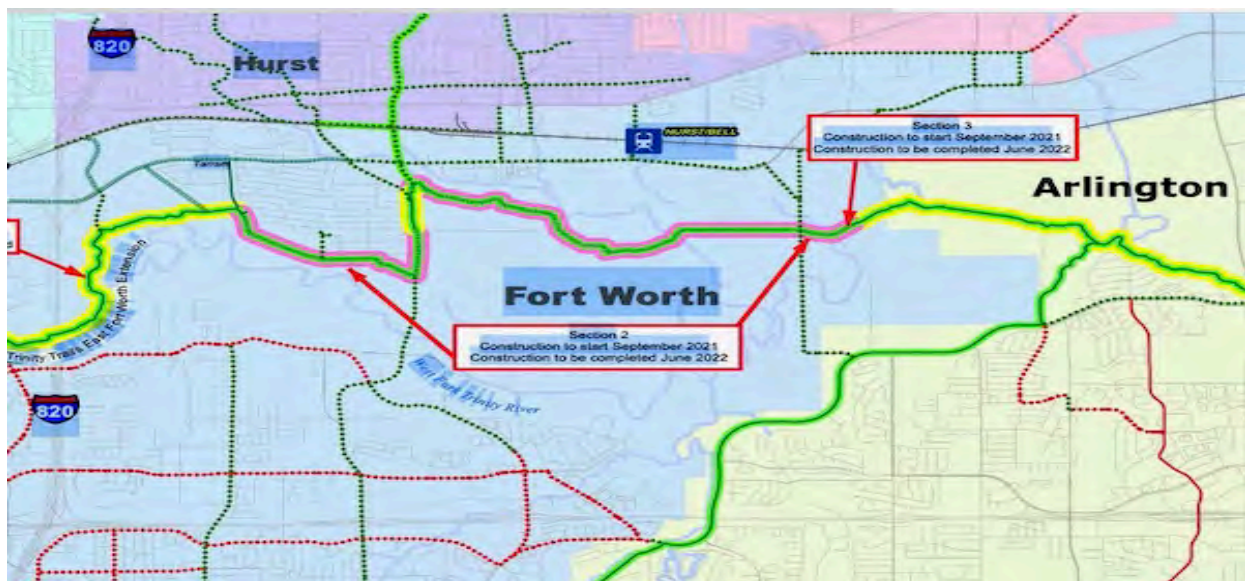
For longtime Fort Worth resident Tom Frye, bicycling along the city's Trinity Trails offers an unbeatable combination of exercise, recreation and stress-relief. He's been doing it for at least 10 years, and as someone accustomed to undertaking hours-long rides, he's intrigued by the thought of one day pedaling all the way to Dallas on a dedicated corridor.

"It's a great idea," Frye said. "Connectivity is always good as far as sports activities are concerned. The potential for road trips over the course of several days would be amazing."

Dallas and Fort Worth each host more than 100 miles of walking and biking trails, many of which follow local waterways, weave in and out of city parks and offer a welcome dose of tranquility amid the urban hubbub. Still, those picturesque paths won't get you all the way from one city to the other. At some point, you're dumped into car traffic in the nation's fourth-largest metropolitan area. Good luck with that.

But a plan to connect the two downtowns via the **Fort Worth to Dallas Regional Trail** is now fully funded, and work on the remaining sections is either pending or underway.

Fort Worth Mayor Betsy Price, a renowned cycling enthusiast known for leading rides through city neighborhoods, is emphatic about the project's importance.



A map of the Fort Worth to Dallas Regional Trail shows the section between Fort Worth and Arlington recently approved by the city of Arlington. See [interactive map](#). Courtesy of NCTCOG.

"The trail connection between Fort Worth and Dallas will lead to countless opportunities, including expanded transportation and connectivity options, as well as the added bonus of increasing the health and wellness of our residents," Price said. "We have been working on this

for more than five years and look forward to its completion with the help of [the North Central Texas Council of Governments] and neighboring communities.”

Most recently, on Dec. 1, Arlington City Council approved the execution of an interlocal agreement with the city of Fort Worth for the design and construction of a new, four-mile stretch of trail to connect **River Trails Park** in northeast Fort Worth with **River Legacy Park** in northwest Arlington. Fort Worth City Council is scheduled to vote on the agreement on Jan. 12.

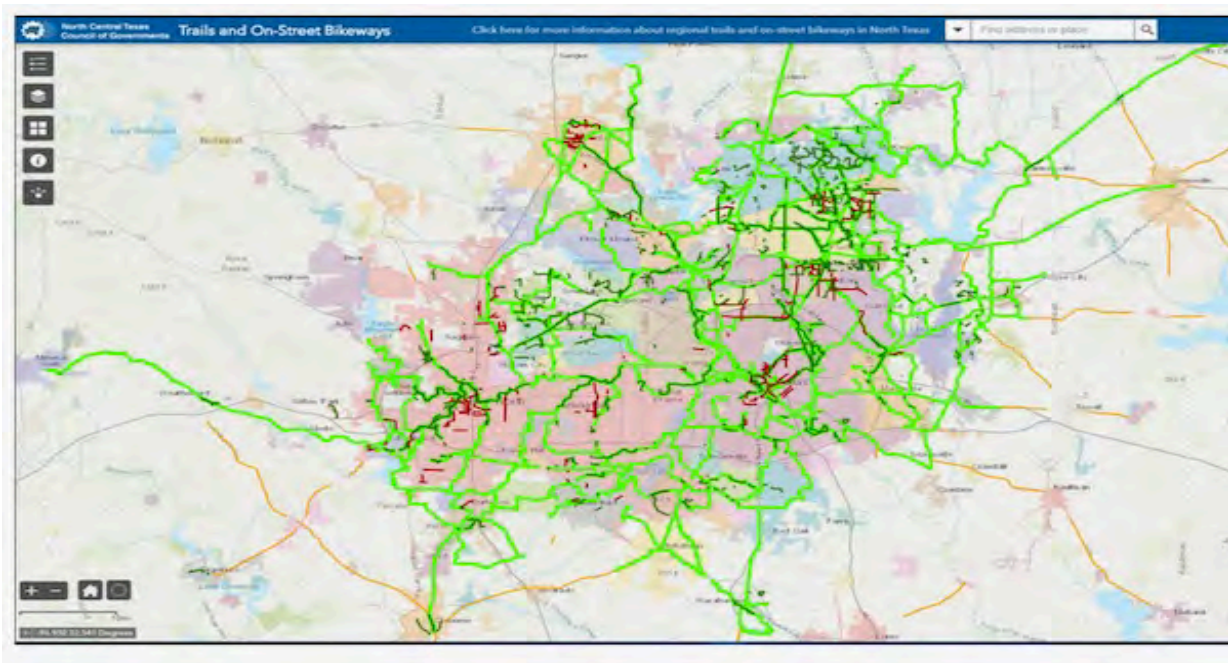
The project’s main elements, a 12-foot-wide path and a pedestrian bridge over the Trinity River, will bring the Arlington and Fort Worth trail systems together for the first time.

Once those two cities close the gap, about 30 miles of continuous trail (with the exception of a very short section under Loop 820 delayed by highway work) will link Panther Island in downtown Fort Worth to the western edge of Grand Prairie. An established network of pedestrian trails already connects Panther Island to points west in Fort Worth.

From the eastern side of Arlington’s River Legacy Park trail at State Highway 360, it’s another 26 miles to the Trinity Skyline Trail in Dallas by way of Grand Prairie and Irving. At the eastern terminus of the trail in Arlington, crews in February will begin constructing an extension that will feature a stop at the TRE Centrepont/DFW station before diving south to join Grand Prairie’s Mike Lewis Trail. From there, users are eventually channeled along Irving’s south side almost all the way to the Dallas city limits.

Work to continue the path from Irving into Dallas already has started and will join the Trinity River/Elm Fork bridge at the Irving city limit with Trinity Skyline Trail (scheduled to start construction in April). Because the trails meander, the route between Dallas and Fort Worth will roughly double the 32-mile straight shot that I-30 offers.

The interregional trail network is an idea that’s been percolating for nearly a quarter of a century.



*A map displays existing, funded and planned trails and bikeways in the 12-county Metropolitan Planning Area adopted as part of Mobility 2045. **See interactive map.** Courtesy of NCTCOG.*

“A system of trails connecting Dallas to Fort Worth has been in the region’s Metropolitan Transportation Plan since 1996,” said Kevin Kokes, Sustainable Development program manager for the North Central Texas Council of Governments. NCTCOG is the coordinating body that works with local cities to develop what it calls “regionally significant” trails.

The Fort Worth to Dallas Regional Trail network received a boost in 2013 when the mayors of those two cities convened with the mayors of Arlington, Irving and Grand Prairie, and pledged to locate money to complete a trail system that would provide easier access to parks, nature areas, schools, jobs and neighborhoods in the five cities.

By October 2018, all funding had been identified. The trail’s main sections are expected to be completed and open by late 2023.

A secondary northern loop of the trail along Rock Island Road between Grand Prairie and Irving, with connections to two Irving TRE rail stations, is planned for completion later.

As Granbury pauses new development, residents anticipate battle over sewage plant

By Haley Samsel, Fort Worth Star-Telegram

Granbury is [pausing all new development](#) in its eastern section for four months after a City Council vote Monday, opening a new chapter in the city's struggle to accommodate rapid population growth in Hood County.

The ordinance, introduced late last month [amid intense debate over city plans](#) to build a new sewage plant flowing into Rucker Creek and Lake Granbury, only applies to new development applications and could be extended if necessary.

Alex Southern, the city's spokesperson, said Granbury officials were pleased with the unanimous passage because it will help stabilize wastewater capacity issues, "for now." Hood County, where the city of about 10,000 people is located, has grown by 20.5% in the past decade, making it one of the fastest growing counties in the country, [according to U.S. Census Bureau figures](#).

In the past several years, Granbury said it has reported "numerous" sanitary sewer overflows, or the accidental spilling of raw sewage into streams or city streets — [a key indicator that the collection system is becoming overwhelmed](#). Officials say that a new wastewater facility would reduce these incidents.

"But we still have a lot of work ahead of us to make this wastewater treatment plant a reality, so that we can provide the wastewater services a growing town like Granbury so badly needs," Southern said in an email.

Granbury is awaiting final approval on a permit from the Texas Commission on Environmental Quality to construct a new plant that would discharge up to 2 million gallons of treated wastewater per day into a tributary of Rucker Creek, which is used recreationally by Hood County residents.

The commission gave its initial approval in May, finding that the plant would cause "no significant degradation" of Rucker Creek or Lake Granbury. However, a group of property owners known as [Granbury Fresh](#) rallied more than 400 households to submit comments opposing the permit to the TCEQ, according to leader Victoria Calder.

Members of Granbury Fresh spoke in support of the moratorium at three public meetings in December, asking that the council use the extra time to consider other options, including a larger regional treatment plant that the city says would be too costly.

"Such a moratorium will slow the uncontrolled growth in our region and will provide a terrific opportunity to start evaluating and implementing smart growth strategies," Anita Branch, a retired engineer and Granbury Fresh member, told the council on Monday.

At the request of state Rep. Mike Lang of Granbury, the TCEQ held a public meeting on the permit in September. Now, Granbury officials and concerned residents are awaiting the TCEQ's formal response to public comments and its decision on whether to issue a final permit, a process that typically takes up to 60 days but has been delayed by the pandemic.

“Unfortunately for us all, this COVID-19 pandemic issue has put everyone in a ‘hurry up and wait’ mode as TCEQ goes through their paces with limited staff,” Southern said.

Members of Granbury Fresh are already preparing for the possibility that the TCEQ will approve the permit request. Stacy Rist, who owns a family RV business next to the proposed wastewater treatment plant site at 3121 Old Granbury Road, has sought legal counsel so that she can request a contested case hearing, which is similar to a civil trial in state district court.

Because of her close proximity to the site, Rist was one of 14 landowners who received formal notification of Granbury’s plans to build a wastewater plant next door. Bennett’s Camping Center and RV Ranch, which Rist hoped to expand to meet tourist demand, has been in a holding pattern since 2019.

“My dream would be that they have to find an alternative site and the TCEQ agrees with us and does not issue that final permit, and then we can go on about our intended plans,” Rist said. “We still have plans hanging on the wall in the office.”

Calder, along with other homeowners who live in the Mallard Pointe, Bentwater, Ashley Oaks and Highland Park subdivisions, has argued that people living along Rucker Creek should have been notified as “affected residents” and given more time to respond to the city’s plans. Those subdivisions are outside the city limits.

Over the summer and fall, Calder has consulted with environmental experts about how the wastewater effluent could affect water quality and potentially lead to algae blooms that cause massive fish kills. She is ready to bring those arguments to a contested case hearing if necessary, but hopes that Granbury officials will use the moratorium as an opportunity to change course.

“We invite you to approach with an open heart and open mind,” Calder told city council members on Monday. “This moratorium is a time to at least consider alternatives, given the winds of change, and the opportunities that this moratorium can present if it’s used effectively, (and) to be open minded about alternative infrastructure strategies that impact all of our lives, even those outside city limits.”

DCTA reports stalled bus ridership, continued increase in A-train ridership through October

By Justin Grass, Denton Record-Chronicle

While the Denton County Transportation Authority had reported substantial monthly increases in bus ridership since July, October actually saw an overall bus ridership decrease, according to information reports from Thursday's December board meeting.

Bus ridership far surpasses rail ridership for DCTA, as it reported 2020 budget year totals of 1.36 million bus rides and 221,316 rail rides. While October's A-train ridership showed a similar increase to previous months, about 10.4%, it still totaled just 9,018 rides — less than a fifth of the month's bus rides, which totaled 54,725.

Bus ridership had experienced substantial increases for months, jumping from 17,056 in July to 30,109 in August, and then to 54,773 in September. October, the first month of the 2021 financial year, saw that increase dissipate entirely, resulting in an overall decrease of 48 rides.

The authority's overall ridership has seen drastic decreases as a result of the COVID-19 pandemic, and Thursday's reports also included comparison data illustrating those drops. Last October, bus ridership came in at about 310,000, which this October's total reached only about a sixth of. A-train ridership is in a similar spot, coming in at just under 45,000 last October.

Board chair Chris Watts was absent for most of Thursday's meeting, which was conducted by vice chair Cesar Molina. While staff dedicated an agenda item to discussing the authority's operations during the pandemic, which included those ridership figures as well as communication and outreach efforts, board members opted for staff not to present the slides for the item and did not ask any questions related to the material.

While no in-depth discussion took place on bus ridership or potential reasons for its decline, in earlier discussion, DCTA CEO Raymond Suarez said he believes future plans should be formed with current ridership figures in mind, rather than assuming they will revert back to their pre-pandemic numbers.

"We don't know when we're going to get out of this downturn in ridership," Suarez said. "We're in uncharted waters here, so trying to decide what our service should look like should not be based, in my opinion, on what happened in the past, because I think we really need to look at how it's going to shape up in the future."

High-tech vans are roaming Plano with lasers and cameras to study road conditions

Data collected by the vehicles will help the city prioritize road repair projects

By Teri Webster, Dallas Morning News

A fleet of sophisticated data collection vans are roaming the streets of Plano to collect information about the condition of city roads.

Data Transfer Solutions of Orlando, Fla., a national firm, is conducting the survey. The images will be used to assist city crews in identifying problem areas and prioritizing repairs and to create a digital video inventory.

DTS vans are equipped with sensors, lasers and cameras that can identify defects in the pavement, Dan Prendergast, Plano's assistant director of public works, said in a phone interview. Staff members at DTS who are trained in analyzing the images will then report back to the city on the conditions of the roads.

The vans will not be inadvertently capturing images in neighborhoods as they are equipped with special mounts that point down at the pavement, he added.

The total project costs \$268,620 and should be completed in four to six months, Prendergast said.

TxDOT's Northwest Highway Plan Another Product Car-Centric Thinking

By Jon Anderson, Candy's Dirt



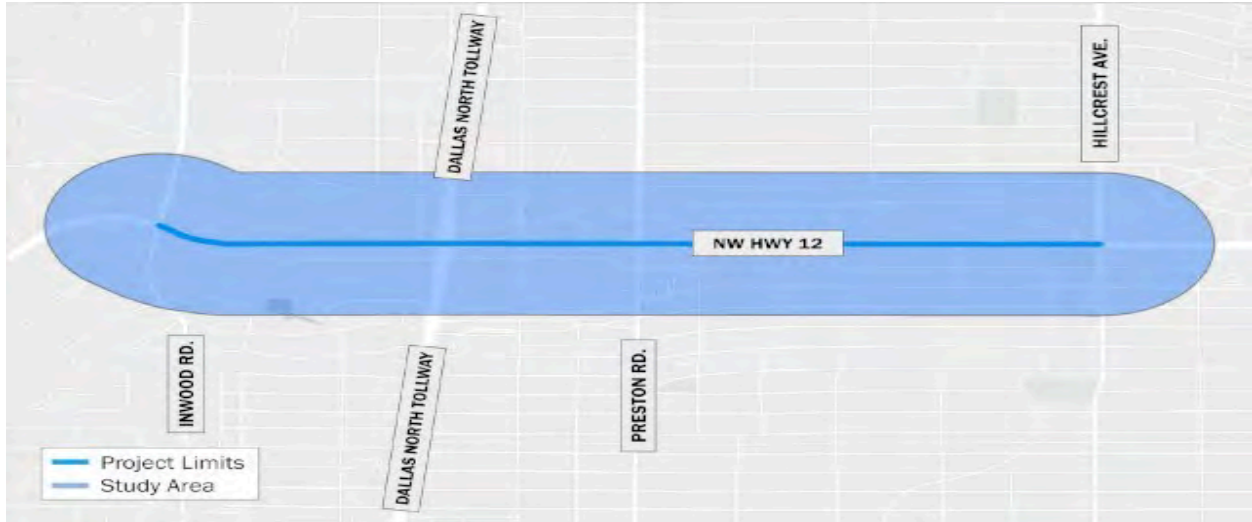
Northwest Highway tunnel entry near Thackery St. – Front door frontage road

This year has been humorless. Experiencing the abject failures in dealing with COVID-19 at both the federal and state levels is only laughable in the darkest sense. So thank TxDOT for giving us something to truly laugh at — the [Northwest Highway Feasibility Study](#).

What? You haven't heard of it? Not surprising since the 15-minute virtual meeting posted on [YouTube](#) has had just 575 viewers since its Dec. 4 posting.

Texas Department of Cars and Trucks

First, we must understand that while TxDOT stands for Texas Department of Transportation, it's really about cars and trucks — call it TXDoCaT. Sure, they talk about bicycles and pedestrians, but always within the context of car and truck traffic. They're a consequence, never the main thrust. And public transportation? Busses not rail or subways.



Study area (batteries not included). Source: TxDOT

With this limited thinking in place, the results of the Northwest Highway Feasibility Study are as unsurprising as they are laughable — Northwest Highway, it seems, is the punchline that keeps on giving.



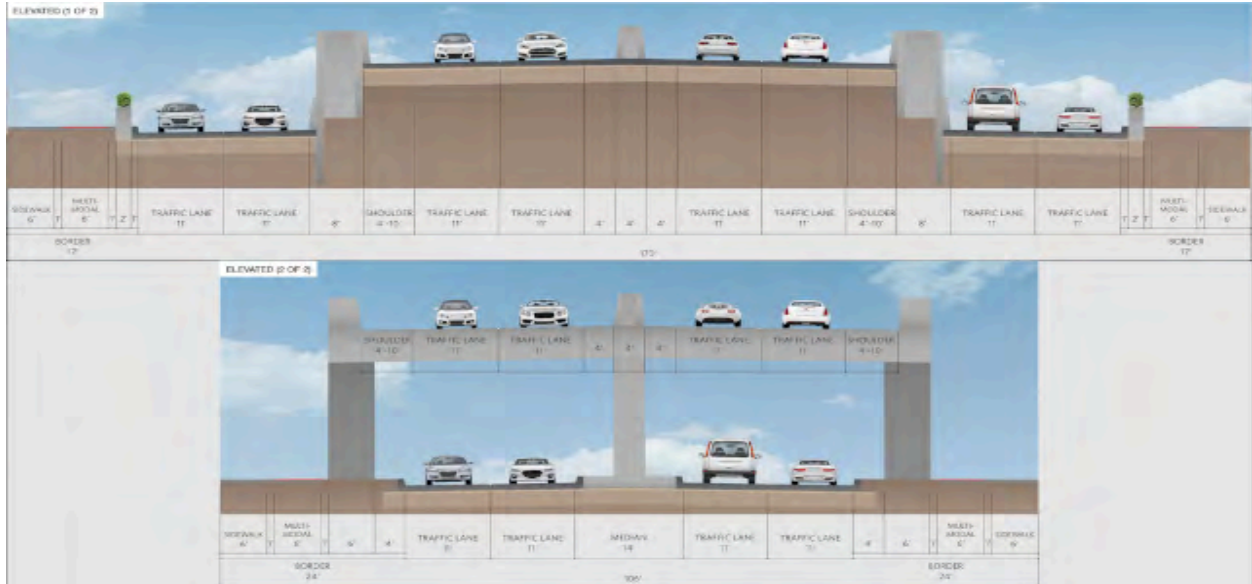
Cross-section of possible tunnel options (top: Only a century to get a park on it)

Study Overview

For the past 20 years, TxDOT reports traffic has remained stable along Northwest Highway between Inwood and Hillcrest – bumbling up and down between 47,000 and 59,000 cars per day.

TxDOT foresees a 5 percent increase in traffic along Northwest Highway between Inwood Road and Hillcrest Avenue – between now and 2045. That means that traffic will gradually increase over the next 25 years, bumbling along between 49,350 and 61,950 cars per day – or roughly 3,000 additional cars per day during peak years – of which there have been four near-peak years in the past 20.

The study offers options for dealing with this relatively small increase. But is the increase even real?



Above-ground stacking options. (NOT April Fool's)

COVID-19 And Commuter Traffic

It's important to know that this study was completed in March 2020 – pre-COVID-19. And yet, TxDOT gives a single bullet to COVID-19's traffic effects, "assumed to be short-term."

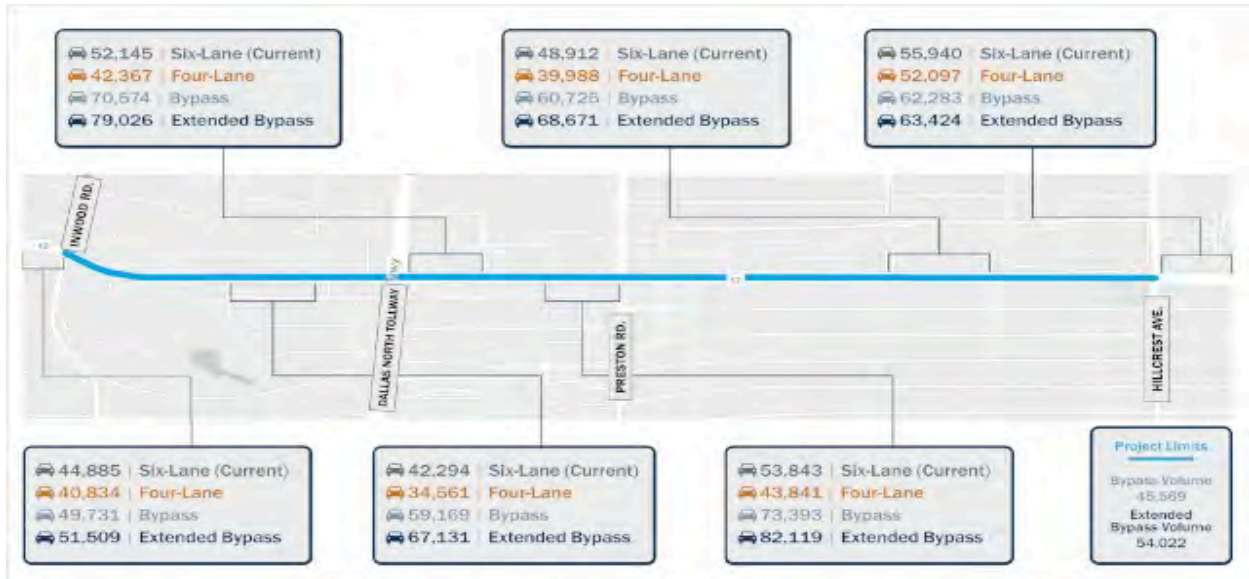
So, this study was completed nine months ago with no study on the future impacts resulting from the largest health crisis in a century? Could no one avail themselves of the innumerable surveys and studies conducted on COVID-19's long-term effects on work and by extension commuting? None of which think COVID-19's effects on work (and ultimately commuting) will be short-term. It's a laughable omission.

For example, global consultants KPMG posted a [summer 2020 report](#) that said 64 percent of workers prefer to have flexible and remote work options. In April 2020, [research firm Gartner's](#) HR survey reported 41 percent of employees are likely to work remotely at least some of the time post-pandemic. In September 2020, Cornell University's SC Johnson College of Business posted a study of "what the world of work would look like post-COVID-19." And [just last week](#), Pew released a study saying much the same things.

These studies – and **MANY MORE** – all agree, working from home was already growing and COVID-19 threw gas on the fire. And yet, TxDOT seems illiterate or in denial, preferring their 5

percent increase to a deeper study of a very more likely decline in rush hour traffic in coming years. Because if that happens, maybe they shouldn't be building more roads – their stock-in-trade.

In the weeks and months after COVID-19 took hold, EVERY TxDOT research project should have stopped and waited for clarity. And I'm not saying there is clarity now. I'd wait until at least 2022 before I started judging the pandemic's longer-term effects on traffic and commuting. To do anything else is irresponsible.



The Laughable Options for Northwest Highway

There are four options:

- Do nothing (provided as a baseline)
- Drop six-lanes to four and maybe add a dedicated bus lane
- Double-decker – stacked elevated lanes
- Double-decker – tunnel

Reading the numbers above, you will quickly see that doing nothing is the best option of the four, bar-none. If a hugely expensive tunnel is built, traffic would go from an expected 52,145 cars per day to 79,026 per day. This is because if you build capacity, they will come. At each of the measurement points, overall traffic increases.

Also, worth noting is that roads are measured from “A” to “F” service levels – “F” is obviously the worst. In NONE of the four scenarios at any of the six measurement points do road conditions improve. They either stay at “E” or decline to “F” – roughly 27,000 more cars than doing nothing and the same or worse service. Impressed?

In fact, if you wanted to cut cars on Northwest Highway, drop it to four lanes – those expected 52,145 vehicles would drop to 42,367 cars and trucks – but where would they go?

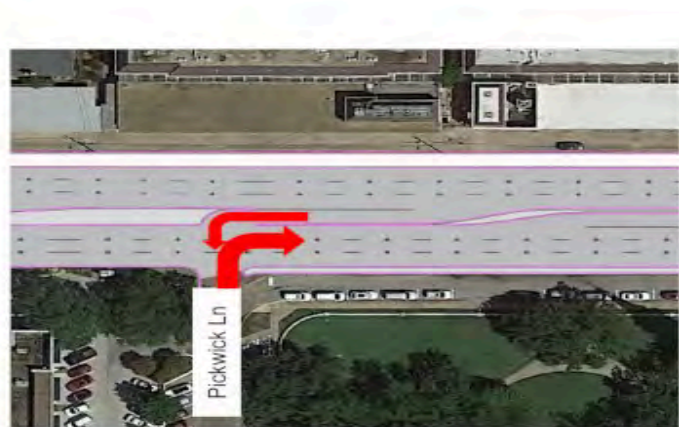
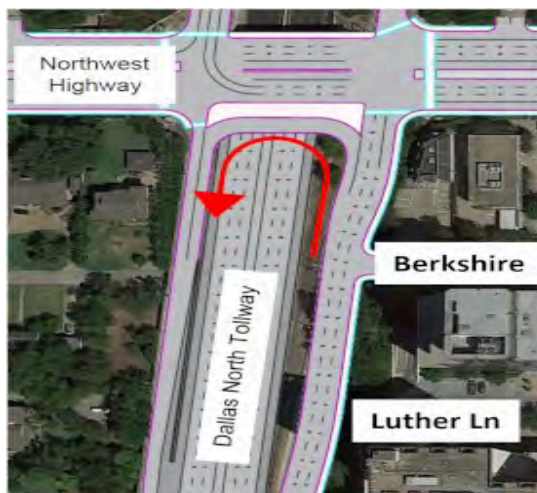


Where do the cars come from?

What TxDOT doesn't say directly is that the increased cars are coming from other roads. The big-ticket, big traffic bypass plans sacrifice Northwest Highway in order to diminish traffic on parallel and perpendicular roads that people use as cut-throughs. For example, Walnut Hill would lose 12,000 cars per day and northern Inwood would shed 11,000 cars to Northwest Highway with a tunnel. Of course, traffic patterns are more subtle than that, but it's the gist.

So, this "fix" for Northwest Highway would essentially reward Park Cities and Preston Hollow residents with less traffic. But that's the thing about traffic, and especially traffic apps, people will see less traffic on side streets and not leave them – especially when they see increased congestion on Northwest Highway.

The reality may be quite different from the theoretical – before we consider COVID-19 having lasting impacts on rush hour traffic.



Less-Than-Bright Ideas

On the left you see the oft-proposed Texas U-Turn proposed since 2016 ([and called dumb by me ever since](#)). Imagine the frontage road bumper-to-bumper at rush hour. Now imagine cars from Berkshire and Luther cutting across four lanes of bumper-to-bumper traffic to get to the Texas U-turn. Does that strike you as effective?

The right image shows a stopping of left-hand turns out of Pickwick Lane at Northwest Highway. That means for all the current and future units within PD-15/Pink Wall, the only way to turn westward with a traffic signal will be either Preston Road or Hillcrest.

Doesn't it dump some traffic onto an intersection already having rush hour issues (Preston and Northwest Highway)? And if a tunnel/double-decker is built, there will be no left turns nor any ability to cross Northwest Highway between Hillcrest and Preston Roads – at all. Does that strike you as great for those residents?

Oh, and guess what's not mentioned in these plans? The Tulane entrance to Northwest Highway from the Pink Wall discussed when [PD-15 was updated](#). Oops.



The Option Not Studied: DART

Since TxDOT operates in an asphalt silo, they don't think about transportation solutions holistically. They don't think about solving problems with DART for example. We have a light rail system that runs up and down North Central Expressway and through downtown and southern Dallas.

How much of the current traffic and the supposed increase could be diverted into a subway stop at Preston Center that connects to the Red Line?

A further connection to the Green Line near Bachman Lake/Love Field would offer Dallas a tremendous benefit of an east-west DART connection (creating a circle) that also significantly reduces Northwest Highway traffic.

A win-win.

Now connect downtown to Preston Center via a subway and onwards to Galleria and beyond. That's a lot of commuter traffic diverted off roads that results in fewer cars and greenhouse gases.

If only TxDOT would stop thinking that asphalt is the only answer to increasing capacity. If only state and city leadership would force transportation departments to work together to come up with the best solutions for residents.

But don't take my word for it. View the [whole presentation here](#) and insert your comments. You have until Dec. 22 to make your thoughts heard.

Development team discusses \$366M mixed-use project in McKinney

By Ryan Salchert, Dallas Business Journal

[David Craig](#), CEO of Craig International, likes to say his Craig Ranch development in McKinney has been an overnight success 20 years later.

The 2,200-acre mixed-use development has grown to include hundreds of homes, retail, apartments, a championship golf course and corporate headquarters. Now, more mixed-use space is being planned there thanks to Craig's longtime friend and business partner.

Earlier this month, McKinney Joint Venture, an affiliate of Beverly Hills-based KOAR Institutional Advisors, [announced its successful rezoning](#) of 62 acres within the McKinney Corporate Center at Craig Ranch, located along the Sam Rayburn Tollway. KOAR owns 80 acres in total at McKinney Corporate Center and wants to build a \$366 million project there, complete with new office space, apartments, townhomes, retail and a 2.5-acre linear park.

The project will represent a reentry into the North Texas market for KOAR, which has previously redeveloped an office building in Dallas and built a subdivision in Las Colinas, according to its website. It also represents the continuation of a 20-plus-year business relationship between Craig and [Laurent Opman](#), principal of KOAR and general partner of McKinney Joint Venture. The two have done a few projects together over the past two decades and Craig is even the godfather to Opman's daughter.

Because of this long relationship, Opman has seen Craig Ranch grow from just an idea and has been tracking the project closely for years.

"We're very familiar with what David has been doing with Craig Ranch. We have been coming to McKinney for well over 20 years, before the toll road was here and before all those other things," said Opman. "This was not just a transaction but an opportunity to share and create a project within the larger Craig Ranch development. It had all the characteristics of what we were looking for and is right where all the growth is happening right now."

KOAR has teamed up with Gensler and KDC to create a master plan for the area, with Craig International managing and overseeing the project. While exact details are still being ironed out, the project is expected to become the corporate hub for Craig Ranch and already has a few tenants waiting in the wings.

KOAR recently closed on 16 acres for a financial services company to build its headquarters at McKinney Corporate Center. Opman declined to name the company. KOAR is also closing on 4.5 acres, which will eventually be home to RPM xConstruction's [new headquarters](#). The area is already home to Independent Financial and SRS Distribution's headquarters.

"The real game changer was Independent Financial," Craig said. "KDC built a 160,000-square-foot headquarters for them. That was a game changer because most buildings in McKinney are two and three stories and they came in and built a six-story building."

Craig says by next year, the area should have 600,000 square feet of new office space under construction. Along with the headquarters planned at Craig Ranch, Kaizen Development Partners and the McKinney Economic Development Corp. are expected to break ground on a [200,000-square-foot speculative office building](#) at the nearby District 121. VanTrust Real

Estate also says it will go spec on a [four-story, 115,000-square-foot office building](#) at Craig Ranch. Opman would strongly consider his own spec office project at McKinney Corporate Center but says no plans have been made just yet.

Dirt will begin moving on KOAR's project sometime in 2021. Opman expects the area to continue to be a magnet for corporate relocations, even from his home state of California.

"Living in Southern California, you keep hearing about companies moving to Dallas, so it's naturally on your radar. I don't want to say that everyone from California is going to move to Dallas, because then we'd be in trouble, but I'd say 100 percent there has been interest from companies so far," Opman said. "It also goes without saying that the city of McKinney and the economic development agency all played a huge role in this and have been instrumental in bringing in companies and helping to create the right incentives for them. It's just amazing to have a partnership of that quality with the city and county."

North Texas Tollway Authority Discusses Construction Projects Currently Underway

By Madison Sawyer, CBS 11

If you drive on North Texas roads, you know there is no shortage of construction happening right now.

CBS 11's Madison Sawyer recently spoke to local transportation agencies including the North Texas Tollway Authority (NTTA) about the status of road construction projects in the area for an episode of 'To the Point.'

The NTTA has three major construction projects they are working on that impact the President George Bush Turnpike (PGBT), Sam Rayburn Tollway (SRT), and a new bridge to help extend the Dallas North Tollway (DNT) further north through Collin County.

The improvements to the PGBT include adding a fourth lane between State Highway 78 and I-20. Michael Rey, spokesperson for the NTTA, says the project began in 2015 and will be completed in phases. One phase, which includes the section of the PGBT between 35E and Belt Line Road in Irving, is expected to be completed by late 2021. Another section, between Hwy 183 and I-20 is also under construction and is set to be completed in 2022.

"We are adding a lane in both directions, and we are taking it out of the middle – the median—of the roadway and that makes it a little easier," Rey describes.

"We can never say we will have construction with no impact, but by doing it in the walled off, center of the roadway, we can lessen that impact to drivers."

The SRT is also seeing some changes. Right now, they are working to add a fourth lane in both directions and reconfigure some ramps around the DNT and Preston Road. The project impacts all 26 miles of the SRT. It began in 2019 and is expected to be completed by the end of next year.

There is also a new bridge being built by the NTTA in Collin County. The bridge being built will take the DNT over Highway 380 in the northern portion of the county.

"TxDOT recently completed a bridge there, so we will now bridge that bridge and create a third level," Rey explains. "So, you will have the ground level, TxDOT bridge and our bridge."

Construction began earlier this year and is expected to be complete by early 2023, at a cost of around \$75 million.

The new bridge will also allow for future expansion of the DNT into Denton County.

<https://dfw.cbslocal.com/2020/12/17/north-texas-tollway-authority-construction-projects/>

One of the delayed Panther Island bridges could carry traffic to downtown soon

By Luke Ranker, Fort Worth Star-Telegram

Traffic should flow over the White Settlement Road bridge near downtown Fort Worth by sometime in February.

The bridge, and two others, 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.

Doug Rademaker, a senior project manager for the city, said in November he expected traffic to open on the bridge in the “very first part of the year,” but didn’t provide a specific date. The most recent Texas Department of Transportation schedule for the bridge now shows it opening in February, according to the [project’s Twitter account](#).

Weather permitting, crews will make the final pour for the deck on this week.

The bridge, and those for North Main and Henderson will span dry ground until the channel is dug.

Rademaker did not immediately return a call and email for details about the bridge opening, but a Tarrant Regional Water District spokesman said board members were told Tuesday the bridge would open in February.

The White Settlement Road bridge has been a pain for businesses along the road west of the river. Unlike the other two streets, 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 December before being rescheduled for February 2021.

Work on the [North Main Street bridge should be done in the spring of 2021](#) and the Henderson Street bridge should follow shortly after. Those bridges were expected to be finished by December 2021.

\$39 million Fair Park project gets a Los Angeles design star

Studio-MLA wins competition for an 11-acre community park.

By Mark Lamster, Dallas Morning News

In one of the most consequential developments since its debut in 1936, it was announced today that a team led by Los Angeles-based landscape architects Studio-MLA has won the competition to design an 11-acre “community park” within Fair Park.

The \$39 million park will replace what is now a surface parking lot fronting Fitzhugh Avenue on the east side of Fair Park’s 277-acre campus and will be open year-round without fee.

“We needed world class designers, people who are going to push the envelope,” said Brian Luallen, executive director of Fair Park First, the nonprofit entity charged with remaking the park.

Community Park

Fair Park Master Plan Update



The rendering represents a Community Park concept that was developed based on community input. A final Community Park design will be developed in a separate design process.

50

A conceptual rendering from the Fair Park Master Plan Update, as presented to the Dallas Park Board in June 2020, shows an idea for a Community Park that would replace acres of concrete on the park's southeast side, along Fitzhugh bordering the residential neighborhood. (Perkins & Will / Fair Park First)

More than thirty firms competed for the project; the [Studio MLA](#) team, led by founder Mia Lehrer, was selected from a shortlist of five firms after interviews in October with a diverse 17-person jury. In addition to MLA, the winning design team includes two local partners: the landscape architecture firm Studio Outside, based on Exhibition Avenue right next to Fair Park;

and BC Workshop, the design and advocacy studio that has a long history working in the adjacent community.

“Everyone came together and agreed that they were the right choice,” said Ashley Langworthy, a project manager at [Biederman Redevelopment Ventures](#), the noted park development firm that is a consultant on the project.

The other finalists were Olin, SWA Architects, Sasaki, and Ten Eyck Landscape Architects.

“You try to really advocate for what the goals are for the city,” said Lehrer. “One of our mottos, and also our mission, is ‘advocacy by design.’ By designing, we advocate for change, whether its environmental justice, social justice, or cultural equity.”

Among Lehrer’s notable projects are the plan to [revitalize the Los Angeles River](#) (similar in scope to the plans for the Trinity) and the landscape at the recently completed [\\$5.2 billion NFL entertainment district](#) in Inglewood, CA.

Lehrer will need to draw on all of her advocacy skills to bring a sense of equity to Fair Park.

“We recognize that we have not always been a good neighbor,” said Luallen. “There are some very deep racial scars here.” Indeed, the new community park will be on land that was expropriated from local residents, who have long felt the cold-shoulder of a park behind locked gates.

“it was incredibly painful to find out the details of that history,” said Lehrer. “How we acknowledge what happened and what are some of the design expressions associated with that is something to talk about...We imagine some really painful and important conversations which will yield important solutions that allow everyone to heal.”

Design of the community park will be guided by the [updated Fair Park Master Plan Update](#), released this past June. That document, prepared by the Dallas office of the architecture firm Perkins and Will, called for a highly programmed space including a lawn, a performance pavilion, play area with an interactive water feature, and a “remembrance” area.

“The folks that I’ve been in contact with want somewhere they can take their families,” says Ovidia Evelyn Amaya, a board member of Fair Park First and longtime resident of neighboring Jubilee Park. They want somewhere they can be exposed to art, entertainment and different opportunities that had been taken away or had not been a part of their daily life.”

Just exactly how these goals will be translated into physical reality is an open question. “We don’t have a signature design, like some firms,” says Lehrer. “We really respond to the place and the ecology. We will be uncovering the layers, and it’s going to evolve. We know people want to come here, that this is a place for families young and old, where nobody is excluded, and you can play and celebrate and create memories — good memories.”

That philosophy, and the selection of Studio-MLA in general, is an encouraging sign both for Fair Park and the city as a whole. But some advocates wonder if too much is being asked of architecture and design.

“We expect artists to interpret centuries of disinvestment and put it in a park fixture,” says Jerry Hawkins, executive director of non-profit organization [Dallas Truth Racial Healing and Transformation](#). “What is required is for the State Fair, like the City of Dallas, and the State of

Texas, to address the things that happened with apologies, with redress, with very concrete ways of expressing that a race based policy created this, and a race based policy is going to fix this.”

As it is, there are signs that Dallas will always be Dallas. Construction on the new park will not begin for a year at a minimum — until a new parking garage is built on an adjacent lot, to make up for what will be lost by the creation of the park.

In Dallas, and at Fair Park, cars still come first.

AECOM Wins Projects in Texas, Colorado

By Howard Fine, Los Angeles Business Journal

Infrastructure consulting giant AECOM recently snagged contracts to provide environmental and engineering services for a light rail extension project in Texas and the renovation of an Air Force Academy hall in Colorado.

For the rail project, the Century City-based company was selected by Trinity Metro, the transit agency serving Fort Worth, Texas.

AECOM will provide environmental assessment and preliminary engineering services for a 2.1-mile extension of the \$1 billion, 27-mile TexRail line that connects Fort Worth with Dallas-Fort Worth International Airport. The extension will run from downtown Fort Worth to the city's Medical District.

No dollar figure was provided in the contract announcement. But news reports indicated Trinity Metro had \$38 million left over from the main TexRail line project that opened last year and plans to apply those funds to the extension.

"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 in a Nov. 13 announcement.

"AECOM looks forward to leveraging its global transportation expertise on this project and remains committed to advancing key infrastructure during this economic recovery," she added.

AECOM has worked on other rail projects in Texas, most notably the environmental impact statement for the proposed 240-mile high-speed rail project that will run from Dallas to Houston.

For the Air Force Academy project near Colorado Springs, Colo., AECOM announced Nov. 23 that it had been awarded a \$25 million design contract by the Omaha District of the Army Corps of Engineers.

AECOM will renovate the 700,000-square-foot Sijan Hall dormitory that houses Air Force cadets.

The hall was built in 1968 and is the second-largest military dormitory in the United States with 2,200 beds. It is situated within a National Historic Landmark District that comprises a portion of the Air Force Academy.

AECOM will lead the design work, which will encompass the dormitory's residential, academic, courtyard and recreational spaces.

The planned design incorporates smart building technologies as well as energy efficient heating, ventilation and cooling systems, including the use of geothermal energy from nearby mineral springs.

Poloni said in the announcement that AECOM has more than 20 years of project experience at the Air Force Academy.

"We understand that it plays a vital role as both an active military installation and a prestigious

institution of higher education,” she said. “We are proud to support the Academy’s mission to prepare future generations of leaders in the Air Force, Space Force and beyond.”

City Council recommends potential US 380 alignment through McKinney

By Miranda Jaimes, Community Impact Newspaper

McKinney City Council passed a resolution in favor of a possible alignment on US 380 through the city from the Texas Department of Transportation at its Dec. 15 meeting.

Alignment B was introduced several weeks ago and is more closely aligned with what the city of McKinney had been suggesting to TxDOT for this section, Mayor George Fuller said. This alignment would create an alternate route to US 380 and take traffic west along a curving road from Ridge Road to Coit Road, where it would intersect US 380 again.

The city stated in its resolution that it believes Segment B “provides a high value of both managing congestion and improving east-west mobility over the **May 2019** recommended freeway alignment.” The resolution went on to credit this to Segment B’s “more gradual and direct divergence” from the existing US 380 and its ability to reduce congestion at the existing major intersection of US 380 and Custer Road by increasing separation from a freeway.

In addition, the resolution affirms the city’s opposition of an alignment for a potential freeway along US 380, depicted as Segment F. This alignment would convert US 380 into a limited access roadway, the resolution stated.

Segment A also received verbal opposition from City Council. The resolution acknowledges that this segment will be studied, but emphasizes the preference for Segment B.

The US 380 project from TxDOT is meant to alleviate current and future congestion on US 380, but a solution has yet to be identified.

TxDOT recommended a bypass alignment for US 380 in May 2019 despite concerns raised by city and Collin County officials. This recommended alignment is estimated to cost almost \$2.6 billion, according to documents.

The environmental impact study will begin in 2021 and would take at least a year to complete, according to meeting documents.

The U.S. Department of Transportation's Railroad Administration publishes final rule for action plans

The U.S. Department of Transportation's Federal Railroad Administration has published its final rule requiring 40 states to implement action plans.

By Leatra Hernandez, News West 9

TEXAS, USA — The U.S. Department of Transportation's Federal Railroad Administration has published its final rule responding to a Fixing America's Surface Transportation Act (FAST Act) mandate requiring 40 states to implement highway-rail grade crossing action plans.

The final rule, which is to improve public safety, requires that 10 states that already have developed grade crossing action plans, to update their plans as well as submit reports describing the actions they have taken to implement them.

Plans that are being implemented must identify at least one crossing that has experienced at least one accident or incident in the previous three years, multiple accidents or incidents in the previous five years, or crossings that are determined by the state to be at high-risk for accidents or incidents.

Strategies must be presented for improving safety at crossings, including crossing closures or realigning roadways or under railways.

All 50 states and the District of Columbia are required to submit individual highway-rail grade crossing action plans to FRA for review and approval no later than 14 months after the final rule's publication date.

The FRA will provide technical assistance to help states develop or update their action plans. States are also able to use federal funds allocated through the FHWA's Railway-Highway Crossing (Section 130) Program to develop and update their action plans.

‘Shingle Mountain’ Removal Begins in Southeast Dallas

“We can’t get excited until it is all gone.”

By Alejandra Martinez, Texas Standard News

After a years-long fight to remove Shingle Mountain, about ten trucks on Thursday morning began to haul away the six-story pile of roofing shingles in southeast Dallas.

City officials say the teardown is expected to be completed by March 2021.

Starting at 8 a.m., large trucks from Roberts Trucking Inc. began to haul shingles away. The crew estimated there were over 100,000 tons of them on site.

“As this project goes on and we make more room inside the site we’re going to be adding more trucks — hopefully up to 15 trucks. I’d like to get over here turning everyday with the hopes we can start out on the low end of 200 loads a day. I’d like to get up to 400 if possible,” said Quincy Roberts, owner of the trucking company.

Trucks line up on the side of the road on Thursday morning to remove the 100,000 ton pile of waste that has accumulated for the past three years.

Keren Carrión

Roberts said the work is expected to continue until sunset. The crew will be at location from sunrise to sunset six days a week, until all shingles are completely removed.

City Council Member Tennell Atkins, who represents the area where Shingle Mountain stands, said in a statement that the removal of Shingle Mountain “marks a new era in Southern Dallas.”

He was at the dump site on the cold Thursday morning.

“I think we moved as fast as we could. Once we did find out about it, it took a couple years, but we are moving it and are glad we are finally getting this taken care of in the city of Dallas,” Atkins said.

Council member Omar Narvaez accompanied Atkins. They both wore construction hats and were in full gear.

“This is a great day. This is cleaning up. I never wish we had to get to this day, meaning this never happened,” said Narvaez, who’s the chair of Dallas’ Environment and Sustainability Committee.

“However, it did and it took us what we had to do to get this done,” he said. “And our number one concern is the public safety, the public health and obviously the environment.”

A person working with Modern Geoscientists, an environmental company, inspects the air quality during the removal process to make sure the air is not harmful to the residents.

Keren Carrión

The shingles will be sent to McCommas Bluff Landfill, where the materials will be recycled. The site’s located across the street and about a five minute drive from Shingle Mountain.

The removal process will be monitored by Modern Geosciences, an environmental advisory group that works in Texas and across the U.S. A Modern Geosciences worker was on site,

inspecting the air quality during the removal process to make sure it isn't harmful to local residents.

"One thing we are doing is we make sure it is safe. It got to be environmentally safe. We got a cover. We got monitors inside the facility and outside of the facility that monitor the particles in the air," Atkins said.

Council members Tennell Atkins and Omar Narvaez pose for a photo during the removal of Shingle Mountain, on Thursday, Dec.17.
Keren Carrión

According to council member Narvaez, the creek next to Shingle Mountain has not been contaminated or 'environmentally damaged in any way.' This was a big concern for the residents of Floral Farms because this creek prevents the neighborhood from flooding.

Narvaez adds that the Environment and Sustainability Committee will have a special Shingle Mountain meeting in January 2021 to talk about, "What happened? How did we get here? What can we do in order to not ever have a Shingle Mountain happen ever again in the city of Dallas?"

In 2018, the company [Blue Star Recycling bought the property](#) in southeast Dallas and started dumping hundreds of tons of roofing materials. This continued for almost three years, creating an illegal dump so large it's visible from South Central Expressway.

Residents have long called for the city to do something about it and activists call it "a poster child for what environmental racism looks like."

Atkins explains that the removal took a long time because the city was in legal battles with the recycling company.

Next to where the removal is taking place, on Choate Road, resident Marsha Jackson is watching the process.

A bulldozer drops a load of shingles into a truck on Dec. 17, beginning the process of removing Shingle Mountain from the Floral Farms community.
Keren Carrión

Previously, Jackson told KERA she's worried about people getting too close to the dump site. She said she's gotten headaches and has slowly lost her voice because of the shingle material blowing into the wind.

The long-time Floral Farms resident is suing the city of Dallas and blames them for zoning the land next to her home for industrial development.

Jackson — a local advocate and founder of the environmental justice group Southern Sector Rising — said she's careful not to get too excited.

"We can't get excited until it is all gone," Jackson said. "Just thinking out of almost three years, we've been excited and thinking this is going to happen before and it hasn't happened at all. And once that property is completely cleared over there, next time you come you will probably see tears all down our face."

Instead, she's focused on the city and making sure they allow Roberts Trucking to complete the teardown. Jackson is placing her faith in the company.

Roberts Trucking Inc. is located about three miles from the site. Quincy Roberts said this dump is located in an area he considers home.

"This is something that is personal for me. I really wanted to get over here and clean it up for the community," said Roberts. "I just can't wait 'til this over to see the smile on her (Marsha Jackson's) face."

<https://www.texasstandard.org/stories/shingle-mountain-removal-begins-in-southeast-dallas/>

Allen to spend \$1.5M on three new bike trail segments near Ridgeview Drive

The trails will add to the over 78 miles of trails already in place with construction set to begin next month.

By Brandi Addison, Dallas Morning News

As part of a [city master plan](#) to connect residents across all of Allen by hiking and biking trails, the city will bring three new trail segments to its more than 78 miles of existing trails.

Allen City Council approved the \$1.49 million expenditure during the Dec. 8 meeting. The new segments are planned along Ridgeview Drive at the Allen STEAM Center and Spirit Park, in addition to a new loop trail to connect subdivisions near Cinemark.

The segment near the Allen STEAM Center will be a boardwalk-style trail that provides connection points to the future Stephen G. Terrell Recreation Center, according to a release from the city. The trail segment at Spirit Park will connect Watters Trail and Ridgeview Trail — a frequent request the city hears from trail-users — while the new loop trail will connect subdivisions near Cinemark, and when completed, will provide connection to the Cottonwood Trail.

Construction is set to begin in January, and it is expected to be completed by June 2021.

Grand Prairie is one of five local cities to receive air-quality initiative award

It is the fifth year in a row that the city has been honored with a designation from the North Central Texas Council of Governments.

By Anna Caplan, Dallas Morning News

For the fifth year running, Grand Prairie is being acknowledged for its air quality awareness efforts.

The North Central Texas Council of Governments recognized the city, along with four others in the region, with an environmental awareness award at a regional transportation council meeting earlier this month, according to a news release.

The city was cited for its “informative and engaging use of social media and advertising,” while promoting clean air strategies, including its Clean Air Action Day which saw 120 city employees compete in a Clean Air Challenge.

Other local cities that received recognition include:

- Dallas, for its digital strategies
- Plano, for [outstanding advertising of clean air initiatives](#)
- Garland, for its an quality page on city website
- Denton, which received the Arlo Ambassador Award for “advancing the Air North Texas message” through a campaign mascot, Arlo the Armadillo.

Our trash is filling up DFW landfills. Here's how some of it can be turned into fuel

By Haley Samsel, Fort Worth Star-Telegram

In addition to sluggish traffic, there's at least one more certainty associated with population growth in North Texas: residents and businesses are generating more trash, and [landfills are running out of space](#) to store it.

The Dallas Fort-Worth region has about 36 years before existing landfills fill up, said Tamara Cook, the senior program manager of environment and development at the North Central Texas Council of Governments, an organization that brings together officials from 16 counties. Some will run out of room within the next few years, including the Weatherford landfill west of Fort Worth, Cook said.

That's why researchers at UT Arlington and the council are partnering up to find out if there's a better way for cities to process food waste, reduce the amount of methane entering the atmosphere and produce alternative fuels in the process.

"When you think about the growth that our region is going to have over the next 20 to 25 years, it really brings into focus the importance of making sure that we have capacity to continue to dispose of the things that we need to dispose of in landfills," Cook said. "We need to look at alternative long-term options for our region to divert additional materials from those landfills."

Funded by a [\\$300,000 Environmental Protection Agency grant](#), the 18-month study will explore the possibility of using anaerobic digesters to turn food waste into biofuel that cities could use to power fleets of trucks or wastewater treatment plants. About 22% of the waste sent to landfills in North Texas is food-related, according to previous studies.

Eight wastewater treatment plants in Dallas-Fort Worth host the costly digesters to treat sewage, including four in Dallas County and one in Tarrant County: the Village Creek facility in Arlington. The machines take advantage of a naturally occurring process where bacteria breaks down organic matter, like manure, without oxygen. In the process, the bacteria generates gas — mostly methane — [which the digesters can collect](#), refine and turn into an energy source, according to the EPA.

Most food waste is sent to landfills and breaks down to produce methane, which [contributes to global warming](#), said Melanie Sattler, a civil engineering professor at UT Arlington who is leading the study. In 2018, municipal landfills were the third largest source of human-caused methane emissions — [the equivalent of greenhouse gas emissions](#) from more than 20.6 million cars driven for one year, according to EPA statistics.

While landfill machinery captures some greenhouse gases, much of the landfill is uncovered for two years, allowing methane to escape into the atmosphere, Sattler said.

"With a digester, you're going to capture 100% of the methane that is coming from the waste," Sattler said. "There are landfills that use capture and recovery more quickly, so they can go in and recover it, but never at 100% of the landfill. The EPA average is about 75% of natural gas being absorbed by the capture and recovery system, so there's still 25% of the methane getting out."

While the environmental benefits are clear, municipal leaders face significant challenges with the high cost and technical expertise required to run food waste through digesters, which are designed to treat sewage.

In the mid-2010s, Fort Worth experimented with processing waste from food manufacturers at the Village Creek plant but discontinued the program because of several issues associated with the types of waste they could accept, said Mary Gugliuzza, the water department's spokesperson. The organic waste must have a certain oxygen composition to produce biofuel, she said.

"That food waste did not come in at a consistent pace, and that created operational challenges," Gugliuzza said. "While the anaerobic bacteria loved the liquid food waste, when it didn't come, for instance, on weekends, it quickly changed the amount of gas produced."

If the Village Creek treatment plant were to accept food waste again, there would need to be a larger financial incentive and additional capital improvements to make the process more efficient, said Chris Harder, Fort Worth's water department director.

"One of the biggest items would be some additional storage of the food waste that would allow us to regulate the introduction of food waste into the digesters to be consistent, so we don't have these huge peaks and troughs in terms of methane production," Harder said. "You can't effectively utilize that type of gas unless it's somewhat more uniform."

Cook stressed that the digester proposal is only one solution to a problem that requires many approaches, including more robust recycling campaigns and initiatives that encourage Texans to compost their organic waste at home.

With the study beginning in earnest early next year, Sattler said she understands the reluctance from municipalities to try out the new approach. She and Cook agreed that a pilot facility with governments from across North Texas could help resolve some of those concerns.

"We want to ask our local government partners: Are there ways we could partner and bring in a university, a utility, schools, other partners and share costs on a plant and be more innovative in our approach?" Cook said. "It's not just one entity having to foot the bill. It's multiple partners coming together that are interested in the benefits of this."

While Fort Worth does not plan to accept food waste in the near future, Harder said he is interested in learning more about the gas produced from digesters and how machines designed for wastewater treatment lend themselves to food waste.

"We would like to see the study when it's completed, especially when it comes to the technical side: chemical composition, generation rights, and especially if they're looking at the variability amongst the food waste," Harder said. "The more educated we become on this, the better decisions we can make."

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."

4 recent McKinney transportation projects in December

By Miranda Jaimes, Impact Community Newspaper

Recent projects

1. Stacy Road widening

Construction began in late November for planned improvements to Stacy Road between Custer Road and Ridge Road. Improvements will consist of the addition of a travel lane in each direction within the existing roadway median, the installation of a new traffic signal at Stacy and McKinney Ranch Parkway and various intersection improvements. During the month of December, intermittent lane closures may occur from west of McKinney Ranch Parkway to east of Ridge Road. Lane closures along Stacy Road will be limited to 9 a.m.-4 p.m. on weekdays.

Timeline: November 2020-December 2021

Cost: \$6.2 million

Funding source: city of McKinney

2. Traffic signal installations

A new traffic signal at A) Stacy Road and Collin McKinney Parkway was placed into operation in October. Construction of a new traffic signal at B) Lake Forest Drive and Collin McKinney was placed into operation in November. Design is underway for a new traffic signal at C) Airport Drive and FM 546/Harry McKillop Blvd., which is expected to be under construction before the end of the year. D) Construction of a new traffic signal at US 380 and Auburn Hills Parkway is expected to begin in early 2021.

Timeline: April 2020-June 2021

Cost: \$1.5 million

Funding source: city of McKinney

3. US 380 lighting improvements

New roadway median lighting is being constructed along US 380 from A) Coit Road to Custer Road (Phase 1) and from B) Hardin Boulevard to US 75 (Phase 2). Construction of Phase 1 has been underway since November 2019 and was completed in November 2020. Construction of Phase 2 has been underway since September 2020 and is expected to be completed in January 2021. Intermittent or short-term lane closures may be required along US 380 as construction occurs. C) A future Phase 3 will install lighting along US 380 between Custer Road and Hardin Boulevard; construction there is expected to begin in late 2021.

Timeline: November 2019-January 2021 (Phase 1 and 2 only)

Cost: \$1 million (Phase 1 and 2 only)

Funding sources: city of McKinney, Texas Department of Transportation

4. Intersection improvements

Construction is expected to begin in December on improvements to four major intersections: A) McKinney Ranch Parkway and Lake Forest Drive; B) Eldorado Parkway and Alma Road; C) Hardin Boulevard and White Avenue; and D) Virginia Parkway and Stonebridge Drive. The improvements will consist of the addition of 12 new turn lanes and associated signal improvements to improve intersection traffic operations. Minor impacts to traffic during construction of these improvements are not anticipated to occur until January 2021.

Timeline: December 2020-December 2021

Cost: \$1.7 million

Funding source: city of McKinney

Bell tested a transport drone with 110 pounds of cargo near Fort Worth. How'd it go?

By Gordon Dickson, Fort Worth Star-Telegram

Fort Worth-based Bell is developing a pilot-less drone that not only flies like a miniature version of a tilt-rotor aircraft, but also can carry much heavier cargo than previously thought.

The [Autonomous Pod Transport](#) — or APT — recently completed a test in which it successfully carried 110 pounds of payload weight for more than eight miles, Bell officials said.

The test was conducted Dec. 9 at a site near Mineral Wells, west of Fort Worth.

The APT comes in two sizes. The APT-20 is about three feet tall and five feet wide — roughly the dimensions of a card table — whereas the APT-70 is closer to six feet tall and nine feet wide, about the size of a small car.

Both versions are powered by an electric hybrid propulsion system with four propellers. They look like larger, sturdier versions of drones used for aerial photography, or for flying as a hobby.

The APT can take off like a helicopter, then tilt its rotors and fly like a fixed-wing, bi-plane aircraft, covering up to 35 miles in about a half-hour of flight time.

Bell envisions eventually selling versions of the APT in both sizes for military, medical and commercial uses. More than 300 test flights have already taken place, and more are scheduled over the next couple of years.

Before the most recent test, the larger APT had been billed as capable of carrying up to 70 pounds of freight — roughly the equivalent of 36 meals ready to eat, 72 water bottles, 64 magazines of 5.56 ammunition and a gallon of fuel. But those working on the APT project are finding that their unmanned vehicle can actually carry much more than that, while still maintaining stability in flight.

The additional weight capacity is a tremendous advantage when it comes to calculating how much weight per hour can be moved in a given area — whether it's a military battlefield or perhaps a commercial industrial area or an oil or mining field, said John Wittmaak, manager of Bell's autonomous aircraft program.

“The aircraft is far more capable than we originally thought,” Wittmaak said in an interview. “We are developing the ability to carry significant payload to multiple sites in one mission. We can fly a jerrycan to one site and medical site supplies to another location and maybe one other location before returning to base. That's also applicable on the commercial side.”

The tests are part of Bell's [contract with NASA to develop commercially viable unmanned aircraft](#) capable of operating in urban areas such as the Dallas-Fort Worth region which has a population of more than 8 million and extremely busy and complicated air space — including DFW Airport, Alliance Airport, military installations and private aviation activity.

The Bell APT appears to perform a step beyond [Amazon's Prime Air delivery drone](#), which was unveiled last year and is in development. Amazon's autonomous vehicle is designed for smaller packages of a few pounds.

Bell also is partnering with Uber to develop an [air taxi service dubbed Uber Elevate](#), which aims to be shuttling people between two test pad sites — or “vertiports” — at DFW Airport and Frisco possibly as soon as 2023.

Fort Worth and Plano are 50 miles apart, but soon this train will connect them

By Gordon Dickson, Fort Worth Star-Telegram

The drive from downtown Fort Worth to Plano is about 50 miles, and when traffic is heavy — which is often — it can be a tedious trip.

But soon, North Texans will be able to take a train.

Dallas Area Rapid Transit — also known as DART — has begun construction on a project known as the Silver Line.

The Silver Line will run along the old Cotton Belt freight rail line through Plano, Dallas, Carrollton, Richardson, Addison and Coppell before arriving at DFW Airport.

There, passengers will be able to connect with TEXRail, a commuter line that opened in 2019 and connects DFW Airport to multiple stations in Grapevine, North Richland Hills and Fort Worth.

The Silver Line is scheduled for completion in 2023, and construction has begun.

Large shipments of metal rails recently arrived in Plano. Construction workers will install the rails as they modernize the old tracks, DART spokesman Gordon Shattles said.

“A total of 200, 80-foot-long rail sections, 16,000 feet of rail, were delivered by special train from Steel Dynamics, Inc. of Indiana,” Shattles said in an email.

Transit supporters hope the TEXRail-Silver Line connection will promote development in cities along the line, expand jobs and make cities such as Fort Worth and Plano — which are part of the Dallas-Fort Worth metro area, which has more than 8 million residents — feel more like neighbors.

The line will essentially form a 53-mile-long corridor that cuts diagonally across the Metroplex from southwest to northeast.

In the Dallas area, Silver Line riders can connect with DART light rail as well as Denton’s A-Train commuter line which runs through Carrollton. In Fort Worth, TEXRail riders can connect with the Trinity Railway Express commuter line, and Trinity Metro’s bus services.

EXTENDING TEXRAIL

On the southwest end of the commuter line, TEXRail currently terminates at the old Texas & Pacific Station on the south end of downtown Fort Worth.

However, Trinity Metro, which is Fort Worth’s transit agency, is working on a plan to [extend the TEXRail line another 2.1 miles to the city’s medical district](#).

Trinity Metro this year got permission from the Federal Transit Administration to use \$38.9 million left over from the original construction of the TEXRail line to cover part of the cost of extending the line to the city’s medical district, where about 40,000 people live and work. The

area includes the fledgling Near Southside and the city's popular Magnolia Avenue restaurant and entertainment area.

Although ridership has been hit hard on TEXRail during the pandemic, planners in cities along the line including Fort Worth, North Richland Hills and Grapevine have invested heavily in transit-oriented development around several of the stations.

In Grapevine, one of the city's two TEXRail stops is [along its historical Main Street](#). Hotel Vin, a six-story boutique hotel, recently opened adjacent to the Main Street station.

Will our transportation system support a post-COVID world?

The coronavirus changed our working and shopping patterns, and the changes could be permanent.

By Ginger Goodin, Dallas Morning News

As the COVID-19 vaccines are distributed, we're one step closer to addressing how we can avoid falling victim to one of the most destructive diseases ever. What's gotten less attention are the questions of how and where we are likely to work, live and shop once this global crisis is behind us.

All three of those require a robust transportation system, and all three have changed dramatically in recent months. That much we know. What we don't yet know is how to ensure that our transportation system is prepared to support a post-pandemic nation.

That's the goal of work we're now doing at the Texas A&M Transportation Institute.

Many of us at TTI, like so many others, are working largely if not exclusively from our homes or other non-office environments. Some organizations may elect to make work-from-home a permanent practice. Any lasting shift to telecommuting could reduce traffic congestion, traffic crashes, vehicle emissions and other negative factors. It's also likely to cause long-term erosion in public transit use, a system that is keenly important to many essential workers.

Choices of how and where we work naturally will influence where we choose to live. Pandemic-influenced changes in work culture may be a factor in the sharp increase in home sales in many regions, a potential indicator of the long-term adoption of behaviors like telecommuting or home relocation, which can lead to changing patterns of land use as people move to suburban communities or beyond.

While the number of work-related trips has declined, the opposite has been true for the movement of goods. Even as e-commerce deliveries have grown during our public health crisis, the pandemic has at the same time exposed a critical vulnerability in the supply chains that feed those deliveries. Certain industries are already exploring adjustments that would reduce reliance on Asian trade and make supply chains more resilient, and therefore deliveries more reliable.

Our research shows that if 25% of China's exports to the U.S. are sourced to Mexico, international truck and rail border crossings between the U.S. and Mexico would increase by more than 40%. This would exacerbate already serious border traffic gridlock.

Our greatest public health crisis in more than a century has already changed how and where we work, live, and shop. And even after we emerge from our isolated and socially distanced reality, those changes are, to at least some degree, likely to persist and raise questions that require thoughtful and well-informed answers.

- To what extent will telecommuting become a norm, and how will it impact our need for roads?
- Is the increase in home sales during the pandemic primarily happening in suburban and exurban areas, and if so, what would this mean for how our transportation systems are planned and developed?
- Will e-commerce maintain its current growth trajectory, and if so, what does that mean for delivery demand and its impact on streets and highways?

These changes bring up issues related to equity and environmental justice, transportation funding and air quality and other questions that merit our attention. The pursuit of answers requires us to choose science over speculation, just as those working to develop a preventive pharmaceutical have had to do.

The search for a vaccine has always been concerned with living through the pandemic; the questions that remain will largely determine how we're going to live beyond it.

Census estimates: Texas leads US in population growth, California sees first-ever drop

By Kathryn Hardison, Austin Business Journal

Texas' population continues to explode as people move to the state in droves.

According to the U.S. Census Bureau's 2020 population estimates, Texas added the most residents of any state this year, while California's population took a major hit.

Texas gained an estimated 373,965 people between July 1, 2019, and July 1, 2020, according to the [data released on Dec. 22](#). That includes both migration and births. At the beginning of July, the state's population stood at an estimated 29,360,759 — roughly 1.3% year-over-year growth and a rate [consistent with the past few years](#).

On the other hand, California lost an estimated 69,532 residents — the first major, negative population change for the West Coast state since at least 1900, based on available data, according to a [report](#) by [Wendell Cox](#), principal of St. Louis-based international public policy firm Demographia.

Silicon Valley-based companies see plenty of opportunity in Texas, with incentives such as zero state income tax and fewer business regulations. Oracle Corp. (Nasdaq: ORCL) was the latest company, and largest, [to shift its headquarters to Central Texas](#) from the Golden State. Site selection experts have speculated that the relocation of Oracle, a giant in database software with a market capitalization of more than \$190 billion, could [prompt many other companies to follow](#).

Before Oracle Corp. was Hewlett Packard Enterprise, which announced its [headquarters move to Houston on Dec. 1](#).

In an interview, Cox said that California's high cost of living is the main reason the state sees such a drastic population decline. According to the data, the state's population growth had been slowing the past few years, with population estimates showing a year-over-year gain of only 147 people in 2019 compared with 317,590 people in 2015.

“The problems of housing affordability in California have ruined the economy and made it virtually impossible for middle-income people to stay and have a decent life,” Cox said. “I expect outward migration to continue so long as California housing affordability is worse than the rest of the country.”

The second fastest-growing state was Florida, with an estimated 241,256 new residents this year. Site selectors have said Texas and South Florida are currently the leading states in attracting businesses from California and New York.

The Census data released on Dec. 22 were annual population estimates from the federal agency, which is expected to release more detailed estimates for smaller geographies — such as metropolitan areas, counties and cities — starting in February. The estimates are separate from the bureau's official 2020 Census.

Chemicals polluted north Fort Worth for decades. Here's what's being done about it

By Haley Samsel, Fort Worth Star-Telegram

Nearly 15 years after officials first evaluated soil and groundwater contamination in Fort Worth's industrial north side, the cleanup effort for the Panther Island/Central City flood control project is entering its final stages, according to the Tarrant Regional Water District.

As part of [the \\$1.17 billion effort to prevent river flooding](#) and revitalize downtown Fort Worth, the water district has spent more than \$43 million to clean about 137 acres contaminated with harmful chemicals, according to Woody Frossard, the water district's environmental director.

The property must meet state environmental standards before the federal U.S. Army Corps of Engineers can move ahead with its plans to build a 1.5-mile bypass channel and reroute part of the Trinity River. Northern sections of Fort Worth were previously home to a petroleum refinery, two metal refineries and a metal reclamation facility that led to significant contamination before environmental laws were introduced in the 1970s, Frossard said.

"There were no environmental violations here, and this was just normal operations for entities who were here back in the day," Frossard said. "Because of that contamination, the area that we're in has not seen any growth or any potential for growth."

At 21 sites slated for the Panther Island project, workers have removed more than 400,000 tons of contaminated soil and treated 44 million gallons of contaminated groundwater. With seven properties left to clean, Frossard called it the "largest single voluntary cleanup program in the state of Texas."

"Because of the magnitude of the cleanup effort, I don't think you would have ever seen the north side of Fort Worth cleaned up to the degree that you can have residential development occur ever again," Frossard said. "Without the water district taking this on, there's no other entity within the area that would have taken on over 400,000 tons of cleanup."

In December, cleanup crews started remediation work at [Fort Worth's former police and fire training center](#) on Calvert Street. For decades, trainees shot lead bullets at the firing range and practiced putting out fires using aqueous film forming foam, a popular fire suppressant containing perfluoroalkyl and polyfluoroalkyl substances, commonly known as PFAS.

PFAS chemicals, which are found in many consumer products, are known as "forever chemicals" because they are highly persistent and accumulate in people's bodies rather than breaking down, said Dr. Katherine Pelch, a professor at the University of North Texas Health Science Center at Fort Worth who studies PFAS and public health.

The Star-Telegram reported in July that a private well near Fort Worth's Naval Air Station Joint Reserve Base was [contaminated with PFAS chemicals](#), likely stemming from the use of firefighting foam. The toxic chemicals have been [discovered at military bases and communities](#) across the United States, and scientists have [connected exposure to high levels of PFAS](#) with the development of certain cancers and decreased immune responses, Pelch said.

"PFAS are extremely persistent in the environment and also highly mobile," she said. "If this is a site of great contamination due to the historic use of AFFF firefighting foam, then the site will

remain environmentally contaminated with these PFAS, and they will continue to get into the waterway.”

Frossard was unsurprised to discover PFAS chemicals and high levels of lead at the training center. Cleanup workers tested for 35 chemicals in the PFAS family and identified two that were above the levels allowed by the Texas Commission on Environmental Quality, he said, adding that the water district has contracted with a company that accepts PFAS materials and has a “site designed for these types of waste.”

The waste collection company, Republic Services, was initially hesitant to accept the PFAS-related waste because of [upcoming Environmental Protection Agency regulations](#) on how landfills handle the chemicals, Frossard said. But, in November, the company agreed to accept PFAS waste from the Panther City cleanup.

Pelch and others in the public health field have pushed for [more stringent federal and state regulations on PFAS](#) in drinking water. Many states are still awaiting more guidance from the EPA, Frossard said.

“The EPA calls it an [emerging contaminant](#), and they don’t have standards for it yet because they don’t know enough about it to establish the standards,” he said. “I don’t blame the waste companies because they don’t currently have a federal standard to say ‘we’re in compliance with this.’”

Outside of PFAS, Frossard and his team have addressed three other categories of pollutants: heavy metals, volatile organic compounds that often contaminate groundwater, and byproducts from petroleum. The most difficult chemicals to clean are those that are most toxic to humans, including the large amounts of lead found at the training center, he said.

“It was at a high enough concentration that the crew had to put on air breathers and special clothing that you wear and then throw away,” Frossard said. “They have their blood levels checked for lead prior to doing the work and then once they’re through, they have to go back in and have blood tests again. It’s not hard to remediate, it’s just because of the level of toxicity and the diligence it requires.”

The structure at the training center has already been demolished, and Frossard hopes to have the remediation work done within the next six months. There is no hard deadline for the rest of the cleanup effort, which Frossard attributes to the amount of paperwork required to receive a certificate of completion from the Texas Commission on Environmental Quality and the changing timelines that come with discovering new contamination at each site.

Once the lead and PFAS chemicals are cleared from the city’s former training center, about 90 percent of the property needed for the Panther Island Central City project will have been cleaned, according to the water district.

All of the cleanup work was completed to meet the state’s higher “residential” standard rather than the required “commercial” standard in the hopes of protecting public health and clearing the way for more development in Fort Worth, Frossard said.

“We made the river a cleaner river immediately and we removed the source of contamination that would have continued contaminating the river for decades into the future,” he said. “From a public standpoint, you’re seeing an area that is cleaned up, that allows diversity of development to come in, and that allows it to become a vital and vibrant area for future growth.”

Dallas Business Journal's 2021 Outlook Survey: COVID-19 measures could lead to more drastic office alterations

By Taylor Tompkins, Dallas Business Journal

A lot has been said about [how office environments will be different](#) when companies emerge from the coronavirus.

According to the *Dallas Business Journal's* 2021 Outlook Survey, about half of the companies who responded have made changes to their office space in the wake of the pandemic. Of the nearly 200 companies who responded, 43 percent said they had made changes to their office space during the last nine months.

Most companies that are back in their office require masks and social distancing to curb the spread of the virus.

Companies have also implemented a reduced workforce in the office or rotating schedules and more intense cleaning regimens since the beginning of the pandemic.

Beyond the wide embrace of remote work, experts have projected that more drastic physical workspaces may look [a lot different](#) post-coronavirus. Architects and real estate executives said that companies would require more space to spread out.

While it remains to be seen whether surviving companies have moved to a larger space, there is a glut of space available. According to the [Federal Reserve Bank of Dallas](#), office vacancy rates currently rival 2008 levels and are hovering around 22 percent.

In addition to restrictions, a small number of companies said they would require the vaccine upon a return to pre-COVID-19 operations. Only 8.3 percent of employers said they would mandate that their employees receive the vaccine, which began being distributed in mid-December.

Air Quality Monitors Being Installed in 9 Dallas Neighborhoods

By NBCDFW

A new effort is underway in Dallas to measure the quality of the air we breathe.

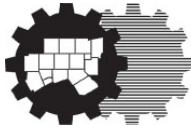
The City of Dallas announced Monday that air quality meters were being installed this week in nine neighborhoods that were selected as part of the city's Breathe Easy Project.

The goal of the [1-year study](#) is to improve public health among high-risk populations with a focus on children with asthma, project leaders say.

"The collected data will be shared with local health and community stakeholders to advance additional, parallel research efforts and inform future air quality-related health interventions," said Kathy Jack, Dallas Healthy Cities Program Director at The Nature Conservancy in Texas.

"This project will give us better insight on neighborhood-level air quality, while also advancing the state of the science related to this equipment," said Susan Alvarez, assistant director of Environmental Compliance & Sustainability. Alvarez says the meters were calibrated to the Texas Commission on Environmental Quality monitors that are used to determine overall air quality in Dallas.

The nine neighborhood locations were selected through a review of current Safe-Route-to-School program areas, along with available public health data relative to the prevalence of childhood asthma and racial and economic demographics, the city said in a news release.



North Central Texas
Council of Governments

PRESS RELEASE

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Virtual Workshop to Promote Safe Use of Drones

Session will highlight licensing requirements, other regulations for professionals and hobbyists

Dec. 1, 2020 (Arlington, Texas) — Drones are becoming more popular throughout Dallas-Fort Worth, whether flown 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.

If you are hoping to get one of these flying machines as a gift this holiday season, it is important to ensure you know the rules of operation in order to avoid potential risks to people and their property.

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 where to fly drones, also known as unmanned aircraft systems (UAS).

The workshop is open to everyone from those who have never flown a drone before to professionals wanting to practice safe operations and learn about the Federal Aviation Administration's Know Before You Fly campaign and policies.

During the upcoming workshop, attendees will hear from licensed UAS professionals and other industry stakeholders about licensing and other topics important for the safe operation of drones in the growing region.

To fly a drone for purposes other than recreation, an operator must obtain a Remote Pilot Certificate, also known as a Part 107 license. However, there are other rules, regulations and helpful hints that could benefit hobbyists, such as the best places to fly drones. Attendees of the workshop will receive instruction on the following:

- Drone Laws
- Part 107
- Equipment Information
- Safe Places to Fly
- Training Options
- Drone Careers

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 to assist in the development of solutions to problems. The series began with an in-person workshop earlier this year. With

the onset of the COVID-19 pandemic, these sessions have temporarily become virtual. For information and to register for the virtual workshop, visit www.northtexasuas.com.

DETAILS

WHO: Recreational and licensed drone operators

WHAT: Know Before You Fly Your Drone Workshop

WHEN: 10 a.m. Saturday, Dec. 5

WHERE: Virtual

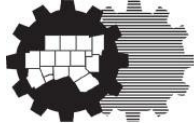
WHY: Encourage drone safety best practices and open a dialog between local users and the North Texas UAS Safety and Integration Task Force

About the North Central Texas Council of Governments:

NCTCOG is a voluntary association of local governments established in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit and coordinating for sound regional development. NCTCOG's purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication, and make joint decisions.

NCTCOG serves a 16-county region of North Central Texas, which is centered on the two urban centers of Dallas and Fort Worth. Currently, NCTCOG has 238 member governments including 16 counties, 169 cities, 22 school districts and 31 special districts. For more information on the NCTCOG Transportation Department, visit www.nctcog.org/trans.

#



North Central Texas
Council of Governments

PRESS RELEASE
Contact: Brian Wilson
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Area Universities, Texas Research Alliance to Provide Innovative Transportation Assistance

North Texas becoming a center for testing of mobility innovation

Dec. 8, 2020 (Arlington, Texas) – A new research initiative has been developed to help industry, municipalities and public agencies meet real-world transportation challenges through innovative partnerships with universities across Dallas-Fort Worth.

The North Central Texas Council of Governments is partnering with the Texas Research Alliance and four area universities that have created the North Texas Center for Mobility Technologies.

The new center includes The University of North Texas, The University of Texas at Arlington, The University of Texas at Dallas and Southern Methodist University, and will establish a community-driven approach to supplying the region's employers with the talent and research capacity needed to continue to be leaders in transportation technology innovation. It is intended to strengthen the universities' capabilities in the transportation sector and to attract mobility technology companies to the region.

The North Texas Center for Mobility Technologies will provide a research and development network consisting of mobility companies, cities and public agencies and use the network to attract industry and academic talent to Dallas-Fort Worth. In the process, the participating universities will be able to further develop transportation-related research capabilities.

"Today's challenges are best addressed through strategic partnerships, and that is exactly what we are creating by bringing together leaders in higher education, industry and transportation," said Dr. Victor A. Fishman, executive director of the Texas Research Alliance. "Ultimately, the relationships cultivated as part of this exciting new venture could lead to partnerships that help the region take today's ideas and turn them into tomorrow's mobility solutions."

The Regional Transportation Council approved \$2.5 million in seed money earlier this year to help fund sponsored research projects advanced by the center. The RTC has established selection criteria and a process through which NCTCOG identifies which research projects to support with the funding approved.

The center will have competitive calls for projects and will partner with the community through research and innovation projects that will help entities meet mobility challenges and move more quickly to serving their customers. The research project sponsors, universities and NCTCOG's seed money will all contribute to cover the cost of the research projects.

"We are pleased to join forces with North Texas' research universities and the Texas Research Alliance to move this exciting initiative forward," said Thomas Bamonte, NCTCOG senior program manager for automated vehicles. "We want North Texas to be place where mobility innovators can

access research and talent to move their companies forward and solve real-world problems. The North Texas Center for Mobility Technologies establishes a firm foundation for these efforts.”

The center is expected to be open in January and could include autonomous vehicle projects as well as those that employ other advanced technologies to improve mobility and access for communities.

Projects eligible for NCTCOG seed funding will be designed to accomplish one or more of the following:

- Address mobility challenges
- Contribute to economic development and jobs
- Provide mobility models that will help address regional environmental concerns
- Provide mobility solutions for underserved communities
- Demonstrate technology leadership

The presence of this transportation technology research consortium could help the region attract innovative modes of transportation such as the high-speed options being studied for possible deployment in Dallas-Fort Worth. NCTCOG has initiated the Dallas-Fort Worth High-Speed Transportation Connections Study to examine potential technologies and routes for a transportation alternative in the Dallas-Arlington-Fort Worth corridor.

For additional information about the North Texas Center for Mobility Technologies visit <http://tradfw.org/ntcmt> or contact Dr. Fishman at victor@tradfw.org.

About the North Central Texas Council of Governments:

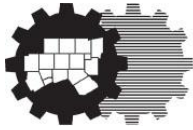
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About the Regional Transportation Council:

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.

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North Central Texas
Council of Governments

PRESS RELEASE
Contact: Brian Wilson
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NCTCOG Welcomes Transportation Input Online Beginning Dec. 14

Comments on ozone season, other initiatives accepted through Jan. 12

Dec. 14, 2020 (Arlington, Texas) — Dallas-Fort Worth residents have a chance beginning Dec. 14 to review and comment online about transportation programs and initiatives being carried out by the North Central Texas Council of Governments.

The MPO Milestone Policy identifies projects funded by the Regional Transportation Council 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. Residents can comment on the MPO Milestone Policy and other topics through January 12 by visiting www.nctcog.org/input.

Ozone season in North Texas concluded on Nov. 30. NCTCOG will present an update to this year's trends and compliance with federal requirements. Staff will also compare current standings against previous ozone seasons and highlight 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 the week and mode share. Data shows the region's trails have experienced more use since the COVID-19 pandemic began and that activity remains high.

Finally, NCTCOG is working with regional rail partners to develop and implement the Regional Rail Information System (RRIS). The system will maximize efficiency on shared-use freight and passenger rail networks by exchanging accurate, timely and actionable information on train movement in the region. NCTCOG will publish a request for proposals to solicit interest from potential consultants. Staff will provide an overview of project activities to date.

Information on the Regional Smoking Vehicle Program and vehicle incentive opportunities will be highlighted during the public input opportunity. For more information on RSVP, visit www.smokingvehicle.net.

To request printed copies of the information, email transinfo@nctcog.org.

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#

2021 TOP 10 TRANSPORTATION TECHNOLOGY INITIATIVES

Regional Transportation Council

January 14, 2021

Michael Morris, P.E.

Director of Transportation



North Central Texas
Council of Governments

TRANSPORTATION TECHNOLOGY PROJECTS FOR 2021

(Pick One to Adopt) (Are They at Risk?)

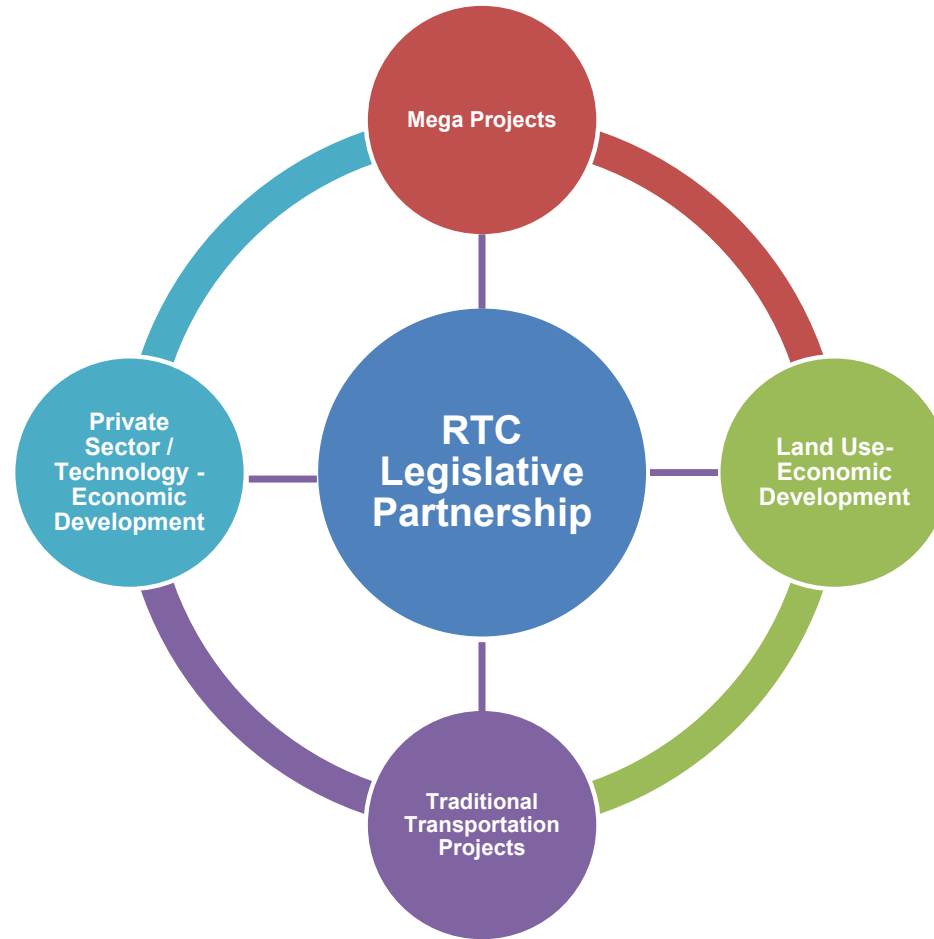
- 1) Internet For All (Education, Food Deserts)
- 2) Dynamically Priced Managed Lanes (Section 2E, 5G)
- 3) High-Speed Rail (Fort Worth, Arlington, Dallas, Houston)
- 4) Unmanned Aircraft System (Bell +)
- 5) Autonomous People Mover (Tarrant, Arlington to DFW Airport)

TRANSPORTATION TECHNOLOGY PROJECTS FOR 2021

(Pick One to Adopt) (Are They at Risk?)

- 6) IH 30 Next Generation Freeway Design
- 7) Toyota/GM (Hydrogen Fuel Cell/Electric)
- 8) Autonomous Heavy-Duty Vehicles
- 9) Alliance Mobility Innovation Zone (Hillwood)
- 10) Induction Loop in Pavement for Electric Vehicles

DALLAS-FORT WORTH MIRACLE: FOUR (RTC) PROGRAMS



Update on Transit Ridership Related to COVID-19

REGIONAL TRANSPORTATION COUNCIL

January 14, 2021

Transit Impacts: Weekday Ridership

Passenger Decrease : 2019 vs 2020

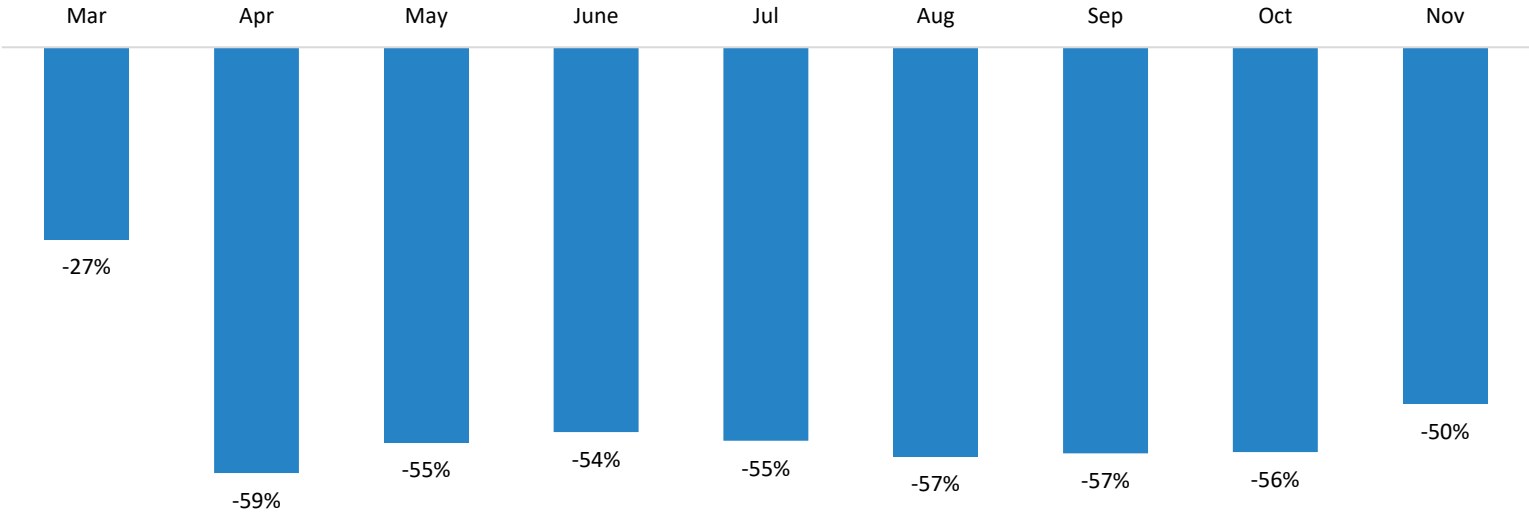




Image Provided By Getty

Investments in Transit

- COVID-19 has had substantial impacts on transit ridership and operations. Staff proposes to make investments in various transit initiatives to address these impacts and advance transit in the region.
- Funding: \$25,000,000 STBG (matched with Regional TDCs)
- Scope: Specific scopes to be determined, but will focus on these areas:
 - Response to COVID-19 impacts
 - Insurance for passenger rail integration onto freight lines
 - Engineering funds for passenger rail/roadway interfaces
 - Next generation high-intensity bus expansion
 - Review of bus stop amenities
 - Partnership(s) with Class 1 Railroads on passenger rail corridors
- RTC Policies/Federal Performance Measures Addressed: Transit, Air Quality, Freight

New Approach to Transit

1

Reducing Cost Through Shared Resources

- One staff → 3 Boards
- Two Staff → 3 Boards (0.5¢ Authorities)

2

Create State Interest in Regional Rail

- Increase Rail Coordination
- Capture State Interest in Economic Development
- Add Revenue From Top Line (like TxDOT Ferry System)
- Return Revenue to DART Cities
- Dedicated Revenue Stream (State of Maryland Model)

3

Entice Approach #2 with Approach #1

Transit Communications Tactics

Implemented in phases, communications tactics will be focused on the following:

Growing Consumer Confidence

Showcase the safety and health protocols on transit.

Increasing Demand

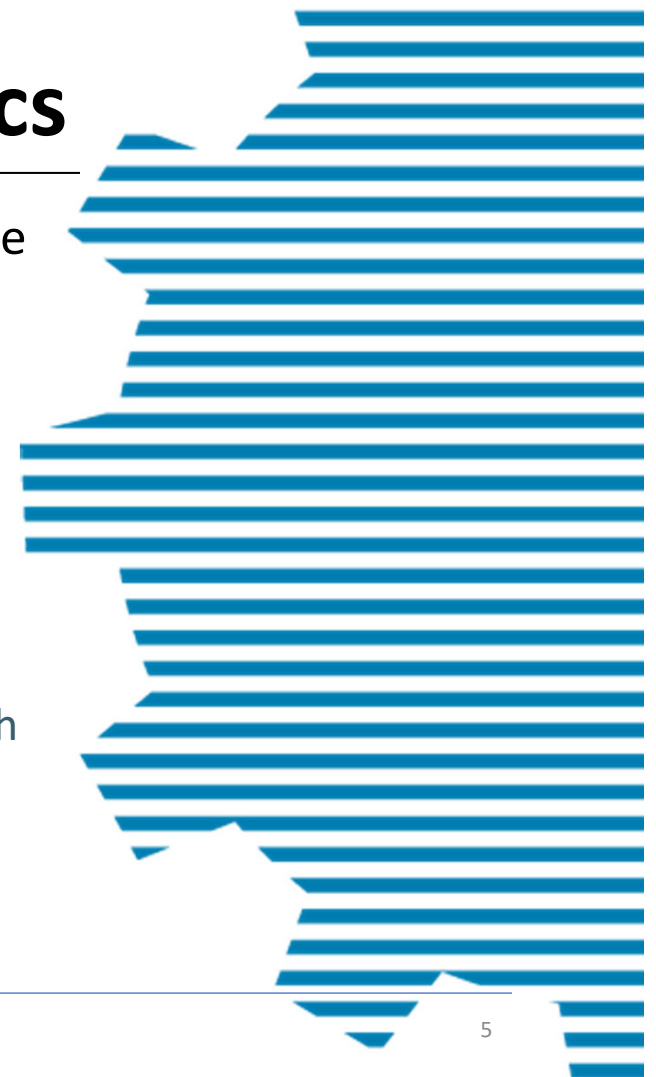
Increasing ridership numbers through events such as Lunch on Us When Transit is Taken!

Incorporating Celebrities & Influencers

Includes social media and dedicated video series with recognizable spokesperson(s).

Transit is Your Friend

We are always here for you! Includes transit partner incentives such as free rides for job interviews.



For More Information

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Senior Transportation Planner

Transit Management & Planning

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Dallas-Fort Worth Clean Cities Fleet Recognition and Annual Survey Results

Lori Clark, Program Manager

Regional Transportation Council



January 14, 2021



Relevance to Regional Planning

Air Quality Emphasis Areas:

- High-Emitting Vehicles/Equipment
- Idling
- Hard Accelerations
- Low Speeds
- Cold Starts
- Vehicle Miles of Travel
- Energy and Fuel Use

Performance 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](#)

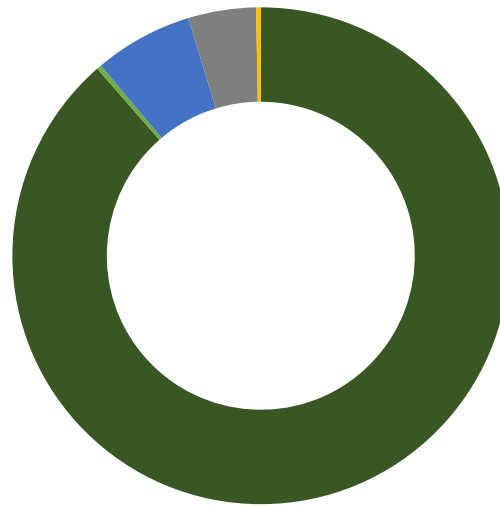
DFW Clean Cities Impacts – Results from 2019 Survey

42 Fleets Reporting
9,871 Alternative Fuel Vehicles and Equipment

*Impacts Over Calendar Year 2019

dfwcleancities.org/annualreport

~26.03 Million Gasoline Gallon Equivalent (GGE) Reduced*



- Alternative Fuel Vehicles
- Hybrid Vehicles
- Fuel Economy Improvements
- Idle Reduction
- Alt Fuel Non-Road Equipment

~420.104 Tons Ozone-Forming Nitrogen Oxides (NO_x) Reduced*



~1.6 Tons/Day
For Comparison: RTC Initiatives Credited in Conformity = ~2.12 Tons/Day

72,094 Tons Greenhouse Gas (GHG) Emissions Reduced*

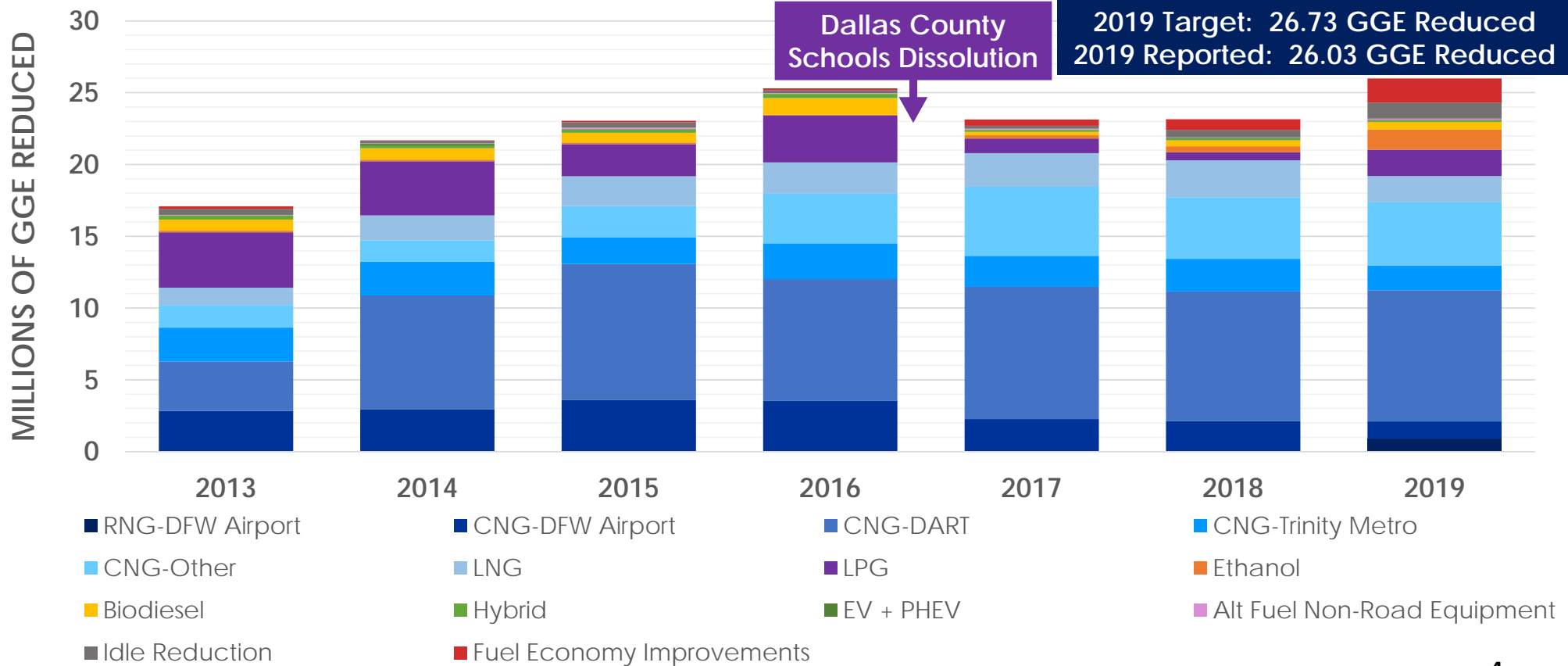
Equivalent to Eliminating



Tanker Trucks of Gasoline

Trends in Annual Energy Impact

Goal per Department of Energy: Increase Reductions 15% Year Over Year

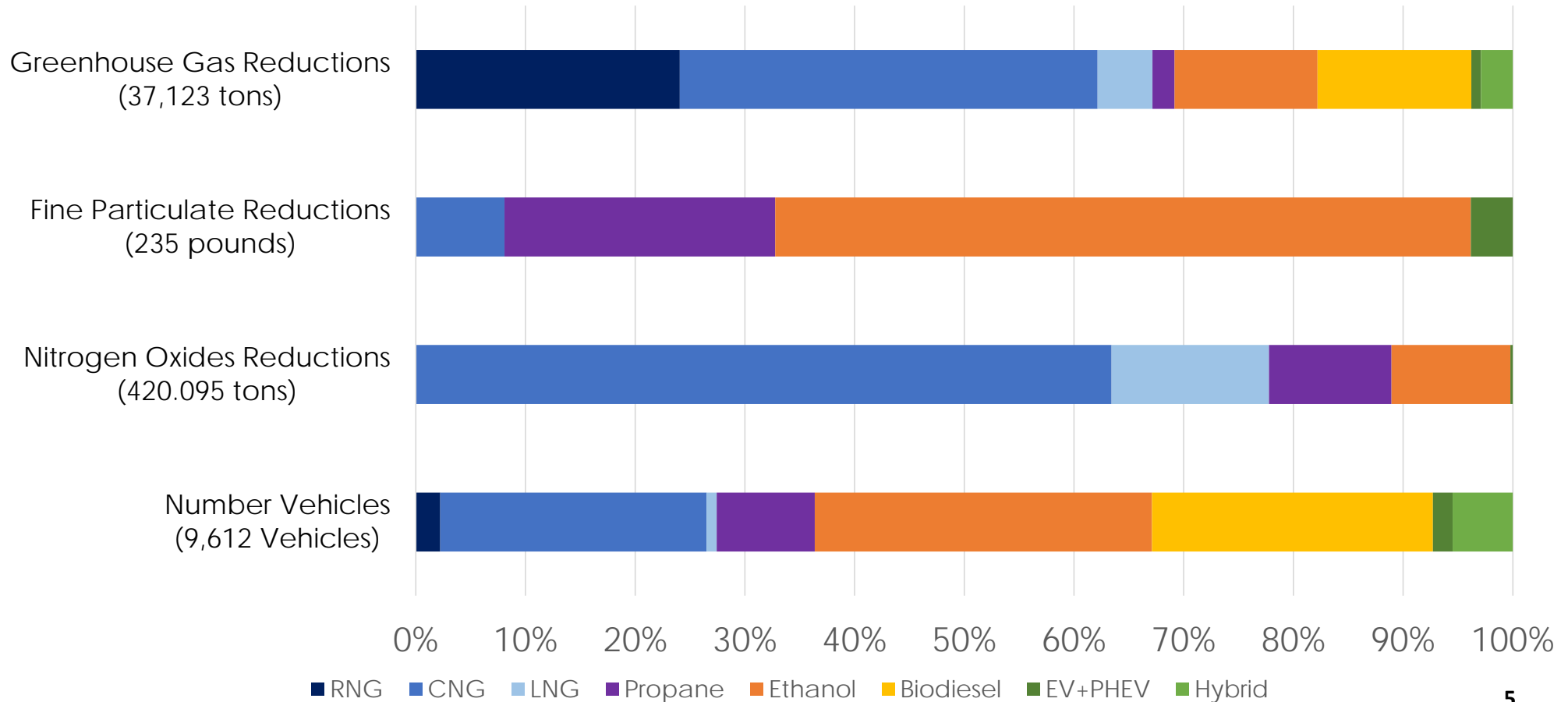


2019 Target: 26.73 GGE Reduced
2019 Reported: 26.03 GGE Reduced

Dallas County Schools Dissolution

RNG-Renewable Natural Gas; CNG- Compressed Natural Gas; LNG- Liquefied Natural Gas; LPG- Liquefied Propane Gas; EV- Electric Vehicle; PHEV-Plug-In Hybrid Electric Vehicle

Impact of Various Fuel Types



RNG-Renewable Natural Gas; CNG- Compressed Natural Gas; LNG- Liquefied Natural Gas; LPG- Liquefied Propane Gas; EV- Electric Vehicle; PHEV-Plug-In Hybrid Electric Vehicle

Fleet Recognition Awards

Based on 2019 Report



Recognition Criteria – Up to 100 Points

Up to 45 Points – Emissions Reduction

Up to 25 Points – Reducing Fuel Consumption

Up to 20 Points – Partnering with DFW Clean Cities

Up to 10 Points – Ensuring Familiarity with Fleet Goals

Bronze Fleet Winners

City of Arlington
City of Frisco
City of North Richland Hills
City of Watauga
Tarrant County
Town of Addison
Town of Flower Mound
Trinity Metro



Silver Fleet Winners

City of Bedford

City of Coppell

City of Irving

City of Mesquite

Denton ISD

Prosper ISD



Gold Fleet Winners

City of Carrollton
City of Dallas
City of Denton
City of Euless
City of Lewisville
City of Southlake
Dallas Area Rapid Transit (DART)
DFW Airport



Shining Stars

Greatest Progress in NO_x Reduction



DFW Airport
27.5 tons of NO_x Reduced



North Richland Hills
93% Increase in Reductions

Greatest Progress in GGE Reduction



City of Denton
698,000 GGE Reduced



SPAN Transit
97% Increase in Reductions

Greatest Progress in Transitioning to Alternative Fuels



Trinity Metro
79% Alternative Fuel Vehicles



Denton ISD
+36 LPG Vehicles

2020 Annual Survey

Goal:

29,933,670 GGE Reduced
(15% Increase Relative to 2019)

Priority Outreach:

Clean Fleet Policy Adoptees

Private Sector Fleets

Former Dallas County Schools Customer Fleets



Submit to DFWCC by February 26, 2021

dfwcleancities.org/annualreport

25th Anniversary in 2020

dfwcleancities.org



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Air Quality Planner

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Amy Hodges

Senior Air Quality Planner

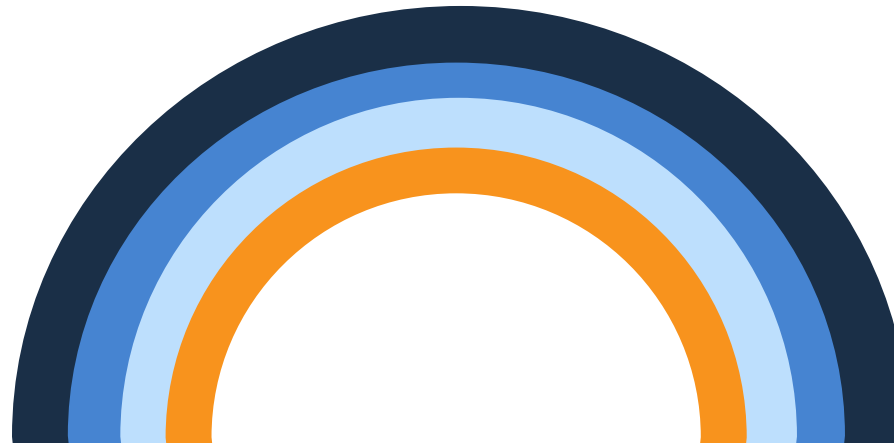
ahodges@nctcog.org

cleancities@nctcog.org

www.dfwcleancities.org



North Central Texas
Council of Governments



Dallas-Fort Worth
CLEAN CITIES

Regional Transportation Council Attendance Roster
January 2020 - December 2020

RTC MEMBER	Entity	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	12/10/20
Tennell Atkins (09/17)	Dallas	E(R)	P	E	P	A	P	P	P	P	P	P	P
Richard E. Aubin (06/18)	Garland	P	E	P	P	P	P	P	P	P	P	P	P
Mohamed Bur (06/18)	TxDOT, Dallas	P	P	P	P	P	E(R)	P	E(R)	P	P	P	P
Dianne Costa (10/19)	DCTA	E(R)	E	P	P	P	P	P	P	P	P	E	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	E(R)	E(R)	A	P	P	P	P	A	P	P	P	P
Pat Deen (08/19)	Parker County	P	P	P	A	P	P	P	P	P	P	P	P
Rudy Durham (7/07)	Lewisville	P	P	E	P	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	E(R)	A	A	P	P	P	P	P	P	A	P	P
Gary Fickes (12/10)	Tarrant Cnty	E(R)	P	P	P	E	P	P	P	P	E(R)	E(R)	P
George Fuller (07/17)	McKinney	A	P	P	P	P	P	P	P	P	A	P	P
Rick Grady (09/18)	Plano	P	P	P	P	P	P	P	P	P	P	P	E
Lane Grayson (01/19)	Ellis Cnty	P	P	P	P	P	P	P	P	P	P	P	P
Mojoy Haddad (10/14)	NTTA	A	P	E	P	P	E	P	P	P	E	P	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	P	P	E	E(R)	E(R)	P	P	P	P	P	P	P
Ron Jensen (06/13)	Grand Prairie	P	E(R)	E(R)	P	P	P	P	P	P	P	P	P
Carl L. Johnson (09/22)	TxDOT, FW	--	--	--	--	--	--	--	--	P	P	P	E(R)
Jungus Jordan (4/07)	Fort Worth	P	P	P	P	P	P	P	P	P	P	P	P
John Keating (12/19)	Frisco	P	E(R)	E(R)	P	P	E(R)	E(R)	P	P	P	P	P
Mike Leyman (09/19)	Mansfield	P	P	P	P	P	P	P	P	P	P	P	P
B. Adam McGough (07/20)	Dallas	--	--	--	--	--	--	P	P	P	P	P	P
William Meadows (02/17)	DFW Airport	P	P	E(R)	A	A	P	P	A	A	A	A	A
Cara Mendelsohn (07/20)	Dalals	--	--	--	--	--	--	P	P	P	P	P	P
Robert Miklos (12/19)	Mesquite	P	E	P	P	P	P	P	P	P	P	P	P
Cary Moon (06/15)	Fort Worth	P	P	P	P	P	P	P	P	P	E(R)	P	P
Ignacio Nuñez (12/20)	Arlington	--	--	--	--	--	--	--	--	--	--	--	P
Philip J. Ritter (07/20)	Dallas	--	--	--	--	--	--	P	P	P	P	P	P
John Ryan (05/18)	Denton	P	P	E	P	P	P	P	P	P	P	P	P
Chris Schulmeister (07/20)	Allen	--	--	--	--	--	--	P	P	P	P	P	P
Casey Thomas II (07/20)	Dallas	--	--	--	--	--	--	A	P	E(R)	P	E(R)	P
Jeremy Tompkins (10/19)	Eules	P	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
Paul Wageman (10/19)	DART	P	P	P	P	P	P	P	P	P	P	P	P

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--= Not yet appointed

E= Excused Absence (personal illness, family emergency,
jury duty, business necessity, or fulfillment
of obligation arising out of elected service)

**Regional Transportation Council Attendance Roster
January 2020 - December 2020**

RTC MEMBER	Entity	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	12/10/20
Dennis Webb (8/18)	Irving	P	P	P	P	P	P	P	P	P	E	E(R)	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	P	P	P	P	P	P	P	P	P	P	P
W. Jeff Williams (10/15)	Arlington	P	E	P	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
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--= Not yet appointed

E= Excused Absence (personal illness, family emergency,
jury duty, business necessity, or fulfillment
of obligation arising out of elected service)

Surface Transportation Technical Committee Attendance Roster
October 2019 - October 2020

STTC MEMBERS	Entity	10/4/19	10/25/19	12/6/19	1/24/20	2/28/20	3/27/20	4/24/20	5/22/20	6/26/20	7/24/20	8/28/20	9/25/20	10/23/20
Joe Atwood	Hood County	P	P	A	P	P	*	*	*	*	*	*	*	*
Melissa Baker	Irving	P	P	P	P	E	*	*	*	*	*	*	*	*
Micah Baker	Dallas County	P	P	P	P	A	*	*	*	*	*	*	*	*
Bryan Beck	Grapevine	P	P	P	P	P	*	*	*	*	*	*	*	*
Katherine Beck	Fort Worth	P	P	P	P	P	*	*	*	*	*	*	*	*
Marc Bentley	Farmers Branch	A	A	A	A	A	*	*	*	*	*	*	*	*
David Boski	Mansfield	P	P	P	P	P	*	*	*	*	*	*	*	*
Keith Brooks	Arlington	P	A	A	A	A	*	*	*	*	*	*	*	*
Shon Brooks	Waxahachie	A	P	P	P	A	*	*	*	*	*	*	*	*
Tanya Brooks	Fort Worth	P	P	P	P	E	*	*	*	*	*	*	*	*
Ceason Clemens	TxDOT Dallas	P	P	P	P	P	*	*	*	*	*	*	*	*
Robert Cohen	Southlake	A	A	A	A	A	*	*	*	*	*	*	*	*
Kent Collins	Coppell	P	A	P	A	A	*	*	*	*	*	*	*	*
John Cordary, Jr.	TxDOT FW	A	P	P	P	P	*	*	*	*	*	*	*	*
Rick Cortez	Mesquite	--	P	P	P	P	*	*	*	*	*	*	*	*
Hal Cranor	Euless	P	P	P	A(R)	P	*	*	*	*	*	*	*	*
Fred Crosley	Trinity Metro	--	--	--	--	--	--	--	--	--	--	--	--	*
Clarence Daugherty	Collin County	P	A(R)	P	P	A(R)	*	*	*	*	*	*	*	*
Chad Davis	Wise County	A	A	A	P	A	*	*	*	*	*	*	*	*
Inga Dedow	NTTA	--	--	--	--	--	--	--	--	*	*	*	*	*
Arturo Del Castillo	Dallas	P	P	A(R)	P	P	*	*	*	*	*	*	*	*
Caryl DeVries	Grand Prairie	--	--	--	--	--	--	--	--	*	*	*	*	*
Greg Dickens	Hurst	A(R)	A(R)	A(R)	A(R)	A(R)	*	*	*	*	*	*	*	*
David Disheroon	Johnson County	P	P	A	P	A	*	*	*	*	*	*	*	*
Phil Dupler	FWTA	P	A(R)	P	A(R)	P	*	*	*	*	*	*	*	*
Chad Edwards	Fort Worth	P	E	P	P	P	*	*	*	*	*	*	*	*
Claud Elsom	Rockwall County	P	P	P	P	A	*	*	*	*	*	*	*	*
Eric Fladager	Fort Worth	A(R)	A	P	A	P	*	*	*	*	*	*	*	*
Chris Flanigan	Allen	P	P	P	P	A	*	*	*	*	*	*	*	*
Ann Foss	Arlington	A	P	A(R)	P	P	*	*	*	*	*	*	*	*
Mike Galizio	Tarrant County	P	P	P	P	P	*	*	*	*	*	*	*	*
Ricardo Gonzalez	TxDOT FW	P	P	P	P	P	*	*	*	*	*	*	*	*
Gary Graham	McKinney	A(R)	E(R)	A(R)	P	P	*	*	*	*	*	*	*	*
Tom Hammons	Carrollton	P	A	P	A	P	*	*	*	*	*	*	*	*
Ron Hartline	The Colony	A(R)	A(R)	P	P	A(R)	*	*	*	*	*	*	*	*
Shannon Hicks	Addison	--	--	--	--	--	--	--	--	--	--	--	*	*
Matthew Hotelling	Flower Mound	P	P	P	P	P	*	*	*	*	*	*	*	*
John Hudspeth	TxDOT Dallas	--	--	--	--	P	*	*	*	*	*	*	*	*
Terry Hughes	Weatherford	A	P	P	P	P	*	*	*	*	*	*	*	*
Jeremy Hutt	Cleburne	--	--	--	--	--	--	--	--	--	*	*	*	*
Thuan Huynh	McKinney	--	--	--	--	--	--	*	*	*	*	*	*	*
Tony Irvin	DeSoto	A	P	A	A	A	*	*	*	*	*	*	*	*

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Surface Transportation Technical Committee Attendance Roster
October 2019 - October 2020

STTC MEMBERS	Entity	10/4/19	10/25/19	12/6/19	1/24/20	2/28/20	3/27/20	4/24/20	5/22/20	6/26/20	7/24/20	8/28/20	9/25/20	10/23/20
Brian Jahn	Denton	--	--	--	--	--	--	--	--	--	--	--	*	*
Kelly Johnson	NTTA	A	A	A	A	A	*	*	*	*	*	*	*	*
Gus Khankarli	Dallas	P	E(R)	P	P	P	*	*	*	*	*	*	*	*
Paul Knippel	Frisco	A	A	A	A	A	*	*	*	*	*	*	*	*
Chiamin Korngiebel	Dallas	A	P	P	P	A	*	*	*	*	*	*	*	*
Alonzo Liñán	Keller	P	P	A	A(R)	E(R)	*	*	*	*	*	*	*	*
Eron Linn	DART	P	P	A	P	A	*	*	*	*	*	*	*	*
Clay Lipscomb	Plano	A(R)	A	P	P	P	*	*	*	*	*	*	*	*
Paul Luedtke	Garland	P	A(R)	P	A	P	*	*	*	*	*	*	*	*
Stanford Lynch	Hunt County	A	P	A(R)	P	P	*	*	*	*	*	*	*	*
Alberto Mares	Ellis County	P	P	A	P	P	*	*	*	*	*	*	*	*
Wes McClure	Mesquite	P	P	P	P	P	*	*	*	*	*	*	*	*
Brian Moen	Frisco	A	P	P	P	P	*	*	*	*	*	*	*	*
Mark Nelson	Richardson	P	P	P	P	E(R)	*	*	*	*	*	*	*	*
Jim O'Connor	Irving	P	P	P	P	P	*	*	*	*	*	*	*	*
Kenneth Overstreet	Bedford	A	A	A	A	A	*	*	*	*	*	*	*	*
Kevin Overton	Dallas	P	P	A	A	P	*	*	*	*	*	*	*	*
Tim Palermo	DCTA	P	P	P	P	P	*	*	*	*	*	*	*	*
Dipak Patel	Lancaster	P	P	P	P	P	*	*	*	*	*	*	*	*
Todd Plesko	DART	P	P	P	A	P	*	*	*	*	*	*	*	*
Shawn Poe	Richardson	P	P	P	P	P	*	*	*	*	*	*	*	*
John Polster	Denton County	P	P	P	P	P	*	*	*	*	*	*	*	*
Tim Porter	Wylie	A(R)	P	P	P	P	*	*	*	*	*	*	*	*
Bryan G. Ramey II	Duncanville	P	P	A	A	A(R)	*	*	*	*	*	*	*	*
Greg Royster	DFW Int. Airport	E	P	P	A	P	*	*	*	*	*	*	*	*
Kathryn Rush	Dallas	--	--	--	--	--	--	*	*	*	*	*	*	*
Moosa Saghian	Kaufman County	P	A	P	P	P	*	*	*	*	*	*	*	*
David Salmon	Lewisville	P	P	P	A(R)	P	*	*	*	*	*	*	*	*
Brian Shewski	Plano	A(R)	P	P	P	P	*	*	*	*	*	*	*	*
Walter Shumac, III	Grand Prairie	P	P	P	P	P	*	*	*	*	*	*	*	*
Ray Silva-Reyes	Colleyville	A	P	P	A	P	*	*	*	*	*	*	*	*
Randy Skinner	Tarrant County	P	P	P	P	A	*	*	*	*	*	*	*	*
Caleb Thornhill	Plano	A	P	P	A	A	*	*	*	*	*	*	*	*
Dave Timbrell	Garland	A	A	A	A	A	*	*	*	*	*	*	*	*
Press Tompkins	Greenville	--	--	--	P	P	*	*	*	*	*	*	*	*
Gregory Van Nieuwenhuize	Haltom City	A(R)	P	P	P	P	*	*	*	*	*	*	*	*
Daniel Vedral	Irving	P	P	P	P	A	*	*	*	*	*	*	*	*
Caroline Waggoner	North Richland Hills	P	P	P	P	P	*	*	*	*	*	*	*	*
Robert Woodbury	Cedar Hill	P	P	P	P	A	*	*	*	*	*	*	*	*
Jamie Zech	TCEQ	A	A	A	A	A	*	*	*	*	*	*	*	*

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MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE October 23, 2020

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, October 23, 2020, at 1:30 pm, by videoconference. The Regional Transportation Council Bylaws establish that the Technical Committee approved membership in attendance at a meeting shall constitute a quorum for action to be taken, therefore individual attendance was not taken for committee members or other attendees.

1. **Approval of September 25, 2020, Minutes:** The minutes of the September 25, 2020, meeting were approved as submitted in Electronic Item 1. Dan Vedral (M); Jim O'Connor (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 2.1. **FY2020 and FY2021 Unified Planning Work Program Modifications:** A recommendation for Regional Transportation Council (RTC) approval of modifications to the FY2020 and FY2021 Unified Planning Work Program (UPWP) was requested. Direction for staff to also administratively amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications was included in the action. The proposed amendments were provided in Electronic Item 2.1.1. Additional information was provided in Electronic Item 2.1.2.
 - 2.2. **Endorsement of Regional Transportation Action on Clear Path™ Technology Program Funding:** Endorsement of Regional Transportation Council (RTC) approval of \$7.1 million in RTC federal funds as part of the total project cost to implement the Clear Path™ Technology system, as outlined in Electronic Item 2.2, was requested. Direction for staff to also administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents to include the project details was included in the action.
 - 2.3. **North Texas Center for Mobility Technologies: Research Project Funding Standards:** A recommendation for 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 was requested. Details were provided in Electronic Item 2.3.

A motion was made to approve the items on the Consent Agenda. Stanford Lynch (M); Alonzo Liñán (S). The motion passed unanimously.

3. **COVID-19 #00X Infrastructure Program (Round 3)/Collin County Funding Partnership:** Christie Gotti presented project recommendations for the third round of COVID-19 #00X Infrastructure Program, including two funding swaps with local partners. As a reminder, this program was created to infuse much needed cash into the local and State economy using infrastructure investments. Proposed projects meet one or more of the Regional Transportation Council (RTC) policies outlined in Mobility 2045 and other planning studies. An additional round of project selection is proposed for Spring 2021 and will potentially include new projects. 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 3.1. The first highlighted project is Butler Place at US 287, IH 35W and IH 30. Fort Worth Housing Solutions has been slowly moving current residents off the property. Improved accessibility for redevelopment of the property is needed, and in April 2019 the RTC approved funding for preconstruction efforts. Staff proposed \$10 million in Surface Transportation Block Grant Program (STBG) funds matched with Transportation Development Credits (TDC) for 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 proposed set of projects is to advance two people/goods mover systems in the region. Staff proposed \$10 million, matched with regional TDCs, for each system for engineering, testing, and construction of automated cargo and people mover systems. The RTC policies addressed are innovative technology, air quality, goods movement, and public transportation. Next, staff proposed \$25 million in STBG funding, matched with regional TDCs, for investments in transit. Staff recently assessed funding by project type, which has not included significant funding to transit. In addition, investments in various transit initiatives will help address the substantial impacts of COVID-19 on transit ridership and operations. Staff will be working with transportation authorities to determine specific projects, which will be brought back to the Committee, but could include 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. Highlighted next was Worth Creek Parkway at Chisholm Trail Parkway. This is a new roadway being developed as a result of the new Tarleton State University campus constructed in south Fort Worth. The North Central Texas Council of Governments (NCTCOG) has been working with local partners to implement an interchange to create better access to the school and \$20 million in STBG funding, matched with regional TDCs, is proposed for construction of the interchange. 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. 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. Proposed funding includes \$220,000 in Congestion Mitigation and Air Quality improvement Program (CMAQ) and approximately \$13 million in STBG funding, as well as cash and Dallas Policy Bundle TDCs as local match. Funding will be used to design and construct 44 traffic signals, including signal retiming. RTC policies addressed include air quality, maintenance, reliability, mobility, and environmental justice. Next, staff highlighted a proposed project in the City of Denton. The Hickory Creek Road project is a partnership with the City of Denton and Denton County. Staff proposed \$10 million in STBG, matched with \$2.5 million in local cash to reconstruct and widen the roadway from two to four lanes. RTC policies addressed include mobility and safety. The next project is an extension of COVID-19 #00X Round 2 in which a funding swap between Denton County and the RTC was approved that would free up Regional Toll Revenue (RTR) funds in the western subregion in exchange for federal funds to Denton County. 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 funding partnership proposed by Collin County. NCTCOG has been working with the Texas Department of Transportation (TxDOT) and local government partners on 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. This proposal helps address two of the impacts to the future US 380 corridor and associated connections. She noted the partnership 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 reduce impacts to neighboring cities and 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 change 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 reminded members that the complete list of proposed projects was provided in Electronic Item 3.1 and details of the funding program were provided in Electronic Item 3.2. A motion was made to recommend Regional Transportation Council approval of the funded projects outlined in the presentation and in the cost revenue matrix provided in Electronic Item 3.1, as well as the funding exchanges between the Regional Transportation Council, Collin County, and the Cities of McKinney and Frisco. Action also included a recommendation to approve staff to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program and other administrative/planning documents as needed. Clarence Daugherty (M); John Polster (S). The motion passed unanimously.

4. **Overview of Next Steps Involving the Travel Demand Management Program:** Caryn Sanders presented the impacts of travel behavior changes related to COVID-19 on Travel Demand Management (TDM) projects and programs. The goal of the regional Travel Demand Management Program is to reduce single-occupancy vehicle travel by encouraging alternatives to driving alone. Related programs and initiatives include the Employer Trip Reduction Program, the Regional Vanpool Program, transit, active transportation, park-and-ride facilities, and others. As a result of changes in traffic and commute patterns experienced during the COVID-19 pandemic, the North Central Texas region has experienced a decrease in traffic congestion and improvement in air quality. In addition, travel behavior has also caused decreased transit ridership, a decline in freeway and tollway usage, and increased bicycle/pedestrian trail usage. COVID-19 has also impacted both public and private sector employees, with many employers allowing their workforce to primarily work remote. Although public and private employers make reduction decisions for different reasons, decreased congestion and reduced emissions may be a positive result regardless of the initial reasons for action. Both sectors have identified various trip reduction targets for this year and future years. In an effort to sustain positive impacts of traffic and commute pattern changes post COVID-19, staff is exploring opportunities to retain benefits associated with current commuter behavior. Successful trip reduction programs require strong public support, promotion, and participation. Feedback from members was requested on methods to sustain the positive impacts, acceptable tradeoffs associated with implementing TDM strategies, and consideration of potential negative impacts to the urban

lifestyle. Lastly, Ms. Sanders noted that during the last Surface Transportation Technical Committee meeting a request was received to survey members on how the agencies are dealing with remote work and public meetings. Internal discussions on this request are currently occurring and an update will be provided once an action plan has been decided.

5. **Dallas-Fort Worth High-Speed Transportation Study Update:** Kevin Feldt presented an update regarding the Dallas to Fort Worth High-Speed Transportation (DFW HST) Connections Study. 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. The project is divided into two phases. Phase 1 is the alternative analysis phase to identify technology and alignments to be carried into Phase 2. Staff expects to complete Phase 1 by April 2021. The goal of Phase 2, the engineering and environmental phase, is to obtain federal environmental approval of the alignment and technology by April 2023. 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. Currently, five technologies have been identified for study and include conventional rail, higher speed rail, high speed rail, magnetic levitation technology, and hyperloop technology. Similarities and differences between the transportation options were highlighted. Mr. Feldt noted initial alignments/corridors were developed based on previous studies and 43 alignments/corridors connect downtown Dallas and downtown Fort Worth. Proposed evaluation methodology and screening criteria levels were highlighted. Level one will evaluate the ability of the corridor to meeting the purpose and need of the project. Level two will evaluate for fatal flaws and ranking, and level three will be a detailed evaluation of costs, potential impacts, and constructability/operability. In addition, the Phase 1 schedule through April 2021 was reviewed and meetings held to date regarding the study were highlighted. Future meetings include a Technology Forum in early December, an elected official briefing in January 2021, and upcoming public meetings will be held January 2021 through early spring. Entities 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. Members were also asked to provide feedback and comments about the proposed evaluation methodology and screening criteria levels.
6. **Federal Highway Administration – Pavement/Bridge Condition Target Reaffirmation or Revisions:** Jeff Neal provided an update on pavement and bridge condition ratings for designated National Highway System (NHS) facilities to be addressed in the long-range metropolitan transportation planning process. As required by federal legislation, the North Central Texas Council of Governments (NCTCOG) tracks and monitors targets for several federal performance measures including Performance Measure (PM 2), pavement and bridge. 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 regional 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. The Texas Department of Transportation (TxDOT) has updated the 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 targets for NHS facilities in the region was also highlighted. Mr. Neal also highlighted NHS pavement poor condition targets noting a decreasing trend reflects improvement. TxDOT has updated the 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. Estimates of pavement poor condition targets for NHS facilities in the region based on trend analysis of available data was provided. Although the trend analysis indicated mixed results among the different NHS roadway classification, Mr. Neal noted the continued comparatively poor state for off-system NHS arterials. He discussed pavement data considerations and differences between Highway Performance Monitoring System (HPMS) and Pavement Management Information System (PMIS) data system ratings, and how that impacts the data that is reported. He also noted TxDOT decisions regarding pavement management plans and development of maintenance projects are using the PMIS. He also discussed the International Roughness Index (IRI) and its relation to the performance measure targets. Mr Neal 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 good bridge condition target for 2020, which means reevaluation by the MPO for this target is not opened. However, TxDOT did change its poor bridge condition target from 0.8 percent to 1.5 percent. For NHS facilities in the region, and again based on linear trend analysis estimates, NCTCOG proposed an updated bridge poor condition target for 2020 from 2.3 percent to 2.0 percent. Poor and “near-poor” condition NHS bridges in the region were highlighted. In 2018, the region had 14 NHS bridges listed in poor condition. Through various project efforts, 12 of those 14 bridges will be addressed within the next 10 years. However, as a result of the new data, the poor condition bridges in the region have increased to 34. After review of projects included in the Transportation Improvement Program (TIP), Statewide TIP, and Unified Transportation Program, a total of 24 of the bridges will be addressed through a maintenance or construction project within the next 10 years leaving 10 poor condition bridges remaining to be addressed. Mr. Neal reminded members that in 2018, the RTC took action to support TxDOT’s statewide targets for both good and poor condition of pavements and bridges across the NHS. NCTCOG staff committed to collaborating to plan/program projects contributing toward accomplishment of pavement and bridge goals by working with local governments to expedite improvements for NHS off-system arterials in poor condition and with TxDOT and local governments to expedite improvements for NHS bridges in poor condition. He noted the region was recently awarded INFRA grant funds to address bridges in poor condition throughout the metroplex. Mr. Neal discussed considerations to think about 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. TxDOT submitted its Mid Performance Period progress report to the Federal Highway Administration on October 1. 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 provided for public comment in November and presented for Committee and Regional Transportation Council approval in December.

7. **Transit Oriented Development Survey Results:** Travis Liska provided an overview of results from the Dallas Area Rapid Transit (DART) 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. The survey included those who live, work, and operate businesses within a one-mile radius of 28 DART red and blue line stations in the Cities of Dallas, Richardson, Garland, and Plano to help understand travel, perceptions, and preferences regarding transit and land use. Data was collected from August 2019-to February 2020, prior to COVID-19 restrictions. Random sampling was used and over 1,500 responses from residents, over 1,000 from businesses, and over 500 employee responses received. The survey covered many topics, with focus on travel and transit use, the relationship of land use and transportation choices, and potential challenges and opportunities related to TOD. Results indicate that TOD residents are more likely than most Dallas-Fort Worth residents to commute via transit. Residents also use transit for some non-work trips more than others. Regarding a core TOD topic, respondents who live closer to DART rail stations are more likely to commute by transit. Those who live within a quarter mile of a station are more than three times as likely to commute by transit than those who live farther away. However, those living near transit report being just as dependent on vehicles as most of the region. Additional survey topics included land-use decisions related to transportation patterns, factors in home choice, and transit business location influence. Responses reveal challenges regarding TOD. TOD residents still use cars more than transit and cite the need for frequent stops, long trips and too many transfers as barriers to transit use. In addition, businesses and employees see transit as less influential when considering business locations. Mr. Liska noted results of the survey will help staff understand what role demographics play in transportation choices for TOD residents and how TOD can be better implemented. He also noted a full report on the survey, including data tables and an executive summary are available online at www.nctcog.org/TOD under the Federal Transit Administration Pilot webpage. The information can be used as a resource to better understand challenges and opportunities for TOD in the region and provides additional insight on general topics of walking biking, and the relationship to land use. Committee Chair Brian Moen noted that McKinney and others in Collin County have been discussing trip characteristics related to new urban developments and how those behave differently if there is no transit aspect, as well as the challenges to implement these types of developments. He added he would be contacting staff regarding this topic.
8. **Changing Mobility: Data, Insights, and Delivering Innovative Projects During COVID Recovery:** Michael Morris provided a brief update on performance metrics to help understand the impacts of COVID-19 to the transportation system. Four performance metrics have been developed that will be tracked through the COVID-19 pandemic and recovery process: 1) travel behavior response to COVID-19; 2) financial implications to traditional revenue sources; 3) benefits of travel behavior responses to areas of RTC responsibility; and 4) prioritization of infrastructure improvements that offset unemployment increases. He discussed Metric 3 and the benefit of reduced letting costs due to expediting projects during this time. Staff will continue to follow metrics and provide updates to the Committee. Additional details were provided in Electronic Item 8.
9. **DFW Connector Pilot Program Results:** Amanda Wilson provided an overview of the results of the DFW Connector Pilot Program initiated to develop strategies to increase TollTag usage and apply successful techniques in the IH 35W corridor to reduce the Texas Department of Transportation's (TxDOT's) toll collection risk, consistent with previous Regional Transportation Council (RTC) approval. For TxDOT Concession comprehensive development agreement (CDA) projects such as the North Tarrant Express and LBJ, the developer is entitled to all toll transactions less the fees due to the North Texas Tollway

Authority (NTTA). TxDOT and NTTA have a tolling services agreement in which uncollected tolls are still required to go to the developer. The uncollected fees are considered the toll collection risk, with the risk being higher for pay-by-mail collection due to the higher cost to collect versus TollTags. For concession CDAs, NTTA has the collection risk and for non-concession lanes like the DFW Connector the risk is with TxDOT. For the IH 35W portion of the North Tarrant Express, TxDOT has the toll collection risk and requested that the uncollected tolls be paid by the RTC on the IH 35W project. The RTC did not approve the request but approved the DFW Connector Pilot Program in two phases. In Phase One, the surcharge was increased first to 75 percent and then to 90 percent to see if the increase would encourage TollTag usage. The effort increased the TollTag penetration rate to approximately 70 percent on the DFW Connector even though traffic was increasing which was not deemed acceptable to cover a collection risk. As a result, staff proceeded with Phase Two, the implementation of a market-driven approach to increase the TollTag penetration rate. The RTC approved \$300,000 in Regional Toll Revenue funds to implement five marketing efforts: 1) additional TollPerks for new TollTag customers, 2) prize giveaways, 3) preloaded TollTags to targeted areas, 4) TollTag sales at inspection stations in targeted areas, and 5) TollTag sales at car dealerships in targeted areas. The first marketing concept to award additional TollPerks for new TollTag customers was conducted in concert with the second marketing concept, prize giveaways. Advertising was conducted through social media and other digital platforms and was targeted to customers along the DFW Connector. Details were highlighted for each. While there was an increase in new TollTag accounts, staff did not find the marketing effort successful and did not recommend as a strategy in the future. Ongoing education on the benefits of TollTags to Zip Cash (pay-by-mail) customers is needed. The largest marketing concept was to offer a \$20 credit to high-use Zip Cash customers using the DFW Connector in average to low income zip codes. A direct mail piece and Zip Cash bill insert was used for advertisement to the target group and 27 accounts were opened using the provided promo code. An additional 475 TollTag accounts were created by individuals who received the direct mail piece/insert but did not redeem the code. As a result, not all allocated funding was used and the remaining will be returned to the Regional Toll Revenue pool. For those who redeemed the promo code, only 26 percent of those TollTag accounts remained active after a year. However, 98 percent of those accounts created by users who received the information but did not use the promo code remain active. Staff did not feel this was a successful promotion and did not recommend in the future. Ongoing messaging is more successful. The fourth marketing concept was the sale of TollTags at inspection stations. Since the North Central Texas Council of Governments had several contacts at inspection stations due to the AirCheckTexas Program, the effort was to recruit inspection stations near the DFW Connector corridor. The final concept was similar, with the sale of TollTags at car dealerships. Since the initial development of the marketing efforts, NTTA began regional toll partner programs at several car dealerships within the region to sell TollTags. Ms. Wilson provided a summary of the overall impact to the toll collection risk on IH 35W. Although there has been an increase in the TollTag penetration rate, which has increased from 70 percent to 85 percent as of 2019, staff does not believe the increased rate can be attributed to the pay-by-mail surcharge or marketing efforts and therefore does not recommend the efforts for other corridors. Staff recommended increased and regular outreach and education on the benefits of TollTags in high pay-by-mail zip codes. Details were provided in Electronic Item 9.

10. **FY2021 Project Tracking Initiative:** Brian Dell presented the Fiscal Year (FY) 2021 Project Tracking Initiative being initiated to reduce the region's carryover funding balances and ensure timely implementation of projects. 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. Because of 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 funds are receiving 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 at least every other year when developing a new Transportation Improvement Program (TIP). Moving forward, staff will be conducting a more robust tracking effort to highlight and prevent some of the delays, to the extent possible. 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. The status of projects scheduled for the year will be presented to the Committee and RTC on a quarterly or bi-annual basis to show how projects are progressing throughout the fiscal year. This will provide opportunities for agencies to address issues earlier and help ensure that projects are not added to the future MPO Milestone Policy list. A summary of FY2021 CMAQ, STBG, and TA Set-Aside funds allocated in the Unified Transportation Program for the region, as well as FY2020 carryover funds, were highlighted. The summary includes FY2021 project phases, project phases obligated to date, and project phases past their original estimated start date. Future updates to the Committee and RTC will also include a summary of obligated funding and phases. Mr. Dell noted that obligations are based on the federal fiscal year that runs from October to September. Also, staff's reference to FY2021 is the TIP fiscal year which is significant because of double listing in the TIP, which refers to projects obligated in FY2020 but also double listed in FY2021 in case project delays are experienced. FY2020 obligations for such projects will ultimately count against FY2020. Mr. Dell noted that to address the issue of projects being delayed, staff will continue to implement the MPO Milestone Policy, with a Round 2 update to the Committee in the next few months. Staff will also work with project sponsors and TxDOT to resolve issues that may be causing delays in project implementation and will hold a workshop in December to provide training on project implementation and drafting project schedules. Staff is also looking at other ways to address project implementation delays, including in future project selection initiatives. Members were asked to provide input regarding the proposed effort. Michael Morris added that projects delays will be reviewed by entity to help identify what types of issues may be hindering projects. He also discussed scrutiny expected during the upcoming legislative session regarding carryover balances and the importance of maintaining the support of TxDOT districts. He noted member input on constructive ideas to help expedite projects is important so delays can be addressed effectively. Staff also noted the SBTG carryover balance for FY2020 is higher the amount of STBG funds allocated for FY2021, which represents the problem and leads TxDOT Austin or the FHWA to question why the MPO has the authority to select projects but cannot get the projects implemented. As of July 31, 2020, only \$45 million of STBG funds for FY2020 have obligated out of the \$115-130 million available. A list of projects that are scheduled to begin in FY2021 was provided in Electronic Item 10.1, and additional details on the initiative were provided in Electronic Item 10.2.

11. **AV 2.2/AV 2.3 Projects Update:** Thomas Bamonte briefed the Committee on the status of Automated Vehicle (AV) 2.2 and 2.3 projects, 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 (\$1.5 M), AV 2.2 - AV deployment support for local partners (\$10 M), and AV 2.3 - strategic investments in AV services (\$20 M). 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. The AV 2.1 regional planning process is expected to be completed by early to mid-2021. Current AV 2.2 and 2.3 efforts include review of use cases and private-sector partners to roll out meaningful automated vehicles services to communities throughout the region. Project proposals should request a minimum of \$500,000 and specify an AV 2.2 and/or AV 2.3 funding request. Proposing agencies will be the grant recipients and agencies should detail the benefits/costs of use cases, list private sector and agency contributions, include the project evaluation process, and commit to share lessons learned with the region. 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. North Central Texas Council of Governments 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 Committee. Awardees will be asked to report projects lessons learned to the Committee as well. Details were provided in Electronic Item 11. Mr. Bamonte highlighted current AV activities in the region. Four automated vehicle trucking companies have located in Dallas-Fort Worth, there have been sidewalk delivery robot deployments, the City of Arlington is rolling out an automated vehicle program in March 2021. There are continuing developments on the land and in the air, as well as new vehicle technologies. In addition, he discussed connected vehicle projects and programs and crowdsourced data for incident detection. Efforts also continue towards building crowdsourced vehicle data infrastructure to help understand the condition of the region's transportation assets, make the transportation system safer, and deliver a better travel experience for the user. Mr. Bamonte noted that staff was available to provide technical assistance for AV 2.2 and AV 2.3 projects and encouraged members to contact staff.

12. **Unmanned Aircraft Systems Draft Resolution:** Ernest Huffman provided an overview of efforts to develop a resolution to support a coordinated approach to Unmanned Aircraft Systems (UAS) planning activities and implementation opportunities. With the advent of air taxi or urban air mobility as a viable transportation method, planning for UAS integration is of growing importance. The Federal Aviation Administration (FAA), National Aeronautics and Space Administration (NASA), United States Air Force, and other interested stakeholders have agreed that one of the most difficult barriers to overcome UAS integration in a metropolitan area is community acceptance. An overview of the current variety of drone usage in the region was provided and it was noted that automated systems are expected to exponentially increase drones in the Dallas-Fort Worth region's airspace. As a result, a resolution is being considered to prepare the region for UAS integration and the associated challenges. Decision makers and the public need credible, transparent, and unbiased information so they can be empowered to make good decisions. Investment in UAS education is key in the prevention of negative perceptions about UAS technology. Mr. Huffman highlighted important considerations for the metropolitan area. These include policies to facilitate safe and efficient UAS operation throughout the region, operational safety within the regional aerospace, public engagement and equity within the region, land use regulations versus municipal priorities, mitigation of adverse impacts associated with varying vehicle types, economic impact, urban transportation system integration with existing urban transportation ecosystems, and privacy of data/network security. Also highlighted were deal points proposed for the draft resolution. Staff proposed to utilize the current transportation planning process for the integration of UAS, support safe and responsible UAS activity, encourage agencies to support their public safety services use of UAS systems, adopt pilot programs to demonstrate properly operated technologies, provide UAS-oriented educational opportunities to prepare workforce development, and participate in the North Texas UAS Safety and Integration Task Force Community Integration Working

Group. The working group will discuss community best practices and categorize community concerns. The group will also inventory available applications, funding mechanism and training, as well as identify how drone operations can supplement existing transportation methods and be used in natural disasters and other emergencies. North Central Texas Council of Governments staff is seeking feedback from Committee members, Regional Transportation Council members, and UAS Task Force members regarding a proposed resolution for the integration of UAS technologies in the region and will be providing future updates. Committee Chair Brian Moen discussed feedback from the Surface Transportation Technical Committees and other subcommittees currently researching related topics. Mr. Huffman provided an overview of the North Texas Safety and Integration Task Force. He encouraged those interested to attend the next Task Force meeting and encouraged participation in the upcoming community forum. Clarence Daugherty asked what staff intended the resolution to target. Mr. Huffman noted that feedback from members and stakeholders will help guide the process and end result, which staff envisions as a resolution to be adopted by cities and counties in the region. Michael Morris noted that staff may need to work with the Committee Chair to integrate the technology elements, especially those that overlap.

13. **Fast Facts:** Staff presentations were not given. Information was provided to members electronically for the following items.
 1. Contingency Action for High-Speed Rail Approved by STTC at the September 25, 2020, Meeting Not Needed and No Action Taken by the RTC
 2. Air Quality Funding Opportunities for Vehicles
(<https://www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle>)
 3. Dallas-Fort Worth Clean Cities Upcoming Events
(<https://www.dfwcleancities.org/dfw-clean-cities-meetings>)
 4. Status of Texas Volkswagen Environmental Mitigation Program Funding Programs (Electronic Item 13.1)
 5. Status Report on Ozone (Electronic Item 13.2)
 6. Fall 2020 TIM Executive Level Course Virtual Training Announcement (Electronic Item 13.3)
 7. Deadline to Submit Requests for Transportation Improvement Program Modifications through the February 2021 Cycle – October 23, 2020
(<https://rtrinternal.nctcog.org/login>)
 8. East/West Equity Update (Electronic Item 13.4)
 9. September Online Input Opportunity Minutes (Electronic Item 13.5)
 10. November Online Input Opportunity Notice (Electronic Item 13.6)
 11. Public Comments Report (Electronic Item 13.7)
 12. Written Progress Reports:
 - Local Motion (Electronic Item 13.8)
 - Partner Progress Reports (Electronic Item 13.9)
14. **Other Business (Old and New):** There was no discussion on this item.
15. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on December 4, 2020.

The meeting adjourned at 3:35 pm.



A monthly update on activities of the Regional Transportation Council and the North Central Texas Council of Governments Transportation Department

January 2021

Provide online input on transportation planning initiatives

Beginning January 11, North Texans are invited to comment online on changes to the 2021-2024 Transportation Improvement Program and Statewide Transportation Improvement Program.

The changes were requested by the Texas Department of Transportation in order to remain within Statewide financial constraints prior to the State submission of the 2021-2024 TIP/STIP to the Federal Highway Administration. Requested changes not requiring RTC approval are also included for informational purposes.

The Regional Smoking Vehicle Program and vehicle incentive opportunities will also be highlighted during this online input opportunity.

Comments will be accepted through February 9 and can be made by visiting www.nctcog.org/input.



North Central Texas
Council of Governments

Grand Prairie named top air quality partner

The COVID-19 pandemic has resulted in many changes to how North Texans have sought to improve air quality, but it has not changed the resolve of many to work towards cleaner air. NCTCOG recognized five cities for their commitment to this essential effort through the annual Air North Texas Partner Awards at the Dec. 10 Regional Transportation Council meeting.

The City of Grand Prairie was awarded the Air North Texas Partner of the Year, for the fifth year in a row. Amidst the challenging COVID-19 pandemic, the city employed informative and engaging use of social media and advertising. Providing residents with a wide-ranging approach to social distancing strategies while promoting clean air strategies.

The City of Dallas received the award for outstanding outreach. Its use of inventive digital strategies helped engage residents and businesses. The city hosted its first virtual Clean Air Action Day celebration via WebEx, due to the pandemic. Topics included regional and local air monitoring, electric vehicles, and transportation in a post-COVID world.

The City of Garland received the award for outstanding initiative. Garland created a dedicated air quality page on its website that includes air quality facts, links to Air North Texas, and a list of clean air actions residents can take.

The City of Plano received the award for outstanding advertising. Plano used a multi-tiered approach to release information that encouraged residents to take the Clean Air Action Day pledge and provided strategies to help reduce air pollution associated with vehicle travel. Finally, the City of Denton received the Arlo Ambassador Award for the second year. The city advanced the Air North Texas message through the campaign mascot, Arlo the Airmadillo.

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.

DFW moves closer to compliance with air quality standards

Ozone season concluded November 30, with Dallas-Fort Worth (DFW) having made progress in its effort to comply with the Environmental Protection Agency's standards by improving regional air quality. But the region's design value of 76 parts per billion (ppb) fell short of the 2008 standard of 75 ppb and, therefore, also missed the 2015 standard of 70 ppb.

As the region has tentatively failed attainment for ozone, DFW will likely be reclassified under both standards, resulting in more requirements, as well as additional time to reach attainment.

DFW is expected to be bumped to severe under the 2008 standard, and moderate under the 2015 standard. The region would be given until 2027 to meet the 2008 standard and 2024 comply with the 2015 standard.

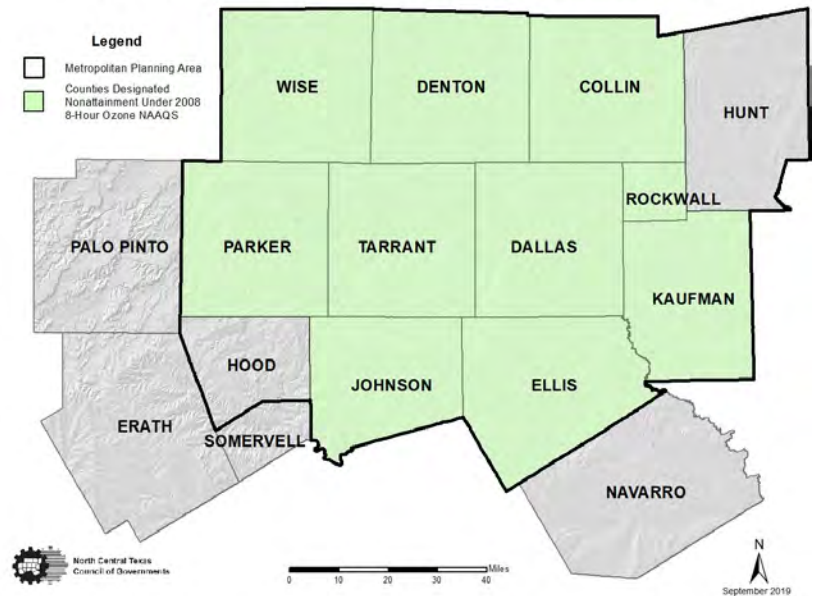
Because North Texas is in nonattainment for ozone pollution, transportation system improvements must be made without negatively impacting air quality. The region has made significant progress over the past two decades, seeing its design value improve from 102 ppb in 1998 to 76 ppb in 2020. NCTCOG works closely with regional partners to create tactics, policies, and programs to enhance regional air quality to establish a healthier community and to reach attainment. Community involvement is available via participation through regional air quality campaigns such as Air North Texas.

Air North Texas is a public awareness campaign encouraging individuals, businesses, and governments to make small changes to their routines to help reduce harmful pollutants from being emitted. For more information on NCTCOG's efforts through Air North Texas, visit www.airnorthtexas.org.

COVID-19 has resulted in some improvement to air quality, but questions have also emerged. Though fewer cars occupied the roads as work shifted from office buildings to homes beginning in March, and as stay-at-home orders were enacted, there were some unexpected emission increases in May, June, and August.

Planners will examine why a greater improvement in air quality was not seen, despite the change in commuting patterns. They will also study the impacts of background ozone emissions and the potential that other states' and regions' activity is having more of an effect on Dallas-Fort Worth's air quality than originally believed. For an updated look at how the pandemic is affecting air quality and transportation, visit the Changing Mobility dashboard at www.nctcog.org/pm/covid-19.

2008 8-Hour Ozone NAAQS Nonattainment Area



Virtual drone workshop scheduled for Jan. 9

NCTCOG's next Know Before You Fly Your Drone workshop is scheduled for 10 a.m. Saturday, January 9.

With the COVID-19 pandemic continuing, this FREE session will again be virtual. It is open to both professionals and hobbyists and will cover the rules and regulations involved in piloting these popular aircraft. It will also include instruction on best practices and the best places to fly drones.

The upcoming workshops, which are expected to continue through 2022, will have a variety of focus topics. This session's focus will be "How to Start a Drone Business."

The use of drones by everyone from hobbyists to the public and private sectors has been growing for the past few years, a trend that is expected to continue.

As the technology has improved and become cheaper, what had been primarily used by the military is now more common among governments and emergency response providers.

To fly a drone for anything other than recreation requires a license, which is among the topics scheduled to be discussed during the workshop.

For information and to register for the virtual workshop, visit www.northtexasuas.com.

REGIONAL News

Peak-hour lane added to relieve SH 121 congestion

The Texas Department of Transportation opened new peak hour lanes on northbound and southbound State Highway 121 from SH 183 to Glade Road in December.

The project reconstructed the inside shoulder to accommodate motorists and improve traffic flow during peak travel times.

The shoulder from Glade Road to Harwood Drive will be open to traffic during assigned operating hours providing three lanes in both directions. The new lanes will be managed through dynamic message signs that will indicate when the inside shoulder is open for use.

When the lanes are not open for use, the inside shoulder will remain available for emergencies and disabled vehicles.

The peak hour lanes project is an effort to address traffic congestion on SH 121 that has grown substantially over the past decade, especially at peak travel times.

An interim step to a longer-term solution, the three-mile project will relieve main lane congestion and enhance safety and mobility in one of the most heavily traveled areas of North Texas.

A similar approach was used to lessen congestion on SH 161 until permanent lanes could be constructed. — By TxDOT

Deadline to provide energy feedback Jan. 8

NCTCOG is requesting assistance from member governments to identify the region's most significant energy management needs and prioritize the development of appropriate resources.

Local governments are asked to take a survey to provide their feedback on previous energy topics and workshops and identify energy management topics most important to their organizations.

The deadline to respond to the survey is January 8. The results will allow NCTCOG to continue helping entities with their energy goals and management needs.

The [survey](#) should take approximately 15 minutes to complete.

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

76 parts per billion

The Dallas-Fort Worth area's ozone design value in 2020.

PUBLIC *Involvement*

Study of DFW high-speed options continues

The DFW High-Speed Transportation Connections Study is continuing, with two opportunities in January for the public to comment.

NCTCOG has scheduled virtual public meetings for noon Wednesday, January 27, and 6 pm Thursday, January 28 to give residents an opportunity to learn more about the study and provide input to planners.

The study is evaluating high-speed transportation alternatives to modernize and enhance travel between Dallas, Arlington and Fort Worth. The effort outlines potential transportation choices to accommodate the expected population growth from 7.5 million today to more than 11 million by 2045.

Among the options are traditional high-speed rail, magnetic levitation trains and hyperloop. High-speed transportation would reduce congestion on DFW roadways and decrease travel time between Dallas and Fort Worth.

The technology selected will offer a connection to other planned high-speed transportation systems, eventually connecting other regions in Texas and beyond.

The public meeting presentation may be viewed at the following: www.nctcog.org/dfw-hstcs. Residents without access to the internet may call 855-756-7520 during the meetings to listen and weigh in. Those choosing the call-in option should use extension 70384# January 27 and extension 70385# January 28.

Comments and questions can be submitted before or after the public meeting by email at, hst_dfw@nctcog.org or online at www.nctcog.org/dfw-hstcs. Presentation materials will be posted for review one week in advance of the meetings at www.nctcog.org/dfw-hstcs. Comments received between January 22 and February 22 will be considered and included as part of the official public meeting record. Comments received after February 22 will be considered but will not be included in the official record.

Residents can also request printed copies of the information by calling 817-608-2365 or by email to Carli Baylor at cbaylor@nctcog.org.