

## AGENDA

**REGIONAL TRANSPORTATION COUNCIL**  
**Thursday, July 9, 2020**  
**North Central Texas Council of Governments**

The RTC meeting on July 9, 2020, will be conducted as a videoconference meeting via Zoom. Members of the public wishing to speak may do so by calling toll free 1-855-965-2480 and entering meeting ID 929 2864 7451# when prompted. Following conclusion of the Opportunity for the Public to Speak in Agenda Item 1, the audio line will be disconnected. Members of the public may view a livestream of the RTC meeting at [www.nctcog.org/video](http://www.nctcog.org/video) under the "live" tab.

### 1:00 pm Full RTC Business Agenda

- 1:00 – 1:10 1. **Opportunity for the Public to Speak on Today's Agenda: Consistent with HB 2840**  
 Information Minutes: 10  
Item Summary: This item provides an opportunity for the public to comment on today's meeting agenda items. Members of the public wishing to comment on an agenda item may do so during this item by calling toll free 1-855-965-2480 and entering meeting ID 929 2864 7451# when prompted. Speakers should state their name, city of residence, the agenda number they are speaking on, and whether they are speaking on/for/against the item. Members of the public are not permitted to provide comments after the conclusion of this agenda item; therefore, the audio line will be disconnected and members of the public may view the livestream of the meeting at [www.nctcog.org/video](http://www.nctcog.org/video).  
Background: N/A
- 1:10 – 1:15 2. **Approval of June 11, 2020, Minutes**  
 Action  Possible Action  Information Minutes: 5  
Presenter: Roger Harmon, RTC Chair  
Item Summary: Approval of the June 11, 2020, minutes contained in [Electronic Item 2](#) will be requested.  
Background: N/A
- 1:15 – 1:20 3. **Consent Agenda**  
 Action  Possible Action  Information Minutes: 5
- 3.1. **FY2020 and FY2021 Unified Planning Work Program Modifications**  
Presenter: Vickie Alexander, NCTCOG  
Item Summary: Regional Transportation Council (RTC) approval of proposed modifications to the FY2020 and FY2021 Unified Planning Work Program (UPWP) will be requested, as well as direction for staff to amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications.  
Background: The Unified Planning Work Program is required by federal and State transportation planning regulations and provides a summary of the transportation and

transportation-related air quality planning tasks to be conducted by Metropolitan Planning Organization staff. The FY2020 and FY2021 UPWP identifies the activities to be carried out between October 1, 2019, and September 30, 2021. Amendments to this document are being proposed to reflect new initiatives, project updates and funding adjustments. The proposed amendments have been posted on the North Central Texas Council of Governments website for public review and comment, and are also included as [Electronic Item 3.1.1](#). Additional information is provided in [Electronic Item 3.1.2](#). Comments received as a result of the public outreach process, if any, will be provided. The Surface Transportation Technical Committee took action at its June 26 meeting to recommend Regional Transportation Council approval.

Performance Measure(s) Addressed:

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Safety        | <input checked="" type="checkbox"/> Pavement and Bridge Condition   |
| <input checked="" type="checkbox"/> Transit Asset | <input checked="" type="checkbox"/> System Performance/Freight/CMAQ |

**3.2. Ratification of Action Approving \$300,000 in Temporary Interim Funding for Air Quality Initiatives**

Presenter: Michael Morris, NCTCOG

Item Summary: Regional Transportation Council (RTC) ratification of staff action to approve \$300,000 in temporary, interim funding to support air quality initiatives will be requested.

Background: North Central Texas Council of Governments selected Air Quality staff are funded out of the Management and Operations Program. The transition between multiyear agreements with the Texas Department of Transportation was not completed in time. It is anticipated multiyear agreements will be completed in approximately 90 days. RTC Local funds are being programmed as an interim measure in advance of the anticipated formal funding agreements. [Electronic Item 3.2](#) includes additional information.

Performance Measure(s) Addressed:

- |  |   |
|--|---|
| <input type="checkbox"/> Safety        | <input type="checkbox"/> Pavement and Bridge Condition              |
| <input type="checkbox"/> Transit Asset | <input checked="" type="checkbox"/> System Performance/Freight/CMAQ |

**3.3. 2020 Traffic Incident Management Equipment Purchase Call for Projects – Recommendations**

Presenter: Sonya Landrum, NCTCOG

Item Summary: Staff will request Regional Transportation Council approval of the 2020 Traffic Incident Management Equipment Purchase Call for Projects recommendations for an amount not to exceed \$1.375 million.

Background: The goal of the North Central Texas Council of Governments (NCTCOG) Traffic Incident Management (TIM) Training Program is to initiate a common,

coordinated response to traffic incidents that will build partnerships, enhance safety for emergency personnel, reduce secondary traffic crashes, improve the efficiency of the transportation system, and improve air quality in the Dallas-Fort Worth region. Non-recurring traffic incidents are responsible for about 50 percent of all congestion. Additionally, the secondary crashes caused by these incidents kill or injure hundreds annually in the Dallas-Fort Worth area. Equipment and technology that aid in quick incident clearance can both assist with keeping motorists and first responders safe on the roadway and in improved air quality for the region. In support of the NCTCOG TIM Training Program, funding is available for the purchase of equipment and technology to be used to mitigate traffic incidents in the North Central Texas Nonattainment Area. The 2020 Traffic Incident Management Equipment Purchase Call for Projects recommendation tables are included in [Electronic Item 3.3.1](#), as well as the presentation in [Electronic Item 3.3.2](#).

Performance Measure(s) Addressed:

- Safety                       Pavement and Bridge Condition  
 Transit Asset                 System Performance/Freight/CMAQ

1:20 – 1:35

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

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

1. Follow Up to Member Discussion at the June 11, 2020, Meeting: North Texas Tollway Authority Priority and Anticipated Construction Date on SH 360/SH 161 and Progress on the IH 30 Project from Linkcrest to IH 820
2. Comments in Support of the Dallas to Houston High-Speed Rail Project
3. Texas Department of Transportation 2021 Unified Transportation Program
4. Texas Transportation Commission Met in Person: Fort Worth to Laredo High-Speed Transportation Study ([Electronic Item 4.1](#))
5. Trail of the Month Video (Postponed at the March 12, 2020, Meeting and will Remain Postponed)
6. Auto Occupancy/High-Occupancy Vehicle Quarterly Subsidy Report ([Electronic Item 4.2](#))
7. Federal Performances Measures Update ([Electronic Item 4.3](#))
8. Dallas-Fort Worth Clean Cities Upcoming Events (<https://www.dfwcleancities.org/dfw-clean-cities-meetings>)
9. Air Quality Funding Opportunities for Vehicles (<https://www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle>)
10. Status Report on Ozone ([Electronic Item 4.4](#))
11. North Central Texas Council of Governments Featured on SmartWay Affiliate in Action (<https://www.epa.gov/smartway/smartway-affiliates-action>)

- 12. Clean Air Action Day - August 5, 2020  
([www.airnorthtexas.org/socialdistancing](http://www.airnorthtexas.org/socialdistancing))
- 13. June Online Input Opportunity Minutes ([Electronic Item 4.5](#))
- 14. Public Comments Report ([Electronic Item 4.6](#))
- 15. Recent News Articles ([Electronic Item 4.7](#))
- 16. Recent Press Releases ([Electronic Item 4.8](#))

1:35 – 1:45

**5. Regional Transportation Council Policy Position Establishing Guidelines for Ratification Actions**

Action       Possible Action       Information      Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: In June, staff presented a potential opportunity for the region to host the National Hockey League (NHL) Hub City Tournament by covering the transportation costs and the Regional Transportation Council (RTC) was asked to ratify staff action at a future meeting. The NHL did not select the Dallas-Fort Worth region. Approval of P20-02, Policy Position Establishing Guidelines for Ratification Actions, will be requested to support interim staff-generated actions in the future.

Background: At the June 11, 2020, RTC meeting, members were asked to support interim authority to fund transportation elements for the NHL Hub City Tournament bid for the region. The proposed policy outlines guidelines for instances when an emergency or time-sensitive item must be implemented prior to the ability for staff to request official RTC approval. [Electronic Item 5.1](#) is a copy of the letter to the Dallas Stars. P20-02, Policy Position Establishing Guidelines for Ratification Actions, is provided in [Electronic Item 5.2](#).

Performance Measure(s) Addressed:

- Safety                       Pavement and Bridge Condition
- Transit Asset               System Performance/Freight/CMAQ

1:45 – 1:55

**6. Changing Mobility: Data, Insights, and Delivering Innovative Projects During COVID Recovery**

Action       Possible Action       Information      Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will provide an update on performance metrics to help understand the impacts of COVID-19 to the transportation system.

Background: 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 Regional Transportation Council responsibility, and 4) prioritization of infrastructure improvements that offset unemployment increases. Preliminary information will be provided at the meeting.

Performance Measure(s) Addressed:

- Safety                       Pavement and Bridge Condition
- Transit Asset               System Performance/Freight/CMAQ

1:55 – 2:05

7. **Congestion Management Process Update**

Action       Possible Action       Information      Minutes: 10

Presenter: Natalie Bettger, NCTCOG

Item Summary: Work is underway on an update to the region's Congestion Management Process (CMP) documentation. Staff will present an overview of the CMP, data collection efforts, and the schedule for this CMP update.

Background: The CMP is a regionally accepted approach for managing congestion that provides up-to-date information on multimodal transportation performance and assesses alternative strategies for mitigating congestion that meets state and local needs. Federal requirements specify that urbanized areas with populations over 200,000 must implement and maintain a CMP. The current CMP for the North Central Texas region was adopted by the Regional Transportation Council in 2013. Additional information can be found in [Electronic Item 7](#).

Performance Measure(s) Addressed:

Safety       Pavement and Bridge Condition  
 Transit Asset       System Performance/Freight/CMAQ

2:05 – 2:15

8. **Transit-Oriented Development Parking Study**

Action       Possible Action       Information      Minutes: 10

Presenter: Karla Weaver, NCTCOG

Item Summary: Staff will provide information on the findings of a completed Transit-Oriented Development (TOD) parking utilization and management study.

Background: To advance regional TOD, a parking study was conducted at 16 developments near Dallas Area Rapid Transit (DART) Red and Blue Lines stations to understand how parking requirements and parking management practices may be adjusted to better meet TOD goals. The North Central Texas Council of Governments partnered with DART, Dallas, Plano, Richardson, and Garland on this as part of a larger TOD Planning Pilot project funded by a grant from the Federal Transit Administration. The study produced a new webtool, [www.parkingtoolboxntx.org](http://www.parkingtoolboxntx.org), which includes parking management strategies applicable not only to TOD but also useful to downtowns, main streets, and walkable centers in the region.

Performance Measure(s) Addressed:

Safety       Pavement and Bridge Condition  
 Transit Asset       System Performance/Freight/CMAQ

2:15 – 2:25

9. **Federal and State 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.

Background: Transportation issues continue to be a focus in the United States (US) Congress and in preparations for the upcoming Texas legislative session. The 2nd session of the 116th US Congress convened on January 3, 2020. The 87th Texas Legislature will convene on January 12, 2021. The US House of Representatives recently proposed a long-term surface transportation reauthorization bill and House action is expected in July. Additional information is provided in [Electronic Item 9](#).

Performance Measure(s) Addressed:

- Safety
- Pavement and Bridge Condition
- Transit Asset
- System Performance/Freight/CMAQ

**2:25 – 2:35 10. Update on Volkswagen Settlement and Zero Emission Vehicle Corridor**

Action       Possible Action       Information      Minutes: 10

Presenter: Lori Clark, NCTCOG

Item Summary: Staff will provide an update on Volkswagen Settlement activities, especially those related to zero-emission vehicles, as well as progress on the Interstate Highway (IH) 45 Zero-Emission Vehicle (ZEV) Deployment Plan.

Background: The consent decree issued as part of the Volkswagen Settlement included two separate initiatives to implement new emissions-reducing projects: the Environmental Mitigation Trust and the ZEV Investment. The Environmental Mitigation Trust is the portion of the settlement under which the Texas Commission on Environmental Quality (TCEQ) is administering the Texas Volkswagen Environmental Mitigation Program (TxVEMP). The ZEV Investment led to establishment of Electrify America, a subsidiary company of Volkswagen which is responsible for investing \$2 billion in ZEV infrastructure and education/outreach. Both of these initiatives continue to move forward, with milestones for each expected in the next few months.

In late 2019, the Federal Highway Administration awarded funds to the North Central Texas Council of Governments (NCTCOG) to develop an infrastructure deployment plan to enable ZEV travel along IH 45, including both electric vehicle charging and hydrogen refueling infrastructure. NCTCOG will be collaborating with the Houston-Galveston Area Council and other key stakeholders, including representatives from industry and prospective end-user fleets. [Electronic Item 10](#) provides a status update of this plan thus far and includes a link to a stakeholder survey for anyone wishing to participate.

Performance Measure(s) Addressed:

- Safety
- Pavement and Bridge Condition
- Transit Asset
- System Performance/Freight/CMAQ

11. **Progress Reports**

Action       Possible Action       Information

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

- RTC Attendance ([Electronic Item 11.1](#))
- STTC Attendance and Minutes ([Electronic Item 11.2](#))
- Local Motion ([Electronic Item 11.3](#))

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

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

14. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for ***1:00 pm, Thursday, August 13, 2020.***



**REGIONAL TRANSPORTATION COUNCIL**  
**June 11, 2020**

In accordance with the Texas Governor's March 13, 2020, Disaster Declaration which was renewed through June 11, 2020, and subsequent suspension of certain Texas Open Meetings Act provisions, the June 11, 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 Aubin, Adam Bazaldua, David Blewett, Ceason Clemens (representing Mo Bur), Loyl Bussell, Dianne Costa, Jeff Davis, Pat Deen, Rudy Durham, Kevin Falconer, Gary Fickes, George Fuller, Rick Grady, Lane Grayson, Ivan Hughes, Clay Lewis Jenkins, Ron Jensen, Jungus Jordan, Ray Smith (representing John Keating), Lee M. Kleinman, Mike Leyman, David Magness, Curtistene McCowan, William Meadows, Robert Miklos, Cary Moon, Barbara Odom-Wesley, John Ryan, Jeremy Tompkins, T. Oscar Trevino Jr., William Tsao, Paul N. Wageman, Dennis Webb, Duncan Webb, Chad West, 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 Andy Eads asked if there were any public comments. No members of the public chose to speak.
2. **Approval of the May 14, 2020, Minutes:** The minutes of the May 14, 2020, meeting were approved as submitted in Reference Item 2. B. Glen Whitley (M); Curtistene McCowan (S). The motion passed unanimously.
3. **Consent Agenda:** The following item was included on the Consent Agenda.
  - 3.1. **Federal Functional Classification System Amendments:** Regional Transportation Council approval of four amendments to the currently approved Federal Functional Classification System, provided in Electronic Item 3.1, was requested.

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

4. **Orientation to the Agenda/Director of Transportation Report:** Michael Morris recognized Regional Transportation Council (RTC) Chair Andy Eads for his service as an RTC Officer. Chair Eads commended the members of the RTC for being a diverse body from many backgrounds, agencies and local governments and for the continued culture of cooperation. He also thanked North Central Texas Council of Governments staff for their assistance during his year as Chair, as well as Texas Transportation Commission Chairman Bruce Bugg Jr. and other State and local partners.

Michael Morris discussed COVID-19 RTC4U performance measures and recent presentations on the subject regionally and nationally. He also highlighted recently proposed House Transportation Legislation, Investing in a New Vision for the Environment and Surface Transportation. Other items on the Director of Transportation Report were reviewed and it was noted that the Trail of the Month videos will continue to be postponed. A link to Progress North Texas 2020 was provided at <https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/About/Publications/Progress%20North%20Texas/PNT2020.pdf>



and printed copies are available to members upon request. Current air quality funding opportunities for vehicles were provided at [www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle](http://www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle) and Dallas-Fort Worth Clean Cities events were provided at [www.dfwcleancities.org/dfw-clean-cities-meetings](http://www.dfwcleancities.org/dfw-clean-cities-meetings). Electronic Item 4.1 contained the latest status report on the current ozone season. Recent podcasts held in collaboration with the North Texas Commission were available at <https://podcasts.apple.com/us/podcast/topic-north-texas/id1485003695#episodeGuid=9db98ebf-23a0-4365-aa17-1e2b3750609b>. In addition, an east/west equity update was provided in Electronic Item 4.2 and the May online input opportunity minutes were provided in Electronic Item 4.3. The June online input opportunity notice was provided in Electronic Item 4.4. The Public Comments Report was provided in Electronic Item 4.5, recent correspondence in Electronic Item 4.6, recent news articles in Electronic Item 4.7, and recent press releases in Electronic Item 4.8. Theresa Daniel asked for the final results of the Volkswagen funding for air quality. Mr. Morris noted that there are multiple funding opportunities through the Volkswagen funding, many of which are not final, and that staff are continuing efforts to have unused funding allocated to the region. He also discussed interest in preserving the positive outcomes of travel behavior during COVID-19, many of which involve air quality.

5. **2021-2024 Transportation Improvement Program Draft Listings:** Christie Gotti presented the 2021-2024 Transportation Improvement Program (TIP) draft project listings. Development of the TIP document is a cooperative effort among the North Central Texas Council of Governments (NCTCOG), Texas Department of Transportation (TxDOT) districts, local governments, and other transit and transportation agencies. The development process includes the review of existing projects and additional locally funded projects of regional significance with respective entities. Needed revisions to existing project schedules, funding, and/or scopes are made, and project listings are developed. The listings are then financially constrained based on estimated available revenues, and reviewed in comparison to the Metropolitan Transportation Plan and air quality conformity to ensure projects listings are consistent. Public and Committee/Council comment has also been requested on the draft project listings and upon approval will be submitted to the Texas Department of Transportation, Federal Highway Administration, and other federal partners for review. Included in the 2021-2024 TIP are over \$13 billion in improvements, with over half funded federally and the balance funded with State, regional, and local commitments. Transit projects total slightly over \$3 billion. Listings include 962 active projects from 64 implementing agencies. Details of the various funding amounts included in the 2021-2024 TIP, as well as the development process, were provided in Electronic Item 5.1 and the financially constrained draft project listings for the 2021-2024 TIP were provided at [https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Fund/TIP/21-24TIP/RTC\\_Action\\_21\\_24DraftProjectListings.pdf](https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Fund/TIP/21-24TIP/RTC_Action_21_24DraftProjectListings.pdf). Only projects in fiscal years 2021-2024 will be included in the new TIP. Projects in fiscal years 2025 and later will be included in Appendix D to allow project development activities, such as environmental clearance to continue. The resolution contained in Electronic 5.2 affirms the RTC's approval of the 2021-2024 TIP listings and will be used to transmit the document to TxDOT. The timeline for this effort was highlighted. If approved, staff will submit the final 2021-2024 TIP to TxDOT for inclusion in the statewide TIP in July 2020, with Texas Transportation Commission approval anticipated in September 2020. Federal approval is expected in the October/November timeframe. A motion was made to approve the projects and project changes shown in the 2021-2024 Transportation Improvement Program projects listings and R20-03, Resolution Adopting the 2021-2024 Transportation Improvement Program for North Central Texas, which will be transmitted to federal, State, and local impacted agencies. Action also included approval for staff to amend the Unified Planning Work Program and other

planning/administrative documents to incorporate TIP-related changes. Clay Lewis Jenkins (M); Theresa Daniel (S). The motion passed unanimously.

6. **Southeast Dallas County Funding Partnership:** Michael Morris provided an overview of proposed funding partnerships with three cities in Southeast Dallas County. For the first partnership, staff initially worked with the City of Balch Springs for several years on a project to aid transportation improvements on a different corridor. Federal funds were not available for the project in time for implementation, so assistance was requested for an alternate project along Hickory Tree Road from Elam Road to Lake June Road. North Central Texas Council of Governments (NCTCOG) staff proposed the Regional Transportation Council (RTC) fund the design of the project with \$500,000 of Surface Transportation Block Grant Program funds. Staff will work with the City to determine the best context for the project and present specific improvements to the RTC in the future. The second proposed funding partnership is with the Town of Sunnyvale and includes two projects: 1) Collins Road from Tripp Road to Town East Boulevard (\$450,000 in Regional Toll Revenue funding for engineering) and 2) Tripp Road from The Falls Drive to Belt Line Road (\$800,000 in Regional Toll Revenues funds for construction). He noted there is significant interest in this project because of maintenance and safety issues. The project will also be labeled with a COVID-19 inventory tag staff is using to track smaller projects to be recognized as part of the COVID-19 Infrastructure Program. For the third proposed partnership, the City of Hutchins has requested assistance for improvements at the intersection of IH 45 and Dowdy Ferry Road. The project addresses two interchanges north of the International Inland Port of Dallas and would improve mobility in the area. The Texas Department of Transportation (TxDOT) is proposing Texas U-turns to help with intersection capacity. Staff is working closely with the district and proposes to fund the project with \$3.7 million of Congestion Mitigation and Air Quality Improvement Program funds (including a State match from TxDOT) with TxDOT funding the design of the project. This project will also be labeled with a COVID-19 inventory tag. A map of the proposed projects was highlighted. A motion was made to approve the partnerships outlined in Electronic Item 6 and to allow staff to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program and other administrative/planning documents as needed. Curtistene McCowan (M); Therese Daniel (S). The motion passed unanimously.
7. **2021 Unified Transportation Program and Regional 10-Year Plan Update:** Christie Gotti presented information on the 2021 Unified Transportation Program and the Regional 10-Year Plan update. House Bill 20 requires that Metropolitan Planning Organizations (MPOs) develop 10-Year Plans using performance-based planning and project selection methods. This includes projects funded with Category 2 (MPO selected), Category 4 (TxDOT district selected), and Category 12 (TTC selected) funds. The first Regional 10-Year Plan was approved in December 2016 and has been updated each year. Since the last updated in September 2019, staff has been coordinating with the Texas Department of Transportation (TxDOT) in conjunction with the development of the 2021 Unified Transportation Program (UTP) to identify project updates. Initially, new projects were considered, but were unable to be added due to reduced revenue. Projects were scored by North Central Texas Council of Governments (NCTCOG) staff using the same methodology as in previous iterations, and a draft project listing was submitted to TxDOT by its January 31, 2020, deadline. More projects were submitted than the amount of money anticipated to be allocated since funding targets had not yet been received. Once the funding targets were received, staff financially constrained the listings to available funding resulting in the list proposed for approval in Electronic Item 7.1. In addition to developing the 2021 UTP, an update to the 2020 UTP was approved by the Texas Transportation Commission (TTC) on April 30, 2020, in order to fund

the IH 35 project in Austin. In order to fully fund the IH 35 project, the Texas Transportation Commission programmed Category 12 funds that otherwise could have been allocated to other regions in the state. This action, combined with lower than anticipated revenues, has led to a decline in the amount of funding coming to the region through the UTP. Existing projects were funded, but staff was unable to propose funding for new projects or cost overruns on existing projects. In addition, some previously unfunded projects from the previous 10-Year Plan could not be re-funded. Additional information about the project scoring process used for the Regional 10-Year Plan update was highlighted Electronic Item 7.2 and Electronic Item 7.3. Additional projects were received from TxDOT for inclusion in the Corridor Preservation Program, which consists of projects that may be added to the Regional 10-Year Plan for construction in the future and need a preliminary commitment in order to commence preconstruction activities, such as right-of-way acquisition, environmental, or engineering. Some of these projects have been brought in through the latest update, and some that were previously part of the listing are being proposed for construction funding through the latest update. A map identifying the proposed projects for the Regional 10-Year Plan was highlighted. During development of the Regional 10-Year Plan, staff created a set of principles by which to adhere: 1) projects should be included in Mobility 2045, 2) focus on system versus new, stand-alone projects, 3) fully fund existing projects before funding new projects, 4) ensure equity of county allocations, 5) reintroduce toll lanes/tolled managed lanes on selected corridors, 6) re-fund all RTC projects when possible (address in future 10-Year Plan update), 7) ensure all RTC projects are approved in 2021 UTP (including placeholders in Collin County), and 8) projects must be scored and should have a score sufficient to qualify for funding. Ms. Gotti noted staff will continue to finalize project selection/update efforts. In addition, once the TTC makes a decision on Category 12 funding, staff will likely come back to the Surface Transportation Technical Committee and RTC regarding the updates and any resulting shifts to project funding. A timeline for the effort was reviewed. It is anticipated that the TTC will approve the 2021 UTP in August 2020. B. Glen Whitley asked the status of the SH 360/SH 161 North Texas Tollway Authority (NTTA) project and if it should be included in the Regional 10-Year Plan. He also discussed the FM 730 project in Wise, Parker, and Tarrant counties that will relieve traffic from IH 35W, as well as improvements on IH 30 near Linkcrest Drive. Michael Morris noted the SH 360/SH 161 connection is an NTTA project and is not required to be included in the UTP. NTTA staff is sorting its priority projects and is expected to contact staff when it is ready to proceed. The associated projects along IH 20 have been left for TxDOT to manage. NCTCOG will work to advance both projects at the same time while NTTA focuses on the SH 360 and SH 161 connection. NCTCOG staff and TxDOT will work to complete improvements to IH 20 near the new Center Street bridge. Regarding the Tarrant/Wise county connection, there is not sufficient funding to allocate to the project. Staff will work with the RTC Chair and legislative subcommittee on how best to maintain the commitment to formula funds, but significant spade work remains for the project. Judge Whitley asked if the project could be placed in the Regional 10-Year Plan in case additional funding was received. Mr. Morris clarified that the project can only be included if it is funded. NCTCOG staff should ensure the project is being advanced in the Mobility Plan and associated air quality conformity. The IH 30 near Linkcrest Drive improvement is funded and moving towards implementation, and TxDOT Fort Worth is working on the environmental clearance. Rick Grady noted in the Regional 10-Year Plan document, widening of US 75 and use of the lanes in a different manner is defunded. He added, that from Collin County standpoint this roadway is the narrow end of a funnel and causes traffic gridlock for neighboring cities and counties. He requested that the project stay a priority for future funding. Mr. Morris noted the RTC has fully funded US 75 outside the 10-Year Plan with Surface Transportation Block Grant funds, and TxDOT has various designs for the project. Duncan Webb is working with

the congressional delegation for Collin County because under Section 166 of the US Transportation Code, the only way the project can be funded is to introduce a toll because of the previously funded high-occupancy vehicles (HOV) lane. The congressional delegation and TxDOT legislative division are working with Federal Highway Administration legal staff on a legislative solution. In the meantime, as part of the COVID 19 response, staff would like to get the project to construction. Duncan Webb noted the congressional delegation for Collin County continues to push that it would rather a law be passed to solve the issue on US 75. Mike Leyman asked if NTTA could provide any comment as it relates to the priority of the SH 360/SH 161 project and anticipated construction date. Mr. Morris noted NCTCOG staff will bring the request to NTTA and place the item on the July RTC meeting agenda. A motion was made to approve the Regional 10-Year Plan project listings provided in Electronic Item 7.1 and to allow staff to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents to incorporate these changes. Dianne Costa (M); Rick Grady (S). The motion passed unanimously.

8. **Effect of COVID-19 Restrictions on Transportation and Economic Opportunities:**

Michael Morris provided an update regarding progress on the RTC4U information system. In addition, he noted a request for action would be presented for members regarding the North Tarrant Express (NTE)/SH 183 project. He also noted staff actions will be proposed for new items that are were not included previously on the agenda, but for which staff may proceed in the interim. Regional Transportation Council (RTC) ratification of staff actions will be requested at the July 9, 2020, meeting. Mr. Morris discussed the economic impacts of COVID-19 on State revenues and the effort to positively impact employment in the region by working to implement innovative projects. The Texas Comptroller has released interim results from April 2020. States sales tax revenue has decreased by 13 percent, motor vehicles sales and rental taxes by 38 percent, motor fuel taxes by 30 percent, oil production tax by 75 percent, and natural gas by 76 percent. It is anticipated that an updated report will be released in advance of the Texas Transportation Commission meeting in August that will show the impacts to the Unified Transportation Program. He noted this data creates the foundation for the importance of innovate projects. Mr. Morris also presented a funding backstop for RTC consideration. He discussed the North Tarrant Express/SH 183 project south of the Dallas Fort Worth International Airport project. With aviation demand down, it is a good opportunity to get the project to construction. The private-sector provider, Cintra, is in negotiations to advance the project. Staff proposed a \$3,000,000 financial backstop to give confidence to Cintra to begin engineering on Section 2E of the project. It is anticipated that the funding will be repaid to the RTC once the Texas Department of Transportation (TxDOT) formally requests Cintra to begin the design of the project in approximately 3-6 months. Since traditional revenue sources are expected to decrease, there is an opportunity to take advantage of anticipated construction price decreases. Approximately \$162 million in capacity improvements from Cintra for SH 183 are anticipated. The improvements will create a lane imbalance near the DFW Airport, and Cintra has proposed an additional \$860 million to fund Section 2E to balance lanes between SH 121 and SH 161. This project is similar to IH 35W 3C that was grandfathered in and able to be built. In addition, \$270 million is proposed for payment to TxDOT for lane balance improvements east of SH 161 for a total of \$1.3 billion in private sector funds to the region. Mr. Morris noted that he believed there is minimal risk to the financial backstop. Existing Attorney General support of the grandfathered language is helpful, and the project is expected to proceed. Mr. Morris also highlighted other candidate projects in the region that may provide economic opportunities in the COVID-19 environment, including the approximate \$20 billion private-sector, high-speed rail investment between Dallas and Houston and the advancement of the environmental

document for high-speed technology between Dallas and Fort Worth. Efforts continue on the Virgin Hyperloop One Certification Center and a letter of support from the Governor is anticipated soon. Other candidate projects include autonomous transit, freeway induction loops, SH 183 improvements by the private sector, and the Y Connector. He noted that related projects will be included in the COVID-19 #00X Program to track how the region moved forward with projects through innovation. The first four projects with COVID-19 inventory numbers include: 1) Loop 9 cost overrun, 2) IH 35E at Frankford Road, 3) IH 45 at Dowdy Ferry Road, and 4) Tripp Road. Mr. Morris also discussed an opportunity that staff learned of earlier in the week which contains a transportation component. The National Hockey League (NHL) is holding a competition for cities to host the National Hockey League Hub City Tournament. The Dallas Omni, American Airlines Center, and other facilities throughout the region would be used for lodging, practice, and other related activities. The NHL will be announcing its decision the week of June 22. Since transportation elements are needed as part of the bid to host the National Hockey League Hub City Tournament being submitted in the region, NCTCOG staff proposed a letter of support and financial commitment be provided. The purpose of the commitment is to aid the Dallas Stars and the region to be selected in one of the two host locations. This would have the direct benefit of increasing air travel, hotel stays, and employment of service industry employees, as well as the indirect benefit of aiding the Dallas-Fort Worth region in returning life closer to normalcy amidst COVID-19. Staff will respond by June 15 to allow local sponsors time to include the support in their bid. The Surface Transportation Technical Committee will be asked to endorse staff's action at its June 26 meeting and the RTC will be asked to ratify the position at its July 9 meeting. Mr. Morris also noted that some North Central Texas Council of Governments Air Quality staff are funded out of the Management and Operations Program. The transition between multiyear agreements with the Texas Department of Transportation was not completed in time. The issue is not related to funding, but to timing and cash flow. It is anticipated that the multiyear agreement will be completed in September. Staff action was proposed to advance \$300,000 in RTC Local funds in the interim, so that staff does not have to be furloughed. The Surface Transportation Technical Committee will be asked to endorse the action at its June 26 meeting and the RTC will be asked to ratify the action at its July 9 meeting. A motion was made to approve a \$3 million financial backstop to advance the next phase of the North Tarrant Express (NTE)/SH 183 project in Tarrant and Dallas counties. Clay Lewis Jenkins (M) Gary Fickes (S). Loyl Bussell and Ceason Clemens abstained from the vote. The motion passed unanimously.

9. **Mobility 2045 Update (High-Speed Rail Recommendations) and Metropolitan Transportation Plan Schedule (Postponed at the March 12, 2020, Meeting):** Kevin Feldt presented an overview of Mobility 2045 high-speed rail recommendations requested by Regional Transportation Council (RTC) Secretary Theresa Daniel previously. Various high-speed technology terminology were highlighted explaining the differences in speed and other aspects of conventional passenger rail, higher-speed rail, high-speed regional rail, and high-speed express rail. A comparison of high-speed rail and hyperloop, two of the technologies being investigated in the region, was highlighted. Hyperloop operation resembles on-demand transit service, with an anticipated headway of approximately 2 minutes. Other characteristics, such as top speeds, capacity, and cargo capabilities were presented. High-speed transportation projects included in Mobility 2045 were highlighted, which include three major projects: 1) the Fort Worth to Laredo High-Speed Transportation Study, 2) the Dallas-Fort Worth High-Speed Transportation Connections Study, and 3) the Dallas to Houston High-Speed-Rail Project. The Fort Worth to Laredo High-Speed Transportation Study is a bridge from the Tier 1 recommendations from the Texas-Oklahoma Passenger Rail Study conducted by the Texas Department of Transportation.

Staff reviewed corridors, technologies, and various modes of travel to ensure hyperloop technology was included in the analysis. The final report was submitted in March 2020. For the Dallas to Houston project, a recent public hearing was held at which a petition for rulemaking was granted for a Rule of Particular Applicability allowing Shinkansen N700 series trains to be implemented in the corridor. The Final Rule of Particular Applicability is anticipated later in 2020 in conjunction with the Environmental Impact Statement (EIS) Record of Decision. Regarding the Fort Worth to Dallas study, the procurement process has been completed and the study is currently underway. Phase one is the alternatives analysis in which staff will work closely with the consultant. Phase two is the environmental document in which focus will be on connecting with other high-speed projects and transportation access. Coordination with the Federal Railroad Administration and Federal Transit Administration will continue. Mr. Feldt also highlighted a map of high-speed transportation recommendations and potential efforts to extend projects outside of the region to connect to the north and east through Oklahoma City and Tulsa, to the south and east towards Shreveport and Texarkana, and also to Austin and San Antonio to the south. He also noted how the recommendations tie into the intercity passenger rail network vision for the United States.

Kevin Feldt also highlighted efforts to update Mobility 2045. Mobility 2045 was adopted by the Regional Transportation Council (RTC) on June 14, 2018, and federal law requires the region must update its long-range transportation plan every four years. In addition, transportation conformity will expire November 21, 2022. North Central Texas Council of Governments (NCTCOG) staff plan to complete an update of Mobility 2045 in 2022. The update will incorporate the new Transportation Improvement Program. Coordination with partners began in March and will focus on project refinements. The horizon year will remain 2045, and the base year will move from 2018 to 2020. In addition, the update will incorporate revised 2045 demographics as well as a revised 2045 revenue forecast. Mr. Feldt discussed the Mobility Plan foundation and development, as well as the vision to improve the region's mobility today and tomorrow by embracing technology and innovation. Goals for the updated plan remain the same and include mobility, quality of life, system sustainability, and implementation categories. NCTCOG staff has begun identifying objectives for the update, as well as developing performance measures, setting targets and initiating coordination efforts. RTC action regarding the final document is anticipated in June 2022 with transportation conformity anticipated in November 2022. Staff will continue to provide updates to members. Michael Morris added staff will continue efforts to document performance measures that have improved and determine how post COVID-19 travel behaviors that brought about the positive outcomes can be encouraged including telecommuting and remote meetings. Mr. Feldt noted the intention is not to do a plan as usual. As additional data is received in the coming months, staff will have a better understanding of travel behavior and what policies and initiatives can be implemented to reduce automobile and truck traffic and how those initiatives can be implemented in the Mobility 2045 update.

10. **Election of Regional Transportation Council Officers:** Duncan Webb, Chair of the Regional Transportation Council (RTC) Nominating Subcommittee, announced the slate of officers recommended by the Subcommittee for the 2020-2021 term: Chair Roger Harmon, County Judge, Johnson County; Vice Chair Theresa Daniel, Ph.D., Commissioner, Dallas County; and Secretary Ann Zadeh, Councilmember, City of Fort Worth. A motion was made to approve the slate of officers recommended for the 2020-2021 term. Duncan Webb (M); Curtistene McCowan (S). The motion passed unanimously.

Barbara Odom Wesley noted that during the RTC Nominating Subcommittee deliberations, there were a couple of items that came up for which the RTC Bylaws were silent: 1) ability to recommended a member of the RTC Nominating Subcommittee to serve as an officer, and 2) ability of a previous RTC officer to be recommended to serve again. She suggested that these items be addressed by the RTC Bylaws Subcommittee. RTC Chair Andy Eads noted that the items will be added to the list of considerations to be discussed during the next review of the RTC Bylaws. Michael Morris noted the RTC Bylaws are silent on those issues so as not to restrict members of the Nominating Subcommittee. B. Glen Whitley suggested that this should be affirmed in the Bylaws.

11. **Progress Reports:** Regional Transportation Council attendance was provided in Electronic Item 11.1, Surface Transportation Technical Committee attendance and minutes in Electronic Item 11.2, and the current Local Motion was provided in Electronic Item 11.3.
12. **Other Business (Old or New):** There was no discussion on this item.
13. **Future Agenda Items:** There was no discussion on this item.
14. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for 1:00 pm, Thursday, July 9, 2020.

The meeting adjourned at 2:50 pm.





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

TO: Regional Transportation Council

DATE: July 2, 2020

FROM: Vickie Alexander  
Program Manager  
Program Administration

SUBJECT: Modifications to the FY2020 and FY2021 Unified Planning Work Program for Regional Transportation Planning

The Unified Planning Work Program for Regional Transportation Planning (UPWP) is required by federal and State transportation planning regulations and provides a summary of the transportation and related air quality planning tasks to be conducted by Metropolitan Planning Organization (MPO) staff. The FY2020 and FY2021 UPWP was approved by the Regional Transportation Council in July 2019 and identifies the activities to be carried out between October 1, 2019, and September 30, 2021.

Listed below, and in the following attachment, is the third set of proposed modifications to the FY2020 and FY2021 UPWP. Included in these amendments are new initiatives, project updates and funding adjustments. The proposed modifications were posted on the NCTCOG website for public review and comment. Comments received as a result of the public outreach process, if any, will be provided. The Surface Transportation Technical Committee took action at its meeting on June 26, 2020, to recommend Regional Transportation Council approval.

### **Transportation Planning Fund (TPF) Modifications**

- 2.01 Travel Forecasting Support (program additional \$100,000 TPF to support continued activities related to Regional Travel Model development and application)
- 2.02 Transportation Data Development (program additional \$50,000 TPF to support continued activities related to the collection, integration, analysis and dissemination of transportation data)
- 2.03 Demographic Data and Forecasts (program additional \$70,000 TPF to support continued activities associated with the creation of data products and models related to land use and demographic data)
- 2.03 Demographic Data and Forecasts – Participant Statistical Area Program (program additional \$50,000 TPF to support continued efforts in the validation of 2020 Census geographies)

- 3.02 Regional Air Quality Planning -- Air Quality Planning (program \$40,000 TPF and update text to reflect University Partnership Program assistance in identifying barriers to telecommuting in low-income areas and determining if having Internet access or computer equipment would impact their vehicle trips)
- 4.03 Ensuring Nondiscrimination and Environmental Justice in MPO Planning/Program Activities (program additional \$50,000 TPF to support continued data collection and outreach efforts related to ensuring that protected populations are included and involved in the transportation planning process)
- 5.02 Subarea Studies and Local Government Assistance – Comprehensive Transportation Planning Studies and Technical Support (update text to add City of Celina Comprehensive Plan as a Roadway Category 2 project for technical assistance)
- 5.04 Transportation Asset Management – National Highway System Infrastructure Performance Measures and Transportation Asset Management Plan Coordination and Reporting (program \$50,000 TPF and update text to reflect University Partnership Program assistance in determining the vulnerability and durability of critical infrastructure to strategically inform projects and maintenance prioritization strategies relative to asset management and federal performance measures on infrastructure condition)
- 5.11 Automated Vehicle Technology – Automated Vehicles: Planning (program \$50,000 TPF and update text to reflect University Partnership Program assistance in modeling the impacts of telecommuting on the transportation system and evaluating whether and how automated vehicles can improve access to jobs and services for access-deprived populations/areas in Dallas-Fort Worth)
- VIII. Overview of Work Program Funding (update Exhibit VIII-1, FY2020 and FY2021 TPF Programming Summary, to reflect an increase in FY2020 TPF allocation by \$33,834 in Federal Transit Administration [FTA] 5303 funds and \$99,617 in FY2019 Federal Highway Administration [FHWA] PL-112 carryover funds to reflect actual dollars based on work orders from the Texas Department of Transportation [TxDOT] as opposed to estimates used during Work Program development; also reflect the programming of an additional \$460,000 TPF for FY2020 and FY2021 based on the modifications proposed above)

### **Other Funding Source Modifications**

- 1.03 Fiscal Management and Information Systems – Fiscal Information Systems (move \$323,800 Surface Transportation Block Grant Program [STBG] funds to Subtask 3.01, Transportation Project Programming – Regional Project Tracking, Monitoring, Assessment, and Software Development Project; funds no longer needed in Subtask 1.03)

- 1.04 Computer System Applications and Data Management – Computer Resource Management and Equipment Purchases (program \$37,000 Regional Transportation Council [RTC] Local funds for the purchase of laptop computers for staff, and monitors/televisions and accessories for Transportation Department conference rooms; update text to reflect the use of RTC local funds for equipment purchases)
- 1.04 Computer System Applications and Data Management – Regional Digital Aerial Imagery (program an additional \$212,000 STBG funds, \$2,000 TxDOT funds, and \$51,000 local funds to fund the project)
- 3.01 Transportation Project Programming – Regional Project Tracking, Monitoring, Assessment, and Software Development Project (program \$323,800 STBG funds moved from Subtask 1.03, Fiscal Management and Information Systems – Fiscal Information Systems to support continued improvements to the Transportation Improvement Program database)
- 3.03 Air Quality Management and Operations (program \$300,000 RTC Local funds as emergency grant funding pending approval of federal funding agreement and update text in the Consumer Initiatives element to reflect use of RTC Local funds; reference to RTC Local funds already included in other two elements)
- 3.04 Public Transportation Planning and Management Studies – Regional Transit Planning Assistance (program \$485,000 STBG funds moved from Subtask 5.01, Regional Transportation Studies, to support a pilot transit study for colleges and universities)
- 3.04 Public Transportation Planning and Management Studies – Regional Transit Planning Assistance (program \$300,000 Regional Toll Revenue [RTR] funds moved from Subtask 5.01, Regional Transportation Studies – Regional Passenger Rail Innovative Finance Initiative, to support work activities on the Frisco passenger rail corridor; update text to reflect work on the rail corridor and use of RTR funds as a funding source)
- 3.05 Transit Operations – Sustainability and Innovative Solutions for Transit (program \$30,000 RTC Local funds and update text to reflect University Partnership Program assistance in innovative data collection activities related to environmental justice populations)
- 4.02 Coordination of Transportation and Environmental Planning Processes – Integrated Planning for Regional Transportation, Urban Development, and Stormwater Management (program \$300,000 RTC Local funds to initiate the project as overall work plan is finalized, and \$3,000,000 STBG funds with Transportation Development Credits as match for project implementation. In addition, via this action, these dollar amounts, with Transportation Development Credits as match, will also be added to the Transportation Improvement Program. RTC has previously been briefed on the funding plan for this project to include federal non-transportation funds integrated with federal transportation funds. Also update text to add community engagement and analysis, and reflect use of RTC Local funds, STBG funds, and Transportation Development Credits.)

- 5.01 Regional Transportation Studies – Corridor Studies/Environmental Studies Support (update text to add Denton County to the US 380 project)
- 5.01 Regional Transportation Studies (move \$485,000 STBG funds that were programmed in error to Subtask 5.01 to Subtask 3.04, Public Transportation Planning and Management Studies – Regional Transit Planning Assistance, to support a pilot transit study for colleges and universities)
- 5.01 Regional Transportation Studies – Regional Passenger Rail Innovative Finance Initiative (move \$300,000 RTR funds to Subtask 3.04, Public Transportation Planning and Management Studies – Regional Transit Planning Assistance, to support work activities on the Frisco passenger rail corridor; update text to reflect that work on the rail corridor will be carried out in Subtask 3.04)
- 5.06 Regional Freight Planning (program \$40,000 STBG funds and update text to reflect University Partnership Program assistance on a freight economic analysis of transportation infrastructure improvements in the DFW region)
- 5.11 Automated Vehicle Technology – Updated Regional Automated Vehicle Program (remove \$822,560 local funds from project and update text to delete reference to use of local funds as a funding source)
- VIII. Overview of Work Program Funding (update Exhibit VIII-3, Anticipated Equipment/Software Purchases/Leases, to add \$25,000 RTC Local funds for the purchase of laptop computers and \$12,000 RTC Local for the purchase of monitors/televisions and accessories funded in Subtask 1.04, Computer System Applications and Data Management – Computer Resource Management and Equipment Purchases)

**The following modifications have previously been approved by the Regional Transportation Council (e.g., via the Transportation Improvement Program) and/or NCTCOG Executive Board and are now being incorporated into the Unified Planning Work Program:**

- 3.03 Air Quality Management and Operations – Fleet and Commercial Strategies (program \$2,494,496 in Environmental Protection Agency funds and \$5,060,000 in local funds to reflect receipt of a grant award under the Clean Diesel Funding Assistance Program to provide funding for projects that improve air quality by reducing emissions from diesel vehicles or equipment)
- 3.04 Public Transportation Planning and Management Studies – Regional Transit Planning Assistance (program additional previously approved \$11,500 STBG funds to support county transit studies)

- 3.05 Transit Operations – FTA Urban Funding Grant Administration (program \$10,776,382 Federal Transit Administration 5307 funds provided through the Coronavirus Aid, Relief, and Economic Security [CARES] Act for local small public transit providers to prevent, prepare for, and respond to COVID-19; update text to reflect this emergency assistance funding for activities)
- 5.01 Regional Transportation Studies – Corridor Studies/Environmental Studies Support (program \$200,000 TxDOT funds to provide technical assistance to TxDOT as requested for various corridors throughout the region)
- 5.01 Regional Transportation Studies – High-Speed Passenger Technology Core Express Service (program an additional \$6,000,000 STBG funds to support consultant assistance for the Dallas to Fort Worth High-speed Transportation Connections Study)
- 5.01 Regional Transportation Studies – Strategic Corridor Initiatives (program \$50,000 RTC Local to expedite environmental clearance and design review for major surface transportation projects; update text to reflect the use of RTC Local funds as a funding source)
- 5.01 Regional Transportation Studies – High-speed Passenger Technology (program additional \$250,000 previously approved Regional Toll Revenue funds to support environmental clearance and design review for high-speed passenger technology)
- 5.05 Congestion Management Planning and Operations – Transportation System Management and Operations (program additional previously approved \$259,305 STBG funds and \$64,550 TxDOT funds to support consultant contract optional renewals to host and operate the 511DFW Traveler Information System and Information Exchange Network)

Please contact Vercie Pruitt-Jenkins at (817) 608-2325 or [VPruitt-Jenkins@nctcog.org](mailto:VPruitt-Jenkins@nctcog.org) or me at (817) 695-9242 or [valexander@nctcog.org](mailto:valexander@nctcog.org) if you have any questions or comments regarding these proposed modifications to the FY2020 and FY2021 UPWP prior to the Regional Transportation Council meeting. Your approval of these modifications will be requested at the meeting, as well as your direction for staff to amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications.

vpj  
Attachment

## AMENDMENT #3 TO THE FY2020 AND FY2021 UNIFIED PLANNING WORK PROGRAM

### 1.04 Computer System Applications and Data Management

#### Computer Resource Management and Equipment Purchases

##### *Other Funding Sources*

Regional Transportation Council Local funds will be utilized to purchase or lease equipment or software that may not be eligible for federal reimbursement. Such items may include, but are not limited to:

- Desktop, portable and tablet computers; and
- Monitors/televisions and accessories.

### 3.02 Regional Air Quality Planning

#### Teleworking and Telelearning: The Next Generation

##### *Transportation Planning Funds*

University Partnership Program assistance will be utilized in teleworking and telelearning activities that focus on identifying locations within the region where computer and internet resources are limited, understanding if such resources limit travel flexibility, and recommending solutions. The idea of teleworking is not new. In the early 1990s, this concept was a vital tool in the solutions toolbox to reduce vehicle emissions and improve air quality. Over the past few decades, companies moved away from this option. Today's widespread access to internet services and improvements in equipment made teleworking more viable. Talk of 5G and other communication upgrades offers increased hope that more people will work and learn from home. Unfortunately, many small communities and households in urban areas report that they do not have internet access or a computer. This element is ongoing throughout FY2021, and anticipated products include:

- Report that identifies locations in the Dallas-Fort Worth region with limited computer and internet resources;
- Surveys of area needs, issues, and roadblocks for addition and/or improvement of teleworking and/or telelearning capabilities;
- Data on potential resources to better equip areas for teleworking and/or telelearning; and
- Recommended solutions to ensure implementation of needed tools for an area to successfully participate in tele-activities.

### 3.03 Air Quality Management and Operations

#### Consumer Initiatives

##### *Other Funding Sources*

This work element will be supported through Congestion Mitigation and Air Quality Improvement Program funds, Surface Transportation Block Grant Program funds, Department of Energy funds, **Regional Transportation Council Local funds**, Transportation Development Credits, and private funding sources. This element is ongoing throughout FY2020 and FY2021. Anticipated products include:

- Opportunities for individuals to try vehicles on a short-term basis, through avenues such as loaner programs or ride-and-drives;
- Educational and awareness events, such as an annual National Drive Electric Week event and car care clinics;
- Pilot projects to evaluate potential for emissions reductions through public awareness campaigns, such as an Idle Free School Zones project that includes a before-and-after emissions assessment;
- Education about consumer practices that can reduce vehicle emissions, such as idle reduction and proper vehicle maintenance;
- Incentives for consumers to adopt cleaner technologies or behavior changes;
- Communications about incentives available to citizens for cleaner, lower-emitting technologies;
- Comments and recommendations to state and federal agencies regarding consumer incentive programs;
- Periodic meetings, training classes, education, and recommendations for law enforcement, federal and State agencies and other interested parties regarding emissions enforcement and similar programs; and
- Enhancement of existing programs such as the Regional Smoking Vehicle Program's reporting and correspondence and air quality data information systems.

### 3.04 Public Transportation Planning and Management Studies

#### Regional Transit Planning Assistance

##### *Other Funding Sources*

This planning activity is ongoing throughout both FY2020 and FY2021 supporting activities that encourage short- and long-term transit implementation planning for local governments and transit providers. Activities include providing assistance to subgrantees as they implement identified strategies and recommendations. Other initiatives include providing technical assistance and general planning support to local governments with transit implementation options **and investigating innovative funding and implementation opportunities for regional passenger rail systems including the Irving to Frisco passenger rail corridor**. Efforts will include, but are not limited to, comprehensive transit studies for: colleges and universities; and Collin, Dallas, Denton, Kaufman, Rockwall, and Tarrant Counties. Federal Transit Administration, ~~and~~ Surface Transportation Block Grant Program, **and Regional Toll Revenue** funds, as well as



Transportation Development Credits will support these activities. Consultant assistance will be used. Anticipated products include:

- Planning conducted on behalf of Urbanized Area Formula Program subrecipients based on identified needs;
- Planning and implementation assistance to local governments based on requested and identified needs;
- Procurement and executed agreements for consultant assistance; ~~and~~
- Reports on transit implementation options in identified subregions that may include potential public transit implementation options, funding sources (public and private), and increased regional connections-; ~~and~~
- **Mapping of potential alignment alternatives.**

### 3.05 Transit Operations

#### FTA Urban Funding Grant Administration

##### *Other Funding Sources*

This implementation activity is ongoing throughout FY2020 and FY2021, supporting all responsibilities NCTCOG assumes as the designated recipient for Federal Transit Administration (FTA) grant funds received for urbanized areas in the region. General responsibilities include program administration, project implementation, grant management and program oversight for all subgrantees who receive funds through the Bus and Bus Facilities Program, Congestion Mitigation and Air Quality Improvement Program, Enhanced Mobility of Seniors and Individuals with Disabilities Program, Job Access/Reverse Commute Program, New Freedom Program and the Urbanized Area Formula Program. **In FY2020, activities will also include the administration of emergency assistance funding made available by FTA to subgrantees in response to COVID-19 through the Coronavirus Aid, Relief, and Economic Security (CARES) Act.** Federal Transit Administration funds, Regional Transportation Council (RTC) Local funds, subgrantee local funds, and Transportation Development Credits will support these activities. Consultant assistance may be used. Anticipated products include:

- FY2020 and FY2021 funding allocations;
- **CARES Act funding allocations;**
- Strategic Partnerships;
- Grant and agreement management;
- Application of oversight and compliance initiatives;
- Funding disbursement of reimbursable project expenses to subgrantees;
- Administration of a vehicle lease program;
- Submittal of coordinated reports on behalf of subgrantees; and
- Procurements for services and equipment, including buses, on behalf of subgrantees.

## Sustainability and Innovative Solutions for Transit

### *Other Funding Sources*

This implementation activity is ongoing throughout both FY2020 and FY2021, supporting coordination and implementation of sustainable transit initiatives and innovative solutions. The Program supports Chapter 461 of the Texas Transportation Code that focuses on maximizing the benefits of the State's investment in public transit through the coordination of services and other innovative transit-related projects. Activities include developing and implementing a regional equitable transit fares program **and gathering data to improve transportation planning efforts** for older adults, individuals with disabilities, ~~and~~ individuals with low incomes, **and additional environmental justice populations**. Regional Toll Revenue funds and Regional Transportation Council Local funds will support these activities. Anticipated products include:

- Implementation of an equitable transit fare program to be coordinated with transit authorities, NCTCOG, and private partners;
- **Assistance from the University Partnership Program to conduct innovative data collection activities related to environmental justice populations;**
- Short- and long-range solutions that move the region toward more comprehensive, coordinated, accessible, efficient, and effective public transit services; and
- Policies, programs and projects that support and encourage sustainable transportation options around the region while elevating customer service and air quality.

## **4.02 Coordination of Transportation and Environmental Planning Processes**

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

#### *Other Funding Sources*

Throughout FY2020 and FY2021, activities contained in this Work Program element concentrate on the integration of regional transportation planning, regional stormwater management, urban development planning, and environmental planning for the purposes of identifying impacts and alleviating risks from severe weather events such as flooding, as well as from other current and future disruptive environmental factors. This comprehensive planning initiative would include assessments of infrastructure and land-use vulnerabilities, analysis of potential lifecycle-based adaptability and durability measures, and determination of possible delivery and maintenance strategies aimed at improving operational capabilities and reducing risk from flooding. Established initially through a working group of partners and stakeholders located in Wise, and portions of Dallas, Denton, Ellis, Johnson, Parker, and Tarrant Counties (specifically, the combined watersheds of the Clear Fork, Elm Fork, and West Fork Trinity River basins), this effort would account for future transportation infrastructure plans, future land-use plans, and the resultant stormwater runoff and/or other environmental effects expected to occur based on these plans. Information and outcomes produced from this preliminary study could ultimately be used to conduct similar, all-inclusive, and contiguous studies facilitating opportunities throughout North Central Texas that may reduce lifecycle costs and other burdens to infrastructure and urban development as regional growth continues. The funding source for this initiative is ~~anticipated to be~~ **Surface Transportation Block Grant Program funds, Regional Transportation Council Local funds, Transportation Development Credits, and anticipated** federal non-

transportation funds (e.g., US Housing and Urban Development/General Land Office) ~~integrated with federal transportation funding~~. Anticipated products may include:

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

## 5.01 Regional Transportation Studies

### Corridor Studies/Environmental Studies Support

#### *Other Funding Sources*

Texas Department of Transportation funds will also be utilized to carry out the work activities noted above, as well as corridor-level mobile source air toxics analyses. The following projects will be performed using Texas Department of Transportation funds:

- US 75 – Dallas/Collin County
- US 80/IH 30 (Dallas/Rockwall/Kaufman/Hunt Counties)
- **US 380 – Collin County/Denton Counties**
- IH 635 East
- City Map (Downtown Dallas Freeway Coordination Study)
- SH 190 East Branch

### Strategic Corridor Initiatives

#### *Other Funding Sources*

Throughout FY2020 and FY2021, the program activities will provide assistance to advance all surface modes of transportation, including passenger rail, freight rail, and roadway improvements, particularly on those projects that deal with multiple transportation modes and asset management initiatives. Surface Transportation Block Grant Program funds, Regional Toll Revenue funds, **Regional Transportation Council Local funds**, and Transportation Development Credits will support this effort. Work products will vary depending on the work performed and could include:

- Meeting summaries;
- Comment review; and
- Technical memorandums.

## Regional Passenger Rail Innovative Finance Initiative

### *Other Funding Sources*

During FY2020 and FY2021, NCTCOG staff will further investigate innovative funding and implementation opportunities for regional passenger rail systems. NCTCOG staff will coordinate efforts with DART, DCTA, and Trinity Metro, as well as representatives from local government, state, and federal agencies; property owners and developers to investigate the possible funding options. NCTCOG, working with stakeholders, will explore options under state and local laws for project implementation, and financial and governance structures to advance all regional passenger rail projects. Efforts will include, but are not limited to, the Frisco passenger rail corridor. **Work on the Frisco passenger rail corridor will be carried out under Subtask 3.04.** Consultant assistance may be utilized for this initiative, and Regional Toll Revenue funds will be used. The following products will be delivered as the result of work done on this project:

- Technical memorandums documenting analysis related to project implementation, and financial and governance structure options; and
- Mapping of potential alignment alternatives.

## **5.02 Subarea Studies and Local Government Assistance**

### Comprehensive Transportation Planning Studies and Technical Support

#### *Transportation Planning Funds*

##### Roadway

##### Category 2

- City of Cleburne Thoroughfare Plan
- Dallas County Major Capital Improvement Program (MCIP)
- City of Dallas Comprehensive Thoroughfare Plan Update
- Tarrant County (Mansfield/Kennedale) Business 287/Kennedale Parkway Corridor Study
- Dallas County Thoroughfare Plan Update
- Fort Worth Subarea Transportation Plan
- Western Tarrant County Transportation Initiative
- Hunt County Thoroughfare Plan
- East-West Connector for Dallas Fort Worth International Airport
- City of Balch Springs Master Thoroughfare Plan Update
- City of Dallas Bishop Arts Transportation Plan
- City of Wylie Collin College Regional Transportation Study
- City of Lake Worth Thoroughfare Planning Assistance
- City of White Settlement Thoroughfare Planning Assistance
- **City of Celina Comprehensive Plan**

## 5.04 Transportation Asset Management

### National Highway System (NHS) Infrastructure Performance Measures and Transportation Asset Management Plan (TAMP) Coordination and Reporting

#### *Transportation Planning Funds*

Improved asset management requires acknowledgment and engagement of the various environmental and economic risks that can affect infrastructure vulnerability and longevity. A durable system not only reduces the probability of component failure but also reduces the potential extent and severity of overall destruction, service interruption, and recovery time as the result of major disruptive events such as severe weather (e.g. flooding, drought, extreme heat, etc.). To that end, this element also includes an initiative with the University Partnership Program (UPP) to appraise the endurance dimensions of transportation infrastructure in North Central Texas. This work will form the basis for conducting system-wide multi-level criticality and vulnerability assessments, establishing customized durability enhancement tactics, and developing decision-making and/or economic justification tools to aid in prioritization of multimodal durability measures and strategic projects, as appropriate.

Work will be ongoing throughout FY2020 and FY2021 and the following products will be delivered as the result of work done on this element:

- Collection and analysis of NHS pavement and bridge data in coordination with TxDOT and local jurisdictions with NHS roadways;
- Establishment and reporting of NHS pavement and bridge performance targets in coordination with TxDOT and in accordance with federal deadlines;
- Distribution of presentations and reports to guide incorporation of NHS infrastructure performance measures and TAMP findings into updates to the MTP and TIP; and
- Development and maintenance of a web page on NHS infrastructure conditions and TAMP compliance, including status updates, meeting materials, and resource information;
- **Creation of multi-level color-coded vulnerability analysis and condition ratings maps for existing and future regional transportation infrastructure modes; and**
- **Formulation of a multi-level asset endurance measurement model customized for North Central Texas infrastructure and environmental characteristics, yet consistent/compatible with USDOT parameters concerning TAMP and other performance management requirements.**

## 5.06 Regional Freight Planning

#### *Other Funding Sources*

This subtask is ongoing throughout FY2020 and FY2021, assessing the impact of truck traffic, rail freight, and other freight movement issues within and through the DFW region. This task includes the collection and analysis of data pertaining to freight mobility and safety. These tasks will include continued coordination with private-sector partners in the trucking, rail, and freight-forwarding businesses. Consultant ~~and/or University Partnership Program (UPP)~~ assistance may be utilized ~~for supporting planning studies and analysis~~. **University Partnership Program (UPP) assistance will be initiated in FY2021 for a freight economic analysis of transportation**

**infrastructure improvements in the Dallas-Fort Worth region. The objective of this study is to develop an agency-friendly data-supported freight economic analysis framework to identify and quantify the short-term and long-term economic benefits of infrastructure improvements in the region.** Surface Transportation Block Grant Program funds and Transportation Development Credits will be utilized to support this project. Anticipated products include:

- Monitoring of truck-lane restriction corridor conditions;
- Various reports and studies regarding freight conditions in the DFW region, including a Regional Hazardous Materials Route Study, Economic Impact Analyses, Truck Bottleneck Analysis and a Freight and Passenger Rail Integration Study;
- Recommended follow-up studies identified in Freight North Texas: The North Central Texas Regional Freight System Inventory, including a Land-Use Compatibility Analysis and a Data Collection Program which could include traffic counts, classification counts and surveys for the Regional Freight Model;
- **UPP final report on freight economic analysis of transportation infrastructure improvements in the Dallas-Fort Worth region;**
- Freight Mobility Plan;
- Corridor studies;
- Roadway/rail crossing assessments; and
- Public outreach and educational programs.

## 5.11 Automated Vehicle Technology

### Automated Vehicles: Planning

#### *Transportation Planning Funds*

This program is ongoing throughout FY2020 and FY2021 providing planning for the arrival of automated vehicles and determining the impact of such vehicles on the transportation system. Strategies include analyzing the impact of automated vehicles and monitoring legal development relating to automated vehicles. **University Partnership Program assistance will be utilized in FY2021 in modeling the impacts of telecommuting on the transportation system and evaluating if and how automated vehicles can improve access to jobs and services for access-deprived populations and areas in Dallas-Fort Worth.** Anticipated products include:

- Support for existing NCTCOG programs, including transportation planning and modeling;
- Monitoring of automated vehicle laws and policies;
- Establishment of information clearinghouse for region on automated vehicle issues;
- Planning and coordination of pilot programs advancing the deployment of automated vehicles; ~~and~~
- Liaison on automated vehicle issues with public and private parties. ~~and~~
- **University Partnership Program final report on Access via New Technologies: Autonomous Vehicles, Telework, and Shared Fleets.**

## Updated Regional Automated Vehicle Program (AV 2.0)

### *Other Funding Sources*

The Planning grants will be accessible by public entities that indicate they are interested in future AV deployments. Assistance could include, but is not limited to, traffic modeling, identifying use cases, policy development, public outreach and education, scenario planning, and land-use planning. The Implementation Cost grants will be accessible by public entities with active AV deployments. Eligible costs for reimbursement could include, but are not limited to local government staff and consultant time, infrastructure upgrades, legal services, public education, safety, and software and technical expertise. The Regional Strategic Investments will be selected through a competitive process at a later date. Surface Transportation Block Grant Program funds, [local funds](#), and Transportation Development Credits will be utilized. Consultant assistance may be utilized. Anticipated products include:

- Automated transportation planning resources for local partners;
- Reimbursement opportunities for local partners that deploy automated transportation solutions;
- Comprehensive projects that address transportation “pinch-points” in the region that require public intervention; and
- Financial and operational support for local partners hosting an automated vehicle implementation.

## **VIII. Overview of Work Program Funding**

### **Proposed Budget**

The US Department of Transportation provides funds through programs of the Federal Highway Administration and the Federal Transit Administration. Both FHWA PL 112 and FTA 5303 funds are provided annually to Metropolitan Planning Organizations to support metropolitan regional transportation planning activities based on an 80 percent federal/20 percent local match requirement. TxDOT will provide the 20 percent match for the FHWA 112 and FTA 5303 funds for FY2020 and FY2021 to the MPO to carry out the UPWP in the form of transportation development credits. These transportation development credits are provided by metropolitan areas building toll roads and are used on a statewide basis to provide the match funds needed for all metropolitan planning organizations. The FY2020 and FY2021 FHWA and FTA funding levels reflected in this program are summarized in Exhibit VIII-1. The formula-based FHWA PL 112 allocation to the Unified Planning Work Program for the Dallas-Fort Worth Metropolitan Area is \$8,728,069 in FY2020 and \$7,455,075 in FY2021 for a two-year total of \$16,183,144. The



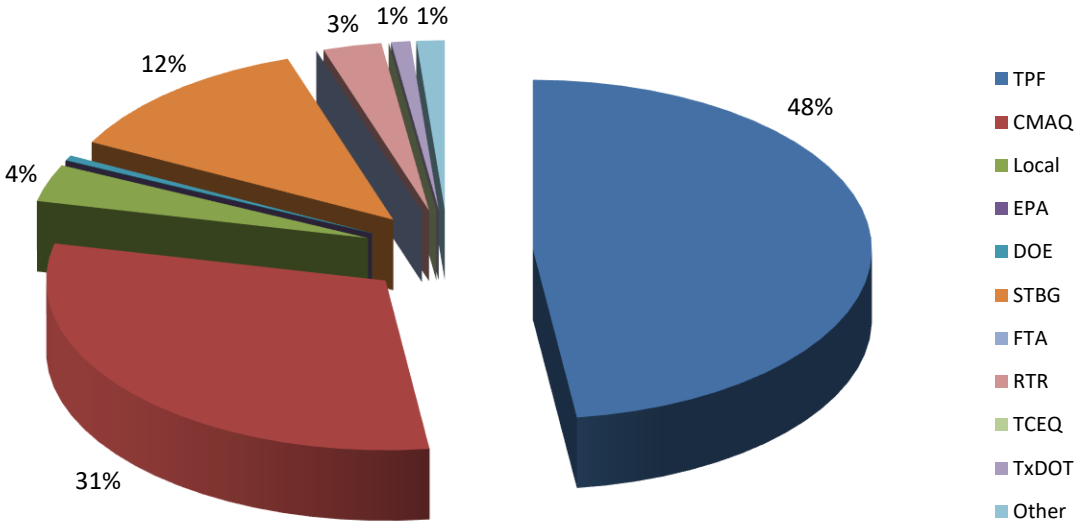
Federal Transit Administration 5303 funding is ~~\$2,886,792~~ **\$2,920,626** in FY2020 and \$2,886,792 in FY2021 for a two-year total of ~~\$5,773,584~~ **\$5,807,418**. An estimated balance of ~~\$4,529,838~~ **\$4,629,455** in unexpended/unobligated FHWA PL 112 funding will be available from the FY2019 authorization. Each of these funding amounts is incorporated by source agency into the Work Program by task and subtask. Total FHWA PL 112 and FTA 5303 funding for the FY2020 and FY2021 UPWP is estimated at ~~\$26,486,566~~ **\$26,620,017**. Transportation Planning Funds in the amount of ~~\$22,810,600~~ **\$23,270,600** have been programmed and allocated to each of the UPWP subtasks as shown in Exhibit VIII-2. These programmed funds include the FTA 5303 allocation of ~~\$5,773,584~~ **\$5,807,418**, the estimated FY2019 FHWA PL112 fund balance of ~~\$4,529,838~~ **\$4,629,455**, and ~~\$12,507,178~~ **\$12,833,727** of Fiscal Years 2020 and 2021 FHWA PL 112 funding. The remaining balance of Fiscal Years 2020 and 2021 FHWA PL 112 funds of ~~\$3,675,966~~ **\$3,349,417** is anticipated to be carried over to Fiscal Year 2022.

## E. Funding Summary

Subtask	TPF <sup>1</sup>	Additional Funding		Total
		Amount	Source	
1.01	\$3,825,200			
		\$3,288,000	CMAQ	
		\$53,500	DOE	
		\$4,000	NCTCOG Local	
<b>Subtotal</b>				<b>\$7,170,700</b>
1.02	\$506,300			
		\$196,200	Local	
		\$119,800	NCTCOG Local	
		\$350,800	STBG	
<b>Subtotal</b>				<b>\$1,173,100</b>
1.03				
		\$2,400	Local	
		\$20,000	NCTCOG Local	
		\$300,000	RTR	
		<b>\$1,000</b>	STBG	
<b>Subtotal</b>				<b>\$323,400</b>
1.04	\$821,800			
		<b>\$980,000</b>	STBG	
		<b>\$184,000</b>	Local	
		<b>\$98,000</b>	TXDOT	
<b>Subtotal</b>				<b>\$2,083,800</b>
<b>Total</b>	<b>\$5,153,300</b>	<b>\$5,597,700</b>		<b>\$10,751,000</b>

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

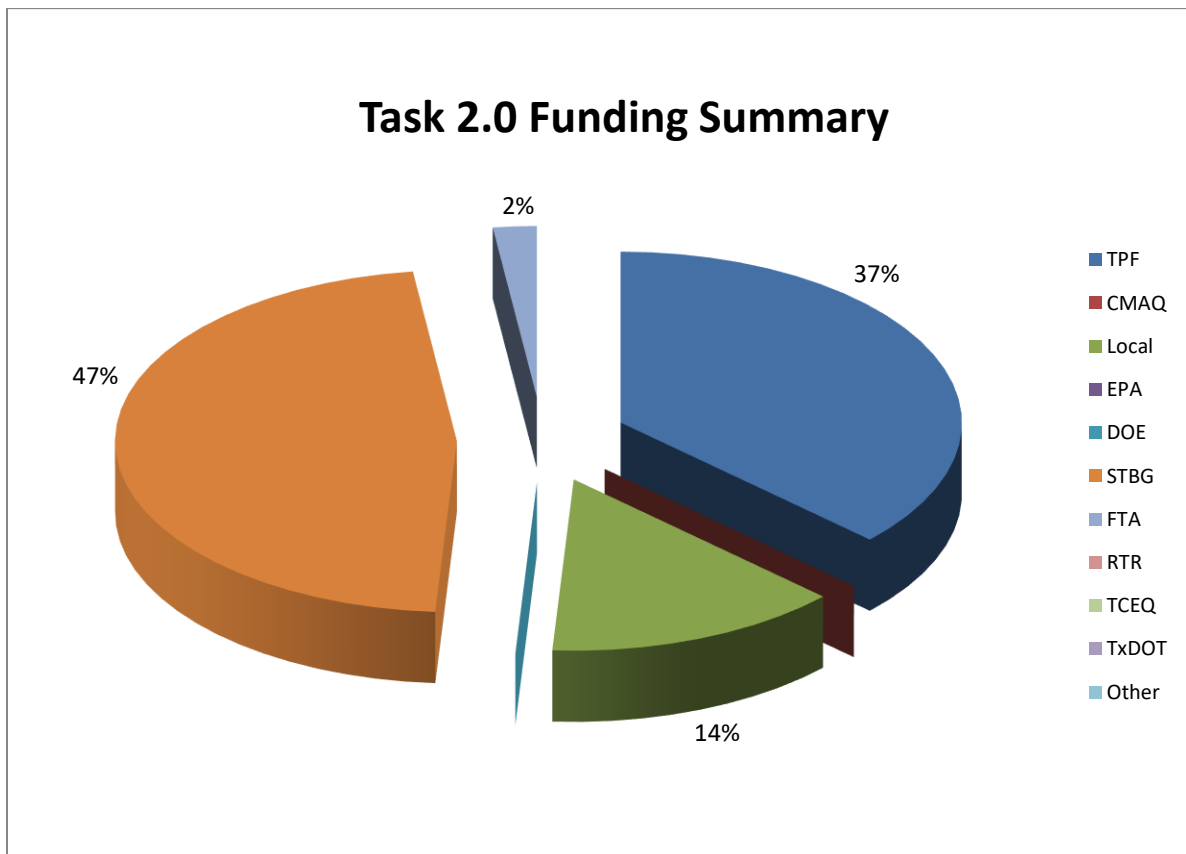
# Task 1.0 Funding Summary



## E. Funding Summary

Subtask	TPF <sup>1</sup>	Additional Funding		Total
		Amount	Source	
2.01	\$1,737,300			
		\$188,600	FTA	
		\$1,194,520	Local	
		\$4,295,600	STBG	
<b>Subtotal</b>				<b>\$7,416,020</b>
2.02	\$560,700			
		\$88,500	Local	
<b>Subtotal</b>				<b>\$649,200</b>
2.03	\$1,086,600			
<b>Subtotal</b>				<b>\$1,086,600</b>
<b>Total</b>	<b>\$3,384,600</b>	<b>\$5,767,220</b>		<b>\$9,151,820</b>

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

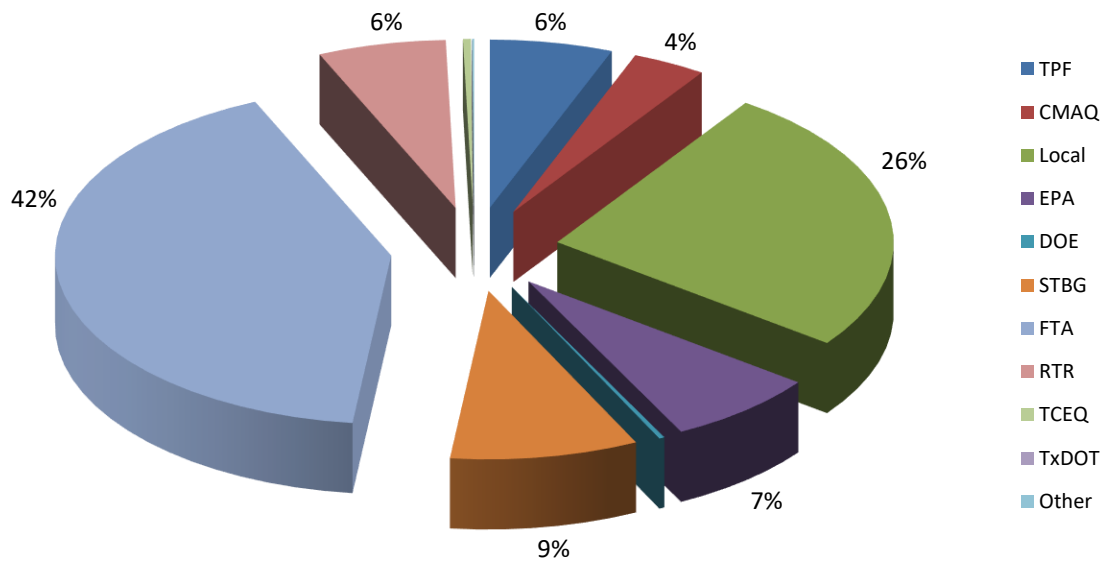


## E. Funding Summary

Subtask	TPF <sup>1</sup>	Additional Funding		Total
		Amount	Source	
3.01	\$2,304,600	\$1,888,000	RTR	
		<b>\$1,218,400</b>	STBG	
<b>Subtotal</b>				<b>\$5,411,000</b>
3.02	<b>\$1,117,400</b>	\$100,000	TCEQ	
<b>Subtotal</b>				<b>\$1,217,400</b>
3.03		\$3,088,360	CMAQ	
		\$229,560	DOE	
		<b>\$6,340,435</b>	EPA	
		\$80,000	FHWA	
		<b>\$16,205,075</b>	Local	
		\$4,774,400	STBG	
		\$230,950	TCEQ	
<b>Subtotal</b>				<b>\$30,948,780</b>
3.04	\$1,706,100	\$850,000	FTA	
		<b>\$300,000</b>	RTR	
		<b>\$1,854,500</b>	STBG	
<b>Subtotal</b>				<b>\$4,710,600</b>
3.05		<b>\$35,176,382</b>	FTA	
		<b>\$6,130,000</b>	Local	
		\$3,167,400	RTR	
<b>Subtotal</b>				<b>\$44,473,782</b>
<b>Total</b>	<b>\$5,128,100</b>	<b>\$81,633,462</b>		<b>\$86,761,562</b>

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

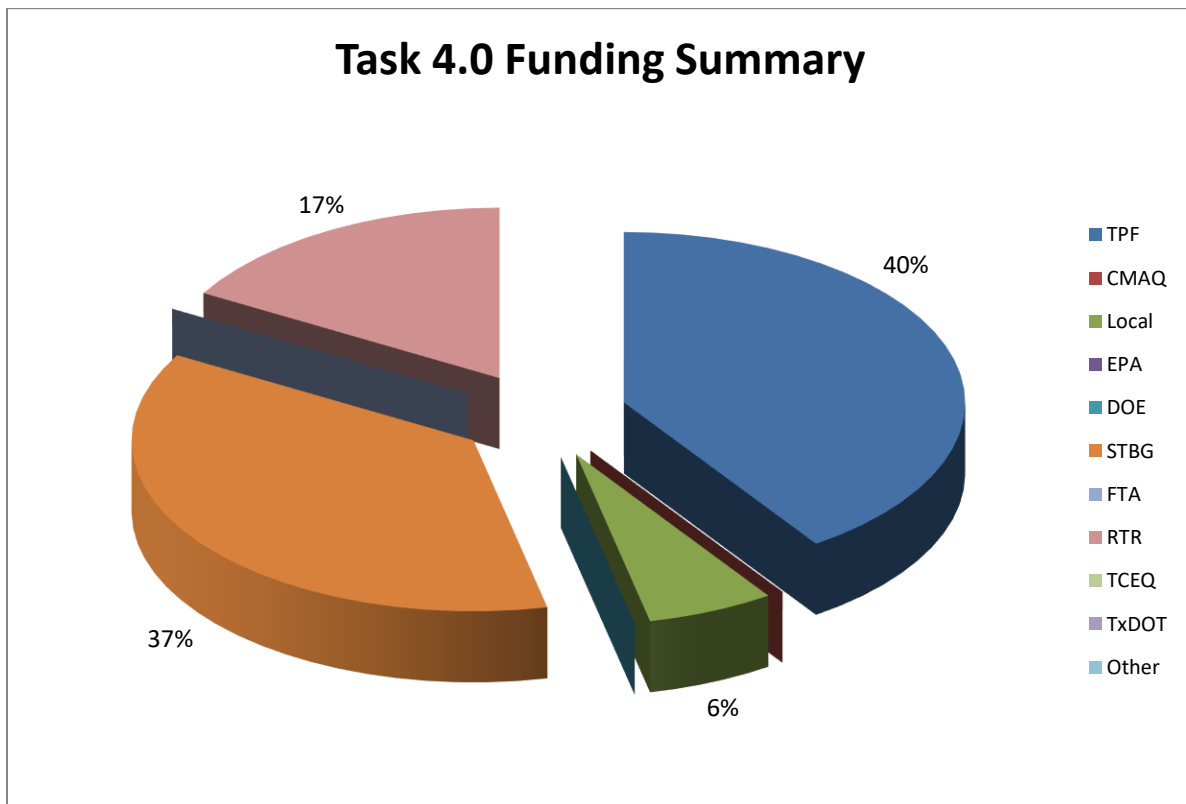
### Task 3.0 Funding Summary



## E. Funding Summary

Subtask	TPF <sup>1</sup>	Additional Funding		Total
		Amount	Source	
4.01	\$2,314,000			
<b>Subtotal</b>				<b>\$2,314,000</b>
4.02	\$498,400			
		<b>\$492,500</b>	Local	
		\$1,361,180	RTR	
		<b>\$3,000,000</b>	<b>STBG</b>	
<b>Subtotal</b>				<b>\$5,352,080</b>
4.03	<b>\$391,200</b>			
<b>Subtotal</b>				<b>\$391,200</b>
4.04	\$99,200			
<b>Subtotal</b>				<b>\$99,200</b>
<b>Total</b>	<b>\$3,302,800</b>	<b>\$4,853,680</b>		<b>\$8,156,480</b>

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



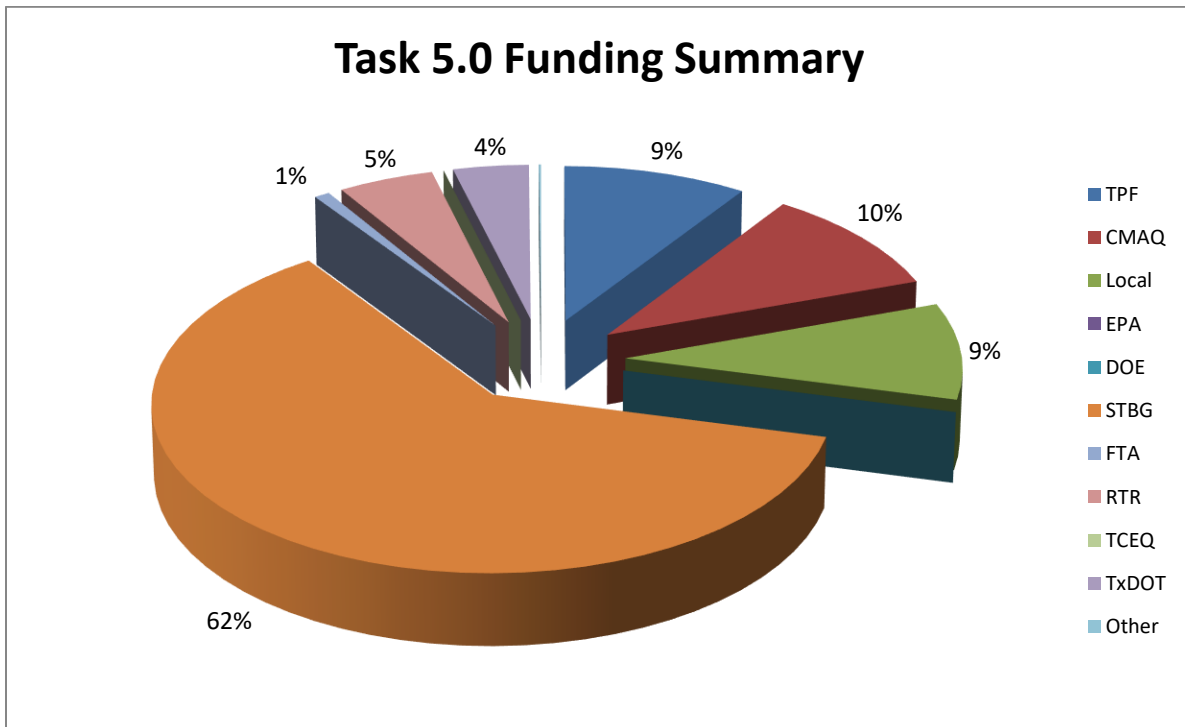
## E. Funding Summary

Subtask	TPF <sup>1</sup>	Additional Funding		Total
		Amount	Source	
5.01	\$1,244,800			
		\$736,700	Local	
		\$76,400	NTTA	
		\$2,575,600	RTR	
		\$17,025,400	STBG	
		\$200,000	TxDOT	
<b>Subtotal</b>				<b>\$21,858,900</b>
5.02	\$1,195,100			
		\$155,100	RTR	
<b>Subtotal</b>				<b>\$1,350,200</b>
5.03	\$787,400			
		\$557,500	CMAQ	
		\$529,800	FTA	
		\$1,810,665	Local	
		\$4,402,700	STBG	
<b>Subtotal</b>				<b>\$8,088,065</b>
5.04	\$360,000			
		\$350,000	STBG	
<b>Subtotal</b>				<b>\$710,000</b>
5.05	\$1,002,500			
		\$6,206,740	CMAQ	
		\$2,042,200	Local	
		\$547,900	RTR	
		\$10,989,805	STBG	
		\$2,319,685	TXDOT	
<b>Subtotal</b>				<b>\$23,108,830</b>
5.06	\$52,300			
		\$1,396,400	STBG	
<b>Subtotal</b>				<b>\$1,448,700</b>
5.07	\$58,700			
<b>Subtotal</b>				<b>\$58,700</b>
5.08	\$613,900			
		\$24,000	Local	
		\$725,280	STBG	
<b>Subtotal</b>				<b>\$1,363,180</b>
5.09	\$160,800			
		\$813,900	Local	
<b>Subtotal</b>				<b>\$974,700</b>



Subtask	TPF <sup>1</sup>	Additional Funding		Total
		Amount	Source	
5.10		\$281,100	Local	
<b>Subtotal</b>				<b>\$281,100</b>
5.11	<b>\$826,300</b>	<b>\$63,100</b>	Local	
		\$122,500	CMAQ	
		\$6,371,240	STBG	
		\$64,975	TXDOT	
<b>Subtotal</b>				<b>\$7,448,115</b>
5.12		\$500,000	Local	
<b>Subtotal</b>				<b>\$500,000</b>
<b>Total</b>	<b>\$6,301,800</b>	<b>\$60,888,690</b>		<b>\$67,190,490</b>

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

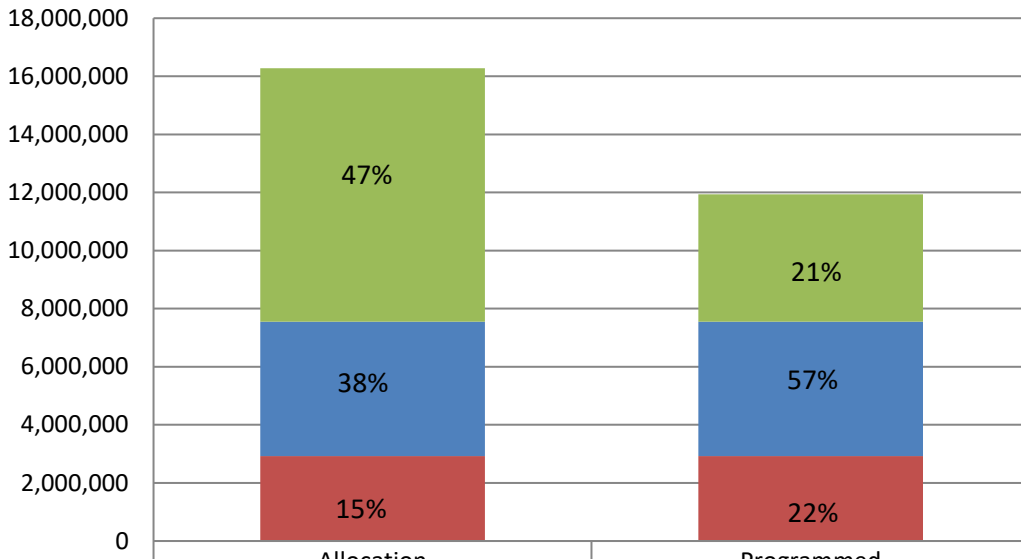


**EXHIBIT VIII-1**

**FY2020 AND FY2021 TPF PROGRAMMING SUMMARY**

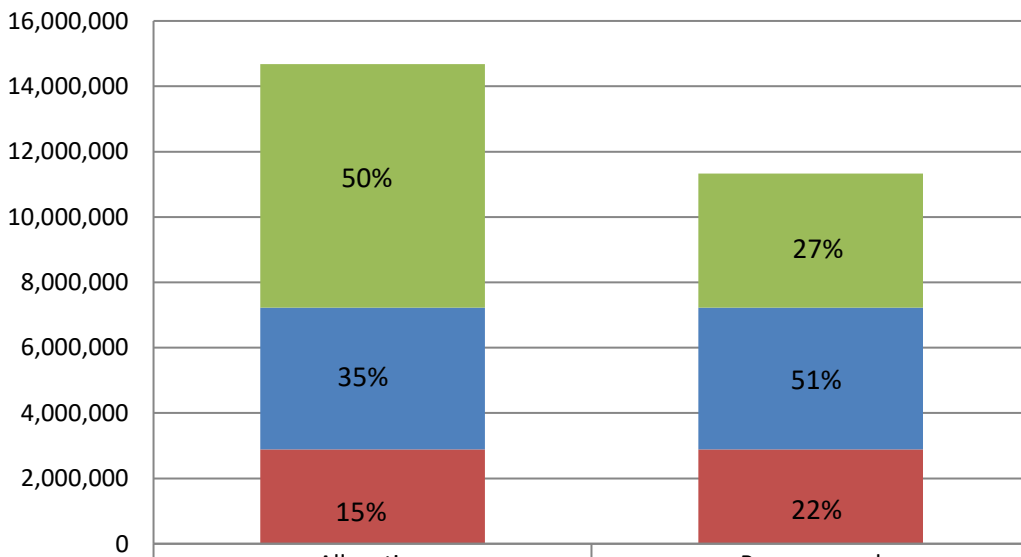
	FY2020		FY2021	
	Allocation	Programmed	Allocation	Programmed
FTA Section 5303	2,920,626	2,920,626	2,886,792	2,886,792
<b>FHWA (PL-112)</b>				
Carryover	4,629,455	4,629,455	4,338,050	4,338,050
New Allocation	8,728,069	4,390,019	7,455,075	4,105,658
<b>Total TPF</b>	<b>16,278,150</b>	<b>11,940,100</b>	<b>14,679,917</b>	<b>11,330,500</b>
Carryover		4,338,050		3,349,417
<b>Two-Year Totals</b>				
FTA Section 5303	5,807,418			
FHWA PL-112	20,812,599			
<b>Total</b>	<b>26,620,017</b>			
<b>Programmed</b>	<b>23,270,600</b>			
<b>Carryover</b>	<b>3,349,417</b>			

## Summary of TPF 2020 Funding Levels



	Allocation	Programmed
FHWA (PL-112)	8,728,069	4,390,019
Carryover	4,629,455	4,629,455
FTA (5303)	2,920,626	2,920,626

## Summary of TPF 2021 Funding Levels



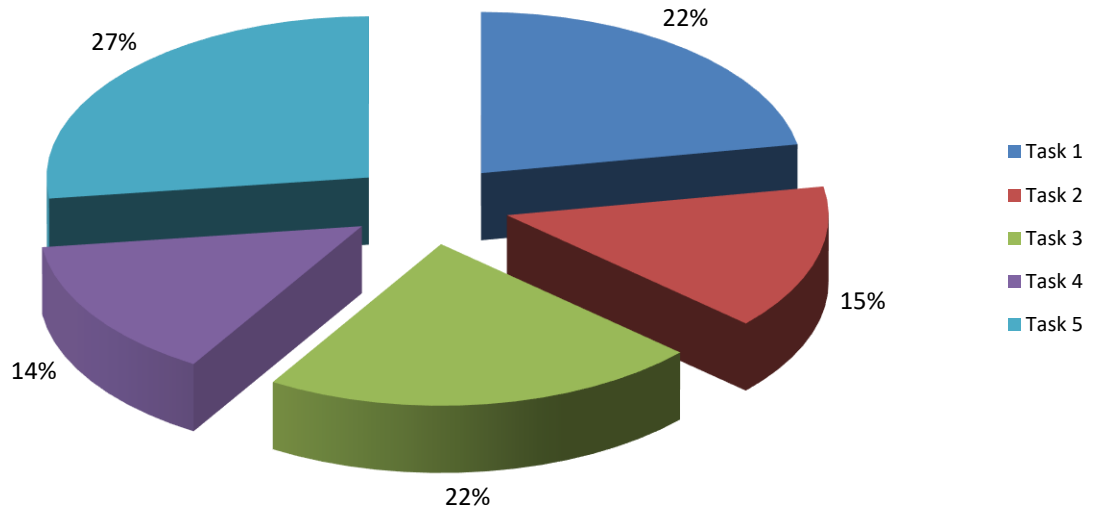
	Allocation	Programmed
FHWA (PL-112)	7,455,075	4,105,658
Carryover	4,338,050	4,338,050
FTA (5303)	2,886,792	2,886,792

**EXHIBIT VIII-2**

**FY2020 AND FY2021 ALLOCATION OF TRANSPORTATION PLANNING FUNDS**

Subtask	Subtask Title	TPF		
		FY2020	FY2021	Total
1.01	Community Outreach	\$1,909,200	\$1,916,000	\$3,825,200
1.02	Program Administration	\$282,700	\$223,600	\$506,300
1.03	Fiscal Management and Information Systems	\$0	\$0	\$0
1.04	Computer System Administration and Data Management	\$480,500	\$341,300	\$821,800
	<b>Task 1.0</b>	<b>\$2,672,400</b>	<b>\$2,480,900</b>	<b>\$5,153,300</b>
2.01	Travel Forecasting Support	<b>\$922,000</b>	\$815,300	<b>\$1,737,300</b>
2.02	Transportation Data Development	<b>\$319,800</b>	\$240,900	<b>\$560,700</b>
2.03	Demographic Data and Forecasts	<b>\$602,300</b>	\$484,300	<b>\$1,086,600</b>
	<b>Task 2.0</b>	<b>\$1,844,100</b>	<b>\$1,540,500</b>	<b>\$3,384,600</b>
3.01	Transportation Project Programming	\$1,226,700	\$1,077,900	\$2,304,600
3.02	Regional Air Quality Planning	\$538,300	<b>\$579,100</b>	<b>\$1,117,400</b>
3.03	Air Quality Management and Operations	\$0	\$0	\$0
3.04	Public Transportation Planning and Management Studies	\$817,800	\$888,300	\$1,706,100
3.05	Transit Operations	\$0	\$0	\$0
	<b>Task 3.0</b>	<b>\$2,582,800</b>	<b>\$2,545,300</b>	<b>\$5,128,100</b>
4.01	Metropolitan Transportation Plan	\$1,152,800	\$1,161,200	\$2,314,000
4.02	Coordination of Transportation and Environmental Planning Processes	\$247,800	\$250,600	\$498,400
4.03	Ensuring Nondiscrimination and Environmental Justice in MPO Planning/Program Activities	<b>\$220,600</b>	\$170,600	<b>\$391,200</b>
4.04	Performance Based Planning & Coordination	\$49,400	\$49,800	\$99,200
	<b>Task 4.0</b>	<b>\$1,670,600</b>	<b>\$1,632,200</b>	<b>\$3,302,800</b>
5.01	Regional Transportation Corridor Studies	\$625,000	\$619,800	\$1,244,800
5.02	Subarea Studies and Local Government Assistance	\$606,100	\$589,000	\$1,195,100
5.03	Land-Use/Transportation Initiatives	\$445,900	\$341,500	\$787,400
5.04	Transportation Asset Management	\$154,400	<b>\$205,600</b>	<b>\$360,000</b>
5.05	Congestion Management Planning and Operations	\$503,100	\$499,400	\$1,002,500
5.06	Regional Freight Planning	\$7,700	\$44,600	\$52,300
5.07	Transportation System Security and Emergency Preparedness	\$29,200	\$29,500	\$58,700
5.08	Roadway and Railroad Safety	\$306,100	\$307,800	\$613,900
5.09	Regional Aviation Planning and Education	\$80,400	\$80,400	\$160,800
5.10	Regional Military and Community Coordination	\$0	\$0	\$0
5.11	Automated Vehicle Technology	\$412,300	<b>\$414,000</b>	<b>\$826,300</b>
	<b>Task 5.0</b>	<b>\$3,170,200</b>	<b>\$3,131,600</b>	<b>\$6,301,800</b>
	<b>FUNDING TOTALS</b>	<b>\$11,940,100</b>	<b>\$11,330,500</b>	<b>\$23,270,600</b>

## Transportation Planning Funds (TPF) Summary by Task



**EXHIBIT VIII-3**

**ANTICIPATED EQUIPMENT/SOFTWARE PURCHASES/LEASES**

QUANTITY	DESCRIPTION	ESTIMATED PRICE	FUNDING SOURCE	SUBTASK
65	Computer systems (desktops, portable, tablet)	\$166,500	TPF	1.04
<b>10</b>	<b>Computer systems (desktops, portable, tablet)</b>	<b>\$25,000</b>	<b>RTC Local</b>	<b>1.04</b>
11	Laser printers for network group usage	\$61,000	TPF	1.04
40	Voice-over-Internet-Protocol (VoIP) phone devices, including accessories such as microphones for conference phones or hands-free devices.	\$15,800	TPF	1.04
---	Other computer hardware items, replacements, accessories, and upgrades (for example, text and image scanners, hard drives, additional RAM, projectors, monitors/televisions, video cards, network cabling, warranty extensions)	\$38,000	TPF	1.04
---	<b>Other computer hardware items, replacements, accessories, and upgrades (for example, text and image scanners, hard drives, additional RAM, projectors, monitors/televisions, video cards, network cabling, warranty extensions)</b>	<b>\$12,000</b>	<b>RTC Local</b>	<b>1.04</b>
---	Licenses to traffic simulation and assignment software packages (two "TransModeler" and one "DTA" dynamic)	\$6,000	TPF	1.04
---	Two years of software support by Caliper and specific renewal for 50 TransCAD licenses	\$150,000	TPF	1.04
---	Software purchases/upgrades (for example, the current or higher versions of: SPSS and Adobe licenses), software/services, cable service, application subscriptions, advanced mapping/presentation software, and software support renewals	\$80,000	TPF	1.04
---	Web-based traffic count reporting software, including annual maintenance and support	\$48,000	TPF	2.02
---	Audio/video equipment, updates, maintenance, and video/web hosting services for the Transportation Council Room	\$150,000	RTC Local	1.02
--	Bicycle-Pedestrian Count Equipment	\$55,000 \$35,000	STBG Local	5.03
6	Computer tablets	\$9,000	DOE	1.01
--	Photography equipment	\$6,000	CMAQ	1.01

QUANTITY	DESCRIPTION	ESTIMATED PRICE	FUNDING SOURCE	SUBTASK
--	Video equipment	\$10,000	DOE	1.01
--	Public involvement subscriptions	\$5,000	TPF	1.01
--	Outreach and educational subscriptions	\$50,000	CMAQ	1.01

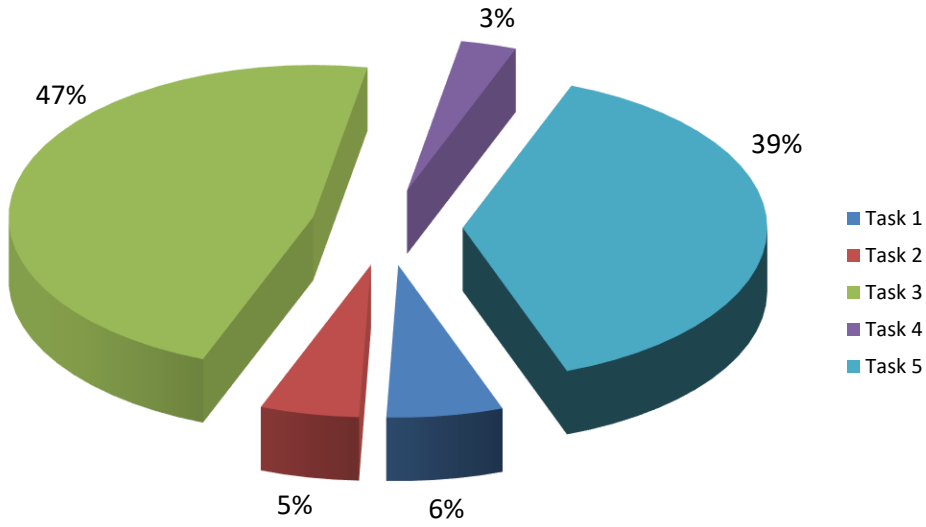
**EXHIBIT VIII-4**

**FY2020 AND FY2021 UPWP FUNDING SUMMARY**

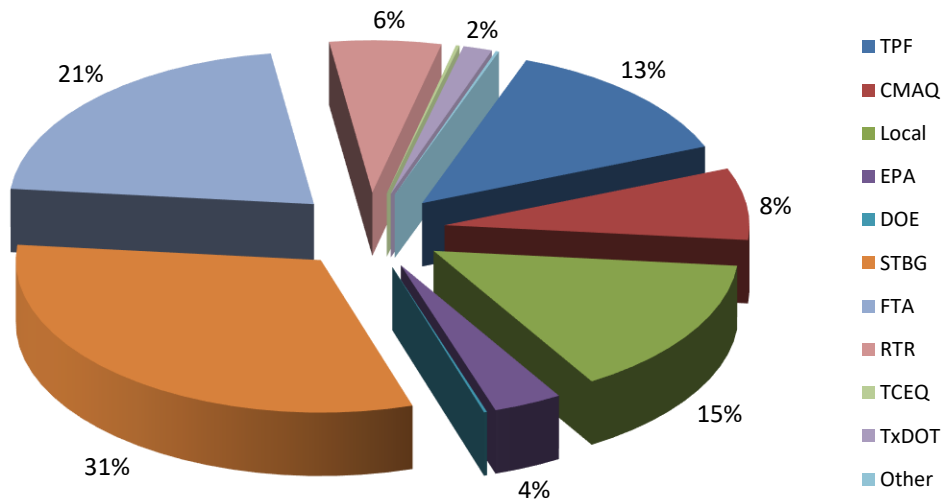
<b>Funding Source</b>	<b>Task 1.0 Administration</b>	<b>Task 2.0 Data Development</b>	<b>Task 3.0 Short Range Planning</b>	<b>Task 4.0 Metropolitan Transportation Planning</b>	<b>Task 5.0 Special Studies</b>	<b>Total</b>
<b>FTA Activities</b>	<b>44.21.00</b>	<b>44.22.00</b>	<b>44.24.00 44.25.00</b>	<b>44.23.01</b>	<b>44.23.02 44.24.00 44.22.00 44.27.00</b>	
TPF	\$5,153,300	<b>\$3,384,600</b>	<b>\$5,128,100</b>	<b>\$3,302,800</b>	<b>\$6,301,800</b>	<b>\$23,270,600</b>
CMAQ	\$3,288,000	\$0	\$3,088,360	\$0	\$6,886,740	\$13,263,100
DOD	\$0	\$0	\$0	\$0	\$0	\$0
DOE	\$53,500	\$0	\$229,560	\$0	\$0	\$283,060
EPA	\$0	\$0	<b>\$6,340,435</b>	\$0	\$0	<b>\$6,340,435</b>
FAA	\$0	\$0	\$0	\$0	\$0	\$0
FHWA	\$0	\$0	\$80,000	\$0	\$0	\$80,000
FTA	\$0	\$188,600	<b>\$36,026,382</b>	\$0	\$529,800	<b>\$36,744,782</b>
HUD	\$0	\$0	\$0	\$0	\$0	\$0
Local	<b>\$382,600</b>	\$1,283,020	<b>\$22,335,075</b>	<b>\$492,500</b>	<b>\$6,271,665</b>	<b>\$30,764,860</b>
NCTCOG Local	\$143,800	\$0	\$0	\$0	\$0	\$143,800
NTTA	\$0	\$0	\$0	\$0	\$76,400	\$76,400
RTR	\$300,000	\$0	<b>\$5,355,400</b>	\$1,361,180	<b>\$3,278,600</b>	<b>\$10,295,180</b>
SECO	\$0	\$0	\$0	\$0	\$0	\$0
STBG	<b>\$1,331,800</b>	\$4,295,600	<b>\$7,847,300</b>	<b>\$3,000,000</b>	<b>\$41,260,825</b>	<b>\$57,735,525</b>
TBD	\$0	\$0	\$0	\$0	\$0	\$0
TCEQ	\$0	\$0	\$330,950	\$0	\$0	\$330,950
TxDOT	<b>\$98,000</b>	\$0	\$0	\$0	<b>\$2,584,660</b>	<b>\$2,682,660</b>
<b>Subtotal</b>	<b>\$10,751,000</b>	<b>\$9,151,820</b>	<b>\$86,761,562</b>	<b>\$8,156,480</b>	<b>\$67,190,490</b>	<b>\$182,011,352</b>



### Summary of Funding by Task



### Summary of Total Funding



# ***Modifications to the FY2020 and FY2021 Unified Planning Work Program***

**Regional Transportation Council  
July 9, 2020**

**Transportation Department  
North Central Texas Council of Governments**

## ***Transportation Planning Fund Budget Adjustments for FY2020***

<b>Project</b>	<b>Financial Action</b>	<b>Description</b>
Travel Forecasting Support (Subtask 2.01)	\$100,000 TPF	Additional dollars proposed to support increased staff activities on TPF-funded initiatives due to postponement of non-TPF funded projects, such as travel surveys and other data collection initiatives, as a result of COVID-19
Transportation Data Development (Subtask 2.02)	\$50,000 TPF	
Demographic Data and Forecasts (Subtask 2.03)	\$70,000 TPF	
Participant Statistical Area Program (Subtask 2.03)	\$50,000 TPF	Additional dollars proposed to support continued efforts in the validation of 2020 Census geographies
Ensuring Nondiscrimination and Environmental Justice in MPO Planning/Program Activities (Subtask 4.03)	\$50,000 TPF	Additional dollars proposed to support increased staff activities on TPF-funded initiatives pending execution of funding agreement and resolution of issues on non-TPF funded initiatives

## ***University Partnership Program Assistance for FY2021***

<b>Project</b>	<b>Financial Action</b>	<b>Description</b>
Regional Air Quality Planning (Subtask 3.02)	\$40,000 TPF	Assistance in identifying barriers to telecommuting in low-income areas and if access to Internet and equipment would impact vehicle trips
Transit Operations (Subtask 3.05)	\$30,000 RTC Local	Assistance in innovative data collection activities related to environmental justice populations
Transportation Asset Management (Subtask 5.04)	\$50,000 TPF	Assistance in determining the vulnerability and durability of critical infrastructure to inform projects and maintenance prioritization strategies
Regional Freight Planning (Subtask 5.06)	\$40,000 STBG	Assistance on a freight economic analysis of transportation infrastructure improvements
Automated Vehicle Technology (Subtask 5.11)	\$50,000 TPF	Assistance in modeling impacts of telecommuting on the transportation system and evaluating whether and how automated vehicles can improve access to jobs/services for access-deprived populations/areas

## *Other Transportation Planning Fund Modifications*

<b>Project</b>	<b>Financial Action</b>	<b>Description</b>
Comprehensive Transportation Planning Studies and Technical Support (Subtask 5.02)	N/A	Update text to add City of Celina Comprehensive Plan for NCTCOG technical assistance
Overview of Work Program Funding (Chapter VIII)	\$33,834 FTA 5303 \$99,617 FHWA PL-112	Update Exhibit VIII-1, FY2020 and FY2021 TPF Programming Summary, to reflect an increase in NCTCOG's FY2020 allocation of Federal Transit Administration 5303 funds and FY2019 Federal Highway Administration PL-112 carryover funds, as well as the programming of the additional \$460,000 Transportation Planning Funds for FY2020 and FY2021 in this set of modifications

## Other Funding Source Modifications

Project	Financial Action	Description
Computer Resource Management and Equipment Purchases (Subtask 1.04)	\$37,000 RTC Local	Add funds to purchase laptop computers for staff, and monitors/televisions and accessories for Transportation Department conference rooms, and update text to reflect use of RTC Local funds
Overview of Work Program Funding (Chapter VIII)	N/A	Update Exhibit VIII-3, Anticipated Equipment/Software Purchases/Leases, to reflect addition of \$25,000 RTC Local funds for laptops, and \$12,000 RTC Local funds for monitors/televisions and accessories funded in Subtask 1.04 above
Regional Digital Aerial Imagery (Subtask 1.04)	\$212,000 STBG \$2,000 TxDOT \$51,000 Local	Add funds to support the project
Air Quality Management and Operations (Subtask 3.03)	\$300,000 RTC Local	Add funds as emergency grant funding pending approval of federal funding agreement, and update text to reflect use of RTC Local funding

## Other Funding Source Modifications (cont'd)

Project	Financial Action	Description
Integrated Planning for Regional Transportation, Urban Development, and Stormwater Management (Subtask 4.02)	\$300,000 RTC Local  \$3,000,000 STBG	Add funds to initiate the project as overall work plan is finalized  Add federal funds to implement the project  Via this action, these funds, with TDCs as match, will also be added to the Transportation Improvement Program. RTC has previously been briefed on the funding plan for this initiative.  Update text to add community engagement and analysis, and reflect use of RTC Local funds, STBG funds, and TDCs
Corridor Studies/ Environmental Studies Support (Subtask 5.01)	N/A	Update text to add Denton County to the US 380 project
Updated Regional Automated Vehicle Program (Subtask 5.11)	(\$822,560 Local)	Remove local funds from project and update text to delete reference to use of local funds as a funding source

## *Transportation Planning Funds Two-year Summary*

Original FY2020 and FY2021 US FTA 5303	\$ 5,773,584
Additional FY2020 US FTA 5303	<u>\$ 33,834</u>
New FY2020 and FY2021 US FTA 5303	\$ 5,807,418
FY2020 and FY2021 US FHWA Estimated PL	\$16,183,144
Original FY2019 US FHWA Estimated PL Carryover	\$ 4,529,838
Additional FY2019 US FHWA Estimated PL Carryover	<u>\$ 99,617</u>
New FY2019 US FHWA Estimated PL Carryover	\$ 4,629,455
<b>Total Transportation Planning Funds</b>	<b>\$26,620,017</b>
Prior Anticipated Expenditures	\$22,810,600
Additional Funds Programmed for FY2020	<u>\$ 460,000</u>
<b>Anticipated Expenditures</b>	<b>\$23,270,600</b>
<b>PL Balance to Carry Over to FY2022</b>	<b>\$ 3,349,417</b>



## ***Total Funding Increase from Other Sources***

<b>Funding Source</b>	<b>Additional Funding</b>	<b>UPWP Subtask</b>
EPA	\$2,494,496	3.03
FTA	\$10,776,382	3.05
STBG	\$10,331,605 (\$808,800)	1.04, 3.01, 3.04, 4.02, 5.01, 5.05, 5.06 1.03, 5.01
TxDOT	\$266,550	1.04, 5.01, 5.05
RTR	\$550,000 (\$300,000)	3.04, 5.01 5.01
RTC Local	\$417,000	1.04, 3.05, 4.02, 5.01
Local	\$5,111,000 (\$822,560)	1.04, 3.03 5.11
<b>Total</b>	<b>\$28,015,673</b>	

# ***Modification Schedule***

<b>June 8</b>	<b>Initiation of Online Public Outreach</b>
<b>June 26</b>	<b>Action by Surface Transportation Technical Committee</b>
<b>July 9</b>	<b>Action by Regional Transportation Council</b>
<b>July 23</b>	<b>Action by NCTCOG Executive Board</b>
<b>July 24</b>	<b>Submittal of Modifications to Texas Department of Transportation</b>

## ***Requested RTC Action***

### **Approve:**

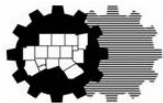
- **Proposed UPWP modifications outlined in Electronic Item 3.1.1**
- **Direction for staff to amend the TIP and other administrative/ planning documents, as appropriate, to reflect the approved modifications**

# ***Unified Planning Work Program***

## ***Contact Information***

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**Vercie Pruitt-Jenkins**  
**Administrative Program Coordinator**  
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North Central Texas  
Council of Governments  
Transportation Department

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

# **TEMPORARY INTERIM FUNDING (CASH FLOW) FOR AIR QUALITY INITIATIVES**

\$4M Funds Anticipated September 2, 2020 (STBG)

Interim Funds \$300,000

Staff Action

STTC Endorsement: June 26, 2020

RTC Ratification: July 9, 2020

2020 TRAFFIC INCIDENT MANAGEMENT CALL FOR PROJECTS - SCORING CRITERIA TABLE - EAST

2020 TRAFFIC INCIDENT MANAGEMENT CALL FOR PROJECTS - SCORING CRITERIA TABLE - EAST												
Yellow fields: Input		Greyed fields: Pre-Populated			White fields: Information only							
EASTERN SUBREGION DALLAS DISTRICT SHARE (66%) - \$990,000		12 unique agencies submitted eligible projects under this CFP	AVERAGE PROJECT SCORE	EQUIPMENT DESCRIPTION (TIM USE)	TIM COURSE PARTICIPATION (# ATTENDEES)	TIM SURVEY COMPLETED (Y = 1 N = 0)	CRASH RATE FACTOR		ADOPTED INCIDENT MANAGENET RESOLUTION (Y = 1 N = 0)	ADOPTED REGIONAL PERFORMANCE MEASURE STANDARD DEFINITIONS (Y = 1 N = 0)	INCIDENT MANAGEMENT GOALS/TARGETS	NOTES
				50%	15%	5%		10%	10%	5%	5%	
SCORING INSTRUCTIONS	Project Cost	Project Name		Project Description provided (how equipment will be used to aid in incident clearance/crash mitigation), each agency can be awarded up to 50 points [15 points for detailed/clear description 20 points for TIM best practice 15 points for innovativeness]	Pre-Populated [0 points for No TIM Training 7.5 points for police OR fire 15 points for police AND fire]	Pre-Populated [If Agency has completed IM survey - 5 points are received; if agency has not completed IM survey - 0 points are received]	Automatically Calculate 2018 Crash Rate	Pre-Populated [5 points for crash rate below the region-wide average 10 points for crash rate above the region-wide average] 2018 Regional Crash Rate: 77.40	Pre-Populated [If agency has an adopted resolution (NCTCOG will verify) - 10 points are received; if agency has not adopted a resolution - 0 points are received]	Pre-Populated [If agency has adopted regional definitions (NCTCOG will verify) - 5 points received; if agency has not adopted - 0 points are received]	Pre-Populated Based on Goals/Targets in Place 0 Points for No Goals/Targets 2.5 points - Statement of Goals/Targets 5 points - Statement of Goals/Targets AND details specific Goals/Targets	
City/Agency Name												
<b>PROJECTS RECOMMENDED FOR FUNDING</b>												
1	City of Balch Springs	\$31,190	Portable Solar Message Boards	93	43	15	5	262.29	10	10	5	5
2	City of Balch Springs	\$7,760	Traffic Control & Scene Management Equipment	92	42	15	5	262.29	10	10	5	5
3	City of Frisco	\$245,000	Closest To Dispatching Enhancement	90	40	15	5	152.52	10	10	5	5
4	* Dallas County Sheriff's Office	\$66,540	Highway Incident Reporting Software & Equipment	90	45	15	0	166.11	10	10	5	5
5	City of Balch Springs	\$8,160	Radio & Communication Equipment	90	40	15	5	262.29	10	10	5	5
6	Town of Prosper	\$68,505	Thermal Imaging Cameras	89	46	7.5	5	279.75	10	10	5	5
7	Town of Prosper	\$3,200	Traffic Safety Vests	84	41	7.5	5	279.75	10	10	5	5
8	City of Dallas	\$38,500	LED Active Lighting Reflective Safety Vests	79	36	15	5	199.89	10	10	0	2.5
9	City of Dallas	\$70,000	Portable Hand-held Radios	77	34	15	5	199.89	10	10	0	2.5
10	City of Terrell	\$70,522	FARO Laser Scanner System	72	40	7.5	5	288.26	10	10	0	0
11	Kaufman Police & Fire Department	\$16,595	Portable Message Board	68	36	0	5	199.34	10	10	5	2.5
12	Kaufman Police & Fire Department	\$9,300	Arrowboard Trailers	68	35	0	5	199.34	10	10	5	2.5
13	Kaufman Police & Fire Department	\$2,400	Reflective Class 2 Vests	66	33	0	5	199.34	10	10	5	2.5
14	Kaufman Police & Fire Department	\$950	Traffic Cones	65	33	0	5	199.34	10	10	5	2.5
15	City of Terrell	\$9,307	Traffic Control & Scene Management Equipment	65	33	7.5	5	288.26	10	10	0	0
16	Town of Flower Mound	\$54,250	Response Trailer & Equipment	65	40	7.5	5	132.95	10	0	0	2.5
17	Irving Police Department	\$5,585	Crash Data Recovery Kit	64	39	15	0	95.27	10	0	0	0
18	Farmersville Police Department	\$9,042	Speed Trailer & Equipment	62	32	15	5	344.96	10	0	0	0
19	City of Richardson	\$57,590	FARO 3D Scanner	60	35	7.5	5	118.41	10	0	0	2.5
20	City of Richardson	\$39,790	Video Management System	57	32	7.5	5	118.41	10	0	0	2.5
21	Cedar Hill Police Department	\$26,570	Dynamic Message Signs	57	34	7.5	5	150.86	10	0	0	0
22	Irving Police Department	\$98,384	Traffic Control, Safety & Personal Protective Equipment	54	29	15	0	95.27	10	0	0	0
	Total	\$939,140										
<b>PROJECTS "DO NOT" EXCEED \$990,000 FUNDING</b>												
<b>INELIGIBLE PROJECTS</b>												
23	Town of Prosper	\$20,631	Drones (Accident Mapping UAS)	90	47	7.5	5	279.75	10	10	5	5
24	City of Frisco	\$5,000	Drones (Crash Scene Investigations)	86	41	15	5	152.52	10	10	0	5
25	Town of Flower Mound	\$185,210	GPS Opticom System Upgrade (Year 1)	68	43	7.5	5	132.95	10	0	0	2.5
26	Town of Flower Mound	\$153,715	GPS Opticom System Upgrade (Year 2)	68	43	7.5	5	132.95	10	0	0	2.5
27	City of Richardson	\$79,253	Opticom System Upgrade	63	38	7.5	5	118.41	10	0	0	2.5
28	City of Lucas	\$70,000	Emergency Traffic Incident Management Vehicle	20		0	10	183.47	10	0	0	0
	Total	\$513,809										
<b>CRASH ATTENUATOR PROJECTS SUBMITTED (RTR: PILOT PROJECT OPPORTUNITY)</b>												
29	* Mesquite Fire Department	\$39,200	Scorpion Attenuator/Blocker	45		15	10	560.28	10	10	0	0
30	* City of Grand Prairie	\$34,500	204 Scorpion Blocker	50		7.5	10		10	10	10	2.5
		\$31,400	A1R1 Scorpion Blocker	50				133.07				
31	* Town of Flower Mound	\$26,900	Scorpion Trailer Attenuator/Blocker & Arrowboard	30		7.5	10	132.95	10	0	0	2.5
	Total	\$132,000										

\* Agencies will be funded directly. All other projects will be awarded through NCTCOG.





# 2020 NCTCOG Incident Management Equipment Purchase Call for Projects Recommendations

Regional Transportation Council Meeting  
July 9, 2020

Sonya Jackson Landrum  
Program Manager



North Central Texas  
Council of Governments





## 2020 NCTCOG Incident Management Equipment Purchase Call for Projects

Purpose: To Assist Partner Agencies in Purchasing Equipment and Technology that Aid in Quick Incident Clearance and Mitigation

Supports: Current Incident Management Training Recommendation to Use Best Practice Equipment and Technology

Emphasizes: Importance of Implementing Incident Management Strategies and Training



## Eligible Recipients and Activities

### Eligible Recipients

- Public Sector Partner Agencies within the NCTCOG 10-County Nonattainment Area Actively Involved in Incident Management
  - Police, Fire/EMS, Courtesy Patrol, etc.

### Eligible Activities

- Purchase of Equipment and Technology Used in Mitigating Crashes
  - Examples include: traffic barriers, cones, flares, protective clothing, signs, barrels, lighting, radio equipment, crash reconstruction technology, etc.

### Ineligible Activities

- Personnel and Staffing Charges
- Vehicle Purchases – Due to Lack of FHWA Buy America Exemptions for Vehicles
- Signal Opticom Systems – Due to Air Quality Impact Concerns
- Drones – Due to Recent Federal Purchase Restrictions Related to China

# Funding Availability and Submitted Projects

**\$1.5 Million Available**

Funding Split:

66% Eastern Sub-Region = \$ 990,000

34% Western Sub-Region = \$ 510,000

– *Local Match – Regional Transportation Council TDCs*

-----  
**Total Applications & Funding Requests Received: 21 applicants (44 projects) – \$2,670,614**

Applications & Funding Received (East): 15 – (31 projects) – **\$1,584,312**

Applications & Funding Received (West): 6 – (13 projects) – **\$1,086,302**

## **Ineligible Projects**

Ineligible Projects Received (East): 5 applications (6 projects) – \$513,809

Ineligible Projects Received (West): 1 application (3 projects) – \$782,500

**Blocking equipment requests will be funded using a local funding source as part of an Incident Management Equipment Blocking Pilot Project.**

Blocking Projects Received (East): 3 applications (4 projects) – \$132,000





## Eastern Sub-Region Applications

1. City of Balch Springs – 3 Projects
2. Cedar Hill Police Department – 1 Project
3. City of Dallas – 2 Projects
4. Dallas County Sheriff's Office – 1 Project
5. Farmersville Police Department – 1 Project
6. City of Frisco – 2 Projects (*Including 1 Ineligible Project*)
7. City of Grand Prairie – 2 Projects (*Crash Attenuator/Blocking Projects*)
8. Irving Police Department – 2 Projects
9. Kaufman Police and Fire Departments (Joint Application) – 4 Projects
10. City of Lucas – 1 Project (*Ineligible Vehicle Project*)
11. City of Mesquite Fire Department – 1 Project (*Crash Attenuator/ Blocking Project*)
12. City of Richardson – 3 Projects (*Including 1 Ineligible Project*)
13. City of Terrell – 2 Projects
14. Town of Flower Mound – 3 Projects (*Including 1 Ineligible Project and 1 Crash Attenuator/Blocking Project*)
15. Town of Prosper – 3 Projects (*Including 1 Ineligible Project*)



## Western Sub-Region Applications

1. City of Colleyville – 1 Project
2. City of Fort Worth – 4 Projects (*Including 3 Ineligible Projects*)
3. Fort Worth Police Department – 4 Projects
4. City of Keller – 2 Projects
5. North Richland Hills Fire Department – 1 Project
6. North Richland Hills Police Department – 1 Project

## Scoring Criteria



Scoring Component	Available Points
TIM Training Attendance - NCTCOG or In-house (Since August 2013)	15
Crash Data in Jurisdiction (2014 - 2018)	10
Adoption of Incident Management Resolution	10
Incident Management Goals/Targets in Place	5
Completion of Incident Management Commitment Level Survey	5
Adoption/Implementation of Regional Performance Measure Standard Definitions	5
Explanation of How Equipment will be Used to Mitigate Crashes	50
<b>Total Score</b>	<b>100</b>



# Scoring Methodology

## **Recent TIM Training Attendance (NCTCOG or In-House) – as of August 2013**

0 Points – No TIM Training

7.5 Points – Police or Fire Participation

15 Points – Police AND Fire Participations

## **Incident Management Survey Completion**

0 Points – Not Completed

5 Points – Completed

## **Crash Data in Jurisdiction**

5 Points – Crash Rate Below County Rate

10 Points – Crash Rate Above County Rate

## **Adoption of Incident Management Resolution**

0 Points – Not Adopted

10 Points – Adopted





## Scoring Methodology (Cont.)

### **Adoption/Implementation of Regional Performance Measure Standard Definitions**

0 Points – Have Not Adopted/Implemented Regional Performance Measure Standard Definitions

5 Points – Have Adopted/Implemented Regional Performance Measure Standard Definitions

### **Incident Management Goals/Target in Place**

0 Points – No Goals/Targets

2.5 Points – Goals/Targets without Measurements

5 Points – Goals/Targets with Measurements

### **Equipment Description and Explanation**

15 Points – Detailed/Clear Project Description with Pictures and Specifications

20 Points – FIM Best Practice

15 Points – Innovativeness





# Project Rankings – Eastern Sub-Region (Projects Recommended for Funding)

	City/Agency Name	Cost	Project Name
1	City of Balch Springs	\$31,190	Portable Solar Message Boards
2	City of Balch Springs	\$7,760	Traffic Control & Scene Management Equipment
3	City of Frisco	\$245,000	Closest To Dispatching Enhancement
4	Dallas County Sheriff's Office	\$66,540	Highway Incident Reporting Software & Equipment
5	City of Balch Springs	\$8,160	Radio & Communication Equipment
6	Town of Prosper	\$68,505	Thermal Imaging Cameras
7	Town of Prosper	\$3,200	Traffic Safety Vests
8	City of Dallas	\$38,500	LED Active Lighting Reflective Safety Vests
9	City of Dallas	\$70,000	Portable Hand-held Radios
10	City of Terrell	\$70,522	FARO Laser Scanner System
11	Kaufman Police & Fire Department	\$16,595	Portable Message Board
12	Kaufman Police & Fire Department	\$9,300	Arrowboard Trailers
13	Kaufman Police & Fire Department	\$2,400	Reflective Class 2 Vests
14	Kaufman Police & Fire Department	\$950	Traffic Cones
15	City of Terrell	\$9,307	Traffic Control & Scene Management Equipment
16	Town of Flower Mound	\$54,250	Response Trailer & Equipment
17	Irving Police Department	\$5,585	Crash Data Recovery Kit
18	Farmersville Police Department	\$9,042	Speed Trailer & Equipment
19	City of Richardson	\$57,590	FARO 3D Scanner
20	City of Richardson	\$39,790	Video Management System
21	Cedar Hill Police Department	\$26,570	Dynamic Message Signs
22	Irving Police Department	\$98,384	Traffic Control, Safety & Personal Protective Equipment
	<b>Total</b>	<b>\$939,140</b>	



# Project Rankings – Western Sub-Region *(Projects Recommended for Funding)*

	City/Agency Name	Cost	Project Name
1	North Richland Hills Police Department	\$27,338	Crash Data Retrieval Premium Kit
2	North Richland Hills Fire Department	\$27,285	HAAS Alert Safety Cloud Service
3	City of Keller	\$32,000	Crash Data Retrieval Kit (CDR)
4	City of Colleyville	\$40,000	Portable Radios and Batteries
5	City of Keller	\$24,700	Traffic Control & Scene Management Equipment
6	Fort Worth Police Department	\$6,150	Traffic Cones
7	Fort Worth Police Department	\$3,480	Roadside Assistance Equipment
8	Fort Worth Police Department	\$2,669	Tow/Recovery Equipment
9	Fort Worth Police Department	\$32,680	PPE Equipment
10	City of Fort Worth	\$107,500	Pan-Till-Zoom Camera
	<b>Total</b>	<b><u>\$303,802</u></b>	



# 2020 IM CFP Recommendations

<b>Total Recommended Funding:</b>	<b>\$1,242,942</b>
Funding Recommended (East):	\$ 939,140
Funding Recommended (West):	\$ 303,802

Where appropriate, small equipment and materials purchases may be carried out by NCTCOG through a consolidated purchase or through cooperative purchase organizations that comply with federal requirements.

### Ineligible Projects Submitted in Eastern Sub-Region

- City of Frisco – Drones - \$5,000
- City of Lucas – Emergency Traffic Incident Management Vehicle – \$70,000
- City of Richardson – Opticom System Upgrade - \$79,253
- Town of Flower Mound – GPS Opticom System Upgrade (*Year 1*) – \$185,210
- Town of Flower Mound – GPS Opticom System Upgrade (*Year 2*) – \$153,715
- Town of Prosper – Drones (Accident Mapping UAS) - \$20,631

### Ineligible Projects Submitted in Western Sub-Region

- City of Fort Worth Portable Traffic Signal – \$90,000
- City of Fort Worth Advanced Traffic Signal Detector – \$400,000
- City of Fort Worth Battery Back-up Unit – \$275,000
- City of Fort Worth Pan-Tilt-Zoom Cameras – \$17,500 (Funding reduced due to system redundancy.)



# Schedule \*

Date	Action
<del>December 18, 2019</del>	<del>Opened Call for Projects (60 days)</del>
<del>February 21, 2020</del>	<del>Closed Call for Projects</del>
<del>Feb. 2020 – March 2020</del>	<del>Evaluate Submitted Proposals (30 days)</del>
<del>April 7 – April 17, 2020</del>	<del>Regional Safety Advisory Committee (RSAC) Evaluation &amp; Comment Period</del>
<del>April 13 – May 12, 2020</del>	<del>Public Input Comment Submittal Period</del>
<del>May 22, 2020</del>	<del>STTC (Action) – Approval of Selected Projects</del>
<del>June 26, 2020</del>	<del>STTC (Action) – Approval of Selected Projects – Updated</del>
<del>July 9, 2020</del>	<del>RTC (Action) – Approval of Selected Projects</del>
<del>July 23, 2020</del>	<del>Executive Board Meeting</del>
<del>July 27, 2020</del>	<del>Interlocal Cooperation Agreement Coordination Activities Begin</del>

\* Schedule may be impacted by current COVID-19 restrictions.



# Proposed Incident Management Blocking Equipment Pilot Project

I. Blocking equipment requests received through this CFP will be funded using Regional Toll Revenue Funds if Approved by the Regional Transportation Council

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



## Requested Action



**Approve Project Recommendations for the 2020 Incident Management Equipment Purchase Call for Projects**

**Approve Staff to Administratively Switch Out CMAQ Funds with STBG Funds for Projects that are not Eligible for CMAQ Funding**

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

# Contact Information

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**(817) 704-2521**





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

June 26, 2020

Mr. James Bass  
Executive Director  
Texas Department of Transportation  
125 East 11<sup>th</sup> Street  
Austin, TX 78701

Dear Mr. Bass:

The North Central Texas Council of Governments (NCTCOG) Transportation Department staff, with the assistance of AECOM, recently completed a Fort Worth to Laredo High-Speed Transportation Study. The study is a follow-up effort to the Texas-Oklahoma Passenger Rail Study (TOPRS) conducted by the Texas Department of Transportation (TxDOT) and analyzes high-speed transportation technologies and corridors not previously analyzed in the study area.

The Regional Transportation Council (RTC) and NCTCOG are requesting an opportunity to discuss the study findings with TxDOT regarding next steps. The study recommendations indicate further analysis in a National Environmental Policy Act Project Level (Tier II) environmental study in the Fort Worth to Laredo corridor is warranted. The executive summary of the study is attached.

This effort was an initiative of six Metropolitan Planning Organizations (MPOs) representing Waco, Temple/Killeen, Capital Area, Alamo Area, and Laredo, along with Dallas-Fort Worth. The MPOs are prepared to appear before the Texas Transportation Commission to request the Tier II environmental study of the corridor.

Please provide the contacts for a conference call to brainstorm ways to best move forward with this project. I look forward to speaking with you or your representative and can be reached at [mmorris@nctcog.org](mailto:mmorris@nctcog.org) or (817) 695-9241.

Sincerely,

A handwritten signature in black ink that reads "Michael Morris". The signature is written in a cursive style with a large, sweeping initial "M".

Michael Morris, P.E.  
Director of Transportation

RH:al  
Attachment

cc: The Honorable Roger Harmon, Chair, Regional Transportation Council, County Judge,  
Johnson County  
Mr. Marc Williams, P.E., Deputy Executive Director, TxDOT  
Mr. Bill Hale, P.E., Chief Engineer, TxDOT  
Mr. Steven Duong, AICP, Associate Vice President, Design and Planning, AECOM



# Fort Worth to Laredo High-Speed Transportation Study

## Introduction

The Fort Worth to Laredo High-Speed Transportation study was conducted through a partnership of six Metropolitan Planning Organizations (MPO). The primary study goal was to identify appropriate high-speed transportation technologies within the corridor. Secondary goals included refining corridor alignments and station locations as identified in the Texas-Oklahoma Passenger Rail Study (TOPRS). Study results will be used as input into further study within the corridor

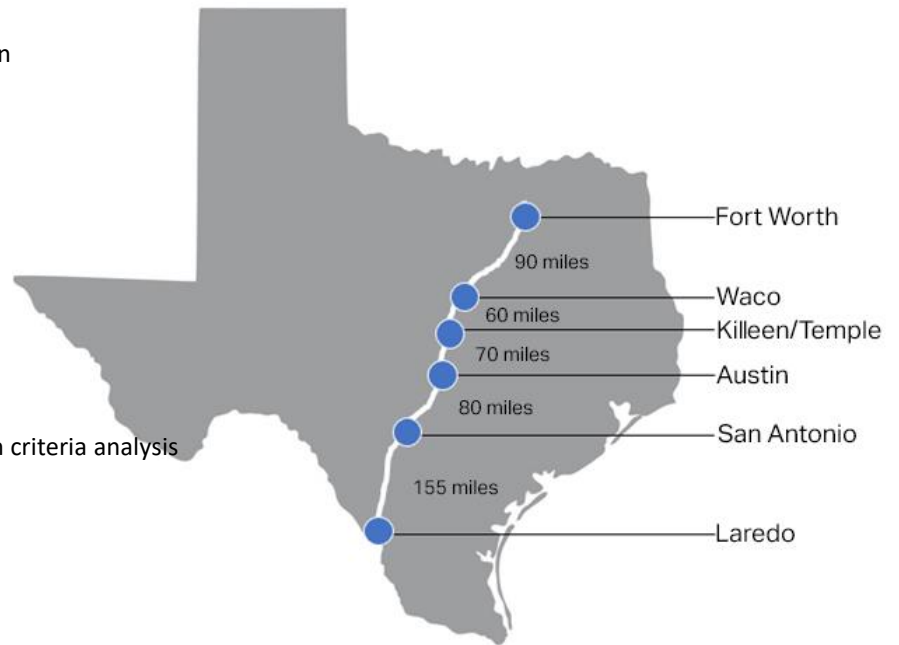
### The six MPO participants include:

- North Central Texas Council of Govern
- Waco MPO
- Killen/Temple MPO
- Capital Area MPO
- Alamo Area MPO
- Laredo MPO

## Study Approach

The study included four major tasks:

1. High-speed technology and design criteria analysis
2. Previous studies review
3. Develop and screen alternatives
4. Solicit stakeholder input



## Stakeholder Engagement

Stakeholders from each region were identified by the respective MPO. Typically, the stakeholders included local and regional transportation agencies and elected officials.

### Stakeholder Engagement Meetings

#### Series 1

- Study Path
- Study Goals
- Anticipated Outcomes
- Stakeholder Input
  - Environmental sensitivity
  - Station location options
  - Appropriate technology

#### Series 2

- Alternatives analysis
- Preliminary findings
- Stakeholder Input
  - Design impacts
  - Operational Impacts
  - Implementation schedule
  - Funding availability

## Technology and Design Criteria Review

Basic design criteria were analyzed for each transportation technology. The technology review effort provided a potential transportation technologies list to be evaluated. This evaluation included

- Brief history of each technology,
- Identification of key design criteria,
- Potential infrastructure integration solutions, and
- Potential regulatory and financing feasibility.

## Six Transportation Technologies Reviewed

### ● Guaranteed Transit



### ● Conventional Rail



### ● Higher-Speed Rail (Up to 150 mph)



### ● High-Speed Rail (Over 150 mph)



### ● Maglev Train



### ● Hyperloop



## Alternatives Analysis

The Alternatives Analysis builds upon and utilizes information identified in prior tasks to evaluate high-speed transportation options broadly along the IH-35 corridor.

The analysis was conducted in three levels, beginning by assessing broad aspects of the study area and narrowing to evaluate alternatives against specific criteria. The methodology used in each level of alternative analysis is summarized in the Alternatives Analysis Memorandum.

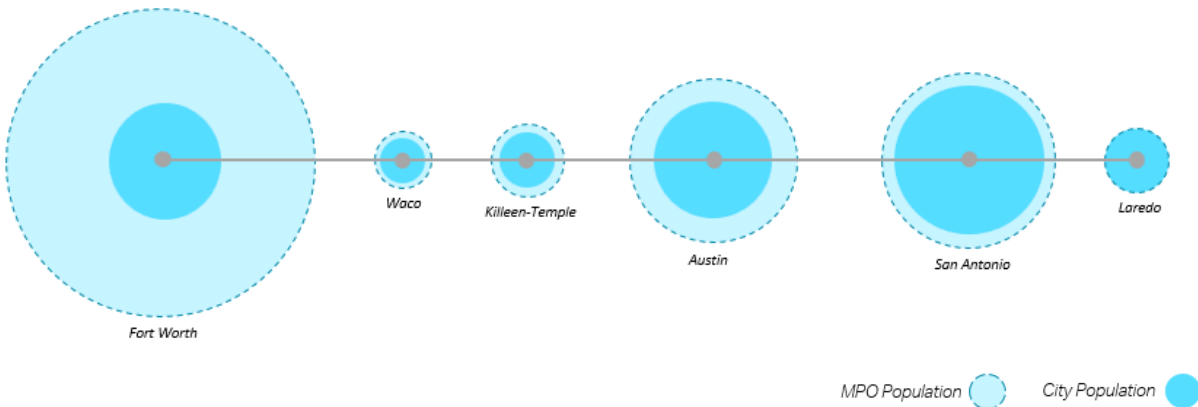
Level	Evaluation Criteria
Level 1: City Pair + Technology Screening	<ul style="list-style-type: none"> <li>• Optimal station distances</li> <li>• Operating speeds</li> <li>• Design requirements</li> </ul>
Level 2: Corridor & Technology Compatibility	<ul style="list-style-type: none"> <li>• Cost to construct</li> <li>• Required right-of-way</li> <li>• Passenger capacity</li> <li>• Reduction in travel time</li> <li>• Natural resource sensitivity (e.g., high development, wetlands, water, pasture and crop lands, national and state historic places, parks and open space)</li> </ul>
Level 3: Other Factors to Consider	<ul style="list-style-type: none"> <li>• Station location benefits</li> <li>• Operational characteristics</li> <li>• Interoperability</li> <li>• Regulatory factors</li> <li>• Convenience</li> <li>• Safety and resilience</li> </ul>

## City Pairs and Population

The analysis established definitions and categories for technology modes and identified optimal city pair stopping patterns to be utilized when defining end-to-end (Fort Worth to Laredo) alternatives.

Each city and MPO in the study area, its relative population, and service area population were analyzed. Fort Worth, Austin, and San Antonio have the highest populations and therefore have the highest opportunity for use, should a high-speed transportation system be developed.

### Study Area City and MPO Region Population Estimates



City	Fort Worth	Waco	Killeen/Temple	Austin	San Antonio	Laredo
City Population* (2019 rounded)	850,000	140,000	150,000/75,000	975,000	1.5 million	270,000

MPO/Agency	NCTCOG	Waco MPO	KTMPO	CAMPO	AAMPO	Laredo MPO
MPO Population**	7.4 million (2018)	250,000 (2017)	380,000 (2015)	2.2 million (2018)	2.2 million (2015)	275,000 (2017)

Source: \*Texas Demographic Center, The University of Texas at San Antonio. *Estimates of the Total Populations of Counties and Places in Texas for July 1, 2019 and January 1, 2019*. October 2019. Accessed March 2020:

[https://demographics.texas.gov/Resources/TPEPP/Estimates/2018/2018\\_txpopest\\_place.pdf](https://demographics.texas.gov/Resources/TPEPP/Estimates/2018/2018_txpopest_place.pdf)

\*\*Task 3 Previous Studies Review Memorandum, AECOM, 2020

Optimal station distances were based on ideal operating scenarios in which technologies can reach maximum operating speeds. Effective station distances were based on existing and operating transit systems. Existing examples of technology modes, such as maglev and high-speed rail, can vary greatly in the station distances. For hyperloop, there are still many unknowns regarding station distances and operational scenarios utilizing bypass tubes.

## Study Assumptions and Limitations

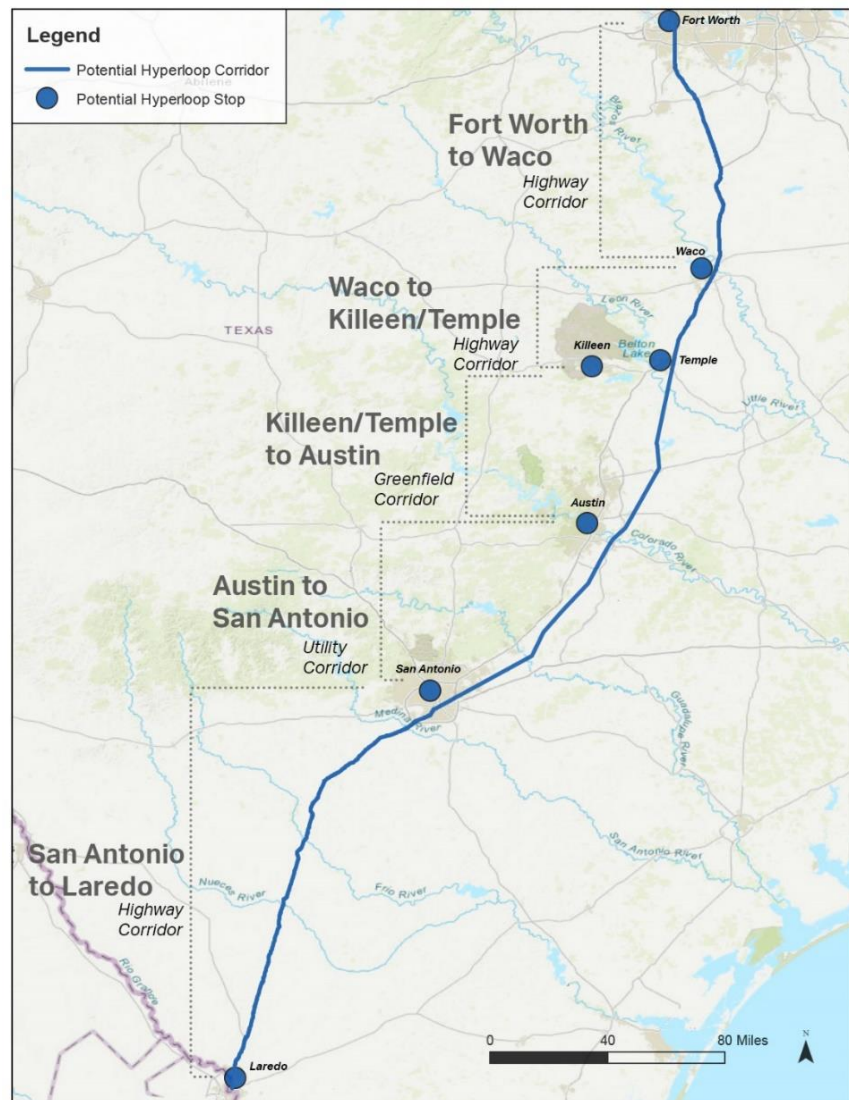
The alternatives analysis relied on publicly available information. The project team was able to identify many design and operating aspects of potential technology modes; however, certain aspects of technologies, particularly hyperloop, are unknown or still under development. Additionally, some aspects of existing technologies, such as maglev, have few operating examples and may have unreliable cost ranges. The project team has attempted to mitigate unknowns by conducting thorough research and by valuing analysis criteria equally.

## Findings

The highest-ranking technology/corridor combination utilized hyperloop and a highway/greenfield/utility corridor combination.

The corridor generally follows the I-35 corridor from Fort Worth to Killeen/Temple. South of Killeen/Temple, the corridor continues toward Austin following a greenfield corridor before transitioning to a utility corridor from Austin to San Antonio. From San Antonio to Laredo, the alternative would generally follow the I-35 corridor once again.

While hyperloop was the highest-ranking technology, the study findings suggest that a corridor utilizing hyperloop, maglev, or high-speed rail is feasible and a viable solution for transportation issues throughout the State of Texas and particularly in the rapidly growing I-35 corridor.



## Next Steps

The Fort Worth to Laredo High-Speed Transportation Study conducted a planning level analysis of transportation technologies to evaluate and identify high-scoring possibilities for transportation between Fort Worth and Laredo. The study was intended to serve as a tool to build consensus on the consideration and future study of implementing high-speed transportation technologies from Fort Worth to Laredo.

This study has taken a first step in assessing new and emerging transportation technology feasibility throughout Texas. The preliminary findings suggest that a corridor utilizing a hyperloop, maglev, or high-speed rail is feasible and should be further studied, through a National Environmental Policy Act process.

## For Additional Information

**Contact:**

**Website:**

**Technical Reports:**



# Auto Occupancy/High-Occupancy Vehicle Quarterly Subsidy Report

Regional Transportation Council

July 9, 2020







# Toll Managed Lane Data Monitoring

*Cumulative December 2013 – April 2020*

How much HOV 2+ Subsidy has the RTC been responsible for?

*\$ 5,793,333 as of April 2020*

How much of the Vanpool Toll reimbursement has the RTC been responsible for?

*\$ 12,407 from October 2014 – March 2020*

How long can the RTC keep the HOV policy at 2+?

*For now, it remains 2+ and it will continue to be monitored quarterly*

Have there been any additional NTTA customer service needs?

*No, minimal impact*

Have the speeds on the Toll Managed Lane facilities dropped below 35 mph?

*No*

# Toll Managed Lane Data Monitoring

*Cumulative December 2013 – April 2020*

Facility	HOV 2+ Subsidy Costs	NTTA Customer Service (Additional Needs)	Project Performance Events (Speeds < 35 mph)
<b>North Tarrant Express</b> <ul style="list-style-type: none"> <li>SH 183/121 from IH 35W to SH 121</li> <li>IH 35W from IH 30 to US 287</li> </ul>	\$2,644,430	Negligible	0
<b>LBJ Express</b> <ul style="list-style-type: none"> <li>IH 635 from Preston Road to Greenville Avenue</li> <li>IH 35E from Loop 12 to IH 635</li> </ul>	\$3,148,903	Negligible	0
<b>DFW Connector</b> SH 114 from Kimball Avenue to Freeport Parkway	N/A	Negligible	0
<b>IH 30 Managed Lanes</b> IH 30 from SH 161 to Westmoreland Road	N/A	Negligible	0
<b>IH 35E Managed Lanes</b> IH 35E from FM 2181 (Teasley) to LBJ	N/A	Negligible	0





Update

Automated Vehicle Occupancy Verification

Through Sunday, May 31, 2020



# HOV Users

January 24 – May 31, 2020



Users: 31,282

Vehicles: 25,512

Occupant Passes: 5,672



# HOV Discount Data Monitoring

January 24 – May 31, 2020

Total Transactions – 484,566

LBJ / NTE Partners – 253,834

TxDOT – 230,729

Total HOV Transactions – 259,677 (~53%)

LBJ / NTE Partners – 131,910

TxDOT – 127,767

Unique Transactions – 16,074

Please note 635 East was closed on April 27, 2020 which has had impacts on the number of transactions.

## Future Data Items

- Total and HOV Transactions by Corridor
- Average Speed on Managed Lane by Corridor
- Average Speed on General Purpose Lanes by Corridor
- Others?

# Questions/Contacts

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**Berrien Barks**

Program Manager

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817-695-9282

# Federal Performance Measures Update

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**Regional Transportation Council**  
**July 9<sup>th</sup>, 2020**



# What is performance measurement?

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- Framework for relating observed performance of the transportation system to:
  - Regional goals and priorities
  - Planning processes and documents
  - Project selection
- Long history of performance measurement at NCTCOG
- Required by recent Federal transportation legislation (MAP-21/FAST Act)



# Typical Performance Framework

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## Goal

- Visionary, long-term statement of priorities

## Objective

- Measureable, specific strategies for achieving goals

## Performance Measure

- Specific, repeatable quantitative measurement of how the system is performing

## Target

- Specific milestone for a measure that represents desired future condition





# Federal Context

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- MPOs required by MAP-21/FAST Act to:
  - Monitor and adopt targets for a specific set of performance measures
  - Integrate performance-based planning
- STTC/RTC have taken target-setting action for most measures
- Staff are monitoring measures and integrating them into planning processes (MTP, TIP, etc.)



# Federal Measure Rulemakings

Rulemaking	Number of Measures	Last Committee Action/ Information	Next Committee Action	Reporting Schedule
Safety (PM1)	5	January 2020	Early 2021	Annually
Pavement and Bridge (PM2)	6	November 2018	<b>September 2020</b>	Biennially (Beginning, middle, and end of 4-year performance periods)
System Performance (PM3)	6	November 2018	<b>September 2020</b>	Biennially (Beginning, middle, and end of 4-year performance periods)
Transit Asset Management (TAM)	4	January 2020	Early 2021	Annually
Transit Safety (PTASP)	4	N/A (New measures)	Mid 2021	Annually



# Upcoming PM2/PM3 Action

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- Four-year performance periods
  - Current period: 2018-2022
- In 2018, RTC:
  - Adopted 2-year (2020) and 4-year (2022) targets for the current performance period for some measures
  - Agreed to support TxDOT's statewide targets for others
- Midway through the performance period, MPOs either reaffirm or adjust 2022 targets
- Committee action and resolution on 2022 targets needed by October 1, 2020



# Upcoming PM2/PM3 Action

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2018

- First Performance Period began
- NCTCOG adopted targets for 2020 and 2022

2020

- **Mid-performance period report due**
- **NCTCOG adjusts or reaffirms 2022 targets**

2022

- First Performance period ends
- Second performance period begins
- NCTCOG adopts targets for 2024 and 2026



# Schedule

July 9	STTC Director Report
July 24	STTC Information
August 13	RTC/STTC Workshop – General PM Discussion and Draft PM2/PM3 Targets
August 13	RTC Information – Workshop Summary and Draft PM2/PM3 Targets
August 28	STTC Action – Approve PM2/PM3 Targets
September 10	RTC Action – Approve PM2/PM3 Targets
October 1	Revised PM2/PM3 Targets Due to FHWA via TxDOT
Early 2021	Anticipated RTC Action on New PM1/TAM Targets
Mid 2021	Anticipated RTC Action on Initial Transit Safety (PTASP) Targets



# Contact

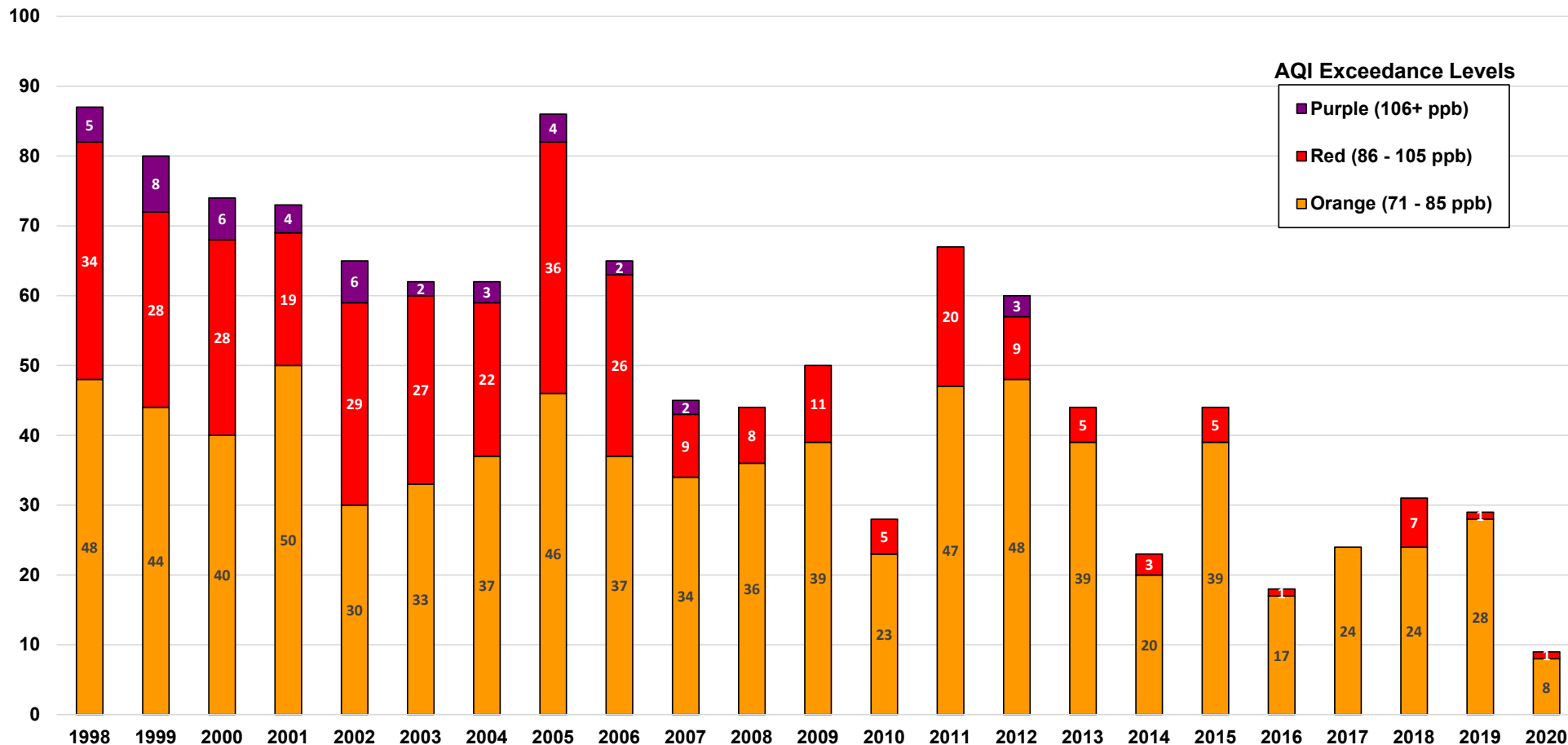
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James McLane  
Senior Information Analyst  
North Central Texas Council of Governments  
[jmclane@nctcog.org](mailto:jmclane@nctcog.org)  
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# 8-HOUR OZONE NAAQS HISTORICAL TRENDS

Based on  $\leq 70$  ppb (As of July 1, 2020)



### AQI Exceedance Levels

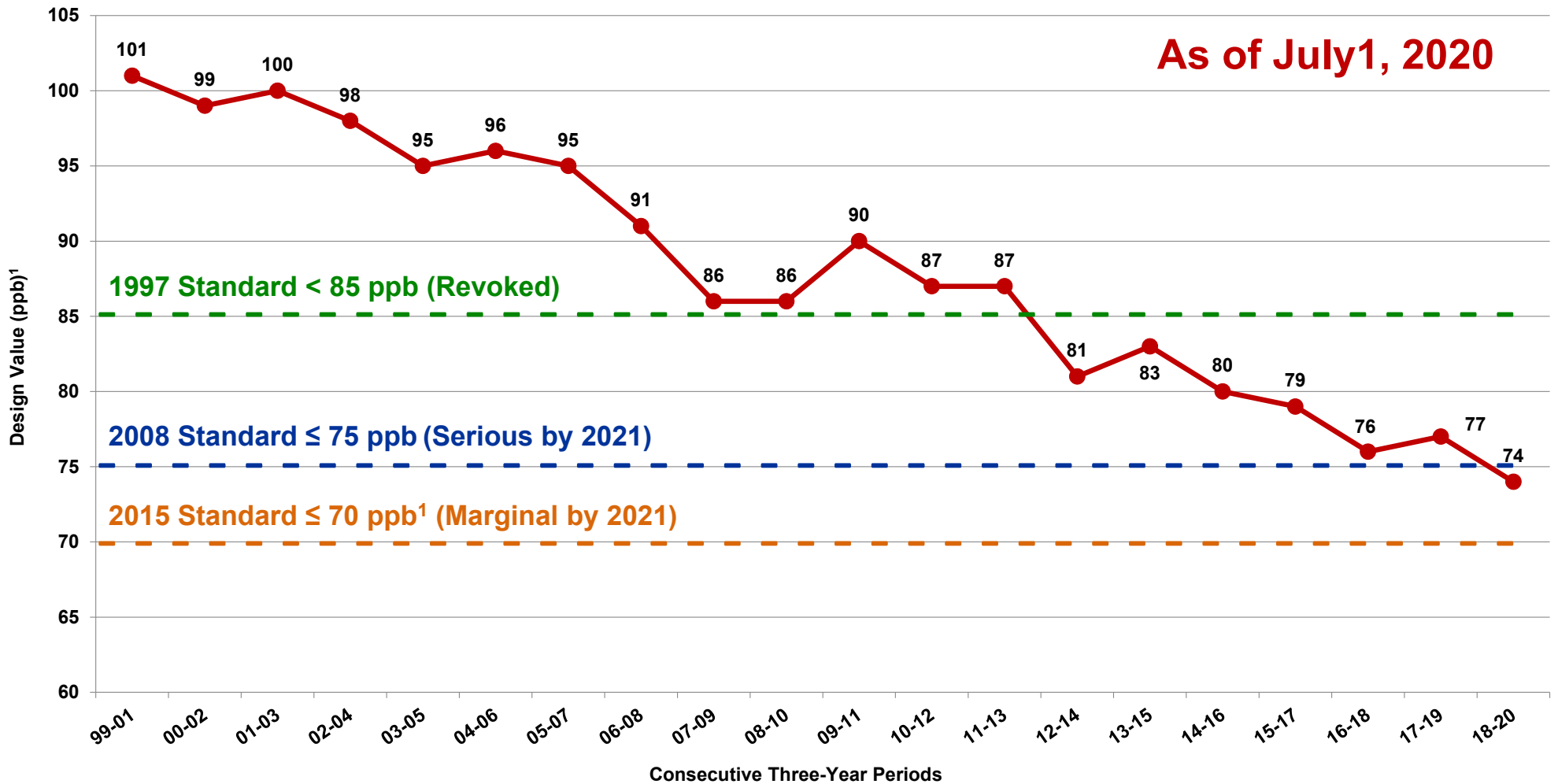
- Purple (106+ ppb)
- Red (86 - 105 ppb)
- Orange (71 - 85 ppb)

Exceedance Level indicates daily maximum eight-hour average ozone concentration.  
Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the revised ozone standard of 70 ppb.

Source: TCEQ, [http://www.tceq.state.tx.us/cgi-bin/compliance/monops/8hr\\_monthly.pl](http://www.tceq.state.tx.us/cgi-bin/compliance/monops/8hr_monthly.pl)  
ppb = parts per billion

# 8-HOUR OZONE NAAQS HISTORICAL TRENDS

As of July 1, 2020



<sup>1</sup>Attainment Goal - According to the US EPA National Ambient Air Quality Standards, attainment is reached when, at each monitor, the *Design Value* (three-year average of the annual fourth-highest daily maximum eight-hour average ozone concentration) is equal to or less than 70 parts per billion (ppb).



## FOR MORE INFORMATION

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<https://www.nctcog.org/trans/quality/air/ozone>

**MINUTES****REGIONAL TRANSPORTATION COUNCIL ONLINE INPUT OPPORTUNITY****COVID-19 Transportation Response: Information System & Economic Opportunities****Coronavirus Aid, Relief & Economic Security Act: Public Transportation Funding****Southeast Dallas County Funding Partnerships****Local Government Energy Reporting****Work Program Modifications****Online Public Input Opportunity Dates**

Monday, June 8, 2020 - Tuesday, July 7, 2020 – The North Central Texas Council of Governments (NCTCOG) posted information at [www.nctcog.org/input](http://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. COVID-19 Transportation Response: Information System & Economic Opportunities
2. Coronavirus Aid, Relief & Economic Security Act: Public Transportation Funding
3. Southeast Dallas County Funding Partnerships
4. Local Government Energy Reporting
5. Work Program Modifications

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

**Summary of Presentations*****COVID-19 Transportation Response: Information System & Economic Opportunities presentation:***

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2020/06/Info-Eco-Opps.pdf>

This presentation includes information related to what NCTCOG is doing to help assist transportation projects and programs during these challenging economic times. Four policy

metrics entitled RTC4U have been developed to help guide NCTCOG staff in alleviating the negative impacts of COVID-19:

- Travel behavior response to COVID-19
- Financial implications to traditional revenue sources
- Benefits of travel behavior responses to areas of RTC responsibility such as the ozone standard and congestion management system
- Prioritization of infrastructure improvements that offset unemployment increases

Since the pandemic has affected various transportation funding resources, it will be important to take advantage of lower construction inflation costs and leverage innovative funding. For example, per prior RTC direction, staff continues to work with the Texas Department of Transportation (TxDOT) and private sector partners to complete additional phases of the North Tarrant Express and other public/private partnership projects. Other candidate projects continuing to move forward include the Dallas to Houston high-speed rail, the Dallas to Fort Worth High-Speed Transportation Connections Study, the Y Connector, freeway induction loops and autonomous transit. NCTCOG staff are also working on the Transportation Improvement Program to see how other transportation projects can advance during these challenging times.

Members of the public are encouraged to provide feedback on the NCTCOG strategies and policy metrics for managing the impacts of COVID-19 on the transportation system.

***Coronavirus Aid, Relief & Economic Security Act: Public Transportation Funding presentation:***

<https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Involve/InputMeetings/2020/06/Public-TR-Funding.pdf>

Public transportation is part of a comprehensive system and includes various types of services, such as fixed route, commuter, demand response and rail. Investing in these modes has a positive economic impact within communities, provides access for people with mobility impairments, reduces roadway congestion and improves air quality.

President Trump signed the Coronavirus Aid, Relief, and Economic Security (CARES) Act into law on March 27, 2020. The Act provides emergency assistance and emergency appropriations to support agency operations during the COVID-19 pandemic.

The Federal Transit Administration (FTA) was provided with \$25 billion in supplemental funding to allocate to transit agencies and is available to support capital, operating and other expenses generally eligible under those programs to prevent, prepare for and respond to COVID-19. CARES Act funds will be available until they are expended. There is no lapse date.

NCTCOG is a designated recipient of FTA Urbanized Area (UZA) Formula funds for North Texas and will receive the following funding amounts through the CARES Act:

- DFW-Arlington UZA: \$318,629,129
- Denton-Lewisville UZA: \$23,461,86

***Southeast Dallas County Funding Partnerships presentation:***

<https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Involve/InputMeetings/2020/06/Dallas-Co-Partner.pdf>

In collaboration with TxDOT, NCTCOG staff has developed funding partnerships with several cities in southeast Dallas County.

The City of Balch Springs requested funding assistance for improvements to Hickory Tree Road from Elam Road to Lake June Road. NCTCOG staff proposed the RTC fund the design of the project with \$500,000 of Surface Transportation Block Grant (STBG) funds. Additionally, the Town of Sunnyvale requested assistance with funding the reconstructions of Collins Road from Tripp Road to Town East Blvd, and Tripp Road from The Falls Drive to Belt Line Road. NCTCOG staff proposed \$450,000 in Regional Toll Revenue (RTR) funds for Collins Road as well as \$800,000 RTR funds for Tripp Road.

Lastly, the City of Hutchins requested funding assistance for improvements at the intersection of IH 45 and Dowdy Ferry Road. NCTCOG staff proposed funding the project through a partnership with the TxDOT Dallas District. The RTC will fund the project with \$3,700,000 of Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds, and TxDOT will fund the project's design.

The RTC approved the aforementioned funding partnerships on June 11, 2020.

***Local Government Energy Reporting presentation:***

<https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Involve/InputMeetings/2020/06/Energy-Reporting.pdf>

The Regional Energy Management Project is a partnership between the NCTCOG Transportation and Environment & Development Departments. It's purpose is to expand local government capabilities in energy management, increase compliance with state mandated energy reporting requirements and to improve the accuracy of emissions reduction data associated with reduced energy use.

Beginning September 1, 2019, The Texas Health and Safety Code requires all political subdivisions, institutes of higher education and state agencies in the 42 ozone nonattainment and near attainment counties to establish a goal of reducing electric consumption by at least 5 percent each state fiscal year for seven years and to submit an annual report to the State Energy Conservation Office (SECO). The reports are used by Texas A&M Energy Systems Laboratory (ESL) to estimate nitrogen oxide reductions associated with energy conservation. ESL submits the reports to the Texas Commission on Environmental Quality (TCEQ).

In Fiscal Year 2018, 28 cities in North Central Texas submitted energy reports to SECO. Due to issues with lack of awareness and inconsistency in reporting from year to year, NCTCOG staff began assisting with outreach efforts for the project by developing a toolkit and providing workshops and webinars. In turn, 58 cities and 8 counties submitted a Fiscal Year 2019 energy report.

NCTCOG staff continue to assist in regional energy management work and 2020 webinars have been recorded and posted online for those interested in learning more about this initiative.

For more information, visit <https://www.nctcog.org/envir/natural-resources/energy-efficiency>

***Work Program Modifications handout:***

<https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Involve/InputMeetings/2020/06/UPWPMModification-3-va-06082020.docx>

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

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

The modifications included in this round of amendments address funding adjustments for demographic data and forecasting, public transportation planning and Environmental Justice program activities, among others.

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

### **WRITTEN COMMENTS SUBMITTED BY WEBSITE, MAIL, EMAIL and SOCIAL MEDIA**

#### **Coronavirus Aid, Relief & Economic Security Act: Public Transportation Funding**

##### **Email**

##### **Nate Bramble**

As a user of the DART Light Rail line to get back and forth to work (pre-COVID-19 anyway) I wish the DART Rail line extended into Allen. Are there any plans for Allen to join DART so that we can extend the rail north of Parker Road Station or to get DART buses into Allen?

##### **Response by Carli Baylor, NCTCOG**

Mr. Bramble

Thank you for contacting the NCTCOG Transportation Department

The DART LRT Red Line Extension through Allen north to McKinney is a part of our Mobility 2045 plan. However, no timeline or funding for this project has been identified. We just initiated the Collin County Transit Study (a 12-month study), which is taking a look at all transit options in the county, including regional rail corridors like the DART LRT Red Line Extension.

If you would like to receive updates throughout this study, please visit: <https://nctcog-cms.ae-admin.com/trans/plan/transit/transit-planning/collin-county-study-area> and click "Sign up for email updates to stay current with the latest project developments."

Additionally, I've copied Todd Plesko from DART on this email in case you have any further questions.

## 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 Wednesday, May 20, through Saturday, June 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. Project Planning comments related to Mobility 2045 and I-345 were in the majority.

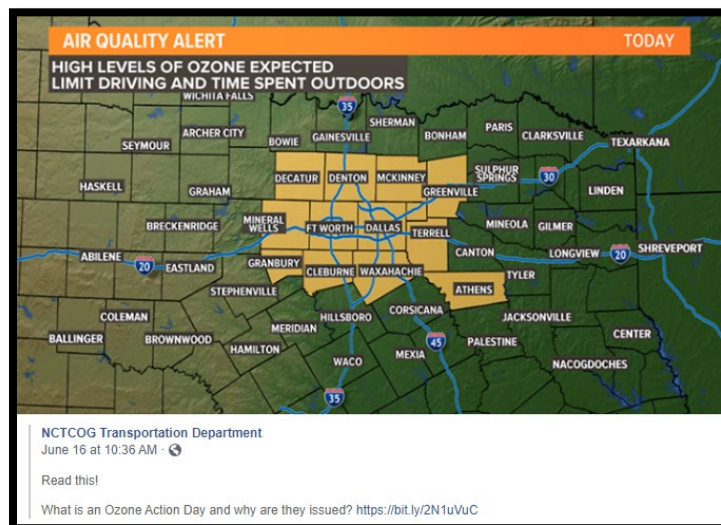
In addition, comments are currently being accepted through a new, online map tool. Users can drop a pin on a location in the region and leave a detailed comment. The tool is in test mode and open to the public through August 2020. This month, there were 13 Bicycle and Pedestrian comments, 13 Roadway comments and 6 transit comments. To read them, visit:

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

#### Air Quality

##### Facebook –

1. Find out exactly what an Ozone Action Day is and why we need to know about them.  
NCTCOG Transportation Department – Keep Grapevine Beautiful



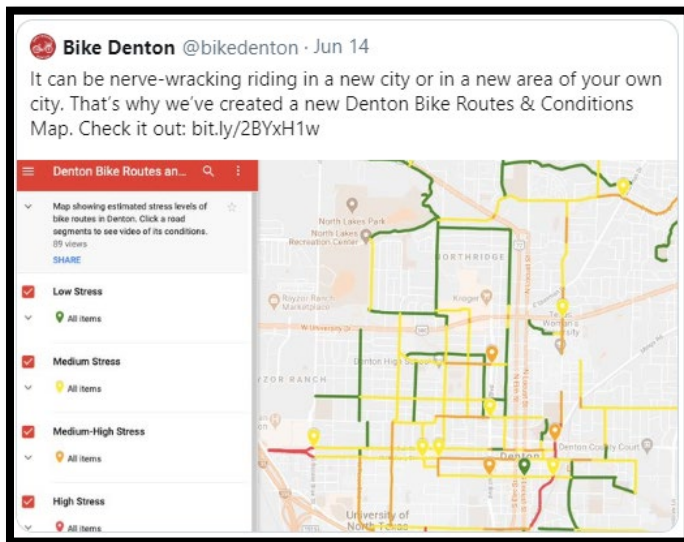
2. Today is an Ozone Action Day. You can stay up to date on these conditions by following NCTCOG Transportation Department – Keep Grapevine Beautiful



### Bicycle & Pedestrian

#### Twitter –

1. Do we have a bike map like this in @CityOfDallas? If yes, I need a copy! @laneconner @LeeforDallas @JeffKitner – caraathome (@🏠)



@BikeDFW Maybe you all have something that can be shared? I remember the meeting in January that someone brought a large map with trails outlined. – Thomas James Slapfart (@TomJerkface)

Our friends at @NCTCOGtrans have an awesome map of the trails across the region at



[https://nctcog.org/nctcg/media/Transportation/DocsMaps/Plan/Bike/RegTrailsBrochure\\_18.pdf](https://nctcog.org/nctcg/media/Transportation/DocsMaps/Plan/Bike/RegTrailsBrochure_18.pdf) AND we at BikeDFW have been working with @ridewithgps to produce a DFW route library that the community can contribute to that we will be launching soon!! – BikeDFW (@BikeDFW)

Thanks, @NCTCOGtrans and @BikeDFW. The map is slightly outdated as it shows both SoPAC and @NorthavenTrail as coming soon and doesn't include other trails like Trinity Forest or @BachmanLake. @DallasParkRec is also updating its trail mapping (which is very outdated). – Jeff Kitner (@JeffKitner)

Hi, Jeff! You can find an updated brochure here:

[https://gcc01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.nctcog.org%2Fnctcg%2Fmedia%2FTransportation%2FDocsMaps%2FPlan%2FBike%2FRegTrails-Brochure\\_20.pdf&data=02%7C01%7CVHenderson%40nctcog.org%7C522563f6b2be4800444e08d81149de60%7C2f5e7ebc22b04f4be934caabddb4e29b1%7C0%7C0%7C637278356241099116&sd=ata=VL00R9nAj5rpVlgMk2oCksmxad3kjp7%2FgVRLhT8NkKA%3D&reserved=0](https://gcc01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.nctcog.org%2Fnctcg%2Fmedia%2FTransportation%2FDocsMaps%2FPlan%2FBike%2FRegTrails-Brochure_20.pdf&data=02%7C01%7CVHenderson%40nctcog.org%7C522563f6b2be4800444e08d81149de60%7C2f5e7ebc22b04f4be934caabddb4e29b1%7C0%7C0%7C637278356241099116&sd=ata=VL00R9nAj5rpVlgMk2oCksmxad3kjp7%2FgVRLhT8NkKA%3D&reserved=0). We also have a current map that's interactive here:

<http://nctcoggis.maps.arcgis.com/apps/webappviewer/index.html?id=fff676318a624e50845e505842f54fe2> . Hope this helps! – NCTCOGTransportation (@NCTCOGtrans)



Looks good @NCTCOGtrans . Please update @NorthavenTrail which is complete from Preston to Monroe. – Lee Kleinman (@LeeforDallas)

### Electric Vehicles

#### Twitter –

1. Here's some great local news! TxETRA - Texas Electric Transportation Resources Alliance  
NCTCOG Transportation Department #texasEV

<https://www.areadevelopment.com/.../linear-labs-production-ce...> – Tesla Owners Club of North Texas





AREADEVELOPMENT.COM

## **Linear Labs Plans Electric Motor Development & Production Complex in Fort Worth, Texas - Area Development**

Linear Labs, a smart electric motor company, will locate a 500,000-square-foot research, development and production center to create electric motors for industries as diverse as electric vehicles, robotics, HVAC, and last-mile...

### **Project Planning**

#### **Email –**

##### **1. Erin Larew**

When you look further into the 2045 mobility plan please leave Wylie alone. We don't want a major highway. East wylie is beautiful with lots of green space where animals and plants thrive. We don't want it to be taken from us and replaced by a concrete, noise, light and car pollution. If Rockwall needs a way to get cars to and from it they need to build a roadway in their county and city. Wylie does not want to be used. The neighbors of Troy road especially want to remain quiet and peaceful. Thank you.

Ms. Larew,

Thank you for contacting the NCTCOG Transportation Department and providing comments related to roadways in the City of Wylie. The North Central Texas Council of Governments (NCTCOG) is in the process of updating the region's long-range Metropolitan Transportation Plan. At this time, NCTCOG has not received any further information or requests regarding new studies or proposed alignments near Lake Lavon.

Please feel free to contact us if you have any further questions.

##### **2. Chad Watson**

You have recently requested input regarding mobility plan 2045. This letter is a formal request for you to leave east Wylie out of your plan completely. We are not interested in a thoroughfare, neither via rebuilding/expanding Troy Rd nor a new thoroughfare extending John King across Lake Ray Hubbard. These potential routes threaten low density neighborhoods and damage the sensitive ecosystem near the lake system. It's also obvious that these routes circumvent most of Wylie commerce district and simply allows an easier way to "pass over" Wylie instead of a "pass through." This is not a benefit to Wylie, it's citizens or it's business and is not supported in any way. We ask that you focus on more cost efficient methods to alleviate traffic concerns including improving and expanding existing facilities, particularly more turning lanes. We also ask that the traffic lights are timed better or are replaced with load sensitive intersections. There is no reason to have cars backed up in one direction and not the other. We should not strive to pour as much

concrete as possible but instead learn how to make do with what we have and utilize it more efficiently.

Thank you for contacting the NCTCOG Transportation Department and providing comments related to roadways in the City of Wylie. The North Central Texas Council of Governments (NCTCOG) is in the process of updating the region's long-range Metropolitan Transportation Plan. At this time, NCTCOG has not received any further information or requests regarding new studies or proposed alignments near Lake Lavon.

Regarding improvements to existing facilities, your suggestions are encouraged. NCTCOG staff use public input to collaborate with partners and develop innovative solutions for transportation issues in the Dallas-Fort Worth area. Please visit our public input online mapping tool to record your transportation experience and make suggestions: [www.nctcog.org/mapyourexperience](http://www.nctcog.org/mapyourexperience).

### **3. G. Dan Minge**

In the past, residents of East Wylie/ETJ have successfully thwarted COG plans to route heavy traffic through our neighborhoods. There was the Blacklands Corridor, the Lavon Lake Corridor, the Rockwall/Wylie bridge, all anathema to East Wylie/ETJ. What's next?

We haven't heard of any new plans recently, and the COG website is a bit fuzzy on specifics, but we are still vehemently opposed to any COG plans that would disrupt our way of life in East Wylie/ETJ.

I'll simply ask upfront for a clear answer, what plans are on the table now, under consideration, up for discussion, for new roadways through East Wylie/ETJ?

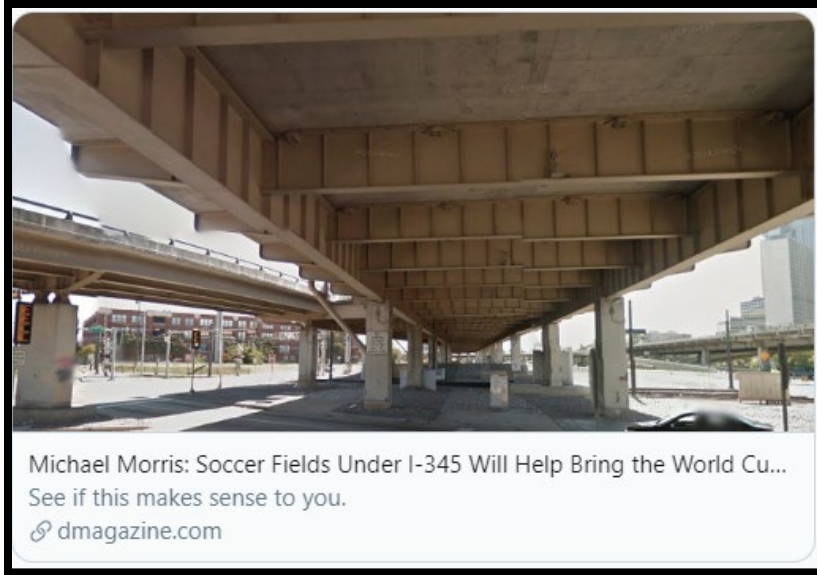
I look forward to your response.

Thank you for contacting the NCTCOG Transportation Department and providing comments related to roadways in the City of Wylie. The North Central Texas Council of Governments (NCTCOG) is in the process of updating the region's long-range Metropolitan Transportation Plan. At this time, NCTCOG has not received any further information or requests regarding new studies or proposed alignments near Lake Lavon.

Please feel free to contact us if you have any further questions.

### **Twitter –**

1. Why did @NCTCOGtrans's Michael Morris tell the RTC that the murky, ill-conceived I-345 soccer would help bring the World Cup to Dallas? This appears to be a laughable false claim. Why is Sen. @RoyceWestTx' son involved? – Wylie H Dallas (@Wylie\_H\_Dallas)



Royce West is one of the most corrupt politicians & it saddens me as a Democrat. I am not voting for Royce in the upcoming July runoff. – Amber-DFW Girl 🏠 🏠 ⚽ 🏠 🏠 🌈 (Amber\_DFWGirl)

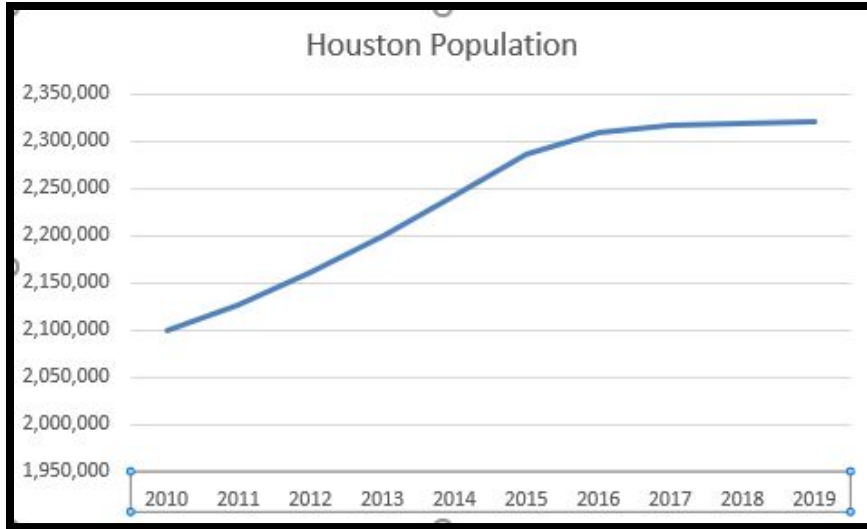
This isn't corruption IMO, and that's not how I see Royce. He is simply wrong about I-345, and we haven't been able to change his mind.

He's still the crystal clear choice for the runoff. – antifa HR and Benefits - OPEN ENROLLMENT IN JUNE- (@PhilipTKingston)

I stand by my comments & lost my vote in the July runoff. – Amber-DFW Girl 🏠 🏠 ⚽ 🏠 🏠 🌈 (Amber\_DFWGirl)

You're entitled to your opinion. I don't want another Sinema – antifa HR and Benefits - OPEN ENROLLMENT IN JUNE- (@PhilipTKingston)

2. Houston has flattened the curve of population growth cc: @dmtrubman – patrick kennedy (@WalkableDFW)



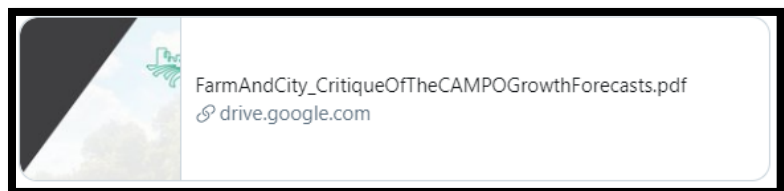
Annexation is not a good way to grow a city. Ending sprawl subsidies and massive infill is. – Jay Blazek Crossley (@JayCrossley)

Easier to set the zoning if you annex the land. – Virtue of Masked Crowds (@VirtueofCrowds)

We should not be building on open land at all anymore in Texas metro regions. – Jay Blazek Crossley (@JayCrossley)

but our 2045 plans show exponential growth out there. I am being sarcastic. I completely agree. – patrick kennedy (@WalkableDFW)

We're trying to fix that. We'll be coming for ya next @NCTCOGtrans 😊. – Jay Blazek Crossley (@JayCrossley)



happy to help when you do – patrick kennedy (@WalkableDFW)

To explain briefly: 1 of 4 @FarmAndCity programs is 50 Million Texans. We work w/ MPOs & the people to get more equitable, sustainable regional growth strategies. We've been focused on ATX for 3 years & the idea is to move on to DFW next.

So yes, please. – Jay Blazek Crossley  
(@JayCrossley)



3. Hearing strong rumors that the stupid, opaque "soccer park" proposed by Sen. Royce West's son, with support of @NCTCOGtrans & @TxDOT is not, in fact, dead. Is @RoyceWestTX collaborating with @Johnson4Dallas behind the scenes? 😞 – Wylie H Dallas (@Wylie\_H\_Dallas)

.@LeeforDallas is out front in pushing for this, circulating a pic of a Toronto homeless camp to whip up fear. Behind the scenes, the action appears to center around wealthy strongman @SenRoyceWest & @Johnson4Dallas. – Wylie H Dallas (@Wylie\_H\_Dallas)

Who's the council district is this in? – Steven (itsstevenlewis)

I believe it is in @DavidBlewettD14's district. Neither he nor his constituents have been consulted, and he is on record opposing it for all the obvious reasons. – Wylie H Dallas (@Wylie\_H\_Dallas)

4. It sounds like (pun intended) that cities aren't loud, cars are loud. Why does the COG insist on always building deafening highways instead of funding walking and biking infrastructure? #Dallas #DFW – Andrew Wallace (@agwallace92)



5. It got a little quieter around here. Did you notice? Seismologists found the Dallas-Fort Worth area registered a 30 percent drop in urban noise since COVID-19 lockdowns began in late March, an SMU study finds: <https://bit.ly/36I0wk3>. – NCTCOGTransportation (@NCTCOGtrans)



So why does @NCTCOGtrans continue to fixate on the continued growth of high-speed, poorly sound-insulated highways, as the near-monopoly solution to our urban mobility requirements? Wylie H Dallas (@Wylie\_H\_Dallas)

Highway lobby, and quick turnaround of, "We're doing something about it."

Regardless of actual efficacy or damage to cities.



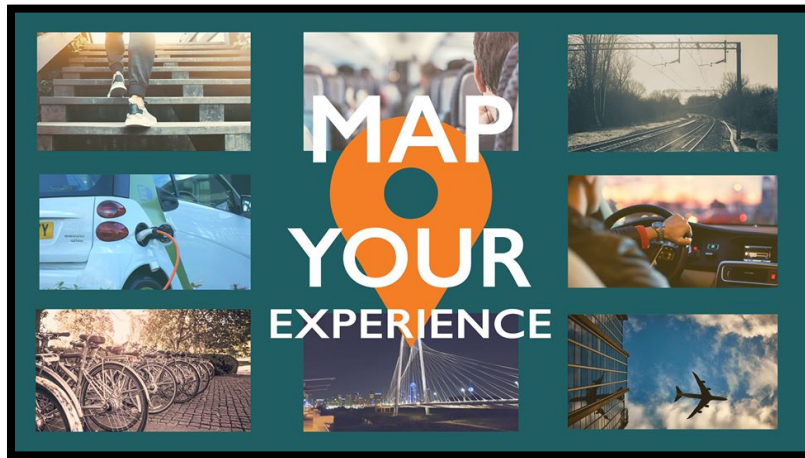
Add DOT fixation, automakers, American psyche,... – Larry (@LarryBrautigam)

### Public Meetings & Input

#### Facebook –

1. NCTCOG Transportation Department is now accepting public input through a new, online map tool. Map Your Experience is easy to use and designed to help NCTCOG staff use public input to collaborate with partners and develop innovative solutions for transportation issues in the Dallas-Fort Worth area.

<https://www.nctcog.org/trans/plan/mtp/map-your-experience> – Lewisville Staff



### Roadway

#### Email –

##### 1. Tracy Pearson

I would like to know if there are lane restrictions in place for 18-wheelers on IH-35E through Ft Worth. If so, heading north, where do they begin and end? Thank you

**Mike Johnson, NCTCOG**

Tracy,

Good morning.

I believe you mean IH 35W through Ft Worth.

The truck lane restrictions on IH 35W in Ft Worth run from the Tarrant/Johnson county line to IH 30 in Downtown Ft Worth.

Please see the following links for more information:

<https://www.nctcog.org/trans/plan/freight/truck-lane-restrictions>

<https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Plan/Freight/Truck-Lane-Restrictions.jpg>

Please let me know if you have any additional questions

Thank you.

### **Twitter –**

1. Another week brings another @CityofDallas award- we have the nation's THIRD deadliest municipal road network. Congrats, @TxDOTDallas and @NCTCOGtrans - great stimulus for funeral homes, etc. <https://fxn.ws/36sbxzt> #FoxBusiness - Wylie H Dallas (@Wylie\_H\_Dallas)



So wrong on so many levels for so long. We need sustainable infrastructure and transportation systems that move people and not cars. We have a system of politics, government and business that only serves a few at the expense of the many. Time to reset. #BuildBackBetter – Marcos Ronquillo (@MGRonquillo)

Tweets to COG are only seen by comms staffers. Find Dallas reps on RTC and point this out to them. Also, this seems like a step in the right direction:





## Transit

### Email –

#### 1. **Vickie Williams**

Please NO future mass transit projects in Lancaster Tx please. Non residents have increased crime rates for homeowners and the businesses here.

This will be easy access for Dallas' Oak Cliff, "a high crime area" to have easy access into a place with senior citizens and property owners whose property value continue to decrease.

We also have increased crime due to low income complexes which have lowered property values.

No mass transit in Lancaster Tx please.

#### 2. **Tom Ufert**

I am a physically-challenged wheel-chair bound citizen of Haltom City. It became quickly evident to me that there was NO PUBLIC TRANSPORTATION for physically-challenged citizens in Haltom City after moving here in 2010! It baffled me, after the 1991 ADA that this situation still persists.

Since moving to Haltom City, I have spoken with the City Managers on 3 different occasions over the years inquiring why. The answer has consistently been that the voters have seen fit to allocate the city's portion of TXDOT revenue to other items such as cleaner streets & roadway improvements. Furthermore, when presented with any ballot initiatives designed to rectify this problem, the voters didn't support the idea of paying annual TRE fees.

I AM BEGGING...PLEASE confirm whether my information is correct; advise me of any/all suggestions to help with the correct legal/civic approaches to try and reverse this systemic adversity; point me in the right direction to agencies, contacts or regs/laws that might be helpful in my quest to provide accessible public transportation for all of Haltom City's physically-challenged citizens.

**Pamela Burns, NCTCOG**

Thank you for reaching out to us about transportation needs in Haltom City. You are correct that in order for a city to be member of a transit agency, a ballot initiative would have to be passed by the citizens of the city which would then dedicate a portion of the city's sales tax revenues to support the transit agency. For members of Trinity Metro (formerly the Fort Worth Transit Authority), the required commitment is one-half cent of the city's two cents local sales tax. Although Haltom City is not a current member of a transit agency, Northeast Transportation Service (NETS), which is administered by Trinity Metro and operated by Catholic Charities of Fort Worth, provides public paratransit services in the area. This service provides a door-to-door, demand response service for any resident of Bedford, Euless, Grapevine, Haltom City, Hurst, Keller, and North Richland Hills who is disabled or at least 65 years of age. For more information please visit their website at [www.ridenets.com](http://www.ridenets.com).

We recognize there is still additional demand for public transportation services in the area. In coordination with a wide range of stakeholders, we document in Access North Texas the transportation needs of older adults, individuals with disabilities, individuals with lower incomes and others with transportation challenges within our 16-county region and outline strategies to address those needs for the next four years. An identified strategy for Tarrant County is connecting communities county-wide and across the region. Therefore, North Central Council of Governments is implementing a Tarrant County Transit Study that focuses on non-member transit cities, such as Haltom City, to develop a comprehensive public transportation plan, including funding and institutional structure options, that can be strategically implemented in the region. This study has recently begun and will be completed in Spring 2021.

If you have any other questions or concerns, please feel free to contact Gypsy Gavia at [ggavia@nctcog.org](mailto:ggavia@nctcog.org) or 817-695-9134. Please note that the majority of our staff is currently working at home, so if you call, kindly leave a message and we will get back to you shortly.

**Tom Ufret**

THANK YOU, Pamela!!! The info you have provided is truly a Godsend because I finally feel better informed about this subject so dear to my quality of life.

If and when you might have some free time, I'd GREATLY APPRECIATE your experienced input/suggestions on how I might lend a helping hand to this process of strategic planning & hopefully successful implementation.

Though I have extensive experience with gov't issues, political campaigning, and private advocacy (just Google my name for further details), I'm feeling slightly overwhelmed at the gargantuan task of bringing accessible non-medical public transport to my locale. There is no doubt that you could at least point me in the right direction!

**Twitter –**

1. Strong solidarity among #SWTANation members @dartmedia, @RideDCTA & @TrinityMetro for #SoundTheHorn today! – South West Transit Association (@swtanation)



2. Feels good to ride #TEXRail. Taking the train to @GrapevineTXCity from @CityofFortWorth. Social distancing on the train as seats blocked off. @GrapevineCoC @VisitGrapevine @TarrantCountyTX @TarrantTransit @NCTCOGtrans – Salvador Espino Michel (@SAL\_FW)



**Facebook –**

1. If you hear a large number of train and bus horns this afternoon, Thursday, May 21, 2 p.m., just know it is a salute to front line transit heroes. Thanks for all you do! – Lewisville Staff



**Other**

**Facebook –**

1. It got a little quieter around here. Did you notice?

Seismologists found the Dallas-Fort Worth area registered a 30 percent drop in urban noise since COVID-19 lockdowns began in late March, an SMU study finds: <https://bit.ly/36l0wk3>. – NCTCOG Transportation Department



I miss the quiet mornings. – JR Reiner

## **Protests impact transit service in several U.S. cities**

Some systems underwent complete shutdowns while other systems were avoiding areas where demonstrations were taking place.

By Mischa Wanek-Libman, MASS Transit Magazine

Transit systems in several major cities shutdown or were re-routed over the weekend to avoid potential safety situations with demonstrations taking place in the wake of the death of George Floyd on May 25.

In Minneapolis, Minn., the city where Floyd died while in police custody, all Metro Transit bus, light rail and Northstar service is suspended through at least the end of Monday, June 1.

Metro Mobility and Transit Link services remained open for trips to accommodate those essential workers who rely on transit for transportation to and from work. Additionally, Maple Grove Transit suspended its express bus service to and from Minneapolis through June 1.

In Chicago, regional transit providers implemented different levels of service suspension. The Chicago Transit Authority (CTA) and Pace suspended all service late Sunday night.

Both systems hoped to have operations returning Monday morning, June 1, with CTA service avoiding downtown Chicago. Metra will not operate on June 1 citing safety concerns for the public and its employees. Northern Indiana Commuter Transportation District suspended South Shore Line service at 3:00 p.m. May 31 and will not operate on June 1.

Miami-Dade Transit closed its whole system on Sunday, May 31 saying the decision was “in an abundance of caution” for the systems passengers and employees. Service is scheduled to resume June 1.

Atlanta’s Metropolitan Atlanta Rapid Transit Authority (MARTA), suspended all services at 9:00 p.m. May 30 and 31 in accordance with a city curfew with services set to resume the morning of June 1.

“MARTA prioritizes the safety of our customers and employees. As protests continue in Atlanta and in cities across the country, transit service has been interrupted. MARTA Police Officers are stationed throughout the system to help ensure the safety and security of customers,” the agency said.

Southeastern Pennsylvania Transportation Authority service had certain routes avoiding Philadelphia’s Center City due to unrest on May 31, but the entire system was eventually closed at 6:00 p.m. Most services resumed Monday morning.

Antelope Valley Transit Authority (AVTA) cancelled all commuter services to Los Angeles, Century City and San Fernando Valley. AVTA said its top priority was the safety of its passengers and operators. The authority’s leadership will continue to monitor the situation to evaluate when service may resume.

Los Angeles County Metropolitan Transportation Authority suspended service May 30, which stranded some riders. The agency vowed to continue service running through May 31 and issued a statement apologizing for the abrupt suspension of service the previous day.

“[L.A.] Metro apologizes to transit customers who were stranded as a result of the suspension of transit services on Saturday night. We took this action out of utmost concern for the public and our employees during the growing severity of this protest,” the agency said. “After implementing the suspension of service at 8:00 p.m., Metro reissued some buses to pick up stranded passengers in specific areas of Los Angeles.

We also sought to utilize micro mobility vehicles to assist returning passengers in getting to their final destinations. We sent street supervisors in the various geographic areas to patrol bus stops and notify riders that service was suspended and that they should make other arrangements as a result to this emergency. Metro tried to assist stranded transit riders as best it can give the grave and unexpected nature of this emergency.”

Additional systems to experience service interruptions due to protests include Sound Transit, King County Metro, Regional Transportation District of Denver, TriMet, Dallas Area Rapid Transit, Valley Metro, Massachusetts Bay Transportation Authority, Greater Cleveland Regional Transit Authority, Sacramento Regional Transit District, Central Ohio Transit Authority and Metropolitan Transit Authority of Harris County.

Another controversy surrounding transit’s role in the protests involved the use of transit fleets to transport police officers to demonstration locations and to transport arrested protestors. On May 29, Transit Workers Union (TWU) Local 100, which represents New York City bus and rail operators, posted a tweet encouraging its members to refuse to operate vehicles transporting arrested protestors.

In a May 28 statement calling for an investigation into Floyd’s death, the Amalgamated Transit Union offered a reminder that its members, specifically Minneapolis bus drivers, could refuse dangerous duty.

“...As our members – bus drivers – have the right to refuse work they consider dangerous or unsafe during the pandemic, so too Minneapolis bus drivers – our members – have the right to refuse the dangerous duty of transporting police to protests and arrested demonstrators away from these communities where many of these drivers live. This is a misuse of public transit.”

## Fort Worth says it can be tech hub with \$70 million tax incentive to this motor company

By Luke Ranker, Fort Worth Star-Telegram

A Fort Worth company that believes it can [revolutionize the electric motor industry](#) while putting the city on the map as a tech hub stands to receive a nearly \$70 million city grant for research and development.

[Linear Labs, started by father-and-son duo Brad and Fred Hunstable](#), plans to aggressively ramp up from about 100 employees to 3,000 by 2030 and is looking for a 100,000-square foot factory space likely in the AllianceTexas mobility innovation zone. The company runs a 11,000-square foot lab space in Fort Worth and a factory in Mexico.

Linear Labs is focused on developing cheaper, more powerful electric motors — the kind that can make scooters and e-bikes more affordable but can also power them up steep hills or allow them to last longer on the road.

The company would like to start filling orders soon, Robert Sturns, the city's economic development director, said.

"This new technology has the potential to, I hate to say, 'disrupt the market' but that's exactly what it could do," Sturns said. "This is really one of those things that allows us to put Fort Worth out there as a player."

To help cover the cost of developing a high-tech electric motor factory in Fort Worth, the company and city have negotiated an incentive deal that could net Linear Labs \$68.9 million over a 15-year period.

For its part, Linear Labs must invest \$614 million in research and development, which city employees will verify, Sturns said, over 10 years. Linear Labs plans to hire 1,200 full-time employees within eight years. The average salary will be about \$75,000, but many employees will make more, he said. The company must also invest \$4 million into the facility it leases.

Sturns said the company is looking at the American Airlines maintenance facility at Interstate 35 and Heritage Trace Parkway, but other locations are under consideration.

The deal requires council approval.

"We would be making a strategic mistake if we did not endorse this and embrace this project and technology," said Councilman Dennis Shingleton.

During a City Council briefing, Shingleton said he wasn't sure he fully understood the "idiosyncrasies" of the proposal. It wasn't immediately clear if he was referring to the incentive package or Linear Labs' new technology. Both are slightly complicated.

In its simplest description, the company's motor design is able to achieve high torque and energy production even at very low engine speeds. Hunstable boasted to the Star-Telegram in February it is "the biggest discovery in electric motors in 100 years."



The new class of electric motors is capable of more than two times the torque and two times the output of the traditional magnet motors. The company said this tech will lead to a 10% range increase for electric vehicles, more efficient HVAC units and lighter and more powerful wind turbines.

Traditional electric motor production requires low-skill jobs, but Hunstable bluntly said that's not what the company is interested in. Instead it will be hiring electrical and robotic engineers, software designers and technicians trained to work alongside robots on the factory floor.

The average wage is expected to be above \$90,000, Hunstable said.

"Fort Worth is in a unique position to be the center piece globally of new electrification," Hunstable said in February. "I want to build the next Siemens or GE right here in Fort Worth." The incentive agreement is also tricky.

Instead of basing Linear Labs' grant on investment in property, like a normal tax break, the company will receive grants reimbursing them for the cost of investing in research and development.

Linear Labs could also sell the tax credit to a third party. That company would have to invest nearly \$2 billion into new taxable property in order to qualify, Sturns said.

Fort Worth may be the first city in the country to use such a tool, Sturns said.

Mayor Betsy Price said the novel incentive could be used to attract other companies that are looking to leave areas hard-hit by the coronavirus or re-shore factories.

"We will have more of these creative, innovative financing packages to attract the level of businesses we'll need to restore the level of jobs we've lost," Price said.

# Real story behind the soccer complex under 345 in Dallas is not about soccer

By Jon Anderson, Culture Map Dallas

If you thought the Reverchon Park deal was [skeezy](#), the Dallas City Council discussion on May 27 regarding the patch of land under and adjacent to IH-345 will be eye-popping. In this case, the end of the story – a vote to delay a decision until August – is the least interesting thing about it.

The city council heard about a trio of parcels along that IH-345 corridor where a soccer complex is being proposed. The land falls under a 1992 Multiple Use Agreement (MUA) between the city and state. Two of the parcels are Carpenter Park, which rests on both city and state land.

A second parcel straddles IH-345 from roughly Pennsylvania Avenue to South Boulevard.

The Carpenter Park parcel needs state approval for its renovation to begin. The second parcel needs state approval for a combination of parking and park land. It's almost the stuff of yawns, and in fact, a decision about Carpenter Park could have been handled administratively without council. It's now a political hostage.

The third parcel, Parcel C, is bounded by Canton, Good Latimer, and Taylor. This is where the action is. This is where a proposal is underway to install five soccer and football fields. But for that to happen, the city must relinquish its rights to the land so the state can sign the lease.

## Let's start with optics

Plans for the soccer complex were instigated by Roddrick West, son of state Senator Royce West. The state supported the idea, thinking it was a way to lease lands that are currently fallow. Fine, but the state didn't send the proposal out to bid. Instead, they just awarded the option to West, Jr. (once it passes Dallas City Council).

Already up for debate is a proposal to tear down IH-345, which Royce West opposes because it's a vital artery for southern Dallas residents commuting to northern jobs. Some 180,000 cars traverse it a day. Now you have his son looking to shoehorn a convenient doorstep under IH-345 with a 25-year lease.

To the casual observer, this looks all kinds of shady. But people make money based on what they know. You don't see oilmen suddenly invest in Dairy Queen. Roddrick West is an intern architect for HKS so maybe he understands a little about development. He saw a project similar to this work in Miami (but he has no experience operating anything like this).

His father brings him into political and TXDOT orbits. So yes, it looks funny on the surface but is simply how people make connections in their day-to-day lives. Am I saying it's squeaky clean? No.

What reeks is the no-bid aspect. And the appearance of nepo-cronyism should have set off alarm bells for the Wests and the state. Now had these upstanding groups been following the Reverchon Park case, they'd have known how easy it is to (not once, but twice) design a poorly-

promoted RFP tailored for a single applicant to get the job done they wanted doing – spraying Poo-Pourri over the steaming pile.

Did I mention that the Deep Ellum Foundation has been petitioning for this land to be turned into parking for their needs for over a decade, with no luck?

### **Bum deal for Dallas**

What does the city get for all of this? Headaches and no money. The state gets all the rent from West Jr's operation. The city also collects no property taxes, since it's state land.

About all the city gets is their cut of sales tax generated from ticket and concession sales.

Whoop-dee-effing-do.

But there's more. Because it's in the city's jurisdiction, guess who gets to manage and support the operation with police and any emergency services: Dallas.

What's also interesting about this agreement is that generally, the state is looking to offload responsibilities on parcels like this, not become the landlord. In fact, the city attorney's office was asked if they could recall another instance when the state wanted the city to walk away – the answer was that in her nine years she'd never seen it work this way.

So, to keep track: So far, we have a highly unusual no-bid agreement with a state senator's son, for which Dallas will only lose money providing emergency services.

### **What's the city really get?**

This whole thing has been wrapped in a "soccer fields for the kiddies" message. But as D14 council member David Blewett pointed out, the lease wording is a little loose. It doesn't spell out exactly what will be done with the land, but it does include language about "events" in addition to sports stuff. Blewett called the fire department and asked what capacity would be on the parcel from a fire code perspective. At roughly one person per seven square feet, it's 20,000+ people.

Oh, and did we mention they can sell booze?

Blewett went on to note the steps the Greenville Avenue St. Patrick's Day Parade takes with regard to paying for police support (114 officers) – and that's just once a year. Since Dallas would not be party to this lease, their power to require support services and payment would be nil. This essentially puts Dallas in the position of being financially responsible for putting out a fire at a neighbor's Airbnb party house.

I found Blewett's argument as persuasive as I did deliciously hypocritical vis-à-vis Reverchon Park. He wants to scuttle a 20,000-person event space under a highway but thinks a 5,000-person event space in a residential neighborhood is OK because ... Dallas collects the rent? So to keep track: So far, we have a highly unusual no-bid agreement with a state Senator's son for which Dallas will only lose money providing emergency services and which may become a 20,000-person outdoor event venue serving alcohol.

## **Under the highway**

Those from the public speaking in opposition mentioned the idiocy of locating an athletic facility under a highway where air pollution is higher. Specifically, particulate matter from car exhausts and tires rains down on the land below – and who wants to breathe that? Athlete or spectator, who wants to breathe that for hours of practice or on game day? Anyone who's parked outside at an airport knows all about the particulate residue left on their car – not something desired in a child's lungs. One speaker called out the current EPA's credibility in the face of their rollback of over 100 pollution statutes under Trump.

I'd also like to add noise. The undersides of highways are not quiet places, instead generating an overall din with the thump-thump-thump of thousands of tires speeding over expansion joints. So to keep track: So far, we have a highly unusual no-bid agreement with a state Senator's son for which Dallas will only lose money providing emergency services and which may become a 20,000-person outdoor event venue serving alcohol that poisons people's lungs.

## **What about the highway?**

Remember, the city and state have been piddling around for years about what to do with IH-345. Some want to demolish it and send 180,000 cars on surface roads or simply elsewhere.

The biggest negative impact will be those in southern Dallas who use the highway to commute north, not whites in the north commuting south of downtown. A plan that while nice on paper, continues the use of roadways as racial dividers.

But whatever happens to IH-345, Roddrick West would have two years to move out when/if the city and state get their thumbs out. Fine, it's sorta temporary even though it's a 25-year lease.

But if/when IH-345 goes, is this project a doorstep or a cash cow? Because this is happening here for a reason that doesn't include soccer.

It was a lease length Blewett also had trouble with, because the city essentially cedes control for a quarter century and if anything goes pear-shaped, the city is powerless. But Reverchon Park signing a 30-year lease to Donnie Nelson is A-OK because the city is the landlord (but just as powerless to change the terms of the lease)?

(Speaking of Reverchon, many of the same council members OK with the sleazy non-community meetings at Reverchon were gnashing over community meetings and outreach in this case — I love consistency.)

## **Tennell Atkins plays politics**

There is something (else) weird going on here. Many of the council members were annoyed that these three parcels were placed as a single item. They specifically wondered why Carpenter Park hadn't been disposed of administratively, and could they now decouple that case to get Carpenter going. D1 council member Chad West specifically asked TXDOT if they would allow the cases to be separated – the answer was they'd have to get back to them (meaning "not today").

The initial request for a vote to delay the combined case until August was made by Tennell Atkins of District 8. Many council members asked him to restate his motion so they could vote on Carpenter Park that day. He repeatedly refused.

Many (rightly) called it a hostage situation whereby those who wanted Roddrick West's soccer fields were prepared to hold up Carpenter Park to get it. And while no one was seeking approval then, they want that ace up their sleeves in August when it does come back.

So, the 10-5 vote to delay is misleading. The five dissenters weren't for the soccer fields. Their intent was to vote down Atkins' delay so they could make a motion to separate the parcels into separate cases and get Carpenter done while still delaying the soccer fields.

This deal smells worse than the air under the highway or the ballpark at Reverchon Park. Were I on council and the soccer fields pass essentially as-is, I'd play hardball. I would raise parking fees on city lots to \$100 on event days and I'd station police with breathalyzers at every parking lot – we'd see how much money the city of Dallas can generate.

### **It's about control**

Don't lose sight of the real deal going on here: The fight to control the land under IH-345. When I last attended a TXDOT meeting in December, they told me that were there no longer a roadway there, they'd sell the land. There are billions in development opportunities here.

Are soccer fields with a 25-year lease a foot-in-that-door? Why else would you put soccer fields no one asked for, in a place no one asked for?

## Fort Worth Could Be the Future of Energy 2.0 With a New First-of-its-Kind Partnership

A public/private partnership between Fort Worth and Linear Labs could make the city home to the smart electric motor industry. And, Linear Labs could get around \$70M for R&D from the city to do so.

By Alex Edwards, Dallas Innovates

**The City of Fort Worth is one step closer to becoming the home of Energy 2.0 with a public/private partnership—one that's never been done before.**

At a City Council session on June 2, members discussed the details of an alliance between Fort Worth and Linear Labs, the next-generation smart electric motor maker.

If approved, the deal could bring thousands of skilled jobs to the city over the course of the next 10 years. That could involve anyone from software engineers to electrification and robotics.

At the same time, Fort Worth could make its statement as a global force in tech innovation.

“We see Fort Worth as the burgeoning global hub of Electrification 2.0,” Brad Hunstable, co-founder and CEO of Linear Labs, told Dallas Innovates. “There is a world-class talent pool as well as globally ranked universities in the area. As a Fort Worth local, I see an immense opportunity to spur innovation and economic development in an effort to co-shape a prosperous future for our city.”

The proposed economic development agreement between the two involves an incentive package to create two facilities—one for smart electric motor manufacturing with advanced automation and the other research development—in Fort Worth.

This brings jobs and manufacturing facilities to the area, spurring other companies to build infrastructure in the same place and create a hub for Energy 2.0.

Robert Sturns, Fort Worth's Economic Development Director, outlined the details of the agreement at the City Council session:

*In simple terms, what we're doing is providing a grant payment based on the real property and R&D expenditures that the company can either utilize themselves as they would under our normal incentive policies or transfer the value of that grant payment to a third party.*

*The key element is then that third party, in order to redeem that credit, would have to develop new real property to generate the incremental taxes and redeem that credit over time.*

Linear Labs' primary growth challenge is that it has a significant number of orders and needs to ramp up production very quickly. Though the company has existing manufacturing operations in Mexico, the team prefers to develop the tech in Fort Worth, which provides a new set of challenges.

That's where the deal would help.

“This incentive is an attempt to take care of some of those challenges that linear is currently facing,” Sturns said. “The proposed project would cause Linear to locate their headquarters and manufacturing and R&D facilities to Fort Worth and allow them to build out their product R&D

division, as opposed to locating that element in other proven tech areas like San Francisco, Boston, or New York.”

The space being explored is the American Airlines Maintenance Center near I-35.

Here’s a basic overview of the proposal, according to Sturns:

*The proposed incentive would be a 15-year economic development program agreement, which would provide grants on 25% of the eligible R&D costs spent in the first 10 years. In order to achieve the maximum amount of the grant, which is capped at \$68.9 million gross, Linear Labs is going to have to invest at a minimum \$614 million in new R&D expenditures. So, this is a performance-based contract, they have to hit those numbers in order to generate the available grants for the project.*

Linear Labs could get around \$70 million in city grants if they spend \$614 million on research and development over 10 years. They also have to spend \$4 million in outfitting the existing facility for production and R&D manufacturing over the first three years.

Linear is looking at the Alliance Texas mobility innovation district in Fort Worth, which is currently in the planning stages with Hillwood.

The total job commitment would around 1,200 jobs over the first eight years of the project, with average wages of about \$70,000 for exempt employees. R&D jobs, which actually encompass a majority, would be at \$90,000 and any non-exempt employees at \$15/hour with full benefits.

The incentive assignment has a structure that allows Linear Labs to capitalize on potential incentives earned through assignment. Incentives are only redeemable with corresponding incremental ad valorem and cannot be applied to residential property. Earning credits are handled separately from redeeming credits; credit use cannot exceed 75 percent of incremental ad valorem by the company or assignee.

Sturns said this type of agreement is an innovative new tool in Fort Worth’s economic development toolbox. Since it isn’t duplicated anywhere else in the nation, he “wanted to be selective about the first type of project brought forward for consideration.”

“The main advantage of this type of program to the City is that this allows us to support high wage, high impact projects that conventional incentives really couldn’t support,” Sturns said.

“This is not a project that has a huge expenditure from the standpoint of real, business personal property, but they are making a significant investment in R&D expenditures and that’s how we’re trying to base the overall grants.”

Sturns lauded Linear Labs’ technology and innovation capabilities, CEO Brad Hunstable, and it being a homegrown Fort Worth company as drivers of the proposed agreement.

“We want to ensure that, as we develop these types of companies, we provide them an opportunity to continue to grow here in Fort Worth,” he said.

Linear Labs manufactures the revolutionary next-gen Hunstable Electric Turbine (HET), which offers high-performance power for sectors such as automotive and generators to HVAC and

robotics. All the raw materials and components needed for HET manufacturing are accessible locally and are available around the globe, creating a regionally agnostic supply chain. The vote on the proposal will be considered during a scheduled session on June 16.

At Tuesday's briefing, Council members seemed to be on board.

Brian Byrd (District 3) noted the wage levels, continued growth in the Alliance area, and the addition of Linear, which is getting worldwide press.

"This is a tremendous amount of money for the City to spend, and yet we should do this. The runoff effects—not just the tax revenue that this will generate—are enormous," he said. "This makes very good sense for us to do this, I support it, and I thank you for your work on it."

Mayor Betsy Price thanked Sturns for his creativity on the proposal—especially during a pandemic...

"As we get calls from businesses who are looking to leave other areas that have been hard hit hard by COVID-19 or look to reshore from other areas, we will have more of these very creative, innovative financing packages to attract the level of business that we're going to need to replace some jobs that are lost," she said. "We're just going to have to."



# Texas Central's high-speed rail project 'could require some stimulus money,' CEO says

By Evan Hoopfer, Dallas Business Journal

Texas Central, like many other companies, is dealing with economic hardships brought on by the COVID-19 pandemic.

The company, which is developing a multibillion-dollar high-speed rail line that could connect Dallas and Houston via a 90-minute train ride, **laid off 28 employees** in March and watched as the pandemic roiled global financial markets it hoped to tap for financing.

Texas Central is evaluating other means of financing besides private equity, according to an April 8 letter sent from Drayton McLane, Jr. — Texas Central chairman and an investor in the project — to Texas State Sen. **Robert Nichols**. The *Dallas Business Journal* obtained a copy of the letter, **which can be seen here**.

McLane gave an update on the project to Nichols, saying it's "turned into a \$30B project and we have certainly hit a snag with all the difficulties of the Corona Virus."

"We feel that between Japanese government funding and the monies we hope to receive from President Trump's infrastructure stimulus through the Department of Transportation, along with private equity that the project still has a great opportunity, is viable and can be construction ready this year," McLane added.

## Finding financing

In the early days of the project, Texas Central said its attempt at building high-speed rail in Texas would differ from previous attempts because the project would be privately financed.

However, the company has also said it could explore government loan vehicles, such as Railroad Rehabilitation & Improvement Financing and Transportation Infrastructure Finance and Innovation Act.

The uncertainty in global markets also has Texas Central thinking about how much appetite there will be for private financing.

"We don't know whether that's going to be there or not," said **Carlos Aguilar**, CEO of Texas Central, about attracting private equity interest. "It depends on the markets themselves to determine if and how much of the money can come from private equity. And that's why it could require some stimulus money, but we don't know yet."

Aguilar said any funds from the U.S. government that Texas Central would seek would be in the form of loans. He said the company did not apply for funding through the CARES Act passed by the U.S. government. A Federal Railroad Administration spokesperson confirmed Texas Central did not receive funding through the CARES Act.

## Project cost rises

How much the Texas Central project will cost has been a hotly contested issue.

Currently on Texas Central's website, it says the train system will cost "more than \$12 billion to construct." Regarding the \$30 billion figure McLane mentioned, Aguilar said the project construction cost will be around \$20 billion, and environmental requirements are an example of something that could add costs.

Aguilar called the \$30 billion figure "a conservative estimate of 'all in' numbers."

### **May momentum**

The project is coming off what Aguilar said was "an amazing month" in May.

Texas Central won a key legal ruling, earning **the designation** of a railroad by the Thirteenth Court of Appeals. The designation is key for Texas Central, as railroads in Texas have the power of eminent domain — a tool the company could use to acquire the land it needs.

Project opponents are appealing the decision to the Texas Supreme Court. So far, Aguilar said the company has purchased about 25 percent of the land it needs, which represents about 360 parcels.

The FRA also **issued** a Final Environmental Impact Statement, a regulatory hurdle the company has been working for years to clear. Project opponents have also said they plan to challenge some items of the Final EIS.

## **TxDOT awards US \$301m SL 12 highway reconstruction contract in Dallas, US**

By Dennis\_Ayemba, Construction Review Online

The [Texas Department of Transportation \(TxDOT\)](#) has awarded the US \$301m contract for the reconstruction of 12km of the SL 12 highway in Dallas, US to Webber, Ferrovial's construction subsidiary in the US.

### **The scope of work**

The project includes the reconstruction of existing Interchanges between State Loop 12, State Spur 482, State Highway 114 and 183. The contract scope of work involves construction of 32 new bridges, widening of existing main lanes and additional works like grading, signals, and illumination of the highway.

The SL 12 highway reconstruction will reduce travel times and improve the connectivity of the area. This will allow commuters avoiding the traffic congestion normally seen here during peak traffic times. It is expected to be completed by 2024.

This contract adds to a list of some 60 projects currently being carried out by Webber.

The [Ferrovial Construction](#) subsidiary in the United States was recently awarded construction and building contracts in Texas valued at US \$255m, which include the renovation of the main roadway and service roads of the IH10, as well as construction and renovation work for several school districts.

The US is Ferrovial's biggest market by revenues. Ferrovial Construction has been serving this market for 15 years and has built vital infrastructure, including LBJ Expressway in Dallas and segments of the SH 99 Grand Parkway in Houston.

## **CM/GC Emerges as a Non-Traditional Procurement Alternative in the Transit Industry**

Before embarking on a CM/GC process, transit agencies must do their due diligence such as researching and consulting with other agencies to ensure they can fully reap the benefits of the CM/GC method.

By Timothy Schmidt, MASS Transit

Transit agencies are increasingly pursuing alternatives to traditional low-bid procurement to build projects rapidly and more cost-effectively. One non-traditional procurement that is emerging as a trend in the transit industry is Construction Manager/General Contractor (CM/GC). Although this procurement method has been used in vertical construction projects for many years, it is still not as common in the transit industry and is starting to gain traction.

The CM/GC process is divided into two phases, a pre-construction phase and a construction phase. The project owner hires the general contractor during the design phase – usually between the 30-60 percent design stage – before the start of construction.

This is the pre-construction phase. During this phase, the contractor provides preconstruction services including sub-surface utility engineering, estimating, budgeting, scheduling, value engineering and other design and construction input. Then, the general contractor provides a Guaranteed Maximum Price (GMP) and may be retained to construct the project. Typically, the CM/GC performs part of the work and bids discrete portions of the work to sub-contractors.

In recent years, projects such as Seattle Sound Transit's East Link, Denton County Transportation Authority's (DCTA) A-Train, sections of Dallas Area Rapid Transit (DART) light rail and Portland's Tri-Met have used this delivery method. Los Angeles County Metropolitan Transportation Authority (L.A. Metro) is currently in the process of selecting a CM/GC contractor for its \$2.3-billion Link Union Station project (LINK US).

Unlike other non-traditional procurement methods, such as design-build and public-private partnerships where the design and construction services are retained under a single contract, in a CM/GC, the project owner retains the designer and the general contractor under separate contracts.

The CM/GC process is a middle-ground method that offers several advantages, including:

- **Maintaining Design Control:** Unlike a design-build project where the contractor oversees the designer, the project owner has direct control over the design. Most transit agencies have certain standards and legacy systems where major innovations/changes to these standards are not possible, therefore the design-build delivery may not be practical. However, with CM/GC, the owner can maintain those standards, yet obtain a degree of innovation utilizing the contractor's input as appropriate.

For example, the LINK US project will transform how the regional rail system operates in southern California by converting the Los Angeles Union Station from a stub-end station to a run-through station by extending tracks south over the US 101 freeway. One benefit of utilizing CM/GC on this project is taking advantage of the contractor's ideas for staging. Constructing this project while maintaining rail operations is key. Taking advantage of the contractor's input early on in how to construct while maintaining service is important. Knowing how the contractor would like to stage the work provides the agency with a more cost-effective design for the staging, minimizing disruptions to the traveling public and vital passenger rail operations. This

staging benefit also translates to the viaduct over US 101. This is a major artery moving Angelenos and Californians through the city. Engaging the contractor along with the California Department of Transportation to review and understand the impacts of constructing a bridge over this highway with minimal impacts is essential to the project's success.

- **Saving Costs/Time:** CM/GC allows the designer and general contractor to collaborate early in the project process, thereby saving time and money. For instance, the DCTA's A-Train, which was built using the CM/GC delivery method, experienced cost overruns at the beginning of the project. To bring the construction costs down, the CM/GC team, with the program manager and designer, conducted a weeklong value engineering workshop and came up with several solutions, including reusing a historic bridge; building a relief bridge to prevent flooding; applying drainage solutions such as constructing earth ditches and reusing existing culverts; specifying foundation changes; and implementing material changes at station platforms. The various solutions generated more than \$32 million in cost savings and the project was ultimately built on budget.

In addition to costs, the CM/GC method can allow transit agencies to build projects faster. In 2013, DART extended the Blue Line south for three miles to the University of North Texas at Dallas. The project, known as the South Oak Cliff Blue Line Extension, was originally scheduled to be completed in 2019. Using CM/GC, DART accelerated the schedule by three years for a 2016 completion.

- **Encouraging Innovation:** The collaborative process encourages the designer to learn from the contractor and explore alternative designs, including innovative techniques or approaches. For instance, part of the DCTA rail corridor crossed a 175-foot truss bridge that was built in 1910 over the Trinity River near Lewisville. Prior to the A-Train project, the existing traffic on the structure consisted of local freight trains that operated at 30 mph at a minimal frequency of two or three times a week. Implementing the A-Train project meant that the historic bridge would need to carry local freight trains, as well as Budd RDC and Stadler GTW vehicles operating at speeds of up to 60 miles per hour, at a combined frequency of almost 30 trains a day.

Initially, the design team planned a parallel bridge for the A-Train project. After evaluating the available traffic information, the material properties of the bridge and the loading effects of the different vehicles, the contractor recommended reinforcing the existing bridge instead of building a parallel bridge. The design team then determined that the existing bridge, once reinforced, could sustain the loading and frequency of the various vehicles, eliminating the need for an expensive solution.

- **Reducing Change Orders:** One of the major advantages of CM/GC projects is that the contractor is involved during the design development. This helps reduce errors and omissions, thereby minimizing change orders during construction and resulting in cost overruns. Changes are minimized by the contractor supporting design, providing needed utility investigation and working early with owner and designer on construction methods.

Many times, changes are caused by unforeseen conditions, usually due to a utility not known during design. With the contractor's support through potholing and other physical methods of discovery, these unforeseen changes are minimized.

- **Minimizing Risks:** With the contractor involved early in the process, CM/GC allows an equitable sharing of project risk between the owner and the contractor. As the design progresses, the contractor gives input and provides cost estimates. At the same time, the contractor also

continues to advise and update the construction schedule. Furthermore, the contractor performs sub-surface utility engineering, which minimizes utility conflict risks. By the time construction begins, the project owner has more certainty about the project costs and final schedule.

Currently, DART is modifying 28 of its existing platforms (constructed prior to 2004) to allow operational flexibility by accommodating three-car light-rail trains. These modifications will provide additional capacity during peak commute times. The project includes extending and raising portions of the platforms to allow for level boarding.

These improvements are being delivered through a CM/GC contract. DART chose this method to obtain the contractor's input into staging and to maintain light-rail service throughout the expansion. The contractor's input can help maintain service, limit disruptions and maintain a reasonable schedule for the completion of the project.

While CM/GC has several advantages, it is not a panacea for all transit projects.

For example, CM/GC is not needed to build a new line section in a corridor already owned by a transit agency. Projects that are best suited for the CM/GC process typically feature one or more of these issues: complex components that require innovation, multiple stakeholders, located in urban areas, high public expectations or include right-of-way or utility issues that impact the overall schedule.

Before embarking on a CM/GC process, transit agencies must do their due diligence, including research, talking to other agencies/entities, determining the specific CM/GC expertise available in the agency or hiring a consultant with CM/GC expertise. Once the transit agency decides to go ahead with CM/GC, it is critical that the general contractor is retained early in the design phase. If these steps are followed, the transit agency will be able to fully reap the benefits of the CM/GC method.

## Let's redesign our streets by approving the Dallas Slow Streets Pilot Program

It will bolster our social distancing efforts and encourage people to get outside.

By Dallas Morning News Editorial

[We advocated](#) for open streets in neighborhoods just a couple of weeks ago. Now the Dallas City Council is considering a proposal called the Dallas Slow Streets Pilot Program, which would reduce traffic on 10 neighborhood blocks to allow residents to expand their outdoor realm.

We support the Dallas Department of Public Works and nonprofit organization [Better Block](#) in this plan to get creative with our streets, but we encourage them to amend the application requirement of needing 25% of neighborhood residents' approval to at least 50% in order to move forward with the pilot program.

Partially shutting down a neighborhood block is a big change for a community to make. It does not seem right that only 25% of residents have to voice their support of the plan before it is greenlighted. We recommend that there be clear and vocal support from at least half of the community members before the neighborhood is given the go-ahead to participate in the Slow Streets program. The 25% threshold will only invite frustration that could put the program at risk over the long term.

That being said, this plan is a great way to help clear our trails and bolster our social distancing efforts. The Slow Streets program will encourage more people to go outside, a commitment we all should make to our health. Imagine how many more kids would be able to learn how to ride a bike or skateboard or film the next great dance video.

We recognize that the Texas weather is reaching its typical sweltering heat levels, which can make it unbearable to go outside for long. Yet, in addition to getting creative with our streets, we can get creative with our outdoor activities: throw a water balloon fight in the neighborhood; roll out the hose from the side of the house and spray the kids; pull out the beach chairs and enlist the hosed-down kids to fan the parents; buy or make-your-own Slip 'N Slide. The possibilities are abundant.

Better Block helped Kansas City, Missouri successfully implement this model for open streets, and [other cities](#) across the world have made strides to reduce traffic on their roads as well.

We would love to see Dallas follow suit. The Dallas Slow Streets Pilot Program is temporary, but it could also help us see the potential for our streets in the future. How can we better connect our roadways to trails and other green spaces to allow more people to leave their cars at home and explore areas on foot?

Council members are supportive of the program, even voicing thoughts about expanding it to more than 10 streets and for more than 30 days. So, let's get started with this project — as long as we have sufficient buy-in from our neighbors — and see how it shapes our vision for the future.

## **NCTCOG seeking input on transportation**

By Fort Worth Business Press Staff

### **NCTCOG to Provide Update on COVID-19, funding Initiatives**

The North Central Texas Council of Governments is conducting an online input opportunity beginning June 8 to provide residents the chance to comment on a series of transportation initiatives in the Dallas-Fort Worth area. Public comments will be accepted online through July 7.

NCTCOG staff has provided information related to performance measures outlining the impacts of COVID-19 on the transportation system at [www.nctcog.org/input](http://www.nctcog.org/input). COVID-19 has had an unprecedented effect on travel behavior in North Texas, decreasing freeway congestion and toll road transactions, while improving air quality and increasing bike-pedestrian activity, NCTCOG said.

The pandemic has also affected transit operations throughout the Dallas-Fort Worth area. Staff will post information related to long-term effects as well as provide a list of transit providers allocated funding by the Federal Transit Administration's Urbanized Area Formula Program through the Fiscal Year 2020 Coronavirus Aid, Relief and Economic Security (CARES) Act.

In addition to tracking COVID-19 effects, NCTCOG staff has been working on many planning initiatives, including funding partnerships with cities in Southeast Dallas County for roadway improvements as well as modifications to the Unified Planning Work Program (UPWP).

The UPWP identifies transportation- and air quality-related planning tasks to be carried out by NCTCOG as the metropolitan planning organization. Information on both initiatives will be posted for public review and comment.

Finally, staff will provide an overview of an energy reporting requirement submitted to the State Energy Conservation Office each year. Details will include energy management resources and training sessions, as well as data from the Fiscal Year 2019 report.

Information on Clean Air Action Day, the Map Your Experience tool, the Regional Smoking Vehicle Program and vehicle incentive opportunities will also be highlighted.

North Texans can comment on the aforementioned topics through July 7 at [www.nctcog.org/input](http://www.nctcog.org/input)

To request printed copies of the information, call (817) 608-2365 or email [cbaylor@nctcog.org](mailto:cbaylor@nctcog.org). 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 serves a 16-county region of North Central Texas, which is centered in the two urban centers of Dallas and Fort Worth. Currently, NCTCOG has 238 member governments including 16 counties, 169 cities, 22 school districts, and 31 special districts.

For more information on the NCTCOG Transportation Department, visit [www.nctcog.org/trans](http://www.nctcog.org/trans). 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 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.

[www.nctcog.org](http://www.nctcog.org)

## Transportation is a Dallas Equity Issue

New Dallas mobility plan discussed Wednesday

By [Ken Kalthoff](#), 5 NBCDFW

As demonstrators march in Dallas for equity, one disparity issue that is often discussed in the city is transportation.

Research has documented the difficulty people have getting to jobs from affordable housing areas using Dallas public transportation.

The University of Texas at Arlington Institute for Urban Studies released such a report three years ago.

Riders don't need research to prove it may take several transfers to get where they need to go. Amid protest marches and a coronavirus pandemic, Dallas City Council Members Wednesday discussed a new Dallas mobility plan.

"We can't do this plan without equity," said Councilman Casey Thomas, a former Dallas NAACP leader.

Thomas said 17,000 Dallas families can't afford a car.

Councilman Tennell Atkins said many of his constituents spend a large portion of their income just getting to work.

"That's transportation poverty," Atkins said.

City officials have been working for a year with a consultant and several transportation agencies on the plan that was presented Wednesday.

Instead of emphasizing streets and cars, the preferred option of the plan promotes greater reliance on public transportation and more facilities for bicycles.

It encourages city investment to promote affordable housing near transit and trails.

"It might not be buses, large buses that are going to be the solution, but looking at smaller vehicles, looking at rideshare," said Dallas Transportation Director Michael Rogers.

Councilman Adam McGough, who leads the City Council Public Safety Committee, wants safety features added to the equation.

"Lights and cameras and other technology that could be incorporated as we are looking at the design and layout," McGough said.

But suddenly, the coronavirus pandemic has added social distancing to daily life and scared riders away from public transportation.

Council Member Cara Mendelsohn said it calls for a mobility planning attitude adjustment.

“DART is saying that they’re expecting half or less of the ridership, over the next two years that they had originally considered, and I’m hearing businesses say that they are purposefully locating businesses away from public transportation for their health,” she said.

City Council Members voiced concerns about the cost of maintaining new trails when the city budget is seriously ill from coronavirus. Hundreds of employees were furloughed as the mobility plan was prepared.

“What is the cost? How are we going to pay for it? And when will you have that analysis, where the money is going to come from,” Atkins asked.

Planners said they will work on a financial plan over the summer.

At the same time, DART is also facing financial problems from the drop in sales taxes and ridership. But DART is continuing work on an overhaul of the bus network to improve service.

<https://www.nbcdfw.com/news/local/transportation-is-a-dallas-equity-issue/2382045/>

# As EPA Steps Back, States Face Wave Of Requests For Environmental Leniency

By Rebecca Hersher, NPR

Some of the country's most polluting industries have flooded state regulators with requests to ease environmental regulations, according to an NPR review of hundreds of state environmental records.

Companies across the country say the pandemic is interfering with their ability to comply with laws that protect the public from pollution.

State environmental authorities are currently the only source of official information about which companies have sought regulatory relief. That's because in March, the [Environmental Protection Agency](#) told companies that they do not need to warn federal regulators if the pandemic interferes with routine pollution monitoring or testing.

That puts states alone on the front lines of environmental protection, even as they struggle to cope with the immediate effects of the coronavirus pandemic.

Across the U.S., landfills, recycling facilities and other waste disposal companies [asked state regulators](#) to relax or delay pollution monitoring requirements. In Minnesota and Iowa, at least 70 hog feedlots asked for permission to either house extra animals or dispose of animal carcasses because meat-packing plants temporarily closed or slowed production.

In Pennsylvania, Texas and Arkansas, regulators received requests from oil and gas companies asking the states to back off on enforcement of a wide range of environmental regulations, including checking for leaks in storage tanks and measuring pollution from smokestacks.

Most states do not publish any information about companies that say they are struggling to comply with environmental laws, which means most Americans who live near factories, refineries, farms and other sources of soot, smog and chemical emissions have no way to know whether the pandemic has led to extra pollution.

"I think it is a huge deal," says George Czerniak, the former director of the air and radiation division for the EPA regional office for the Upper Midwest. "I think that the potentially affected public has a right to know these things, and regulatory agencies and companies have a responsibility to share this information."

The EPA says that it will follow up with state authorities if the federal agency notices that a facility did not comply with regulations during the pandemic. "Most of our environmental laws have a federalism structure. That means states can be authorized to implement the regulatory program," wrote Ken Labbe, a spokesperson for the EPA, in an email to NPR.

## 'Almost anything could be blamed on the virus'

The EPA protects human health by creating rules about how much pollution can be released into the air and water. The day-to-day implementation of those rules largely falls to state environmental agencies, many of which have seen their funding cut in recent years. The EPA tracks facilities' compliance with regulations and punishes companies that violate the law.

Under the March 2020 policy change, it's unclear how the federal agency will know if a facility releases extra pollution during the pandemic, especially if the factory, refinery, mine or farm is in a state that isn't tracking requests for regulatory waivers.

The EPA's passive enforcement policy is particularly worrisome for people who live downstream or downwind of facilities that consistently violated environmental regulations before the pandemic began. NPR found numerous instances in which companies with recent environmental violations requested that state authorities give them extra leeway to pollute, or to monitor pollution during the pandemic.

An Arkansas petroleum refinery owned by Lion Oil asked to delay repairs to two storage tanks because of the pandemic, according to records shared by the state environmental agency.

The company has repeatedly violated the Clean Water Act and the Clean Air Act, including illegally [releasing](#) hundreds of thousands of gallons of petroleum into the water, and the EPA has repeatedly [fined the company](#) and ordered it to prevent future releases. The pandemic-related request to delay tank repairs is still pending.

Indiana authorities received a [notice in April](#) from the Gibson County Coal company stating that the company's mine in southwest Indiana emitted unsafe levels of ammonia into the water, and expected to continue polluting the water with ammonia and suspended solids for the duration of the health crisis, because the company is using so much bleach to disinfect its facilities.

That argument is frustrating to local public health advocate John Blair, who has lived in nearby Evansville, Ind. for 45 years. "Almost anything could be blamed on the virus," he says. "How long will this go on?"

According to [EPA compliance data](#), the Gibson County Coal mine has repeatedly violated the Clean Water Act in recent years by releasing unsafe amounts of small particles, or suspended solids — one of the pollutants it ties to the pandemic in its April notice. Alliance Inc., which owns the mine, did not respond to questions about why the pandemic might affect emissions of suspended solids.

Blair says he feels that state regulators were already doing too little to protect him and his neighbors from air and water pollution in his industry-heavy region. "Now they have cover from the EPA to not look into things," he says. "I'm offended by it."

Indiana Department of Environmental Quality spokesperson Barry Sneed says Gibson County Coal has agreed to stop releasing wastewater that contains high levels of ammonia.

In some cases, the EPA's March policy change appears to shape requests corporations made to state regulators. In Indiana, the head of the state's environmental authority received a letter from Marathon Petroleum Corp. on the same day the EPA announced its new policy, that asks for permission to delay or skip pollution monitoring and reporting at more than a dozen facilities.

The letter lists ten regulatory categories — eight of which appear in the EPA's memo — with which the company said it might not be able to comply because of the pandemic, including testing how much pollution comes out of smokestacks and drainage pipes.

"That was an extraordinarily broad request," says Janet McCabe, who served as EPA Acting Assistant Administrator for the Office of Air and Radiation, and now directs the Environmental

Resilience Institute at Indiana University. "It just seems like it's totally taking advantage of the situation."

Sneed says the department denied Marathon's request and told the company to submit more specific requests for individual facilities.

Robert Verchick, an environmental law professor at Loyola University New Orleans and a former EPA deputy associate administrator, says it's not surprising that the EPA's policy opened the door to such sweeping requests. "The federal government sets the tone," he says, and the EPA's memo was broad.

### **The right to know**

Only a handful of states, including [Minnesota](#), [Indiana](#) and [Pennsylvania](#), publish details online about which companies have contacted state environmental authorities for regulatory relief.

Only Minnesota publishes details for all requests, including requests that are pending or denied.

"Ideally that information would be on a state website somewhere, and the people who need the information would be able to find it," says Verchick.

Minnesota is also one of nine states, including California and New York, that is challenging the EPA's relaxed enforcement during the pandemic [in court](#).

In an [April letter](#) to the EPA, California Attorney General Xavier Becerra demanded that the agency change its policy and begin publishing information about companies that do not comply with environmental regulations due to the pandemic. "These reports must also immediately be made publicly available so that the impacted communities can take necessary steps to mitigate the potential impacts from such noncompliance," Becerra wrote.

The California Environmental Protection Agency itself does not publish such reports on its website. The agency did not respond to questions about requests for regulatory leniency that the state has received due to the pandemic.

New York also does not publicly track pandemic-related leniency requests, despite leading the lawsuit against the EPA. The New York State Department of Environmental Conservation suggests that citizens file formal public records requests if they want information about companies that have told the state they cannot comply with environmental rules.

<https://www.npr.org/transcripts/867004030>

## **AECOM, AT&T, Toyota, and More Partner on Dallas' First Climate Action Plan**

EarthX, Public Citizen, and the University of Texas at Arlington formed the Comprehensive Environmental & Climate Action Plan's Advisory Committee, which includes Lyda Hill Philanthropies, JPMorgan Chase, and over 35 other organizations.

By Lauren Hawkins, Dallas Innovates

**It's a common saying that it takes a village to raise a child. For Dallas' new Comprehensive Environmental & Climate Action Plan (CECAP), it took two major committees, two rounds of formal community meetings, more than 180 individual meetings with community groups, and a review of over 9,000 unique comments from surveys and other public response mechanisms to develop and launch the plan.**

The Dallas City Council unanimously passed the plan on May 27, marking Dallas' first CECAP.

"The biggest winners today are the residents of the City of Dallas. This is their input, this is their plan, this is what they wanted to see, and we made sure that all of us together are building a stronger Dallas," Omar Narvaez, City of Dallas District 6 Councilman and Chair of the Environment and Sustainability Committee, said during a press conference on the day it passed.

The eight major goals of CECAP include: Dallas' buildings being energy efficient and climate resilient, the city generating renewable and reliable energy, being a zero-waste community, Dallas protecting its water resources and communities from flooding and droughts, and all Dallas communities breathing clean air.

To achieve these goals, the plan lays out **97 actions** that can be taken.

Almost half of these actions primarily aim to reduce greenhouse gas (GHG) emissions. The City hopes to reduce GHG emissions by 43 percent by 2030 and 100 percent by 2050, which is consistent with the goals of the Paris Climate Agreement as well as other Texas cities.

The City of Dallas worked with AECOM, a global infrastructure firm, along with over 35 other organizations to develop CECAP. AECOM Senior Urban Planner Tatum Lau, one of our **50 North Texas innovators and disruptors**, worked as the senior planner and deputy project manager for CECAP.

Moving forward, Lau says they expect an Environment and Sustainability Advisory Committee made up of professionals and community members to be formed for CECAP's implementation.

They also expect more details to come out concerning the implementation and monitoring of the 97 actions.

"We know that at least five actions will be implemented before the end of the year including the creation of a Food Advisory Council and updates to the building code to facilitate the installation of solar panels and EV charging infrastructure on new construction," Lau told *Dallas Innovates*.

During the press conference, Dallas Mayor Eric Johnson spoke on growing up near a lead smelter plant in West Dallas and how it's not something anyone would want for their children.

“Now, I believe we’re taking steps to overcome these challenges and to make Dallas truly a global leader in addressing environmental issues,” Mayor Johnson said.

### **Leading the effort**

Two key committees led the planning for CECAP, an external Stakeholder Advisory Committee (SAC) and an internal Environmental Planning Task Force (EPTF).

EarthX, Public Citizen, and the University of Texas at Arlington formed the SAC, which is comprised of more than 35 organizations including those representing education, public health, neighborhoods, environmental advocacy, and large and small business interests.

Among **the committee's members** were the Dallas Environmental Justice Network, the Dallas Sierra Club, and Grow North Texas representing advocacy and community; Lyda Hill Philanthropies, Toyota Motors North America, and the Dallas Regional Chamber representing business; UT Arlington, Paul Quinn College, and Dallas County Community College District representing academia; Parkland Hospital, Texas Trees Foundation, and The Nature Conservancy representing health; and the City of Dallas, North Central Texas Council of Governments, and Dallas Area Rapid Transit representing government.

The committee met twice to review data and help develop a vision and goals for CECAP, according to its website.

The EPTF was made up of city staff to make sure that departments such as Dallas Water Utilities, Economic Development, and Planning & Urban Design, were meeting regularly to discuss the plan’s progress along with topics of interest.

“Moving forward, a regional climate coalition, made up of cities from all over North Texas will play an important role in ensuring a coordinated and regional effort,” Lau says.

The CECAP is far from being Dallas’ first environmental initiative. Among **its past environmental efforts**, Dallas adopted the Green Building Ordinance requiring new buildings to meet higher efficiency standards in 2008. Dallas bought renewable energy for all of its facilities in 2015 and passed an Air Quality Resolution the following year.

CECAP was initiated in January 2019. The plan is expected to be reviewed annually and updated every three years.

“My takeaway, as was reflected by what many others said, is that the passing of CECAP is momentous for the city, but just the first step to a long journey that will need to rapidly accelerate if we wish to create a safe, healthy and prosperous region and significantly reduce the risks,” Lau says.



## Dallas Love Field boosts summer traffic projections 20%

By Evan Hoopfer, Dallas Business Journal

Dallas Love Field boosted passenger traffic projections by 20 percent for the summer months after more people flew out of the airport in April and May than anticipated.

The airport now projects nearly 150,000 enplanements — or how many people board an aircraft — in June and nearly 180,000 enplanements in both July and August. While projected summer traffic would still pale in comparison to 2019, it marks a higher figure than airport officials were projecting back when COVID-19's effect on the industry began in March.

**Chris Perry**, spokesperson for the airport, said the original projections were intentionally conservative as the airport was trying to determine what impact the coronavirus would have on the yearly budget.

"Human nature is hard to gauge, especially in an unprecedented event such as COVID-19," Perry said. "We're seeing continual, gradual increases in passenger counts as restrictions have lifted locally and throughout the United States."

Specifically, traffic has seen a "steady increase" since May 15, said **Kimberly Bizer Tolbert**, chief of staff to city manager **T.C. Broadnax** in a June 5 letter to city council members. The city of Dallas owns and operates Love Field.

"We are cautiously optimistic that the remaining months will also trend higher than forecasts bringing Dallas Love Field to 4.9 million enplanements (versus budgeted 8.3 million for FY19-20)," Bizer Tolbert said in the letter. [Here's a copy of the letter.](#)

As goes Southwest Airlines Co. (NYSE: LUV), so goes Dallas Love Field traffic. Southwest recorded over 35,000 enplanements in April at Love Field, which represented a more than 95-percent market share at the airport. The carrier with the second-highest amount of enplanements, Delta Air Lines, recorded just over 700 for the month, according to Love Field data.

Southwest is upping service at the airport. Compared to its low in early May, the carrier is adding weekly flights back at a 40-50 percent rate this month at Love Field, said company spokesperson **Dan Landson**.

"These increases are about matching the service levels with the needs of our customers as more people begin traveling," Landson said.

## Fort Worth: Provide Online Comments On Regional Transportation Issues

NCTCOG will conduct an online public input opportunity related to transportation initiatives.

By Press Release Desk, Patch

The North Central Texas Council of Governments (NCTCOG) will conduct an online public input opportunity related to transportation initiatives. Information will be [posted on the NCTCOG website](#) for public review and comment through July 7.

To request printed copies, contact Carli Baylor at 817-608-2365.

These are the topics for input:

**COVID-19 response: information system and economic opportunities.** Using specific performance metrics, staff will provide an update on the economic impacts and effects of COVID-19 restrictions on the transportation system.

**Coronavirus Aid, Relief and Economic Security Act: public transportation funding.** Staff will provide for review and comment a list of transit projects allocated funding by the Federal Transit Administration's Urbanized Area Formula Program through the Fiscal Year 2020 Coronavirus Aid, Relief and Economic Security (CARES) Act.

**Local government energy reporting.** The Texas Health and Safety Code requires political subdivisions in nonattainment or near nonattainment counties in Texas to reduce their electric consumption by 5% each year and report their annual energy consumption to the State Energy Conservation Office. To increase compliance and awareness of this reporting requirement, NCTCOG staff has developed resources and trainings and provided technical assistance to entities related to energy management. Staff will provide an overview of the energy reporting requirement, energy management resources developed and data points from FY19 reports submitted to SECO.

**Work Program Modifications.** The Unified Planning Work Program for regional transportation planning provides a summary of the transportation and related air quality planning tasks to be conducted by the metropolitan planning organization. Proposed modifications to the FY2020 and FY2021 Unified Planning Work Program will be presented.

To learn more, contact the NCTCOG Transportation Department at 817-695-9240.

## **DART line from Plano to DFW Airport remains on track for 2022**

The 26-mile Cotton Belt, or Silver Line, project that would connect seven cities to the airport broke ground last November.

By Teri Webster, Dallas Morning News

DART staff members recently updated Richardson officials on the Silver Line project, changes made due to the COVID-19 pandemic and future plans.

The Silver Line, also known as the Cotton Belt line, is a 26-mile, \$1.2 billion east-west commuter project that crosses seven cities and will connect Plano to DFW International Airport. [Work began in November](#) and has included the construction of embankments, bridge structures and retaining walls.

The design work is about 60% complete and modifications will be finalized for the at-grade crossings at Coit and Hillcrest Roads, DART officials told the Richardson City Council at their Monday meeting.

The planned opening date for the Silver Line is still 2022, even though the pandemic has caused setbacks.

During the pandemic, DART has implemented new protocols to thwart the spread of COVID-19.

That includes cleaning trains every 60 to 90 minutes, reducing capacity and having bus passengers enter from the rear doors until new driver shields are installed.

DART's vision of its future in Richardson could include "mobility hubs," the transportation agency told the city council during a recent meeting. The hubs are centralized locations that could include rail services, electric buses, automated vehicles, and even an air taxi, according to published reports.

## Coppell to extend public transportation test program

Audrey Henvey, Star Local Media

The Coppell City Council directed the city staff to pursue a 12-month extension of the city's "Work Hard, Get a Lyft" workforce transit test program at its Tuesday work session.

The program, a partnership between the city of Coppell, the Denton County Transportation Authority and Lyft, Inc., was initially established to run from October 2019 through September 2020.

Through the program, those working at participating businesses in Coppell can get Lyft rides from certain locations to their workplace and back with the city paying for up to \$15 of the ride. Riders will pay for the first \$2 of the ride and for anything over \$17.

"Participation has not been as significant as staff thought it would be, but it did begin gaining momentum around the time that COVID-19 hit," read a memo from Community Development Director Mindi Hurley.

The council was given data from October 2019 through March 2020. The number of monthly rides through the program generally increased, starting at 39 in October, peaking at 177 in January and ending at 175 in March. The data for April and May is not yet available.

"Due to the fact that COVID-19 interrupted our 12-month program, I'm asking you tonight if y'all would consider extending the program for an additional 12 months through Sept. 30 of 2021," Hurley said to the council.

The approved project budget was \$100,000. In the first six months of the test program, the city spent about \$10,000. About \$8,000 of that money has been on rides.

"We believe we could finish out the remainder of this year and still do an additional 12 months with the initial budget that was approved," Hurley said.

Hurley said she learned that there are still many businesses that don't know that the program is taking place.

"We would hope that over the remaining months of this contract and then the additional contract that we would see an increase in ridership to give us a real feel for what the need is," she said.

## Dallas-Houston High-Speed Rail May Seek Federal Funds

*The proposed high-speed rail project spearheaded by Texas Central has suffered financial strains because of coronavirus and may receive federal funding.*

BY KIM ROBERTS, THE TEXAN

The high-speed train planned between Dallas and Houston may be looking for federal funding to deal with the effects of the economic hardship related to coronavirus lockdowns.

Texas Central says on its website that it is a “private venture with private investors putting their capital at risk,” but a letter by Texas Central Chairman Drayton McLane, Jr. seems to indicate otherwise.

Writing to State Senator Robert Nichols (R-Jacksonville), McLane said that the rail project has “hit a snag with all the difficulties of Corona Virus,” including having to lay off employees and suffering delays in construction.

McLane explained that Texas Central plans to progress toward construction with funding from the Japanese government and funding it “hope[s] to receive from President Trump’s infrastructure stimulus through the Department of Transportation,” along with private equity funds.

When contacted by *The Texan*, a spokesperson for the railroad said that “Texas Central did not apply for funding through the CARES Act, or any other stimulus program set forth by the federal government.”

She added that Texas Central has made clear for the last two years that it will explore all forms of funding available to capital projects including existing federal loan programs like the Railroad Rehabilitation and Improvement Financing (RRIF) Program and the Transportation Infrastructure Finance and Innovation Act (TIFIA).

State Representative Ben Leman (R-Brenham) reacted negatively to McLane’s letter saying, “We also were told the project would be privately financed, yet now it is revealed Texas Central is seeking taxpayer stimulus money to build it.” Leman urged Texas residents to express their concerns to U.S. Transportation Secretary Elaine Chao.

Recently, Texas Central has overcome several hurdles to move ahead toward construction. The Federal Railroad Administration (FRA) released the required final environmental impact statement on May 29 and will accept comments through June 29 after which it will release its final rule. The document is over 10,000 pages in length.

“FRA is pleased to have reached this milestone in the National Environmental Policy Act (NEPA) process. FRA continues to evaluate public comments received on the technical safety requirements of the proposed rule of particular applicability, that is required for TCRR [Texas Central] to begin operations.”

The FRA must also establish safety regulations for the high-speed rail. It held public hearings in May regarding safety regulations, but they were done remotely because of coronavirus restrictions.

Leman was disappointed that the FRA did not delay the public hearings about safety rules until they could be held in person.

“Sadly, in spite of the request of federal and state representatives and the Texas Department of Transportation, the FRA has chosen to ignore the please of the people of Texas by proceeding with the hearings and not affording Texans a greater opportunity to have their voices heard while dealing with the COVID-19 pandemic.”

Last month, [the Thirteenth Texas Court of Appeals granted a ruling in its favor](#), allowing the use of eminent domain to acquire land for the rail. The decision is being appealed to the Texas Supreme Court.

Texas Central hopes to continue moving forward with its high-speed rail plans this summer.

“Texas Central’s next step is to continue working with our partner organizations and federal and state agencies, led by the FRA, to finalize our permits. The current schedule we have from the federal government anticipates that will happen this summer,” Texas Central CEO Carlos Aguilar said.

## **Short Stretch of Katy Trail to Close for 8 Weeks for Surface Change**

The portion of the trail that will be closed runs from Cambrick Street to N. Fitzhugh Avenue

5 NBCDFW Published June 14, 2020

A short stretch of the Katy Trail in Oak Lawn will close Monday as crews install a soft surface trail, city officials say.

The closure is expected to last eight weeks, according to Dallas Parks & Recreation.

The portion of the trail runs from Cambrick Street to N. Fitzhugh Avenue -- a stretch of about three-tenths of a mile -- officials said.

As a detour, Dallas Parks & Recreation asked trail users to use Knox Street to the north and Cambrick Street to the south to enter and exit the trail, while using Travis Street, which runs parallel to the Katy Trail, to continue their trip.

<https://www.nbcdfw.com/news/local/short-stretch-of-katy-trail-to-close-for-8-weeks-for-surface-change/2388557/>

## **What is an Ozone Action Day and why are they issued?**

Ozone Action Days are issued when hot, dry and sunny weather increases the amount of ozone near the ground.

By Kyle Roberts, WFAA

### **What is an Ozone Action Day?**

An Ozone Action Day is issued when high amounts of ozone are expected to be in the atmosphere specifically near the ground.

This usually occurs on hot summer days with light winds and plenty of sunshine. Large cities are the most at risk because of the increased amount of emissions.

Emissions from vehicles, mowers, factories, businesses and other pollution sources are commonly released into the air. But when we have sinking air and light winds from high pressure overhead, those emissions and pollutants are not able to disperse.

In addition, sunlight and heat actually cause a chemical reaction that increases the amount of ozone as well near the ground.

### **What does an Ozone Action Day mean for you?**

Breathing in increased amounts of ozone is harmful to your lungs.

People who suffer from respiratory issues like bronchitis, pneumonia, emphysema, asthma and colds are especially susceptible to increased amounts of ozone and can have trouble breathing.

Children are also more at risk since their lungs are still developing, and more likely to be outdoors on summer days.

Limiting time outdoors especially if working or exercising will help prevent the effects of increased ground-level ozone.

### **What can you do?**

First, limit time outdoors. Stay inside in an air-conditioned environment.

More ways to help out with limiting ground-level ozone include:

- Avoid unnecessary driving or travel
- Avoid idling
- Mow your yard or fill up the car with gas early in the morning or late in the evening
- Reduce electricity usage

<https://www.wfaa.com/article/weather/what-is-an-ozone-action-day-and-why-are-they-issued/287-6bf09a8d-a54d-47de-8703-26c44e419374>



## **This Western wear and boot-making company plans to bring hundreds of jobs to Fort Worth**

By Luke Ranker, Fort Worth Star Telegram

Fort Worth is looking to its cowboy roots to wrangle in more jobs — [Western apparel maker Ariat International](#) will move into the Alliance Texas corridor, and the city may provide incentives worth about \$2 million.

The city has been working with the clothing brand since last year, said Robert Sturns, economic development director. Ariat will move 75 corporate jobs to a 800,000 square foot site at state highway 156 north of the BNSF intermodal facility and ramp up to about 450 total jobs in the distribution center by 2024.

When finalized, Fort Worth will serve as the company's western distribution hub and regional headquarters, Sturns said.

The Union City, California-based company makes boots and clothes for work and outdoor wear.

"I think this really ties into some of the things we've been focused on trying to get more regional type headquarters and then Fortune 500 companies here," said Sturns. "We're excited to have them join the Fort Worth community."

The space is new, so Ariat plans to invest about \$73 million into the distribution center, he said.

That includes a \$43 million investment in the property. In addition to the 75 corporate jobs, Sturns expects Ariat to add 125 jobs each year over three years with average salaries around \$44,000.

The city, pending a council vote in August, has agreed to a nine-year tax break worth 40% of the new property taxes and a cash grant of \$212,000. That grant is payable only after Ariat demonstrates three years of job growth, Sturns said.

The package is worth just north of \$2 million and the city expects to make \$2.6 million in new revenue over the same period, he said.

Fort Worth is competing with a site in Arizona for the Ariat facility.

Councilwoman Gyna Bivens questioned the salary level during a council work session Tuesday, saying she wasn't sure people would be excited about the wages.

"I'll just tell you, I don't like it," Bivens said "I don't like giving away tax dollars for a wage anybody can get at company that doesn't get benefits."

### **LINEAR LABS**

The council also approved a nearly \$70 million city grant for research and development for Linear Labs Tuesday.

The [father-and-son start up by Brad and Fred Hunstable](#), plans to aggressively ramp up from about 100 employees to 3,000 by 2030 and is looking for a 100,000-square foot factory space in the Alliance Texas mobility innovation zone. The company runs a 11,000-square foot lab space in Fort Worth with production in Mexico.

Linear Labs is focused on developing cheaper, more powerful electric motors — the kind that can make scooters and e-bikes more affordable, but can also power them up steep hills or allow them to last longer on the road.

This is the [first time the city has used a research and development incentive](#), and Fort Worth maybe one of the only cities in the country with such a tax break.

Instead of basing Linear Labs' grant on investment in property, like a normal tax break, the company will receive grants reimbursing them for the cost of investing in research and development.

Linear Labs could also sell the tax credit to third parties. Those companies would have to invest nearly \$2 billion into new taxable property in order to qualify, Sturns said.

# Would Fort Worth residents rather spend more of their taxes on police or transit?

By Gordon Dickson, Fort Worth Star-Telegram

At a time when [Fort Worth voters are being asked to approve a sales tax for police](#), transit advocates are calling for the city to also increase funding for bus and rail services.

Voters on July 14 will be asked to reauthorize a half-cent sales tax charged to customers of Fort Worth businesses to pay for the city's Crime Control and Prevention District, which provides about \$80 million annually to the police department.

The police sales tax proposal — which if approved by voters would remain in place for 10 years — comes after several weeks of Fort Worth street protests in which the behavior of officers toward Black residents has been called into question. The police sales tax, which has been in place since 1995, supplements the roughly \$200 million [police also receive annually from the city's general fund](#), which is supported by property taxes.

Officials at Trinity Metro, Fort Worth's transit agency, stressed that they aren't calling for voters to reject that police tax and instead spend that money on transit. However, they say the city is overdue to invest in buses and trains.

Transit supporters are asking for nearly \$10 million in short-term improvements to the existing system, as well as unidentified additional funding for longer-term fixes, including a makeover of the Fort Worth area's entire bus system.

Trinity Metro operates on a half-cent sales tax, which supporters say provides only enough funding for a bare-bones transit system that caters mostly to transit-dependent residents who can't afford their own cars — rather than providing transportation choices for people of all incomes.

Many other Texas communities — including Dallas — charge their residents a full penny sales tax for transit, and are able to provide more thorough public transportation than what's available in Fort Worth, Jeff Davis, Trinity Metro board chairman, said.

“Funding for the Police Department is pretty important, but the city has gotten what it paid for with a half-cent for transit,” Davis said in a phone interview. “When you have a half-cent to transit, you get a beefed-up police system, which is never a bad thing, but you do it at the expense of public transportation which most other cities in the state of Texas did not do.”

Davis said Fort Worth needs to come to terms with how a lack of public transportation has fueled the division between haves and have-nots in the community.

“It's amazing what mobility will do to a community,” Davis said. “It lifts everybody up.”  
“We have waited so long for this. It's time.”

Fort Worth city leaders likely will debate the merits of increased transit funding this summer as they work through the process of creating a budget for the next fiscal year.

“The City Manager now has the request from Trinity Metro and will consider the request alongside others from City departments and other community partners,” David Cooke, Fort Worth’s city manager, said in an email. “The City Manager will present the recommended FY21 budget to Mayor and City Council in August.”

Trinity Metro is in the midst of a long-term plan to redesign its transit system, to make better use of resources and get more residents from their neighborhoods to their jobs.

In the short term, Trinity Metro will ask the Fort Worth City Council to provide an additional \$9.97 million from the general fund for transit projects in 2021.

Those projects, which were described to Trinity Metro board members during an online meeting earlier this week, include:

- Increasing bus frequency along the McCart Avenue and Crosstown corridors, \$3.1 million.
- Creating “ZIPZONE” programs that help residents get from transit centers to their final destinations in the southeast Fort Worth and Alliance areas, \$2.6 million.
- Launching express bus service from the East Transfer Center to Alliance, \$1.2 million.
- Creating an “Amazon route” to serve a north Fort Worth fulfillment center, \$450,000.
- Make various improvements to sidewalks, signs, bus stops and transfer centers, \$2.6 million.

Trinity Metro also is working with [consultant Christof Spieler, a planning director at Huitt-Zollars](#), to redesign the entire bus system, to connect more neighborhoods and job centers in Tarrant County.

## Mesquite City Council discusses COVID relief programs

By Anny Sivilay, Star Local Media

Mesquite Assistant City Manager Raymond Rivas provided the City Council with an update on the COVID-19 recovery programs funded through Coronavirus Aid, Relief and Economic Security (CARES) Act during Monday night's council meeting.

He reported that Dallas County has been approved to disburse the Coronavirus Relief Funds (CRF) to cities, and the city of Mesquite will be getting \$7,971,040.

Rivas said the city cannot use these funds to reimburse lost revenue. It has to be tied back to the city's overall response and the community response to the coronavirus.

"Dallas County is the main recipient of these funds, and how we got to this number is they took our 2019 census estimate from the North Central Texas Council of Governments and we received \$55 per capita for each those residents," he said.

Mesquite is expected to also receive \$672,453 for the Community Development Block Grant – Coronavirus Funds (HUD).

The three main areas the city is looking to provide assistance for are business recovery, resident assistance program and quality of life/response cost.

"If a business receives funding through Dallas County then (they) cannot duplicate that with the city of Mesquite program; however, it allows for a greater opportunity for businesses to receive funding because we are leveraging both the county funds and then the funds that have been allocated to the city of Mesquite."

The proposed business recovery programs include a small business grant program, a medium-size business grant program, and workforce training related to COVID-19.

The small business grant program would have a \$15,000 maximum grant. The business can have no more than 50 full-time employees, must be located within the city of Mesquite, and home-based businesses are excluded.

This fund can be used to pay employees, rent assistance, improving operations and buying personal protective equipment (PPE) for their business.

The medium-size business grant program is maxed at \$30,000. The business can have between 50-100 full-time employees; located within the city; and recipients must be sole proprietor.

"This is also within the Dallas County program, which prohibits franchise-type businesses from applying and receiving some these funds. Ours would follow suit," Rivas said.

Recommended workforce training programs could be on how to reintegrate safety precaution training for staff that is returning back to some businesses.

"As far as resident assistance programs, my recommendation would be maybe partnering with one of the Dallas County vendors to distribute the funding," Rivas said.

The CRF resident assistance programs would be for rent/mortgage assistance program of \$1,500 per month for a maximum of three months. Recipient must have lived within the city since March 1, 2020; make less than 80 percent of the Dallas-area median household income (example is \$48,300 as a single individual); not have received additional housing assistance from the federal stimulus program known as CARES given from another agency; and not currently on a voucher program, living in HUD, or living in a relative's home.

For the quality of life and community response Rivas said, "This is where the city works to enhance our capability and also backfills our coffers that we might have spent funds for our response. There are two components; one is looking at money that we've already spent, and then the next phase is looking at preparing for the next round if there is one."

The proposed budget for CRF county funds is \$4 million to be allocated to business recovery, \$2 million to resident assistance and \$1.9 million to community recovery costs.

The Community Development Block Grant is for programs supporting low- to moderate-income residents.

"This will be working with our local social organizations such as Sharing Life and Mesquite Social Services, of which we've already allocated funding for," said Rivas.

The proposed budget for the CDBG-CV funds is to have \$100,000 allocated to Sharing Life for rental/mortgage/utility assistance program and equipment reimbursement; \$20,000 to Mesquite Social Services for rent/mortgage assistance; \$1,000 to Mission East Dallas for PPE for staff and clients; and \$10,000 to Hope's Door for PPE for staff and clients.

"The reason my recommendation is that we utilize this funding for our local social organizations is that it has a longer period of time in which they can expend the funds. With our CDGB funding we can allow a longer period of time which would also be a benefit for our social organizations," Rivas said.

The remaining \$541,453 would be distributed to social service organizations that the city already works with as well as taking applications for those who haven't received funds.

## Harmon elected chair of regional council

By Matt Smith, Cleburne Times Review

Johnson County Judge Roger Harmon described his election as chairman of the Regional Transportation Council as both an honor and an opportunity to forge new relationships with fellow city, county and state officials outside of Johnson County.

Harmon, who was elected to his new position on Thursday, will lead the 44-member transportation policymaking body over the next year. Harmon was first appointed to the RTC in 2001. Harmon replaces Denton County Judge Andy Eads.

“Texas and Johnson County in particular are going to change rapidly in the next few years ahead,” Harmon said. “We’re going to continue to see people moving to the state because Texas has a friendlier atmosphere and more moving to Johnson County because of our proximity to Tarrant and Dallas counties.”

Harmon will also lead the RTC through the 87th Texas Legislative Session, which begins in January.

Transportation funding will likely be a big focus of the upcoming session as governments address changes in travel patterns and economic challenges posed by the COVID-19 pandemic.

The RTC, which includes 12 counties in the Dallas-Fort Worth area, oversees transportation planning for the country’s fourth-largest metropolitan area. The region’s current population, 7.5 million, is projected to exceed 11 million by 2045. The RTC guides the development of roadway, rail and bicycle-pedestrian plans and programs. It also allocates funds and recommends projects to the Texas Transportation Commission.

The RTC also ensures transportation services are coordinated throughout the region and the metropolitan area complies with air quality regulations. Dallas-Fort Worth remains in non-attainment for ozone and is working toward meeting federal standards. The RTC has also embraced technology as it seeks to pursue innovative ways to move people, such as high-speed transportation.

The council is examining high-speed options between Dallas and Fort Worth, including Arlington. High-speed rail, hyperloop technology and magnetic levitation are among other options under consideration.

RTC members are also working with metropolitan planning organizations between north and south Texas along the Interstate 35 corridor on high-speed transportation projects.

Closer to home, Harmon said he hopes to see the planned extension of the 360 toll road come to fruition as well as the expansion of U.S. 67 to four lanes from Cleburne to Glen Rose and construction of a second bridge over U.S. 67 near Cleburne Station.

“We have it approved for an underpass on Farm-to-Market Road 917 in Joshua but we’re waiting on funding,” Harmon said. “I think at some point we’re going to have to look at making FM 917 four lanes near Godley and the Chisholm Trail Parkway because of all the growth we’re seeing out there.”

“But overall, I think this council has achieved more good things transportation wise than any other similar council in the state and I’m very honored to have been elected to serve as their chairman,” Harmon said.

Johnson County Commissioner Rick Bailey called Harmon’s new position an honor as well.

“I think it’s a great honor for Roger to be in that position and I’m sure he’ll do a fine job on that council,” Bailey said. “I think this can also be beneficial to Johnson County, which has been overlooked in the past, to have a voice on many of these important local and regional issues.”

Elected at the same time as Harmon were Dallas County Commissioner Theresa Daniel, who was elected vice chair after having served as secretary for the past year. Fort Worth Councilwoman Ann Zadeh was named secretary. Both they and Harmon will serve in their new positions through June 2021.

The RTC has served as the Metropolitan Planning Organization for regional transportation planning in the Dallas-Fort Worth area since 1974.



## Group Calls for Major Changes to Dallas Zoning Practices

Neighborhood Self-Defense Project Launches Tuesday Evening

By Diana Zoga, NBCDFW

An initiative called the [Neighborhood Defense Project](#) launched an effort Tuesday to ensure South Dallas neighborhoods help shape the city's comprehensive plan for future development and address systemic racism.

Activists from Southern Sector Rising, the Inclusive Communities Project and environmental group Downwinders at Risk are partnering to weigh in on the city's forwardDallas!

[comprehensive plan update](#) – a document that outlines the city's vision for future development.

"When we say Black Lives Matter, it is the right, the ability to live, not just to survive, but to thrive and to flourish," said Friendship West Baptist Church Justice Pastor Danielle Ayers. "You can't do that when you are drinking contaminated water and breathing in foul air."

Ayers said race-neutral solutions won't be enough to address systemic racism.

"It's about acknowledging the ugliness of it and then correcting it. Sometimes it may not be reform, it may be tear that down and restructure your whole zoning ordinances and policies that you have in place," she said.

The recent battle over what's known as [Shingle Mountain](#) underscores the uphill battle some residents face when attempting to address environmental and quality of life concerns.

Marsha Jackson lives near the roofing material recycling facility in Dallas. The courts agreed the pile needs to go, but Jackson still lives within feet of Shingle Mountain.

"When they first came here January of 2018, I started calling, submitting 311 calls and nothing was being done," she said. "I have been doing this since January 2018. Here it is June 2020, it is still here."

Jackson has lived on the property for 25 years.

"I don't want that to happen to anybody," she said.

"We don't have to react to crises that emerge. We can actually think ahead and plan ahead and advocate for a balanced plan, a logical way to do development that distributes the challenge and the burden of pollution," said Dr. Chris Dowdy, vice president of academic affairs at Paul Quinn College.

Dowdy said neighborhoods need to be at the table to outline future development for the whole city and determine how the land will be valued and used.

"If you don't answer those questions, then somebody else answers them," Dowdy said.

Dowdy pointed to [a study completed earlier this year](#) that mapped out levels of three major air pollutants and determined some neighborhoods had higher concentrations of heavy air pollutants close to residential land use areas, including Joppa, West Dallas and Floral Farms.

“It ends up being distributed unevenly and in a way that really punishes Black and brown neighborhoods and poor neighborhoods,” Dowdy said.

“That won’t change unless the zoning changes or if enforcement changes. There is a lot of work that needs to be done, but truly addressing the zoning is the first step,” said Evelyn Mayo, chair of environmental activist group Downwinders at Risk and an adjunct professor at Paul Quinn College.

The [virtual Neighborhood Self-Defense Project town hall](#) begins at 6 p.m. Tuesday. The town hall will be held on Zoom.

<https://www.nbcdfw.com/news/local/group-calls-for-major-changes-to-dallas-zoning-practices/2394134/>

## **North Central Texas receives \$11 million transit grant**

By Fort Worth Business Press Staff

The North Central Texas Council of Governments (NCTCOG) was awarded a federal grant of \$10,776,382 to help transit providers continue to operate throughout the novel coronavirus outbreak, U.S. Sen. John Cornyn, R-Texas, said in an announcement.

The funding, which was appropriated by Congress last month as part of the CARES Act, comes through the Federal Transit Administration (FTA).

“As the coronavirus continues to spread, Texans’ access to safe and efficient infrastructure is critical,” Cornyn said. “I’m thankful to the Trump Administration for encouraging transit improvement in North Texas.”

The grant will support operating, administrative, and preventive maintenance costs to reach underserved areas in order to respond to and recover from the COVID-19 public health emergency.

Specifically, the grant funds will provide continued service for residents within the Dallas-Fort Worth and Arlington area but outside the service areas of Dallas Area Rapid Transit (DART) and the Trinity Metro.

Service areas include parts of Collin, Dallas, Denton, Ellis, Johnson, Parker, Rockwall, and Tarrant counties.

## Richardson approves partial funding for \$2 million Greenville Avenue project

By Makenzie Plusnick, Community Impact Newspaper

Richardson City Council voted unanimously June 22 to partially fund pedestrian and cycling improvements on and near Greenville Avenue.

The \$2 million project needs buy-in from the Regional Transportation Council, a subcommittee of the North Central Texas Council of Governments, before it can proceed.

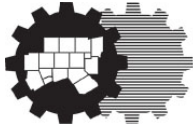
Proposed improvements would make the Greenville Avenue and Arapaho Road intersection safer for users of both Central Trail and the bike lane, according to the project's funding application.

The project would also extend the Central Trail from the US 75 northbound frontage road to Greenville via Arapaho and add street lights along certain areas.

The goal is to improve gateways into **The Core** and **The IQ**, two areas that have been the focus of recent city-led redevelopment efforts. Improvements would improve accessibility to and reduce congestion in these areas.

Most of the project would be funded through a federally backed grant program that encourages alternate transportation methods, such as cycling and walking. Local agencies must kick in 20% of the necessary funds, according to the application. Richardson would use credits accrued from capital investments into toll facilities to cover its share of \$340,000.

The Regional Transportation Council will approve grant requests in September. Design for the project is expected to begin in the first quarter of 2021. Construction will begin in the final quarter of 2022 and should take about a year to complete.



North Central Texas  
Council of Governments

**PRESS RELEASE**  
Contact: Brian Wilson  
(817) 704-2511  
[bwilson@nctcog.org](mailto:bwilson@nctcog.org)

## **NCTCOG to Provide Update on COVID-19, Funding Initiatives**

Public comments accepted online through July 7

**June 8, 2020** (Arlington, Texas) — The North Central Texas Council of Governments is conducting an online input opportunity beginning June 8 to provide residents the chance to comment on a series of transportation initiatives in the Dallas-Fort Worth area.

NCTCOG staff will provide information related to performance measures outlining the impacts of COVID-19 on the transportation system at [www.nctcog.org/input](http://www.nctcog.org/input). COVID-19 has had an unprecedented effect on travel behavior in North Texas, decreasing freeway congestion and toll road transactions, while improving air quality and increasing bike-pedestrian activity.

The pandemic has also affected transit operations throughout the Dallas-Fort Worth area. Staff will post information related to long-term effects as well as provide a list of transit providers allocated funding by the Federal Transit Administration's Urbanized Area Formula Program through the Fiscal Year 2020 Coronavirus Aid, Relief and Economic Security (CARES) Act.

In addition to tracking COVID-19 effects, NCTCOG staff has been working on many planning initiatives, including funding partnerships with cities in Southeast Dallas County for roadway improvements as well as modifications to the Unified Planning Work Program (UPWP).

The UPWP identifies transportation- and air quality-related planning tasks to be carried out by NCTCOG as the metropolitan planning organization. Information on both initiatives will be posted for public review and comment.

Finally, staff will provide an overview of an energy reporting requirement submitted to the State Energy Conservation Office each year. Details will include energy management resources and training sessions, as well as data from the Fiscal Year 2019 report.

Information on Clean Air Action Day, the Map Your Experience tool, the Regional Smoking Vehicle Program and vehicle incentive opportunities will also be highlighted.

North Texans can comment on the aforementioned topics through July 7 at [www.nctcog.org/input](http://www.nctcog.org/input). To request printed copies of the information, call 817-608-2365 or email [cbaylor@nctcog.org](mailto:cbaylor@nctcog.org)

### **About the North Central Texas Council of Governments:**

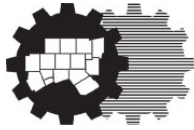
NCTCOG is a voluntary association of local governments established in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit, and coordinating for sound regional development. NCTCOG's purpose is to strengthen both the individual and collective power of local governments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

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

# # #



North Central Texas  
Council of Governments

**PRESS RELEASE**  
Contact: Brian Wilson  
(817) 704-2511  
[bwilson@nctcog.org](mailto:bwilson@nctcog.org)

## **Johnson County Judge Harmon Elected to Lead Regional Transportation Council**

Dallas County's Daniel, Fort Worth's Zadeh also named officers

**June 11, 2020** (Arlington, Texas) – Johnson County Judge Roger Harmon was elected chair of the Regional Transportation Council on Thursday and will lead the 44-member transportation policymaking body for the next year.

Harmon replaces Denton County Judge Andy Eads, who has chaired the RTC through the beginning of the COVID-19 pandemic, which will continue to be an important issue as officials at all levels of government determine how to respond. Harmon, who was appointed to the RTC in 2001, will also lead the RTC during the 87<sup>th</sup> Texas Legislative Session, which begins in January.

Transportation funding is likely to be a focus of the next session as governments grapple with the changes in travel patterns and economic challenges brought on by the coronavirus pandemic and determine how to continue to meet the needs of residents no matter how they choose to travel.

Dallas County Commissioner Theresa Daniel is the new vice chair after serving as secretary for the past year. City Councilmember Ann Zadeh of Fort Worth was named secretary. Daniel has been a member of the RTC since 2018. Zadeh was appointed in 2017. The new officers will serve in their positions through June 2021.

As the transportation policymaking body for the 12-county Dallas-Fort Worth area, the RTC oversees transportation planning for the fourth-largest metropolitan area in the country. The region has a population of over 7.5 million people and is expected to grow to more than 11 million by 2045. The RTC guides the development of roadway, rail and bicycle-pedestrian plans and programs; allocates transportation funds; and recommends projects to the Texas Transportation Commission.

The RTC also ensures transportation services are coordinated throughout the region and the metropolitan area complies with air quality regulations. Dallas-Fort Worth is currently in nonattainment for ozone and is working toward meeting the federal standards.

The policymaking body's collaborative approach has helped the region develop a world-class, multimodal transportation system that provides residents choices of how to travel to work, school and recreational activities.

The RTC has also embraced technology as it seeks to pursue innovative ways to move people, such as high-speed transportation. It is currently examining high-speed options between Dallas and Fort Worth, including Arlington. High-speed rail, hyperloop technology and magnetic levitation are among the options that could be considered.

Additionally, the RTC is collaborating with metropolitan planning organizations between North and South Texas to determine how cities along the bustling Interstate Highway 35 corridor could be connected by high-speed transportation.

**About the North Central Texas Council of Governments:**

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###





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

June 15, 2020

Mr. Brad Alberts  
President  
Dallas Stars  
2601 Avenue of the Stars  
Frisco, TX 75034

Dear Mr. Alberts:

The North Central Texas Council of Governments and the Regional Transportation Council wish to pledge a maximum of \$750,000 to offset the transportation costs for the upcoming National Hockey League Hub City Tournament. The purpose of this commitment is to aid the Dallas Stars and our region be a possible host for one of the two selections. By doing so, it would have the direct benefit of increasing air travel, hotel stays, and employment of service industry employees, as well as have the indirect benefit of aiding our region in returning life closer to normalcy. With the near-term successful National Hockey League Winter Classic, this commitment would be sending a clear message to the National Hockey League that our region would be the best selection.

I am sending this letter to you today to give your ample time to communicate this financial commitment to the National Hockey League. It is our understanding they may make a decision next week.

The financial commitment is a "not to exceed" amount. It is anticipated that the National Hockey League would transmit to you, and then to us, documentation on the transportation costs for the teams traveling in our region. We would submit up to \$750,000 to the National Hockey League as reimbursement for these expenses. There are lots of reasons for this event to be hosted in our community and by minimizing the anticipated costs of transportation, it is our hope that the National Hockey League will select Dallas as one of the two finalist communities.

My contact information is as follows:

Michael Morris, PE  
North Central Texas Council of Governments  
616 Six Flags Drive  
Arlington, TX 76011  
(817) 695-9241  
[mmorris@nctcog.org](mailto:mmorris@nctcog.org)

If you need any further information, please do not hesitate to contact me.

Sincerely,

A handwritten signature in black ink that reads "Michael Morris". The signature is written in a cursive style with a large, sweeping flourish at the end.

Michael Morris, PE  
Director of Transportation

MM:aa

cc: Monica Paul, Executive Director, Dallas Sports Commission

**DRAFT****Policy Position Establishing Guidelines for Ratification Actions**

July 9, 2020

(P20-02)

The Transportation Improvement Program Modification Policy contains a provision for emergency changes that need approval quickly, but for which timing is not aligned with the Regional Transportation Council (RTC) meeting schedule. These changes would come to the RTC for ratification at the next scheduled meeting.

This policy does not change the existing Transportation Improvement Program Modification Policy. The purpose of this policy is to protect both North Central Texas Council of Governments (NCTCOG) staff and the RTC for any anticipated misunderstandings.

The goal of this policy is to develop a better understanding of this need by developing more guidelines protecting the speed for emergency actions, as well as the interest of the Regional Transportation Council. This policy proposes that staff can take action in emergency situations related to either time or consequence. It is anticipated that this provision would be used rarely, less than one time per year. The time-related emergencies are those transportation items that would have significant harm or opportunity if not advanced previous to the next Regional Transportation Council meeting. An emergency of consequence would be a situation where some safety-related event occurred that would bring harm to the citizens of the region or the traveling public without an immediate solution. The following items are guidelines and not specific requirements. It is difficult to anticipate every possible emergency event; however, the following is RTC direction for staff decision making.

The specific guidelines are:

- These projects or initiatives would be lower cost. It is anticipated these would mostly likely be less than \$5 million. Emergencies over this dollar amount could require the Chair to call a special meeting of the Regional Transportation Council.
- As stated previously, these would occur infrequently. They would require approval by the NCTCOG Transportation Director. The Transportation Director would be required to notify the Regional Transportation Council Chair.
- The item would need to be placed on the next scheduled meeting of the Regional Transportation Council for ratification. If an item is not ratified, staff would be required to outline the implications from the lack of action.
- To minimize complications related to federal funds, the Regional Transportation Council encourages staff to use RTC Local funds for emergency purposes. The benefit of such a policy is the sensitivity to federal regulations and is limited to relatively small balances of RTC Local funds. Although federal funds could be used, they are discouraged in this policy.

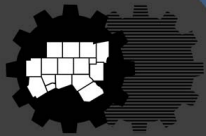
This policy permits the Regional Transportation Council to bring this policy back for reevaluation if members feel staff is misusing this policy for non-emergency purposes due to time or consequence.

# Congestion Management Process Update

**Regional Transportation Council**

**July 9, 2020**

**Natalie Bettger**



North Central Texas  
Council of Governments

# What is the CMP?

One of five federally-mandated planning documents  
(MTP, TIP, UPWP, Public Participation Plan, CMP)

**Required for urbanized areas with populations exceeding 200,000  
(also known as Transportation Management Areas)**

“A **regionally-accepted** approach for **managing** congestion that provides **up-to-date** information on **multimodal** transportation performance and **assesses** alternative strategies that meet state and local needs.”

*FHWA CMP Guidebook*

# What is Required in the CMP?

Regulations are not prescriptive towards the methods, approaches, and strategies in the CMP.

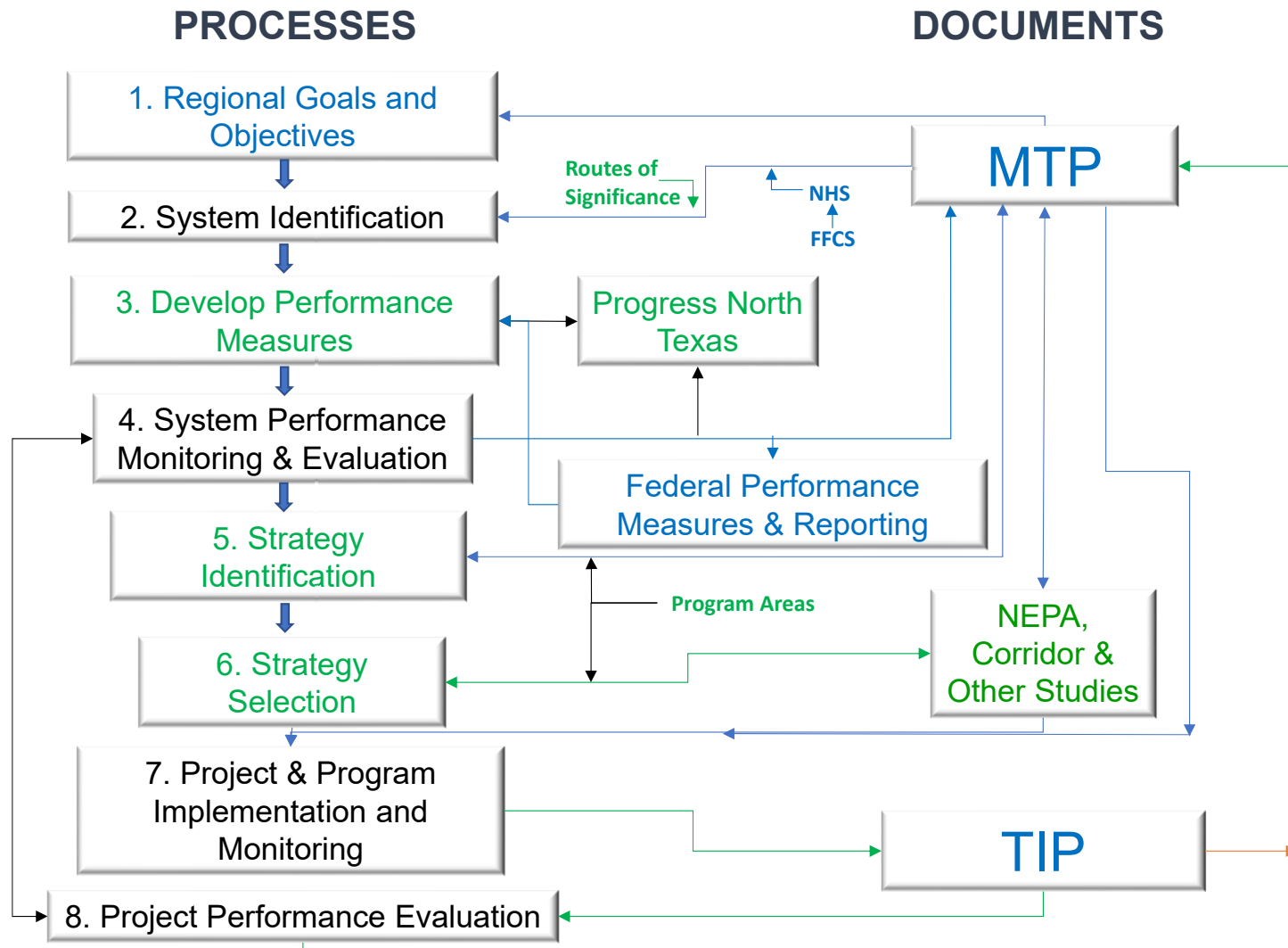
Congestion Management Strategies *should* include:

- Demand management strategies;
- Traffic operational improvements;
- Public transportation improvements;
- ITS technologies; and
- "Where necessary, additional system capacity"

**For nonattainment areas**, projects adding Single Occupant Vehicle (SOV) capacity *must* be evaluated and comply with the CMP, by integrating congestion management strategies.

The CMP *shall* be developed, established, and implemented as part of the Metropolitan Transportation Planning Process.

# CMP Processes and Related Documents



# Regional Goals and Objectives

## **Mobility**

Increase available options, reduce congestion, increase efficiency, provide access

## **Quality of Life**

Preserve environment, improve air quality, promote active lifestyles, livable communities

## **System Sustainability**

Encourage and enhance maintenance, increase **safety** and reliability, invest long-term in existing system

## **Implementation**

Timely project planning; cost-effective solutions for construction, operations, and maintenance; leverage existing assets





# System and Performance Monitoring

## Performance Criteria

CMP Corridor  
Segments



Under Construction or  
Programmed in TIP



### Performance Criteria

Recurring Congestion:  
Travel Time Index

Safety:  
Crash Rate

Non-Recurring  
Congestion:  
Level to Travel Time  
Reliability

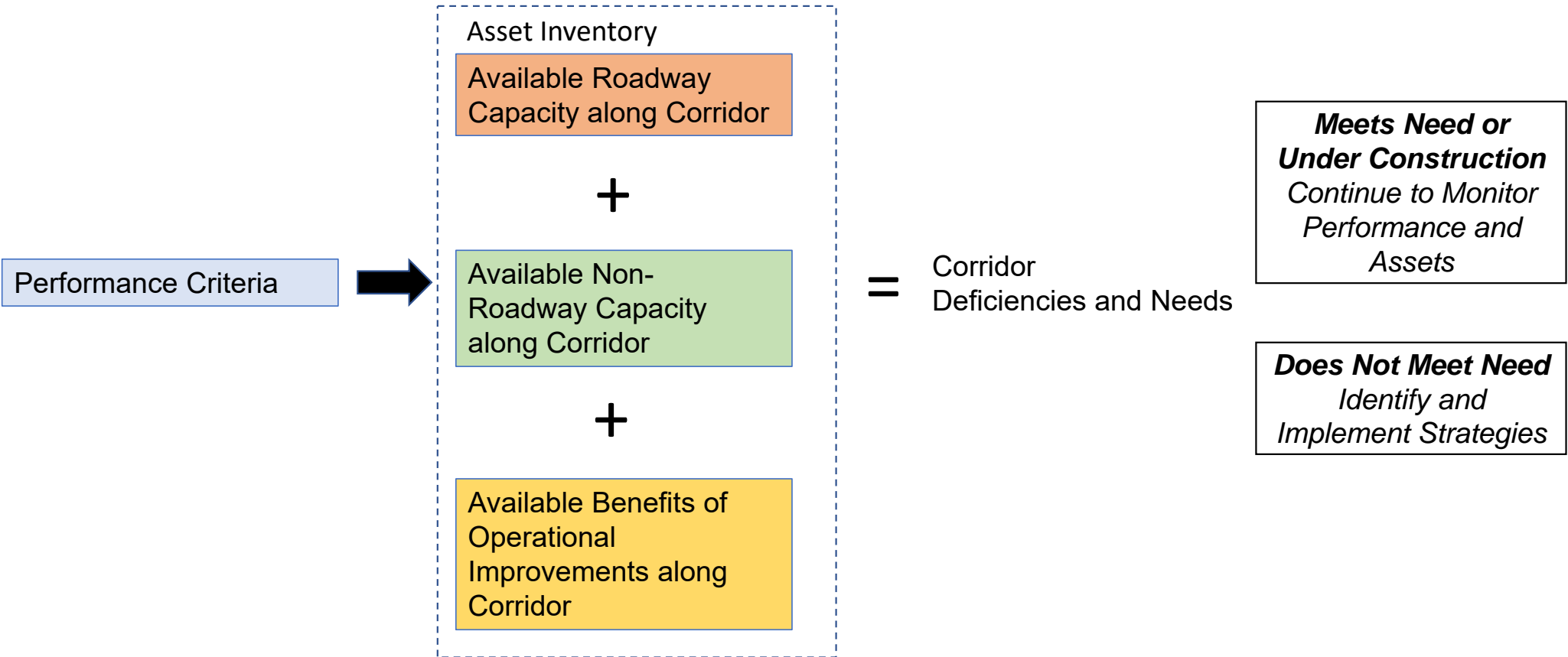
Pavement and  
Bridge Conditions:  
% Pavement and  
Bridge Deck Area in  
Poor Condition

# System and Performance Monitoring Corridor Asset Inventory



Asset Inventory		
Roadway Capacity	Non-Roadway Capacity	Operational Assets
	Park-and-Ride Facilities	ITS
Parallel Arterials	Veloweb/Multi-Use Paths	Managed/HOV/Express Lanes
Frontage Roads	Light Rail	Truck Lane Restrictions
Parallel Freeways	Commuter Rail	TIM Attendance & Coverage
	Bus Routes	Mobility Assistance
		Shoulders

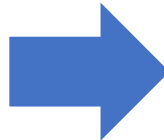
# Corridor Evaluation



# Strategy Identification and Selection

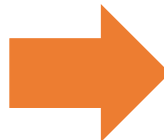
## Deficiencies

Recurring Congestion and Non-Roadway Capacity



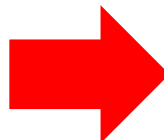
Promote and encourage usage of parallel roadways
Promote and encourage usage of available transit services
Promote and encourage usage of trip reduction programs

Safety and Recurring Congestion



Bottleneck removal
Emergency vehicle routing
Mobility assistance patrols
Reduction in merging and weaving

Non-Recurring Congestion and Safety



Increase deployment of Intelligent Transportation Systems	
Dynamic route guidance	Speed monitoring
Network surveillance (CCTV)	511
Promote Freeway Incident Management Training	
Improve incident response and clearance times	
Shoulder Utilization Program	

Pavement and Bridge Condition and Recurring Congestion



Bottleneck improvements
Rebuild roadway

# Example Project Performance Evaluation

- Before/After Speeds
- Before/After Volumes
- **Before/After Crash Rate**
- Transit Ridership/Mode Split
- Changes in Asset Inventory
- Changes in Asset Condition
- Changes in Criteria Performance Measures, Peak Hour LOS, Crash Rate, and Travel Time Reliability

# Schedule

<del>April 2020</del>	<del>30-Day Public Comment Period and Public Meeting**</del>
<del>May 22, 2020</del>	<del>STTC Info</del>
July 9, 2020	RTC Info
September 25, 2020	STTC Workshop – Scoring, Ranking, Strategies and Implementation
September 2020	30-Day Public Comment Period and Public Meeting
October 23, 2020	STTC Info
November 12, 2020	RTC Info
December 4, 2020	STTC Action
December 10, 2020	RTC Action

# Questions?

## Contact:

**Eric Quintana**

Transportation Planner

(817) 608-2381

[equintana@nctcog.org](mailto:equintana@nctcog.org)

**Natalie Bettger**

Sr. Program Manager

(817) 695-9280

[nbettger@nctcog.org](mailto:nbettger@nctcog.org)

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# Legislative Update

Rebekah Hernandez  
North Central Texas Council of Governments  
July 9, 2020  
Regional Transportation Council



# Federal Update

## Transportation Reauthorization

- Action needed by September 30, 2020
- House INVEST in America Act; HR 2
- Senate America's Transportation Infrastructure Act (2019)

## HR 2 – Moving America Forward Act

- \$1.5T Infrastructure Bill
- Transportation, water, broadband, housing, energy, healthcare
- Includes INVEST text

**Investing in a  
New Vision  
for the  
Environment  
and Surface  
Transportation  
(INVEST)  
in America Act**

- \$495.4 billion in federal funding for FY2021 through FY2025
- Approved by House Committee on June 18
- Text rolled into HR 2
- Recent House actions
- Barriers to final approval

# **INVEST in America Act**

## **Division A**

- Maintains existing program structure for FY2021; mostly extends authorized funding levels for FY 2021
- Provides state DOTs and local transit agencies with relief from COVID revenue loss

## **Division B**

- Reauthorizes highway, transit and safety programs for four more years

## **Division C**

- Hazardous materials safety reauthorization

## **Division D**

- Rail reauthorization

# **INVEST in America Act**

## **Major Themes**

- Focuses on improvements to existing facilities vs. new capacity
- Creates at least 20 new programs, new grant programs
- Climate, resiliency, greenhouse gas reduction
- Bike/ped access and safety
- Increases in transit funding
- Bridge improvements

# Appropriations

## House:

Appropriations subcommittee markup scheduled for week of July 6

- **July 7:** Energy-Water
- **July 8:** Transportation-Housing and Urban Development

In full committee week of July 13

## Senate:

Markups delayed

## State Legislative Update

- Texas House and Senate Committees cancelled interim hearings due to COVID-19
- Comptroller mid-cycle revenue estimate expected this month
- Texas Transportation Commission continues to meet monthly
  - Draft FY2021 UTP open comment period July 10-August 10

## State Legislative Update

- Bill filing begins November 9, 2020
- First day of 87<sup>th</sup> Texas Legislature – January 12, 2021
- Next step – Draft RTC Legislative Program for the Texas Legislature

## Contact Information

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# UPDATE ON VOLKSWAGEN SETTLEMENT AND ZERO EMISSION VEHICLE CORRIDOR

**Regional Transportation Council  
July 9, 2020**

**Lori Clark  
Program Manager & DFW Clean Cities Coordinator**



North Central Texas  
Council of Governments

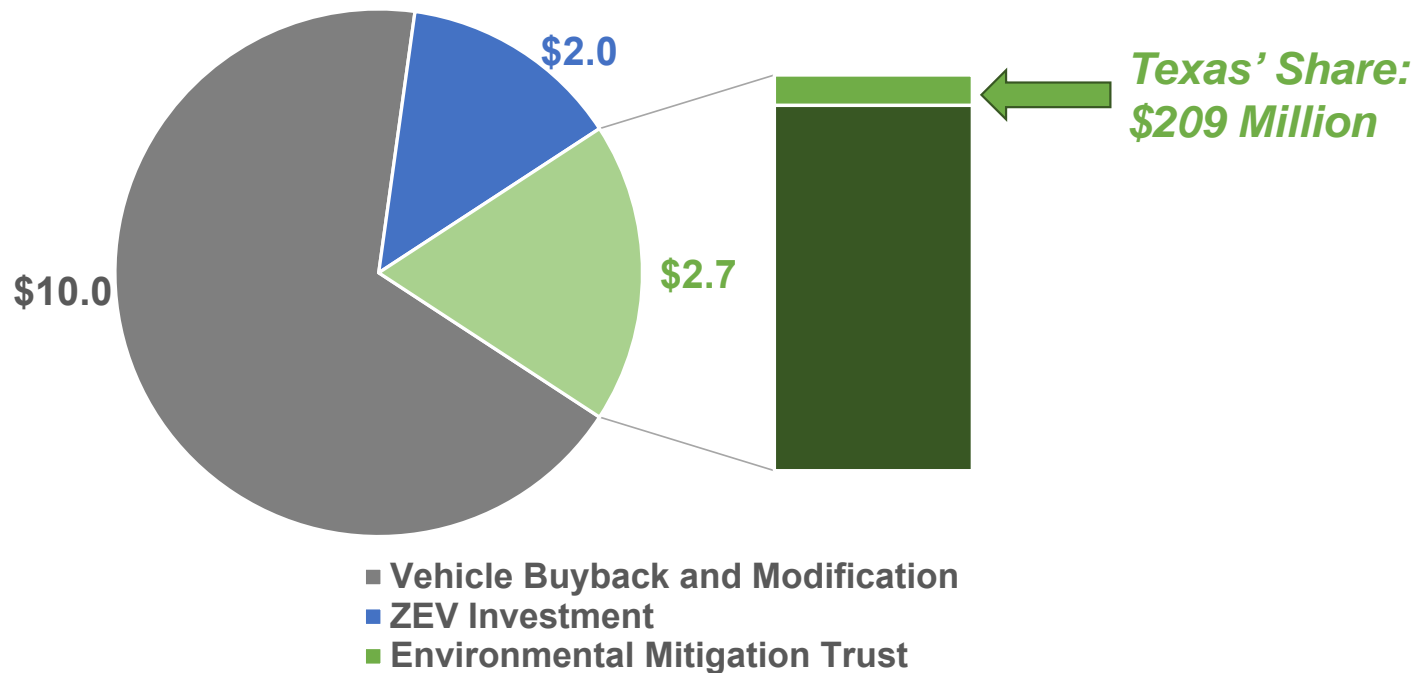
# VOLKSWAGEN SETTLEMENT OVERVIEW

**Total Settlement to Date: \$14.7 Billion**

**Environmental Mitigation Trust - Distributed to States →**

**Texas Volkswagen Environmental Mitigation Program (TxVEMP)**

**Zero Emission Vehicle (ZEV) Investment - Managed by Electrify America**

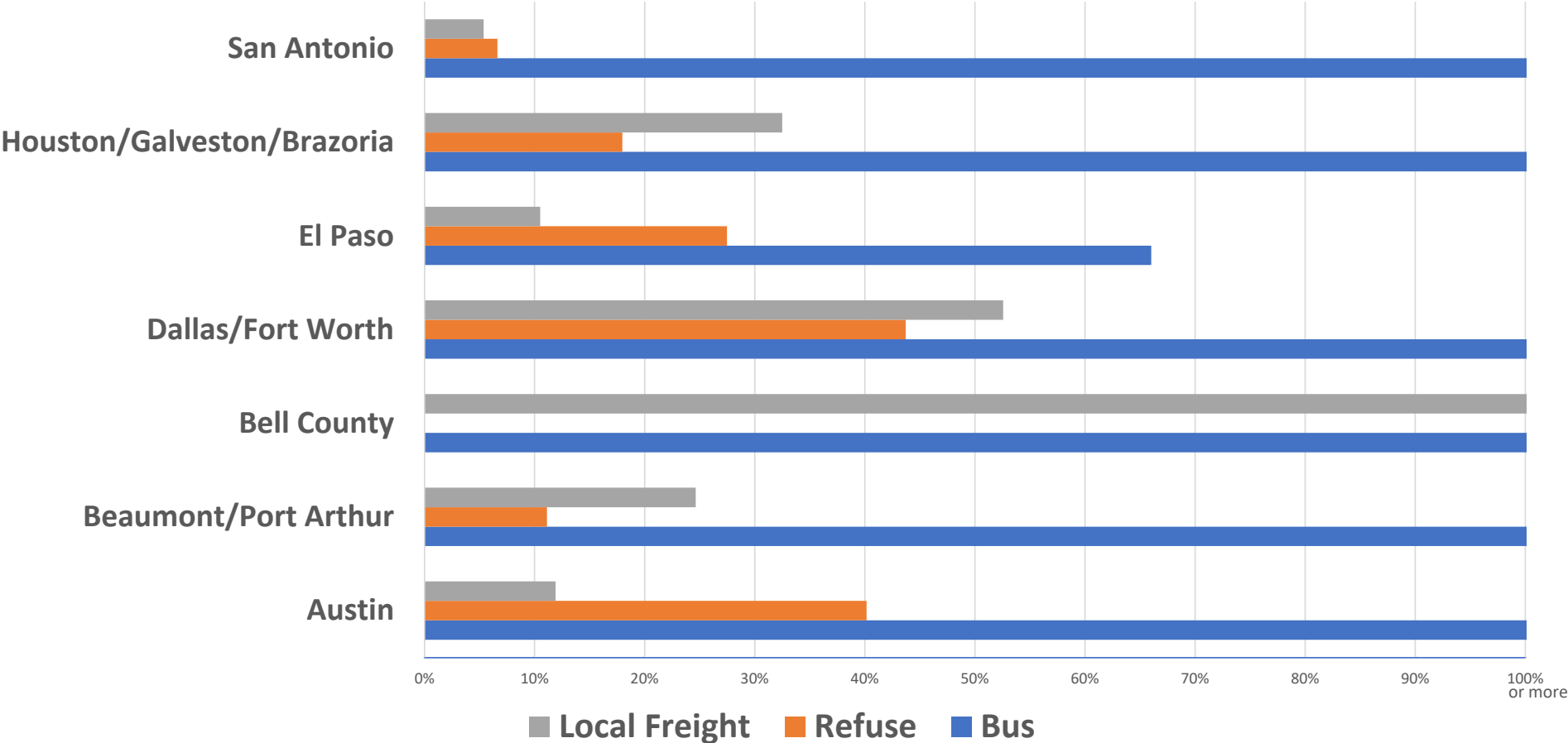


# TEXAS VOLKSWAGEN ENVIRONMENTAL MITIGATION PROGRAM

Statewide Allocation	Program	DFW Area Allocation	Schedule	Status (as of May 22, 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 10/8/2020	\$3,648,740 Requested* <b>\$4,697,550 Available</b>
	Freight & Port Drayage Vehicles	\$6,677,032	Open; First-Come First-Served Until 1/27/2021	\$3,509,465 Requested* <b>\$3,167,567 Available</b>
	Electric Forklifts and Port Cargo-Handling Equipment	\$6,677,032	To Be Determined	
	Electric Airport Ground Support Equipment			
	Ocean-Going Vessel Shore Power			
~\$31.4 Million	ZEV Infrastructure - Level 2 Rebate	~\$2.5 Million (Statewide)	May be Opening Late Summer 2020	
	ZEV Infrastructure – DC Fast Charge Funding	~\$25 Million (Statewide)	May Open Late 2020/Early 2021	

# PROGRESS OF FUNDING BY REGION

## Percent Available Funds Requested by Funding Round



Based on Data Posted at [www.texasvfund.org](http://www.texasvfund.org) as of June 29, 2020

# CURRENTLY AVAILABLE FUNDING

## Refuse Vehicles

**Eligibility: Engine Model Year 1992 – 2009, Diesel Trucks, Greater Than 26,001 Pounds**

**Must Be Configured To Collect And Transport Municipal Solid Waste; Includes Garbage Trucks, Roll-off Trucks, Dump Trucks, Sweeper Trucks, Chipper Trucks, and Grapple Trucks**

**Grants Awarded on First-Come, First-Served Basis**

## Funding Levels:

**Government-Owned Vehicles: 80%**

**Privately-Owned Vehicles:**

**50% for Electric Projects**

**40% for Other Repowers**

**25% for Other Replacements**

## Local Freight and Port Drayage Vehicles

**Eligibility: Engine Model Year 1992 – 2009, Diesel Trucks, Greater Than 14,000 Pounds**

**Must Be Used To Deliver Cargo and Freight**

**Grants Awarded on First-Come, First-Served Basis**

## Funding Levels:

**Government-Owned Vehicles: 80%**

**Privately-Owned Vehicles:**

**50% for Electric or **Any** Drayage Projects**

**40% for Other Repowers**

**25% for Other Replacements**

# ELECTRIFY AMERICA SUBMISSION OPPORTUNITY

## INPUT NEEDED – DATA

Unique Opportunities To Collaborate in Deploying ZEV Investments

Actions Being Taken to Support Taxi/Ride-Share EV Adoption

Current/Expected ZEV Infrastructure Plans Or Strategies

Fuel Cell Electric Vehicle (FCEV) Data And/Or Adoption Perspectives, Especially  
for Medium- And Heavy-Duty Vehicles



[www.electrifyamerica.com](http://www.electrifyamerica.com)

# ELECTRIFY AMERICA SUBMISSION OPPORTUNITY

## INPUT NEEDED - POLICY, EVENTS, AND SITING



### Community-Specific ZEV Policies

- Financial Incentives for Vehicle Purchase or Infrastructure
- Non-Financial Incentives (e.g. Parking Preferences, Front-of-Line Privileges)
- ZEV Adoption Targets, Transportation Climate Policies
- EV-Ready Building Codes or Expedited Permitting
- ZEV Marketing or Communications

### Specific Events Electrify America Should Participate In

### Specific Site Location Suggestions

**Submissions Due July 31<sup>st</sup> 2020**

[www.electrifyamerica.com](http://www.electrifyamerica.com)

# IH-45 ZEV CORRIDOR DEPLOYMENT PLAN

## FHWA Goals:

- Develop an Infrastructure Deployment Plan
- Transition Designated Corridors from “Pending” to “Ready”
- Identify Public-Private Partnerships

## NCTCOG Proposal:

- Develop Electric and Hydrogen Infrastructure along IH-45
- Expand Fueling Facilities Suitable for Medium and Heavy-duty Electric Trucks and Buses
- Support Future Strategic Initiatives in the Corridor, such as AV Technology Deployment and Truck Platooning

## Deliverables



Stakeholder Lists



Stakeholder Meetings



Corridor Workshops



Case Studies



Deployment Plan (May 2021)

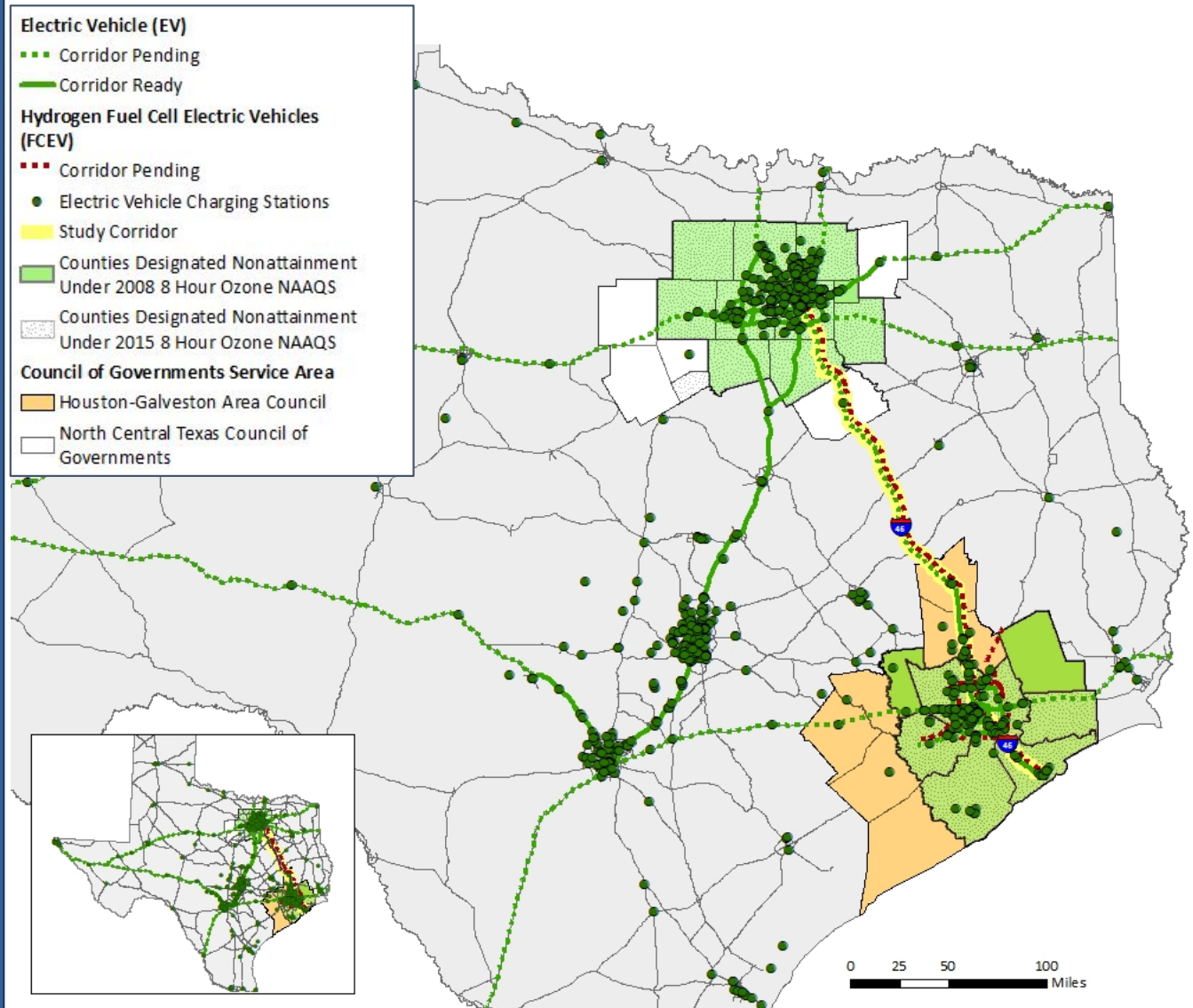


# IH-45 ZEV CORRIDOR PLAN

290 Miles

Carries Nearly half of Texas' Truck Freight

Over 10,000 Ton-Miles of Cargo Between Dallas and Houston, Valued at Over \$62.6 Billion, Transported in 2017



# CURRENT STATE OF ELECTRIC VEHICLE SUPPLY EQUIPMENT

Corridor Designated as “Pending” by FHWA

111 Mile Gap Between Ennis and Madisonville

FHWA Criteria Dictates 1 Station Every 50 Miles

<https://afdc.energy.gov/stations/#/find/nearest>

Public Stations | Advanced Filters | Corridor Measurement

Use this tool to measure the driving distance along Interstate Highways between stations that meet the criteria under the Federal Highway Administration's Alternative Fuel Corridors Program. Explore more resources for nominating corridors.

Texas | Electric | 50 miles between stations allowed

**Starting Station**  
Walmart 286 - Ennis, TX  
700 E Ennis Avenue  
Ennis, TX 75119  
0.5 miles to Interstate Highway

**Ending Station**  
Walmart 446 - Madisonville TX  
1620 East Main St null  
Madisonville, TX 77864  
1.2 miles from Interstate Highway

**111 miles**  
driving distance between the stations

See Route Directions

**Possible Focus Areas for Additional Sites:**

1. Corsicana, Texas
2. Fairfield, Texas
3. Buffalo, Texas
4. Centerville, Texas

iPhone App for U.S. stations | Android App for U.S. stations | Developer APIs | Submit New Station | About the Data

# CURRENT STATE OF HYDROGEN FUELING

Corridor Designated as “Pending” by FHWA

No Existing Facilities

FHWA Criteria Dictates 1 Station Every 100 Miles

<https://afdc.energy.gov/stations/#/find/nearest>

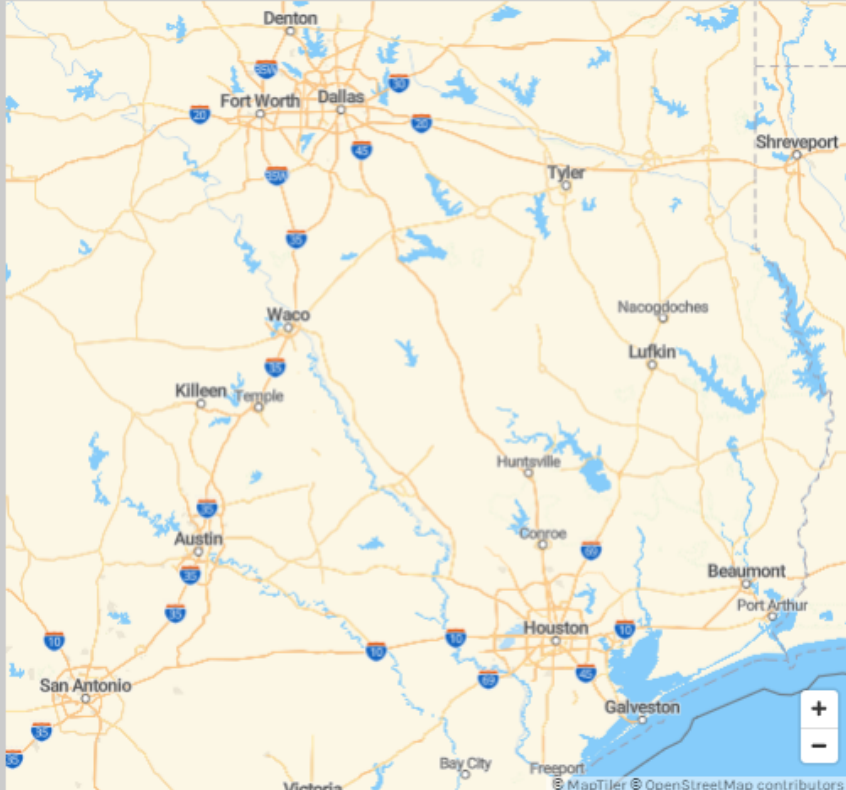
Public Stations | Advanced Filters | Corridor Measurement

Use this tool to measure the driving distance along Interstate Highways between stations that meet the criteria under the Federal Highway Administration's [Alternative Fuel Corridors Program](#). Explore more [resources for nominating corridors](#).

Texas | Hydrogen | 100 miles between stations allowed

Starting Station  
Select a station on the map to choose your starting point.

Ending Station  
Select a station on the map to choose your ending point.



MapTiler © OpenStreetMap contributors

iPhone App for U.S. stations | Android App for U.S. stations | Developer APIs | Submit New Station | About the Data

# STAKEHOLDER INVOLVEMENT



## Infrastructure Development

- Solicit Infrastructure Needs and Criteria
- Identify and Contact Property Owners



## Vehicle Availability

- Identify Best Technologies Suitable for Vocational Needs
- Evaluate Commercialization Status of Suitable Vehicles



## Customer Identification

- Identify and Engage End-User Fleets
- Match User Needs to Vehicle Availability



## Policy/Incentives

- Identify and Prioritize Non-Monetary Policies/Incentives
- Assess Existing and Needed Monetary Incentives



[Stakeholder Survey](#)  
[\(3 minutes!\)](#)

## OPPORTUNITIES TO ENGAGE

### PLEASE CONSIDER

**Applying for, or Encouraging Contractors to Apply for, Refuse or Local Freight Truck Funding**

[www.texasvwfund.org](http://www.texasvwfund.org)

**Submitting Comments to Electrify America**

[www.electrifyamerica.com/submissions](http://www.electrifyamerica.com/submissions)

**Participating as a Stakeholder in, or Inviting Stakeholders to, the IH-45 ZEV Corridor Development Plan**

[Stakeholder Survey](#)

## FOR MORE INFORMATION

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**Chris Klaus**

**Senior Program Manager**

**817-695-9286**

**cklaus@nctcog.org**

**[www.nctcog.org/aqfunding](http://www.nctcog.org/aqfunding), “Hot Topics”**

**[www.dfwcleancities.org/corridors](http://www.dfwcleancities.org/corridors)**



**Regional Transportation Council Attendance Roster**  
**June 2019 - June 2020**

<b>RTC MEMBER</b>	<b>Entity</b>	<b>6/13/19</b>	<b>7/11/19</b>	<b>9/12/19</b>	<b>10/10/19</b>	<b>11/14/19</b>	<b>12/12/19</b>	<b>1/9/20</b>	<b>2/27/20</b>	<b>3/12/20</b>	<b>4/9/20</b>	<b>5/14/20</b>	<b>6/11/20</b>
Tennell Atkins (09/17)	Dallas	P	A	P	A	P	E	E(R)	P	E	P	A	P
Richard E. Aubin (06/18)	Garland	P	P	P	P	P	P	P	E	P	P	P	P
Adam Bazaldua (11/19)	Dallas	--	--	--	--	A	P	A	P	E	P	P	P
David Blewett (11/19)	Dallas	--	--	--	--	A	P	P	P	P	P	P	P
Mohamed Bur (06/18)	TxDOT, Dallas	P	E(R)	E(R)	P	E(R)	P	P	P	P	P	P	E(R)
Loyl Bussell (05/17)	TxDOT, FW	A(R)	E(R)	P	P	P	P	P	P	P	P	E(R)	P
Dianne Costa (10/19)	DCTA	--	--	--	P	P	P	E(R)	E	P	P	P	P
Theresa Daniel (11/18)	Dallas Cnty	P	P	P	P	P	P	P	P	P	P	P	P
Jeff Davis (11/19)	Trinity Metro	--	--	--	--	P	P	E(R)	E(R)	A	P	P	P
Pat Deen (08/19)	Parker County	--	--	A	P	P	P	P	P	P	A	P	P
Rudy Durham (7/07)	Lewisville	P	P	P	P	P	P	P	P	E	P	P	P
Andy Eads (1/09)	Denton Cnty	P	P	P	P	P	P	P	P	P	P	P	P
Kevin Falconer (07/17)	Carrollton	P	P	P	A	P	P	E(R)	A	A	P	P	P
Gary Fickes (12/10)	Tarrant Cnty	P	P	P	E	P	P	E(R)	P	P	P	E	P
George Fuller (07/17)	McKinney	A	E	E(R)	P	P	E	A	P	P	P	P	P
Rick Grady (09/18)	Plano	P	P	E(R)	E(R)	P	P	P	P	P	P	P	P
Lane Grayson (01/19)	Ellis Cnty	P	P	P	P	P	P	P	P	P	P	P	P
Mojoy Haddad (10/14)	NTTA	A	A	P	A	P	A	A	P	E	P	P	E
Roger Harmon (1/02)	Johnson Cnty	E	P	P	E	P	P	P	P	P	P	P	P
Ivan Hughes (09/19)	Addison	--	--	P	P	P	P	P	P	P	P	P	P
Clay Lewis Jenkins (04/11)	Dallas Cnty	A(R)	E(R)	P	P	A	E(R)	P	P	E	E(R)	E(R)	P
Ron Jensen (06/13)	Grand Prairie	E	P	P	A	P	P	P	E(R)	E(R)	P	P	P
Jungus Jordan (4/07)	Fort Worth	P	P	P	P	P	P	P	P	P	P	P	P
John Keating (12/19)	Frisco	--	--	--	--	--	P	P	E(R)	E(R)	P	P	E(R)
Lee M. Kleinman (09/13)	Dallas	P	P	P	E	P	P	P	P	A(R)	P	P	P
Mike Leyman (09/19)	Mansfield	--	--	P	P	P	P	P	P	P	P	P	P
David Magness (06/13)	Rockwall Cnty	P	P	P	E	P	P	P	P	P	P	P	P
Curtistene McCowan (06/19)	DeSoto	P	E(R)	P	E	P	P	P	P	P	P	P	P
William Meadows (02/17)	DFW Airport	A	P	E	A	P	E	P	P	E(R)	A	A	P
Robert Miklos (12/19)	Mesquite	--	--	--	--	--	P	P	E	P	P	P	P
Cary Moon (06/15)	Fort Worth	A	E	P	P	P	E(R)	P	P	P	P	P	P
Barbara Odom-Wesley (07/19)	Arlington	--	P	P	A	P	P	P	P	E(R)	P	P	P
John Ryan (05/18)	Denton	P	P	P	P	P	P	P	P	E	P	P	P
Jeremy Tompkins (10/19)	Euless	--	--	--	P	P	E(R)	P	P	P	P	P	P
T. Oscar Trevino Jr. (6/02)	Nrth Rch Hills	P	P	P	A	P	P	P	P	P	P	P	P
William Tsao (3/17)	Dallas	P	P	P	P	P	P	P	P	P	P	P	P

P= Present  
A= Absent  
R=Represented by Alternate  
--= Not yet appointed

E= Excused Absence (personal illness, family emergency,  
jury duty, business necessity, or fulfillment  
of obligation arising out of elected service)

**Regional Transportation Council Attendance Roster**  
**June 2019 - June 2020**

<b>RTC MEMBER</b>	<b>Entity</b>	<b>6/13/19</b>	<b>7/11/19</b>	<b>9/12/19</b>	<b>10/10/19</b>	<b>11/14/19</b>	<b>12/12/19</b>	<b>1/9/20</b>	<b>2/27/20</b>	<b>3/12/20</b>	<b>4/9/20</b>	<b>5/14/20</b>	<b>6/11/20</b>
Paul Wageman (10/19)	DART	--	--	--	P	P	P	P	P	P	P	P	P
Dennis Webb (8/18)	Irving	P	P	P	A	E	P	P	P	P	P	P	P
Duncan Webb (6/11)	Collin Cnty	E(R)	P	P	P	P	P	P	P	P	P	P	P
Chad West (11/19)	Dallas	--	--	--	--	P	E	P	P	P	P	P	P
B. Glen Whitley (2/97)	Tarrant Cnty	P	E	E	E(R)	E(R)	E(R)	E	P	P	P	P	P
W. Jeff Williams (10/15)	Arlington	E	P	P	P	E(R)	P	P	E	P	P	P	P
Ann Zadeh (06/17)	Fort Worth	P	P	P	A	P	P	P	P	P	P	P	P

Note: Date in parenthesis indicates when member was 1st eligible to attend RTC meetings

P= Present  
A= Absent  
R=Represented by Alternate  
--= Not yet appointed

E= Excused Absence (personal illness, family emergency,  
jury duty, business necessity, or fulfillment  
of obligation arising out of elected service)



Surface Transportation Technical Committee Attendance Roster  
March 2019 - May 2020

STTC MEMBERS	Entity	3/22/19	4/26/19	5/24/19	6/28/19	8/23/19	10/4/19	10/25/19	12/6/19	1/24/20	2/28/20	3/27/20	4/24/20	5/22/20
Onyinye Akujio	Trinity Metro	--	--	--	--	--	--	--	P	P	A	*	*	*
Joe Atwood	Hood County	P	P	A	P	P	P	P	A	P	P	*	*	*
Melissa Baker	Irving	--	E	E	P	P	P	P	P	P	E	*	*	*
Micah Baker	Dallas County	A	P	A	P	P	P	P	P	P	A	*	*	*
Bryan Beck	Grapevine	P	P	A	P	P	P	P	P	P	P	*	*	*
Katherine Beck	Fort Worth	P	P	A	P	P	P	P	P	P	P	*	*	*
Marc Bentley	Farmers Branch	A	A	A	A	A	A	A	A	A	A	*	*	*
David Boski	Mansfield	P	P	P	P	P	P	P	P	P	P	*	*	*
Keith Brooks	Arlington	A	A	A	A	A	P	A	A	A	A	*	*	*
Shon Brooks	Waxahachie	--	P	P	P	P	A	P	P	P	A	*	*	*
Tanya Brooks	Fort Worth	A	P	P	A	P	P	P	P	P	E	*	*	*
Ceason Clemens	TxDOT Dallas	P	P	P	A	A	P	P	P	P	P	*	*	*
Robert Cohen	Southlake	A	A	A	A	A	A	A	A	A	A	*	*	*
Kent Collins	Coppell	A	A	A	A	A	P	A	P	A	A	*	*	*
John Cordary, Jr.	TxDOT FW	P	P	P	A	P	A	P	P	P	P	*	*	*
Rick Cortez	Mesquite	--	--	--	--	--	--	P	P	P	P	*	*	*
Hal Cranor	Eules	P	P	P	A	A	P	P	P	A(R)	P	*	*	*
Clarence Daugherty	Collin County	P	P	P	P	P	P	A(R)	P	P	A(R)	*	*	*
Chad Davis	Wise County	P	P	A	A	P	A	A	A	P	A	*	*	*
Arturo Del Castillo	Dallas	--	--	--	A(R)	A(R)	P	P	A(R)	P	P	*	*	*
Pritam Deshmukh	Denton	P	P	P	A	A(R)	P	P	P	A	P	*	*	*
Greg Dickens	Hurst	A(R)	A(R)	A	A(R)	P	A(R)	A(R)	A(R)	A(R)	A(R)	*	*	*
David Disheroon	Johnson County	P	A	A	P	A	P	P	A	P	A	*	*	*
Phil Dupler	FWTA	P	P	P	P	P	P	A(R)	P	A(R)	P	*	*	*
Chad Edwards	Fort Worth	P	P	P	P	A	P	E	P	P	P	*	*	*
Claud Elsom	Rockwall County	P	A	P	P	P	P	P	P	P	A	*	*	*
Eric Fladager	Fort Worth	P	A(R)	P	A(R)	A(R)	A(R)	A	P	A	P	*	*	*
Chris Flanigan	Allen	P	P	P	P	P	P	P	P	P	A	*	*	*
Ann Foss	Arlington	P	P	P	P	P	A	P	A(R)	P	P	*	*	*
Mike Galizio	Tarrant County	--	--	--	--	--	P	P	P	P	P	*	*	*
Ricardo Gonzalez	TxDOT FW	P	P	A	P	P	P	P	P	P	P	*	*	*
Gary Graham	McKinney	A	P	A	P	A(R)	A(R)	E(R)	A(R)	P	P	*	*	*
Tom Hammons	Carrollton	P	P	P	A(R)	P	P	A	P	A	P	*	*	*
Ron Hartline	The Colony	P	A(R)	A(R)	A	A(R)	A(R)	A(R)	P	P	A(R)	*	*	*
Matthew Hotelling	Flower Mound	P	P	P	P	P	P	P	P	P	P	*	*	*
John Hudspeth	TxDOT Dallas	--	--	--	--	--	--	--	--	--	P	*	*	*
Terry Hughes	Weatherford	P	P	P	P	P	A	P	P	P	P	*	*	*
Thuan Huynh	McKinney	--	--	--	--	--	--	--	--	--	--	--	*	*
Tony Irvin	DeSoto	A	A	P	A	P	A	P	A	A	A	*	*	*
Kelly Johnson	NTTA	P	A	A	A	A	A	A	A	A	A	*	*	*

P=Present A=Absent R=Represented E=Excused (personal illness, family emergency, jury duty, business necessity)  
-- =Not yet eligible to attend \*Meeting held by WebEx/Audio Conference. Individual attendance not taken.

Surface Transportation Technical Committee Attendance Roster  
March 2019 - May 2020

STTC MEMBERS	Entity	3/22/19	4/26/19	5/24/19	6/28/19	8/23/19	10/4/19	10/25/19	12/6/19	1/24/20	2/28/20	3/27/20	4/24/20	5/22/20
Gus Khankarli	Dallas	--	--	--	P	P	P	E(R)	P	P	P	*	*	*
Paul Knippel	Frisco	A	A	A	A	A	A	A	A	A	A	*	*	*
Chiamin Korngjebel	Dallas	A	A	P	P	P	A	P	P	P	A	*	*	*
Alonzo Liñán	Keller	P	P	A	A	P	P	P	A	A(R)	E(R)	*	*	*
Eron Linn	DART	--	--	--	--	--	P	P	A	P	A	*	*	*
Clay Lipscomb	Plano	A	P	P	A	P	A(R)	A	P	P	P	*	*	*
Paul Luedtke	Garland	A	P	A(R)	P	P	P	A(R)	P	A	P	*	*	*
Stanford Lynch	Hunt County	P	A	A	P	P	A	P	A(R)	P	P	*	*	*
Alberto Mares	Ellis County	P	P	P	P	P	P	P	A	P	P	*	*	*
Wes McClure	Mesquite	P	A(R)	P	P	P	P	P	P	P	P	*	*	*
Brian Moen	Frisco	P	P	P	A	P	A	P	P	P	P	*	*	*
Mark Nelson	Richardson	E(R)	P	E(R)	P	P	P	P	P	P	E(R)	*	*	*
Jim O'Connor	Irving	P	P	P	P	P	P	P	P	P	P	*	*	*
Kenneth Overstreet	Bedford	A	A	A	A	A	A	A	A	A	A	*	*	*
Kevin Overton	Dallas	P	E	P	P	E(R)	P	P	A	A	P	*	*	*
Tim Palermo	DCTA	--	--	--	--	P	P	P	P	P	P	*	*	*
Dipak Patel	Lancaster	A	P	A(R)	P	P	P	P	P	P	P	*	*	*
Todd Plesko	DART	P	P	P	P	P	P	P	P	A	P	*	*	*
Shawn Poe	Richardson	P	E(R)	E	P	E(R)	P	P	P	P	P	*	*	*
John Polster	Denton County	P	P	P	P	P	P	P	P	P	P	*	*	*
Tim Porter	Wylie	P	A	P	P	P	A(R)	P	P	P	P	*	*	*
Bryan G. Ramey II	Duncanville	A	A(R)	A(R)	P	P	P	P	A	A	A(R)	*	*	*
Greg Royster	DFW Int. Airport	P	P	P	P	P	E	P	P	A	P	*	*	*
Kathryn Rush	Dallas	--	--	--	--	--	--	--	--	--	--	--	*	*
Moosa Saghian	Kaufman County	P	P	P	A	A	P	A	P	P	P	*	*	*
David Salmon	Lewisville	A(R)	A(R)	P	P	A	P	P	P	A(R)	P	*	*	*
Brian Shewski	Plano	P	P	P	P	A(R)	A(R)	P	P	P	P	*	*	*
Walter Shumac, III	Grand Prairie	P	P	P	P	A	P	P	P	P	P	*	*	*
Ray Silva-Reyes	Colleyville	--	A	A	P	P	A	P	P	A	P	*	*	*
Randy Skinner	Tarrant County	P	P	A	P	P	P	P	P	P	A	*	*	*
Cheryl Taylor	Cleburne	P	P	P	A	P	P	P	A	P	P	*	*	*
Caleb Thornhill	Plano	A	A	P	A	A	A	P	P	A	A	*	*	*
Dave Timbrell	Garland	A	A	A	A	A	A	A	A	A	A	*	*	*
Press Tompkins	Greenville	--	--	--	--	--	--	--	--	P	P	*	*	*
Gregory Van Nieuwenhuize	Haltom City	A(R)	A(R)	P	P	A	A(R)	P	P	P	P	*	*	*
Daniel Vedral	Irving	A	P	P	P	P	P	P	P	P	A	*	*	*
Caroline Waggoner	North Richland Hills	P	P	P	P	P	P	P	P	P	P	*	*	*
Robert Woodbury	Cedar Hill	A	P	P	P	P	P	P	P	P	A	*	*	*
Jamie Zech	TCEQ	A	A	A	A	A	A	A	A	A	A	*	*	*

P=Present A=Absent R=Represented E=Excused (personal illness, family emergency, jury duty, business necessity)  
--=Not yet eligible to attend \*Meeting held by WebEx/Audio Conference. Individual attendance not taken.

## MINUTES

### **SURFACE TRANSPORTATION TECHNICAL COMMITTEE May 22, 2020**

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, May 22, 2020, at 1:30 pm, by WebEx/audio conference. 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 April 24, 2020, Minutes:** The minutes of the April 24, 2020, meeting were approved as submitted in Electronic Item 1. Jim O'Connor (M); John Polster (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
  - 2.1. **2020 Traffic Incident Management Equipment Purchase Call for Projects – Recommendations:** A recommendation for Regional Transportation Council approval of the 2020 Traffic Incident Management Equipment Purchase Call for Projects recommendations, provided in Electronic Item 2.1.1, was requested. Additional information was provided in Electronic Item 2.1.2.
  - 2.2. **Federal Functional Classification System Amendments:** A recommendation for Regional Transportation Council approval of four amendments to the currently approved Federal Functional Classification System, provided in Electronic Item 2.2 and updated in Electronic Item 2.2.1, was requested.

A motion was made to approve the items on the Consent Agenda. Jim O'Connor (M); Clarence Daugherty (S). The motion passed unanimously.

3. **2021-2024 Transportation Improvement Program Draft Listings:** Brian Dell presented efforts over the past year to develop the 2021-2024 Transportation Improvement Program (TIP) project listings. Transportation funding and project implementation is a cooperative effort among the North Central Texas Council of Governments (NCTCOG), Texas Department of Transportation (TxDOT) districts, local governments, and other transit and transportation agencies. Mr. Dell highlighted the TIP development process, which includes the review of existing projects and additional locally funded projects of regional significance with respective entities. Needed revisions to existing project schedules, funding, and/or scopes are completed to create revised project listings which are financially constrained based on estimated future revenues in the Unified Transportation Program. In addition, staff conducted a Metropolitan Transportation Plan and air quality conformity review to ensure project listings are consistent and meet conformity requirements. Public and Committee/Council comment has also been requested on the draft project listings and upon approval will be submitted to TxDOT and the Federal Highway Administration for approval. A summary of the scope of programming was presented. Moving forward in the 2021-2024 TIP are approximately \$15.2 billion in roadway and transit projects. This includes over 950 projects from 64 implementing agencies. Details of the various funding included in the 2021-2024 TIP, as well as the development process, were provided in Electronic Item 3 and the financially constrained draft project listings for the 2021-2024 TIP were provided at [https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Fund/TIP/21-24TIP/STTC\\_Action\\_21\\_24DraftProjectListings.pdf](https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Fund/TIP/21-24TIP/STTC_Action_21_24DraftProjectListings.pdf). Mr. Dell noted that only projects in fiscal

years 2021-2024 will be included in the new TIP. Projects in fiscal years 2025 and later will be included in Appendix D to allow project development activities such as environmental clearance to continue. The timeline for this effort was highlighted. If approved, staff will submit the final 2021-2024 TIP to TxDOT for including in the statewide TIP in July 2020, with Texas Transportation Commission approval in September 2020. Federal approval is expected in the October/November timeframe. A motion was made to recommend Regional Transportation Council approval of the projects and project changes identified in the project listings, as well as the ability for staff to amend the Unified Planning Work Program and other administrative documents as needed. Onyinye Akujuo (M); John Polster (S). The motion passed unanimously.

4. **Southeast Dallas County Funding Partnership:** Michael Morris provided an overview of proposed funding partnerships with three cities in southeast Dallas County. Details were provided in Electronic Item 4. For the first partnership, staff initially worked with the City of Balch Springs for several years on a project involving the private sector. The City learned that federal funds would be received too late in the process for the project, so assistance was requested for an alternate project for improvements to Hickory Tree Road from Elam Road to Lake June Road. North Central Texas Council of Governments (NCTCOG) staff proposed the Regional Transportation Council (RTC) fund the design of the project with \$500,000 of Surface Transportation Block Grant Program funds. Staff will work with the City to develop a project that will mitigate congestion, but that is also context-sensitive and facilitate future economic growth and present findings to the Committee. The second proposed funding partnership is with the Town of Sunnyvale and includes two projects: 1) Collins Road from Tripp Road to Town East Boulevard (\$450,000 in Regional Toll Revenue funding for engineering) and 2) Tripp Road from The Falls Drive to Belt Line Road (\$800,000 in Regional Toll Revenue funds for construction). This partnership aids in community revitalization and is a major partner in the George Bush Extension. In the final proposed partnership, the City of Hutchins has requested assistance for improvements at the intersection of IH 45 and Dowdy Ferry Road. The project addresses two interchanges north of the International Inland Port of Dallas and would improve mobility in the area. The Texas Department of Transportation (TxDOT) is proposing Texas U-turns to help with intersection capacity. Staff is working closely with the district and proposed to fund the project with \$3.7 million of Congestion Mitigation and Air Quality Improvement Program funds (including a State match from TxDOT) with TxDOT funding the design of the project. A map of the proposed projects was highlighted. A motion was made to recommend Regional Transportation Council approval of the partnerships outlined in Electronic Item 4, as well as the ability to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program and other administrative/planning documents as needed. Clarence Daugherty (M); Stanford Lynch (S). The motion passed unanimously.
5. **2021 Unified Transportation Program and Regional 10-Year Plan Update:** Brian Dell presented information on the 2021 Unified Transportation Program and the Regional 10-Year Plan update. Texas House Bill (HB) 20 requires that metropolitan planning organizations (MPOs) develop 10-year plans using performance-based planning and project selection methods. This includes projects funded with Category 2 (MPO selected), Category 4 (TxDOT district selected), and Category 12 (TTC selected) funds. The first Regional 10-Year Plan was approved in December 2016 and since has been updated three times, with the last update in September 2019 in conjunction with the development of the Unified Transportation Program (UTP). Since September 2019, the Texas Department of Transportation has begun development of the 2021 UTP. North Central Texas Council of Governments (NCTCOG) staff has coordinated with the TxDOT districts regarding project

updates and potential new projects. Projects were scored by NCTCOG staff and to satisfy a January 31, 2020, deadline set forth by TxDOT, NCTCOG drafted a project listing that includes project scores, project revisions and potential new projects. The list was refined in February and March 2020 as a result of funding targets being received after the January 31 deadline and refined projects listings were resubmitted. In addition to developing the 2021 UTP, an update to the 2020 UTP was approved by the Texas Transportation Commission on April 30, 2020, in order to fund the IH 35 project in Austin. In order to fully fund the IH 35 project, the TTC programmed Category 12 funds that otherwise could have been used for projects in other region of the state. This action, combined with lower than anticipated revenues, has led to a decline in the amount of funding coming to the region through the UTP. Existing projects are generally not impacted, but projects with cost overruns may not be addressed and new projects were largely not able to be added. Mr. Dell highlighted the project scoring process used for the Regional 10-Year Plan update, which was detailed in Electronic Item 5.3. Additional projects were submitted by TxDOT to include in the Corridor Preservation Program, which consists of projects that may be added to the Regional 10-Year Plan in the future and need a preliminary commitment in order to commence preconstruction activities such as right-of-way acquisition. In addition, some projects that were previously part of the listing are being proposed for construction funding through the latest update, but very few due to decreased available revenues. A map identifying the proposed projects for the Regional 10-Year Plan was highlighted. A proposed list of projects was provided in Electronic Item 5.1 and additional information about the process was provided in Electronic Item 5.2. During development of the Regional 10-Year Plan, staff created a set of principles by which to adhere: 1) projects should be included in Mobility 2045, 2) focus on system versus new, stand-alone projects, 3) fully fund existing projects before funding new projects, 4) ensure equity of county allocations, 5) reintroduce toll lanes/tolled managed lanes on selected corridors, 6) re-fund all RTC projects when possible (address in future 10-Year Plan update), 7) ensure all RTC projects are approved in 2021 UTP (including placeholders such as US 380 and north/south arterials in Collin County), and 8) projects must be scored and should have a score sufficient to qualify for funding. Staff will continue efforts to finalize project selections and updates in coordination with TxDOT staff and provide listings to the Regional Transportation Council (RTC) for approval at its June 11, 2020, meeting. Once the Texas Transportation Commission weighs in and approves the 2021 UTP, projects changes will be brought back to the Committee and RTC. A timeline for the effort was reviewed. John Polster discussed Category 12 Clear Lanes proposed funding. He asked for clarification that this funding may or may not be available given the fact the Commission has proposed Category 12 funding for IH 35 in Austin. In addition, regarding IH 35 in Denton County north of the split to the county line, he noted that it was his understanding that the section was funded originally in the 2020 UTP, but noted the first two projects on Page 6 of Reference Item 5.1 that shows Category 12 Clear Lanes and Category 12 Strategic Priority proposed. Mr. Dell confirmed that Mr. Polster was correct regarding the availability of funding related to IH 35 in Austin. In addition, Mr. Dell clarified that the amounts in red, bold, and underlined are newly proposed, otherwise funds are being carried forward that were previously approved. Clarence Daugherty discussed the placeholder projects in Collin County and asked how the proposed project amounts were determined. Michael Morris explained efforts to identify control-section-job (CSJ) numbers for the north/south roadways and US 380 in Collin County. Staff has worked with the TxDOT Dallas district to find CSJ numbers to which funds can temporarily be identified for Commission approval. Once the Commission approves the 2021 UTP, modifications can be made to place the funding on the appropriate projects. Currently, the north/south funding has been placed on CSJ 0135-04-036 and US 380 funding has been placed on CSJ 0135-03-053. Regarding the funding amounts, staff effectively backed into those numbers by placing as much funding as possible through the

Collin County allocation established in December 2016. A motion was made to recommend Regional Transportation Council approval of list of proposed projects provided in Electronic Item 5.1. Clarence Daugherty (M); John Polster (S). The motion passed unanimously.

6. **Congestion Management Process Update:** Natalie Bettger provided an update on efforts underway to update the region's Congestion Management Process (CMP). The CMP is a federally mandated planning document and process that helps outline how to continue to monitor and analyze the transportation system to determine how best to plan for congestion in the future. Regulations are not prescriptive towards the methods, approaches, and strategies in the CMP, with the focus on how the region implements demand reduction and operational improvements to maximize the existing system and only adding capacity as a final option. Potential improvements include demand management strategies, as well as operational, public transportation, and technology improvements. The eight-step process to develop the CMP was highlighted and details were provided in Electronic Item 6. During the evaluation process, there are four main criteria for identifying deficiencies within corridors: 1) recurring congestion, 2) safety, 3) non-recurring congestion, and 4) pavement and bridge condition. In addition, staff conducts a corridor asset inventory to determine alternative modes of travel available along the corridor and what operational improvements can be made within the corridor to identify best strategies for addressing deficiencies. Example strategies include implementing traffic incident management programs, employer trip reduction programs, addition of transit or bicycle pedestrian facilities, and others. Staff also reviews performance measures after a strategy is implemented, often in comparison to performance before implementation, to better assess and understand the benefits of the identified strategies that may be applicable in other corridors. Ms. Bettger highlighted the schedule for the CMP update which includes a proposed workshop in the fall and Committee action in December 2020.
7. **Effect of COVID-19 Restrictions on Transportation: Information System RTC4U:** Michael Morris presented information about performance metrics impacting transportation in the Dallas-Fort Worth region because of COVID-19 restrictions. The creation of an information system, RTC4U, will help the Regional Transportation Council (RTC) identify early actions to neutralize negative impacts in the region. The first metric is travel behavior response to COVID-19. Two things trigger travel behavior, government restrictions and the comfort individuals feel about COVID-19. Both are easily represented in the travel behavior response and staff proposes to track in real time for all modes of transportation. Focus on this data will help the region identify actions to reduce negative impacts. The second metric is financial implications to traditional revenue sources impacting transportation in the region. COVID-19 restrictions may impact the loan on SH 360, North Texas Tollway Authority bonds, transit agencies, Proposition 1 and Proposition 7 revenues, traditional Texas Department of Transportation (TxDOT) resources, gasoline tax, and others. The RTC may choose to adjust because of these impacts to revenue sources. A third metric is travel behavior responses that provide benefits to areas of RTC responsibility such as congestion management, national performance measures, and the ozone standard. The fourth metric is the prioritization of infrastructure improvements resulting in economic benefits offsetting unemployment increases, which is the source of the recent op-ed piece. Mr. Morris discussed various metrics including air quality and continued ozone exceedances, congestion management, as well as impacts to Dallas-Fort Worth passenger enplanements. In addition, he also discussed options to leverage projects such as funding potentially available from the private-sector provider for SH 183 for capacity improvements totaling approximately \$162 million. The improvements will create a lane imbalance near Dallas Fort Worth International Airport, and the private sector has proposed an additional \$860 million of improvements as an extension of the current facility to balance lanes between SH 121 and SH 161. In addition, \$270 million is proposed for payment to TxDOT

for lane balance improvements east of SH 161 for a total of \$1.3 billion to the region. This is an example of an innovative project that can proceed through partnership with the private sector. Mr. Morris also discussed elements of the recent op-ed piece outlining how the region no longer has the luxury to do what it wants but must do what it needs. In response to the existing funding constraints, the region should return to the efforts of the financial crisis response from 2009. During that time, the cost of construction index was 25 percent lower which allowed for approximately \$2 billion in projects to proceed during this time due to cost savings. Other examples include a potential federal infrastructure bill, public-private partnerships as part of the RTC Legislative Program, taking advantage of low interest rates, and the use of infrastructure bonds. As previously discussed, leveraging and innovative funding are important elements. Candidate projects were highlighted, including the approximate \$20 billion private-sector, high-speed rail investment between Dallas and Houston and the advancement of the environmental document for high-speed technology between Dallas and Fort Worth. Efforts continue on the Virgin Hyperloop One Certification Center, autonomous transit, freeway induction loops, SH 183 improvements by the private sector, and US 75 technology lanes. He noted that related projects will be included in the COVID-19 #00X Program to track how the region moved forward with projects through innovation.

8. **Fast Facts:** Staff presentations were not given. Information was provided to members electronically for the following items.
  1. Latest on High-Speed Rail from Dallas to Houston (Electronic Item 8.1)
  2. United States Department of Transportation Secretary Elaine Chao Thanks America's Public Transit Workers (<https://www.youtube.com/watch?v=5eUUVw-mirU>)
  3. Metropolitan Transportation Plan Policy Bundle Round 4 (Electronic Item 8.2)
  4. Air Quality Funding Opportunities or Vehicles (<https://www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle>)
  5. Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/dfw-clean-cities-meetings>)
  6. Recent Podcasts in Collaboration with the North Texas Commission (<https://podcasts.apple.com/us/podcast/topic-north-texas/id1485003695#episodeGuid=9db98ebf-23a0-4365-aa17-1e2b3750609b>)
  7. Status Report on Ozone (Electronic Item 8.3)
  8. April Online Input Opportunity Minutes (Electronic Item 8.4)
  9. June Online Input Opportunity Notice (Electronic Item 8.5)
  10. Public Comments Report (Electronic Item 8.6)
  11. Written Progress Report:
    - Local Motion (Electronic Item 8.7)
9. **Other Business (Old and New):** John Polster asked if the Surface Transportation Technical Committee will be making new officer appointments to the Committee in conjunction with the Regional Transportation Council's appointment of officers. Dan Kessler noted that efforts have begun to prepare Committee officer nominations for consideration by the North Central Texas Council of Governments Executive Board at its June 25, 2020, meeting.
10. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on June 26, 2020.

The meeting adjourned at 2:35 pm.





A monthly update on activities of the Regional Transportation Council and the North Central Texas Council of Governments Transportation Department

## July 2020

### **INSIDE**

#### **RTC funds 4 projects in SE Dallas County**

The Regional Transportation Council approved funding partnerships in June with the cities of Hutchins, Balch Springs and Sunnyvale that are expected to address mobility issues, while encouraging community revitalization and economic development.

The City of Hutchins requested assistance for improvements at the intersection of Interstate Highway 45 and Dowdy Ferry Road. The City of Balch Springs requested assistance to develop a context-sensitive project that facilitates future economic growth along Hickory Tree Road from Elam Road to Lake June Road. The Town of Sunnyvale has requested assistance on two projects. Read more about this southeast Dallas Country transportation partnership on page 2.



North Central Texas  
Council of Governments

#### **SH 161 expanded to improve reliability**

With traffic beginning to pick up with the phased reopening of businesses during the COVID-19 pandemic, drivers are being greeted by a welcome sight on a stretch of roadway in western Dallas County.

The capacity of a three-mile stretch of State Highway 161 connecting two segments of the President George Bush Turnpike has been increased.

The expansion of the section from two lanes in each direction to four was recently completed. This roadway had been the source of bottlenecks in the past because it connected two segments with more capacity.

The Texas Department of Transportation and its partners have worked to improve the reliability of this corridor, starting with the addition of two peak-period travel lanes that provided an additional lane in each direction during rush hour.

The interim solution utilized a portion of the inside shoulder to give drivers three lanes in each direction between SH 183 and Belt Line Road when traffic was heaviest. Now, the permanent solution is open to traffic.

The additional capacity of this non-tolled highway is the latest improvement to a corridor undergoing changes to meet the evolving transportation needs of an expanding region.

The North Texas Tollway Authority has been working to gradually expand the Bush Turnpike to four lanes in each direction.

The SH 161 project also involved reconstruction of the freeway and interim lanes. Construction began in late 2018 and was completed in June for a cost of \$21 million.

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For more information about Local Motion topics, contact Brian Wilson at 817-704-2511 or [bwilson@nctcog.org](mailto:bwilson@nctcog.org). Visit [www.nctcog.org/trans](http://www.nctcog.org/trans) for more information on the department.



## RTC funding 4 projects as part of SE Dallas County partnership

The Regional Transportation Council has approved funding partnerships with the cities of Hutchins, Balch Springs and Sunnyvale that are expected to address mobility issues while encouraging community revitalization and economic development.

The City of Hutchins requested assistance for improvements at the intersection of Interstate Highway 45 and Dowdy Ferry Road, including a Texas U-turn and turn lanes.

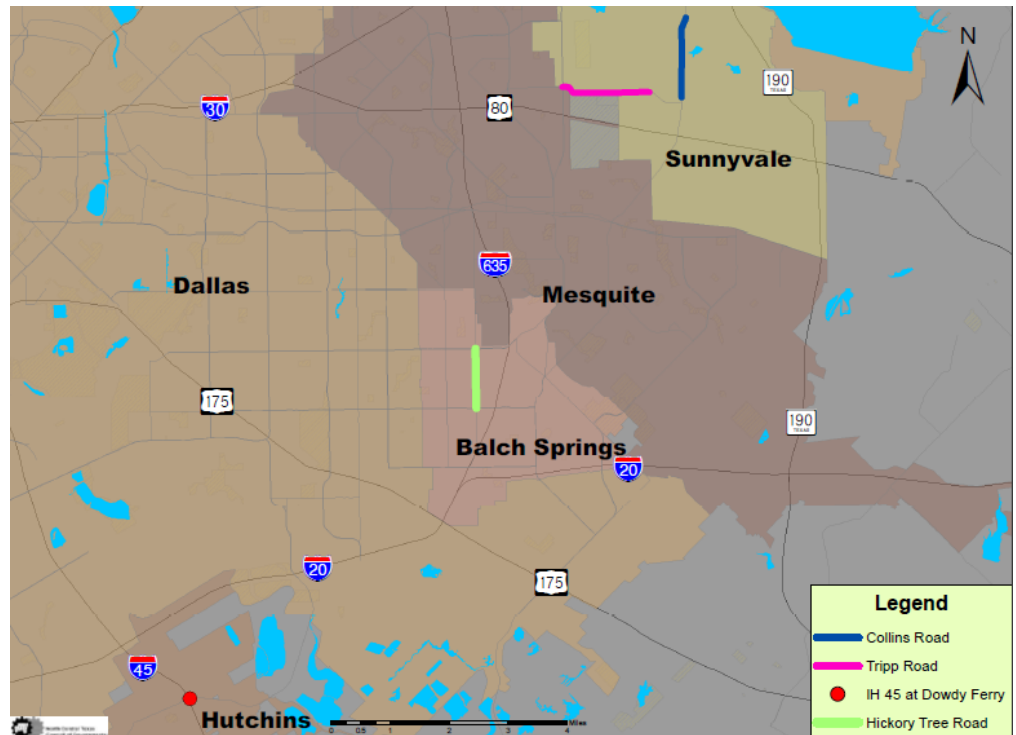
This project is expected to improve mobility in the area, which is a major freight hub. The project is being funded through a partnership with the TxDOT Dallas District. It will include \$3.7 million in Congestion Mitigation and Air Quality Improvement Program (CMAQ) and State matching funds for construction. TxDOT is funding the design of the project.

The City of Balch Springs requested assistance to develop a context-sensitive project that facilitates future economic growth along Hickory Tree Road from Elam Road to Lake June Road. NCTCOG staff will lead the initial work and fund the design of the project with \$500,000 of Surface Transportation Block Grant (STBG) funds.

The Town of Sunnyvale has requested assistance on two projects: Collins Road from Tripp Road to Town East Blvd and Tripp Road from The Falls Drive to Belt Line Road.

The first project involves the expansion of Collins Road – between Tripp Road to Town East Blvd – from two lanes to four lanes. The RTC has committed \$450,000 in Regional Toll Revenue (RTR) funding for engineering.

The second project involves reconstruction of Tripp Road from The Falls Drive to Belt Line Road. Construction of this project is being funded with \$800,000 in RTR funding.



The RTC approved a partnership in June to provide funding for projects in three southeast Dallas County cities as part of a partnership. The projects, in Hutchins, Balch Springs and Sunnyvale, are intended to address mobility and encourage economic development.

## **CLEAN CITIES**

### **Survey: Feedback on IH 45 ZEV corridor needed**

Progress continues in the effort to make one of Texas' busiest corridors easier for owners of zero-emissions vehicles to travel.

The Dallas-Fort Worth Clean Cities Coalition is developing a ZEV deployment plan along IH 45 from Dallas to Houston that will determine key locations for both hydrogen refueling and electric vehicle charging stations.

This is in response to the Federal Highway Administration's 2019 solicitation for the deployment of alternative fuel corridors.

The next step in NCTCOG's effort to develop one for IH 45 is to seek input needed to ensure the plan is created with the needs of users in mind.

DFW Clean Cities is seeking stakeholders representing fuel providers, fleets, infrastructure developers, fuel associations, government agencies, utilities and interest groups to inform development of the infrastructure plan.

Stakeholders are needed to support both plan elements — battery electric vehicle charging and fuel cell electric vehicle fueling.

Anyone interested in becoming a stakeholder is invited to take a short survey at [www.dfwcleancities.org/altfuelcorridors](http://www.dfwcleancities.org/altfuelcorridors).

# REGIONAL News

## **Johnson County's Harmon elected to lead RTC**



Johnson County Judge Roger Harmon was elected chair of the Regional Transportation Council in June.

Harmon, who was appointed to the RTC in 2001, will lead the 44-member transportation policymaking body for the next year.

During that time, the RTC will likely grapple with a new reality as local governments battle economic challenges and altered traveling patterns caused by the response to the COVID-19 pandemic.

Harmon will also lead the RTC during the 87th Texas Legislative Session, which begins January 2021. Harmon replaces Denton County Judge Andy Eads as RTC chair.

Dallas County Commissioner Theresa Daniel is the new vice chair after serving as secretary for the past year. City Councilmember Ann Zadeh of Fort Worth was named secretary. The new officers will serve in their positions through June 2021.

The Regional Transportation Council is the independent transportation policy body of the metropolitan planning organization. The RTC oversees the metropolitan transportation planning process.

## **VW settlement grant funding remains**

The Texas Volkswagen Environmental Mitigation Program continues to accept applications under the second and third rounds of funding for projects to replace or repower local freight, port drayage trucks and refuse vehicles.

For the Dallas-Fort Worth area, approximately \$3 million in grants is still available for the replacement or repower of eligible local freight and port drayage trucks and \$4.6 million in grants is remaining for the replacement or repower of eligible refuse vehicles.

Refuse vehicles include a variety of vehicles configured to collect and haul municipal solid waste. Grants will be awarded on a first-come, first-served basis.

Details on this opportunity can be found at [www.tceq.texas.gov/agency/trust/](http://www.tceq.texas.gov/agency/trust/).

## 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

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## 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

### **\$21 million**

The cost of the expanding the capacity of State Highway 161 in western Dallas County.

# **PUBLIC** *Involvement*

## **Progress North Texas 2020 report available**

Progress North Texas 2020 is now available online and in print. This year's edition of the NCTCOG Transportation Department's annual state of the region report focusses of connecting the transportation dots. It highlights accomplishments, goals and projects while demonstrating how different modes work together to help people get where they need to be.

The report seeks to inform residents about how their money is being spent and keep them up to date on transportation-related programs, projects, plans and policies. The Dallas-Fort Worth area has over 7.5 million residents who rely on the region's transportation system. Driving continues to be how most North Texans reach their destinations, but they also have a growing number of bicycle-pedestrian and transit options.

To shape the region's transportation system, planners and policymakers continue seek innovative ways to keep people connected, include residents in the planning process and prioritize equitable policymaking decisions. All of these are outlined in this year's report. The cover illustration is provided by Louisa Hathcock, the winner of NCTCOG's annual transportation art contest. As part of the contest, we asked the children of our staff to illustrate what this year's theme of Connecting the Dots of Regional Transportation means to them.

If you would like more information or copies of Progress North Texas, please contact Brian Wilson at (817) 704-2511 or by email at [bwilson@nctcog.org](mailto:bwilson@nctcog.org). This report is also available online at [www.nctcog.org/ourregion](http://www.nctcog.org/ourregion).

