

AGENDA

**Regional Transportation Council
Thursday, February 10, 2022
North Central Texas Council of Governments**

The RTC meeting on February 10, 2022, will be conducted as a videoconference meeting via Zoom. Members of the public wishing to speak may do so by calling toll free 1-855-965-2480 and entering meeting ID 819 1197 8269# when prompted or in person at the NCTCOG Office. Following conclusion of the Opportunity for the Public to Speak in Agenda Item 1, the audio line will be disconnected. Members of the public may view a livestream of the RTC meeting at www.nctcog.org/video under the "live" tab.

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

- 1:00 – 1:10** 1. **Opportunity for Public Comment on Today's Agenda**
 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 819 1197 8269# when prompted or in person at the NCTCOG Office. Speakers should state their name, city of residence, the agenda number they are speaking on, and whether they are speaking on/for/against the item. Members of the public are not permitted to provide comments after the conclusion of this agenda item; therefore, the audio line will be disconnected, and members of the public may view the livestream of the meeting at www.nctcog.org/video.
Background: N/A
- 1:10 – 1:15** 2. **Approval of January 13, 2022, Minutes**
 Action Possible Action Information Minutes: 5
Presenter: Theresa Daniel, RTC Chair
Item Summary: Approval of the January 13, 2022, 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. **Federal Functional Classification System Amendment**
Presenter: Brian Flood, NCTCOG
Item Summary: Regional Transportation Council (RTC) approval of four amendments to the currently approved Federal Functional Classification System (FFCS) will be requested.
Background: While inclusion in the FFCS is based on a roadway's purpose and functioning capabilities, it is also used to determine eligibility for federal funding. Amendments to the FFCS occur as the function of an existing roadway

changes, or as roadways need to be added due to construction, new developments, and shifts in demographic trends. Staff is currently working with the Texas Department of Transportation (TxDOT) on four proposed FFCS amendments within the Dallas and Fort Worth TxDOT districts. These amendments involve the construction of new roadways which are included in the current Transportation Improvement Program (TIP). The Surface Transportation Technical Committee recommended approval of these changes at its last meeting. Additional information can be found in [Electronic Item 3.1.1](#), [Electronic Item 3.1.2](#), [Electronic Item 3.1.3](#), and [Electronic Item 3.1.4](#).

Performance Measure(s) Addressed: Safety, Roadway

3.2. Traffic Incident Management Regional Transportation Council Local Funds for Farmersville

Presenter: Camille Fountain, NCTCOG

Item Summary: Approval of \$8,264.70 in Regional Transportation Council (RTC) local funding to fund the City of Farmersville Incident Management Trailer will be requested.

Background: In support of the North Central Texas Council of Governments' Traffic Incident Management Training Program, the 2020 Incident Management Equipment Purchase Call for Projects (CFP) made Congestion Mitigation and Air Quality Improvement Program funds available for the purchase of equipment and technology to be used to mitigate traffic incidents in the North Central Texas Nonattainment Area. In July 2020, the RTC approved the project recommendations submitted as part of the 2020 Incident Management Equipment Purchase CFP. Due to the City of Farmersville not meeting federal procurement requirements, staff is requesting to fund the City of Farmersville Incident Management Trailer with RTC local funds. Additional information on this funding source request is provided in [Electronic Item 3.2](#).

Performance Measure(s) Addressed: Safety

3.3. Electric Vehicle Charging Station Call for Projects

Presenter: Lori Clark, NCTCOG

Item Summary: Staff proposes to open a Call for Projects to fund electric vehicle charging stations in the ozone nonattainment area. The attachments contain proposed eligibility, requirements, scoring criteria, and a schedule for Regional Transportation Council approval.

Background: While there are hundreds of publicly available electric vehicle charging stations regionwide, these stations are not evenly dispersed across the region. Large gaps in

availability of electric vehicle charging exist across the region. In addition, many public sector fleets have indicated interest in electrifying and cite lack of infrastructure as a key barrier to adoption of electric vehicles in public fleets. Approximately \$1 million in Congestion Mitigation and Air Quality Improvement Program funds is available to fund implementation of technology improvements in the ozone nonattainment area and can be used to deploy electric vehicle charging. This initiative can help advance adoption of electric vehicles both among public sector fleets and the general public and reduce tailpipe emissions of ozone precursors. Expansion of electric vehicle adoption is incorporated as part of the Weight of Evidence in the latest approved Dallas-Fort Worth State Implementation Plan. [Electronic Item 3.3](#) provides additional details.

Performance Measure(s) Addressed: Air Quality

1:20 – 1:30

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

Action Possible Action Information Minutes: 10
Presenter: Michael Morris, NCTCOG

1. Proposed Regional Transportation Council (RTC) Meeting in March at NCTCOG
2. Auto Occupancy/High-Occupancy Vehicle Quarterly Subsidy Report ([Electronic Item 4.1](#))
3. Future Role of Certification Facilities Interested in Coming to the Dallas-Fort Worth (DFW) Region
4. Slotting of DFW Transportation Projects in Anticipation of Federal Notice of Funding Opportunities
5. US Army Corps of Engineers Funding of the Downtown Trinity Bypass Channel
6. Action on High-Speed Rail
7. Availability of Transportation Development Credits Annual Report
8. Texas Department of Transportation On-System Review
9. Dallas-Fort Worth Clean Cities Annual Survey ([Electronic Item 4.2](#))
10. Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/events>)
11. US 75 Technology Lanes and Next Phases
12. February Public Meeting Notice ([Electronic Item 4.3](#))
13. Public Comments Report ([Electronic Item 4.4](#))
14. Recent Correspondence ([Electronic Item 4.5](#))
15. Recent News Articles ([Electronic Item 4.6](#))
16. Recent Press Releases ([Electronic Item 4.7](#))

1:30 – 1:40

5. **Metropolitan Planning Organization Milestone Policy Round 2 – Quarterly Status Update**

Action Possible Action Information Minutes: 10
Presenter: Brian Dell, NCTCOG

Item Summary: Staff will request Regional Transportation Council (RTC) action on the recommendations for three projects and provide the

Background: Council with an update on the status of the Milestone Policy Round 2 projects that have not let for construction. The MPO Milestone Policy was adopted by the RTC to ensure that projects that have been funded for more than 10 years and have not gone to construction are being implemented in a timely manner. In February 2021, the RTC took action on the second round of the Milestone Policy, including a project tracking process and revised set of policy procedures. Staff coordinates with implementing agencies to assess project risk on all Milestone Policy projects until they go to construction. The responses are reviewed and a rating is assigned to each project. Action is being requested on several projects, including revising deadlines for two projects, and removing federal funding on another at the request of the implementing agency.

Status updates on each project, along with their latest ratings, can be found in [Electronic Item 5.1](#). Details on the MPO Milestone Policy and the proposed action items can be found in [Electronic Item 5.2](#).

Performance Measure(s) Addressed: Roadway

1:40 – 1:50

6. **Automated Vehicles Program 2.2: Round 2 Projects**

Action Possible Action Information Minutes: 10

Presenter: Thomas Bamonte, NCTCOG

Item Summary: Staff seeks approval of a second round of projects recommended for funding under the consolidated Automated Vehicles Program 2.0, or “AV2.0”.

Background: In October 2018, the Regional Transportation Council (RTC) approved Automated Vehicle Program 2.0, which included \$10 million for assisting local partners in hosting automated vehicle deployments (AV2.2) and \$20 million for AV deployments to explore use cases that further regional priorities (AV2.3). As part of this approval, RTC adopted three policy initiatives aimed at (1) increasing innovation within the region; (2) giving equal access to this innovation to all local partners; and (3) addressing equity gaps in the deployment of these innovations. In keeping with these policy initiatives, in July 2021, the RTC approved the first round of projects. The remaining funds were consolidated to form “Round 2”, and from August until mid-November 2021, staff provided technical assistance to local partners considering applications for this second round of proposals. Projects recommended for advancement include telemedicine solutions using automated vehicle platforms in McKinney and South Dallas; expanding a current on-demand shuttle service in Arlington; an automated parking/curb management test bed at DFW Airport; and a three-part technology initiative in South and Southeast Fort Worth. Additional information is included in [Electronic Item 6](#).

Performance Measure(s) Addressed: Roadway, Transit

1:50 – 2:00

7. **Regional Vanpool Program Vehicle Revised Partnership**

Action Possible Action Information Minutes: 10

Presenter: Shannon Stevenson, NCTCOG

Item Summary: Staff will request Regional Transportation Council approval or temporary Regional Vanpool Program modifications due to an inadequate supply of vans.

Background: The North Central Texas Regional Vanpool Program is currently operated by Dallas Area Rapid Transit (DART), Denton County Transportation Authority (DCTA), and Trinity Metro and achieves many regional benefits including lowering emissions by removing single occupant vehicles off the road. The Regional Vanpool Program is a required project included in the State Implementation Plan, as a Transportation Control Measure and the program has significant air quality benefits essential to air quality conformity. On May 13, 2021, the Regional Transportation Council (RTC) approved various program modifications to the North Central Texas Regional Vanpool Program including defining transit agency boundaries, allowing temporary flexibility to the subsidy funding structure, and pursuing a regional cooperative vanpool procurement to create a more unified program.

DART recently informed the North Central Texas Council of Governments that their current vanpool contractor is unable to meet their obligations to DART and is not able to secure vehicles for the program due to supply chain issues created by the ongoing pandemic and related semiconductor chip shortage on newer vehicles. DART and their vanpool contractor are terminating their contract. To meet current air quality commitments, staff have been working with all three transit agencies to ensure there are no gaps in service or coverage for the North Central Texas Regional Vanpool Program. Staff is requesting RTC approval for DCTA and Trinity Metro to replace the current service provided by DART [Electronic Item 7](#) provides additional details.

Performance Measure(s) Addressed: Administrative, Transit

2:00 – 2:10

8. **Dallas-Fort Worth High-Speed Transportation Connections: Environmental Study**

Action Possible Action Information Minutes: 10

Presenter: Brendon Wheeler, NCTCOG

Item Summary: Staff will request Regional Transportation Council (RTC) adoption of a policy related to the existing RTC Policy P21-01 (Policy Support to Advance the Dallas-Fort Worth High-Speed Transportation Connections Study into Phase 2) and subsequent coordination with the Federal Railroad Administration and the Federal Transit Administration on advancing this project into the National Environmental Policy Act process. For RTC's consideration, this new policy will direct staff to advance high-speed rail along the IH 30 corridor between Dallas and Fort Worth, laying the foundation for a

Background: future policy advancing hyperloop along a parallel path for future separate corridors within the region. In April 2020, North Central Texas Council of Governments staff began work on the Dallas-Fort Worth High-Speed Transportation Connections Study with consultant assistance. The project is divided into two phases, the first being an alternatives analysis of high-speed modes and corridors. The second phase includes conceptual and preliminary engineering and a National Environmental Policy Act (NEPA) effort, resulting in a federal government action identifying the project's next steps. Following the substantial completion of the first phase in August 2021, staff and the consultant have initiated the conceptual engineering and carried forward the desires of RTC to advance both high-speed rail and hyperloop along the IH 30 corridor as described in Policy P21-01. Opportunities to advance high-speed rail and hyperloop along parallel paths have since presented themselves, and staff will present the path focused on advancing high-speed rail and the IH 30 corridor through the NEPA process. The proposed policy for RTC consideration is provided as [Electronic Item 8.1](#). Existing RTC Policy P21-01 is provided as [Electronic Item 8.2](#). Additional details are provided in [Electronic Item 8.3](#).

Performance Measure(s) Addressed: Transit, Safety

2:10 – 2:20

9. **2045 Demographic Forecast and Mobility 2045 Update**

Action Possible Action Information Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will provide a brief summary on the completion of the 2045 Demographic Forecast. In addition, an overview of efforts to update Mobility 2045, including the updated draft financial forecast, will be provided.

Background: Efforts are coming to a close on the development of the 2045 Demographic Forecasts as the local government review and comment period has ended. Based on input received, the demographic forecasts are being finalized and transitioned for use by the Mobility 2045 Plan Update Team. Mobility 2045 was adopted by the Regional Transportation Council on June 14, 2018. Federal guidelines require the Dallas-Fort Worth region to update the long-range transportation plan a minimum of every four years. Development of the Mobility 2045 Update is currently underway which will include a new financial plan and necessary refinements to projects in the current Mobility 2045 plan.

Performance Measure(s) Addressed: Roadway, Transit

2:20 – 2:30 10. **Changing Mobility: Data, Insights, and Delivering Innovative Projects During COVID Recovery**
 Action Possible Action Information Minutes: 10
 Presenter: Michael Morris, NCTCOG
 Item Summary: Staff will provide a summary of current performance metrics related to the impacts of COVID-19 to the transportation system and highlight how those metrics have changed over time.
 Background: Throughout the COVID-19 pandemic and recovery process, staff developed and tracked performance metrics related to: 1) travel behavior response to COVID-19, 2) financial implications to traditional revenue sources, 3) benefits of travel behavior responses to areas of Regional Transportation Council responsibility, and 4) prioritization of infrastructure improvements that offset unemployment increases. A summary of these performance metrics will be provided. [Electronic Item 10](#) includes additional information.

Performance Measure(s) Addressed: Roadway, Transit

2:30 – 2:35 11. **SH 183 Segment 2E Design Cost Contingency**
 Action Possible Action Information Minutes: 5
 Presenter: Ken Kirkpatrick, NCTCOG
 Item Summary: Staff will provide a status update on the Regional Transportation Council financial backstop for SH 183 Segment 2E design costs.
 Background: Staff has been working to advance SH 183 Segment 2E as the next phase of the North Tarrant Express (NTE). Cintra has an interest in certain capacity improvements to Segment 2E as a change order under the Comprehensive Development Agreement for the NTE. In June 2020, the Regional Transportation Council (RTC) approved a \$3 million financial backstop to permit Cintra to proceed with the design elements for Segment 2E, pending the Texas Department of Transportation formally issuing a “Request for Change Proposal.” The backstop trigger date has been extended to February 28, 2022. Additionally, the RTC requested a letter of support be sent to the Legislative Budget Board to advance Segment 2E.

Performance Measure(s) Addressed: Roadway, Safety

2:35 – 2:50 12. **Safety Performance Targets Update**
 Action Possible Action Information Minutes: 15
 Presenter: Sonya Landrum, NCTCOG
 Item Summary: Staff will provide an update on the federally required regional Roadway Safety Performance regional targets for 2022 and compare 2020 actual observed performance to 2020 targets. Roadway Safety targets are focused on reducing serious injuries and fatalities for motorized and non-motorized travelers.

Background: In December 2015, the Fixing America's Surface Transportation (FAST) Act was signed into law. The FAST Act requires certain performance measures be included in the long-range metropolitan transportation planning process. These measures were established by a series of four rulemakings: Safety, Infrastructure Condition, System Performance/ Freight/Congestion Mitigation and Air Quality, and Transit Asset Management. In December 2017, the Regional Transportation Council (RTC) adopted 2018 targets for Roadway Safety performance and in February 2019 affirmed that support through target year 2022. As the Metropolitan Planning Organization for the North Central Texas region, NCTCOG is required to set regional targets for Roadway Safety. These targets will be used to track and report on the region's performance through existing documents such as the Metropolitan Transportation Plan, the Transportation Improvement Program, and the State of the Region report. The proposed 2022 targets for Roadway Safety will be discussed along with the preliminary biennial report for 2020 targets vs. 2020 actual performance. Additional information is provided in [Electronic Item 12](#).

Performance Measure(s) Addressed: Safety

13. **Progress Reports**

Action Possible Action Information

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

- RTC Attendance ([Electronic Item 13.1](#))
- STTC Attendance and Minutes ([Electronic Item 13.2](#))
- Local Motion (<https://nctcog.org/trans/about/publications/locmo/local-motion-february-2022>)

14. **Other Business (Old or New):** This item provides an opportunity for members to bring items of interest before the group.
15. **Future Agenda Items:** This item provides an opportunity for members to bring items of future interest before the Council.
16. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for **1:00 pm, Thursday, March 10, 2022**.

REGIONAL TRANSPORTATION COUNCIL
January 13, 2022

The January 13, 2022, 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: Daniel Alemán Jr., Richard E. Aubin, Dennis Bailey, Adam Bazaldua, Elizabeth M. Beck, Gyna Bivens, Mohamed Bur, Dianne Costa, Theresa Daniel, Jeff Davis, Janet DePuy, Andy Eads, Kevin Falconer, Gary Fickes, George Fuller, Raul H. Gonzalez, Stephen Mason (representing Barry L. Gordon), Rick Grady, Lane Grayson, Mojoy Haddad, Roger Harmon, Clay Lewis Jenkins, Ron Jensen, John Cordary (representing Carl L. Johnson), Brandon Jones, Mike Leyman, Alison Maguire, B. Adam McGough, Allan E. Meagher, Cara Mendelsohn, Cary Moon, Omar Narvaez, Philip J. Ritter, Jim R. Ross, Chris Schulmeister, Jeremy Tompkins, T. Oscar Trevino Jr., William Tsao, Duncan Webb, B. Glen Whitley, and Michele Wong Krause. Individual attendance was not taken for non-RTC member attendees.

1. **Opportunity for the Public to Comment on Today's Agenda:** This item allows members of the public an opportunity to comment on agenda items. Regional Transportation Council Vice Chair Duncan Webb asked if there were any public comments. No members of the public chose to comment.
2. **Approval of the December 9, 2021, Minutes:** The minutes of the December 9, 2021, meeting provided in Electronic Item 2, were approved as amended by staff to reflect Janet DePuy in attendance at the December 9, 2021, Regional Transportation Council meeting. Rick Grady (M); Richard E. Aubin (S). The motion passed unanimously.
3. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 3.1. **FY2022 and FY2023 Unified Planning Work Program Modifications:** Regional Transportation Council (RTC) approval of modifications to the FY2022 and FY2023 Unified Planning Work Program was requested. Action included direction for staff to also administratively amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications. The proposed amendments were provided as Electronic Item 3.1.1 and additional information was provided in Electronic Item 3.1.2.
 - 3.2. **Transportation Improvement Program Modifications:** Regional Transportation Council approval of revisions to the 2021-2024 Transportation Improvement Program (TIP) was requested, including direction for staff to amend the Unified Planning Work Program and other planning documents with TIP-related changes. February 2022 revisions to the 2021-2024 TIP were provided as Electronic Item 3.2.

A motion was made to approve the items on the Consent Agenda. Gyna Bivens (M); Adam Bazaldua (S). The motion passed unanimously.
4. **Orientation to the Agenda/Director of Transportation Report:** Michael Morris highlighted items on the Director of Transportation Report. He noted that 2022 will be the "Year of Doing" for the Regional Transportation Council (RTC) and staff expects to continue to initiate and implement major policies, programs, and projects throughout the region. He highlighted federal legislation, appropriations, stimulus funding, and competitive awards that

will provide funding for transportation, as well as revenues from Proposition 1 and Proposition 7. In addition, he highlighted major projects that are moving ahead in the region such as IH 635 East and the Southeast Connector on IH 820/IH 20 and noted that staff will continue to work on moving projects forward on a neighborhood, regional and international logistics scale. Mr. Morris proposed to continue with all electronic meeting material for future RTC meetings and noted that paper packets would be available upon request for members of the RTC and public. Regarding the location of future meetings, he noted the RTC would either meet virtually or in the Transportation Council Room of the North Central Texas Council of Governments. The RTC Chair will continue to monitor whether meetings would be conducted by videoconference or in-person. He also noted that the Mobility Plan team will be bringing to members at a future meeting information regarding a new hyperloop certification center in the region. In addition, he noted staff would propose that instead of high-speed rail and hyperloop being integrated into the environmental study for Dallas, Arlington, and Fort Worth the possibility of high-speed rail being the only mode considered and a different path followed to advance hyperloop technology. Staff will bring a related set of policies for action as efforts continue to expedite high-speed rail in the corridor. Also discussed were recent presentations to the Transportation Research Board and the Tarrant Regional Transportation Coalition. The remainder of the items were not presented. Information on the Connected Street Network and Subdivision Design Safe Routes to School webinar scheduled for 10 am on January 28, 2022, was provided in Electronic Item 4.1. Additional information was also available at www.nctcog.org/saferoutestoschool. Dallas-Fort Worth Clean Cities events information was provided at <https://www.dfwcleancities.org/events> and Electronic Item 4.2 contained information from the Dallas-Fort Worth Clean Cities annual survey. Current air quality funding opportunities for vehicles were provided at <https://www.nctcog.org/trans/quality/air/funding-and-resources>. A status Report on Texas Volkswagen Environmental Mitigation Program funding was provided in Electronic Item 4.3 and local government energy reporting information was provided in Electronic Item 4.4. Electronic Item 4.5 contained a status report on vehicle temporary paper tags. In addition, details on an opportunity to provide input on a new federal funding program for electric vehicle charging infrastructure was provided in Electronic Item 4.6. December online input opportunity minutes were provided in Electronic Item 4.7. The Public Comments Report was provided in Electronic Item 4.8, recent correspondence in Electronic Item 4.9, recent news articles in Electronic Item 4.10, and recent news releases in Electronic Item 4.11.

5. **2023-2026 Management and Operations, Regional/Air Quality, and Safety Funding Program-Fiscal Year 2023 Request:** Christie Gotti presented information on the Fiscal Year (FY) 2023-2026 Management and Operations program and staff recommendations for FY2023 funding. The program includes projects operated by North Central Texas Council of Governments staff or partners such as the Texas Department of Transportation, regional and air quality projects and programs, as well as the incorporation of safety projects expected to be implemented as part of the larger statewide safety effort. The Regional Transportation Council (RTC) typically considers extending existing and funding new air quality, and management and operations projects/programs every few years and last approved funding for this program in 2019 for projects in FY2020-2022. In order to allow some projects and programs to continue without interruption through FY2023, funding approval is needed for a subset of projects sooner than when the entire project listings are finalized. She noted staff would bring back a second phase of funding for FY2024-2026 that will include continuation, modification, and/or discontinuation of projects and programs, and may potentially include new initiatives. Proposed projects for FY2023 funding included the Regionwide Employer Trip Reduction Program, Regional Aviation Program, Air Quality

Public Education and Outreach Program, Auto Occupancy Detection and Verification Implementation Program, Land Use/Transportation and Bike/Pedestrian Initiatives, and Regional Parking Management Tools and Strategies Program totaling approximately \$4.395 million primarily in federal funding for staff time and pass through, with RTC Local funding proposed for the Regional Aviation Program due to eligibility requirements of federal funds. Local match for most projects was proposed as Transportation Development Credits with the local match for the Auto Occupancy project proposed as State match. The proposed list of projects for FY2023 were provided in Electronic Item 5.1. Electronic Item 5.2 contained additional details on the funding program. Staff will work to finalize the funding amounts and specific projects/programs to be recommended for FY2024-2026 for approval in spring 2022. A motion was made to approve the proposed FY2023 funding for the FY2023 portion of the Management and Operations, Regional/Air Quality, and Safety funding program. Action also included direction for staff to administratively amend the Transportation Improvement Program, Statewide Transportation Improvement Program, and other planning documents such as the Unified Planning Work Program as needed. George Fuller (M); Richard E. Aubin (S). The motion passed unanimously.

6. **2021 Incident Management Freeway Blocking Equipment Call for Project-Recommendations:** Sonya Landrum presented project recommendations for the 2021 Incident Management Freeway Blocking Equipment Call for Projects (CFP). In August 2021, the Regional Transportation Council (RTC) approved \$1 million in Regional Toll Revenue (RTR) funding to support the Call for Projects for the purchase of blocking equipment that would assist in improving safety for first responders who are responding to crashes along high-speed roadways. The use of blocking equipment minimizes the use of firetrucks at incident scenes for blocking purposes. Funding was available to public sector partner agencies in the 12-county metropolitan planning area for the purchase of blocking equipment that protects first responders. Examples of eligible activities included crash attenuators, barriers, and cushions. A total of 16 project applications for 17 different projects were received totaling nearly \$2.6 million. Agencies from the eastern subregion submitted requests for 12 projects totaling over \$2.1 million and agencies from the western subregion submitted requests for 5 projects totaling slightly more than \$479,500. Of the 17 submitted projects, four projects were ineligible. Scoring criteria used during project evaluation, as well as how each agency scored was included in Electronic Item 6.1. Of the 13 eligible projects evaluated, 10 agencies scored above the minimum for a total project cost of \$1,764,973 (including 20 percent local match) totaling \$1,411,979 in recommended projects. Based on the \$1 million in RTR funds that were previously approved for the CFP, staff recommended the total available funding be increased by \$411,979. Based on funding inquiries received after the CFP closed, Ms. Landrum noted that staff may consider issuing a new call for projects in the future. The schedule for this effort was reviewed. It was noted that one comment was received during the public comment period, which was favorable and in support of the funding recommendations. Based on the remaining schedule, which includes State and federal approvals and time for agencies to execute agreements with the Texas Department of Transportation, staff anticipated agencies will be able to purchase blocking equipment by winter 2022. Additional details were included in Electronic Item 6.2. Richard E. Aubin and Cara Mendelsohn thanked staff for bringing the important safety item to the RTC. A motion was made to approve the allocation of an additional \$411,979 in Regional Toll Revenue funding for a total of \$1,411,979 to fund the 2021 Incident Management Freeway Blocking Equipment Call for Projects and the project recommendations included in Electronic Item 6.1. Richard E. Aubin (M); T. Oscar Trevino Jr. (S). The motion passed unanimously.

7. **Changing Mobility: Data, Insights, and Delivery Innovative Projects During COVID Recovery:** Michael Morris presented a summary of current performance metrics related to the impacts of COVID-19 to the transportation system and how those metrics have changed over time. Travel behavior by mode was discussed. Bicycle/pedestrian travel remains strong, freeway and toll road volumes have returned to pre-COVID levels, and airport ridership continues to increase. In addition, transit ridership has also increased in recent months likely due to the return of employees to the workplace. He also highlighted average freeway speeds noting increased congestion in both the morning and afternoon peak periods has returned, also indicating that employers are gaining confidence and having employees return to the workplace. Mr. Morris also presented a summary of the financial impacts to the State Motor Fuels tax, Oil and Gas Severance, Motor Vehicle Sales Tax, and General Sales Tax which are estimated to have increased revenue over the 2020-2021 biennium estimate. In addition, toll and managed lane transactions have shown improvements. He thanked members for requesting an update on these performance metrics during the December 9, 2021, meeting. Since current data was not available for presentation, he noted that staff would present updated information at the next Regional Transportation Council meeting and that quarterly presentations would also be provided. Additional details were provided in Electronic Item 7. Janet DePuy thanked staff for the presentation and noted it was helpful. Cara Mendelsohn asked if locations and raw data for the bicycle and pedestrian trails were available. Mr. Morris noted the data is collected through counters at specific locations and that staff would provide counter locations to Ms. Mendelsohn.

8. **2045 Demographic Forecast and Mobility 2045 Update:** Dan Kessler presented a summary of the 2045 Demographic Forecast process that is nearing completion and that will be used in development of the update to Mobility 2045. He noted local government review and input has been received from approximately 30 cities and 5 counties within the region which represent 70 percent of the projected future population. Most responses were related to more detailed allocations and density levels. North Central Texas Council of Governments (NCTCOG) staff has moved forward to finalize forecasts for approval by the Executive Board. Demographics suggest that by 2045 the region will reach a population of 11.4 million at a growth rate of approximately 150,000 people per year and an annual growth rate of approximately 1.65 percent. Collin, Dallas, Denton, and Tarrant counties will continue to be the largest in the region, with substantial growth also experienced in many perimeter counties. Anticipated density in the region for 2045 was also highlighted, and a graphic representing the development and urbanization of the region was provided. By this timeframe, the core counties are significantly developed, and urbanization expands to perimeter counties particularly to the south in Johnson County, to the west in Parker County, as well as other outer counties. Demographics reinforce that growth continues in the region, and at increasing rates in the perimeter counties. In addition, data for employment suggests an annual growth rate of 1.83 percent which is higher than the population growth rate with 8.1 million employees expected by 2045. Dallas County remains the region's major employment center, but continued employment growth is also seen in Tarrant, Collin, and Denton counties. Mr. Kessler also noted that data from parcel inventories are used to map built area from 2015 which have been compared to the vision for 2045. The resulting map confirms the same pattern of development largely filling in the core counties and increasing development in the perimeter counties. As staff begins to incorporate the 2045 demographic forecasts into travel modeling for the Mobility 2045 Update, similar patterns of congestion are seen, and he highlighted maps identifying levels of congestion in 2018 compared to 2045 and noted how the new demographics change the forecasted levels of congestion on a regional level. Observations from the draft 2045 demographic forecasts were discussed.

New regional control totals estimate an increase of 200,000 additional people and 1.1 million additional jobs above the current 2045 forecasts previously used to develop the Mobility 2045 plan in 2018. This will place an even greater burden on the transportation system in the next 20-25 years. In addition, over 40 percent of the population growth projected to occur by 2045 is anticipated to occur outside existing incorporated areas and by 2045 over 60 percent of the region's population and over 40 percent of the region's employment is anticipated to reside outside the current Dallas Area Rapid Transit, Trinity Metro and Denton County Transportation Authority service areas. Without continued planning for higher residential and employment densities, future development will occur in areas where the ability to provide transportation infrastructure will be challenged. Finally, demographic and travel modeling tools are now readily available for staff to conduct scenario planning as the region looks at impacts of various scenarios to the transportation system. The schedule for this effort was reviewed, and it was noted that the final demographic forecasts would be presented to the NCTCOG Executive Board in February for approval. Rick Grady asked if the baseline demographic used in the Mobility Plan update was from the 2010 or 2020 census. Michael Morris noted that Transportation Department and Regional Information Systems Department staff develop annual estimates of population based on household data from local governments. In addition, once census data is available the information is compared. Mr. Kessler noted that staff spends a significant amount of time on model calibration and validation and regularly compares simulations to confirm that estimates represent what is happening in the real world. He added that staff would present a follow up to members regarding how annual estimates compare to 2020 census data.

Brendon Wheeler provided an overview of efforts to update Mobility 2045, including the updated draft financial forecast. Maps representing major roadway recommendations, transit corridor recommendations, and the regional Veloweb were highlighted. Recommendations will continue to be updated over the coming month and will be available at www.nctcog.org/PlanInProgress. Since presented in December 2021, staff has updated the transit corridor recommendations map to separate out light rail, regional rail, and streetcar projects, as well as high-intensity bus and high-capacity transit. In addition, he noted the regional Veloweb map highlights existing Veloweb networks and those that are funded for future year construction. Mr. Wheeler also focused on highlighted policy and program updates that will be included in the Mobility 2045 Update. Staff has made refinements to the Health Accessibility Program to include improving access to healthy foods and medical care to better address current federal requirements to include equity as a focus of the planning process. Regarding the financial plan requirements, he noted that staff continues to refine revenues and costs for the update, which must be financially constrained. All reasonably expected revenue sources, documented in the plan by year of expenditure, are included and balanced with priorities. Expenditure categories include infrastructure maintenance, management and operations, land use strategies, rail/bus, and high-occupancy vehicle (HOV)/managed lanes and freeways/tollways and arterials. The draft expenditures for Mobility 2045 Update overall are currently estimated at approximately \$140-150 billion, and it was noted that refinements are continuing. Also highlighted was the revenue forecast, which includes approximately \$140 billion through traditional highway funding, local funds, toll revenues, and transit funding, including federal grants and revenue enhancements. The various revenue sources include baseline revenues such as annual revenues regularly received (formula funds), adjusted baseline revenues such as Proposition 1 and Proposition 7 that are reasonably anticipated, and revenue enhancements that represent opportunities for increased transportation funding based on past trends, though by no means guaranteed. Mr. Wheeler noted that the revenue forecast chart shown includes annualized revenue between 2023 and 2045 and does not include lump sum revenues,

competitive grants, or local funds expected to be received and is only shown a representation of the relative relationship between revenue enhancements and the entire revenue stream expected for the plan. Staff expects to achieve financial constraint for the plan update over the next month and will present updated financial information to the Regional Transportation Council (RTC) in March 2022, along with draft plan recommendations. Final recommendations will be presented for action in June. RTC Vice Chair Duncan Webb discussed the increased population growth in unincorporated areas and the challenges to counties. Mr. Morris noted it will be important to get consensus on how cities and counties would like to deal with annexation and land use control in order to effectively prepare for growth. Once resolved regionally, it will be important to take the conversation to the Legislature.

9. **Transit Studies Recommendations:** Shannon Stevenson provided an overview of study recommendations resulting from the Southern Dallas County and Tarrant County transit studies, followed by an overview by Brendon Wheeler of the Collin County Transit Study. In 2018, the North Central Texas Council of Governments received requests to develop a comprehensive approach to planning and implementing transit service in all three counties. The Best Southwest Partnership cities of Cedar Hill, DeSoto, Duncanville, and Lancaster requested a study to investigate the movement of people and goods in and around the Southern Dallas Inland Port area and the Tarrant County Mayors' Council requested a plan to implement innovative mobility services in non-member cities within the county. In Collin County, elected officials made similar requests but included a request to integrate rail planning for the Irving to Frisco corridor. All requests stressed the importance of balancing transportation needs, addressing equity, and identifying options for non-member cities to work with transit providers to operate transit within their communities. The studies built on the regional planning efforts reflected in documents such as Mobility 2045 and Access North Texas, integrating the goals, objectives, and strategies outlined in both documents. Public and stakeholder engagement for each of the studies were highlighted. The first phase of the studies focused on understanding the existing conditions and identifying transit needs. Various factors were analyzed as part of the needs assessment, including the needs of the underserved communities, low-income individuals, individuals with disabilities, and the elderly. For the Tarrant County study, three scenarios were developed based on the identified needs and public/stakeholder input. The scenarios provide a range of what services might look like throughout the county. Scenario one focuses on meeting all of the regional needs, and the highest local needs while scenario three focuses on meeting all local needs and the highest regional needs. Scenario two blends the scenarios and focuses on meeting the medium and high needs for both regional and local access. On-demand (micro transit) service was recommended to address local needs for all non-member cities to begin a base level of service that can built upon in the future. Regional express bus routes were also recommended to address regional needs. The baseline budget countywide for Tarrant County ranges from \$18 million to \$18.5 million. In addition to the transit needs assessment, results of the Southern Dallas County Transit Study also included access to goods movement within the inland port area to understand the impact on the local transportation system which has added approximately 14,000 jobs to the area in the last ten years and has seen a little more than 22 million square foot in industrial distribution space development. Based on both the transit and the goods movement assessments and stakeholder input, service scenarios were developed. Scenarios include on-demand services (micro transit) within each city, with each having at least one local service zone. In addition, recommendations include three fixed routes provided by intercity connections with some linking to on-demand zones. One route is an express line connecting Cedar Hill to downtown Dallas. Cost of implementing the services ranges from \$1.2 million to \$1.6 million

for Phase 1, with expansion to Phase 2 adding another \$600,000 for a total of \$2.1 million. Ms. Stevenson noted that details of the costs for the Tarrant County and Southern Dallas County transit studies was available in the final report.

Brendon Wheeler presented an overview of the Collin County Transit Study, which focused on integrating transit across member and non-member cities and how to overcome the traditional funding and implementation hurdles of joining transit for the rapidly growing urbanized areas in the county. In addition, a study was conducted for the Irving to Frisco Passenger Rail Corridor based on a previous conceptual engineering and funding study. The variety of existing transit services within the county were highlighted, which creates a patchwork of services operators and audiences leading to roadblocks in cohesive transit movement by all transit users. Mr. Wheeler noted that the Collin County Transit Study included a transit propensity analysis, a technical and policy needs assessment, to determine where transit is needed most. Through that effort, several transit scenarios were developed to help match the varying needs with different services and jurisdictional needs. Four categories of transit propensity based on community type were identified and paired with general transit service types: 1) basic mobility, 2) emerging and high growth, 3) developed and maturing, and 4) Dallas Area Rapid Transit member. Mr. Wheeler noted that the study also reviewed how to phase services over time, as well as the cost to communities of not implementing transit. A white paper was developed on the costs that communities are inherently adopting by not implementing transit such as the cost of car ownership, lack of job access, low land value, missed opportunity cost and cost of congestion. Recommendations for Collin County also include a phased approach, layering the transit services across the county beginning with an on-demand (micro transit) level countywide and then developing funding support in a single governance entity to create an integrated system. He noted the recommendations would be incorporated into the Mobility 2045 Update and that coordination would continue among the county, cities, and transit agencies. Mr. Wheeler also provided an overview of the Irving to Frisco Passenger Rail Corridor Study. During the study, advisory committee members built on a previous study and reviewed various station locations along the corridor. Efforts included an initial review of cost effectiveness based on ridership forecasting and options to extend the northern terminus to Prosper and Celina. A land use analysis was developed for each station that detailed existing conditions and recommended future land use and zoning considerations for future transit-oriented development. Use of people mover/automated transportation systems was also reviewed, as well as interlining opportunities with the Trinity Railway Express (TRE) that could increase ridership. The study also included an analysis of cost, funding, and governance. Overall, the estimated cost for the corridor in current year dollars was estimated at approximately \$1.6 billion total. Given the high cost of the corridor both from a capital and operating standpoint, a phased approach was recommended. As an innovative solution, a supply-side approach could be coordinated with Burlington Northern Santa Fe (BNSF) Railroad to incorporate transit rail with freight operations as infrequent slots become available to begin minimal operations and generate revenue for the project. Recommendations to interline with the TRE and extending rail to Celina will be incorporated into the Mobility 2045 Update. As with the transit study, continued coordination is needed with the county, cities, transit authorities, and BNSF to pursue a single governance structure and funding agreements for developing this corridor. In summary, recommendations from all transit studies show the need for a common framework for the communities outside of transit authorities to begin overcoming hurdles in joining transit. The governing service model recommended is that regardless of solution (fixed route, micro transit, rail, etc.), either joining a transit authority or establishing a link to one via a local government corporation is the recommended path forward to bring an acceptable level of cohesive transit service

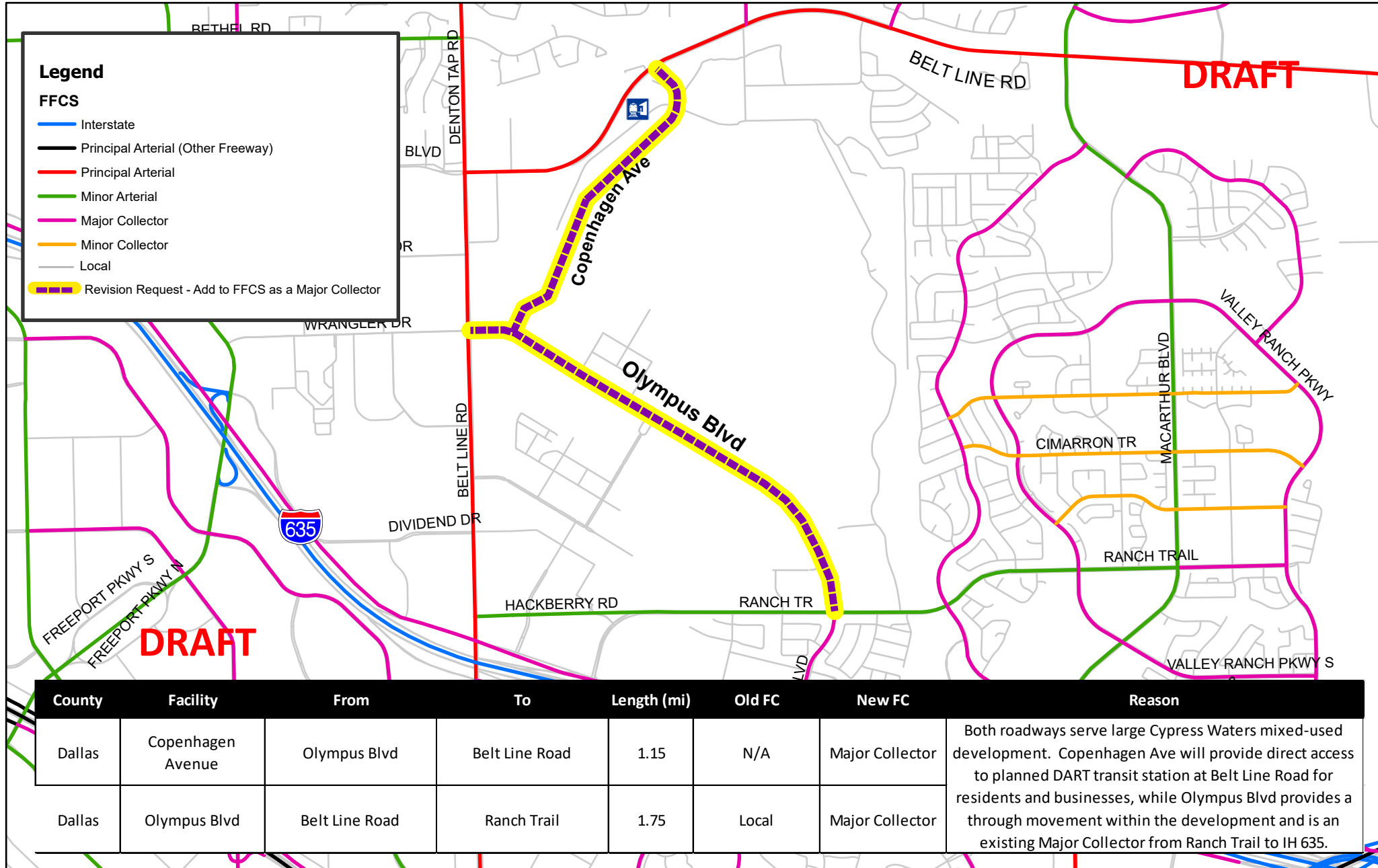
throughout the growing urbanized region. Other governing forms were reviewed but fell short due to the general lack of coordination outside of their boundaries and/or lack of long-term success and stability of funding that these entities would be able to offer. Continued coordination is needed to develop a common framework and work through these funding considerations. Mr. Wheeler highlighted the recommended phased approach for implementation strategies that begins with base-level, on-demand (micro transit) service that steps up into increasingly more intensive transit service types such as express bus service, fixed route bus, and then rail which can be tailored based on a community's needs. Staff recommended moving forward with Phase 1 to identify funding and develop a governance entity to implement micro transit for the public in the fast-urbanizing areas outside the current transit authority boundaries. Regional Transportation Council Vice Chair Duncan Webb thanked staff for its work and leadership on the transit studies. Michele Wong Krause noted that the Dallas Area Rapid Transit Board would be holding a full day workshop with an emphasis on the future of public transit and its relationship with non-member cities and will be discussing the new demographics, Mobility 2045 Update and the transit studies. She also thanked staff for the useful information. Dianne Costa asked about the status of the Denton County Transit Study and staff noted that the agreement would be presented to the NCTCOG Executive Board in late January 2022.

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

The meeting adjourned at 3:15 pm.

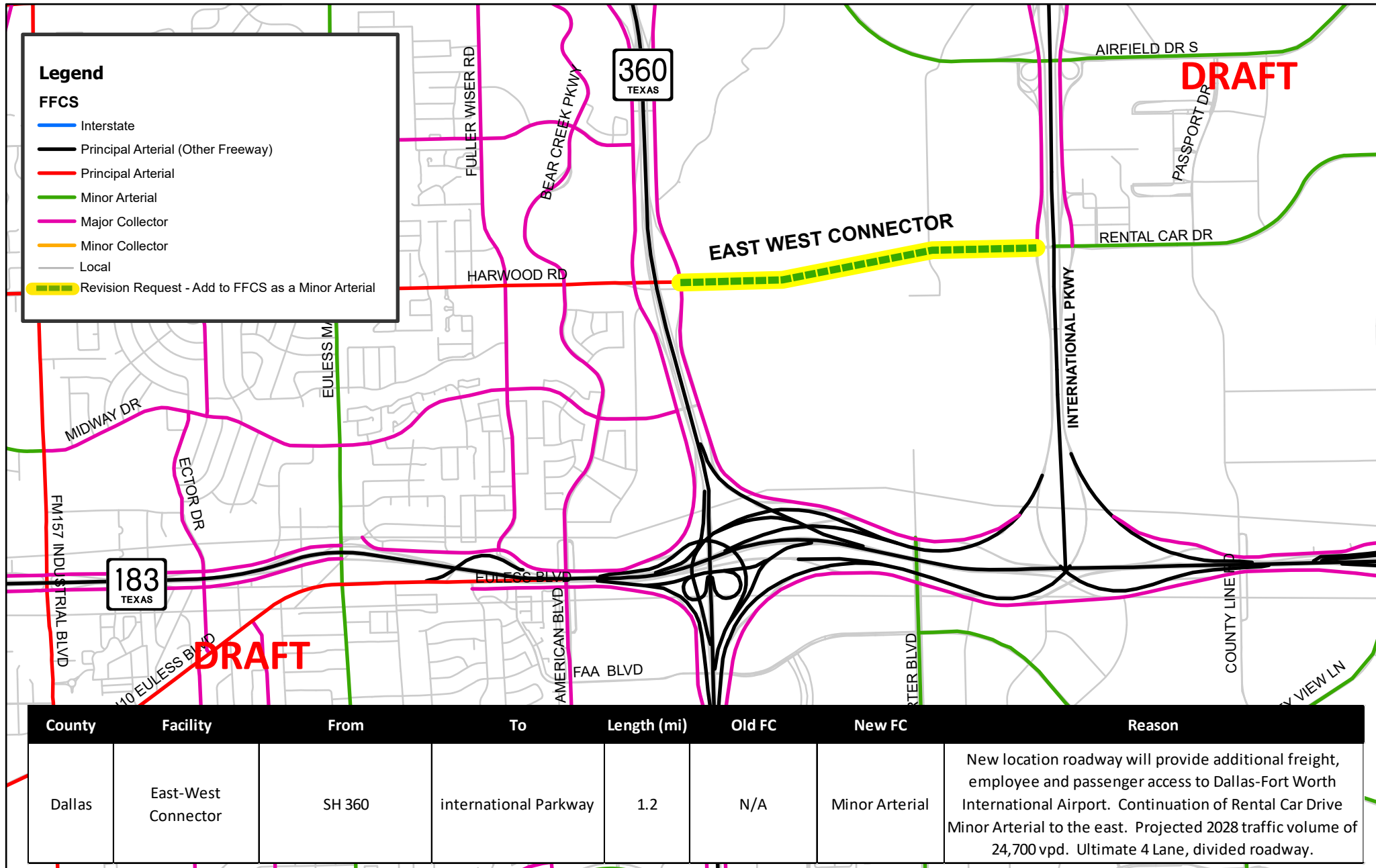
Federal Functional Classification System (FFCS) Amendment

As requested by NCTCOG and TxDOT Dallas and approved as part of the Transportation Improvement Program (TIP)



Federal Functional Classification System (FFCS) Amendment

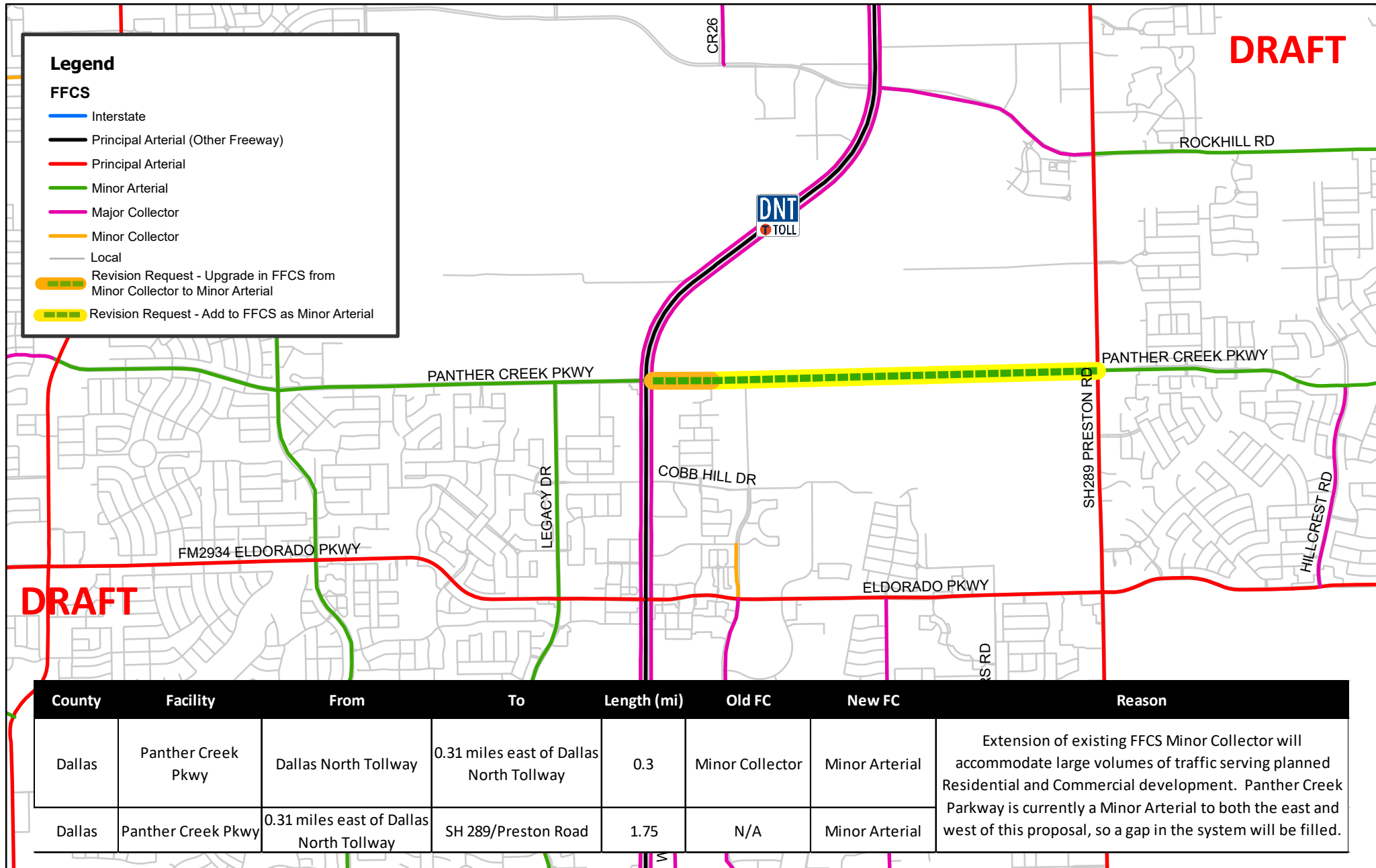
As requested by NCTCOG and TxDOT Fort Worth and approved as part of the Transportation Improvement Program (TIP)



County	Facility	From	To	Length (mi)	Old FC	New FC	Reason
Dallas	East-West Connector	SH 360	international Parkway	1.2	N/A	Minor Arterial	New location roadway will provide additional freight, employee and passenger access to Dallas-Fort Worth International Airport. Continuation of Rental Car Drive Minor Arterial to the east. Projected 2028 traffic volume of 24,700 vpd. Ultimate 4 Lane, divided roadway.

Federal Functional Classification System (FFCS) Amendment

As requested by NCTCOG and TxDOT Dallas and approved as part of the Transportation Improvement Program (TIP)

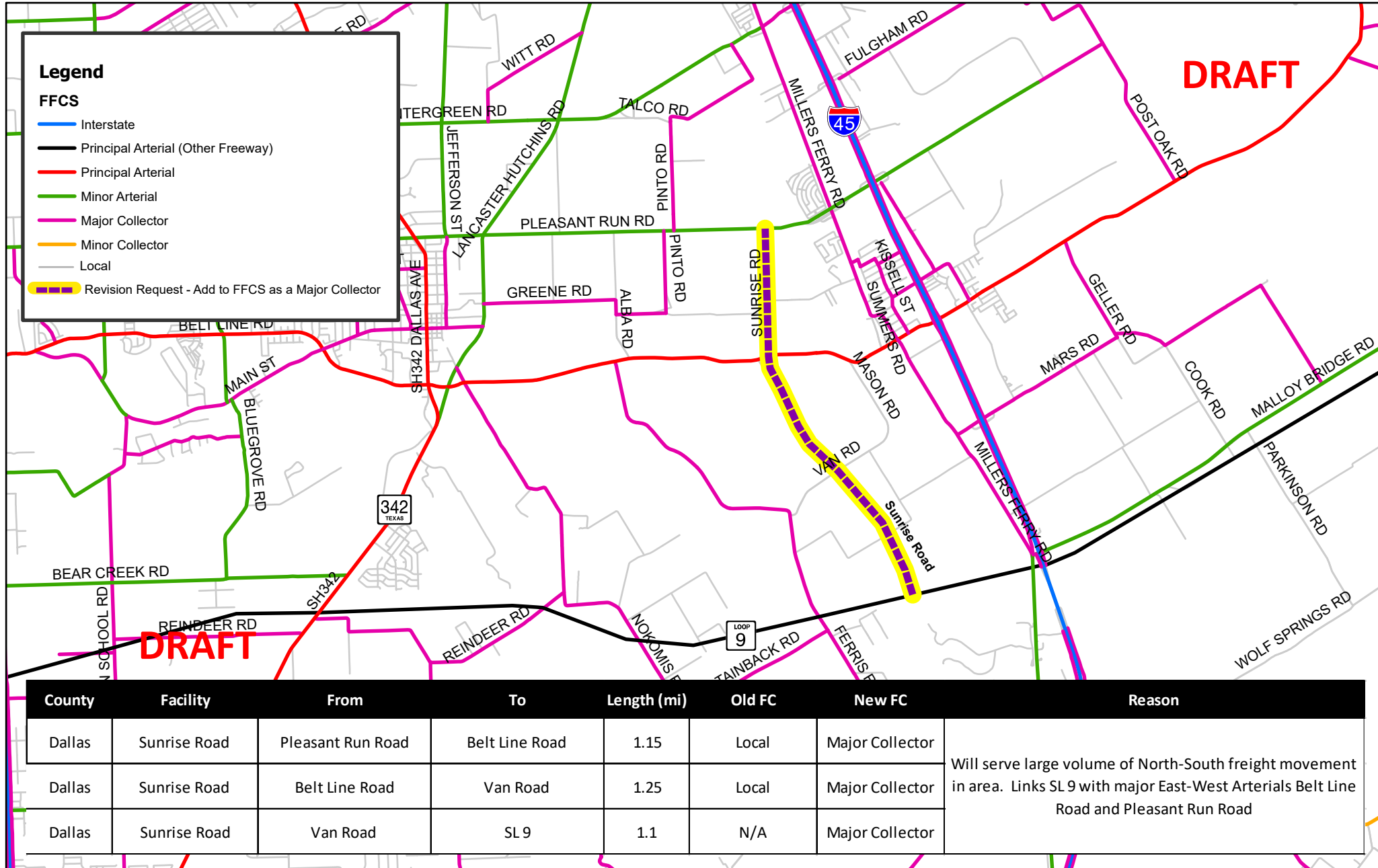


DRAFT

DRAFT

Federal Functional Classification System (FFCS) Amendment

As requested by NCTCOG and TxDOT Dallas and approved as part of the Transportation Improvement Program (TIP)

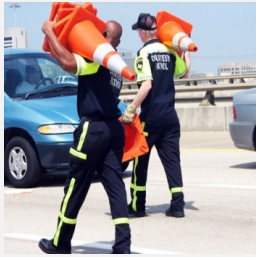


Legend

FFCS

- Interstate
- Principal Arterial (Other Freeway)
- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local
- Revision Request - Add to FFCS as a Major Collector

County	Facility	From	To	Length (mi)	Old FC	New FC	Reason
Dallas	Sunrise Road	Pleasant Run Road	Belt Line Road	1.15	Local	Major Collector	Will serve large volume of North-South freight movement in area. Links SL 9 with major East-West Arterials Belt Line Road and Pleasant Run Road
Dallas	Sunrise Road	Belt Line Road	Van Road	1.25	Local	Major Collector	
Dallas	Sunrise Road	Van Road	SL 9	1.1	N/A	Major Collector	



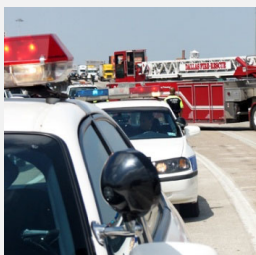
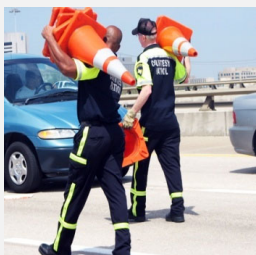
Traffic Incident Management Regional Transportation Local Funds for Farmersville Trailer Purchase

Regional Transportation Council
February 10, 2022

Sonya J. Landrum
Program Manager



North Central Texas
Council of Governments

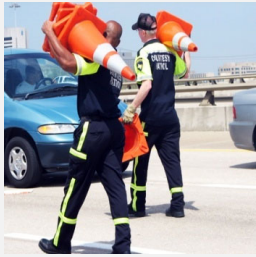


Background

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

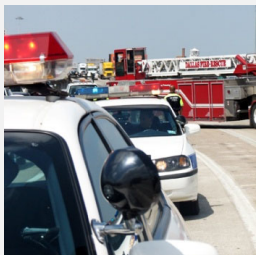
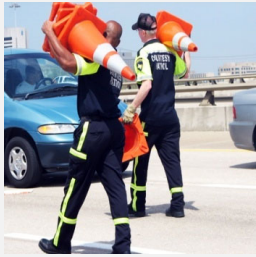
Congestion Mitigation and Air Quality Improvement (CMAQ) Funding in the Amount of \$1,242,942 Allocated to Implement the Call for Projects

Cities of Balch Springs, Cedar Hill, Colleyville, Dallas, Farmersville, Fort Worth, Frisco, Grand Prairie, Irving, Kaufman, Keller, Lucas, Mesquite, North Richland Hills, Richardson, Terrell, Town of Flower Mound, Town of Prosper, and Dallas County Awarded CMAQ Funds to Implement the Call for Projects



Approved Incident Management Equipment Purchase Projects – Eastern Sub-Region

	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
	Total	\$939,140	



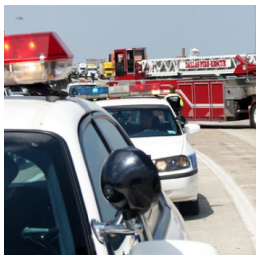
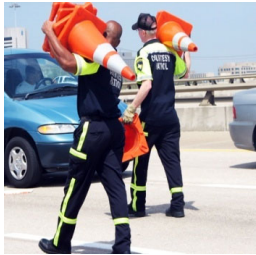
Approved Incident Management Equipment Purchase Projects – Western Sub-Region

	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
	Total	<u>\$303,802</u>	



Funding Reallocation Request

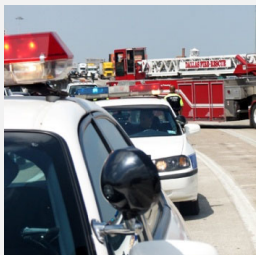
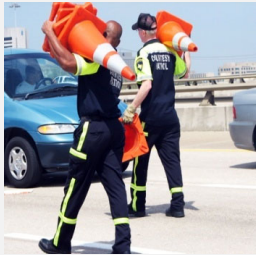
Due to the City of Farmersville not meeting federal procurement requirements, staff is requesting to reallocate \$8,264.70 from CMAQ funding to RTC Local funding for the City of Farmersville.



Requested Action

Approve the withdrawal of \$8,264.70 in Congestion Mitigation and Air Quality Improvement Program Funds for the City of Farmersville Incident Management Trailer Project and allocate \$8,264.70 in Regional Transportation Council Local Funding.

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



Contact Information

Natalie Bettger
Senior Program Manager
(817) 695-9280
nbettger@nctcog.org

Sonya Jackson Landrum
Program Manager
(817) 695-9273
slandrum@nctcog.org

Camille Fountain
Senior Transportation Planner
(817) 704-2521
cfountain@nctcog.org



Electric Vehicle Charging Station Call for Projects

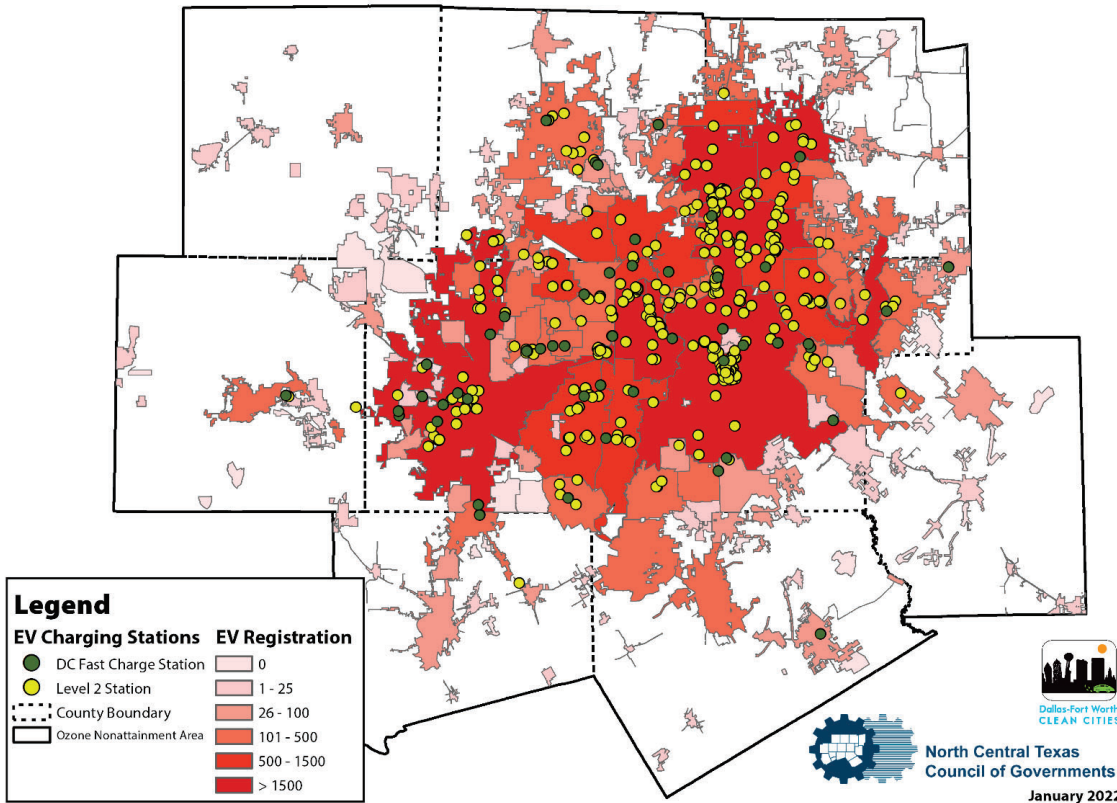
LORI CLARK, PROGRAM MANAGER

REGIONAL TRANSPORTATION COUNCIL

FEBRUARY 10, 2022

Regional Needs

EV Registration and EVSE in Ozone Nonattainment Area



Filling Infrastructure Gaps

Enabling Fleet Electrification

57% of Surveyed Fleets Want to Electrify

In 2020, 63 Electric Vehicles Across 13 Fleets



Electric Vehicle Charging Station Call for Projects



North Central Texas
Council of Governments

January 2022



Funding and Scope

Funding:

Up to \$1 Million Congestion Mitigation and Air Quality Improvement Program Funds

Proposed Applicant Eligibility:

Public Sector Entities

Adoption of RTC Clean Fleet Policy Required by Application Deadline

Proposed Eligible Activities and Costs:

Both Level 2 and Direct Current Fast Charge Stations

Design, Engineering, Purchase, Installation, and Construction Costs

Maintenance and Operation Costs NOT Eligible



Structure and Requirements

Phase 1: Publicly-Accessible Stations

Up to 100% Federal Funding, Transportation Development Credits as Match

If Funds Remain, Phase 2: Privately-Accessible Charging for Applicant Fleet

Up to 50% Federal Funding, 50% Local Cash Match

All Stations Must:

Be Located in the 10-County Ozone Nonattainment Area

Be Located on Applicant-Owned Property and Owned by the Applicant Entity

Be Co-Located with Existing Parking/Development

Include J1772 or SAE Combined Charging System (CCS) Port(s)

Meet Federal Highway Administration Buy America Requirements

Be Complete and Operational by July 31, 2023



Proposed Scoring Criteria

Advancing Electrification – Up to 75 Points

Fill Gaps in Existing Infrastructure Network and/or Enable New Fleet Electrification

Located In a Jurisdiction with No Existing Charging Stations

Serves a Public Fleet with No Existing EVs

Number and Type of Fleet Vehicles Expected to Use Charging Stations

Ability to Charge Multiple EVs at One Time or Multiple Locations in One Application

Applicant Identifies Broader, Long-Range Plan to Electrify

Serve Communities Prioritized by the Justice 40 Initiative

Include Strategies to Minimize Grid Impacts

Features Such as Managed Charging, Integrated Storage, etc.

Chargers with Vehicle to Grid Capabilities

Subrecipient Oversight Criteria – Up to 25 Points



Proposed Schedule

Milestone	Target Date
RTC Action to Open Call for Projects	February 10, 2022
STTC Endorsement of Call for Projects	February 25, 2022
Call for Projects Opens for Phase 1 Applications Only	Upon STTC Endorsement
Phase 1 Application Deadline	Friday, April 8, 2022 (8 Weeks)
If Funds Remain: Phase 2 Applications Accepted	Monday, April 11, 2022
Phase 2 Application Deadline	Friday, June 10, 2022 (6 Weeks)
STTC Recommendation of Awards	Phase 1: April 22, 2022 Phase 2 (if applicable): June 24, 2022
RTC Recommendation of Awards	Phase 1: May 12, 2022 Phase 2 (if applicable): July 14, 2022
Executive Board Authorization of Awards	Phase 1: May 26, 2022 Phase 2 (if applicable): July 28, 2022
Project Completion/Reimbursement Deadline	July 31, 2023



Action Requested

RTC Authorization to Open Call for Projects, Including:

2-Phase Approach

Eligibility Requirements

Scoring Criteria and Point Structure

Schedule



CONTACT US



Lori Clark

Program Manager

lclark@nctcog.org | 817-695-9232



Amy Hodges

Principal Air Quality Planner

ahodges@nctcog.org | 817-704-2508



Jared Wright

Air Quality Planner

jwright@nctcog.org | 817-608-2374



Relevance to Regional Planning

Air Quality Emphasis Areas

- High-Emitting Vehicles/Equipment
- Idling
- Hard Accelerations
- Low Speeds
- Cold Starts
- Vehicle Miles of Travel
- Energy and Fuel Use

Federal Performance Measure:

Air Quality

Mobility 2045:

Air Quality Policy AQ3-004:

Support and implement strategies that promote energy conservation, reduce demand for energy needs, reduce petroleum consumption, and/or decrease greenhouse gas emissions

Mobility 2045 Chapter 4 - Environmental Considerations

Appendix C - Environmental Considerations



High-Occupancy Vehicle Quarterly Report

Regional Transportation Council
Meeting

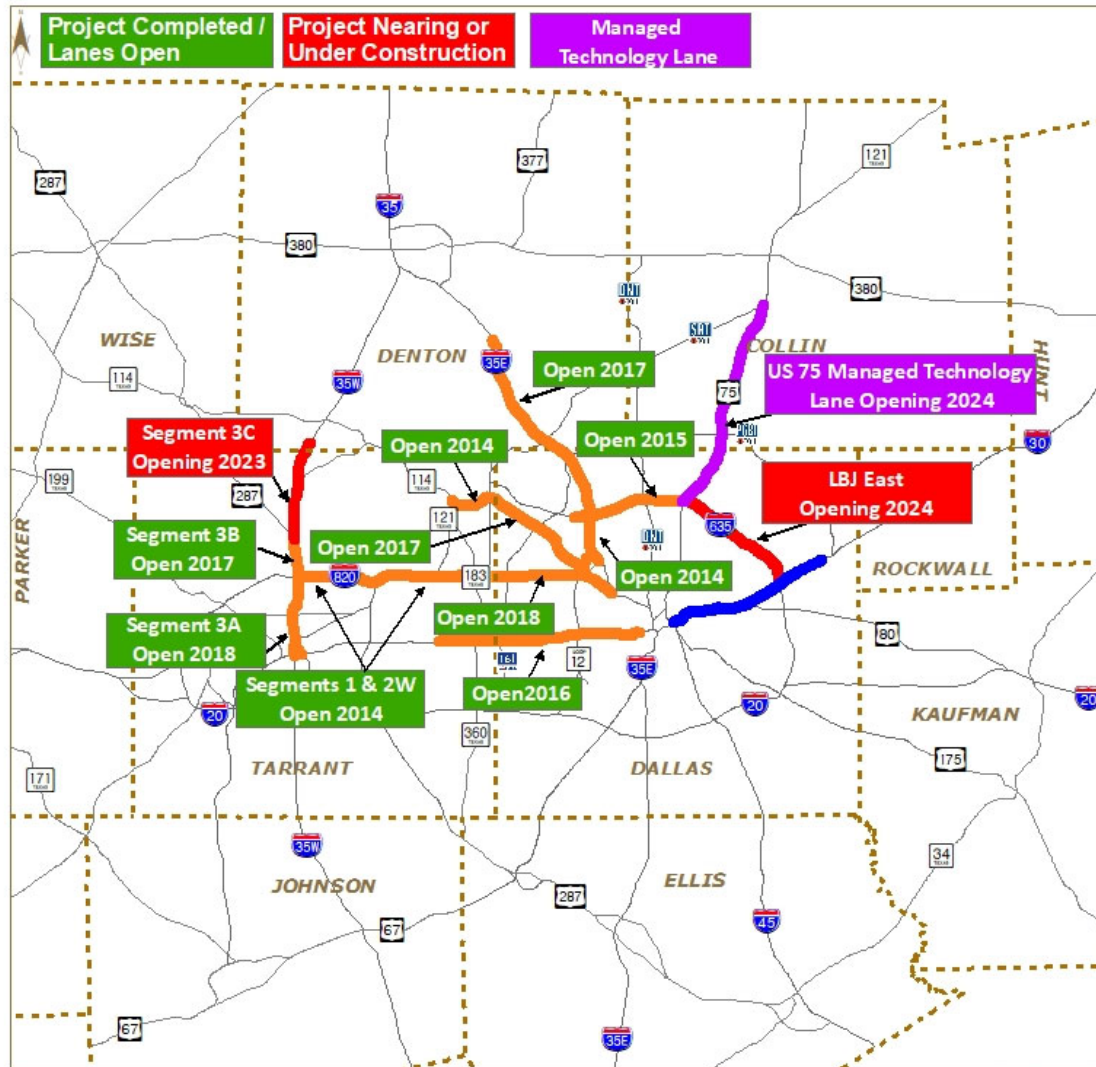
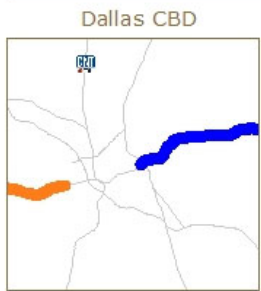
February 10, 2022



Managed Lane System

Current Express/HOV + New Managed Lanes

- █ Current Express/HOV Lanes
- █ Current TEXpress Managed Lanes
- █ TEXPress Managed Lanes Under Construction
- █ Managed Technology Lane
- Major Roadways



October 5, 2021

Toll Managed Lane Data Monitoring

Cumulative December 2013 – November 2021

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

\$ 6,714,469 as of November 2021

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

\$ 12,407 from October 2014 – November 2021

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 – November 2021

Facility	HOV 2+ Subsidy Costs	NTTA Customer Service (Additional Needs)	Project Performance Events (Speeds < 35 mph)
North Tarrant Express <ul style="list-style-type: none"> • SH 183/121 from IH 35W to SH 121 • IH 35W from IH 30 to US 287 	\$3,345,317	Negligible	0
LBJ Express <ul style="list-style-type: none"> • IH 635 from Preston Road to Greenville Avenue • IH 35E from Loop 12 to IH 635 	\$3,369,152	Negligible	0
DFW Connector SH 114 from Kimball Avenue to Freeport Parkway	N/A	Negligible	0
IH 30 Managed Lanes IH 30 from SH 161 to Westmoreland Road	N/A	Negligible	0
IH 35E Managed Lanes IH 35E from FM 2181 (Teasley) to LBJ	N/A	Negligible	0



Update

Automated Vehicle Occupancy Verification

Through December 31, 2021



HOV Users

January 24, 2020 – December 31, 2021

Users: 48,415

Vehicles: 48,791

Occupant Passes: 8,481



Total and HOV Transactions

January 24, 2020 – December 31, 2021

Total Transactions – 2,040,783

LBJ/NTE Partners – 1,359,124

TxDOT – 681,659

Total HOV Transactions – 827,933 (~40%)

LBJ/NTE Partners – 551,717

TxDOT – 276,216

Unique Vehicles – 39,125



Questions/Contacts

Natalie Bettger

Senior Program Manager

nbettger@nctcog.org

817-695-9280

Dan Lamers

Senior Program Manager

dlamers@nctcog.org

817-695-9263

Amanda Wilson

Program Manager

awilson@nctcog.org

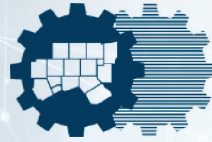
817-695-9284

Berrien Barks

Program Manager

bbarks@nctcog.org

817-695-9282



Dallas-Fort Worth Clean Cities Annual Survey

**Lori Clark, Program Manager and
Dallas-Fort Worth Clean Cities
Coordinator**

Regional Transportation Council

February 10, 2022

2021 Annual Fleet Survey

Reflects Methods, Strategies, and Goals to:

Increase Fleet Efficiency

Reduce Fleet Energy Impact

Reduce Fleet Emissions

Adopt Advanced Clean Vehicle Technologies and Alternative Fuels

Includes Fleet Use of:

Alternative Fuel, Hybrid, and Electric Vehicles

Fuel Conservation and Idle Reduction Measures

Strategies to Reduce Vehicle Miles of Travel

Fulfills Annual Reporting Requirement Identified in RTC Clean Fleet Policy



Annual Survey Objectives



Meet Regional Goals Set by DOE

27,787,339 Gasoline Gallon Equivalent
Reduced

(16% Increase Relative to 2020)

150,070 Tons Greenhouse Gases
Reduced

(20% Increase Relative to 2020)

Document Impact to Justice 40
Communities



Inform Future Events, Convey Needs

Trainings and Webinars
Resources
Funding



Provide Opportunity for Recognition

Gold, Silver, Bronze Awards
Shining Stars
Fleet Challenge



Fleet Recognition Overview

Get Recognized by:



Adopting the Clean Fleet Policy (Required)



Reporting Accurate Fleet Data



Demonstrating Comprehensive Approach to Fleet Strategies

Three Types of Awards:



Bronze, Silver, or Gold Level Fleet Recognition



Shining Stars



Fleet Challenge



2020 Annual Fleet Survey Results*

~1 Ton/Day Ozone-Forming Nitrogen Oxides (NO_x) Reduced



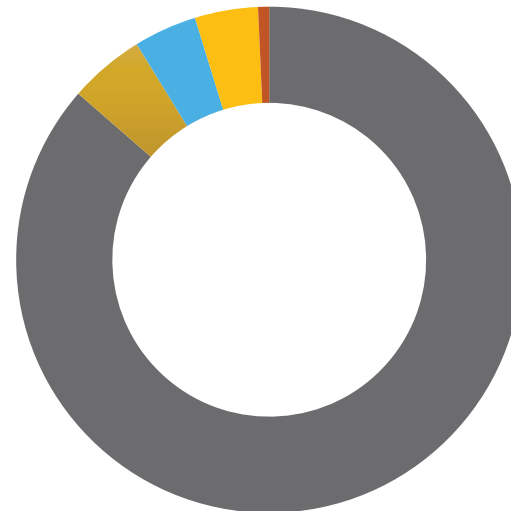
For Comparison: RTC Initiatives Credited in Conformity = ~2.12 Tons/Day NO_x

~125,058 Tons Greenhouse Gas Emissions Reduced



Equivalent to Eliminating 5,306 Tanker Trucks Gasoline

~23.95 Million Gasoline Gallon Equivalent (GGE) Reduced



- Alternative Fuel Vehicles
- Vehicle Miles Traveled Reductions
- Fuel Economy Improvements
- Idle Reduction
- Off-Road Vehicles/Equipment

*Calendar Year 2020, Reflects Activities of 10,165 Alternative Fuel Vehicles/Equipment And Other Measures Across 55 Fleets



2020 Survey Respondents

Alliance Aviation Services
Arlington ISD
Birdville ISD
Campbell Kings, Inc.
Catholic Charities Fort Worth
City of Allen
City of Arlington
City of Bedford
City of Benbrook
City of Carrollton
City of Cedar Hill
City of Coppell
City of Dallas
City of Denton
City of Farmers Branch
City of Frisco
City of Garland
City of Granbury

City of Grapevine
City of Irving
City of Lancaster
City of Lewisville
City of McKinney
City of Mesquite
City of North Richland Hills
City of Plano
City of Richardson
City of Rockwall
City of Southlake
City of Terrell
City of Watauga
Dallas Area Rapid Transit
Dallas Fort Worth International Airport
Denton County
Denton County Transportation Authority
Denton ISD Transportation

Garner ISD
Greenpath Logistics
Kaufman County
Mabank ISD
Oncor Electric Delivery
Prosper ISD
Rockwall ISD
Span Transit
STAR Transit
Tarrant County Government
The Town of Flower Mound
Town of Addison
Trinity Metro
UT Dallas



Next Steps

1. Review the Instructions Document and Begin the Annual Survey:
dfwcleancities.org/annualreport

2. Ensure all Fleet Activities Captured

3. Submit by February 18, 2022



To be eligible for fleet recognition, adopt the Clean Fleet Policy and complete all sections of the survey



Contact Us



Lori Clark

Program Manager and Dallas-Fort Worth
Clean Cities Coordinator

LClark@nctcog.org | 817-695-9232



Jared Wright

Air Quality Planner

JWright@nctcog.org | 817-608-2374

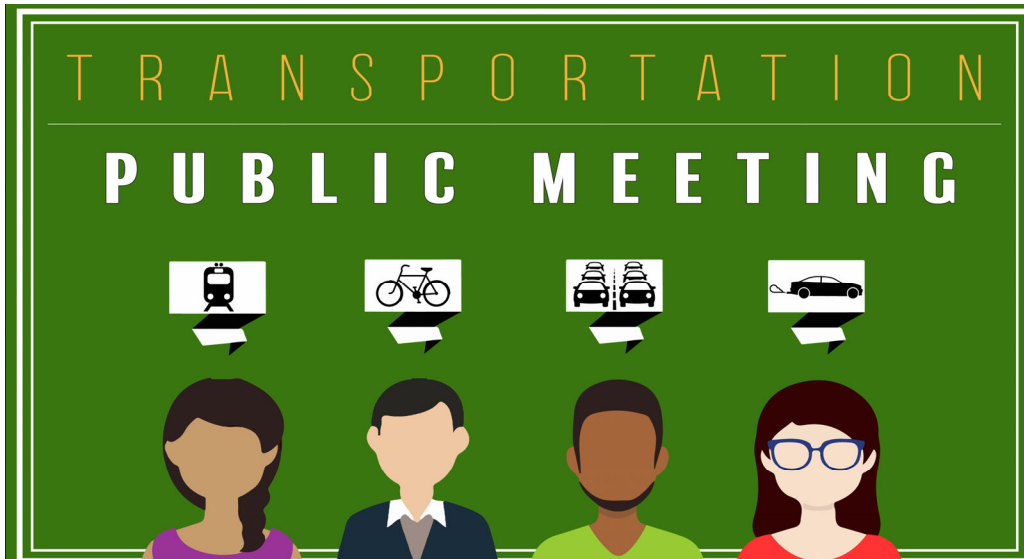


Amy Hodges

Principal Air Quality Planner

AHodges@nctcog.org | 817-704-2508





Attend in person or watch the presentations live at www.nctcog.org/input.
A video recording will be made available afterward.

PRESENTATIONS

Mobility 2045 Update

One of the primary responsibilities of a Metropolitan Planning Organization is the development and maintenance of a Metropolitan Transportation Plan (MTP). NCTCOG staff has initiated the development of an update to the current MTP, Mobility 2045, and will provide an overview and update on the timeline for the Plan.

Fort Worth to Dallas Regional Trail Branding Project

The Regional Trail Branding and Wayfinding Project will create unified branding and signage for the Fort Worth to Dallas Regional Trail, which runs through the cities of Fort Worth, Arlington, Grand Prairie, Irving, and Dallas. The project will also help build regional consensus for ongoing marketing and operations for the trail and provide recommendations for support infrastructure. Staff will present an overview of the project and provide upcoming public input opportunities.

Title VI Program/Language Assistance Plan Update

The Title VI Program documents how NCTCOG considers civil rights in planning. The program includes procedures individuals can use to file a complaint of discrimination. Updates to the Title VI Program and the Language Assistance Plan will be presented, and a 45-day public comment period will begin.

DFW Clean Cities Update: 2021 Annual Survey

NCTCOG is the host organization for Dallas-Fort Worth Clean Cities (DFWCC), a US Department of Energy initiative to reduce total energy impacts in the transportation sector. As a part of these efforts, DFWCC surveys local fleets each year about alternative fuel use and other fuel-saving activities. The 2021 Annual Survey has now opened and details on the survey goals and Fleet Recognition Program will be provided.

RESOURCES AND INFORMATION

Interactive Public Input: Map Your Experience: www.nctcog.org/mapyourexperience

Regional Smoking Vehicle Program (RSVP): www.smokingvehicle.net

Vehicle Incentives & Funding Opportunities: www.nctcog.org/aqfunding

Mobility 2045 Administrative Revisions: www.nctcog.org/input

**MONDAY, FEB 7,
2022 @ NOON**

**North Central
Texas Council of
Governments
616 Six Flags Drive
Arlington, TX 76011**

For special accommodations due to a disability or for language translation, contact Thao Tran at 817-704-2510 or tctran@nctcog.org at least 72 hours prior to the meeting. Reasonable accommodations will be made.

Para ajustes especiales por discapacidad o para interpretación de idiomas, llame al 817-704-2510 o por email: tctran@nctcog.org con 72 horas (mínimo) previas a la junta. Se harán las adaptaciones razonables.

To request a free roundtrip ride between NCTCOG and the Trinity Railway Express CentrePort/DFW Airport Station, contact Thao Tran at least 72 hours prior to the meeting: 817-704-2510 or tctran@nctcog.org.

TRE CentrePort/DFW Airport Station
Trinity Railway Express
Arrival Options on February 7

Eastbound Train 11:49 am

Westbound Train 11:31 am

PUBLIC COMMENTS REPORT

WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

Purpose

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

This report is a compilation of general public comments submitted by members of the public from Monday, December 20, through Wednesday, January 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. Bicycle and pedestrian comments were in the majority.

In addition, comments were accepted through a new, online map tool. Users can drop a pin on a location in the region and leave a detailed comment. This month, there were 32 bicycle and pedestrian comments, one transit comment and 29 roadway comments. To read them, visit: <http://nctcoggis.maps.arcgis.com/apps/CrowdsourcingReporter/index.html?appid=b014e6d39b604b3ca329d9094ed1e9e2>.

Bicycle & Pedestrian

Email –

1. Robin Pampillonia-Hunt

Hi! We are in great need of a traffic light on La Manga and Meandering. We need to protect the kids walking to and from school. That intersection is so dangerous. My car was hit by another car in that intersection a few months ago. The neighborhood kids walk to school, and the runners and bikers need protection.

Twitter –

1. A 66-mile continuous regional bike trail from downtown Fort Worth to downtown Dallas: It's been in the planning for two decades and it's finally just a couple years from completion, according to @NCTCOGtrans.



Facebook –

1. 66-mile Fort Worth-to-Dallas 'superhighway' bike trail stirring anticipation of 2023 completion: <https://spectrumlocalnews.com/.../66-mile-fort-worth-to-...> – NCTCOG Transportation Department



This is going to be awesome! It's taken a loooong time. – John James

John James, the wait is *almost* over! 🙌 – NCTCOG Transportation Department

A friend of mine worked on the original concept in the early 80's while at UTA. Let everyone know when the ribbon cutting will be! – John James

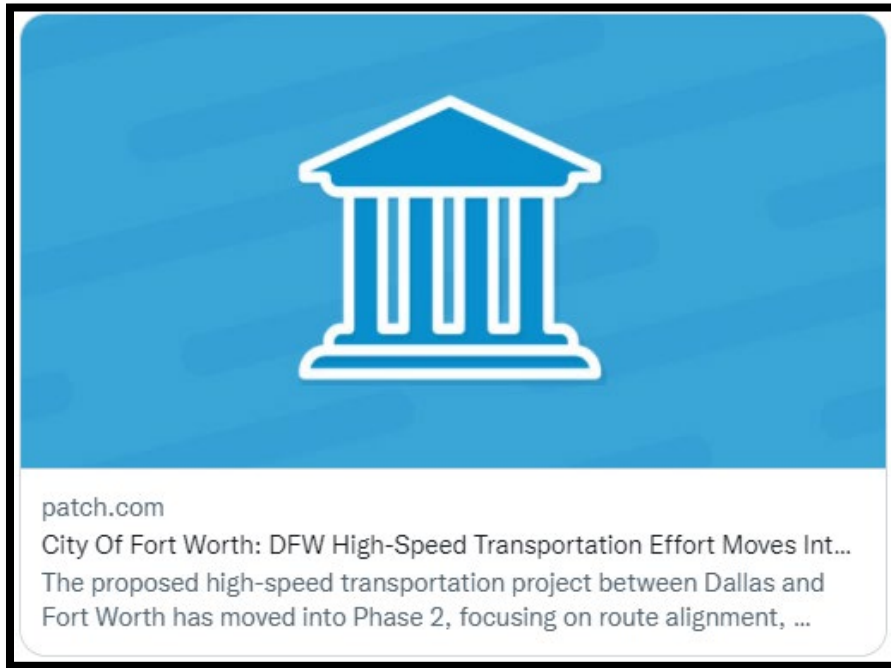
Thank you for sharing this! Can't wait ! – Fernando San Miguel Angeles

Fernando San Miguel Angeles, we can't wait either! – NCTCOG Transportation Department

High-Speed Transportation

Twitter –

1. "A day trip to major #Texas cities from North Texas becomes much easier to imagine. This will be a great boost to economic activity and business in the state." @NCTCOGtrans #highspeedrail – Brett Sebastian (@BrettSebas)



Programs

Twitter –

1. For over a decade, @NCTCOGtrans sought an effective tech-based solution to managing HOV lane tolls. Ultimately, they selected GoCarma. NCTCOG Senior Program Manager Dan Lamers explains the process.

Read the entire conversation with Dan:



Public Meetings & Forums

Twitter –

1. The @NCTCOGtrans wants your thoughts and recommendations on transportation plans and initiatives in our city and throughout our region: <https://bit.ly/3p4AkVF>. – Mayor Mattie Parker (@MayorMattie)



But....apparently without the messiness of actually interacting WITH the Public in public.... – Downwinders at Risk (@cleanerair)

2. I wish Dallas would listen to this.

Rather than hiking the fees for restaurants and events to operate here or shutting down parks an hour early, maybe we should invest in cheaper infrastructure. – Krista Nightengale (@Knightengale)



Copenhagen is less than 1/10th the geographical size of Dallas but has a comparable population, meaning, it is a much, much denser city. It has different climate - the average highs in their summer =71. (But I agree we should add bike infrastructure & reduce business fees) – caraathome (@🏠) (@caraathome)

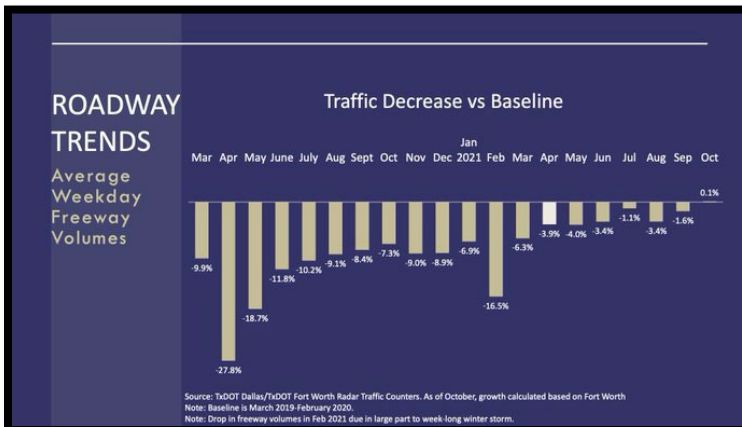
So how many of you have taken time to fill out the "map your experience" interactive public input tool on the @NCTCOGtrans site? – caraathome (@🏠) (@caraathome)

I feel like I fill out surveys/tools regarding priorities for transportation in North Texas every other week, but I'll doublecheck to ensure I've done this one. Thanks for pointing it out! I look forward to these surveys turning into action soon. – Krista Nightengale (@Knightengale)

Roadway

Twitter –

1. Fort Worth area freeway traffic volumes have surpassed pre-pandemic levels as of October 2021. Data from @NCTCOGtrans. – Fort Worth Urban (@UrbanFortWorth)



Safety

Twitter –

1. I just spotted @plainy in this excellent #VisionZero video from @NCTCOGtrans about pedestrian, bicycling, and driving safety. I miss your face! 🥺🚶🚲👏 – Catherine Cuellar (she/her/ella) (@ccuellar)



Sustainability

Twitter –

1. DFW transit is on the come up 📈🌳 – Alison Maguire - Denton City Council District 4 (@AlisonforDenton)

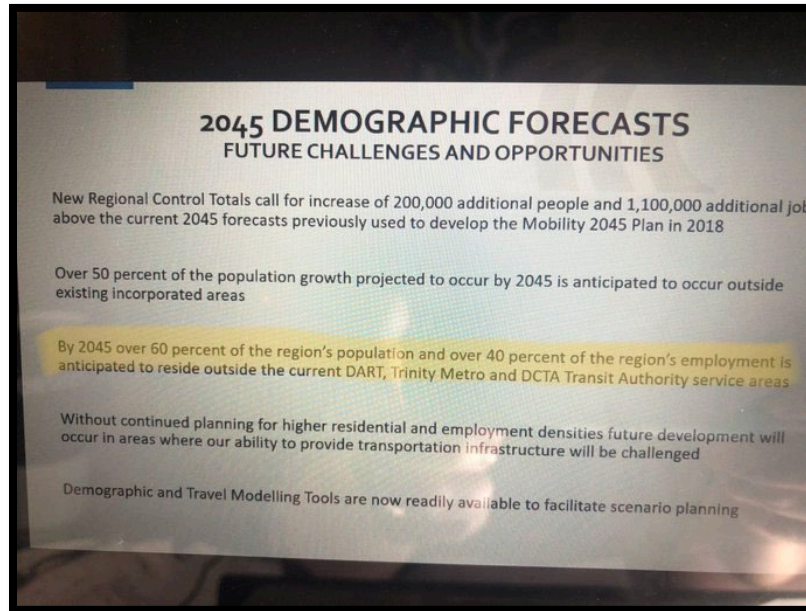


Transit

Twitter –

1. "By 2045 over 60% of the region's population and over 40% of the region's employment is anticipated to reside outside the current DART, Trinity Metro & DCTA transit authority service

area." -today's RTC mtg @NCTCOGtrans @NCTCOG_Official @CityOfDallas @TEX21_Transport @DRC – caraathome (@🏠) (@caraathome)



I'm sure Michael is shepherding the group to his view via cheap flattery and intimidating jargon. – Matthew Marchant (@MatthewMarchant)

It's almost like a combination of restrictive zoning preventing densification and the incentivization of sprawl makes it hard to have a viable public transit system – steven monacelli (@stevanzetti)

Infill/redevelopment that creates density requires some affluent and higher income residents to replace folks who's incomes are lower. Avoiding gentrification at all costs and expecting higher incomes is no way to grow cities. Public transit is not just a system for the poor. – Jon Hubach (@sirbach)

Indeed! Densification need not inherently displace low income and public transit should be something extensive enough for everyone to want to ride. – steven monacelli (@stevanzetti)

I heard Monte Anderson say it best - he supports gentrification. Which is moving lower incomes to upward mobility and incomes. Folks who simple want to stay on the bottom due to multiple reasons (lack of tools, ambition) can not hold us from improving a community/neighborhood. – Jon Hubach (@sirbach)

Sounds pretty good to me in theory and certainly we all want people to be able to have better lives. Densification would help us with our housing issues locally and alter the trajectory outlined in the original post above, and it will need to include working class housing. – steven monacelli (@stevanzetti)

True. Working with stakeholders to find solutions would work way better versus the silos we have been seeing of late. – Jon Hubach (@sirbach)

Something's gotta give at some point. All the people mocking California will have a rude awakening when DFW begins to have the same sort of affordability issues that make it hard to sustain a working class population that makes up the largest employment industry cluster. – steven monacelli (@stevanzetti)

We want their money, their citizens but expect them to live like those here. Not possible - not everyone will become affluent due to lack of education, opportunities, skills. Needs to be a balance of housing stocks, neighborhoods, etc. DFW has a lot work to create a balance. – Jon Hubach (@sirbach)

Indeed! Everyone cannot in fact become an entrepreneur. Someone's gotta do the work! – steven monacelli (@stevanzetti)

...So we have to build a zillion more highways that will really solve the problem this time..... – Downwinders at Risk (@cleanerair)

It's too humid in Dallas for highways – Elmo's Campaign Manager (@Vernbytes)

Sprawl sucks. Would be good for Dallas to improve their ADU policies and encourage a lot more housing/jobs by transit investments – Greg Anderson (@WalkableAustin)

2. Surprised they only went to March – JW (@ntxwxsnr)



Jon Niermann, *Chairman*
 Emily Lindley, *Commissioner*
 Bobby Janecka, *Commissioner*
 Toby Baker, *Executive Director*



TEXAS COMMISSION ON ENVIRONMENTAL QUALITY

Protecting Texas by Reducing and Preventing Pollution

January 12, 2022

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

Dear Mr. Eastland:

In accordance with 40 Code of Federal Regulations §51.102(d)(5), Procedural Requirements, Public Hearings, I am enclosing a Notice of Public Hearing scheduled by the Texas Commission on Environmental Quality to be held on February 18, 2022, in Austin, Texas at 10:00 a.m. Central Standard Time. The hearing will be conducted remotely using an internet meeting service. Individuals who plan to attend the hearing and want to provide oral comments and/or want their attendance on record must register by February 16, 2022. To register for the hearing, please email Rules@tceq.texas.gov and provide the following information: your name, your affiliation, your email address, your phone number, and whether or not you plan to provide oral comments during the hearing. Instructions for participating in the hearing will be sent on February 17, 2022, to those who register for the hearing.

The purpose of this hearing is to receive public testimony regarding a revision to 30 TAC Chapter 114, Control of Air Pollution from Motor Vehicles, §114.622, and corresponding revisions to the state implementation plan (SIP) under the requirements of the Texas Health and Safety Code, §382.017, Texas Government Code, Chapter 2001, Subchapter B, and Title 40 Code of Federal Regulations §51.102 of the United States Environmental Protection Agency (EPA) concerning SIPs

You may download all of the documents to be considered at this public hearing at the following website: https://www.tceq.texas.gov/rules/propose_adopt.html.

Your attendance and comments are invited. Comments may now be submitted online by accessing the e-comments Web page located at <https://www6.tceq.texas.gov/rules/ecomments/>. If you have any questions or need additional information, please contact Mr. Nate Hickman at nate.hickman@tceq.texas.gov.

Sincerely,

A handwritten signature in cursive script that reads "Gwen Ricco".

Gwen Ricco
 General Law Division

GR/jr

cc: Ms. Edith Marvin, PE. Director of Environment and Development North Central Texas Council of Governments, Arlington

Mr. Michael Morris, Director of Transportation, North Central Texas Council of Governments, Arlington

Ms. Alyssa Taylor, Regional Director, Dallas/Fort Worth (via electronic email)

Enclosures

Jon Niermann, *Chairman*
Emily Lindley, *Commissioner*
Bobby Janecka, *Commissioner*
Toby Baker, *Executive Director*



TEXAS COMMISSION ON ENVIRONMENTAL QUALITY

Protecting Texas by Reducing and Preventing Pollution

NOTICE OF PUBLIC HEARING ON PROPOSED REVISIONS TO 30 TAC CHAPTER 114 AND TO THE STATE IMPLEMENTATION PLAN

The Texas Commission on Environmental Quality (commission) will conduct a public hearing to receive testimony regarding proposed revision to Title 30 Texas Administrative Code (TAC) Chapter 114, Control of Air Pollution from Motor Vehicles, §114.622, and corresponding revisions to the state implementation plan (SIP) under the requirements of the Texas Health and Safety Code, §382.017; Texas Government Code, Chapter 2001, Subchapter B; and Title 40 Code of Federal Regulations §51.102 of the United States Environmental Protection Agency (EPA) concerning SIPs.

The proposed rulemaking would implement House Bill 4472 from the 87th Texas Legislature, 2021, Regular Session, and align with the existing statute relating to the Diesel Emissions Reduction Incentive Program (DERIP) providing that the commission set the minimum percentage of annual hours of operation required for Texas Emission Reduction Plan-funded marine vessels or engines at 55% under the DERIP. Additionally, the proposed rule would establish that, over the life of the project, the marine vessels or engines must be operated in the intercoastal waterways or bays adjacent to a nonattainment area or affected county of this state by the percentage established by the commission. This rule project, if adopted, will be submitted to the EPA to revise the SIP.

Virtual Public Hearing

The commission will hold a virtual public hearing on this proposal on **February 18, 2022, at 10:00 A.M.** The hearing is structured for the receipt of oral or written comments by interested persons. Individuals may present oral statements when called upon in order of registration. Open discussion will not be permitted during the virtual hearing; however, commission staff will be available to discuss the proposal 30 minutes prior to the hearing.

Registration

The hearing will be conducted remotely using an internet meeting service. Individuals who plan to attend the hearing and want to provide oral comments and/or want their attendance on record must **register by February 16, 2022**. To register for the hearing, please email Rules@tceq.texas.gov and provide the following information: your name, your affiliation, your email address, your phone number, and whether or not you plan to provide oral comments during the hearing. Instructions for participating in the hearing will be sent on **February 17, 2022**, to those who register for the hearing.

Members of the public who do not wish to provide oral comments but would like to view the hearing may do so at no cost at:

https://teams.microsoft.com/l/meetup-join/19%3ameeting_ZDE2ZmVIYmQtZTdiYi00YjEwLTkyOWItZjI5ZTUwNGM1ZGI3%40thread.v2/0?context=%7b%22Tid%22%3a%22871a83a4-a1ce-4b7a-8156-3bcd93a08fba%22%2c%22Oid%22%3a%2230ec010b-ff0b-4618-bbc4-622a14f9cb18%22%2c%22IsBroadcastMeeting%22%3a%22true%7d&btype=a&role=a

Persons who have special communication or other accommodation needs who are planning to attend the hearing should contact Sandy Wong, Office of Legal Services at (512) 239-1802 or 1-800-RELAY-TX (TDD). Requests should be made as far in advance as possible.

Written Comments

Written comments may be submitted to Cecilia Mena, MC 205, Office of Legal Services, Texas Commission on Environmental Quality, P.O. Box 13087, Austin, Texas 78711-3087, or faxed to fax4808@tceq.texas.gov. Electronic comments may be submitted at: <https://www6.tceq.texas.gov/rules/ecomments/>. File size restrictions may apply to comments being submitted via the *eComments* system. All comments should reference Rule Project Number 2021-032-114-AI. The comment period closes February 28, 2022. Please choose one of the methods provided to submit your *written* comments.

Copies of the proposed rulemaking can be obtained from the commission's website at https://www.tceq.texas.gov/rules/propose_adopt.html. For further information, please contact Nate Hickman, Air Grants Division, (512) 239-4434.



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

January 10, 2022

Mr. Brian Hogge
FHWA Office of Infrastructure
1200 New Jersey Avenue S.E.
W12-140
Washington, DC 20590-0001

Dear Mr. Hogge:

On behalf of the **Regional Transportation Council (RTC) and the North Central Texas Council of Governments (NCTCOG)**, the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth area, we would like to submit comments on the US Department of Transportation and Department of Energy's Federal Register notice published on November 24, 2021, Buy America Request for Information, **Docket No. FHWA-2021-0015**.

NCTCOG, which houses the Dallas-Fort Worth Clean Cities Coalition (DFWCC), appreciates the release of this Request for Information (RFI) by the US Department of Transportation (USDOT) and US Department of Energy (DOE). As the MPO for a 12-county area centered on the Dallas-Fort Worth urban core, NCTCOG has a history of using FHWA Congestion Mitigation and Air Quality Improvement (CMAQ) funding to facilitate a variety of "clean vehicle technology" projects. The strict application of Buy America requirements by FHWA since April 2017 has effectively halted all such CMAQ projects in the NCTCOG/DFWCC area. FHWA Buy America requirements are substantially more restrictive than other federal agencies' (e.g., Federal Transit Administration). The findings from this RFI are very important and will be very useful to NCTCOG and other metropolitan planning organizations across the country.

We appreciate the opportunity to provide these comments and look forward to working with USDOT and DOE to support the adoption of electric vehicles to improve air quality in North Texas. If you have any questions, please feel free to contact me at (817) 695-9241 or mmorris@nctcog.org, or Lori Clark, Program Manager and DFW Clean Cities Coordinator, at (817) 695-9232 or lclark@nctcog.org.

Sincerely,

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

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

KR:kw

Attachments

WRITTEN COMMENTS

In response to this RFI, NCTCOG/DFWCC is providing input on questions 1 and 2 under “General Questions on EV Chargers”.

- 1. Identify all EV charger manufacturers currently selling, manufacturing, or operating in the United States, of which you are aware.**

NCTCOG Response:

NCTCOG/DFWCC maintains a non-comprehensive list of EV charging station companies to assist stakeholders in locating a potential vendor or contractor. This list does not imply any endorsement or recommendation by NCTCOG/DFWCC, but is simply provided as an informational item, and NCTCOG makes no claim that this is a comprehensive list of all such companies. A copy of this list is attached, providing names of charging station companies, websites, points of contact, types of chargers offered, and whether a company manufactures, installs, or distributes chargers.

- 2. Identify all such EV charger manufacturers of which you are aware that can either meet FHWA’s Buy America requirement or can currently assemble EV chargers in the United States to meet a domestic final assembly condition. For those that can meet a final assembly condition, please identify the percentage of components manufactured in the United States (if known).**

NCTCOG Response:

In conjunction with its efforts to implement emissions-reduction projects with CMAQ funds, NCTCOG/DFWCC solicited input via email in June and July of 2020 on clean vehicle technologies that can comply with Buy America requirements. Through this inquiry, NCTCOG/DFWCC sought industry input on Buy America compliance for a variety of technologies, including:

- vehicles,
- aftermarket emissions or alternative fuel products such as Environmental Protection Agency (EPA) or California Air Resource Board (CARB) certified or verified technologies or systems,
- alternative fuel or electrification infrastructure equipment, and/or
- any other technology or device which would be expected to increase vehicle efficiency or reduce emissions and would be useful to vehicle fleets, especially those owned/operated by public sector entities (e.g. transit agencies, municipalities, counties, etc.)

NCTCOG/DFWCC sent this inquiry to 1,805 recipients through a variety of email distribution lists managed by NCTCOG/DFWCC. NCTCOG also forwarded the request to industry groups and the national Clean Cities Coordinator network for further distribution. Several of these recipient organizations forwarded the solicitation.

Despite these extensive efforts, NCTCOG/DFWCC received only two submissions indicating ability to comply with FHWA Buy America requirements, which are attached. Both submittals were received from EV charging station companies (ClipperCreek and FreeWire), and both indicated their charging stations are designed and manufactured in the United States using components from American companies. Based on an initial review of the supporting documentation they provided, NCTCOG staff does believe that

the products represented in their responses, and summarized below, can meet FHWA Buy America requirements.

- ClipperCreek's product offerings cover the full power range of the SAE-J1772 charging standard for Level 1 and Level 2 charging. ClipperCreek, Inc. free standing pedestal mounts are made in Auburn, CA, and contain steel sourced from US steel mills. ClipperCreek EVSE products are manufactured in Auburn, CA. EVSE products contain a subcomponent that utilizes small amounts of iron and uses steel fasteners that are not US-sourced. ClipperCreek completes and provides the relevant compliance paperwork on a project-by-project basis to ensure the source of the steel used in the pedestal mounts is traceable to the US steel mill it was sourced from.
- FreeWire's Boost DC Fast CCS/Chademo combined charger with a 3-phase 208/400V and split-phase 240 V are both certified as Buy America compliant. Metal and protective coatings used in the production of a Boost Charger are all sourced and manufactured in the United States. Cardinal Paint and Powder (City of Industry, CA) provides all of the protective coatings used on the Boost Charger. Cisco Manufacturing (Sunnyvale, CA) is the sole source for fabricated metal products.

NCTCOG requests that USDOT and DOE make the findings of this RFI publicly available so all organizations that administer and manage USDOT funding can review the extent of Buy America compliant equipment. Specifically, NCTCOG requests that USDOT publish lists of companies that meet FHWA Buy America requirements and/or final assembly requirements online and update it periodically so that other funding agencies may reference the information.

In addition, NCTCOG notes that Buy America constraints have severely restricted practical implementation of a wide variety of projects. Although this particular RFI is specific to EV charging equipment, NCTCOG urges USDOT to pursue similar information-gathering on other CMAQ-eligible clean vehicle activities, including other types of alternative fuel infrastructure, alternative fuel and hybrid vehicles and equipment, and diesel 'retrofit' technologies.

EVSE Infrastructure Companies

Company	EVSE Brand(s) Offered	Contact	Title	Phone	Email	Website	Types of EVSE Offered	Distributor	Installer	Manufacturer
ABM Building Value	ChargePoint			(866) 226-2838	van.wilkins@abm.com	www.abm.com/electric-vehicle-charging-stations	Unknown	Yes	Yes	No
Aerovironment (Now Webasto Charging Systems, Inc)	TurboDX	Charlie Botsford		(626) 357-9983	Charles.Botsford@webasto.com	www.evsolutions.com	Level 1, Level 2, and DC Fast Charge	Yes	Unknown	Yes
AmpUp	many	Virginia Bodyfelt, Matt Bloom	Principal, Government & Utility Partnerships	(833) 692-6787	vng@ampup.io	www.ampup.io	Level 2 and DC Fast Charge	No	No	No
Andromeda Power LLC	Andromeda Power, LLC			(714) 408-1901	august@andromedapower.com,	www.andromedapower.com	Level 2	Unknown	Unknown	Unknown
Beam EV ARC (Now Beam Global)	EV Arc	Brad Groters			brad.groters@beamforall.com		Unknown	Yes	No	Yes
Beam EV ARC (Now Beam Global)	EV Arc	Andy Ike			andy.ike@beamforall.com	https://beamforall.com/	Level 2 and DC Fast Charge	Yes	Unknown	Yes
Blink Network, LLC	Blink	Andy Kinard		(305) 521-0200	andy@carcharging.com	http://www.carcharging.com/	Level 2 and DC Fast Charge; mobile	Yes	Yes	Yes
Blink Network, LLC	Blink	Alberto Lopez	Vice President western Region	(619) 852-2861	alopez@blinkcharging.com	http://www.carcharging.com/	Level 2 and DC Fast Charge; mobile	Yes	Yes	Yes
Blink Network, LLC	Blink	Brandon Jacobs	Vice President eastern Region	(305) 521-0200	bjacobs@blinkcharging.com	http://www.carcharging.com/	Level 2 and DC Fast Charge; mobile	Yes	Yes	Yes
Blink Network, LLC	Blink	Mike Battaglia			MbBattaglia@BlinkCharging.com	http://www.carcharging.com/	Level 2 and DC Fast Charge; mobile	Yes	Yes	Yes
BTC Power	Broadband Telecom Power Inc.			(847) 374-8840	djarecki@4fmi.com	www.btcpower.com	Level 2 and DC Fast Charge, Level 4	Yes	Yes	Yes
ChargeLab	ABB; BTC Power, Delta, EFACEC, EV Box, Leviton, Liteon, Phihong, Siemens, Titum					https://www.chargelab.co/	Level 1, Level 2, and DC Fast Charge	Yes	Yes	No
Chargepoint	ChargePoint	Mike Thigpen	Account Executive	(830) 385-9404	michael.thigpen@chargepoint.com	http://www.chargepoint.com/	Level 2 and DC Fast Charge	Yes	Yes	Yes
Clipper Creek	Clipper Creek	Will Barret	Director of Sales	(530) 887-1673	will@clippercreek.net	www.clippercreek.net	Level 1, Level 2	Yes	No	Yes
Electric Motor Werks, Inc.	JuiceBox Pro 40C					www.emotorwerks.com	Level 2 and DCFC Fast Charge; Home Charging	Yes	Unknown	Yes
Electric Vehicle Infrastructure Advisors, LLC		Jason Buckland			jason@electricvia.com	https://www.electricvia.com/	Level 2 and DC Fast Charge	Yes	Unknown	No
EV Box	EVBox	Chris Palmieri	Business Development Manager	(508) 245-6895	Chris.palmieri@ev-box.com	www.evbox.com	Level 2 and DC Fast Charge	No	Yes	Yes
EV Charge Solutions	ChargePoint, EVBox, PowerCharge,					https://www.evchargesolutions.com/Default.asp	Unknown	Yes	Unknown	No
EV Chargers and Installation (EVCI)		Clyde A. Boyce	Advisory Board	(214) 912-2982	clyde@evci.us	https://evchargersandinstallation.com/	Level 1?	Yes	Unknown	No
EV Chargers and Installation (EVCI)		Janet Boyce			janet@evci.us	https://evchargersandinstallation.com/	Level 1?	Yes	Unknown	No
EV Energy	BTC Power; EV Box	John Truckenbrod	Founder, CEO	(312) 806-2357	John.Truckenbrod@evenergygroup.com	www.evenergygroup.com	Level 2 and DC Fast Charge	Yes	Unknown	No
EVConnect	BTC; EVBOX; EVOCHARGE; POWERCHARGE	Brooke Sapp	Sales Development Representative		BSapp@evconnect.com	https://www.evconnect.com/	Level 2 and DC Fast Charge	Yes	Unknown	No
EVGO	EVGo	Colin Murchie	Senior Director, Business Development	(202) 590-8609	colin.murchie@evgo.com	www.evgo.com	Level 2 and DC Fast Charge; Mobile (Fast Start) Charger	Yes	Yes	No
EVGO	EVGo	Nikhita Singh	Associate Business Development, Fleets		Nikhita.singh@evgo.com	www.evgo.com	Level 2 and DC Fast Charge; Mobile (Fast Start) Charger	Yes	Yes	No
EVGO	EVGo	Molly Middaugh	Director, Business Development		Molly.middaugh@evgo.com	www.evgo.com	Level 2 and DC Fast Charge; Mobile (Fast Start) Charger	Yes	Yes	No
EVOCharge	EvoCharge					www.evocharge.com	Level 2	Yes	Yes	Yes
EVSE LLC						www.EVSELLC.com	Unknown	Unknown	Unknown	Unknown
Flo Services USA	Chargepoint	Brook Shean	USA Sales Director	(416) 427-3339	bshean@flo.com	https://www.flo.com/	Level 2, DC Fast Charge	Yes	Yes	No
FreeWire	FreeWire	Dave Aasheim	Sales Director	(214) 449-7544	daasheim@freewiretech.com	https://freewiretech.com/	Level 2; Mobile Charger; Storage	Yes	Yes	Yes
FreeWire	FreeWire	Leroy Fitzgerald	Strategic Sales and New Markets	(925) 858-5217	lfitzgerald@freewiretech.com	https://freewiretech.com/	Level 2; Mobile Charger; Storage	Yes	Yes	Yes
Good Faith Energy		Alan Dowden		(214) 500-0471	alan@goodfaithenergy.com	goodfaithenergy.com	Level 1, Level 2	Yes	Yes	No
Greenlots	EV Box; Delta; Sema Connect, INC; Aerovironment; Efacev	Carl Holley	Director of Sales, US	(832) 367-8552	cholley@greenlots.com	www.greenlots.com	Level 2 and DC Fast Charge	Yes	Yes	Unknown
Greenlots	EV Box; Delta; Sema Connect, INC; Aerovironment; Efacev	Erick Karlen	Policy Advisor	(510) 759-8948	ekarlen@greenlots.com	www.greenlots.com	Level 2 and DC Fast Charge	Yes	Yes	Unknown
Kitu Systems	Aerovironment; BTC Power					www.kitu.io	Level 2 and DC Fast Charge and ??	Yes	Yes	No
Liberty Plug-Ins	Aerovironment; ClipperCreek					www.libertyplugs.com	Unknown	Unknown	Unknown	Unknown
Lilypad	ChargePoint	Keith Anderson		(913) 269-2453	keith.anderson@lilypadev.com	www.lilypadev.com	Level 2 and DC Fast Charge	Yes	Yes	No
Livingston Chargeport		Schuyler Poukish	Owner/Partner	(518) 691-3119	spoukish@solutions.energy		Level 2	Unknown	Unknown	Yes
National Car Charging, LLC	ChargePoint; EV Box	Jim Burness		(303) 437-4947	jburness@nationalcarcharging.com	https://www.nationalcarcharging.com/	Level 1, Level 2, and DC Fast Charge	Yes	Unknown	No
Nuuve Holdings		Dick Jackson	East Coast Sales	(215) 498-2111	djohnson@nuuve.com	https://nuuve.com/	Level 2, DC Fast Charge	Unknown	Unknown	Yes
OP Connect	ClipperCreek; ChargePoint					https://www.opconnect.com/press/	Unknown	Yes	Unknown	No
Power Charge	PowerCharge	Mike Moser		(585) 533-4085	mmoser@evchargesolutions.com	https://www.powerchargeev.com/	Level 2	No	No	Yes
Power Sonic		John Springer		(775) 815-8803	john.springer@power-sonic.com	https://www.power-sonic.com/energy-storage-solutions/electric-vehicle-charging-solutions/	DCFC, Mobile	No	Unknown	Yes
PowerFlex Systems	PowerFlex					http://powerflex.com	Unknown	Unknown	Unknown	Unknown
Revitalize Charging Solutions		Edward Morgan		(817) 659-1031	edward.morgan@revitalizechargingsolutions.com	https://revitalizechargingsolutions.com/	Level 2	No	Unknown	Unknown
Savana LLC		Vidya Sagar	Business Development	(832) 451-5589	info@savanainc.com	savanainc.com		Yes	Unknown	Unknown
SemaConnect, Inc.	SemaConnect, Inc	Scott Kilgore		(678) 773-0064	scott.kilgore@semaconnect.com	http://www.semaconnect.com/	Level 2; offers DC Fast through another partner	Yes	No	Yes
Shell New Energies	Aerovironment					www.shell.us/rechargeplusgpe	Unknown	Yes	Unknown	No
Siemens	Siemens	Celia Dayagi		(404) 860-4842	celia.dayagi@siemens.com	www.industry.siemens.com	Level 2 and DC Fast Charge	Yes	Unknown	Yes
Smart Charge America	ChargePoint, Abb, EVBox, FreeWire, Tritium, Delta,	Joseph Barletta		(512) 900-1858	jbarletta@smartchargeamerica.com	https://smartchargeamerica.com/	Level 2 and DC Fast Charge	Yes	Yes	No
SparkCharge		Nicole Rottell			nicole@sparkcharge.io	Home SparkCharge Mobile EV Charging	Mobile Charging	Yes	No	No
Tellus Power Inc.	Tellus Power Inc.					www.telluspowertech.com	Level 2 and DC Fast Charge	Yes	Unknown	Unknown
Verdek	ChargePoint, Webasto, EVOCharge, Efacec, EnelX, Freewire, Etc.					www.verdek.com	All	Yes	Unknown	No
Video Voice Data Communications	ChargePoint					www.vvdservices.com	Level 2 and DCFC	Yes	Yes	No
Volta Charging		Hillery Stack	Director of Site Sales, Texas	(203) 247-2890	hillery.stack@voltacharging.com	voltacharging.com	Level 2 and DC Fast Charge	Unknown	Unknown	Unknown
WAVE (Wireless Advanced Vehicle Electrification) LLC		Jory Pappelaar	Business Development Manager	(801) 903-1719	jory@waveipt.com	https://waveipt.com/	Level 2 and DC Fast Charge	Unknown	Unknown	Yes
Zenith Motors		Christine Smith			christine.smith@zenith-motors.com	http://www.zenith-motors.com/	Unknown			

Note: Inclusion in the directory does not constitute NCTCOG's endorsement of the participating technology provider. NCTCOG/DFWCC will not be party to the transaction between the technology provider and technology user and is only providing the directory for informational purposes to assist in increasing awareness of existing "trial" or "demonstration" opportunities.



11850 KEMPER ROAD | SUITE E | AUBURN, CA | 95603 | 530.887.1674 | TOLL FREE 877.694.4194

DFW Clean Cities
ClipperCreek, Inc. Feedback on Ability to Meet FHWA Buy America Requirements
11/6/2020
Completed by: Will Barrett

Respondent Profile

1. Include full contact information for any necessary follow-up questions, including:

Point of contact Name: Will Barrett
Title: Director of Sales
Email Address: Will@ClipperCreek.net
Phone Number: 530-887-1674 x 303

2. Describe the type of “clean vehicle technologies” your organization has experience with.

Founded in 2006, ClipperCreek is a worldwide leader in Electric Vehicle Supply Equipment (EVSE) and EVSE accessory manufacturing and distribution. ClipperCreek offers a wide range of products designed to be the safest, and most innovative, EV charging stations on the market. ClipperCreek’s product offerings cover the full power range of the SAE-J1772 charging standard for Level 1 and Level 2 charging, and can be paired with many innovative solutions to provide additional functionality like access control, energy usage tracking, or payment collection. This wide and robust product offering allows ClipperCreek to provide the most flexible solutions for available power and required functionality. The industry pioneers at ClipperCreek build more than 25 years of real world EV charging expertise into every EVSE manufactured. ClipperCreek products are proudly manufactured in Auburn, CA USA and are regarded as the gold standard in quality and reliability.

3. Describe any EPA, CARB or other certifications or verification associated with your clean vehicle technologies.

ClipperCreek offers a wide variety of Energy Star Certified EVSE. All ClipperCreek EVSE are also independently safety certified through Nationally Recognized Testing Laboratories (NRTL’s) in order to meet all National Electric Code and safety requirements applicable to these products.

4. Describe any prior projects or installations using your organization's clean vehicle technologies, especially any located in the Dallas-Fort Worth area. Provide contact information for up to three fleets already using your product(s). These fleets may be contacted by NCTCOG for additional feedback. Public sector fleet contacts are preferred over private sector fleets.

ClipperCreek has supplied EVSE and EVSE accessories to many public and private fleets throughout North America. ClipperCreek EVSE deployments vary in size, output power and functional capabilities based on the fleets needs. A sampling of fleet customer references is included below.

Ryan Kramer
City of San Angelo
325-657-4329
ryan.kramer@cosatx.us

Denver Daniel
City of San Saba Texas Electric Department
325-372-7568
sselectric@centex.net

Bill Carson
North Plains Electrical Cooperative
(806-435-5482
(806)-202-0301
bcarson@npec.org

5. Describe your organization's interest in working with fleets to incorporate your clean vehicle technologies in new project(s) in the Dallas-Fort Worth area.

ClipperCreek, Inc. is a leading supplier of EVSE and EVSE accessories and is recognized as the gold standard for quality, reliability and service. ClipperCreek has combined decades of experience in supporting EVSE infrastructure selection and providing application specific solutions to meet fleet customer needs throughout North America. ClipperCreek would be happy act as an educational resource and equipment supplier to any fleet in the Dallas-Fort Worth area looking to transition to or expand their electric vehicle fleet and charging infrastructure footprint.

6. Describe your organization's experience complying with Buy America requirements from FHWA or any other federal agency.

ClipperCreek, Inc. free standing pedestal mounts are made in Auburn, CA USA and contain steel sourced from US steel mills. ClipperCreek EVSE products are manufactured in Auburn, CA USA. EVSE products contain a subcomponent that utilizes small amounts of iron and uses steel fasteners that are not US sourced. ClipperCreek completes and provides the relevant compliance paperwork on a project by project basis to ensure the source of the steel used in the pedestal mounts is traceable to the US steel mill it was sourced from.

Clean Vehicle Technology Characteristics

1. Describe all typical components, equipment, or supplies that are used in your clean vehicle technologies that could include iron, steel, and protective coatings. If responding on multiple types of alternative fuel infrastructure sites (e.g. both electric vehicles charging and propane fueling), discuss each type of facility separately.

ClipperCreek provides EVSE and EVSE mounting accessories, as noted in #6 above: ClipperCreek free standing pedestal mounts are made in Auburn, CA USA and contain steel sourced from US steel mills. ClipperCreek EVSE products are manufactured in Auburn, CA USA. EVSE products contain a subcomponent that utilizes small amounts of iron and uses steel fasteners that are not US sourced.

2. What is the estimated value of the components, equipment, or supplies that include iron, steel, and protective coatings relative to the overall site cost?

This will vary by project, however ClipperCreek EVSE and EVSE mounting accessories are generally a small relative cost when compared to additional electrical infrastructure work that is generally required for fleet deployments (beyond one or two EVSE). ClipperCreek pedestal mounted EVSE start at \$999 including the EVSE and pedestal mount. ClipperCreek offers a variety of pedestal mount options with the highest price point coming in for the quad mount pedestal with automatic cable management which starts at \$5289 and includes 4 EVSE, pedestal mount and automatic cable management for the EVSE connector/cable assemblies. Electrical infrastructure work, not provided by ClipperCreek can include site engineering, design, new transformers, trenching, running service lines and concrete/landscaping work to name a few.

3. Describe whether these components, equipment, and supplies can be documented to be domestic content. Domestic content includes not only assembly in the United States, but also domestic origin through the supply chain including the iron, steel, and protective coatings used in the components (e.g. steel must be manufactured in the United States).

Yes, ClipperCreek completes compliance paperwork on a project by project (order by order) bases in order to have this information available if requested.

4. Provide any documentation available to support claims that components, equipment, and supplies are domestic content.

Generally this is provided on an order by order basis as the US still mill utilized can vary by product and by order. Attached along with this response some examples are provided related to documenting the origin of steel utilized on some past ClipperCreek pedestal orders. These forms have been provided previously to customers as documentation for domestic content. Note, these forms should not be considered a blanket claim on where all ClipperCreek metal work is sourced as it can vary from order to order but is always sourced through US mills, and documentation similar to this can be provided upon request.

Supply Chain Characteristics

1. Describe any opportunities that exist to modify the supply chain to incorporate additional domestic content in the required components, equipment, and supplies for the clean vehicle technology.

ClipperCreek sources all components as locally as possible and all products are made in Auburn CA USA. Steel for the steel pedestal mount equipment is all sourced from US mills today.

2. If opportunities to modify the supply chain are currently limited, what would be necessary to create these changes in the supply chain? Financial incentives? Critical minimum of market share requiring these changes?

A full supply chain review would be required, this would be very costly and take time. If opportunities were identified (not sure they would be) it may result in cost increases to the equipment and delays in material availability during any transition needed to implement identified changes. Any incentive or opportunity would need to be substantial to justify any investigation and investment into changes.

3. Describe any changes your organization is currently making to modify the supply chain to incorporate additional domestic content.

None.

28 October 2020

Ms. Lori Clark
Program Manager & DFW Clean Cities Coordinator
Transportation Department, NCTCOG
616 Six Flags Drive, Arlington, TX. 76011

RE: Buy America Certification

References/Attachments:

- Buy America Certification
- Raw Material Certifications (21)

Ms. Clark

FreeWire appreciates DFWCC/NCTCOG's consideration of our commitment to the Buy America initiative.

Please contact us directly with any questions relative to this response.

Below is FreeWire's response to DFWCC's request for information pertaining EVSE compliance with Buy America's requirements as outlined by the Federal Highway Administration (FHWA) document 23 U.S.C. 313 – Buy America; 23 C.R.F.635.410

This response includes a signed Buy America certificate accompanied by multiple supporting certifications from FreeWire's suppliers of metal and protective coatings.

FreeWire's contact for this submission is outlined below:

LeRoy J. Fitzgerald, Jr.
Director, Strategic Accounts
1933 Davis Street, Suite 301A
San Leandro, CA. 94577
e: lfitzgerald@freewiretech.com
m: +1 925 858 5217

FreeWire Company Profile

Established in 2014, FreeWire develops and manufactures EV charging solutions using advanced integrated battery and power management technologies. The foundation of FreeWire's Boost Charger DCFC solution is an advanced integrated 160 kWh lithium ion power cube and power



management software platform enabling Direct Charge Fast Charging (DCFC) and grid edge storage/grid down capabilities.

FreeWire's Boost Charger enables fast and ultra-fast charging capabilities with predictable input power draw from the utility grid providing cost effective DCFC deployments at a CAPEX lower than industry average.

The Boost leverages a L2 utility connection (208v/240v) with a footprint that is 18x smaller than standard DCFC solutions. This technology is it extremely cost effective for greenfield build out, L2 upgrade, and future-proof retrofit of established sites. In addition to DC fast charging, the Boost's hardware platform and power management software supports a variety of current and planned power management capabilities including site power back-up.

The Boost Charger was officially launched to the market in August 2020 and has been deployed at AMPM (British Petroleum) sites in California in addition to multiple locations in Oklahoma and Tennessee. The solution is specifically designed to meet the needs of utilities, light-medium fleets, public sector, and retail/c-store operators. FreeWire is activity working with a variety of retail site owners, utilities, enterprise fleets, and deployments partners based in Texas with the intent of supporting current and future DCFC deployments within our target verticals.

In addition, FreeWire's Mobi is a portable EV charger that has been deployed globally to support workplace and fleets with a variety of partners including Google, LADWP, BP, Netflix, and BG&E.

FreeWire is a California small business with its headquarters based in an SB 535 designated Disadvantaged Community (DAC).

The Mobi is deployed in CARB funded programs and the Boost Charger eligible for generating Low Carbon Fuel Standard (LCFS) and is a listed Self-Generation Incentive Program (SGIP) product.

FreeWire DCFC Technology

The Boost Charger is a Lithium Ion battery integrated direct charge fast charger (DCFC). Iron, steel, and protective coatings used in the production of external coverings and internal metal hardware used in mounting other Boost Charger integrated sub-assemblies.

The value of metal and protective coating relative to the Boost Charger's total bill of material (BOM) cost is 16%.



Metal and protective coatings used in the production of a Boost Charger are all sourced and manufactured in the United States. Cardinal Paint and Powder (City of Industry, CA) provides all of the protective coatings used on the Boost Charger. Cisco Manufacturing (Sunnyvale, CA) is the sole source for fabricated metal products.

Certifications for Cardinal and Cisco Manufacturing, including source certifications, are attached with this response.

Boost Charger manufacturing, integration, and testing are 100% performed in our San Leandro, CA headquarters facility.

Please contact FreeWire directly with any questions related to the certifications provided with this response.

Supply Chain Detail

The supply chain for FreeWire's Boost Charger and the company's initial mobile L2 charging solution, Mobi, are significantly weighted towards domestic production and sourcing.

In addition to the Boost Chargers metal and protective coating, the majority of our primary sub-assemblies and parts are manufactured in the United States. For example, the lithium Ion modules used by FreeWire kWh power cube are produced in Tennessee and manufactured in our San Leandro, California production facility.

At this time FreeWire does not foresee making any significant changes to the Boost Chargers supply chain operations or management.

FreeWire's Executive Management team and staff are committed to maintaining a Buy America status with a focus on supporting DAC communities and next generation "clean power generation" technologies. Please let us know if you have any questions or concerns regarding this response.

Regards,

LeRoy J. Fitzgerald, Jr.
Director, Strategic Accounts and Markets
E: Lfitzgerald@freewiretech.com
M: +1 925 858 5217



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

January 28, 2022

Kerry Rodgers
Office of the Chief Counsel
1200 New Jersey Ave SE
West Building Ground Floor,
Room W12-140
Washington, DC 20590-0001

Dear Ms. Rodgers:

On behalf of the **Regional Transportation Council (RTC) and the North Central Texas Council of Governments (NCTCOG)**, the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth area, we would like to submit comments on the Federal Highway Administration's Federal Register notice published on November 29, 2021, Development of Guidance for Electric Vehicle Charging Infrastructure Deployment, **Docket No. FHWA-2021-0022**.

NCTCOG is pleased to have the opportunity to provide input to the Federal Highway Administration (FHWA) on the EV Charging Program. NCTCOG is the designated host agency for the Department of Energy's Dallas-Fort Worth Clean Cities Coalition and provides these comments from the perspective of both a transportation planning agency and a Clean Cities Coalition working to support adoption of electric and other alternative fuel vehicles.

We appreciate the opportunity to provide these comments and look forward to working with FHWA to support the adoption of electric vehicles in North Texas. If you have any questions, please feel free to contact me at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

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

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

KR:kw

Attachment

WRITTEN COMMENTS

EV CHARGING PROGRAM

- 1. The distance between publicly available electric vehicle (EV) charging infrastructure;**
 - a. Determining adequate placement of public EV charging infrastructure depends on the context in which the infrastructure is located, such as population density, local EV adoption rates, and traffic volume. For example, a single charger with four plugs every 50 miles may be adequate for a highway with average annual daily traffic (AADT) of 20,000 vehicles but may be inadequate for a highway with 100,000 AADT. Thus, the distance between publicly available infrastructure should only be one factor under consideration. NCTCOG proposes a two-factor evaluation:
 - i. *Distance Intervals:* NCTCOG suggests maintaining the existing 50-mile interval. While new EVs have a range far exceeding this distance, the 50-mile interval provides greater availability and redundancy of charging infrastructure necessary for expanded EV adoption.
 - ii. *Proportion:* Areas of higher EV demand demonstrate a need for more outlets, as demonstrated in an Idaho National Laboratory report that regions with higher EV sales also had greater infrastructure utilization rates¹. Thus, NCTCOG recommends considering the proportion of available infrastructure using a metric such as a number of charging ports compared to AADT. Recommended ratios of EV charging infrastructure availability from the National Renewable Energy Laboratory² and Atlas Public Policy³ could be a starting point for developing this ratio.
 - b. Since the EV Charging Program directs investment to FHWA-designated Alternative Fuel Corridors until the State can demonstrate that the corridor is “saturated,” NCTCOG recommends FHWA provide an objective definition of a “saturated” corridor. An example metric could be a ratio of charging ports/plugs to AADT.
 - c. NCTCOG recommends FHWA clearly define what “along corridors” means for determining project eligibility. As corridor designation is based upon presence of infrastructure within five miles of the nominated roadway segment, NCTCOG recommends FHWA maintain this same five-mile buffer for classifying locations “along corridors” for the purpose of funding eligibility.

- 2. Connections to the electric grid, including electric distribution upgrades; vehicle-to-grid integration, including smart charge management or other protocols that can minimize impacts to the grid; alignment with electric distribution interconnection processes, and plans for the use of renewable energy sources to power charging and energy storage;**
 - a. NCTCOG recommends FHWA broadly define the scope of eligible reimbursable costs associated with EV infrastructure sites and not be overly prescriptive on the type of equipment, technology, or charging infrastructure approach that may receive funding. Broadly scoped wording/definitions will provide flexibility for agencies to scope infrastructure in a manner best-suited to local context and needs and ensure all relevant elements of an EV charging ecosystem are in place. For example, appropriate expenses to ensure proper grid connection, encourage resiliency and sustainability, and minimize grid strain could include, but are not limited to:

¹ <https://inldigitallibrary.inl.gov/sites/sti/sti/7323604.pdf>

² [National Plug-In Electric Vehicle Infrastructure Analysis \(nrel.gov\)](https://www.nrel.gov/transportation/electric-vehicles/national-plug-in-electric-vehicle-infrastructure-analysis/)

³ [U.S. Passenger Vehicle Electrification Infrastructure Assessment – Atlas Public Policy \(atlaspublicpolicy.com\)](https://atlaspublicpolicy.com/transportation/infrastructure/assessment/)

- i. Costs of distribution upgrades, grid interconnection, and other utility-related site costs;
 - ii. Costs to incorporate features to enable off-grid charging, such as on-site generation, storage, and microgrids either in new construction or as retrofits to enhance resiliency of existing sites;
 - iii. Costs to modify site geometry or configuration to best accommodate safe access, use, and egress of vehicles (e.g., relocation of a driveway), especially to accommodate the growing variety of charging port locations on different EVs; and
 - iv. Costs for non-traditional infrastructure, such as mobile charging (especially if deployed along evacuation routes) and inductive charging infrastructure.
- b. NCTCOG recommends FHWA require state DOTs to address infrastructure resiliency within the EV infrastructure plan submitted as a prerequisite to receiving formula funding. States should identify a plan to harden infrastructure sites through features that enable off-grid functionality, and to ensure that sites are built with features that mitigate grid strain. At least some locations funded through the earliest phases of the formula program should incorporate these measures.
- c. NCTCOG recommends FHWA require applicants demonstrate utility partnerships and/or support in their proposals.

3. The proximity of existing off highway travel centers, fuel retailers, and small businesses to EV charging infrastructure acquired or funded under the Program;

According to a 2021 report by the Fuels Institute’s Electric Vehicle Council, EV drivers tend to base their choice of public charging sites on various factors, including availability and variety of nearby amenities such as shopping, dining, or entertainment⁴. NCTCOG recommends FHWA prioritize proposals that demonstrate thoughtful planning about co-locating infrastructure in areas that offer these other services, which is likely to increase site utilization.

4. The need for publicly available EV charging infrastructure in rural corridors and underserved or disadvantaged communities;

- a. NCTCOG suggests guidance include explicit definitions of disadvantaged or underserved communities, and that those definitions match those in Executive Orders 13985, 13990, and 14008/Justice40 Initiative. Also, NCTCOG requests FHWA provide definitions and data sources for rural and urban areas, low and moderate income (such as definitions used by the Department of Housing and Urban Development or another source), communities with a low ratio of private parking spaces to households, and communities with a high ratio of multiunit dwellings to single family homes. Federal online tools such as EJSCREEN and STEAP (Screening Tool for Equity Analysis of Projects) do not provide this data. American Community Survey Table S2504 is a potential data source to identify the ratio of multiunit dwellings to single family homes. However, a “high ratio” still must be defined.
- b. Regarding equitable payment, instructions for payment should be available in languages other than English that are widely spoken in the community. Forms of payment other than credit cards should be available and should be universally applicable (that is, not specific to an individual charging station network). A way to enable cash users to utilize EV charging infrastructure could be similar to Dallas Area Rapid Transit’s Go Pass Tap card, which can be loaded with cash at participating retailers: <https://www.gopass.org/gopasstap/about>.

⁴ [EV Consumer Behavior | Fuels Institute](#)

- c. NCTCOG recommends installation of EV charging at multifamily properties be considered eligible as “publicly accessible” as long as the parking spaces are not reserved for individual residents or located behind a gate. These charging installations have the potential to serve hundreds of individuals and fill a well-documented need to expand equitable access to EV adoption among multifamily residents. Moreover, charging infrastructure at some public places, such as hotels, are restricted to customer use, just as a charging site at a multifamily property may be restricted to resident use. Alternatively, FHWA would need to ensure that funded sites do not place “customer-only” restrictions on its infrastructure.
- d. NCTCOG recommends FHWA develop ADA compliance standards for EV spaces in conjunction with this infrastructure deployment to ensure enough new charging infrastructure is accessible to those with disabilities. Chapter Five in the [United States Access Board Guide to ADA compliance](#) notes that EV charging spaces are not included within specified provisions, but states it is advisable to address access and provides recommended EV parking space design standards to meet ADA needs⁵. In absence of national guidance, the Texas Department of Licensing and Regulation has also issued Technical Memorandum 2012-01. Either of these resources could be a reference for development of a national template⁶.

5. The long-term operation and maintenance of publicly available EV charging infrastructure to avoid stranded assets and protect the investment of public funds in that infrastructure;

- a. NCTCOG recommends consideration of a requirement for a statement of consistency with Regional ITS Architecture/National ITS Architecture for projects funded using federal funds with interfaces to or communications with other systems, particularly with respect to RAD-IT Service Package ST05 Electric Charging Stations Management. This requirement is indicated to promote interoperability among, and efficiency of, intelligent transportation systems and technologies implemented throughout the United States.
- b. Federally funded locations should be required to offer universally accessible payment systems (as opposed to network-specific payment platforms). They should also be required to use open-source software, or otherwise enable future access and updates by other infrastructure companies. These two elements guard against assets becoming unusable or stranded in the event that the original installation company becomes insolvent. Universal payment systems also assist with equitable access in accordance with comments under question 4.
- c. NCTCOG recommends EV charging infrastructure installed through federally funded programs be monitored for operation and maintenance for at least three years after deployment. An administratively streamlined way to accomplish this could be to require that all infrastructure be networked so that they are consistently “visible” through a system like the Alternative Fuels Data Center (AFDC). A requirement to maintain maintenance and operation for a period after receipt of funding is a best practice utilized by the Texas Commission on Environmental Quality (TCEQ) for both the Texas Volkswagen Environmental Mitigation Program (TxVEMP), which requires a five-year commitment, and the Texas Emissions Reduction Plan (TERP) Alternative Fueling Facilities Program (AFFP), which requires a three-year commitment. Additionally, AFFP grant recipients must provide annual reports to the TCEQ verifying continued operation and compliance with operational and

⁵ [ADA-Standards-Guide_Chapters1-5.pdf \(access-board.gov\)](#)

⁶ [TM2012-01.pdf \(texas.gov\)](#)

- maintenance requirements, including monitoring on the amount of electricity dispensed over the reporting period.
- d. NCTCOG recommends funding workforce development programs to train local tradesmen on how to properly maintain and fix charging equipment to ensure equipment can be repaired or maintained as problems arise. To help build this workforce, NCTCOG encourages FHWA to waive local match requirements for funding related to workforce training to encourage trades schools and community colleges with limited funding capacity to adopt EV infrastructure training programs.
 - e. Infrastructure “visibility” (through wayfinding, signage, or ability to be located via a smartphone application) is a critical element for ensuring utilization. NCTCOG recommends the following to optimize visibility:
 - i. Require placement of both general services and specific services highway signage for federally-funded EV charging sites in a manner consistent with the attached comments submitted in April 2021, by NCTCOG, on the proposed changes to the Manual on Uniform Traffic Control Devices (MUTCD) relating to alternative fuel corridor signage language.
 - ii. Require all infrastructure to be networked to enable EV drivers to easily locate the infrastructure site via smartphone applications. This also has the benefit of enabling USDOT to monitor the ongoing operation of assets funded with federal dollars.
 - f. As EV charging infrastructure can be vulnerable to cybersecurity attacks, NCTCOG recommends use of cyber-security practices to protect personally identifiable information and guard infrastructure functionality. FHWA may wish to set aside funding for research and identification of best practices.

6. Existing private, national, State, local, Tribal, and territorial government EV charging infrastructure programs and incentives;

- a. The best approach depends on whether FHWA wants to allow its funding to be leveraged with those existing programs, or if FHWA wants to ensure that its funding is additive and is enabling site development that is supported exclusively by federal funding.
 - i. If FHWA wishes to be leveraged with other funding, it should include language in guidance that expressly allows “layering” this funding with other sources. It should also include clear explanation of the performance metric expected, if any, with use of these funds to enable other funding agencies to evaluate whether “layering” funds conflicts with their objectives. For example, in Texas, applicants seeking to layer federal funding with TERP funds are restricted by the state from combining TERP with any other funds that are associated with emissions reductions because TERP seeks to achieve emissions reductions. Therefore, the state has determined that combining TERP with Congestion Mitigation and Air Quality Improvement funds is disallowed because this would be ‘double-counting’ emissions reductions from a single project to two separate funding programs. In addition, a long-range schedule that includes detail on expected application windows, timing of award notices, and timeframes for required project completion would enable local and State incentive programs to synchronize their programs so site developers can plan ahead for applications for both the federal and state/local program.
 - ii. If FHWA wishes to be additive, a long-range schedule of funding cycles for the next five years would be helpful to allow state and local programs to time their incentive programs in a manner that enables knowledge of all federal

awards prior to state or local application windows, to avoid duplicative funding of a single or substantially similar project.

7. Fostering enhanced, coordinated, public-private or private investment in EV charging infrastructure;

- a. A published schedule or set frequency of funding cycles would enable longer-range planning and coordination among the public and private sector to optimize investments. Ideally, the schedule should include expected application windows, timing of award notices, and timeframes for required project completion for the full five years of funding.
- b. A requirement for interoperability and universal payment systems, mentioned previously, would also help ensure various investments are complementary and leverage one another.

8. Meeting current and anticipated market demands for EV charging infrastructure, including with regard to power levels and charging speed, and minimizing the time to charge current and anticipated vehicles;

- a. NCTCOG suggests promoting inclusion of future-proofing elements at infrastructure sites. However, NCTCOG cautions against an expectation of building all new sites to maximum power at this time.
 - i. Very high-powered chargers of 350 kW are still rare, and more research is needed to understand real-world trade-offs between the cost of building sites with this capacity and incremental benefits, as vehicles may only be able to realize the full high power capabilities for very short periods of time. NCTCOG cautions against requiring this power rating for all sites but acknowledges that some minimum power rating along corridors is likely appropriate. TCEQ set minimum power requirements for the DC Fast Charge funding cycle of the Texas Volkswagen Environmental Mitigation Program at 150 kW⁷. This may be an appropriate balance of optimizing speed while controlling expenses associated with building utility capacity.
 - ii. Other future-proofing elements could be prioritized that do not risk over-building utility capacity. These include elements such as a capped trench for conduit, rather than concreting over installed conduit, and can simplify and reduce site costs associated with upgrading power needs at a future point.⁸
 - iii. FHWA could encourage use of strategies such as EV-ready building codes for sites co-located with new commercial or residential development to ensure new construction sites are prepared to power charging infrastructure in the future.
- b. While most focus to date has been on building out EV charging to support light-duty consumer vehicles, NCTCOG recommends FHWA also include eligibility for sites designed to charge medium- and heavy-duty EVs. These vehicles are already on the road and supporting publicly available infrastructure will be needed imminently. These locations will be required to have different design elements, particularly site geometry, to accommodate larger vehicles without blocking access to adjacent charging infrastructure.

⁷ [DC Fast Charge - Texas Commission on Environmental Quality - www.tceq.texas.gov](http://www.tceq.texas.gov)

⁸ [Daimler Trucks North America, Portland General Electric open first-of-its-kind heavy-duty electric truck charging site | Daimler \(daimler-trucksnorthamerica.com\)](https://www.daimler-trucksnorthamerica.com)

9. Any other factors, as determined by the Secretary (In connection with question 9, please describe any other factors that you suggest that we consider in developing the EV Charging Program guidance).

- a. As the program is expected to result in a large number of EV charging infrastructure sites in a relatively short amount of time, and EV charging infrastructure sites are generally relatively small in footprint, NCTCOG encourages FHWA to consider ways to streamline and simplify National Environmental Policy Act clearance for these locations. FHWA could consider issuing a blanket categorical exclusion for sites that use routine equipment and/or are proposed to be located on land that has already been developed in some way.
- b. As interstate rest areas are frequently well-placed to serve the traveling public, especially in rural areas, these sites are ideal locations for placement of EV charging. NCTCOG encourages FHWA to support state DOTs in finding ways to enable installation of EV charging infrastructure at these rest areas, especially given the responsibility that DOTs now have for ensuring well-planned deployment of EV charging infrastructure. The constraints outlined in the Frequently Asked Questions posted at https://www.fhwa.dot.gov/real_estate/right-of-way/corridor_management/ev_charging_faq.cfm still present problems in deploying EV charging infrastructure.
- c. NCTCOG recommend that the scope of eligible costs for projects under these programs be defined in a manner similar to traditional transportation infrastructure. For example, eligible expenses should include preliminary design and engineering phases. Similarly, proper infrastructure design may require site modification not directly related to utility work or installation of the charging infrastructure itself. For example, curb cuts may need to be changed, or a driveway relocated, in order for site geometry to be configured in a manner that balances needs for mobility to the charging infrastructure with placement that optimizes utility connections. Guidance should ensure flexibility to accommodate such site costs.
- d. FHWA may wish to consider how the EV Charging Program can contribute to other federal goals, such as expanding broadband access, and consider instituting requirements along these lines where appropriate. For example, internet hotspot or other Wi-Fi accessibility could be designed into networked infrastructure, especially in rural and underserved areas.
- e. Greater consistency in the EV charging infrastructure experience would greatly enhance the consumer experience, and this national program presents an excellent opportunity for FHWA to push the industry toward greater consistency that serves the consumer more favorably. These elements of consistency extend to:
 - i. *Payment methods*: Federally supported sites should incorporate universally accessible payment systems rather than allowing network-specific membership structures.
 - ii. *Pricing structure*: Pricing based on unit of fuel dispensed, as opposed to unit of time or a flat fee, would align EV charging most closely with other transportation fuels.
 - iii. *Clarity of cost*: Just as other fueling sites (both conventional and alternative fuel) post the cost of fuel per unit, EV charging sites should clearly and transparently display cost.
- f. When designating “electric vehicle” corridors to support freight and goods movement as required by the Infrastructure Investment and Jobs Act, FHWA should include corridors supporting both battery electric trucks via recharging infrastructure as well as fuel cell electric trucks via hydrogen fueling infrastructure.

CHARGING AND FUELING INFRASTRUCTURE PROGRAM

10. Please provide examples of best practices relating to project development of EV charging infrastructure and hydrogen, propane, and natural gas fueling infrastructure at the State, Tribal, and local levels.

- a. Consistent with the comments for question 2, NCTCOG recommends FHWA be broad and flexible in defining eligible reimbursable infrastructure costs and infrastructure types and consider a broad variety of electrification projects. Depending on specific community needs, electrification could take different forms, ranging from electrified personal vehicles to electrified transit to electrified micromobility, such as e-bikes and e-scooters. In addition, FHWA should ensure that community charging infrastructure is eligible at lower power ratings than may be expected for corridor charging infrastructure; Level 2 charging infrastructure is the best solution for many community locations.
- b. NCTCOG recommends that for any federally funded alternative fuel infrastructure, FHWA require placement of both general services and specific services highway signage in a manner consistent with the enclosed comments submitted in April 2021 by NCTCOG on the proposed changes to the Manual on Uniform Traffic Control Devices (MUTCD) relating to alternative fuel corridor signage language.
- c. NCTCOG recommends FHWA prioritize funding for, or establish a requirement for, projects that demonstrate local community engagement in developing the proposal.
- d. All infrastructure should be designed/oriented in a manner that accommodates access and use by all classes of vehicles – light-duty, medium-duty, and heavy-duty vehicles. This most notably affects site geometry.
- e. FHWA should allow a subset of the dispensers/charging ports to be privately-accessible to accommodate priority use of the sites by fleets providing essential services, such as municipalities and school districts, while permitting use by the broader public.
- f. All CNG infrastructure should offer fast-fill capability.
- g. Applications for hydrogen, LPG and CNG sites should require an estimate of monthly fuel use or other justification to demonstrate the proposed fuel storage capacity will meet demand.
- h. In May 2022, NCTCOG will deliver to FHWA an IH-45 Zero Emission Vehicles Infrastructure Deployment Plan for EV charging and hydrogen fueling for the highway corridor running from Dallas to Houston. The plan can serve as an example of planning and site research, along with similar plans developed by the Tennessee Department of Transportation and Pennsylvania Department of Transportation⁹. These plans follow a data-driven approach to identifying the most well-suited highway exits for infrastructure deployment. The final NCTCOG plan will be posted at: <https://www.nctcog.org/trans/about/committees/ih-45-zero-emission-vehicle-corridor>.
- i. As an example of project development, NCTCOG conducted an EV charging infrastructure accessibility analysis for the City of Dallas, finalized in December 2021, which focused on the degree to which publicly accessible EV infrastructure is available to residents of multifamily properties. The analysis included evaluation of both proximity (distance) and availability (ratio of plugs to housing units) and evaluation of equity using the NCTCOG Environmental Justice Index.

⁹ [Deployment Plan - Alternative Fuel Corridors - Environment - FHWA \(dot.gov\)](#)

11. What topics do you suggest that we address in guidance on project development of EV charging infrastructure and hydrogen, propane, and natural gas fueling infrastructure at the State, Tribal, and local levels to allow for the predictable deployment of that infrastructure?

- a. Predictability and Funding Consistency: Lack of funding consistency creates a difficult environment to plan and assess possible project needs. Providing a long-term schedule for application windows, an advance notice prior to release of funding (e.g., following the Department of Energy practice of issuing a Notice of Intent) is essential for allowing interested stakeholders to be better equipped in planning for, and applying to, different funding opportunities.
- b. Predictable EVSE Deployment: To encourage more long-range planning, FHWA could prioritize awards to local governments with long-term electrification goals, plans and policies. These plans provide market signals that facilitate investment decisions by the private sector, even absent federal investment.
- c. Recommended elements to include in guidance include:
 - i. Guidance on how to develop a project feasibility plan, including details on a site plan, operation plan and budget.
 - ii. Details on eligible and ineligible project costs to inform the project budget.
 - iii. Reporting requirements, such as project implementation reporting and ongoing reporting post-implementation, if any.
 - iv. Proof of insurance requirement, if any.
 - v. Maintenance of equipment requirement, if any.
- d. Performance-Based Prioritization: To enable longer-term planning and provide more certainty for projects, NCTCOG recommends FHWA guidance prioritize project selection based on the emissions performance of fuels, rather than selecting a specific technology. For example, the current focus on electrification could be reframed as a focus on zero-tailpipe-emissions technology, or low-carbon fuels (with specific definitions on carbon intensity), to set a longer-term objective and give flexibility for the technologies and markets to compete for the best solutions and projects. The Environmental Protection Agency has long followed this practice by setting performance-based emissions standards regardless of engine fuel type. This would support two key factors in long-term project predictability:
 - i. Different technologies would be able to enter and exit the market dynamically, based on observed successes and technological advancements, while consistently moving the transportation sector toward the longer-range performance-based goal. A performance-based prioritization mitigates the risk of investment in a specific technological solution that may become obsolete or fall out of favor over time.
 - ii. Many existing alternative fuel infrastructure projects that were completed by early adopters could be upgraded or enhanced to advance administration objectives. For example, an existing natural gas refueling site could be modified to integrate renewable natural gas or to process natural gas into hydrogen to fuel, zero-emission fuel cell vehicles. However, the focus on “electrification” undermines the willingness of project owners to make upgrades or reinvest in improving upon projects outside the scope of “electric.” A performance-based selection would provide a foundation for broader investment in a variety of fuel solutions based on the project’s ability to achieve emissions reductions.
- e. Scope of Emissions Analysis: FHWA should provide direction on whether emissions reductions are to be estimated based on tailpipe-only or wells-to-wheels analysis. In doing this, FHWA should consider the fact that nonattainment areas face localized

problems more directly connected to tailpipe emissions of criteria pollutants, whereas the well-to-wheels analysis is more broadly applicable to all communities and may be better-suited to evaluations of greenhouse gas impacts. Additionally, FHWA should provide an emissions reductions calculator or specify which available calculator should be used for projects to ensure all projects are compared fairly.

- f. Buy America: While DOT and DOE have issued an RFI specific to Buy America compliance for EV charging infrastructure, NCTCOG notes that Buy America constraints have severely restricted practical implementation of a wide variety of projects. FHWA Buy America requirements are substantially more restrictive than other federal agencies' (e.g., Federal Transit Administration). Many projects across the country had been funded and then were unexpectedly stalled due to a change in application of Buy America waivers. NCTCOG urges USDOT to pursue information-gathering similar to Docket Number FHWA-2021-0025, the Buy America Request for Information, on all types of alternative fuel infrastructure, publish a summary of findings, and issue clarifying guidance on eligibility of alternative fuel projects with respect to Buy America requirements so that prospective project developers can plan accordingly. Flexibility in Buy America requirements by reinstating the waiver process and processing waivers in a timely manner, or by modifying FHWA Buy America requirements to flexibility like the Federal Transit Administration offers, could provide the relief needed to ensure projects may proceed.

12. Please provide any suggestions to inform the administration of competitive grants under the Charging and Fueling Infrastructure Program for corridor and community charging.

- a. Award Structure:
 - i. NCTCOG recommends that eligible applicants be allowed to subaward or subcontract funding for project implementation. Additionally, in the event of a prime entity that submits a regional award on behalf of other eligible applicants who have partnered together, NCTCOG recommends that each eligible partner team member be able to contract directly with the overseeing agency (e.g., FHWA or the state DOT) for administration of funds. This reduces unnecessary layers of administrative oversight, preserving the maximum amount of funding for project implementation.
 - ii. Also, to the greatest extent possible, NCTCOG recommends that FHWA structure awards in a manner that minimizes the administrative burden of federal grant dollars. For example, awards could be modeled after the rebate programs offered by EPA under Diesel Emission Reduction Act programs, where the rebate awards are considered distinctly different from grants and subgrants and are thus divorced from several federal requirements including those related to procurement and property management. These federal requirements are not only administratively burdensome, but also are a barrier to many organizations in not being able to participate in or take advantage of federal funds and undermine environmental justice goals.
- b. Application Window: Opportunities are often released with a very short turnaround to submit final proposals. NCTCOG recommends application windows allow at least 60 days, and preferably 90 days, from the release of a funding opportunity to the application deadline. This allows opportunity for fully vetting required procedural and approval steps for all prospective applicants and allows for participation by more organizations. This is especially important for a new program.



City of Plano
1520 K Avenue
Plano, TX 75074

P.O. Box 860358
Plano, TX 75086-0358
Tel: 972.941.7000
plano.gov

January 19, 2022

Mohamed (Mo) K. Bur, P.E.
Dallas District Engineer
Texas Department of Transportation
4777 E. Highway 80
Mesquite, TX 75150-6643

VIA US Mail and email
Mo.Bur@TxDOT.gov

RE: Request for Planning Study – US 75 from PGBT to SRT

Dear Mr. Bur:

The Plano City Council has expressed a concern regarding the steadily increasing traffic volume on our highways. US 75 is one of the main highways in Collin County and as the population of the County continues to grow, it will receive a significant share of the increase in north-south traffic. This higher traffic volume will result in increased congestion and will affect regional mobility.

Currently there are no plans for additional capacity on US 75 other than the US 75 Technology Lane project. That project will allow the current HOV lanes to be available for single-occupant vehicles.

Plano staff initiated a discussion with Michael Morris regarding the future of US 75 and the need to address the capacity issues along US 75 between PGBT and SRT. Mr. Morris suggested the best path forward is to request TxDOT to coordinate a planning study to evaluate the geometrics of the highway and develop options for the lane configuration.

We have discussed this situation with Collin County Commissioner Duncan Webb, and city management from Allen, Fairview, McKinney and Richardson. All have agreed that we need to evaluate the corridor to develop a plan to address the increase in traffic volume.

We are requesting TxDOT take action as necessary to evaluate the geometrics of US 75 between PGBT and SRT and develop options for the lane configuration necessary to meet the predicted traffic volume.

If you have any questions regarding this request, please contact me at your convenience.

Sincerely,

Mark D. Israelson
City Manager

cc: Collin County Commissioner Duncan Webb
City Managers of Allen, Fairview, McKinney & Richardson

NBC DFW

Dallas Searches for More Money for Sidewalk Repairs

Sidewalk plan includes 12 focus areas

By Ken Kalthoff

Dallas City Council members on Monday praised plans to begin tackling a \$2 billion backlog of sidewalk problems but also suggested ways to put more money on the task.

The new plan calls for \$15 million spent over the next 3 years in 12 high-priority target areas.

One of those is around Hampton Road and Illinois Avenue, where heaving sidewalks are common. They are treacherous for handicapped people and a trip hazard for everyone.

"I have tripped. I have tripped. I look at that a lot and I wonder where is the tax money going," said resident Donald Ray Singleton.

Passengers at the Hampton Road DART rail station saw the plan for sidewalk improvements in their area Monday.

"I think it would be a good idea if they fixed it. It would be a great idea. It would help a lot," said resident Lily Ojeda.

A map of the Hampton-Illinois Sidewalk Priority Focus area is filled with yellow marks for side streets with sidewalk problems, red lines for full sidewalk replacement planned along the two major streets and red dashed lines for streets where there are no sidewalks at all, including Chalmers Street.

Resident Fernando Velasquez said the lack of sidewalks is dangerous for kids who play there.

"The cars going too fast, driving too fast on this street," he said.

The Dallas plan still ignores most of the \$2 billion sidewalk problem in the rest of the city, but the 12 priority areas were selected based on 6 criteria with boosting safety and ways to avoid the use of cars at the top of the list.

"You put some sidewalks in, they're going to walk where? Because there are no jobs," Council Member Carolyn Arnold said.

She suggested targeting sidewalks to promote jobs and economic development, which could also boost city taxes and revenue to pay for more sidewalks.

Council Member Jaynie Schultz said the Dallas Area Rapid Transit (DART) agency should pay for more of the sidewalk expense adjacent to stations, bus stops and routes.

"I'd love to see a discussion of DART helping fund some of this public safety of sidewalks," Schultz said.

A city staff member said DART had been involved in the planning of sidewalk improvements adjacent to stations and bus stops, but so far had not been asked to pay for it.

"I think that DART has its own problems," DART passenger Andy Nolen said.

Studying the Hampton-Illinois sidewalk plan, however, Nolen agreed the improvements highlighted in the plan are needed.

As Dallas looks for more sidewalk money to reverse years of neglect, the improvements finally getting started now will take years longer.

Residential property owners are asked to help pay for Dallas sidewalk maintenance but in these 12 target areas for the new sidewalk plan, the city will pay the full cost, Council Member Paula Blackmon said.

The plan is the result of a year of work by city staff and consultants.

Councilman Paul Ridley said he was pleased to hear that details of the plan are available online.

"I really want to compliment you for providing that information to the community," Ridley said.

This is the complete report with planned spending for each of the 12 focus areas.

<https://www.nbcdfw.com/news/local/dallas-searches-for-more-money-for-sidewalk-repairs/2850988/>

<https://s3.documentcloud.org/documents/21172924/1-3-22sidewalkplan.pdf>

Dallas Should Spend \$2 Billion to Scrap the Convention Center. No, Seriously.

The Dallas Convention Center is an urban design disaster. Regardless of whether you support the convention industry, the city has a once-in-a-generation opportunity to reverse its negative impact on downtown.

By Peter Simek. D Magazine

There is no more boring, ugly, and polarizing a building in Dallas than the Kay Bailey Hutchison Convention Center. More than just a hideous piece of architecture—so gargantuan that it snuffs out the urban life of the entire southwest corner of Dallas' central core—convention centers, as a business, are questionable. When you try to dig into the byzantine economics of the convention center business, it's easy to get turned around.

On the one hand, Rosa Fleming, the city's director for convention and event services, can make a convincing case for the economic activity the convention center generates for Dallas. She can cite eye-popping numbers: \$855 million in annual revenue from event bookings, \$200 million annually tied to direct visitor spending, \$65 million generated in hotel tax revenue.

But what makes this supposed impact difficult to appreciate is that people who live in Dallas can't see it. Because of the center's design—and the wasteland of concrete that surrounds it—convention activity remains sequestered inside its dominion of cavernous exhibit halls.

So, when an academic like the UT San Antonio public administration professor Heywood Sanders writes a book that calls the entire industry a boondoggle, his arguments feel convincing.

After all, much of the justification for convention centers come from the way they supposedly generate trickle-down economic benefits, with conventioners spending money that otherwise wouldn't be spent on hotel rooms, restaurant meals, and even tickets. But it's difficult to count those receipts.

Particularly in the wake of the COVID-19 pandemic, when the world gathered digitally in lieu of personal meetups, the justifications of the convention center business' future feel murky. Talk to Craig Davis, the president and CEO of VisitDallas, and he'll tell you the business is roaring back. Catch that old convention center grinch Sanders on the phone, and he'll tell you that the business hasn't grown in decades and the whole thing is going to tank.

This month, the convention center will once again become a subject of public debate. The Dallas City Council is set to vote on a few options for a massive, multibillion-dollar renovation of the center that are laid out in a master plan completed last year. That vote will likely redraw the old battle lines between convention center critics and boosters, just as the debate over the development of the Omni Dallas Hotel did in 2009.

But here's the thing to remember as the debate heats up: this time the conversation isn't really about the convention center, the convention business, or murky economics—at least not directly. This time, the real debate is over the future of downtown Dallas.

As I write in this feature about the center that appears online today, the strange ways in which the city and state have opted to fund convention centers have generated huge quantities of hotel tax dollars that can't be used for anything but the convention center. That's frustrating. Those tax dollars are not collected from Dallas residents, but from visitors, and it would be nice to be able to use them

to fund some of Dallas' basic needs and services, like better transportation, more affordable housing, streets without potholes that swallow bicycles—things like that.

But the reality is those hotel tax funds can only be spent on the convention center. Not only that, but the Texas Legislature in recent years has also created an additional funding mechanism available to the city to generate even more tax revenue from out-of-towners for the convention center. I know, it's madness. I think it should be changed. But today, that's just how it is.

But here's the deal: this leaves Dallas in a funny position. An opportunistic position, I would argue.

It has a big bag of free money. It can only spend it on the convention center. But the convention center has reached the end of its useful life. What should the city do? It should spend that money on tearing down the convention center to undo the ways it has contributed to the deterioration of downtown Dallas over the past 70 years.

What will this look like? You'll have to read the piece to find out.

Fort Worth Star-Telegram

Fatal car accidents involving commercial trucks have surged in Dallas-Fort Worth Metroplex

By Jess Hardin

Commuters traveling along Loop 820 in North Richland Hills on the morning of Dec. 22 couldn't just see the flames; they could feel the heat of the fire that scorched a stretch of expressway alongside the highway's westbound lanes, witnesses told KXAS-TV. A collision between a fuel tanker and a truck hauling animal waste erupted in a raging blaze that burned for more than three hours and turned both vehicles into charred shells. One driver died, and two others were injured.

Since the start of the coronavirus pandemic, incidents like this — fatal crashes involving commercial vehicles — have spiked. And it's not happening in a vacuum.

Deadly truck accidents are rising steadily in the context of a nationwide road safety problem. Texas traffic experts are working to make road travel safer, but the Dallas-Fort Worth Metroplex's booming growth and crisis in the trucking industry are complicating their mission.

VIRAL CRASH EPIDEMIC When overall traffic plummeted at the onset of the pandemic, local transit experts like Michael Morris expected road safety to improve. "We were making steady improvements previous to COVID, and then when we hit March 2020, somewhat to our surprise, the numbers turned around," said Morris, director of transportation at the North Central Texas Council of Governments.

Although miles traveled nationwide dropped 13.2% in 2020 compared to 2019, traffic accident fatalities jumped 7.2% in 2020 from the previous year, according to the National Highway Safety Administration. In the first three months of 2021, 8,730 people died in traffic crashes, an increase of 10.5% from the same period in 2020, the AP reported. In the 12 counties encompassing Dallas-Fort Worth — Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties — the number of fatal crashes involving a commercial vehicle shot up in 2020 and steadily increased into 2021. The region saw 78 fatal crashes involving a commercial vehicle in 2019. In 2020, that number jumped to 90. Without accounting for December's total, 2021's number is already 92. **MAPPING CAUSES** With more space on the road at the beginning of the pandemic, people drove faster and more recklessly.

"Higher speeds mean a greater chance of fatality versus accident," Morris said. "We saw more aggressive driving on the part of cars. They could weave around [large trucks]." Traffic has returned to and surpassed pre-pandemic levels in Texas, reports Arity, which tracks driver behavior, but while congestion has returned, reckless behavior hasn't subsided. "It seems like there is a lot more anger out on the road," said Lance Simmons, the Texas Department of Transportation's director of engineering and safety operations. "And, this is me, just based on what I'm seeing, but it sure seems like we see more folks taking a lot more risks this day and time," he said. "We just need to share the results of what some of that risky driving could lead to." The Texas Department of Public Safety has a team dedicated to commercial vehicle safety and enforcement. But not all roadways are conducive to enforcement, said Sgt. Josue De La Cerda.

For example, while drivers often speed on expressways, that activity is difficult to enforce, because there is no place for officers to safely conduct a traffic stop, he said. Unique to Texas cities, "Growth is one of our challenges," Simmons said. With more people comes more traffic and construction. "Staying ahead of the population growth in Texas is indeed a challenge,"

Simmons said. “And any time we struggle to stay ahead of that growth, we run into both congestion and safety issues.” ‘A GUMBO OF DISASTERS’

When truck drivers regularly work their maximum hours per week, something called “road hypnosis” starts to set in. Following endless yellow road lines, watching cars pass and listening to the constant hum of the truck engine “gives you this almost trance-like state,” said Carlos Mendez, a former truck driver and organizer with Teamsters Local 745 in Dallas. The trucking industry, a critical link in the country’s brittle supply chain, is suffering from an unprecedented driver shortage — estimated at 80,000 in October — and, as a result, drivers are regularly pushed to their limits, Mendez said. Federal regulation does not permit drivers to be on duty more than 60 hours in a period of seven consecutive days or drive for more than 11 hours in a shift. Drivers are also required to take breaks. Due to the pressure the industry is under, there are incentives to cut corners or fudge numbers, Mendez explained.

“It’s a dispatcher telling you, ‘If you really want to turn \$3,000 this month, here’s what you need to do. You need to turn here, turn here, turn here. Maybe shave off a little time on your rest,’” Mendez said. “They lure you with that carrot in front of you.” Like in the airline industry, the pandemic pushed older experienced drivers to retire. Even prior to the pandemic, retirement accounted for 54% of the driver shortage, according to a 2019 report from American Trucking Associations. As a result, “It’s possible your average remaining truck driver is not the same caliber,” said Morris. Driving quality also suffers from what’s called “hotshot” hauling, Mendez said.

These operations promise premium payments for quick deliveries of smaller, time-sensitive loads. They hire young drivers out of school and often guarantee a pass on the CDL test, Mendez said. “You can be struggling. You really don’t have the experience to be in the rig.

I think that’s the biggest danger that we’re seeing now,” he said. “It’s a gumbo of disasters waiting to happen.” SOLUTIONS In the last three months, a group of Texas safety advocates and transit experts — including Lance Simmons and Michael Morris — started meeting regularly to address road safety more comprehensively. The TxDOT MPO Safety Task Force partners state-level and regional perspectives to come up with more efficient solutions to safety issues, which range from infrastructure fixes to education campaigns.

First, experts study crashes. “Where we have hotspots, we solve with engineering,” Morris said. Simmons explained he also is working to improve rest stops for commercial truckers to ensure there is space for drivers to rest. The group is also spearheading public education campaigns to share with drivers the potential consequences of risk driving and remind them how to share the road with commercial vehicles. The task force’s work is taking place in the context of the federal government attempting to shore up the trucking industry amid pandemic-spurred supply chain issues.

The Biden Administration earlier this month unveiled its “Trucking Action Plan,” which aims to strengthen the trucking industry by recruiting veterans to drive, removing obstacles to getting a commercial driver’s license and accelerating the creation of driving apprenticeships. “Most of these men and women that drive these trucks, they have family to provide for,” Mendez said.

“They’re making the sacrifice to be on the road and doing these long hauls, because the money is promised. “And there’s money to be made. But you have to be rolling.”

[Fatal car accidents involving commercial trucks have surged in Dallas-Fort Worth Metroplex](#)

West Dallas residents fight concrete batch plants

City officials are now looking into developing plans to address batch plant operations in Dallas.

By Everton Bailey, Jr., Dallas Morning News

Raúl Reyes Jr. says he's amazed how the odors in West Dallas haven't changed much since he was a kid.

Some days, a smell akin to tar from an asphalt plant can fill your nostrils. Other times, it can be sulfur from the concrete plants leaving behind the scent of rotten eggs. Depending on which way the wind is blowing, it could be both, he said.

Dust from the concrete batch plants can also fill the air, leaving a haze — particularly on parts of Singleton Boulevard. Reyes says he and other residents have had enough.

"I've lived here all my life, raised three kids here, and if they want to raise kids here I want them to breathe clean air," said Reyes, 47. "It's never gonna happen with all these plants here."

As redevelopment continues across the city, concrete batch plants provide materials used for the foundations of new roads and buildings.

But the facilities can cause noise and air-quality concerns for residents. And they can be grouped in neighborhoods predominately made up of low-to-middle-income residents of color.

In recent months, Reyes has helped lead a coalition of area residents and neighborhood associations called West Dallas 1 that have played a role in shutting down two batch plants only about 3 miles west of downtown.

Residents and supporters are also trying to stop an asphalt plant from operating in the area and are working to prevent a new temporary concrete batch plant from setting up there.

Reyes and Kathryn Bazan, an East Dallas community organizer who has aided West Dallas 1's efforts, attribute their success to community pressure on city and state elected officials through emails, phone calls and complaints to 311, the city's non-emergency line.

Now, the city is looking into developing plans to address batch plant operations in Dallas. Many of them involve fostering more public awareness of where the plants are located and how the permitting process works.

Reyes said the pandemic has helped spark many in the community to act.

Bazan, who used to work for the Texas Commission on Environmental Quality, said the fight can feel never-ending.

"The reward for successfully denying an industrial operator is that you get to do it all again next week because they don't stop coming," she said. "But it's about addressing these historic issues that have affected communities of color for generations."

Lasting impacts

Industrial manufacturing and its environmental impacts have a long history in the West Dallas area.

A concrete plant was built in the early 1900s and supplied the materials to the city of Dallas before the site was incorporated. Villages such as Cemento Grande and Cemento Chico were built around the site for workers, most of whom were Mexican immigrants.

Campo Santo de Cemento Grande, the first Hispanic cemetery in the county, is [one of the few remaining landmarks of the site](#). It was originally on land the plant company had donated as a community cemetery for its Hispanic employees.

From the 1930s to the 1980s, a major [lead smelter plant owned by the RSR corporation operated in West Dallas](#). Testing in the '70s found high levels of lead in children living near the plants. [Contamination was also found in the soil at schools, parks and homes](#).

RSR closed in 1984 and later agreed to pay more than \$35 million to nearly 1,000 children who lived near the plant while it was operating and may have suffered from exposure to lead. The U.S. Environmental Protection Agency [declared it a federal Superfund cleanup site](#) in 1992. It has since been cleaned up.

Nearly 27,000 residents live in 75212, the same West Dallas zip code as Reyes, according to census estimates. The population is 60% Hispanic and 28% Black. The median household income is \$36,212, close to half the \$70,281 for the median income rate in the metroplex. A quarter of residents live below the poverty line.

A [report released last year by Paul Quinn College](#) found the air pollution in that zip code is among the worst in the city, largely attributed to the historic industrial zoning near area neighborhoods.

Reyes said he hopes a study will be conducted to specifically focus on residents of West Dallas and the effects air pollutants from area plants have had on them.

"We all know it's happening," he said. "But until we have more data, it's easier for people to act like it isn't happening."

Changing landscape

Manufacturing sites in West Dallas are bumping up against new development.

Thirty-eight batch plants hold active permits in Dallas, according to the city. Records from the TCEQ show at least five concrete manufacturers permitted in the 75212 zip code.

Batch plants combine cement, sand, water and rocks to create concrete. The materials are loaded into large drum trucks, mixed with water and driven to construction sites.

Reliable Concrete and Latino's Ready Mix Concrete, the two plants West Dallas 1 lobbied to stop, sit next to each other on West Commerce Street just off of Sylvan Avenue. Trees, brush and railroad tracks divide the plants from single-family homes around 200 feet to the north.

Neither company had a city permit that would have allowed them to operate in the area.

The city sued the company that owns Reliable in May, alleging Dallas city, development and fire code violations. They included not keeping buildings and equipment in proper operating condition, illegal land use and causing loud noises and vibrations at times or days not allowed by city rules.

A court injunction in October ordered the plant to stop operating. The company could face more sanctions if evidence is found that it is not complying with the order during a scheduled inspection on Dec. 31, records show.

Latino's Ready Mix's city-issued permit to operate expired in May — 18 months after city officials renewed its credentials under the condition that it move by the time its operation agreement ended. The company applied for a new permit and kept operating without a valid one until Dallas' Plan Commission and City Council formally denied the renewal request in November.

The council vote included a condition that bans Latino's from re-applying for a city permit to work on that property for two years.

In an interview with *The Dallas Morning News*, Dionicio Martinez, owner of Latino's Ready Mix Concrete, said dust is unavoidable working at a concrete batch plant but that he didn't believe the impacts are as severe as he has heard.

He said he started the company in that neighborhood about 20 years ago, paying \$250,000 for the 1.3-acre property long before residential construction had increased in the area. Dozens of townhomes have been built within the last five years on a bluff that overlooks the plant.

The City Council in April approved a [\\$1 billion mixed-use project on about 45 acres that runs south from Singleton Boulevard](#) near Vilbig Road to the railroad tracks close to West Commerce Street. Developers have proposed building thousands of new homes, retail and entertainment space and a lagoon.

Martinez said his company is still looking for a new site, but estimates it could cost up to \$3 million and isn't sure if his business can afford it.

City records show the company didn't receive its first five-year permit to legally operate in the area until 2009. But since then, home construction in the area has grown so much that the plant is no longer "compatible," according to a city staff report recommending a permit denial.

"The volume of concrete trucks on nearby roads considerably damages asphalt pavement and creates debris on the road and dust clouds while operating on unimproved surfaces," the report said.

The company owns eight trucks that can hold up to 20 tons of concrete. The plant averages two to four truckloads an hour, making 30 to 40 trips a day.

Now 65, Martinez said he has worked at concrete plants since he was 15 years old. About half of his more than a dozen employees are relatives. He said he hasn't seen any health issues as a result of working at the plant.

He acknowledged the city telling his company to leave after its specific use permit was renewed in 2019, but said COVID-19 caused shutdowns six months later and hampered efforts to relocate.

"At that point, I was trying to focus more on how my company is going to survive," Martinez said.

“I get the concerns of the community, and I can’t really blame them,” Martinez said. “It’s just sad that it happened to us, that the process happened the way that it did, and that we’re getting no help from the city to help us move.”

Efforts continue

West Dallas 1 is among the groups that have lobbied against a request from Lattimore Materials Corp. to TCEQ to build a temporary concrete batch plant on Singleton Boulevard. The proposed site is around 1,000 feet south of an elementary school.

The proposed plant would emit air contaminants, including particulate matter such as aggregate, cement and road dust, according to a [TCEQ notice about the permit](#).

The environmental agency hasn’t made a decision yet on the company’s request for an air quality permit.

Area residents have also been trying to argue their case for [denying the renewal of an air quality permit from GAF](#), a roofing materials company with an asphalt shingle plant also on Singleton Boulevard. That site is about a mile and half away from Lattimore’s proposed plant. It’s also near homes, a library branch and a school. TCEQ hasn’t yet decided on that permit, either.

GAF is based in New Jersey and is one of the largest roofing manufacturing companies in North America. [Another analysis by Paul Quinn College in 2019](#) using TCEQ data found the GAF site among the top polluters in Dallas County, including of sulfur dioxide. The gas can make breathing difficult and can impact children with asthma, according to the EPA.

City officials are weighing options such as maintaining a public map of existing and proposed concrete batch plants, using social media and newsletters to notify residents of pending plant applications received by the TCEQ, and posting information where complaints can be filed.

The city also is considering zoning changes to better define where plants could be allowed and pushing for legislative changes to address their impacts on neighborhoods.

Reyes said he is hopeful that progress can be made, but is concerned longtime residents will be priced out before they can see the benefits.

Everyone, he said, from new residents coming in to those who have been in the area for decades should be able to experience a better quality of life.

“The question is, does the city have the courage to correct these wrongs in communities like West Dallas?” Reyes asked. “They say when you know better, you do better. It’s time that happens.”

Dallas Morning News

Dallas rebranding Valley View mall area to attract global business, residents

The North Dallas area, which includes the Galleria, is now being called the International District

By Everton Bailey Jr.

Dallas is rebranding a 440-acre area that includes the Galleria and [demolished Valley View mall](#) as the International District.

It's the latest step in a long-planned redevelopment of the North Dallas area that officials now say will become the city's cultural hub and attract new global businesses.

The estimated \$4 billion redevelopment project has been discussed since 2011, and a plan was formally approved by the City Council two years later. The goal is to turn the area north of Interstate 635 between Dallas North Tollway and Preston Road into a mixed-use walkable neighborhood. It will include a 20-acre park, 10,000 new homes, restaurant, arts and entertainment venues, and eventually a DART light rail connection.

A new Dallas ISD school and centers dedicated to helping businesses could also come to the area. The city is looking to get local developers, businesses and private partners to help pay for the project.

The [Valley View mall](#) opened in the 1970s. [Most of it was demolished](#) by 2019.

A \$1 billion bond package approved by Dallas voters in 2017 includes \$6 million set aside for the park.

The project was previously dubbed Dallas Midtown, but polling showed "International District" resonated most with residents, said Suzanne Smith, a project consultant with Social Impact Architects.

Progress on redeveloping the area has been slow since the council approved the plan in 2013, but city officials point to the rebranding and recent developments as positive signs it is moving forward.

In a statement, Dallas Mayor Eric Johnson described the project as a great opportunity to "boost our city's presence on the global stage while also transforming an underutilized area into an amazing gathering place that all of our residents can enjoy."

Johnson during his [state of the city speech in November](#) said he felt the city needed to be more aggressive in its economic development efforts to be a statewide, national and international leader.

Council member Jaynie Schultz, who represents the area, said the project would allow Dallas to be competitive with northern suburbs and could bring millions in tax revenue to the city. She noted it's about 20 minutes away from DFW Airport and Dallas Love Field.

"We've lost so many corporate relocations, we've lost residents, and this is our chance to get some of that back. As well as the new people that are pouring into Dallas," Schultz said. "It's really important that we embrace this area as a citywide opportunity."

Voters in November [approved a part of a \\$3.7 billion Dallas ISD bond package plan](#) that includes \$75 million for a new northern Dallas school that city officials hope comes to the area.

The City Council in April approved buying a two-story office building with nearly 54,000 square feet of rentable space for almost \$5.7 million that could be the short-term site of a new international cultural center. It could eventually be demolished to make more room for the new park, officials say.

City officials said it's one of five properties they need to buy to secure the park space. Schultz's District 11 office is based in the building. The funding came from a combination of bond and tax increment finance money.

The council in June also approved a \$4.5 million construction project on Montfort Drive from I-635 to Alpha Road that would decrease vehicle lanes from six to four and add water and wastewater improvements as well as bike lanes and other road and traffic changes. That project is estimated to be done by the end of 2022.

Spectrum News

66-mile Fort Worth-to-Dallas 'superhighway' bike trail stirring anticipation of 2023 completion

By Stacy Rickard Dallas

A 66-mile [continuous regional bike trail](#) from downtown Fort Worth to downtown Dallas: It's been in the planning for two decades and it's finally just a couple years from completion.

[North Central Texas Council of Governments](#) Senior Program Manager Karla Windsor knows firsthand how patient bikers have had to be. Back in 2013, she pushed for the mayors of the five major cities — Fort Worth, Arlington, Grand Prairie, Irving and Dallas — to commit to this "superhighway."

"We needed to do something to get this thing moving and get some momentum behind it. So, we brought in the mayors and we said 'there's a lot of places where we could build trails in the region, we think this is important. It'll bring economic development. It'll bring tourism. What do y'all think?' And they were really supportive of it and said, 'let's focus our energies here,'" Windsor said.

She hopes this will get even more people from outside the Dallas-Fort Worth area into the region, even people from across the United States. Windsor said it will be a "jewel" for the state of Texas.

"We really want this to be a statewide attraction. We want you to come visit DFW and come rent a bike or ride this trail because it's going to connect to science centers, it's going to connect to all kinds of nature preserves, it's going to connect kayak launches, it's going to connect to entertainment districts. The novelty of this Fort Worth to Dallas trail and just being part of it will encourage more people to get out and be more active," Windsor said.

Windsor said while the rate of statewide bicyclists is low, it's not as low as you may think. Data only counts bike commuters to and from work, not the little trips taken to the store or laundromat, etc.

"Now we have bike counters on several of the trails. And we've been counting for the last several years how many people are out riding the trails. During the pandemic, the numbers exploded. The numbers on the road, on transit, on the airport dropped dramatically and bike shot up over 60%. So, we know that there's latent demand out there. We know that when people want exercise, thinking about mental health, thinking about social distancing, the trails were a great alternative to that and the numbers are still really high," Windsor said.

The Fort Worth to Dallas Regional Trail will hopefully have counters across the trail to stoke some friendly competition between the cities. Windsor also hopes to have a name and branding for this lengthy trail, and input is being solicited from regional stakeholders and the public about this.

"We're talking about putting dynamic counter signs in all five cities and sort of starting the clock and seeing which city has the most activity or the most people out there," Windsor said. "And we're currently in the middle of a branding project. We've hired Alta Planning + Design to come out and figure out a signature name to connect the five cities. They each have unique trails which are fantastic, but how do you know you're on something special that connects the five cities?"

In terms of when we may see the 66-mile trail fully complete? It'll be here in no time, by the end of 2023.

"The southern alignment of the trail is fully funded and the final piece connecting Fort Worth and Grand Prairie is currently under design and environmental clearance. They hope to go to construction in the end of 2022 or early 2023. And hopefully the full trail from end to end will be available by the end of 2023. That's our current goal," Windsor said.

The completion date is welcome news for Chris Garcia and his son Nicholas. The pair is a classic father-son duo working at [Red Star Bicycles](#) in the Design District in Dallas. Garcia also has a second location located in Deep Ellum. Garcia is eagerly awaiting the opening of a 66-mile superhighway bike trail that will run right behind his shop all the way to Fort Worth. In fact, that future trail is the very reason he opened Red Star about a decade ago.

"We picked this first location about 10 years ago because we knew about the big plans. The connection that we need from here to Fort Worth, it's not even finished yet, but people are excited already to ride it. Everybody's been expecting for this trail for almost 15 years now, to be done," Garcia said. "Of course, having this big connection from Dallas to Fort Worth, that's going to be the biggest exposure for a bike trail in Dallas. Once it's done, it is going to keep bringing more people, more business."

D Magazine

Creation Equity to Begin Construction on Industrial Development Mesquite 635

Plus: Transwestern begins construction on nearly 2 million square feet of industrial space; Colliers transacts a 260,000-square-foot office space along North Central Expressway; and more.

By Ben Swanger

Creation Equity, in congruence with sister company LGE Design Build, will break ground in Q1 of 2022 on Mesquite 635, a 3-building, 555,790-square-foot industrial park located on the southeast corner of Interstate 635 and Highway 80.

Mesquite 635, a joint venture between Crow Holdings Capital and Creation, an alternative investment and real estate development firm, will offer three buildings of 159,728 square feet, 156,144 square feet, and 239,918 square feet. Stream Realty Partners' Managing Director Matt Dornak and Vice President Ryan Wolcott will oversee leasing.

"The east side of the Metroplex is seeing a major uptick in industrial demand," Dornak said. "But few opportunities are available, and the future development pipeline lacks for tenants ranging from 30,000 to 200,000 square feet. Mesquite 635 fills the market gap offering best-in-class industrial space to accommodate tenants 35,000 to 240,000 square feet. Being located at Interstate 635 and Highway 80 is the single-most attractive attribute of this project, which can serve the supply chain locally, regionally, and nationally."

Pre-leasing demand for the project has already begun.

INDUSTRIAL

Transwestern has begun construction on nearly 2 million square feet for two separate projects in Fort Worth and McKinney. Encompassing 1.02 million square feet is Cowtown Crossing, a three-building logistics center located at the intersection of Highway 287 and I-35W in Fort Worth. It is scheduled to be delivered in late 2022.

Totaling 945,000 square feet is McKinney National Business Park, which comprises 64 acres and five buildings located adjacent to the McKinney National Airport. Transwestern's Denton Walker and Wilson White will lead efforts on both projects.

Urban Logistics Realty has announced a plan to develop Urban District 35, a four-building, 440,663-square-foot industrial park located in Denton. Jason Nunley, Adam Herrin, and Drew Feagin with Urban Logistics will oversee the development of the project with the leasing and marketing assistance of Andrew Gilbert, Keaton Brice, and George Jennings of Holt Lunsford Commercial.

Construction is expected to be completed by Q4 of 2022.

CBRE has arranged the sale of Mercantile Distribution Center 40, a 182,500-square-foot distribution center located in North Fort Worth and less than two miles from I-820 and I-35 West. The facility is fully leased to a single tenant. New Jersey-based Faropoint purchased the property from Austin-based Marbella Interests. Randy Baird, Jonathan Bryan, Ryan Thornton, and Eliza Bachhuber with CBRE arranged the transaction on behalf of the seller.

Billingsley Company announced that Zuri Furniture has inked a 10-year lease on 270,686 square feet at Austin Ranch located at 601 Tittle Drive. The warehouse is currently under construction and is expected to be delivered by March 1. Chad Albert from Robert Lynn Company represented Zuri Furniture and George Billingsley represented Billingsley Company.

White Box Real Estate represented Factory Blue in its lease negotiations of a new 23,339-square-foot warehouse located at 5200 E Grand Avenue in Dallas. Ben Crancer, Evan Hammer, and Brendan Zrowka represented Factory Blue in the transaction, and Cannon Shoults and Mitch Cantwell represented the landlord.

OFFICE

Colliers has finalized the transaction of a 260,000-square-foot office space located along North Central Expressway bordered by Walnut Hill to the south and Royal Lane to the north. The building was acquired by Bradford Companies.

Richmond Collinworth, first vice president of Bradford, represented the buyer, who will invest \$8 million to upgrade the 16-story, class A office project. Construction will commence in Q1.

Williams Mechanical has leased 9,904 square feet of flex space in Las Colinas Business Park, located at 6025 Commerce Dr. in Irving, from DFW Gateway. Jared Laake, vice president of Bradford Commercial Real Estate Services, and Erik Blais, first vice president, represented the landlord. Anthony Enih of RE/Max Legacy Living represented the tenant.

XL Parts has leased 7,744 square feet of flex space in Whitlock Business Center II, located at 1235 Whitlock Lane in Carrollton, from Kennington Whitlock 2. Brian Pafford, executive vice president and managing partner of Bradford Commercial Real Estate Services, represented the landlord. Dave Peterson of NAI Robert Lynn represented the tenant.

Upside to Youth Development dba Holistic Therapeutic Services leased 4,478 square feet at 12850 Hillcrest Road in Dallas. Lynna Smith represented the landlord, Hartman Income REIT.

Irving Charismatic International Church has renewed 3,269 square feet of flex space in Las Colinas Tech Center, located at 2108 Hurd Dr. in Irving. Jason Finch, vice president of Bradford Commercial Real Estate Services, represented the landlord, Las Colinas Industrial, in the direct deal.

Turn Medical has leased 2,471 square feet of office/warehouse space in Commerce Park, located at 8401-8432 Sterling St. in Irving, from Commerce Park Owner. Jason Finch, vice president of Bradford Commercial Real Estate Services, and Michael W. Spain, executive vice president and managing partner, represented the landlord. Bo Puckett of JLL represented the tenant.

Kid Pro has leased 1,159 square feet of office space in White Rock Tower, located at 6510 Abrams Rd. in Dallas, from AG Commercial Management. Melanie Hughes, senior vice president of Bradford Commercial Real Estate Services, and Erik Blais, first vice president, represented the landlord in the direct deal.

RESIDENTIAL

Bloomfield Homes, in agreement with the City of Anna, will be developing a 390-acre mixed-use development west of U.S. Highway 75 and south of Farm-to-Market 455. Up to 969 single-family homes will become available, alongside commercial properties, multifamily developments, and a professional campus. The project will generate more than \$600 million in taxable value with a sales tax revenue of \$1 million for the City of Anna.

Banyan Residential has broken ground on Banyan Flats, a 289-unit apartment community located at 2022 N. Beckley Avenue. within the Bishop Arts District. Units will range from 415 square feet to 1,425 square feet. Banyan is partnering with Bridge Investment Group on the project and J.P. Morgan provided financing. The apartments will be designed by JHP Architecture.

RETAIL

David Dike Fine Art has leased 6,300 square feet of retail space in Alpha Plaza, located at 4887 Alpha Rd. in Farmers Branch, from Kennington Alpha Plaza. Melanie Hughes, senior vice president of Bradford Commercial Real Estate Services, and Elizabeth Hooper, market director, represented the landlord. Mike Smith of Mike Smith & Co. represented the tenant.

Game Show Battle Rooms has leased 5,040 square feet of retail space in Alpha Plaza located at 4887 Alpha Rd. in Farmers Branch, from Kennington Alpha Plaza. Melanie Hughes, senior vice president of Bradford Commercial Real Estate Services, and Elizabeth Hooper, market director, represented the landlord. David Wilganowski of Mercer Co. represented the tenant.

Bella Bra Shop has leased 3,600 square feet of retail space in Alpha Plaza, located at 4885 Alpha Rd. in Farmers Branch, from Kennington Alpha Plaza. Melanie Hughes, senior vice president of Bradford Commercial Real Estate Services, and Elizabeth Hooper, market director, represented the landlord. Angela Hawkins of Capstone Commercial Real Estate Group represented the tenant.

Hillside Village in Lakewood has added nine tenants to its shopping center lineup ranging from toy stores to health and wellness services. Tenants include Froggie's 5 & 10 and Betty Lou, F45 Training, Ferrari Orthodontics, Pet Bar, Parlor's Handcrafted Ice Cream, Susie Cakes, Boardroom Salon, and Massage Heights.

Dallas Morning News

Developers take more land near Celina

Property buy will add to 800-acre holdings.

By Steve Brown

Developers that recently purchased a big tract of land near Celina have added to their holdings.

The more than 700-acre Legacy North Ranch property sold in November. It's along the route of the Dallas North Tollway extension at Legacy Drive, west of Celina's historic business district.

Now the group that acquired the property, a partnership set up by Kishore Kancharla, Anil Mallavarapu, Janradhan Reddy and Sunitha Kosuri of the Arkons Group, has added more to the project.

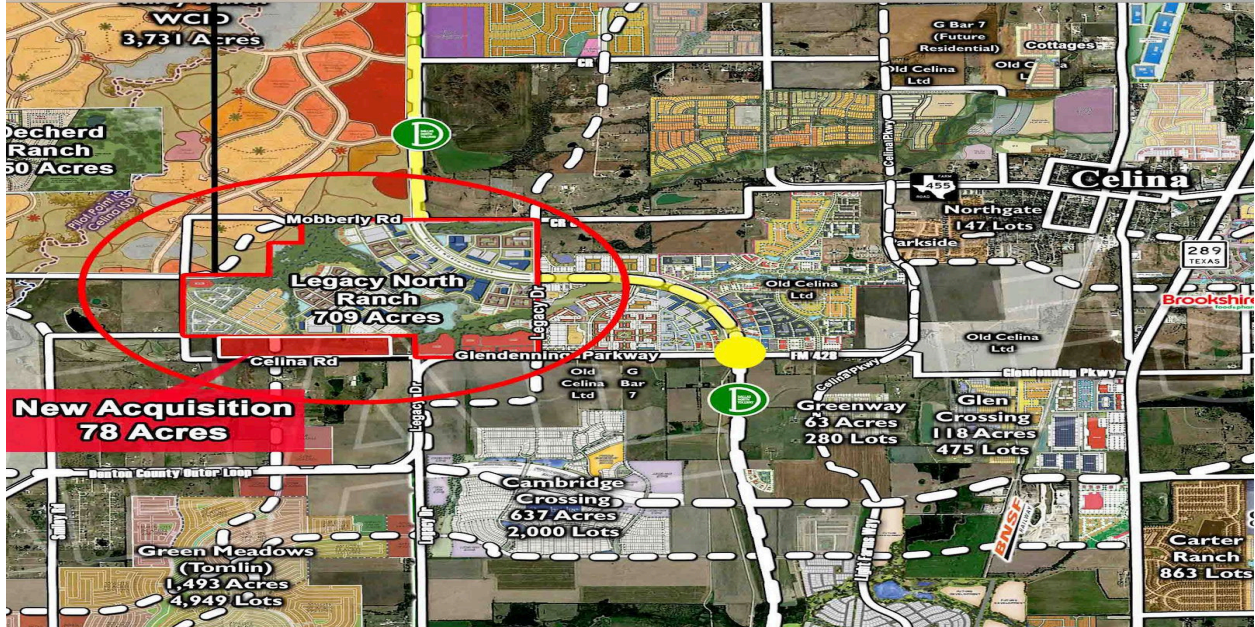
"The newest acquisition is a 78-acre site," said real estate broker Rex Glendenning, who handled the sale. "This purchase brings their project to more than 800 acres of planned mixed-use development.

"Legacy North Ranch is well-positioned for success as the tollway extension opens in late 2022."

Glendenning and Caleb Lavey of Rex Real estate handled negotiations for the sales. Developers made several big land buys along the Denton and Collin County in the Celina area in 2021.

The Legacy North Ranch land is just south of the Legacy Hills community where 7,000 homes and 4,000 apartments are planned.

Rex Real Estate brokered the sale when Centurion American Development Group purchased 1,000 acres west of Celina in September. Farmers Branch-based Centurion American now has more than 5,000 acres in that area.



The Legacy North Ranch property is along the Dallas North Tollway extension. (Rex Real Estate)

WFAA

Construction begins Monday on three-year project to improve traffic, safety on US 380

The \$140 million project covers a ten-mile stretch of the road

By William Joy

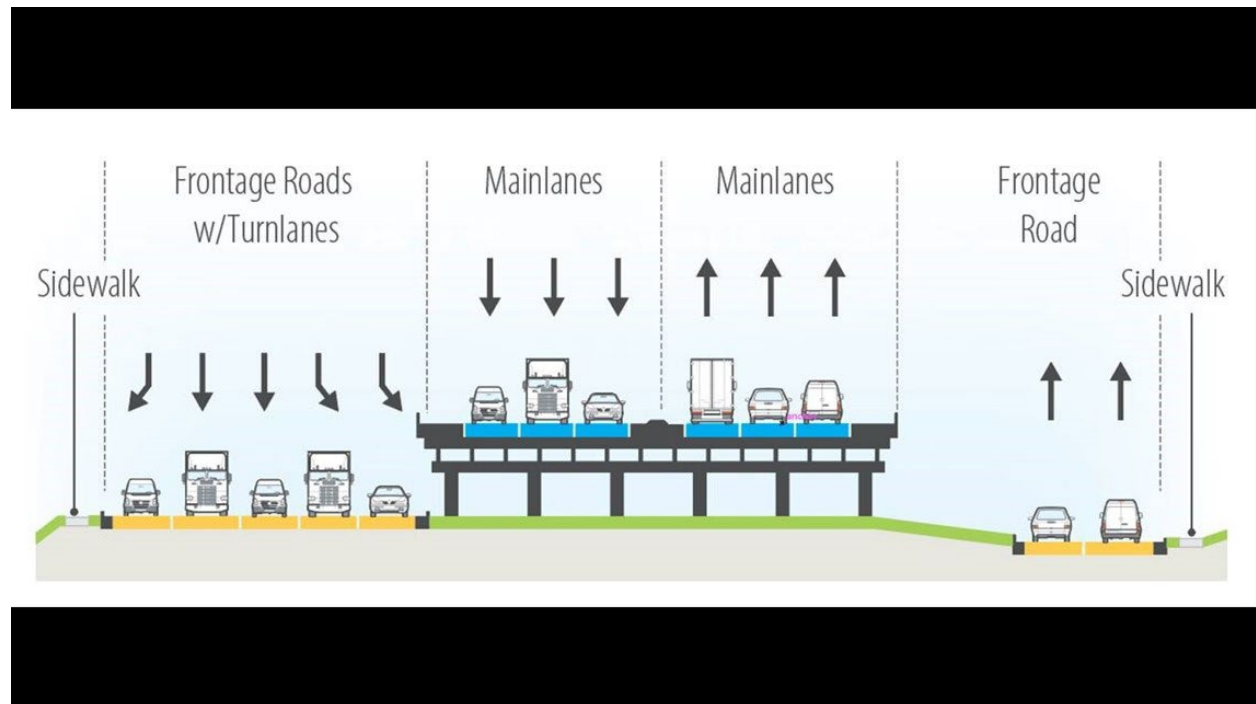
DENTON COUNTY, Texas — The Texas Department of Transportation is beginning a major road construction project along U.S. 380 in Denton County Monday.

The project spans a 10-mile stretch of the highway from U.S. 377 to the Collin County line at County Road 26.

"This is a big project," TxDOT spokesperson Tony Hartzel said. "We at TxDOT need to do something to address the demands that really are already out there while also working towards the future."

The project started the planning phase in 2016. Hartzel says the population along the corridor has grown 80% in the past decade, and that growth has meant congestion.

"It takes over an hour sometimes to get to the other end of 380 sometimes when it should be a 15 minute," Erin McCoy, who's lived in the area seven years said. "The growth is so fast."



Over the past year, crews have already started work on 377, just east of the future project. The \$140 million of improvements to 380 are expected to take three years to complete.

"The work needs to be done. It does, but three years? That's a little excessive," McCoy said.

The project will widen 380 to three lanes on both sides and also elevate the highway over five different intersections so drivers can avoid stoplights.

Frontage roads will have improved intersections and turn lanes to help separate and move traffic, too.

In the first year of the project, all traffic will be on the north side of the highway and moved to the south side in the second year.

“We really need the public’s patience and understanding and support,” Hartzell said.

“This may be my last trip over in this area for a while once they start that,” Ron Brazell, who lives in Prosper, said.

Brazell said while it’ll be painful, the project is needed.

“The traffic situation is really bad and it’s just going to get worse and worse and worse,” he said. “At some juncture what you kind of have to do is control the development and they’re not doing that.”

The other factor behind the project is safety. In May, three people were killed, and three others injured in a crash along the highway. The new work will also address the lack of a median and sidewalks.

“It’s known for being death row because no one really obeys any of the signs,” McCoy said.

Hartzel says projects are planned to have a life of 25 years of growth. The hope is the once completed, the orange cones and congestion can stay in the rear view

<https://www.wfaa.com/article/news/local/construction-begins-monday-three-year-project-improve-traffic-us-380/287-b0936e3b-312a-4c1a-993d-146c42c34381>

Waxahachie Daily Light

More growth is coming to the region and Waxahachie. Is the city ready?

By Chris Roark

The population growth in North Texas isn't slowing down anytime soon.

Last month Dan Kessler, assistant transportation director for the North Central Texas Council of Governments (NCTCOG), updated the Regional Transportation Council on the Mobility 2045 update, which includes population projections in the 12-county region for the next 25 years.

While the projections are still in draft form, they indicate that the NCTCOG region could increase its population from 7.8 million people in 2020 to 11.4 million people by 2045. Kessler said the region is projected to add 150,000 people per year.

Officials said those projections will likely be higher once the final draft is complete this spring. "Anytime you have growth rates at this rate over a period of time that we're talking about it's remarkable," Kessler said.

Each county is expected to see significant increases, with Ellis County projected to jump from approximately 192,000 people to 318,000 in that timeframe, a compound annual growth rate of 2.5 percent.

Expected to receive a bulk of that influx is Waxahachie.

According to NCTCOG data Waxahachie could see a population increase from 39,888 in 2020 to 60,266 in 2045.

But city leaders say that boon could be even more dramatic. Shon Brooks, executive director of development services, said he projects the city's population could grow to 63,000 by 2030.

He bases that using several factors, including NCTCOG data, the number of home finishes and past and current growth percentages. The growth rate in 2020 was 5 percent followed by 4.4 percent in 2021.

And while he cautions against looking too far into the future, he said preliminary projections suggest the city could reach 150,000 people by 2050.

"Would that happen? Who knows," Brooks said. "But it could."

And why not? Brooks said Waxahachie looks to be a prime spot for new residents in part because of its unique community.

"There's so much development up north that developers are looking to the south," Brooks said. "As people leave Dallas, Waxahachie is definitely an opportunity to still be close, commute to downtown and still have a good quality of life."

Brooks said there is also the opportunity to build more homes, saying Waxahachie has not yet reached the 50-percent buildout level.

Population growth drivers

While city leaders can't predict every project will be proposed for the next two decades, they already know what some of the big players will be.

One of the biggest projects expected to drive this growth in Waxahachie is Emory Lakes, a 3,000-acre mixed-use development that will be located west of Interstate 35E, south of US Business 287 and FM 875, east of Lone Elm Road and north of FM 1446.

The project is expected to include 9,000 new homes, which Brooks said could bring in as many as 30,000 residents.

"Emory Lakes will be a large source of the city's future growth," Brooks said.

Most of the residential units are expected to be single-family, with some multifamily, commercial and approximately 400 acres of open space.

The zoning for Emory Lakes was approved in April. Various other stages are upcoming, including the platting and a developer's agreement.

Brooks said Emory Lakes will likely be built in phases and that it could be 20 years before the project is built out.

Another major project is Saddlebrook Estates, which is being built at US 287 and Parks Schoolhouse Road. The 2,000-acre project will feature more than 2,900 homes – mostly single-family homes with some duplexes and multifamily. Approximately 1,000 acres are being developed now.

North Grove, located east of Highway 77 at N. Grove Boulevard, is one of the city's larger communities and still has room to grow, Brooks said. The city recently approved a final plat for The Oaks of North Grove, but Brooks said there are still approximately 1,000 acres left to develop between N. Grove Boulevard and Grove Creek Road. Brooks said that area will feature primarily single-family homes, though its mixed-use zoning will allow for some multifamily and commercial.

Among the projects that have been proposed but not yet approved are Montclair Heights, a 188.5-acre residential subdivision proposed to be located north of US 287 at the US 287/Business 286 split. The plan calls for 384 lots. Zoning approval is still needed, as is annexation of part of the land, Brooks said.

"There's going to be a lot of growth on that side of 287 if that happens," Brooks said.

A land use study is ahead for county land at the southwest intersection of Old Maypearl Road and Cunningham Meadows Road in the southern outskirts of the city. The proposal is to have 224 lots with homes on at least one acre.

In December developers Green Brick Partners proposed Haven Ranch, a 2,800-home residential development in Waxahachie's southern extraterritorial jurisdiction (ETJ), but city

leaders had concerns with the project. City Manager Michael Scott said he has not heard if the project is still on the table, and Green Brick Partners could not be reached for comment.

Handling the growth

As growth looms, Waxahachie residents often share their concerns about the upcoming boon and whether the city has enough infrastructure to handle it.

“Enough building already,” one resident said on social media. “How is our town going to handle this growth? The streets, the stores, the schools ... it’s so much too quickly.”

But city officials say they are ready. For one thing, Brooks said, the developers play a role in adding to the infrastructure.

“A lot of times we see on social media people saying that the city won’t be able to handle the growth,” Brooks said. “But what isn’t being considered is that in most instances the road network, the water and the sewer are being paid for by the developers. So, we don’t have to worry about it. If they want the development, they’re going to have to have the water and sewer and build the roads to do it.”

Officials also point to the city’s long-term planning efforts, such as the comprehensive master plan. The city is in the middle of updating its plan, which Scott said will also go a long way in addressing the future residential growth.

Part of the update is examining the future land use map and deciding what types of residential products are wanted in undeveloped parts of the city.

“Where do we see pockets of growth, and what does that look like?” Scott said. “The land use map will give us a blueprint of the areas we want to serve in the future.

“We extend the roads, sewer and water where we think the growth pockets will be,” Scott said.

James Gaertner, public works and engineering director said the city’s thoroughfare plan provides a guide as to when roads should be built or expanded to handle the future growth.

“The more development happens it justifies building those roads,” Gaertner said.

Among the roads on the city’s thoroughfare plan for the future include a connection between I-35E and Parks School House Road, an extension of E. North Grove Road to connect US 77 and I-35E, a road to connect E. Butcher Road to Washington Avenue and extending Conquest Boulevard farther south to connect US 287 and Business 287 and farther east beyond I-35E.

Some projects are planned in partnership with TxDOT, such as [Interstate 35E](#), which will take the highway from four lanes to six. Waxahachie is also in conversations with TxDOT to improve FM 664. The road north of the US 287 bypass is planned to be expanded in the future, and Gaertner said the city has inquired about improving the road south of the bypass.

But a timeline and funding sources are unclear.

Future TxDOT projects may include improvements to the US 287 frontage roads and the US 287 and I-35E corridor as well as flyovers at US 287 and I-35E.

Gaertner said the city can collect impact fees from developers to help pay for city road projects.

One example, he said, is the expansion of Farley Street from a two-lane road to a four-lane road from US 287 to Brown Singleton Park.

Scott said phased development, such as at Emory Lakes, also helps the city keep a handle on the growth.

“The current (sewer) expansion won’t be able to handle all of that, but luckily Emory Lakes is a 25- to 30-year buildout,” Scott said. “While there are limitations we’re not concerned. But we’ll hit the point where more improvements are needed to handle the growth.”

In fact, Brooks said county roads and roads in the city’s extraterritorial jurisdiction will eventually need to be improved as well.

But for now, city leaders say the city is in the position to handle the growth as long as they stay on top of it.

“It’s not something that was just sprung on us,” Brooks said. “It’s been occurring the last few years. We saw what was happening in DFW, so we knew it would be coming our way.”

Dallas Morning News

Dallas is a finalist for \$160 million Ford and Argo AI self-driving vehicle facility

The council will vote Wednesday to approve an incentive package aimed at luring the plant to Dallas.

By Dom DiFurio

Dallas council members will vote Wednesday to approve more than \$3 million in proposed tax breaks to entice Ford to bring its next self-driving vehicle facility to the city.

Ford has partnered with driverless vehicle tech firm Argo AI to develop its autonomous vehicle technology. Dallas and two cities in California are the finalists for the partnership's next facility, according to city documents.

The project is expected to create at least 250 full-time jobs, half of which would have to be for residents of Dallas in order for the company to receive the full tax and grant funding benefits of the proposal.

The location outlined in the city proposal is a plot of land just west of Dallas Love Field airport at 2335 Burbank St.

In a statement, Ford spokesperson Whitney Pineda said the company is focused on building a profitable self-driving vehicle business, pointing to its [recent efforts](#) to pilot ride hailing and goods delivery in Austin and other cities.

"Scaling this technology is key, driving us to explore a variety of cities in the U.S. to expand our self-driving services. We will share more information about our self-driving business in the future," Pineda said.

The company did not provide details about the kind of work that would be performed at the new facility.

Under the agreement up for council vote, Ford would invest \$160 million in the site, including \$2.5 million in property improvements and \$157.5 million in autonomous vehicle technology.

Ford would be eligible to receive more than \$3 million in tax breaks over five years, according to a city agenda. The company would also receive \$200,000 in grant money if the jobs it creates meet certain salary thresholds, and another \$50,000 for construction costs.

As part of the agreement, Ford would make "best efforts" to build a autonomous vehicle training program with Dallas College and the North Central Texas Council of Governments. The program may include internships or other workforce training programs as decided by both Dallas College and Ford. The agreement would also seek to have Ford create training programs for high school students with Dallas ISD and Richardson ISD.

Argo AI was founded by former leaders from Google and Uber, and Ford [announced](#) a five-year, \$1 billion investment in the company in 2017. In September, Ford, Argo AI and Walmart began testing autonomous grocery delivery service in Austin, Miami and Washington, D.C. It's also testing autonomous ride-hailing efforts with Lyft.

The Dallas Regional Chamber has said that it sees [a full pipeline of economic development deals](#) for 2022. Meanwhile, the automotive industry is pouring billions into the next generation of sustainable electric and autonomous vehicles.

Fort Worth was recently [passed up](#) by electric vehicle startup Rivian in favor of Georgia, which may have offered more aggressive tax incentives than Fort Worth.

Dallas Morning News

Dallas predicts it will need \$30 million to prevent traffic deaths by 2030

City officials say they believe the money could be enough to make street and infrastructure improvements as part of Dallas' Vision Zero goals.

By Everton Bailey, Jr.

Dallas officials say they believe it will cost \$30 million to make streets safe enough that no one will die in crashes by 2030.

The price tag comes with a difficult task. Statistics show Dallas is among the more deadly cities for traffic-related fatalities in the U.S.

The Dallas City Council approved the goal in 2019 and gave city workers two years to come up with a plan on how to get there. The city's transportation director presented the proposal last week. Council members will vote on the roadmap this spring.

The [Vision Zero plan](#) is part of an international road safety movement that originated in Sweden. Several cities around the country, including Houston, San Antonio and Austin, have already created and adopted their own plans. The plans mainly consist of strategies meant to improve how roads are designed and how traffic laws are enforced as well as increasing public awareness.

In Dallas, the recommendations call for changes such as better street lighting and lowering speed limits to 25 mph on residential streets. More sidewalks and paths, as well as new road configurations that could include speed bumps, fewer vehicle traffic lanes and more bike lanes are also on the table.

The base speed limit on most neighborhood streets is 30 mph. A state house bill proposed last year to drop the speed limit on residential streets to 25 mph [failed to get support](#).

The suggestions also call for more police patrolling areas with frequent crashes as well as a citywide public awareness campaign on pedestrian safety and the dangers of speeding and drunken driving. Another step would involve tracking yearly progress in trying to prevent deadly crashes.

Solutions too 'car-centric?'

Several council members said they didn't believe the recommendations were urgent enough and called them too car-centric. Employees, for example, suggested the end of 2023 as a target for when the city can update street design standards to emphasize safety and create uniform pedestrian crossings.

"It's not aggressive enough given that lives are at stake here," said council member Chad West.

City Manager T.C. Broadnax warned against rushing work to analyze, plan and implement a citywide traffic safety strategy. The city also needs to balance all the competing interests, proposals and projects that the council wants to move forward, he said.

"If we set unrealistic timelines, regardless of the desires of the council or frustration, it never ends well for us," Broadnax said.

An estimated \$30 million to achieve zero traffic deaths could be sought through a future bond that would require voter approval, Gus Khankarli, Dallas' transportation department director, said during a presentation to the City Council last week.

In the meantime, at least \$850,000 a year would be needed after Dallas' Vision Zero plan is in effect to improve pedestrian crossings and do more work to collect and analyze data related to speeds around the city, he said.

Separate costs could come later this year and next year to pay for a study on city speed limits and for a consultant to create a public safety awareness campaign, Khankarli said.

Scope of problem

Dallas, the nation's ninth largest city, has been in the top five for most annual traffic deaths almost every year between 2015 and 2019, according to the most recent data available from the [National Highway Traffic Safety Administration](#).

The one year it wasn't, 2016, the city ranked sixth in traffic deaths.

The fatal tally in Dallas mostly rose over that time period from 174 in 2015 to 199 in 2018. It decreased to 182 in 2019.

The city ranks just as high in the number of pedestrians killed, according to the agency. In 2019, pedestrians made up a higher percentage of traffic deaths in Dallas than in Houston and Philadelphia.

State transportation department data in recent years show more people die in traffic crashes in Dallas than in any Texas city except Houston.

Dallas saw 225 deaths [in 2020](#) compared with 274 in Houston, 151 in San Antonio and 112 in Fort Worth, according to state data.

Dallas Police Sgt. Warren Mitchell told *The Dallas Morning News* that the department responded to fewer crashes where people were injured in 2021 (696) than in 2020 (999). He said it hasn't yet been confirmed what factors led to a lower tally last year.

"Theorizing, I would speculate in 2020 less people were driving on the roadways. This led to higher speeds, which resulted in more injuries when accidents occurred," Mitchell said.

Houston, San Antonio and Austin already have adopted Vision Zero plans. All three cities had higher traffic fatalities in 2020 compared with the year before, state data show.

Dallas' goal of ending traffic deaths is happening alongside various other road-related initiatives meant to improve safety. They include the police department [trying to crack down on street racing](#) and the public works department coming up with strategies to add more sidewalks in the city.

Dallas has more than 2,000 miles of missing sidewalks, and many other existing walkways are in poor condition. The city estimates it'll cost \$1 billion just to fill in the thousands of miles of sidewalk gaps and nearly another \$1 billion to maintain the existing walkways over the next 40 years.

Fort Worth Star-Telegram

Faded lines, few sidewalks and bad lights. These are Fort Worth's most dangerous roads

By Harrison Mantas

Data from the Fort Worth Police Department shows the majority of car accidents in 2021 occurred inside Loop 820. The most prominent areas were the north side, southeast, and southwest Fort Worth. This follows a December 2021 report from the city's department of transportation and public works listing the top 10 roadways for vehicle, bicycle and pedestrian accidents.

Faded lane lines, few sidewalks, and limited street lighting were common features among these streets. Oscar Sutphen has lived at the corner of Glen Eden Drive and South Riverside Drive for the past 13 years.

"From Campus to Berry Street it's a raceway," Sutphen said. The stretch of South Riverside from Rodeo Street to East Berry Street has had 17 vehicle collisions in the past five years, according to data from transportation and public works. This includes an August 2019 crash that took the lives of three Trimble Tech High School graduates. The intersection at Glen Eden Drive and South Riverside Drive is tricky because of the convergence with Rodeo Street.

Sutphen said drivers will often fly through a stop sign on Rodeo Street and wind up crashing into traffic from either Glen Eden or Riverside. "They're trying to beat the traffic and try to avoid hitting somebody coming down the street and they end up in my yard," Sutphen said. He said this has happened at least three times. District 8 council member Chris Nettles, whose district includes South Riverside Drive, said car accidents have been a big issue for his constituents.

He wrote in an email that the city's infrastructure has not kept up with its explosive growth, and this has been an issue for a lot of council members going into the May 2022 bond election.

"We need to do a thorough traffic safety investigation of the streets notorious for vehicle/auto crashes. It's ridiculous that we have residents dying every week just because we don't have the money," Nettles wrote. In the north side, Rafael Hernandez works at his family's car lot on the corner of Northeast 28th Street and Oscar Avenue. He said neighbors will drive their cars to cross the street to use the laundromat rather than chance it by walking across.

Northeast 28th Street between Main Street and Interstate 35W technically is a state highway, and Hernandez said motorists treat it as such. He said there will often be accidents at the traffic light outside his family's car lot from people speeding and not paying attention. "I know we've had this fence taken down at least three times since we've been here," Hernandez said.

District 2 council member Carlos Flores, whose district includes Northeast 28th Street, said the city is looking at the use of speed tables to slow down traffic. These are wider versions of the traditional speed bump that slow down traffic while doing less damage if a car hits them slightly too fast.

Flores said speed tables could also be used to protect pedestrian crosswalks either by framing a crosswalk with two speed tables or making a crosswalk out of a speed table to raise pedestrians up so they're more visible to oncoming traffic. The council is getting briefed on this and other speed control measures during Tuesday's meeting of the Mobility: Transportation and Infrastructure committee, a transportation and public works spokesperson wrote in an email.

The city adopted a policy in 2007 to phase out speed bumps except in neighborhoods that chose to keep them, Mayor Pro Tem Gyna Bivens said. She said the city needs to do more to address resident concerns about road conditions. "We have to figure out something to make people at least know that we're acknowledging their concerns and not always be so defensive about what we already have in place," Bivens said.

The city launched the MyFW app in 2019, where citizens can report issues with roads, streetlights and other code violations. Bivens said she advises residents to copy her on emails to city staff to get expedited responses to their problems. The city last evaluated its 8,000 lane miles of road in 2016, according to transportation and public works. The city uses this data to make decisions about how to maintain or rehabilitate the roads. The city is in the middle of a new assessment, a TPW spokesperson wrote, and expects to have complete data this fall.

Here are the top 10 streets for injuries involving vehicles over the past five years, according to the city of Fort Worth:

1. Northeast 28th Street from North Main Street to North Freeway: 18 crashes*
2. South Riverside Drive from East Berry Street to Rodeo Street: 17 crashes*
3. Main Street from East Long Avenue to Northwest 28th Street: 15 crashes
4. University Drive from Jacksboro Highway to West 5th Street: 12 crashes*
5. Altamesa Boulevard from Woodway Drive to McCart Avenue: 8 crashes
6. Southwest Loop 820 Frontage Road from Granbury Road to Westcreek Drive: 8 crashes
7. Henderson Street from White Settlement Road to West Belknap Street: 6 crashes
8. Miller Avenue from Eastland Street to Killian Street: 5 crashes*
9. McCart Avenue from Park Hill Drive to West Berry Street: 5 crashes*
10. McCart Avenue from Sycamore School Road to Columbus Trail: 5 crashes*

(* means at least one crash was fatal)

Dallas Morning News

Can Texas build high speed rail? We are about to find out

State Supreme Court will hear eminent domain suit.

By Dallas Morning News Editorial

For our state to continue to progress as a national leader, we need to continue to trust the private market to develop creative and innovative solutions for major public needs.

We have seen how this strategy has helped attract business and residents. Private companies are now launching people into space from Texas soil, for goodness' sake.

But the intersection of the private market and the public domain is assured in important ventures around transportation, energy and other critical industries where Texas is leading.

One such case is going to the Texas Supreme Court today, and it involves what could be an international leap forward in transportation for two of the state's leading cities and really for the country as a whole.

We are talking about the long, ongoing effort to construct a high-speed rail line between Dallas and Houston. This editorial page has supported the plan because it is not a taxpayer-backed pipedream. It is instead a serious plan to construct a 200-plus mph bullet train between Dallas and Houston using private investment funds.

The fact that the case is before the Supreme Court now is strange, [given that the justices declined to hear it last year.](#) only to reconsider after the fact.

The question before the Supreme Court is critical, and one no one takes lightly. Should the two entities behind the train, Integrated Texas Logistics and Texas Central Railroad and Infrastructure, be considered railroads or interurban electric railways under the law given the fact that they do not currently operate rail lines in Texas?

The answer is important because it determines whether these entities would have the right of eminent domain that is sure to be necessary in negotiating the purchase of some tracts of land as right of way.

The 13th Court of Appeals has already determined that, under state law, the companies do qualify as railroads. We agree.

The Leon County landowner suing Texas Central claims that because the company doesn't operate a rail line yet, it should not be considered a railroad. But the law doesn't require present operation. It requires a reasonable probability that the company will operate as a public "common carrier" in the future. Texas Central has satisfactorily demonstrated that it actually can get this train built.

Attorney General Ken Paxton recently weighed in on behalf of the landowner in a brief that falls short on its interpretation of the law. What's more, it falls short on its support of innovation and growth in Texas, something that we need elected officials in this state to get behind and stay behind.

We do not doubt that the power of eminent domain must be used carefully and responsibly. Texas Central has been careful to route its path mainly along existing rail right of way. And where it will cross private land, it will do so within a 100-foot-wide corridor.

The law here is plain. And the potential benefit to the state is clear. Failing to let this project go forward is a stop signal on our state's future.

Herald Banner

Commissioners to receive update on thoroughfare plan

By Brad Kellar

The Hunt County Commissioners Court intends today to receive the latest update on the county's thoroughfare plan.

Edmund Haas, vice president and transportation planning manager for consultant engineers Freese & Nichols, is scheduled to present the information during the regular session, which starts at 10 a.m. in the Auxiliary Courtroom, 2700 Johnson St., in Greenville.

The session will be open to the public and also conducted via telephone and/or video conference and streamed at www.huntcounty.net/page/hunt.health_services.

Haas presented the most recent update of the plan during public meetings in July 2021.

Many of the proposed thoroughfares in the plan focused on expected growth to the west of Greenville and included several east/west routes compatible with projects already included under the county's \$24 million 2016 road bond package and TxDOT's plan to expand Interstate 30 between the Rockwall and Hopkins County lines.

The Hunt County plan was designed to coordinate with similar plans already being adopted by cities in the county as well as plans and programs of adjacent counties and from TxDOT and the North Central Texas Council of Governments.

The Hunt County plan takes into account the county's current growth of approximately 2% a year and a cumulative 20% or more through 2045.

The most recent update, as presented last summer, is available online at <https://tinyurl.com/3w26ym65>.

City of Fort Worth

DFW High-Speed Transportation effort moves into environmental study

The proposed high-speed transportation project between Dallas and Fort Worth has moved into Phase 2, focusing on route alignment, potential station locations and – most importantly – potential social and environmental impacts.

The route alignments to be evaluated run along I-30 between downtown Dallas and downtown Fort Worth, with a stop in the Arlington entertainment district.

The technology that will be evaluated is High-Speed Rail, which can operate at up to 250 mph. Over the next two years, a study of potential environmental effects on everything from air quality to noise, wetlands, wildlife, water crossings, and neighborhoods and businesses in the corridor will be conducted following federal guidelines.

The Federal Railroad Administration and Federal Transit Administration will serve as the lead federal agencies during the National Environmental Policy Act study, while the North Central Texas Council of Governments will continue to monitor the real-world readiness of cutting-edge Hyperloop technology for future consideration.

“This will be a continuation of a comprehensive study to ensure high-speed transportation between Dallas and Fort Worth has a limited and/or mitigated environmental impact,” Michael Morris, director of transportation for NCTCOG, the study sponsor, said. “The public will continue to have significant opportunity to view the proposals and comment on what they like and where there could be challenges.”

First phase completed

The Dallas-Fort Worth High-Speed Transportation Connections Study has been underway since mid-2020. The Regional Transportation Council is NCTCOG’s transportation policy board. In mid-2021, the RTC approved moving the study to Phase 2, with the focus on an alignment along the existing I-30 corridor and the consideration of both High-Speed Rail and Hyperloop technologies.

In Phase 1, the study identified multiple possible locations for an Arlington station, and multiple prospective sites for the Fort Worth station in and around the city’s Central Business District. A location of the Dallas station has already been determined.

The study team also eliminated Conventional Rail, Higher-Speed Rail and MAGLEV from consideration, leaving High-Speed Rail and Hyperloop.

High-Speed Rail – commonly known as bullet train – has been in operation for decades in Asia and Europe. Hyperloop technology is still in development. Texas transportation planners envision a high-speed transportation loop connecting Houston, Dallas, Arlington, Fort Worth, Austin, San Antonio and the Rio Grande Valley.

“High-speed transportation, whether High-Speed Rail or Hyperloop, is the way of the future for the state,” Morris said. “This mode of travel connects distant, dense urban areas with service that is easy to use and affordable. A day trip to major Texas cities from North Texas becomes much easier to imagine. This will be a great boost to economic activity and business in the state.”

Potential environmental justice impacts will be evaluated as part of the study. Through Phase 1 of the project, NCTCOG has completed more than 150 meetings on the proposed project.

“We have collected substantial public comment, and the public will continue to have every opportunity it wishes to engage with this project,” Morris said.

Dallas Morning News

Industrial site is leaking toxic chemicals into Grand Prairie homes. When will it be cleaned up?

The chemicals can cause cancer, harm fetuses, irritate the respiratory and central nervous systems and damage the liver and kidneys.

By Sarah Bahari

The Environmental Protection Agency says it is working on a plan to clean an industrial site leaking cancer-causing chemicals to dozens of Grand Prairie homes.

A public meeting to discuss the plan and timeline is scheduled for February, although a date has not yet been set, a city spokeswoman said.

Roughly 80 homes in the predominantly Latino neighborhood of Burbank Gardens are affected by the toxic chemicals.

Yet a recent [report by KERA](#) found that many of the residents in Burbank Gardens knew nothing of the toxic site or the ongoing health threat.

Once occupied by defense contractor Delfasco Forge, the 1.1-acre property [was placed in 2018 on the Superfund National Priorities List](#), which includes some of the nation's most polluted sites.

Tests have shown that Trichloroethylene, or TCE, which is a degreaser, contaminated the soil, then seeped into the groundwater and vaporized into the air.

Delfasco Forge, which made practice bombs for Navy and Air Force pilots and other machinery, used TCE to clean equipment.

In addition to causing cancer, [TCE can harm fetuses, irritate the respiratory and central nervous systems and damage the liver, kidneys and immune system](#).

The Grand Prairie plant, at 114 N.E. 28th St., closed in 1998. In 2008, Delfasco Forge filed for bankruptcy, in part because of liabilities from the contamination.

Residents told KERA they have long dealt with strange smells inside their homes and foul-tasting water, but many knew nothing of the toxic site.

"They kind of forgot about this area," Robert Molina, 56, who lives in the neighborhood, told KERA. "A lot of us are from low-income families and so we never heard."

The EPA and the city said they have worked to communicate with residents through letters, doorknob hangers, in-person meetings, phone calls and emails.

Of the 81 affected homes, 34 have allowed the installation of a vapor mitigation system provided by the EPA, said Cindy Mendez, the city's director of public health and environmental quality.

Outreach efforts paused from March 2020 to December 2021 due to the COVID-19 pandemic, Mendez said. City officials plan to contact owners and tenants in the affected area to encourage them to attend the February meeting. "The city continues to advocate for its residents," she added.

Dallas Morning News

Dallas using \$7 million in federal money to start economic development nonprofit

Dallas' new economic development corporation is a semi-independent nonprofit meant to help generate more investment and jobs in underserved areas of the city.

By Everton Bailey, Jr.

Dallas City Council members have greenlit using \$7 million in federal pandemic relief money to create a new nonprofit group focused on attracting and retaining businesses and sparking more economic development.

The Dallas Economic Development Corporation would operate separately from any city government department to market Dallas to potential investors and businesses looking to relocate.

The group could take over the management of city-owned properties like the [Kay Bailey Hutchison Convention Center downtown](#) and [Hensley Field in southwest Dallas](#). It would also have the power to buy, sell and lease land to help redevelop those properties and other community projects.

The group — the first of its kind in Dallas — has been in the works for at least three years.

Texas cities such as Houston, San Antonio and Austin have similar, independent economic development groups as does New York, Chicago, Philadelphia, Atlanta and Los Angeles.

City officials on Wednesday said the new group is necessary to help Dallas jump on investment opportunities so it doesn't lag behind other cities. They also said it's needed to more aggressively promote the city and bring in new jobs and [workforce development opportunities](#), particularly in underserved areas around southern Dallas.

"Economic development is the engine that drives the city, and we are on the forefront to make sure whatever we do to bring business to the city of Dallas happens at a fast pace," said council member Tennell Atkins, who helped spearhead the formation of the group.

Mayor Eric Johnson has also said the city needs to be more aggressive in driving economic development, especially in southern Dallas, and investing in its workforce.

Robin Bentley, Dallas' economic development director, said her office and the City Council will still have oversight in approving incentives, but the corporation could act on its own for real estate deals. She said the group could buy property for a future corporate relocation or retail and commercial space.

"It's difficult for the city to do because we have to identify a public purpose for buying a property. But the EDC does not," Bentley said. "They can just buy properties that we would like to see develop and then develop them at the direction of the City Council."

She said her office would work closely with the corporation. The group is required to notify the economic development office when hosting a company so her staff can provide information about city processes such as zoning.

Dallas' corporation will be overseen by 15 board members who can't serve more than eight years in a row. They will be nominated by a committee that includes City Manager T.C. Broadnax and the mayor and later approved by the City Council. It's estimated that they'll be in place by the end of March.

The group will also have an executive director and start with a 10-year operating agreement, with the possibility of a 15-year renewal by the city manager.

The corporation would have to submit annual reports to the City Council detailing its finances and its progress. It would be subject to city audits and ethics rules, and board directors could be voted out with approval from at least 11 council members.

The city is using federal stimulus money to seed the group over three years, starting with \$2 million this year, \$3 million next year and \$2 million in the third year. City officials believe that by the fourth year, the corporation will be able to financially sustain itself through private fundraising and money from real estate sales.

City officials say they are using money from the American Rescue Plan Act because federal rules allow it to be spent on efforts that will help spark economic growth after the pandemic.

D Magazine

National Developer TRG Will Add Massive Industrial Development to South Dallas

Plus: Details on Nashville-based PathGroup's office lease in Coppell, MCR Hotels' portfolio buy, YPI's retail acquisition in Prosper, and more.

By Ben Swanger

California's The Real Estate Group will be breaking ground this month on CORE45, a Class A 1.6 million-square-foot industrial property located at 1690-1700 E. Pleasant Run Road in Wilmer. Threecore, a client of Dallas-based Stream Realty Partners, will design the building alongside sister firm CESO. It is expected to be delivered by Q1 of 2023 and will be accommodating tenants seeking square footage from 300,000 to 1.6 million.

"The increasing demand and limited supply of industrial space in South Dallas and [DFW] as a whole make this a much-needed development that will be functional for tenants seeking 300,000 square feet or more," Stream Dallas Managing Director Matt Dornak said. "We could not be more excited to partner with TRG and Grandview on this development and help bring more tenants to Wilmer, a city that continues to be an attractive location for major companies looking to move to Dallas-Fort Worth."

Grandview Partners will provide the funding for CORE45. Stream Dallas Managing Director Matt Dornak, Vice President Luke Davis, and Associate Ridley Culp will oversee the leasing efforts at CORE45.

Building one of CORE45 will offer 616,068 square feet, 110 dock doors, 151 trailer parks, and 306 employee parking spaces. The second building will feature 1,027,068 square feet with 186 dock doors, 252 trailer parks, and 594 employee parking spaces. Both facilities will feature build-to-suit office space, cross-dock configurations, and 40-foot clear heights.

RETAIL and HOSPITALITY

Marcus & Millichap has arranged the sale of a five-property, 603-room hotel portfolio located in Texas and New Mexico. The portfolio was developed by ICON Lodging. Chris Gomes, senior managing director investments in Marcus & Millichap's Dallas office, and Allan Miller, senior vice president investments in the firm's Austin office, represented the seller, ICON Lodging, and procured the buyer, MCR Hotels, which now has a portfolio of more than 140 properties.

Properties include:

- A dual-branded, Home2Suites and Tru by Hilton with a total of 173 rooms in Euless
- Fairfield Inn & Suites Fort Worth Downtown/Convention Center with 120 rooms in Fort Worth
- TownePlace Suites by Marriott Fort Worth University Area/Medical Center with 128 rooms in Fort Worth
- Hampton Inn & Suites in Colleyville, with 91 rooms
- Hampton Inn Santa Fe South with a 91-room asset in Santa Fe

Younger Partners Investments has acquired the 96,948-square-foot retail center The Shops at Prosper Trail located at the Northeast corner of Preston Road and Prosper Trail in Prosper. Younger Partners will handle property management and leasing at the shops, which has just one 1,493-square-foot vacancy.

Younger Partners' Micah Ashford, Moody Younger, and Kathy Permenter represented YPI, an investment platform designed to acquire retail properties, in the acquisition. JLL's Adam Howells represented the seller, MQ Development Company, and financing was arranged by Adam Mengacci with Hamilton Realty Finance. YPI's legal representation was Mark Sloan of Holland & Knight.

OFFICE

OliveMill Holdings, a Dallas-based firm recently founded in partnership with Hunt Realty Investments, has acquired the 18-story, 240,000-square-foot office building located at 2801 North Central Expy. in Dallas. Angelo Gordon is an equity partner in the transaction. OliveMill will oversee the property's management and operations.

In addition to this latest acquisition, OliveMill represented Hunt Realty on the lease of JPMorgan Chase and Dallas Petroleum Club at 1900 Akard Street.

Newmark has orchestrated a new 126,596-square-foot office/lab lease at 121 Corporate Center in Coppell to Nashville-based PathGroup, a provider of anatomic and digital pathology and clinical and molecular lab services. It will be the group's first location in DFW. Newmark Executive Managing Directors Nathan Durham and Duane Henley represented the landlord, Cabot and Link Logistics Real Estate on behalf of Blackstone. Cushman & Wakefield's Dean Collins, Mark Collins, Jason Dodson, Michael Sessa, and Jack Keenan represented PathGroup.

Realty Capital Management has arranged the sale of the two-story, 21,779-square-foot Lakeside Professional Office located at 870 International Parkway in Flower Mound to J&A Frith Properties, which exercised a 1031 exchange to acquire the property. Stephen Swann with Belfort Assets represented the buyer on the transaction. Mark Boone with Realty Capital Management represented the seller.

MULTIFAMILY

Marcus & Millichap has sold the 40-building, 484-unit apartment complex Meadow Ridge located at 3101 W Normandale St. in Fort Worth. Al Silva, senior managing director of investments in Marcus & Millichap's Fort Worth office, represented the seller, Madera Residential, and procured the buyer, a Dallas-based private investment company.

Marcus & Millichap has sold the 43-unit apartment property The Moderne, located at 2721 Wingate Street in Fort Worth. Al Silva with Marcus & Millichap's Fort Worth office had the exclusive listing to market the property on behalf of the seller, a Dallas-based developer. The buyer, a Chicago-based private investor, was also secured by Silva.

Dallas Morning News

Valley View mall's very, very slow progress forward

Greater cooperation among landowners is happening. But much work remains.

By Dallas Morning News Editorial

News that one of Dallas' greatest development opportunities — the eyesore of rubble once known as Valley View Center — is getting [a rebranding as "the International District"](#) was interesting, if not terribly important in the bigger scheme of things.

What's of more concern is where City Hall, Dallas ISD and the private entities that control this land stand on actually making something positive happen in a high-value area of this city.

There is some good news on that front. Council member Jaynie Schultz, who is doing a good job helping to keep this moving in something like a forward direction, told us there are some important developments happening that might lead to actual construction by the end of the year.

First, Schultz offered some important perspective.

The mall property gets a lot of attention because it has all the civic ambience of a generational war zone where feuding factions have forgotten why exactly they are bombing each other. In reality, the entire development plan is more than 1 square mile, and there has been growth on the east side of Montfort Drive. There are more than 900 new apartments there and a hotel. Montfort will soon have a complete street design, and the council on Wednesday approved a 40-story tower at Alpha and Noel roads behind the Galleria.

But when most of us who think about this development — [once dubbed Midtown \(despite being north of Uptown\)](#) — we think of the mall site. We think of the promise of a grand park as an anchor, the pledge of an innovative K-12 DISD STEAM school, the possibility of a real urban neighborhood where shoppers once wandered Sears sipping an Orange Julius.

Those of us really invested in the subject even think of the promise of an "autonomous transportation system" through the area that this year will get a \$10 million pilot program courtesy of the North Central Texas Council of Governments.

Here's what we know that is promising. The three major landowners on the mall site are at least coordinating on moving forward. If you've driven past the site recently — or, brave soul, even gone to a movie in the AMC theater grimly hanging on — you are aware that a major wastewater line is going in now. That is a mark of progress.

Schultz told us that one of the three major landowners, a real estate trust called Seritage, appears interested in starting to build something by the end of the year. DISD, meanwhile, is closing in on a land purchase for its school, as exciting a development as there is on the site in our view.

That said, the city is a long way from what we hope will become of this area. What it should be, and what Schultz and other leaders are pushing for it to be, is a well-designed, walkable, dense neighborhood that attracts business and residents, offers great public spaces and doesn't rely entirely on cars.

It will be critical to keep that vision in mind, and to keep pushing for it as development progresses. Because it will be sorely tempting to build something less enduring.

Dallas needs this site to be excellent. It is our door to the north. We should be certain it draws commerce and residents to us, rather than push them the other way.

Dallas Morning News

The downtown Dallas I-345 connector is a lifeline for many, so handle with care

The short highway is a key connection between southern and eastern Dallas and jobs in northern D-FW.

By Michael Grace

When the Interstate 345 connector was built in downtown Dallas in the 1970s, it cut through the street grid and destroyed important Black neighborhoods. But simply removing this bit of highway, as some have proposed, will not bring those neighborhoods back to life nor magically create equitable and sustainable development.

Now, I-345 connects many people in affordable neighborhoods in the southern and eastern part of the area to opportunity in the northern sector. Revitalizing the downtown neighborhoods without disrupting other parts of the region will require a plan that takes into account affordable housing, traffic, alternative transportation, land use, and much more.

I-345 is a 1.4-mile auxiliary highway that forms the eastern border of downtown Dallas' core, connecting Interstate 45, U.S. Highway 75 and Woodall Rodgers Freeway. It separates downtown from Deep Ellum and carries an estimated 180,000 vehicles per day. [The Texas Department of Transportation projects](#) that by 2045, the connector will serve 206,000 vehicles per day.

Thus it is an aging but very important regional transportation corridor connecting thousands of residents in eastern and southern Dallas and adjacent suburbs to economic opportunity, job centers and the region's primary airports to the north.

Over the past decade, there has been much debate about whether to demolish, repair or replace this key roadway in an effort to make downtown more friendly to pedestrians and new residents. Various replacement options continue to be vetted.

While it is true that the construction of I-345 was poorly conceived, removing this transportation connection, within a competitive, polycentric, still maturing urban region, would have a wide ranging impact that would reverberate across the entire city.

Imagine a young family that finds a home in Old East Dallas or Kiest Park, or a family that settles in DeSoto or a new development in Forney, living in affordable luxury with good choices for public schools.

So long as the family breadwinners can get to their jobs in Plano or North Dallas in less than an hour, the situation works. However, if that commute is rerouted around the city and become longer with more traffic, then suddenly it's hard to drop off children, get to work on time, and get back home before the day care center closes. The choices this family and others make will ripple through their neighborhoods, schools, employers and beyond.

Some urban planners reasonably argue that regional traffic should be routed around and not through the center city. Consequently, those alternative corridors will need additional capacity that doesn't exist. Nevertheless, given the well-documented impact that highways and through traffic have on cities (and more important neighborhoods), this is a valid point that should be thoroughly explored by a broad range of stakeholders.

Discourse on such issues should include not just neighborhood business representatives and nearby residents, but also regional stakeholders, such as residents from southern and southeast Dallas and beyond, and representatives from the city of Dallas, Dallas Area Rapid Transit, the federal government, the North Central Texas Council of Governments and other agencies.

Any serious discussion about redirecting regional traffic must directly and proactively engage city governance and public policy on economic development, housing, land use and mobility. For an effective and equitable outcome, those focus areas must align.

The city of Dallas' new economic development corporation could prove to be a useful mechanism with considerable ability to impact this issue. That voice should be rooted in equitable outcomes in terms of community development and housing needs. After all, job growth and housing are both integral parts of the economic development game. Considering that, it's crucial to place a priority on mixed-income districts and neighborhoods.

Small businesses have a stake in this decision, too. They form the backbone of any city and community, and existing support for entrepreneurial activity must continue and grow. Public policy must wrap around the central importance of business owners.

Housing and land use policies and strategies focused on creating mixed-income districts and neighborhoods are absolutely integral to an economically healthy and sustainable Dallas and to prevent wholesale gentrification. Commuting across town isn't the ideal approach to affordable housing, but right now, it's one of the few options. Changing this dynamic will require focused, progressive economic development and urban design policies, standards and strategies for a more equitable region, benefiting diverse community stakeholders.

Such policies must align and complement one another to ensure that redevelopment of the land beneath I-345 would not result in the creation of a new Uptown almost exclusively limited to high-end residential properties. Mixed-income neighborhoods can solve a range of problems, enabling low- and middle-income earners to live closer to work, reducing auto dependency and related air pollution; inducing the creation of more walkable districts that will result in a healthier, safer citizenry; boosting municipal sales tax collections; and supporting more efficient, sustainable infrastructure.

The promise of better mobility also looms large over planning efforts. Possible alternative transportation corridors via a reconnected local street grid could offer a compelling argument for removing the highway. Plus, removing I-345 and rerouting traffic is expected to improve air quality.

Still, additional study is needed to ensure that redirecting traffic to local streets does not simply result in stop-and-go traffic spread across multiple roads, thereby possibly nullifying any air pollution improvement.

If I-345 is removed, a combination of plans, policies and strategies must be linked to achieve an urban fabric that works for all. Residents of southern and eastern Dallas and nearby suburbs must be able to reach job centers on Day One of any removal of I-345.

It will take considerable time for Dallas and the surrounding region to evolve and grow (physically and within the public realm) in such a way that this important highway link is no longer needed. In the meantime, ensuring access to jobs is key not only to residents, but also to

a city faced with considerable competition for businesses from its northern and western suburban neighbors.

Much has been discussed and written about the promise of land development and job creation awaiting removal of I-345 for both the surrounding neighborhood and residential areas to the east and south. However, demolishing 1.4 miles of highway won't be enough to maintain downtown as an employment center. Increasing jobs downtown will require more comprehensive approaches to community and economic development.

Attracting a significant number of jobs to a redeveloped I-345 corridor to benefit residents living in the eastern and southern parts of the region can only be achieved by aggressive efforts by the economic development corporation, aligned with the various public policies needed to ensure success.

The economic disconnect between the largely residential areas of southern and southeast Dallas and job centers in northern Dallas and beyond can only be resolved with focused policy and strategic efforts that are sustained indefinitely. Undoubtedly, such efforts must be centered on significantly strengthening Dallas' ability to capture regional growth while ensuring affordable housing units and mixed-income development. Regional growth patterns have made this inarguably clear.

Consequently, the corridor is much too important to leave redevelopment outcomes to the whims of the real estate market. It is imperative that I-345 not be treated as simply a real estate play. Any plan to demolish I-345 in hopes of inducing redevelopment and restitching the street grid must be guided by plans that ensure equitable outcomes. This commitment must be kept at the forefront of all discussions and any option chosen as the solution.

Recently, such a plan was created for neighborhoods surrounding Dallas' newest proposed deck park south of downtown, near the Dallas Zoo and covering Interstate 35E. However, a more robust version must be established for the area adjacent to I-345.

Community and economic development, culture, educational opportunities, health, history and housing diversity make for a strong city and attract jobs, middle-income as well as high income residents, and families. Successfully melding policies on these issues will require creative partnerships among the city, private sector and the federal government combined with political will, strategy, vision and sustained effort.

I-345 has already proved its ability to strengthen the region, but to the detriment of the communities that were bulldozed for its creation. All hands-on deck are required to ensure that the benefits to the relatively few neighbors do not disproportionately outweigh the impact on the thousands of households using this connector as a lifeline to opportunity.

After all, some of the people impacted by the original construction of I-345 (and their children) are the same people using the road today.

Dallas Morning News

Exxon Mobil makes long-term pledge to curb its carbon output

The Irving-based oil giant will develop roadmaps for its crude refineries, chemical plants and other facilities to eliminate some emissions.

By Bloomberg Wire

Irving-based Exxon Mobil Corp. announced an “ambition” to eliminate some greenhouse gas emissions by 2050 in the oil giant’s first such long-term pledge to curb carbon output.

Over the next two years, Exxon will develop roadmaps for its crude refineries, chemical plants and other facilities to eliminate so-called Scope 1 and 2 emissions, the company said in a statement on Tuesday. The plan, however, excludes carbon spewed when customers use Exxon products such as gasoline and jet fuel, or Scope 3 emissions that comprise the bulk of oil-industry pollution.

Although Exxon’s pledge falls short of those made by European peers like Royal Dutch Shell Plc and BP Plc, it’s a major step for the largest Western oil explorer. It comes less than a year after shareholders replaced one-fourth of Exxon’s board following an activist campaign that criticized the company’s approach to climate change.

“This is more than just a pledge,” Chief Executive Officer Darren Woods said during an interview with CNBC on Tuesday. “We’ve been doing work for several years now to make sure we were confident that we had a line of sight on how to achieve this.”

Exxon shares rose 1.5% to \$72.91 at 9:36 a.m. in New York, lifting the 12-month advance to 49%.

The roadmaps will include low- and high-cost measures to reduce pollution, Woods said. The high-cost measures may be augmented by government incentives and technological advances, he said.

Exxon’s plants and other assets released the equivalent of 111 million tons of carbon dioxide equivalent in 2020, down 6% from the previous year and the lowest in a decade, the company said in a report. That achievement comes with an asterisk as Exxon and the rest of the industry were forced to ratchet back fuel production as the worldwide pandemic gutted energy demand.

Exxon’s Scope 3 emissions totaled 540 million tons that same year, almost five times the size of Scopes 1 and 2.

Europe’s oil giants were the first to make net zero commitments and U.S. drillers have been playing catch-up. In October, Chevron Corp. adopted an operational net zero “aspiration” while ConocoPhillips, Occidental Petroleum Corp. and Pioneer Natural Resources Co. also announced plans to curb carbon released by mid-century.

Exxon’s board has emphasized the importance on better communicating what it’s doing to lower emissions, Woods said.

“Historically we’ve pulled back a little bit and wait until we’re actually doing it” to make an announcement, he said. “Helping folks understand what we’re trying to do and the work we’re doing today to achieve is an important emphasis the board has given us.”

Today’s plans builds on several low-carbon announcements over the past few months. In December, Exxon laid out new plans to reduce emissions by 2030, building on the creation of its Low Carbon Solutions business earlier in the year. The company plans to spend \$15 billion on lower-emissions investments through 2027, a significant step up from recent years.

DVIDS

NAS JRB Fort Worth to receive \$3.1 million for infrastructure project

By Candateshia Pafford

The City of Fort Worth, along with six other Texas cities, were awarded grant money from the state of Texas as part of Governor Greg Abbott's Defense Economic Adjustment Assistance Grant (DEAAG) program. The state of Texas awarded \$1.9 million from the DEAAG program funding to NAS JRB Fort Worth, and the city of Fort Worth is contributing another \$1.2 million of their own funding to NAS JRB Fort Worth's Military Family Advocacy Resource Network building rehabilitation infrastructure project.

Gov. Abbott's Office announced on Jan. 11 a new round of \$15.3 million in grants awarded from the Texas Military Preparedness Commission's DEAAG program to assist military communities across the state. "Not only are the 15 major military installations and Army Futures Command in Texas critical to our nation's defense, they also add over \$123 billion to the state's economy and support, directly and indirectly, more than 633,000 jobs in communities across this great state. That is why I will continue to work with the Texas Legislature and TMPC to ensure that our military installations continue to add unmatched value," said Abbott in a release.

Once completed, the infrastructure project will be the new home to NAS JRB Fort Worth's Military Family Advocacy Resource Center, the Navy College Campus office, the Navy-Marine Corps Relief Society, and the Navy Region Legal Services Center.

CAPT Mark McLean, NAS JRB Fort Worth's commanding officer, expressed his gratitude to the state of Texas and to the City of Fort Worth for their financial contribution that will directly affect the wellbeing of the men, women, service member families and area veterans of NAS JRB Fort Worth. "Taking care of our military families and veterans is one of our nation's highest priorities as our service members put service before self in the defense of our nation. Once this infrastructure project is completed, the new Family Advocacy Resource facility will serve our military and their families well for years to come," said McLean.

The seven Texas military communities that will benefit from this round of awards are listed below:

- City of Abilene: \$375,000 for 5G and Fiber Expansion at Dyess Air Force Base
- City of Corpus Christi: \$800,000 for Clear Zone Easement supporting Naval Air Station Corpus Christi
- City of Fort Worth: \$1,900,000 for Military Family Advocacy Resource Center Renovation at Naval Air Station Joint Reserve Base Fort Worth
- City of San Antonio: \$5,000,000 for Infrastructure and Force Protection Measures at Joint Base San Antonio
- City of Temple: \$5,000,000 for Microgrid at Robert Gray Army Air Field supporting Fort Hood
- Val Verde County: \$864,874 for Aerospace Physiology Building Renovation at Laughlin Air Force Base
- Val Verde County: \$1,407,111 for T-1A Flight Line Building Renovation at Laughlin Air Force Base

Since 2015, Abbott has awarded \$98,000,000 in grants to military communities through the DEAAG program.

Herald-Banner

Next phases of Interstate 30 expansion project starting this year

By Brad Kellar

More big changes are coming for drivers heading west, starting at the Hunt/Rockwall County and continuing through Rockwall County.

State transportation officials have released details on the next phases of the expansion project along Interstate 30 in Rockwall County.

Starting in October 2021 Texas Department of Transportation began closing lanes on the eastbound I-30 Lake Ray Hubbard bridge from Bass Pro Drive to Dalrock Road. The closures were to provide room for crews to start expanding the I-30 bridge and eventually connect to a new frontage road bridge under construction.

The work is part of the \$142 million project to build new frontage road bridges across the lake from Bass Pro to Dalrock and rebuild the Dalrock interchange.

TxDOT announced this week that the next two phases of the project, from Dalrock Road to State Highway 205, and then State Highway 205 to the Hunt County line are both expected to begin construction later this year.

An I-30 project update video is now available on TxDOT's statewide YouTube page at <https://www.youtube.com/watch?v=GRSedXJCXhs>

The project was first announced in 2019, as TxDOT presented plans for sweeping improvements to Interstate 30, from Bass Pro Drive to west of FM 2642 in the Royse City area.

The most significant changes will be the widening of the interstate to eight lanes from Bass Pro Drive to State Highway 205, to six lanes from SH 205 to FM 2642, adding freestanding, six-lane frontage roads alongside the Lake Ray Hubbard bridge and totally overhauling the highway interchanges at Dalrock Road and Horizon Road.

Community Impact

Frisco City Council temporarily lowers speed limit along US 380 during widening project

Frisco City Council on Jan. 18 approved a temporary speed limit reduction along US 380. The speed limit was lowered from 60 mph to 50 mph from the city's western limits to the Denton County and Collin County line.

By Matt Payne

Drivers passing through north Frisco will have to tap the brakes for about three years.

Frisco City Council on Jan. 18 approved a temporary speed limit reduction along US 380. The speed limit was lowered from 60 mph to 50 mph from the city's western limits to the line between Denton and Collin counties.

The Texas Department of Transportation this year is working to widen the highway, according to city documents.

The highway is being expanded from four to six lanes of traffic from the town of Crossroads to the Denton County and Collin County line, the documents stated. In addition, grade separations will be placed at FM 423, Championship Drive and Legacy Drive.

TxDOT has requested all cities within the project limits reduce the speed limit on US 380 to 50 mph, according to the city.

At the end of construction, TxDOT will perform speed studies and make recommendations for a new permanent speed limit, city documents stated. The project is expected to last three years.

Those who exceed the speed limit could face a misdemeanor charge and a maximum fine of \$500, according to the city's updated ordinance.

All's Well That Ends Well? Fort Worth's Trinity River Vision at Long Last Receives Federal Funding

By John Henry

Fort Worth's ambitious, albeit highly scrutinized, Trinity River Vision at last has received some very good news from federal funding authorities, with the long-awaited infusion of money that will allow for the completion of the final design of all project components and construction of the bypass channel.

U.S. Rep. Kay Granger (R-Fort Worth), the Republican leader on the House Appropriations Committee, announced on Wednesday morning that the U.S. Army Corps of Engineers had released a work plan that includes \$403 million for the central city flood control project and development.

"This is a great day for Fort Worth," Granger said in a statement. "Having experienced unprecedented growth since I was mayor, we are now the 12th largest city in the nation. But with growth comes responsibility. As the leaders in flood control, I thank the U.S. Army Corps of Engineers for understanding that responsibility and addressing that need for Fort Worth. Our community will be safer thanks to their hard work and tireless commitment."

"I also thank U.S. Rep. Marc Veasey for helping this project cross the finish line and Mayor Mattie Parker for her commitments to bring an unwavering community vision to its ultimate reality. Today, Fort Worth will be safer and stronger."

Though the primary purpose of the project is to enhance an outdated flood protection levee system, dating to the 1960s, it will also double the size of the central business district, providing for more opportunities to live, work, and play — a new slogan for mixed-use developments sprouting across urban settings throughout the country. The project's ancillary benefits, officials said, would be to enable economic development in underutilized industrial areas between downtown and the Stockyards.

Proponents have boasted that the project's creation of 12 miles of developable waterfront will contribute more than \$3.7 billion in annual economic activity and create more than 29,000 new jobs.

However, critics have since the project's inception been vocal, denouncing the concept as a costly "economic boondoggle" merely disguised as flood control. They grew louder and louder as the costs of the project escalated well beyond the original estimate of \$435 million in 2004. In fact, the estimates of final cost are now in the range of \$1.2 billion, according to a consulting firm. Critics also alleged nepotism, pointing to the project's executive director J.D. Granger, Rep. Granger's son.

Congress authorized funds for the project, but the money was never appropriated. Granger reportedly had planned to funnel money by deploying congressional earmarks, which, as it turned out, were banned during a policy change in the Trump era. Because of that change, the Trump administration had to vet the project and approve the funding. Disagreements with the administration over the project, however, stalled funding.

Mayor Betsy Price and Rep. Roger Williams also tried to intervene, receiving an audience with the White House to lobby, but to no avail.

Public confidence in the project hit rock bottom when three bridges — officials, citing efficiency in cost and execution, chose the option of building over dry land — required seven years to complete, instead of four, as planned, because of various delays.

The budgetary concerns and scheduling delays only created more questions about the projects scope and leadership. An examination by a third-party consulting firm was critical, recommending a change in the management structure of the project. In the aftermath, J.D. Granger was reassigned.

“This is the go-time moment we have been anxiously awaiting,” Fort Worth Mayor Mattie Parker said. “We had confidence in the Corps of Engineers and our federal representatives. This funding announcement delivers the certainty that will make our community safer and the green light for further investment in the area. This is an incredible moment in Fort Worth’s history.”

Officials say the 1.5-mile channel will expedite the flow of water where the forks of the Trinity River converge. The channel will protect about 2,400 acres, according to officials, and create an 800-acre urban island north of downtown for development, Panther Island.

“The Trinity River flood control project is a critical piece of infrastructure,” Veasey said. “I am pleased to have been a part of the bipartisan team that got this project over the goal line.”

Said Leah King, president of the Tarrant County Regional Water District: “This funding will update our levee system to reduce the risk of flooding to over 2,400 acres of Fort Worth neighborhoods. Tarrant Regional Water District is proud to be the Corps local sponsor to get the job done.”

NBC DFW

Most 2017 Dallas Public Improvement Bond Money Unspent

New scheduling goal for all the money is September 2023 instead of 2022

By Ken Kalthoff

More than half the \$1 billion Dallas voters approved for public improvements in a 2017 bond referendum has gone unspent according to a briefing presented to the Dallas City Council Wednesday. The Dallas City Manager originally promised to execute the program over a 5-year period.

The program was reduced by \$132 million in 2020. Of the remaining funds, 83% are committed to projects and just 49% have been spent.

The goal for at least scheduling all the money is now September 2023 instead of September 2022.

People at Klyde Warren Park Wednesday who voted for the bond package were disappointed to hear most of the money is unspent.

"I do wonder why they take so long to move. I know there's a lot of process with maybe funding and all that stuff. They invite us out to give opinions and maybe not enough people are giving opinions. But they take their time, don't they," park visitor Sophia Torres said.

One of four big projects detailed for City Council members Wednesday to help explain the situation is the expansion of Klyde Warren Park.

Park vendor Marisa Diotalevi said she is all for the park expansion and unhappy about delays.

"It's not satisfactory to me. I understand there are probably things that keep things from happening quicker but it's disappointing, that's for sure," she said.

All four of the projects mentioned require money from multiple sources in addition to a share of the 2017 bond funds.

Bids for the \$100 million Klyde Warren Park expansion came in over budget this month so the project is on hold pending review by engineers.

The city's second park over a freeway will be the \$83 million phase one of the Southern Gateway Deck Park project over I-35E R.L.Thornton Freeway near the Dallas Zoo.

Construction of the bridge structure is currently underway between Ewing Street and Lancaster Avenue.

"It's a great project and I'm concerned to make sure that we have funding to complete the gateway," City Councilman Tennell Atkins said.

Officials said another \$50 million may be needed for some park features and the second phase of that park.

“The Southern Gateway Deck Park is going to open up incredible economic development opportunities, so with the adjacent property owners would be some of the discussions into the future,” Assistant Dallas City Manager Majed Al Ghafry said.

The North Central Texas Council of Governments [Regional Transportation Council](#) is supplying \$41 million of the \$83 million for phase one.

NCTCOG Transportation Director Michael Morris discussed the partnership effort.

“We have taken a chain of steps. We’re going to build the pedestrian cap with the things on top,” Morris said. “We put things on top of phase one before we worry about building phase two.”

Morris said other projects are in the works in Southern Dallas to complement benefits from the deck park.

“We do not believe that a Southern Gateway and pedestrian cap is the minimum amount of public investment to turn around the southern sector. We have dozens of other projects that we’re implementing,” Morris said.

A \$21 million two-way conversion of one-way McKinney Avenue and Cole Street and a \$33 million reconstruction of Harry Hines Boulevard in the Dallas Southwestern Medical District are the other two large projects mentioned that rely on multiple funding sources.

City Councilman Jesse Moreno said he is pleased about the Harry Hines upgrade to better serve employees walking in the medical district.

“With ambulances crossing, making sure that they get to the hospital on time, making sure that they’re being safe, when you walk down Harry Hines, it’s hard to cross mid-block,” Moreno said.

Klyde Warren Park visitor Amanda Rockhold said many Dallas streets deserve urgent attention.

“I don’t know why it takes so long,” she said. “I have hit so many potholes and manholes and it feels like the tire is just going to smash.”

Council Member Cara Mendelsohn, who now serves on the North Central Texas Council of Governments [Regional Transportation Council](#) said she has learned about the efforts for transportation funding from multiple sources and the complicated formulas to develop solutions for big projects.

“I just really never had this appreciation before when I was on council of what’s happening behind the scenes to make it happen,” Mendelsohn said. “And I just want to say let’s do more of this.”

Officials said COVID-19 is part of the reason for the delay. But a big infusion of federal COVID-19 relief money also helped fund some city of Dallas projects that might otherwise have relied on bond money.

<https://www.nbcdfw.com/news/local/most-2017-dallas-public-improvement-bond-money-unspent/2862526/>

Fort Worth Star-Telegram

Panther Island struggled for years to secure funding. What changed politically?

By Eleanor Dearman

For 20 years, Panther Island has been an idea: A 800-acre walkable district north of downtown Fort Worth with shops, offices, apartments and condos, but political red tape has kept that vision stalled. U.S. Rep. Kay Granger, R-Fort Worth, on Wednesday announced the U.S. Army Corps of Engineers has allocated \$403 million for a 1.5-mile bypass channel as part of the Central City Flood Control Project. The funds will be “complete final design of all project components and construction of the bypass channel,” connecting parts of the Clear and West Forks of the Trinity River. U.S. Rep. Marc Veasey, D-Fort Worth, credited President Joe Biden and the infrastructure law passed in November 2021 for the funds. The money for the the Central City Flood Control Project is funded through the infrastructure law.

“It is a team effort, but had we not been able to get the bipartisan infrastructure plan done, I don’t think we would have gotten it,” Veasey said. “I’m very happy that the president, regardless of all of the politics and controversies and what have you, that he saw it through and that he got it passed, and that is something tangible, something physical and concrete, that people will be able to see, touch and feel for generations to come.” The law passed out of the House with 13 Republicans supporting the bill. Granger was among those who voted against it.

In February 2020, Granger blamed Mick Mulvaney, then director of the Office of Management and Budget, for holding up of funding. The Trump administration largely ignored the \$1.17 billion project. Congress had authorized \$526 million in 2016, but the money was never appropriated.

Granger’s office said she was not available to comment until a Thursday press conference.

In August 2019, U.S. Rep. Roger Williams and then Mayor Betsy Price met with Mulvaney and said the project could get at least \$250 million. “They gave us a strong indication they were willing to work with us on it,” Price said at the time. “We’ll have to wait and see how the details come together, but this is a foot in the door.” But the funding never came while Trump was in office. When his term ended some local officials hoped Biden would be more approving.

Veasey said the project, which will be part of his district under new maps drawn by the Texas Legislature, was one of the first things he discussed with the Biden administration and the Office of Management and Budget. Veasey said he has met with Shalanda Young, who was nominated in November to serve as director of the office, and Transportation Secretary Pete Buttigieg about the project. Veasey described procuring funding as a team effort between himself, Granger, business owners and North Side residents. In a Wednesday statement, Granger thanked Veasey for “helping this project cross the finish line.” “Having experienced unprecedented growth since I was mayor, we are now the 12th largest city in the nation,” she said in a statement. “But with growth comes responsibility. As the leaders in flood control, I thank the U.S. Army Corps of Engineers for understanding that responsibility and addressing that need for Fort Worth. Our community will be safer thanks to their hard work and tireless commitment.”

Bloomberg

Texas Is Targeting Investments From Firms Focused on Electric Vehicles, Space

- Adriana Cruz heads up the state's economic development arm
- She says Texas will continue focus on advanced manufacturers

By Shelly Hagan

Texas's top economic development official will target investments from companies focused on electric vehicles, batteries and outer space this year as the state looks to break another record for corporate relocations.

Adriana Cruz, the executive director of economic development and tourism in Governor Greg Abbott's office, said high-tech manufacturing is a priority for the Lone Star State. She cited a track record of major investments in Texas over the past couple of years, namely Tesla Inc.'s \$1 billion Gigafactory near Austin, Samsung Electronic Co.'s \$17 billion chip plant near Taylor and Texas Instruments Inc.'s \$30 billion manufacturing site in North Texas.

"These new and emerging industries -- electric vehicles, battery manufacturing -- that's been a trend, that's something we are going to focus on," Cruz said during an interview Tuesday at her office in downtown Austin. Another goal is companies within the aerospace industry like SpaceX and Blue Origin, which already operate in Texas, she said.

Cruz, who has been in her post since 2019, is seeking to build on a string of successes in Texas that created one of the nation's fastest growing economies. But challenges remain, including concerns that soaring home costs in cities including Austin will erode the state's appeal. And there are also robust efforts by other states to lure business. In December, Texas lost out on its efforts to persuade Rivian Automotive Inc. to build an assembly and battery plant outside Fort Worth. Instead, the electric truck startup chose Georgia.

New development opportunities are cropping up, though, with the Austin Business Journal reporting this month that Micron Technology Inc. is eyeing the area for a \$40 billion chip plant.

Businesses have been attracted to Texas by the lack of a state income tax, fewer regulatory burdens, the relatively low cost of living and a robust supply of labor. A record 73 companies announced they were moving their headquarters to the state in 2021, and Cruz said she's hopeful she can top that this year.

"We are working on it," she said.

Dallas Morning News

Dallas' Field Street is the new 'center of gravity' downtown

Several skyscraper projects being planned would link downtown and Uptown.

By Steve Brown

Is Field Street the new main street in Dallas?

Billions of dollars in high-rise building projects are in the works along the thoroughfare connecting downtown with Uptown.

Scattered along seven blocks of Field Street between Ross Avenue and Harry Hines Boulevard are the sites for some of the biggest new developments on the way in North Texas.

A half dozen skyscraper projects planned along Field Street will connect downtown's towers with the growing high-rise neighborhood just north of Woodall Rodgers Freeway.

"We think Field Street is the most exciting street in Dallas in the next decade," said Jonas Woods with Dallas-based real estate investor Woods Capital. "You have probably the strongest collection of owners that are super-high-quality developers that has ever existed on a single street.

"It has the potential to be a redefining street in much the way Klyde Warren Park redefined the area between Uptown and downtown," Woods said. "It can stitch together Uptown and downtown, and we are going to do our part of make sure it's developed appropriately."

Woods and his partners plan to start construction later this year on the first of two towers in their [\\$1 billion Field Street District](#) mixed-use project at the southwest corner of Woodall Rodgers Freeway. The 6-acre project will start with an office and residential high-rises.

The Field Street District is just one of the big developments on a street that came from meager beginnings.

Parts of what is now Field Street were originally called Magnolia and connected Dallas' commercial district with historic Jewish then Hispanic neighborhoods just north of what is now downtown.

The street was later named for pioneering Dallas real estate developer Thomas William Field, who in the late 1800s built the city's first opera house and the grand Oriental Hotel.

Later, the area along Field Street was built up with warehouses, manufacturing plants and train yards.

But over the last few decades, the northbound boulevard became the dividing line between the towers in booming Uptown and in Victory Park.

Hunt Realty Investments is expected to begin construction within the next year on its [11-acre North End](#) redevelopment at Field and Cedar Springs Road. The designs call for buildings as tall as 80 stories surrounding a 1.5-acre urban park.

New York financial giant Goldman Sachs is reportedly looking to put thousands of workers in new offices in the Hunt Realty project. But so far there has been no confirmation of that plan.

Colin Fitzgibbons, president of Hunt Realty Investments, said Field Street's location is a natural extension of the growth in Uptown.

"There are things that have pulled demand that way," Fitzgibbons said. "The dream of Victory Park has finally been realized.

"The center of gravity of Dallas' core may be at Field and Woodall Rodgers now."

Fitzgibbons said the next 10 years should bring big changes to the area on the northwest side of downtown. "If we have anything to say about it, there will be a lot more development," he said.

Across from Hunt Realty, real estate investor Stonelake Capital Partners is working with the owner of the landmark El Fenix restaurant property to build a high-rise mixed-use project on two blocks of parking lots.

Architects Gensler and Duda Paine are designing towers for the almost 4-acre site.

[The El Fenix site](#) is next to the two-tower Union Dallas development, which sold for an estimated price of more than \$370 million in 2020.

"Absolutely I see Field Street and Woodall Rodgers as the primary connecting point from downtown to Uptown," said Mike Karns, whose firm owns the El Fenix restaurant site. "This is the future nucleus of our amazing city."

Two large office towers have been designed on other Field Street blocks.

Developer Harwood International has plans for a 42-story, 1 million-square-foot skyscraper at Field and Caroline streets just east of Victory Park.

And at the southeast corner of Field and Woodall Rodgers, developer Hillwood Urban is seeking tenants for a [38-story office high-rise](#) that would sit at the entrance to downtown. Hillwood is calling the planned tower designed by architect Pickard Chilton the "new gateway to Dallas, the new centerpiece of the skyline."

"Between our site, the Hunt Realty's North End, El Fenix and Jonas Woods' site, where is there a bigger concentration of readily developable land in Dallas?" said Hillwood Urban executive vice president Ken Reese.

And that's not all. Dallas oilman and property investor Tim Headington has bought parts of about five blocks at Field Street and Ross Avenue.

Headington has pitched the property to prospective companies as a skyscraper headquarters location.

Community Impact Newspaper

Most 2017 Dallas Public Improvement Bond Money Unspent

By Stephen Hunt

Michael Morris, transportation director for the North Central Texas Council of Governments, delivered good news Jan. 18 during the Fort Worth City Council work session.

Morris stated that Tarrant County should receive at least \$200 million in additional funds this year from Washington, D.C., and another \$250 million from Texas Propositions 1 and 7, state constitutional amendments for transportation funding that were overwhelmingly passed in 2014 and 2015, respectively.

The region is also likely to gain additional funding through grants.

“We won three grants last month in the region advancing projects for low-income and others,” Morris told the council.

The region could also gain additional funding via deferrals from two big freeway projects, one in Austin and the other in Houston, because construction on those projects is progressing slowly, he said.

The North Central Texas Council of Governments is a voluntary association of local governments that helps with regional planning, according to its website.

This funding is in addition to the [\\$400 million transportation bond approved by Tarrant County voters](#) in November 2021.

Morris said he is confident that 2022 will be a year of action on various projects, especially the Lancaster project and extending rail service into the hospital district. “This is the year of doing. This isn’t the year of talking. This isn’t the year of beginning. This is the year of doing,” he said. “We’ve been talking about a lot of these things for a long time. All of this is now in our court.”

NBC DFW

Dallas Police Operation Targets Fraudulent Paper Tags

Police make three arrests, tow 11 cars in operation targeting illegal paper license tags

By Scott Friedman and Eva Parks

The Dallas Police Department is taking aim at the fraudulent Texas paper license tags that have flooded Dallas streets.

Earlier this week, officers conducted a major operation designed to crack down on people using illegally purchased temporary plates, not only to get around town but also to hide their involvement in other crimes.

In just one day Dallas police seized enough suspect paper tags to fill a table, highlighting again the scale of the problem.

Special Dallas police units that target high crime areas teamed up with auto theft investigators, homeland security investigators, and the Texas Department of Motor Vehicles on Wednesday targeting cars with fraudulent paper tags in an area near Camp Wisdom Road and U.S. Highway 67 in Southern Dallas.

On Wednesday, police wrote 49 tickets and towed 11 cars. They also recovered two stolen vehicles, four weapons and arrested three people suspected of involvement in other crimes. More evidence, police said, of how people are using fraudulent tags to try to avoid being spotted by police.

“That’s a tool they can use. So we need to target that, take that tool away from them, or at least combat that tool,” said Foy.

In November, **NBC 5 Investigates** exposed how crooked car dealers are illegally selling Texas temporary tags in massive numbers. Authorities in Travis County estimate more than 1.2 million tags were sold illegally statewide last year alone.

Our investigation revealed a lack of thorough vetting by the DMV has allowed crooks to gain access to the DMV’s tag system. The DMV acknowledged even people using stolen identities were able to get Texas car dealer licenses to get into the system and illegally sell tags.

NBC 5 found fraudulent tags all over Dallas, many issued by car dealers the DMV eventually shut down for suspected fraud.

Investigators said crooked dealers are often willing to create tags registered to fictitious names and addresses, creating ghost cars that are difficult to track.

“If they commit a robbery, a homicide, street racing, you know, whatever the crime might be, if all we have is the license plate from that paper tag, if it’s fraudulent, we have no, we don’t have much to go with,” said Foy.

In 2017, Gov. Greg Abbott (R) vetoed funding for special law enforcement units that used to fight tag fraud in major cities.

But Friday, the North Central Texas Council of Governments (NCTCOG) said it has obtained federal funds to help more police departments ramp up enforcement, hopefully later this year.

"I think it's not a matter of if it's a matter of when. We're very optimistic," said Chris Klaus, senior program manager for NCTCOG.

Since NBC 5's reporting on the issue, the NCTCOG said it has received a flurry of calls from police departments wanting to know more about how to combat the real Texas tags created using fake information.

"Seeing the broadcasts that you guys have done is painting the picture that, 'Yeah, they may look OK, but they may likely not be OK,'" said Klaus.

Meanwhile, Dallas police are sending a message, reminding everyone the only place you can get a paper tag legally is at the time of the initial sale from the dealer that sells you the car.

Dallas police said they will continue to work not only to take the tags off the street but to track those tags back to the people selling them.

After NBC 5's reporting showed how some small suspect car dealers were printing hundreds of thousands of tags, a DMV advisory committee recommended more thorough background checks for people applying for small car dealer licenses. The board that oversees the DMV will meet to discuss that recommendation next week.

<https://www.nbcdfw.com/investigations/dallas-police-operation-targets-fraudulent-paper-tags/2864197/>

Fort Worth Star-Telegram

What is Panther Island? A closer look at Fort Worth's future Riverwalk

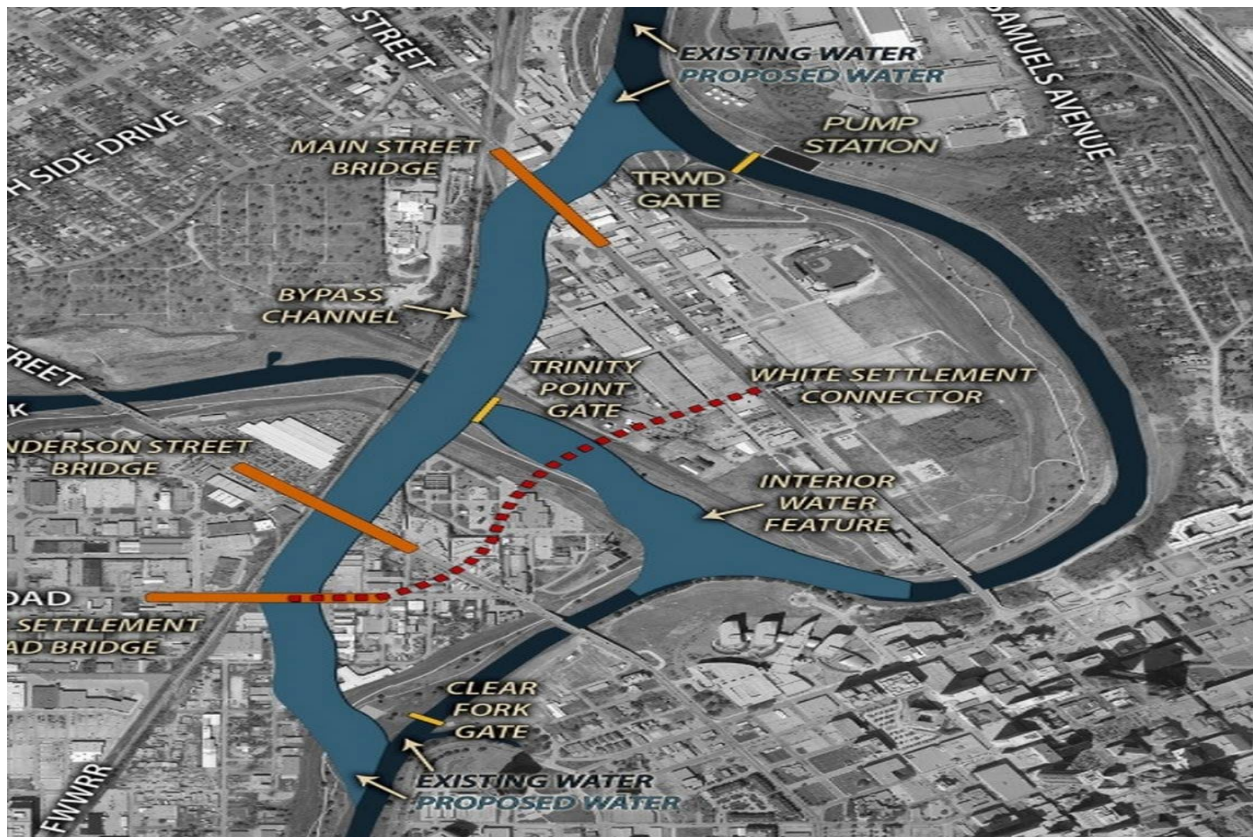
By Emily Brindley

With the announcement Wednesday of more than \$400 million in federal funding approved for Panther Island, Fort Worth's long-awaited redevelopment project along the Trinity River is taking a significant leap toward becoming a reality. For decades, Panther Island has been a pie in the sky — a river-walk dream that never quite seemed destined to secure enough funding to break ground. But now, with federal money en route, that could change. So what is Panther Island? Here's everything you need to know about the project that has intrigued, and irritated, Fort Worthians for years.

WHAT IS PANTHER ISLAND?

Panther Island is a planned development and flood control project on the Trinity River in Fort Worth, just north of downtown and south of the Stockyards. There are several access points to the planned project area; from downtown, North Main Street takes you over the Trinity River and onto the future Panther Island.

It's overseen by the Trinity River Vision Authority, which is an appointed board that includes members from the city of Fort Worth, Tarrant County and the Tarrant Regional Water District. As envisioned, the project would involve the digging of a new, 1.5-mile river channel to connect a U-shaped section of the Trinity River north of downtown Fort Worth. The new channel would create two man-made islands that are collectively referred to as "Panther Island." Construction crews would also dig a network of smaller channels within Panther Island to create more waterfront property. Although the designs for the project often focus on the economic development, officials have billed Panther Island as a flood-control project that would protect a couple thousand acres of property from potential disaster. Officially, the project is referred to as the Panther Island/Central City project, to encompass both the development and flood-control aspects.



THIS MAP SHOWS THE ROUTE OF THE BYPASS CHANNEL THAT WOULD CREATE PANTHER ISLAND, JUST NORTH OF DOWNTOWN FORT WORTH. PANTHER ISLAND/CENTRAL CITY FLOOD PROJECT

WHAT'S ON THE LAND NOW?

On the approximately 800 acres that comprise Panther Island, many of the properties are unused or vacant, previously used as manufacturing or industrial facilities. The area is also home to a structure that was originally built as a Ku Klux Klan meeting hall, which is the only purpose-built Klan Hall still standing in the country. That building, which was later purchased by a pecan company and then sat vacant for many years, was recently sold to a local arts coalition that hopes to reclaim the building.

Other notable properties on Panther Island include:

- Coyote Drive-In Theater.
- Panther Island Ice rink, which is next door to the theater.
- The former LaGrave Field, a now-abandoned baseball stadium that used to house the minor league Fort Worth Cats.
- Panther Island Brewing, which opened in 2014.

And, marking the area's first new major development, new apartment complex Encore Panther Island opened in December.

WHAT WILL PANTHER ISLAND LOOK LIKE?

When explaining the intended look and feel of Panther Island, officials often refer to the San Antonio River Walk, which is a pedestrian-friendly development lining the San Antonio River with restaurants and stores. Officials envision Panther Island as a highly dense development of

restaurants and shopping, as well as housing for about 10,000 residents. The new bypass channel would create an urban lake designed for recreation. The visioning for what is now called Panther Island began about 20 years ago, as a plan to construct a bustling urban area north of downtown Fort Worth. At the time, the project was referred to as Trinity Uptown.

PANTHER ISLAND PROJECT

A 1.5-mile channel will connect sections of the Clear and West Forks of the Trinity River north of downtown Fort Worth to create 800-acre Panther Island. As it was conceived more than 20 years ago, Panther Island is intended to be a highly dense, walkable district that supports 10,000 residents as well as retail and office space.

WHO'S PAYING FOR IT?

Officials including U.S. Rep. Kay Granger, who has championed Panther Island, have aimed for the project to cost little for local taxpayers in the long run. But the project has used a significant amount of local money, which is slated to be repaid in the future, to get it off the ground. Local officials have pushed the federal government to pay for the new bypass channel, because that is the flood-control portion of the project. Until recently, the project had received only \$62 million in federal funds, far short of the more than \$1 billion price tag for the project. But on Wednesday, Granger's office announced that the federal government has granted the U.S. Army Corps of Engineers \$403 million in additional funding for the flood-control portion of the project. Other entities have chipped in money as well. The Texas Department of Transportation constructed the three new bridges that will lead to the eventual Panther Island (more on that below). Other costs, such as for land acquisition and cleanup, have been fronted by the Tarrant Regional Water District, which initially loaned \$200 million to the project.

WHAT WORK HAS ALREADY BEEN DONE?

So far, construction has not begun on the hallmark of the project — the digging of the 1.5-mile river channel. But there has been some progress on other aspects.

Most notably, the Texas Department of Transportation has finished construction on three new bridges that will carry traffic over the new channel, once it's dug. The three bridges are on White Settlement Road, North Main Street and Henderson Street. The final bridge opened to traffic in September, six years after construction for the three bridges began.

The water district has spent a considerable amount of money acquiring the properties along the planned route of the new channel. The water district also has overseen the environmental cleanup of a number of properties, which were contaminated from their past uses in manufacturing and industry. In the meantime, the city of Fort Worth has been tasked with moving and setting up utilities to accommodate the new channel.

WHAT WORK NEEDS TO BE DONE?

Right now, the Panther Island bridges span dry land. The biggest portion of the project, which has not yet begun, is the digging of the new bypass channel. Before the actual digging can begin, officials must first finish the design and contracting for the channel. The U.S. Army Corps of Engineers, which is leading the channel construction, is about halfway done with the design of the channel, the Star-Telegram reported on Wednesday.

The Tarrant Regional Water District's now-general manger, Dan Buhman, told the Star-Telegram over the summer that it would take eight to 10 years to complete the channel, after federal funding came through. Based on that estimate, Panther Island would not become a full island until 2030 at the earliest.

SO IS IT A DEVELOPMENT PROJECT OR A FLOOD CONTROL PROJECT?

Local officials say that Panther Island/Central City does double-duty as a flood-control and development project. When pitching to the public and potential developers, officials highlight the vision of a bustling urban neighborhood. When pitching the project for funding from the feds, officials highlight the need to protect the surrounding low-lying areas from floods. At least as far back as 2005, the Star-Telegram reported that the surrounding areas could be protected with a less-costly flood control option: raising the levees that already line the river. That would've cost about \$10 million at the time. The then-general manager of the water district, Jim Oliver, told the Star-Telegram in 2005 that the cheaper option of pure flood control would be “no frills, ugly.”

The Trinity River Vision Authority opted instead for a grander plan.

WHY HAS IT TAKEN SO LONG?

Every step of the project's timeline has stretched well beyond its original estimates. It's common for public projects, particularly construction projects, to take longer than planned — but Panther Island has taken that norm to an extreme. The vision for the current version of the Panther Island project began in the 2000s. A big reason for the delay can be attributed to the lack of federal funding, which local officials continually looked for in each federal budget cycle. During the administration of former President Donald Trump, local officials including Granger indicated that the request for federal funding was indefinitely stalled — Trump's budget office, according to Granger, had given a hard “no” to funding for the project. But it's not just the federal funds that have delayed Panther Island.

Even the bridge construction, which was done by the Texas Department of Transportation, was significantly delayed. When the construction of the three bridges began in 2014, the department estimated it would be completed by 2018. Construction did not wrap up until September 2021.

WHY IS IT CALLED PANTHER ISLAND?

The Panther Island project was originally called the Trinity Uptown project, reminiscent of Dallas' trendy Uptown neighborhood. But the development portion was renamed Panther Island as a reference to Fort Worth's nickname “Panther City.” The city earned that nickname in the late 1800s, after a lawyer published a column in a Dallas newspaper claiming that Fort Worth was such a quiet city that a panther fell asleep downtown, and no one noticed. Fort Worthians embraced the insult and began incorporating the panther into business names and logos. The Fort Worth Police badge featured a panther beginning in 1912, and eateries, breweries and stores across the city also sport the name.

WHEN WILL WE KNOW MORE ABOUT THE PROJECT'S FUTURE?

Granger and U.S. Rep. Marc Veasey, along with officials from the city of Fort Worth and the Tarrant Regional Water District, plan to hold a press conference on the project's federal funding on Thursday morning. That briefing is expected to yield additional information about the project and its funding, as well as give an opportunity for more questions to be answered.

D Magazine

The Most Important Part of Dismantling an Urban Freeway

An op-ed in the Dallas Morning News reminds us that a great urban neighborhood won't 'magically' sprout from the ashes of I-345. So the city and its partners need to start planning what that looks like.

By Peter Simek

When I first read this op-ed about I-345 that appeared in last Sunday's *Dallas Morning News*, I was flummoxed. Blame it on I-345 fatigue, which breeds a kind of paranoid defensiveness similar to Trinity River Corridor Project PTSD. Mention either of these projects, particularly within the pages of the *DMN*, and my back instinctively spikes up like a porcupine.

The piece is by Michael Grace, the assistant city manager and chief operating officer for the city of Ferris, and he writes that I-345 is a "very important regional transportation corridor" and that "removing this transportation connection, within a competitive, polycentric, still maturing urban region, would have a wide ranging impact that would reverberate across the entire city."

Polycentric urban region? Very important corridor? Urbanism blasphemy!

But by the time I got to the end of Grace's piece, the more I saw that he was trying to call out some aspects of the I-345 removal that truly do need more attention. Grace seems to agree that there are a lot of benefits to removing I-345 and replacing it with a boulevard and a reconstructed urban street grid. But he also offers a warning. Tearing down an urban highway is one thing. Making sure what replaces it is worthy of the effort is something else entirely.

"Simply removing this bit of highway, as some have proposed, will not bring those neighborhoods back to life nor magically create equitable and sustainable development," he writes.

He's right, of course, though with one caveat. I don't believe anyone is proposing we should simply remove the highway without doing anything else. In fact, the entire point of TxDOT's CityMAP study, a mention of which is conspicuously absent from Grace's op-ed, was to help establish a framework to think about the very things he advocates for, like carefully considering policies around "affordable housing, traffic, alternative transportation, land use, and much more" to direct development after the highway is removed. (CityMAP explored the city's relationship with its highways and how design elements could encourage economic development and repair the damage they caused to urban neighborhoods.)

But Grace is correct that the city hasn't shown a ton of impetus, to date, in getting out ahead of any future work on I-345. And there is much work to be done. Grace points out a need for more planning that addresses capacity highway loop routes, not only for redirected commuter traffic but, more important, inter-regional truck traffic.

There also needs to be more planning around how to re-stitch the street grid and manage urban traffic through the area freed up by the removal of I-345. The only concrete plan we've seen is the inadequate one TxDOT sketched out within its I-345 alternatives study. I would also add that there should be a plan that addresses how a re-stitched grid could affect or improve public transit access in the area.

Grace also argues that the conversation around neighborhood development should expand beyond the neighbors and business representatives in the immediate vicinity of the elevated freeway.

He calls for the inclusion of neighborhoods and suburbs—perhaps, like Ferris—that will also be impacted by the project. Surely Grace knows that some of this outreach work was done, once again, during the CityMAP process.

According to his LinkedIn, Grace participated in a working group with the Greater Dallas Planning Council that was established to make recommendations on CityMAP. But the point is also well taken. Widespread buy-in will require widespread community participation, particularly on an issue that is so impactful and yet counterintuitive as removing an urban highway.

Grace's piece challenges the city to work to create a mixed-income community that also supports the proliferation of new small businesses. That, too, will require the kinds of carefully crafted policies that the city of Dallas doesn't have a long track record of producing. What is more likely to happen, Grace warns, is that the redevelopment will be left to dominant economic forces, which will produce something resembling a new Uptown. If that happens, then the great promise of transforming an urban highway into an urban neighborhood will fail at one of its main goals: reducing transportation inequality.

"Commuting across town isn't the ideal approach to affordable housing, but right now, it's one of the few options," Grace writes. "Changing this dynamic will require focused, progressive economic development and urban design policies, standards, and strategies for a more equitable region, benefiting diverse community stakeholders."

The timing of Grace's op-ed is curious. Things have been quiet on the I-345 front; TxDOT is focused on moving the I-30 rebuild ahead. Even though the Biden administration's infrastructure bill includes money for highway teardown projects, I-345 was not listed as one of Mayor Eric Johnson's priorities for federal funding in his letter to Transportation Secretary Pete Buttigieg.

And yet perhaps that is why now is a good time to remind the city that the success of an I-345 teardown rests on the kind of work done during these quiet months and years. A cohesive, comprehensive, and coherent strategy to community and economic development around I-345 needs to be in place before dirt is turned.

"It is imperative that I-345 not be treated as simply a real estate play," Grace argues. "Any plan to demolish I-345 in hopes of inducing redevelopment and restitching the street grid must be guided by plans that ensure equitable outcomes. This commitment must be kept at the forefront of all discussions and any option chosen as the solution."

CityMAP started this discussion, and I wish Grace had acknowledged this. But the discussion needs to continue. Furthermore, the project needs champions both within Dallas and from outside suburbs—representatives like Grace, in fact—to help improve awareness and understanding of the large planning impacts of an inner-city highway teardown.

And while I agree with Grace that we need the kinds of educational outreach and policy initiatives "that will allow the region to mature," I don't believe the goal is to arrive at a place where, as he puts it, "this important highway link is no longer needed."

After all, a big problem with urban highways is perception. As long as the highway is there, it will be perceived to be important and necessary. It's a chicken-and-egg issue. The highway is already no longer needed, and we need to tear it down. But we also have to be ready for what comes next.

D Magazine

Will Dallas' New Vision Zero Plan Actually Save Lives?

The idea of Vision Zero is noble: one traffic death is one too many. But does the strategy work?

By Peter Simek

Vision Zero has been one of the buzziest topics in urban planning circles over the last few years. The phrase describes a traffic safety strategy that is being rapidly adopted by cities throughout the country. Dallas was a little late to the party when it instructed city staff to begin working on its own Vision Zero policy in 2019. It took staff more than a year to bring an early version of the plan to council, which it unveiled at a briefing last week.

After hearing the briefing and looking at other cities' experience with Vision Zero, I still have mixed feelings about the policy.

Here's what I like about it: Vision Zero starts with the attitude that all traffic-related fatalities should be avoidable. The "zero" in Vision Zero means that cities should strive to have no traffic deaths.

This may appear like an obvious goal—why would it be a city's policy to allow some people to die in traffic? And yet, thanks to [a sordid history](#), which includes all sorts of auto industry-led misdirection, traffic fatalities have generally been accepted as a side effect of the unquestioned need to drive cars in cities. Put that logic in another deadly industry's familiar catchphrase: cars don't kill people, people do.

Vision Zero says all traffic fatalities are unacceptable, and our streets and transportation policies should strive to reduce deaths to zero. That's the part I like.

The part I don't like is that cities that adopt Vision Zero policies [haven't really seen great results](#). Why? Generally, most Vision Zero plans create a laundry list of recommendations—from re-engineering streets to improving signage to enforcing speed limits—but often the little things get done and the big things don't. Big changes to streets cost money, take time, and get snagged by politics. And yet it is precisely those big changes—like rebuilding streets so that they favor safer pedestrian and bike mobility over speeding up cars—that will eliminate traffic deaths.

Big, multi-pronged Vision Zero plans can also obscure the reality that reducing traffic fatalities is not rocket science. It's simple. To modify another over-used catchphrase: "it's the streets, stupid."

Dallas now has its own Vision Zero plan, and it is, predictably, filled with the usual laundry list of good ideas and few specifics. Vision Zero is also a plan layered on top of other plans. For example, in the presentation made to the council, among Vision Zero recommendations are "implement the priorities in the Sidewalk Master Plan" and "update the existing Bike Plan." But if we have already have these plans, why do we need this new plan? Why don't we just implement those plans?

This is part of what bothered me about [Mayor Eric Johnson's letter](#) to Secretary of Transportation Pete Buttigieg last December about his priorities for the city's portion of the big federal infrastructure bill. Johnson used the city's new Vision Zero plan as a catch-all, and I understand why he did.

Implementing Vision Zero means securing funding for things like bike lanes, improved traffic signals, and building more complete streets. But then, why not just say we want money for bike lanes, traffic signals, and better streets? My concern is that, in other cities, Vision Zero plans have done more to

obscure priorities than champion them. In Los Angeles, for example, Vision Zero led to the introduction safety fixes, like curb bump-outs and diagonal street crossings, but at the same time, the city increased speed limits.

Maybe I'm being too hard on Vision Zero. After all, a big part of the idea is the vision—the new lens it offers to look at all these plans and policies. Dallas' Vision Zero plan does shine a light on some pretty horrifying statistics. Dallas ranks No. 2 in the nation among large cities for traffic fatalities.

More than half of those fatalities involve pedestrians or speeding vehicles. The plan also studied which streets and corridors were most dangerous and found that 8 percent of the city's streets account for 60 percent of severe crashes. That offers the city a great blueprint for targeting necessary street improvements.

What the plan didn't include, however, was a lot of detail about how it will prioritize, time, stage, or fund improvements. Staff told council that it would take upwards of another 24 months to refine and flesh out aspects of the plan, something that clearly frustrated West Dallas council member Omar Narvaez. "Twenty-four months ago—that's when we voted for Vision Zero," Narvaez said during the meeting. "Now staff is telling us they need another 24 months until we get the plan going."

During this exchange, City Manager T.C. Broadnax jumped in to defend his staff, explaining that the city was doing all it could given limited human and financial resources. But the lack of resources—particularly the lack of funding for the larger and more impactful changes to street design—is exactly the reason why other cities' efforts at reducing traffic fatalities proved half-hearted. During the exchange with staff, Mayor Pro Tem and Oak Cliff council member Chad West zeroed in on this.

"We need to put our money where our mouth is," West said. "We have a \$4.4 billion budget and \$1.5 billion in general funds, and we're only funding bike lanes to the tune of \$2 million and traffic calming to the tune of \$500,000. That's not enough if we want to take Vision Zero seriously."



West asked staff why it was only shooting for improving three additional pedestrian crossing per-year, and he wondered why the plan didn't more aggressively target a revision to the city's street design manual to reflect traffic calming and multi-modal transit priorities.

North Dallas council member Cara Mendelsohn echoed this when she pointed out that the city's design manual currently allows streets to be constructed in ways that are inherently dangerous.

"I don't think we're doing enough with ADA," Mendelsohn said. "When I see poles in the middle of sidewalks, and the answer I get is it meets ADA—I mean someone had to go out there with a tape measure because it barely meets it."

East Oak Cliff council member Tennell Atkins also pressed staff on how the plan incorporates considerations around equity—an important point considering that after Vision Zero was implemented in Washington D.C., deaths in predominantly Black neighborhoods actually increased.

Staff's responses to these questions tended to hover around "I don't know," "we'll get back to you with that information," or "we need more resources." Which, to me, perfectly illustrated how Vision Zero plans obfuscate action around transportation safety even as they illuminate good policy.

But what is real value of that illumination? We all know that the reason so many people die on Dallas' streets is because the entire city, for the past 70 years, has been redesigned so that cars can move ever faster, thus making it more dangerous for pedestrians and bikes.

We also know that fixing it will require redesigning nearly every street in Dallas. That is going to take a ton of time and a ton of resources. Chipping away at the problem at a rate of two or three extra crosswalks a year is not going to change anything.

At its best, Dallas Vision Zero plan offers some targets. We now know that only 8 percent of the city's streets disproportionately account for most of the traffic fatalities in the city. The council should now make it a priority to completely rebuild every single one of those streets. Sound too big? Dallas has passed bonds over the years that funded much less important things than saving lives.

And that's what this entire conversation boils down to. Lives. Around 200 people needlessly die on Dallas's streets every year. That's not acceptable, and we can change it. But it is going to take a lot of money, a lot of political will, and a whole lot more vision and leadership.

Dallas Morning News

Autonomous trucking startup TuSimple gets a million-square-foot facility at AllianceTexas

On Dec. 22, TuSimple completed its first fully autonomous semi-truck run on public roads.

By Natalie Walters

Real estate developer Hillwood is making a large bet on autonomous trucking taking off.

Global autonomous driving tech company TuSimple is getting a 1-million-square-foot facility at Hillwood's 27,000-acre AllianceTexas development in North Fort Worth. It will have launch pads and landing pads for autonomous trucks that use TuSimple's Autonomous Driving System.

TuSimple trucks drive on their own, but for now, a safety driver and test engineer sit in the vehicles, according to the company. On Dec. 22, the company completed its first fully autonomous semi-truck run on public roads without anyone inside on an 80-mile trip from Tucson to Phoenix.

The new AllianceTexas facility will be part of the development's Mobility Innovation Zone, an area that allows companies to test, prove and commercialize their technologies. The site off Interstate 35 near Fort Worth Alliance Airport provides a centralized location for TuSimple, which went public in 2021 and is valued at about \$3.9 billion.

AllianceTexas is home to other innovative companies, including Bell, Wing, BNSF and Deloitte.

"We partnered with TuSimple, a leader in autonomous trucking, to provide the guidance and technical parameters required to prepare this new facility for the rapid adoption and expansion of autonomous trucking operations throughout the region and beyond," Hillwood chairman Ross Perot Jr. said in a statement.

TuSimple, which is headquartered in San Diego and has offices in Tucson and Fort Worth, said the new facility will serve as a stop along its Autonomous Freight Network. The network was first announced in July 2020 and includes autonomous trucks, digitally mapped routes and strategically placed terminals along high-volume freight routes.

The company's goal is to improve trucking safety as well as increase efficiency, operational costs and trucks' carbon footprint, according to its [website](#).

"Hillwood's investment in these properties will make it easier for companies to adopt, integrate and scale autonomous trucking operations," said TuSimple CEO Cheng Lu in a statement.

TuSimple's infrastructure specifications will be implemented into other AllianceTexas buildings in the future so they can work within the freight network, according to the companies' announcement.

In June 2021, TuSimple [opened](#) a 2.5-acre logistics hub in AllianceTexas' innovation zone that created 50 jobs. The site supports shipping routes along the highway system connecting Dallas-Fort Worth, Houston, Austin and San Antonio.

Texas has been a popular testing destination for autonomous vehicles due to its climate and flat roads. Kodiak Robotics, based in Mountain View, Calif., has a facility in Dallas-Fort Worth for

freight testing and operations. In December, Amazon-backed self-driving vehicle firm [Aurora](#) **said it would integrate** its driverless tech with Uber Freight's logistics platform to haul shipments between Dallas and Houston.

And earlier this month, Dallas City Council **approved** a package of tax incentives and grants totaling more than \$3 million to help attract a \$160 million Ford Motor Co. and Argo AI self-driving vehicle facility.

<https://youtu.be/V1KZ1jSwJN4>

FOX4 DFW

Dallas road study shows fewer lanes means fewer crashes

By Lori Brown

DALLAS - The results of a study that reduced Jefferson Boulevard in North Oak Cliff from six lanes to four lanes are back. It shows reducing lanes reduced the number of crashes. Now that the city's nearly four-month-long road diet along Jefferson Boulevard is over, one large neighborhood association is calling on the city to make the change permanent.

People who live around the thoroughfare say now the city needs to make the changes permanent.

Lee Ruiz can see Jefferson Boulevard from his front porch. He was home when police say a man barreled down Jefferson Boulevard at 76 miles an hour and hit and killed a man while he was mowing a lawn in July.

"We were out here," he said. "Heard it. It was awful."

Ruiz says when the city shut down two lanes of the thoroughfare from mid-August thru mid-December, it made a noticeable difference.

"When they removed unnecessary lanes, things got normal. There was smooth traffic. No backlogs," he said. Fewer crazy speeders. Fewer racers," he said.

Dallas City Councilman Chad West spearheaded the road diet demonstration.

"When we started this process, I had almost as many calls saying absolutely do not do traffic calming there. As I did, please slow down traffic," he said.

But now after four months with fewer lanes, West says many people changed their minds.

"Now we have almost overwhelming support for reducing traffic," he said.

The study surprisingly showed that it did not reduce the volume of cars or their speed overall, but it did reduce crashes by 82%.

"That alone to me suggests we should move forward with traffic calming," West said.

Richard Ewers represents 600 homeowners in the areas as the president of the Winnetka Heights Neighborhood Association. He wrote a letter supporting a permanent lane reduction.

"That stretch has been a traffic nightmare," he said. "Everyone is really on board with fewer lanes creating a safer Jefferson and creating safe zones for all the schools."

West says if the other two homeowners associations also support the lane reductions, the city will move forward with using paint to close off the lanes.

More costly measures like extending the curb and sidewalks will then require a longer process and vote by the full city council.

<https://www.fox4news.com/news/dallas-road-study-shows-fewer-lanes-means-fewer-crashes>

Fort Worth Star-Telegram

Fort Worth's Panther Island work expected to pick up speed after \$403M in federal funds

BY HARRISON MANTAS

The U.S. Army Corps of Engineers has kicked into high gear to begin work on the 1.5 mile bypass channel for Fort Worth's Panther Island, and the city, county and water district need to act with similar speed to keep up, the project manager said Thursday. Speaking to the Trinity River Vision Authority on Thursday, Woody Frossard said his project development teams have set up meetings next week with the Corps and the city for how to move forward.

Frossard works for the Tarrant Regional Water District. The board meeting comes eight days after the Army Corps announced it was allocating \$403 million to construct the channel north of downtown and finish a series of man-made flood plains.

The project, first conceived in 2003, aims to bolster Fort Worth's aging levee system built in 1960. This is the most money the agency has allocated to the project. Congress approved \$526 million in 2016, but disagreements with the Trump administration over the project's feasibility held up funding.

The allocation was made possible by the city, county and water district working together to buy land, relocate businesses, and move utilities to make way for the bypass channel, said J.D. Granger, executive director of the Panther Island/Central City Flood Project. "You did a fantastic job. You got out of the way, and the Corps had the design information to make that huge request," Granger said. The city still needs to move utility lines on the south side of the channel.

City manager David Cooke said the City Council will get a briefing about this during its Feb. 15 work session. The \$403 million will cover all remaining design costs.

Frossard said this is important because it will allow the Corps to move quickly to request additional funding to finish the project. The only remaining items that need federal funding are three flood gates, a dam and a pump station. Frossard estimated it will take the Corps two and a half years to design those projects to the point where it can request funding to finish construction.

The city, county, and water district must match 5% of any additional federal funding, said Sandy Newby, the water district's chief financial officer. Newby said this money is likely to come from a specialized tax zone for Panther Island or from a 2018 bond package that allocated \$250 million for the project. No additional public funding will be needed, Newby said.

NBC DFW

TxDMV Takes Emergency Action to Keep Crooks From Selling Paper Tags

Board directs DMV staff to draft new rules around fingerprinting for car dealer licenses

By Scott Friedman

In an emergency meeting Thursday, the Texas Department of Motor Vehicles took more steps to combat the illegal sale of paper license tags by ordering staff to draft plans for how to fingerprint people who apply for car dealer licenses and to immediately cut off dealers suspected of fraud.

The moves come after a months-long NBC 5 investigation exposed how crooks have been able to obtain dealer licenses, gain access to the DMV's internal system, and then sell temporary paper tags, reaping millions in illegal profits.

During Thursday's meeting, the DMV board directed staff to draft a plan for fingerprinting car dealers, to verify the identity of those seeking dealer's licenses.

The DMV also approved a rule that will allow the agency to immediately turn off the license of any dealer suspected of selling fraudulent tags, removing the previous lengthy administrative process that allowed suspected crooks to continue printing and selling tags long after they've been identified as a problem.

NBC 5 Investigates found that some dealers were able to print thousands and thousands of tags even after law enforcement flagged those dealers for suspected fraud.

The fraudulently issued tags are often created with bogus names, addresses, and VIN numbers that are entered into the DMV's system. Law enforcement officials said this effectively creates "ghost cars" that are difficult for law enforcement to track if the vehicle is involved in a crime.

"This accident never would have happened if the driver did not obtain illegal paper tags through your failed system," said Tawny Solbrig, a mother testifying about her 18-year-old son Terrin who was struck and killed by a car on the road with a fraudulent paper tag.

NBC 5 Investigates has obtained records showing that tag was issued by a car dealer that was later investigated by the FBI.

Federal prosecutors charged the owner with wire fraud for allegedly selling hundreds of thousands of Texas tags and the FBI is still trying to locate him.

Solbrig said the DMV should have moved faster to prevent that dealer from printing tags and credited law enforcement for stepping in.

"This dealership has been indicted because of those people over there", she said motioning toward law enforcement officials in the room, "not because of y'all - y'all failed the system," said Solbrig referring to the DMV board.

Manny Ramirez, a member of the DMV board, told NBC 5 Investigates the steps taken Thursday should have been taken long ago.

"I think that this is a long time coming. I think that we should have done this years ago, but we did it today and I'm proud of that," Ramirez said. "I am proud that the board prioritized this issue and said this is our number one concern."

At Thursday's meeting, the DMV's executive director Whitney Brewster pledged to work more closely with law enforcement officials to crack down on criminal activity involving tags.

She said the agency could not implement the change sooner because they needed more authority from the state legislature, which they received last year.

"So the agency is required to follow Texas law," said Whitney Brewster, DMV Executive Director.

Brewster said her department could not implement tougher rules until the Texas Legislature passed a new law last summer.

"Now with that authority, the board took on today, we can start immediately working on cutting off bad actors," said Brewster.

The impact of that delay is staggering. By one law enforcement estimate, 1.2 million illegal paper tags were sold in 2021.

<https://www.nbcdfw.com/investigations/txdmv-takes-emergency-action-to-keep-crooks-from-selling-paper-tags/2870970/>

NBC DFW

How Many Texas Bridges Are Listed in Poor Condition?

TxDOT says all bridges in Texas, even those with poor ratings, remain safe for travel

By Vince Sims

Looking at the latest numbers from the [Texas Department of Transportation](#), there are several dozen bridges in "poor" condition across North Texas.

- Dallas County has 3,212 bridges with 33 listed in poor condition.
- Tarrant County has 2,417 bridges with 15 listed in poor condition.
- Collin County has 1,117 bridges with two in poor condition.
- Denton County has 950 bridges with seven in poor condition.

[See the list from the US DOT here.](#)

Statewide nearly 800 bridges are listed in poor condition, according to TxDOT. However, a poor rating doesn't mean a bridge is necessarily unsafe to drive on.

TxDOT said in a written statement, "A bridge classified as poor or structurally deficient that is open to traffic is in need of some maintenance, repair, or rehabilitation, but is safe to continue carrying traffic. All bridges in Texas remain safe for travel, and TxDOT would take immediate action to close any bridges that presented immediate safety concerns to the traveling public."

Nur Yazdani, an engineering professor at the University of Texas at Arlington, told NBC 5 Friday that he thinks Texas bridges are overall safe but must be maintained.

"They look at bridge pavement," Yazdani said, describing what an inspection includes. "They look at the railing. They look at the underside of the bridge, beams, columns, foundations, and also the soil condition around the bridge."

Yazdani said Texas bridges rank better than other parts of the country.

"Texas bridges are in much better shape. Our transportation infrastructure is in much better shape than the northeast," Yazdani said. "Our bridge infrastructure is newer so the problems are less. But even then we need attention to those kind of structures."

<https://www.nbcdfw.com/news/local/how-many-texas-bridges-are-listed-in-poor-condition/2872208/>

Star Local Media

Denton County Judge to serve on transportation authority board

By Staff Report

Denton County Judge Andy Eads will now serve on Denton County Seat 2 of the Denton County Transportation Authority Board, according to a press release from the authority.

During a Thursday meeting of the board, Eads was sworn in to serve on the seat. Dianne Costa, representing the city of Highland Village, was elected board secretary, according to the authority release.

Eads previously served as chairman of the Regional Transportation Council for the DFW area. He first joined the Denton County Commissioners Court in 2007 and became the county judge in 2019. He can be reached at aeads@dcta.net.

Costa is the former mayor of Highland Village and can be contacted at dcosta@dcta.net.

The Denton County Transportation Authority is governed by a five voting-member Board appointed by respective entities from Denton County and the cities of Denton, Highland Village, and Lewisville serving two-year terms. Large cities, small cities and other Denton County cities make up the remaining six non-voting members. Board members must have professional experience in the field of transportation, business, government, engineering or law.

In accordance with DCTA by-laws, the Board adopts the annual operating budget and is responsible for setting policy. The CEO oversees the day-to-day operations of DCTA and implements policies set forth by the Board.

Board meetings are held virtually every fourth Thursday of each month beginning at 10 a.m., except as otherwise posted. All meetings are open to the public. For additional information, contact the DCTA administrative office at 972-221-4600.

Fort Worth Star-Telegram

Fort Worth leaders have long said Panther Island will be 800 acres. Here's a fact check

By Emily Brindley

For well over a decade, Fort Worth officials, government documents and news coverage have described the Panther Island redevelopment project as 800 acres. That figure appears across the Panther Island/Central City website. The project is an “800-acre district.” Panther Island will be “an 800-acre development doubling the size of the central business district,” and the plan will “open the development of over 800 acres.” The number pops up in a statement from U.S. Rep. Kay Granger, who has championed the riverfront project.

But here's the catch: Panther Island is not 800 acres. Not exactly. To understand the actual size of Panther Island, and what officials were referring to when they used the 800-acre figure, the Star-Telegram compared numerous project maps spanning more than a decade, compiled public land records and spoke with officials at the city of Fort Worth and the Tarrant Regional Water District.

First, it's crucial to understand the project itself. The Panther Island redevelopment project is a plan to cut a 1.5-mile river channel that will connect the ends of a U-shaped bend in the Trinity River. That channel, once complete, will create two islands that are collectively known as Panther Island. The actual acreage within those two new islands is on the order of 340 acres, according to an analysis by the Star-Telegram.

That estimate aligns with a 2006 document from the U.S. Army Corps of Engineers, which quoted the internal land space of the islands at 327 acres. That means that the actual size of the future islands is less than half of the oft-cited 800 acres. But it's a bit more complicated than that. When officials refer to “Panther Island,” they aren't just talking about the land on the islands themselves.

Randy Hutcheson, the city of Fort Worth's preservation and design manager, said that when he references Panther Island, he is referring to the “core zone.” That zone encompasses the two future islands plus some nearby parcels, all of which fall under the city's zoning rules for Panther Island. That interpretation adds acreage to the Panther Island area, but doesn't increase the total to 800. Hutcheson traced the number back to a transcript of a 2005 event hosted by the U.S. Army Corps of Engineers. That transcript doesn't include an explanation of what, exactly, is included in the acreage.

Matt Oliver, spokesperson for the Panther Island/Central City project, pointed to a map that is included in a city zoning document. He said the 800-acre figure refers to both the core zone and the peripheral zones, which include all areas that will be affected by the project and the new river channel.

Some of the peripheral zone would not be recognizable as part of the Panther Island neighborhood. The farthest-flung chunk of the peripheral zone is sandwiched between the Trinity River and Forest Park Boulevard, immediately north of I-30.

By car or foot, it's about 2 miles southwest of the islands. Oliver said that the Panther Island website has never claimed that the islands themselves would be 800 acres. The website did, however, repost two news articles — a 2017 Star-Telegram article and a 2021 Fort Worth Business Press article — that incorrectly stated that the island itself will be 800 acres. "I don't think the number was ever meant to say 800 acres of developable land but including the entire area and peripheral zones," Oliver said in an email. The answer, then, is this: the entirety of the land that will be materially affected and improved by the Panther Island project appears to be about 800 acres. But the actual land on the future islands themselves is less than half that.

PANTHER ISLAND PROJECT

A 1.5-mile channel will connect sections of the Clear and West Forks of the Trinity River north of downtown Fort Worth to create Panther Island, which will actually have two islands.

As it was conceived more than 20 years ago, Panther Island is intended to be a highly dense, walkable district that supports 10,000 residents as well as retail and office space.

Star-Local Media

Lewisville City Council gives consensus on changes to I-35 corridors

By Winston Henvey

Changes are coming to I-35 as the Texas Department of Transportation (TxDOT) and Lewisville's Parks and Recreation department enter new phases of the I-35 bridge project.

In a Monday meeting, the Lewisville City Council gave consensus on possible developments that could be made to improve the stretch of I-35 that runs through Lewisville.

TxDOT's improvements include flipping the orientation of Corporate Drive and I-35 where Corporate would be below the highway. Additionally, the configuration of State Highway 121 with a flyover and the curling ramp would go away, City Engineer David Salmon said.

"This will become a typical TxDOT interchange where the service roads come up adjacent to the bridge," he said.

Construction for a third interchange will run from Fox Street north of College Street. The Main Street will be widened to three lanes plus turn lanes. The intersection at Edmund Lane and Main Street will also be changed to no longer allow left turn in or out of the intersection for safety reasons. The present traffic signal will be taken away to avoid some of the backups at Edmunds Lane and Main Street.

"We've been talking about that for years," Councilmember Ronni Cane said. "That discussion came up in the mid '90s, and I think they wanted to burn us at the stake for it."

The entirety of TxDOT's project to improve some of the I-35 interchanges runs from I-635 to State Highway 121 at the Denton County line.

As TxDOT continues its improvements, Cane said she wants safety to be considered. She said the current I-35 interchanges propose many safety risks and make it difficult for first responders to reach highway wrecks in a reasonable time as one wrong decision can force drivers to have to enter back on the highway in multiple loops until they make the right exit.

"That is the worst design in the history of Texas," she said.

Parks and Recreation Director Stacie Anaya discussed the possibility of developing previously undeveloped properties along I-35 into reforested canopies and parkland as a part of the city's healthy infrastructure plan.

"I look to McKinney and what they're doing," Mayor TJ Gilmore said. "Every square foot they get, they plant a crepe myrtle. I'm not saying crepe myrtles are what we want, but any square foot where they can put trees, they put them there."

At key exits, Anaya said developing parkland could resolve the issue of ensuring parks are at most a 10-minute walk from residents.

"I like it, I want it, let's have it," Gilmore said.

Community Impact Newspaper

METRO approves purchase of 10 electric paratransit vans as part of sustainability initiative

By Sierra Rozen

The Metropolitan Transit Authority of Harris County voted unanimously to carry out a contract with Creative Bus Sales for the purchase of 10 electric paratransit vans and chargers.

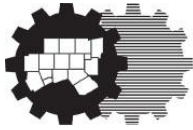
Voted on by the METRO board at the Jan. 27 meeting, the purchase is connected to METRO's sustainability vision statement and climate action plan, according to Monica Russo, public information officer and media specialist for METRO.

One of the goals of the statement is to have a 100% zero-emission bus replacement by 2030, Russo said.

The contract will come out to about \$3.1 million and comes out of METRO's capital budget. Creative Bus Sales was one of the three companies that submitted a bid for the contract and was found to be the lowest responsive and responsible bidder, according to agenda documents.

The paratransit vehicles are wheelchair accessible and allow disabled passengers easy entrance on the vehicle.

METRO had previously approved a contract with Nova Bus for the purchase of 20 electric buses back in November, as previously reported by [Community Impact Newspaper](#).



North Central Texas
Council of Governments

PRESS RELEASE
Contact: Brian Wilson
(817) 704-2511
bwilson@nctcog.org

NCTCOG to Host Hybrid Public Meeting Feb. 7

Comments accepted online through March 8

Feb. 2, 2022 (Arlington, Texas) — The North Central Texas Council of Governments will host a hybrid public meeting in February to provide an update on the region's long-range transportation plan, an effort to develop a unified brand for a bicycle-pedestrian trail that will run from Fort Worth to Dallas and other planning initiatives.

The meeting will take place at noon Feb. 7 at NCTCOG's Arlington offices, 616 Six Flags Drive. Attend in person or watch the presentations live at www.nctcog.org/input. A video recording will be made available afterward, and residents can comment online through March 8.

Those attending in person are encouraged to wear masks and practice social distancing.

One of the primary responsibilities of a Metropolitan Planning Organization is the development and maintenance of a Metropolitan Transportation Plan (MTP). This plan identifies how the metropolitan area will manage and operate a multimodal transportation system (including transit, highway, bicycle, pedestrian, and accessible transportation) to meet the region's goals. NCTCOG staff is developing an update to the current MTP, Mobility 2045, and will provide an overview and update on the timeline for the plan.

Staff will present information on the Fort Worth to Dallas Regional Trail Branding and Wayfinding project, which will create unified branding and signage for the Fort Worth to Dallas Regional Trail. This trail runs through the cities of Fort Worth, Arlington, Grand Prairie, Irving and Dallas. This project will also build a regional consensus for ongoing marketing and operations as well as provide recommendations for support infrastructure.

Staff will present updates to the Title VI Program and the Language Assistance Plan. The Title VI Program documents how NCTCOG considers civil rights in planning. The program includes procedures individuals can use to file a complaint of discrimination. A 45-day public comment period will begin after the presentation.

Finally, NCTCOG is the host organization for Dallas-Fort Worth Clean Cities (DFWCC), a US Department of Energy initiative to reduce total energy impacts in the transportation sector. As part of these efforts, DFW Clean Cities surveys local fleets each year about alternative fuel use and other fuel-saving activities. The 2021 Annual Survey has now opened and details on the survey goals and Fleet Recognition Program will be provided.

The department's interactive map tool, Map Your Experience, the Regional Smoking Vehicle Program (RSVP), vehicle incentive opportunities and administrative revisions for Mobility 2045 will also be highlighted.

For special accommodations due to a disability, language translation needs, or to request printed copies of information discussed, contact Thao Tran at 817-704-2510 or tctran@nctcog.org at least 72 hours prior to the meeting. A free roundtrip ride between

NCTCOG and the Trinity Railway Express CentrePort/DFW Airport Station can also be arranged with 72 hours' notice.

Public Meeting Details
Monday, Feb 7, 2022, Noon North Central Texas Council of Governments 616 Six Flags Drive Arlington, TX 76011

About the North Central Texas Council of Governments:

NCTCOG is a voluntary association of local governments established in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit and coordinating for sound regional development.

NCTCOG's purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication, and make joint decisions. NCTCOG serves a 16-county region of North Central Texas, which is centered on the two urban centers of Dallas and Fort Worth. Currently, NCTCOG has 229 member governments including 16 counties, 169 cities, 19 school districts and 27 special districts. For more information on the Transportation Department, visit 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.

###

REGIONAL TRANSPORTATION COUNCIL MILESTONE POLICY ROUND 2
QUARTERLY STATUS UPDATE

TIP CODE	CSJ	PROJECT SPONSOR	CITY	LIMITS	PROJECT DESCRIPTION	TOTAL FUNDING	FUNDING CATEGORY	PRIOR EST. START DATE	NEW EST./ACTUAL START DATE	FEBRUARY 2021 RECOMMENDATION	OCTOBER 2021 COMMENTS	OCTOBER 2021 RISK RATING	FEBRUARY 2022 COMMENTS	FEBRUARY 2022 RISK RATING
PROJECTS LOCAL AGENCIES COMMITTED TO IMPLEMENT IN FY 2021														
20240	0918-47-027	DALLAS	DALLAS	COLLECTIVE MIXED USE DEVELOPMENT	BICYCLE LANES, SIDEWALKS, PEDESTRIAN AND INTERSECTION IMPROVEMENTS BOUNDED BY FORT WORTH AVE, BAHAMA DR, IH 30, AND PLYMOUTH ROAD; AND CONNECTION TO COOMBS CREEK TRAIL ALONG PLYMOUTH RD	\$2,482,813	RTR	06/2021	12/2021-09/2021 01/2022 (ACTUAL)	CONFIRM FUNDING IN FY 2021	PHASE 2 OF THE PROJECT DID NOT LET PRIOR TO THE ESTABLISHED DEADLINE FOR THE PROJECT; STAFF IS COORDINATING WITH THE CITY OF DALLAS REGARDING THE LATEST PROJECT STATUS AND DETERMINE NEXT STEPS	HIGH RISK	PHASE 2 OF THE PROJECT DID NOT LET PRIOR TO THE ESTABLISHED DEADLINE; AFTER COORDINATION BETWEEN NCTCOG AND CITY STAFF, A NEW LETTING DEADLINE OF MAY 1, 2022 WAS PROPOSED; PROJECT LET ON JANUARY 12, 2022; STAFF RECOMMENDS THAT THE RTC EXTEND THE PROJECT'S DEADLINE AND LEAVE THE FUNDING ON THE PROJECT (ACTION ITEM)	HIGH RISK
PROJECTS LOCAL AGENCIES COMMITTED TO IMPLEMENT IN FY 2022														
11237.2	0918-45-812	IRVING	IRVING	CONFLANS RD FROM SH 161 TO VALLEY VIEW LANE	CONSTRUCT 0 TO 4 LANE DIVIDED FACILITY WITH NEW SIDEWALKS AND SHARED USE PATH	\$24,529,721	STBG, LOCAL CONTRIBUTION	03/2022	06/2022 03/2022	CONFIRM EXISTING FUNDING IN FY 2022; CITY IS REQUESTING THAT THE RTC COVER THE FUNDING GAP; A FUNDING INCREASE WILL BE BROUGHT BACK TO THE RTC FOR CONSIDERATION IN THE NEXT TIP MODIFICATION CYCLE	CONDEMNATION PROCEEDINGS CONTINUE; PROJECT IS NOW FULLY FUNDED; TRANSPORTATION DIRECTOR TO CONTINUE TO ENGAGE ON THIS PROJECT TO ENSURE TIMELY IMPLEMENTATION	MEDIUM RISK	CONDEMNATION PROCEEDINGS HAVE CONCLUDED; TRANSPORTATION DIRECTOR TO CONTINUE TO ENGAGE ON THIS PROJECT TO ENSURE TIMELY IMPLEMENTATION	MEDIUM RISK
11726.4	0918-47-168	DALLAS COUNTY	DALLAS	RIVERFRONT BLVD FROM CADIZ STREET TO UNION PACIFIC RAILROAD	RECONSTRUCT 6/8 LANE TO 6 LANE WITH BIKE/PEDESTRIAN IMPROVEMENTS AND INTERSECTION IMPROVEMENTS	\$49,400,000	RTR, LOCAL CONTRIBUTION	06/2022	08/2022	CONFIRM FUNDING IN FY 2022	AGREEMENT WITH AND ACQUIRING EASEMENT FROM UNION PACIFIC RAILROAD POSE POTENTIAL ISSUES; TRANSPORTATION DIRECTOR TO ENGAGE ON THIS PROJECT TO ENSURE TIMELY IMPLEMENTATION	MEDIUM RISK	AGREEMENT WITH AND ACQUIRING EASEMENT FROM UNION PACIFIC RAILROAD POSE POTENTIAL ISSUES; TRANSPORTATION DIRECTOR TO ENGAGE ON THIS PROJECT TO ENSURE TIMELY IMPLEMENTATION	HIGH RISK
83129.1	0000-18-030	FLOWER MOUND	FLOWER MOUND	DENTON CREEK BLVD AT GRAHAM BRANCH	BUILD NEW LOCATION 0 TO 4 LANE BRIDGE	\$7,000,000	LOCAL CONTRIBUTION	07/2022	03/2023 06/2022	CONFIRM FUNDING IN FY 2022	NEW ESTIMATED LET DATE IS PAST THE ESTABLISHED DEADLINE FOR THE PROJECT; DEVELOPER TIMELINE HAS BEEN PUSHED BACK DUE TO IMPACTS OF COVID-19 PANDEMIC	MEDIUM RISK	CURRENT ESTIMATED LET DATE IS PAST THE ESTABLISHED DEADLINE FOR THE PROJECT	HIGH RISK
20111	0918-46-239	LEWISVILLE	LEWISVILLE	CORPORATE DR FROM HOLFORD'S PRAIRIE RD TO FM 2281	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 5	\$6,843,921	RTR, LOCAL CONTRIBUTION	05/2022	12/2022 06/2022	CONFIRM FUNDING IN FY 2022	NEW ESTIMATED LET DATE IS PAST THE ESTABLISHED DEADLINE FOR THE PROJECT; CITY IS NOW ANTICIPATING CONDEMNATION PROCEEDINGS FOR ONE PARCEL	HIGH RISK	CURRENT ESTIMATED LET DATE IS PAST THE ESTABLISHED DEADLINE FOR THE PROJECT; CITY IS NO LONGER ANTICIPATING CONDEMNATION PROCEEDINGS; TXDOT REQUIRES CITY TO GET NEW RTR AGREEMENT THAT WILL COMBINE THIS PROJECT WITH OTHER CORPORATE DRIVE PROJECTS ON THIS LIST; STAFF RECOMMENDS THAT THE RTC MOVE THIS PROJECT TO FY 2023 (ACTION ITEM)	HIGH RISK
PROJECTS LOCAL AGENCIES COMMITTED TO IMPLEMENT IN FY 2023														
11572	0902-48-579	TXDOT FORT WORTH	VARIOUS	US 81/US 287 AT FM 3479/HARMON ROAD/NORTH TARRANT PARKWAY	CONSTRUCT NORTH TARRANT PARKWAY OVER US 81 WITH TURNAROUND ON EASTSIDE; CONSTRUCT HARMON RD OVER US 287	\$15,101,054	STBG, LOCAL CONTRIBUTION	01/2023	01/2023	RTC APPROVAL TO COVER COST OVERRUN AMOUNT VIA TIP MODIFICATION HAS BEEN RECEIVED; CONFIRM FUNDING IN FY 2023		LOW RISK		LOW RISK
53029	0014-15-033	TXDOT FORT WORTH	FORT WORTH	US 81 FROM NORTH OF HARMON ROAD TO NORTH OF IH 35W	RECONSTRUCT 2 TO 2 LANE NORTHBOUND FRONTAGE ROAD	\$8,228,000	SW PE, SW ROW, CAT 2M, STBG	01/2023	01/2023	RTC APPROVAL TO COVER COST OVERRUN AMOUNT VIA TIP MODIFICATION HAS BEEN RECEIVED; CONFIRM FUNDING IN FY 2023		LOW RISK		LOW RISK
53030	0014-15-034	TXDOT FORT WORTH	FORT WORTH	US 81 FROM NORTH OF HARMON ROAD TO NORTH OF IH 35W	RECONSTRUCT 2 TO 2 LANE EXISTING SOUTHBOUND FRONTAGE ROAD	\$10,008,000	SW PE, SW ROW, CAT 2M, STBG	01/2023	01/2023	RTC APPROVAL TO COVER COST OVERRUN AMOUNT VIA TIP MODIFICATION HAS BEEN RECEIVED; CONFIRM FUNDING IN FY 2023		LOW RISK		LOW RISK
53031	0014-15-035	TXDOT FORT WORTH	FORT WORTH	US 81 FROM NORTH OF HARMON ROAD TO NORTH OF IH 35W	RECONSTRUCT NB AND SB EXIT RAMP TO HARMON ROAD/NORTH TARRANT PARKWAY AND SB ENTRANCE RAMP FROM HARMON ROAD	\$2,038,179	SW PE, CAT 2M	01/2023	01/2023	CONFIRM FUNDING IN FY 2023		LOW RISK		LOW RISK

Green rows represent Low Risk, Yellow rows represent Medium Risk, Red rows represent High Risk ratings. Changes since the last update are in red text.

**REGIONAL TRANSPORTATION COUNCIL MILESTONE POLICY ROUND 2
QUARTERLY STATUS UPDATE**

TIP CODE	CSJ	PROJECT SPONSOR	CITY	LIMITS	PROJECT DESCRIPTION	TOTAL FUNDING	FUNDING CATEGORY	PRIOR EST. START DATE	NEW EST./ ACTUAL START DATE	FEBRUARY 2021 RECOMMENDATION	OCTOBER 2021 COMMENTS	OCTOBER 2021 RISK RATING	FEBRUARY 2022 COMMENTS	FEBRUARY 2022 RISK RATING
53032	0014-15-036	TXDOT FORT WORTH	FORT WORTH	US 81 FROM NORTH OF FM 3479 TO NORTH OF IH 35W INTERCHANGE	CONSTRUCT AUXILIARY LANE FROM NORTHBOUND EXIT TO NORTH TARRANT PARKWAY; AUXILIARY LANE FOR SOUTHBOUND ENTRANCE FROM NORTH TARRANT PKWY	\$2,056,479	SW PE, CAT 2M	01/2023	01/2023	CONFIRM FUNDING IN FY 2023		<u>LOW RISK</u>		<u>LOW RISK</u>
82384	0000-18-019	FLOWER MOUND	FLOWER MOUND	KIRKPATRICK LN (PHASE III) FROM FM 1171 TO BELLAIRE BLVD	CONSTRUCT 0 TO 4 LANE ROADWAY	\$9,500,000	LOCAL CONTRIBUTION	10/2022	08/2023	CONFIRM FUNDING IN FY 2023	PROJECT IS CURRENTLY NOT FUNDED BY CITY	<u>MEDIUM RISK</u>	PROJECT IS CURRENTLY NOT FUNDED BY CITY	<u>MEDIUM RISK</u>
20108	0918-46-238	LEWISVILLE	LEWISVILLE	CORPORATE DR FROM HOLFORD'S PRAIRIE RD TO ELM FORK TRINITY RIVER BRIDGE	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 4	\$15,502,609	RTR, LOCAL CONTRIBUTION	12/2022	12/2022	CONFIRM FUNDING IN FY 2023		<u>LOW RISK</u>		<u>LOW RISK</u>
20131	0918-46-236	LEWISVILLE	LEWISVILLE	CORPORATE DRIVE FROM ELM FORK TRINITY RIVER BRIDGE TO DGNO RR	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 2	\$11,812,679	RTR, LOCAL CONTRIBUTION	12/2022	05/2022 12/2022	CONFIRM FUNDING IN FY 2023		<u>LOW RISK</u>		<u>LOW RISK</u>
20152	0918-46-237	LEWISVILLE	LEWISVILLE	CORPORATE DRIVE AT ELM FORK TRINITY RIVER BRIDGE	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 3	\$21,844,715	RTR; LOCAL CONTRIBUTION	12/2022	05/2022 12/2022	CONFIRM FUNDING IN FY 2023		<u>LOW RISK</u>		<u>LOW RISK</u>
PROJECTS LOCAL AGENCIES COMMITTED TO IMPLEMENT IN FY 2024 OR BEYOND														
11734	0902-90-034	DFW AIRPORT	VARIOUS	EAST-WEST CONNECTOR FROM SH 360 TO RENTAL CAR DRIVE	CONSTRUCTION OF EAST-WEST CONNECTOR 0 TO 2 LANES DIVIDED URBAN WITH INTERSECTIONS AT SH 360, 20TH AVE, AND RENTAL CAR DRIVE	\$37,597,032	STBG, LOCAL CONTRIBUTION	12/2023	06/2022 12/2022 05/2022	CONFIRM FUNDING IN FY 2024		<u>LOW RISK</u>	ROADWAY WILL HAVE TO BE RE-ADDED TO THE FEDERAL FUNCTIONAL CLASSIFICATION SYSTEM (FFCS) IN ORDER FOR THE PROJECT TO PROCEED; COORDINATION BETWEEN NCTCOG, TXDOT, AND FEDERAL HIGHWAY ADMINISTRATION ONGOING	<u>LOW RISK</u>
20084	0047-14-053	TXDOT DALLAS	VARIOUS	US 75 FROM NORTH OF CR 370 TO CR 375 (GRAYSON COUNTY LINE)	RECONSTRUCT AND WIDEN FROM 4 LANE TO 6 LANE FREEWAY AND RECONSTRUCT EXISTING 4 LANE TO 4/6 LANE FRONTAGE ROADS	\$27,000,000	SW PE, S102, RTR	09/2023	09/2023	CONTINUE MONITORING PROJECT PROGRESS AND CONTINUE TO REQUEST TTC APPROVAL OF CATEGORY 12 FUNDS FOR THIS PROJECT	PROJECT IS NOT FULLY FUNDED; CATEGORY 12 FUNDING NOT AWARDED BY THE TEXAS TRANSPORTATION COMMISSION IN THE 2022 UTP; TXDOT TO CONTINUE REQUESTING CATEGORY 12 FUNDING FOR THE PROJECT	<u>MEDIUM RISK</u>	PROJECT IS NOT FULLY FUNDED; TXDOT TO CONTINUE REQUESTING CATEGORY 12 FUNDING FOR THE PROJECT FROM THE TEXAS TRANSPORTATION COMMISSION	<u>MEDIUM RISK</u>
20115	0081-03-047	TXDOT DALLAS	ARGYLE	US 377 FROM SOUTH OF FM 1171 TO CRAWFORD ROAD	RECONSTRUCT AND WIDEN ROADWAY FROM 2 LANE RURAL TO 4 LANE DIVIDED URBAN	\$52,007,246	RTR, SW PE, SW ROW, LOCAL CONTRIBUTION	09/2024	09/2024	KEEP PROJECT IN APPENDIX D (ENVIRONMENTAL CLEARANCE SECTION OF TIP) UNTIL FUNDING IS SECURED	PROJECT IS NOT FULLY FUNDED; RIGHT-OF-WAY PURCHASES ARE CONTINUING WITH A READY TO LET DATE OF 09/2022 ONCE FUNDING IS SECURED; CONTINUE PURSUING FUNDING FOR THE PROJECT	<u>MEDIUM RISK</u>	PROJECT IS NOT FULLY FUNDED; RIGHT-OF-WAY PURCHASES ARE CONTINUING WITH A READY TO LET DATE OF 09/2022 ONCE FUNDING IS SECURED; CONTINUE PURSUING FUNDING FOR THE PROJECT	<u>MEDIUM RISK</u>
53079	0902-50-104	BURLESON	BURLESON	ALSBURY FROM HULEN ST TO CR 1020 (APPROXIMATELY 0.2 MILES)	CONSTRUCTION OF A 4 LANE EXTENSION OF ALSBURY BOULEVARD	\$1,287,880	CAT 10 (CONGRESSIONAL EARMARK), LOCAL CONTRIBUTION	09/2023	03/2023 07/2023	CONFIRM FUNDING IN FY 2024	CITY HAS OPTED TO REPAY THE EARMARK FUNDS AND FUND THE PROJECT WITH LOCAL FUNDS IN ORDER TO ACCELERATE ITS IMPLEMENTATION	<u>LOW RISK</u>	CITY HAS OPTED TO REPAY THE EARMARK FUNDS AND FUND THE PROJECT WITH LOCAL FUNDS IN ORDER TO ACCELERATE ITS IMPLEMENTATION; STAFF RECOMMENDS THAT THE EARMARK FUNDS BE REMOVED FROM THE PROJECT (ACTION ITEM)	<u>LOW RISK</u>
TOTAL FUNDING						\$304,240,328								

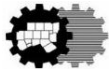
**REGIONAL TRANSPORTATION COUNCIL MILESTONE POLICY (ROUND 2)
QUARTERLY STATUS UPDATE**

TIP CODE	CSJ	PROJECT SPONSOR	CITY	LIMITS	PROJECT DESCRIPTION	TOTAL FUNDING	FUNDING CATEGORY	PRIOR EST. START DATE	NEW EST. / ACTUAL START DATE	FEBRUARY 2021 RECOMMENDATION	OCTOBER 2021 RISK RATING	FEBRUARY 2022 COMMENTS	FEBRUARY 2022 RISK RATING
PROJECTS THAT ARE UNDER CONSTRUCTION													
20066	2374-03-074	TXDOT DALLAS	DALLAS	IH 20 AT BONNIE VIEW RD	IMPROVE APPROACH, WIDEN BRIDGE TO ADD TURN LANES, AND REPLACE TRAFFIC SIGNAL SYSTEM	\$2,988,645	STBG, LOCAL CONTRIBUTION	05/2021	05/2021 (ACTUAL)	CONFIRM FUNDING IN FY 2021	<u>N/A (PROJECT HAS LET)</u>		<u>N/A (PROJECT HAS LET)</u>
20060	0918-24-154	PLANO	PLANO	LEGACY DRIVE FROM INDEPENDENCE PARKWAY TO K AVENUE	ADD RIGHT TURN LANES AND DUAL LEFT TURN LANES	\$2,015,500	RTR, LOCAL CONTRIBUTION	05/2021	07/2021 (ACTUAL)	CONFIRM FUNDING IN FY 2021	<u>N/A (PROJECT HAS LET)</u>		<u>N/A (PROJECT HAS LET)</u>
20261.2	0918-47-297	MESQUITE	MESQUITE	MGR TRAIL AT MESQUITE CITY LIMITS NEAR DUCK CREEK TO MESQUITE HERITAGE TRAIL NEAR NORTHWEST DR	CONSTRUCT NEW HIKE/BIKE TRAIL FROM MESQUITE HERITAGE TRAIL TO CONNECTING MGR TRAIL IN GARLAND; CONNECTS ACROSS IH 30 AND DUCK CREEK	\$827,115	RTR, LOCAL CONTRIBUTION	09/2021	07/2021 (ACTUAL)	CONFIRM FUNDING IN FY 2022	<u>N/A (PROJECT HAS LET)</u>		<u>N/A (PROJECT HAS LET)</u>
20113	0918-46-240	LEWISVILLE	LEWISVILLE	CORPORATE DRIVE FROM FM 544 TO JOSEY LANE	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 6	\$19,164,449	RTR	12/2022	10/2021 07/2021 <u>12/2021 (ACTUAL)</u>	CONFIRM FUNDING IN FY 2023	<u>LOW RISK</u>		<u>N/A (PROJECT HAS LET)</u>
20213	0918-47-051	DALLAS COUNTY	GRAND PRAIRIE	WILDLIFE PARKWAY FROM SH 161 TO BELT LINE RD	CONSTRUCT 0/2 LANE RURAL TO 2/4 LANE DIVIDED INCLUDING BRIDGE OVER TRINITY RIVER	\$44,510,339	RTR, LOCAL CONTRIBUTION	06/2022	11/2021 08/2022 <u>01/2022 (ACTUAL)</u>	CONFIRM FUNDING IN FY 2022	<u>LOW RISK</u>		<u>N/A (PROJECT HAS LET)</u>
TOTAL FUNDING						\$69,506,048							

METROPOLITAN PLANNING ORGANIZATION (MPO) MILESTONE POLICY ROUND 2 QUARTERLY STATUS UPDATE

Regional Transportation Council

February 10, 2022



North Central Texas
Council of Governments
Transportation Department

BACKGROUND

- ❖ The objective of the MPO Milestone Policy is to ensure that projects that have been funded for at least 10 years and have not gone to construction are being implemented in a timely manner.
- ❖ In February 2021, the RTC approved the second round Milestone Policy, including:
 - ❖ Establishing deadlines by which projects must go to construction
 - ❖ A revamped project tracking process

RTC APPROVED MILESTONE POLICY TRACKING PROCESS

- ❖ Quarterly status reports are required on all projects on the Milestone Policy list until they go to letting.
- ❖ Reports must detail steps that the project sponsor is taking to advance the project (e.g., executing funding or railroad agreements, engaging property owners or utility companies, etc.)
- ❖ NCTCOG staff evaluates the reports and “rates” the projects based on how well the project sponsor is implementing the project(s) and a review of risk factors. The rating system is as follows:
 - ❖ Green – Low risk of project delays
 - ❖ Yellow – Medium risk of project delays
 - ❖ Red – High risk of project delays
- ❖ If the committed schedule is not met and the project has consistently been graded as red/high risk, the project will likely be recommended for cancellation.

SUMMARY OF PROJECTS THAT HAVE NOT GONE TO CONSTRUCTION (FEBRUARY 2022)¹

PROJECT CATEGORIES	NUMBER OF PROJECTS	TOTAL FUNDING OF PROJECTS
Scheduled Letting FY 2021 ²	1	\$2,482,813
Scheduled Letting FY 2022	4	\$87,773,642
Scheduled Letting FY 2023	9	\$96,091,715
Scheduled Letting FY 2024 or Beyond	4	\$117,892,158
Total	18	\$304,240,328

1: To date, 5 projects have let by their established deadlines.

2: Project deadline is proposed to be extended to May 1, 2022, pending RTC approval.

SUMMARY OF PROJECT RISK

PROJECT RATING	NUMBER OF PROJECTS	TOTAL FUNDING OF PROJECTS
Green (Low Risk of Delay)	10	\$125,476,627
Yellow (Medium Risk of Delay)	4	\$113,036,967
Red (High Risk of Delay)	4	\$65,726,734
Total	18	\$304,240,328

PROJECT RISK BY FISCAL YEAR

PROJECT CATEGORY	PROJECT RATING		
	Green (Low Risk of Delay)	Yellow (Medium Risk of Delay)	Red (High Risk of Delay)
Scheduled Letting FY 2021	0	0	1
Scheduled Letting FY 2022	0	1	3
Scheduled Letting FY 2023	8	1	0
Scheduled Letting FY 2024 or Beyond	2	2	0
TOTAL	10	4	4

PROPOSED ACTION

❖ RTC approval of:

❖ Collective Mixed-Use Development (TIP Code 20240)

- Project missed the original letting deadline at the end of FY 2021.
- NCTCOG and City staff have coordinated since the last update and a new letting deadline of May 1, 2022 was proposed.
- Since that time, the project bid on January 12, 2022.
- Staff recommends that the RTC extend the project's deadline and leave the funding on the project. The project will be monitored to ensure that it proceeds to construction.

❖ Corporate Drive from Holford's Prairie Road to FM 2281 (TIP Code 20111)

- Project currently has a deadline of FY 2022, while the other Corporate Drive segments have FY 2023 deadlines.
- TxDOT is requiring the City to execute a new Regional Toll Revenue (RTR) agreement that will combine all remaining segments of the project together.
- Staff recommends that the RTC move this project's deadline to FY 2023 to align with the related projects.

PROPOSED ACTIONS (CONT'D)

- ❖ RTC approval of (continued):
 - ❖ Alsbury Boulevard (TIP Code 53079)
 - Project was originally funded with a Congressional Earmark.
 - The City of Burleson has opted to return the Earmark and fund the project with local dollars to accelerate its implementation.
 - Staff recommends that the Earmark funds be removed from the project.
 - ❖ Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) to incorporate those actions as needed.

QUESTIONS?

Christie J. Gotti
Senior Program Manager
Ph: (817) 608-2338
cgotti@nctcog.org

Brian Dell
Principal Transportation Planner
Ph: (817) 704-5694
bdell@nctcog.org

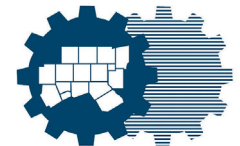
AV2.2/2.3 "Round 2" Projects

REGIONAL TRANSPORTATION COUNCIL

Tom Bamonte, Senior Program Manager

Transportation Technology & Innovation Program, NCTCOG

10 February 2022



North Central Texas
Council of Governments

AV2.2/2.3 Background

October 2018: Regional Transportation Council approves "AV 2.0"

- AV2.1: Regional planning exercise for future mobility technology (\$1.5m)
- AV2.2: AV deployment support for local partners (\$10m)
- AV2.3: Strategic investments in AV services (\$20m)

2021

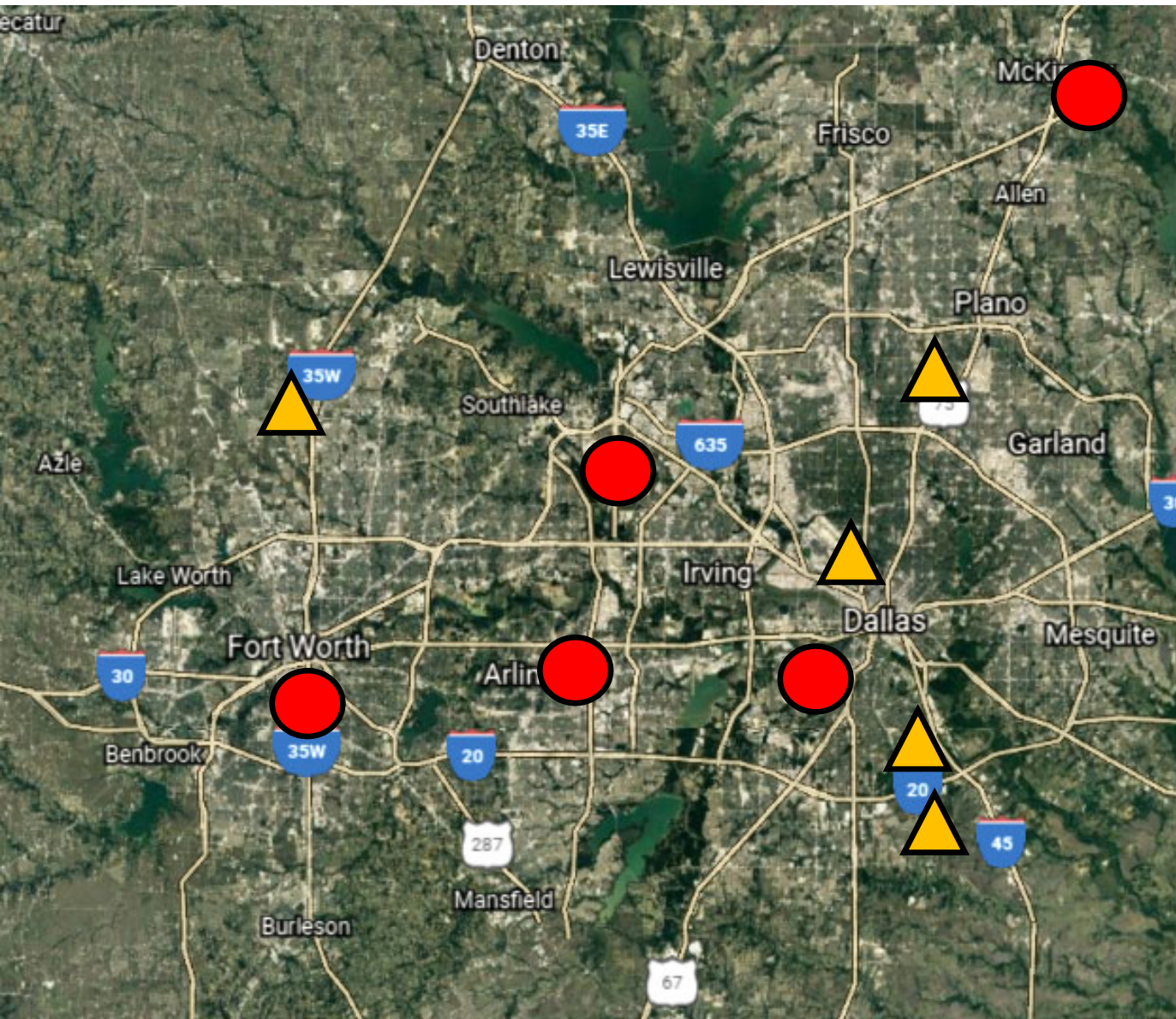
- Regional Planning Study launches ([ConnectNTXFutures](#))
- July: RTC approves consolidated AV2.2/2.3 projects (Round One)
 - Dallas College: AV circulator and AV curriculum
 - DART: AV/EV Love Link buses to Love Field
 - Fort Worth: AV Truckport
 - Paul Quinn College: Food delivery bot
 - Richardson: AV/CV: Innovation Quarter, seniors, transit connection

Associated Policies: P18-01

1. North Texas will build on its history of transportation innovation to be a leader in the deployment of automated vehicles (AVs) to help achieve the region's mobility goals. [**Innovation**]
2. All North Texas communities should have the resources necessary to plan for AV deployments and to build effective partnerships with AV developers when they deploy AVs in a community. [**Equal Community Participation**]
3. The region will make strategic investments in AV services to explore use cases and AV deployments in communities overlooked by AV developers. [**Equity**]
4. The AV 2.0 Program will be administered to advance these policies.

AV2.2/2.3 Technologies Portfolio

Round 1	Round 2
Automated Vehicle (AV) Shuttle	App-Based Ridesharing
AV Trucking	Automated Parking
Connected Vehicle (CV)	Broadband Access/Virtual Transport
Neighborhood Delivery Bots	CV Emergency Alerts
Public Transit Buses	CV Traffic Signals
	Curb Management
	AVs as Service Delivery Tools
	Teleoperation



AV2.2/2.3 Project Map



Round 1

- Dallas College: AV Circulator/Workforce Dev
- DART: AV LoveLink
- Fort Worth: AV Truckport
- Paul Quinn College: Food Desert Delivery
- Richardson: IQ Testbed



Round 2

- Arlington: AV RAPID
- DFWIA: AV Parking/Curb Mgmt.
- McKinney/Dallas: AV Telemedicine for Kids
- S/SE Fort Worth Projects

AV 2.2/2.3 Funding Overview

2021

- Round 1 projects approved
- Remaining funds consolidated for Round 2

Round 1	
Dallas College	\$ 8.7M
DART	\$1.75M
FW Truckport	\$4.79M
Paul Quinn College	\$1.57M
Richardson	\$4.8M
TOTAL:	<u>\$21.6M</u>
REMAINDER:	<u>\$8.3M</u>

2022

- Round 2 projects advanced
- Completed funding allocations

Round 2	
Arlington	\$600K
DFWIA	\$1.5M
McKinney	\$5M
Fort Worth	\$4.2M
TOTAL:	<u>\$11.3M</u>
PROJECTS SHORTFALL:	<u>\$3M</u>

Arlington RAPID Tech Expansion

Project: Two-year continuation of Arlington RAPID, which has been growing ridership (200+/day) and has a predominately low-income/transit dependent ridership base. Adding teleoperation and emergency vehicle alert tech, which will help speed transition to fully driverless operation.

Team: Arlington, UTA, May Mobility (Toyota), Via

Amount: \$600K (net of redeploy of Dallas College Eastfield AV project funds)

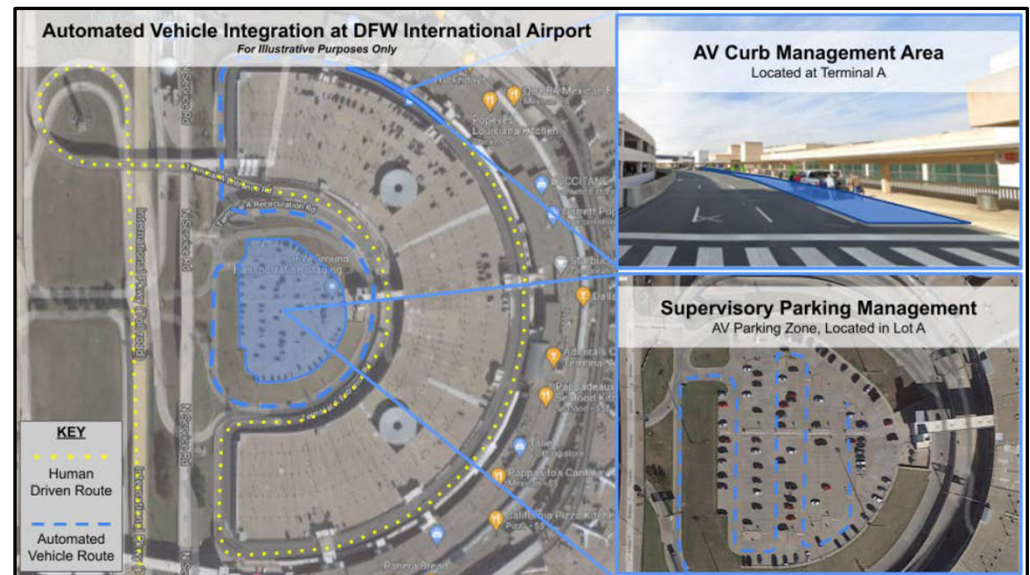
DFWIA: Self-Parking Vehicle/Curb Management/Parking Management Test Site

Project: Automated parking test bed

1. Automated Parking using Low-Speed Vehicle Automation (LSVA)
2. Supervisory Parking Management (SPM)
3. Active Curb Management (ACM)

Team: DFWIA, NREL

Amount: \$1.5M



McKinney AV “Wellness Wagons”¹

Project: Vans outfitted to serve as telemedicine studios and deployed using teleoperation to provide health care services to underserved communities in McKinney (suburban, semi-rural environments) and South Dallas (urban environment). Food/medicine delivery.

Amount: \$5M

Team:



¹ Pending City of McKinney City Council approval

South and Southeast Fort Worth¹

Project	Funds	Source	Note
Technology Application of Expanded ZIPZONE Transit Service in Zip Code 76104	\$700K	CMAQ with Regional TDC	Added to \$300K Planning Submittal to FTA (two years)
Pilot Project on Design and Implementation of Equal Access to the Internet as a Travel Demand Management Tool: Southeast Fort Worth Lancaster and Rosedale	\$3000K	STBG with Regional TDC	\$200K RTC Local, Lancaster (new) and Rosedale (retrofit)
Western Application of Next Generation Traffic Signals: Emergency Vehicles and Transit Vehicles	\$500K	STBG with Regional TDC	Hospital District (emergency) and Lancaster (transit)

¹ Supporting City of Fort Worth Resolution 5028-12-2018 (Task Force on Race and Culture)

Round 2 Next Steps

1. January 2022: STTC approval received
2. February 2022: Request RTC approval
3. Late FY2022 (anticipated): Projects approved for S/TIP
4. Early CY2023 (anticipated): Project sponsors finalize agreements with TxDOT; projects launch thereafter
5. Continued NCTCOG staff technical support for project teams

Requested Action

Staff recommends RTC approval of:

- (1) The proposed projects and funding for the AV2.2/2.3 program;
- (2) Use of Regional Transportation Development Credits for local match requirements;
- (3) Authorizing staff to take all necessary and appropriate steps to administratively advance the projects and provide technical support to the local partners implementing the projects.

Contacts

Thomas Bamonte

Senior Program Manager
Transportation Technology &
Innovation Program
North Central Texas Council of
Governments

Email: tbamonte@nctcog.org

Twitter: [@TomBamonte](https://twitter.com/TomBamonte)

Clint Hail

Transportation Planner
Transportation Technology &
Innovation Program
North Central Texas Council of
Governments

Email: chail@nctcog.org

Resource Slides

Round Two Process

Followed the same process as Round One:

- Notice to STTC members: 9/9/2021
- Information session for STTC members and other interested parties: 9/30/2021
- Brainstorming with local partners: October – Mid-November 2021
- Proposals Due: 11/19/2021
- Review/comment/refinement on first draft proposals: 11/19/2021 – Early January 2022

Evaluation Criteria

- Substantial AV deployment
- Advance regional goals:
 - Improved access to jobs and other destinations
 - Environmental protection/resiliency
 - Economic development
 - Equity
 - Technology innovation leadership
- Contributions from private/public sectors
- Community involvement/support for deployment

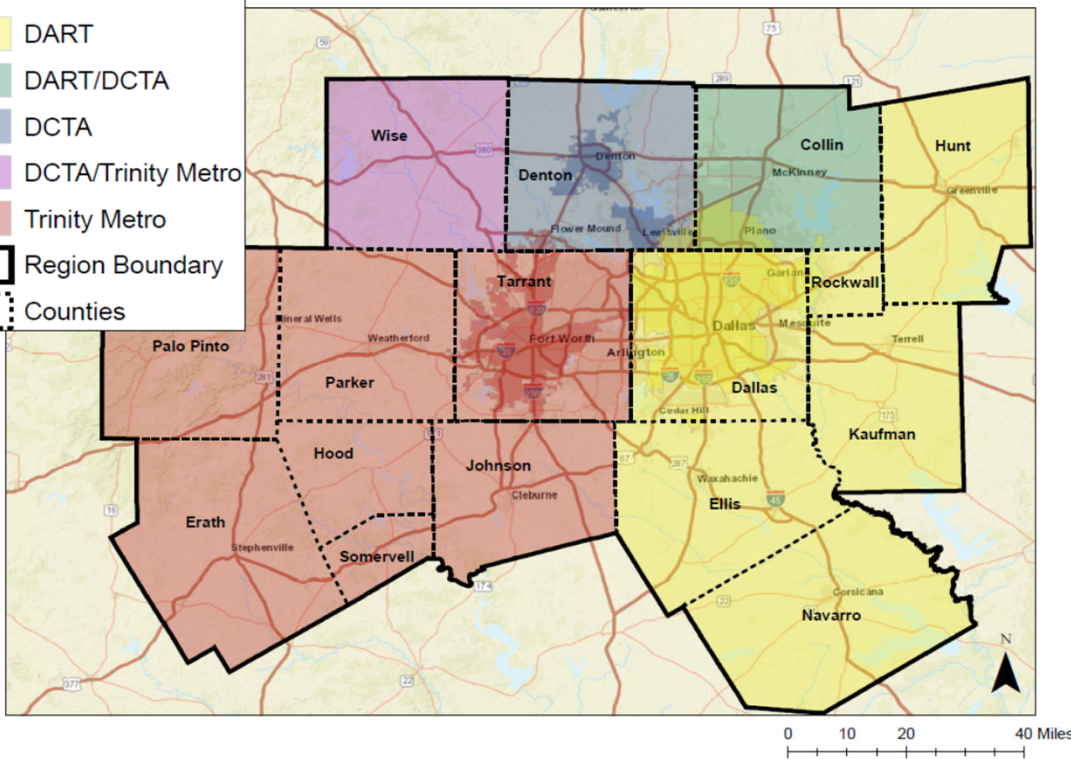
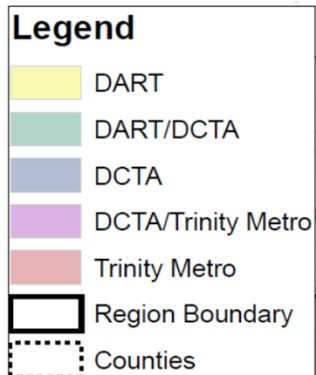
Regional Vanpool Program Vehicle Revised Partnership

**REGIONAL TRANSPORTATION COUNCIL
FEBRUARY 10, 2022**

Background/ Overview

-
- Regional Vanpool Program is Mandatory: State Implementation Plan (SIP) Requirement
 - May 13, 2021: RTC approved program service area boundaries
 - December 2021: DART notified NCTCOG that their vanpool vendor unable to secure vehicles
 - January 2022: DART notified NCTCOG that they are terminating their vanpool vendor contract
 - January 2022: NCTCOG, DART, DCTA, and Trinity Metro met to discuss transition of DART's vanpool to ensure continued coverage

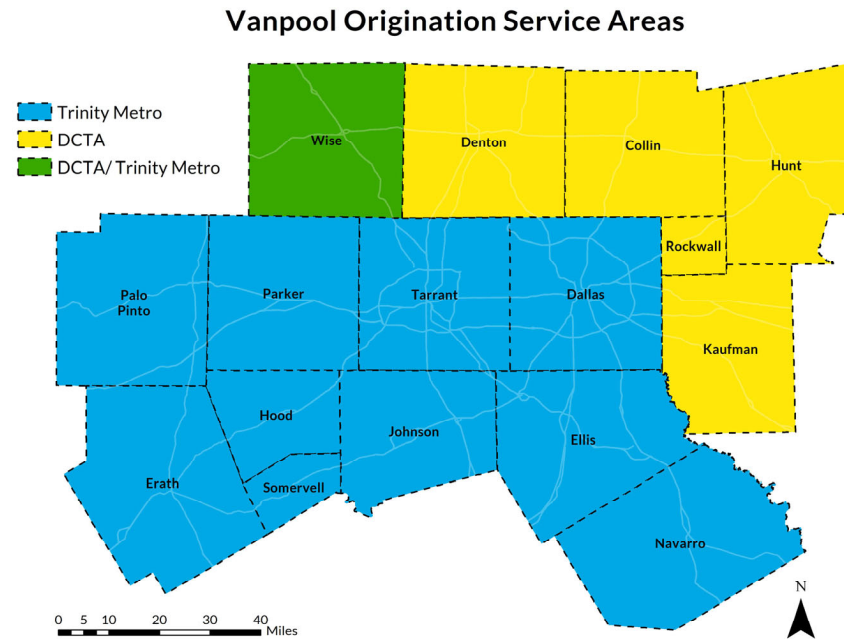
Recently Approved Vanpool Program Coverage



Transit Agency	Origination	Destinations
DART	Dallas, Ellis, Hunt, Kaufman, Navarro & Rockwall Counties	Throughout DFW
	Collin County	Throughout DFW except Denton County
Trinity Metro	Tarrant, Johnson, Parker, Hood, Erath, Somervell & Palo Pinto Counties	Throughout DFW
	Wise County	Throughout DFW except Denton County
DCTA	Denton	Throughout DFW
	Collin and Wise Counties	Denton County

Temporary Vanpool Program Coverage without DART

Transit Agency	Origination	Destinations
DCTA	Denton, Collin, Hunt, Kaufman, and Rockwall Counties	Throughout DFW
	Wise County	Denton County
Trinity Metro	Tarrant, Dallas, Ellis, Johnson, Parker, Hood, Erath, Somervell, Palo Pinto and Navarro Counties	Throughout DFW
	Wise County	Throughout DFW except Denton County



Next Steps

- Notify DART Riders of Changes
- Transition Active DART Vanpools to Trinity Metro
- Future Vanpools will Follow Temporary Boundaries
- Monitor Vanpool Expenses and Adjust Funding as Appropriate
- Continue Towards One Regional Vanpool Program (FY2025)

Action Requested

RTC Approval:

- For DCTA and Trinity Metro to replace the current vanpool service provided by DART.
- To revise administrative documents as appropriate to incorporate project modifications.

Contact Information

Gypsy Gavia
Principal Transportation Planner
Transit Management and Planning
ggavia@nctcog.org

Shannon Stevenson
Senior Program Manager
Transit Management and Planning
sstevenson@nctcog.org

DRAFT

Policy Support to Advance High-Speed Rail in the Dallas-Fort Worth High-Speed Transportation Connections Study into Phase 2 National Environmental Policy Act Process (P22-01)

Existing Regional Transportation Council (RTC) policy, P21-01 (Policy Support to Advance the Dallas-Fort Worth High-Speed Transportation Connections Study into Phase 2), was adopted on July 8, 2021. Guiding the efforts of the North Central Texas Council of Governments (NCTCOG) staff, this existing policy outlined the desires of the RTC to advance both high-speed rail and hyperloop into the National Environmental Policy Act (NEPA) process in coordination with the Federal Railroad Administration and Federal Transit Administration.

Following further coordination with the Federal Railroad Administration and Federal Transit Administration, hyperloop technology is unable to advance through the NEPA process to environmentally clear a specific corridor for a hyperloop facility at this time due to hyperloop's lack of safety certification and demonstration status.

The RTC is interested in maintaining the momentum of Phase 1 efforts, including public and private stakeholder consensus, and maintaining early opportunities for private investors and operators in high-speed rail to gain interest in the Dallas-Arlington-Fort Worth corridor. In order to achieve environmental clearance of the Interstate Highway (IH) 30 corridor for a high-speed mode in a timely manner, the RTC directs staff to advance high-speed rail along the IH 30 corridor into the NEPA process and to coordinate with the Federal Railroad Administration and Federal Transit Administration in determining the appropriate approval process for environmental clearance.

While not included in the federal NEPA process, the RTC directs staff to continue to monitor hyperloop technology advancement through the National Aeronautics and Space Administration's (NASA) Technology Readiness Levels index as identified in Phase 1. Staff will bring regular updates to the RTC on the progress of hyperloop's advancement.

The RTC directs staff to continue coordination with local governments and the Texas Department of Transportation in Phase 2 efforts, including preliminary engineering and environmental documentation required by the National Environmental Policy Act. Additionally, the RTC reaffirms support for a modally integrated IH 30 corridor, including high speed rail, managed lanes, general purpose freeway lanes, and frontage roads, consistent with the region's Metropolitan Transportation Plan.

RTC directs staff to integrate these alignment and mode recommendations into future mobility, air quality, safety, and other regional planning activities as appropriate.

Approved: _____

Policy Support to Advance the Dallas-Fort Worth High-Speed Transportation Connections Study
into Phase 2

(P21-01)

Since the Regional Transportation Council (RTC) desires the North Central Texas region to be a national leader in transportation technology, the RTC wishes to advance high-speed transportation technologies between Fort Worth, Arlington, and Dallas.

High-speed rail planning has advanced further in the Dallas to Houston corridor. The Dallas, Arlington, Fort Worth connection directly interfaces with the downtown Dallas high-speed rail station. The RTC has approved a presentation to the Texas Transportation Commission to advance high-speed transportation from Fort Worth to Waco, Temple/Killeen, Austin, San Antonio, Laredo, and Monterrey, Mexico. This policy position supports the connection of a statewide network from Houston to the Dallas-Fort Worth region and south along the IH 35 corridor.

The RTC continues to support Mobility 2045 plan policies TR3-011, TR3-012, and TR3-013, as noted in section 6.4, relating to a “one-seat ride” system operation; station locations in downtown Fort Worth, Arlington, and downtown Dallas; and planning and development of sustainable land uses to support economic development in those three station areas.

Following guidance received from Governor Abbott, the RTC wishes to utilize public right-of-way for this high-speed transportation (HST) facility as much as possible. As such, the RTC directs staff to proceed with the alignment recommendations of the Phase 1 Alternative Analysis for the DFWHST Connections Study, which generally follow the IH 30 corridor, into Phase 2 activities.

The RTC directs staff to advance both high-speed rail and hyperloop into Phase 2 activities pursuant to Phase 1 recommendations, including coordination with the United States Department of Transportation in determining appropriate approval process for environmental clearance. Efforts will continue with the Phase 1 partnership between NCTCOG, the Federal Railroad Administration, and the Federal Transit Administration.

The RTC directs staff to continue coordination with local governments and the Texas Department of Transportation in Phase 2 efforts, including preliminary engineering and environmental documentation required by the National Environmental Policy Act.

RTC directs staff to integrate these alignment and mode recommendations into future mobility, air quality, safety, and other regional planning activities as appropriate.

Phase 1 work is on schedule and on budget. The RTC has already funded all planned Phase 2 activities. The RTC will continue to be regularly briefed on Phase 2 activities.

HIGH-SPEED TRANSPORTATION



Dallas-Fort Worth

02-10-2022 Regional Transportation Council
Brendon Wheeler, P.E. - NCTCOG



North Central Texas
Council of Governments



Existing 2021 RTC P21-01 Policy on High-Speed Transportation

- Continued support of Mobility 2045 plan policies for 3-station concept and one-seat ride
- Proceed with Phase 1 recommendations
 - IH 30 Corridor
 - High-Speed Rail and Hyperloop
- Coordinate with Federal Partners to determine appropriate path forward into NEPA with advancing technology
- Continue coordination with TxDOT and local governments in Phase 2
- Integrate alignment and mode recommendations into other planning activities

Recommended Phase 1 Alignments

IH 30 West

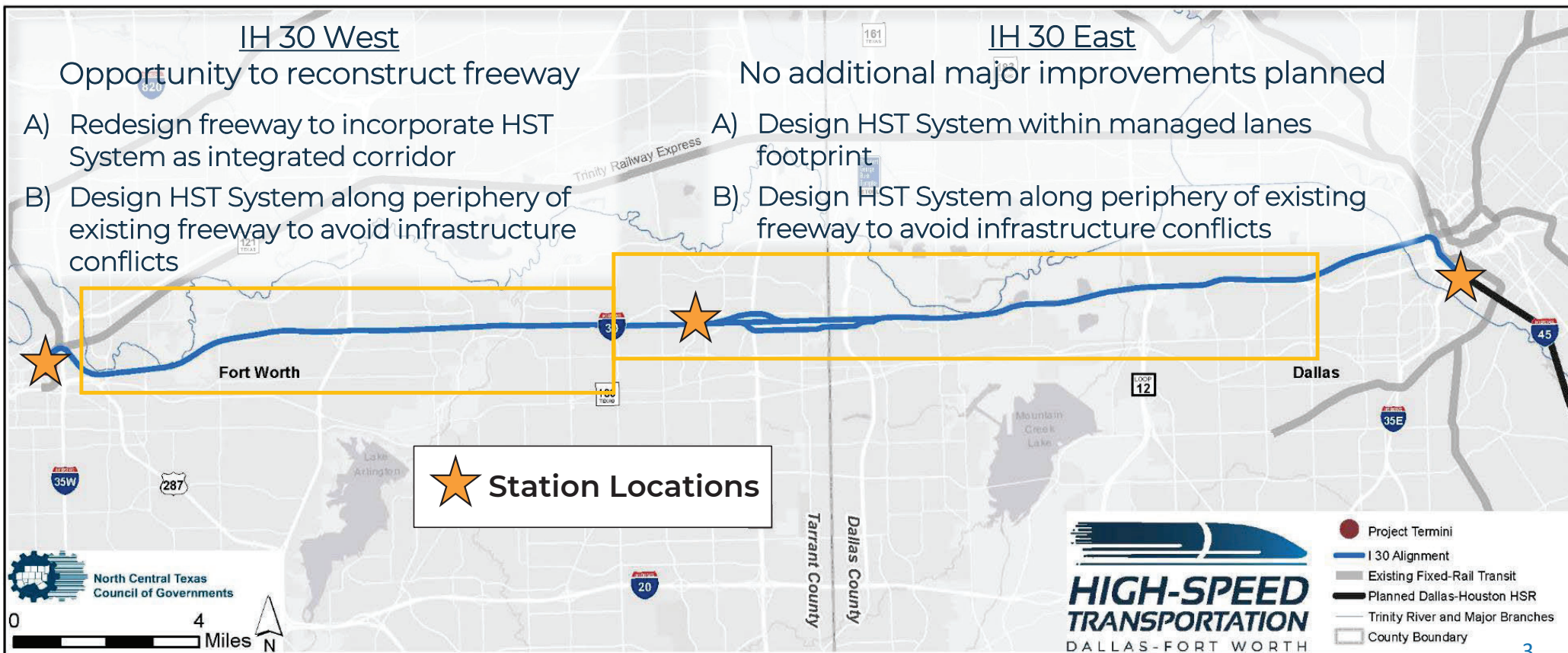
Opportunity to reconstruct freeway

- A) Redesign freeway to incorporate HST System as integrated corridor
- B) Design HST System along periphery of existing freeway to avoid infrastructure conflicts

IH 30 East




No additional major improvements planned

- A) Design HST System within managed lanes footprint
- B) Design HST System along periphery of existing freeway to avoid infrastructure conflicts



 Station Locations



-  Project Termini
-  I 30 Alignment
-  Existing Fixed-Rail Transit
-  Planned Dallas-Houston HSR
-  Trinity River and Major Branches
-  County Boundary

 North Central Texas Council of Governments

0 4 Miles 



Alignment: IH 30 Corridor Managed Lanes to Remain

Project Team recommends advancing High-Speed Transportation (HST) alignment concurrently with managed lanes along IH 30, providing maximum multimodal flexibility to corridor



Technology: Parallel Paths Forward

Advance High-Speed Rail and Hyperloop technologies in parallel

- Advance only High-Speed Rail through the NEPA process
- Advance Hyperloop along technology certification and demonstration path
- Advance these two technologies in different corridors



Technology: High-Speed Rail Path

Advance High-Speed Rail through NEPA process

- Agreed between FRA/FTA and Project Team as best path forward
- Fulfills regional commitment and RTC policy to advance project through NEPA process
- Environmentally clears IH 30 corridor for non-specific provider of High-Speed Rail
- Maintains momentum of Phase 1 efforts, including public and private stakeholder consensus
- Maintains early opportunity for private investors/operators in High-Speed Rail to gain interest in Dallas-Fort Worth corridor



Technology: Hyperloop Path

Advance Hyperloop along technology certification and demonstration path

- Fulfills regional commitment and RTC policy to advance Hyperloop technology within the region
- Monitor Hyperloop technology advancement through NASA's Technology Readiness Levels index used in Phase 1
- Received interest from Hyperloop companies to develop test/certification facilities within region
 - Generates momentum with Hyperloop providers/developers and investors
 - Opportunity to meet a “real world” need within region
 - Opportunity to submit locations from around the region for Hyperloop certification



Requested RTC Action

Staff requests RTC adopt an updated high-speed corridor policy:

- Reaffirming RTC's previous policy position to advance High-Speed Rail and advance Hyperloop through a different process
- Advancing High-Speed Rail through NEPA process
 - To not hold up NEPA process with developing technology
 - To environmentally clear IH 30 corridor (alignment and station locations)
- Reaffirming RTC's support for managed lanes and High-Speed Rail within the IH 30 corridor

(continued)



Requested RTC Action (continued)

Staff requests RTC adopt a high-speed corridor policy:

Directing staff to:

- Coordinate with Federal Partners to determine lead agency and appropriate path forward into NEPA process
- Continue coordination with TxDOT, local governments, and public in Phase 2
- Monitor Hyperloop technology advancement utilizing NASA's Technology Readiness Levels index, with regular updates to RTC



Schedule

- June 25, 2021 – Previous STTC Action
- July 8, 2021 – Previous RTC Action
- August 5, 2021 – FTA/FRA Progress Meeting
- August 2021 – Phase 1 substantially complete
- October 2021 – Phase 1 Open Houses
- November 4, 2021 – FTA/FRA Progress Meeting
- January 6, 2022 – FTA/FRA Progress Meeting
- January 28, 2022 – STTC Action
- February 3, 2022 – FTA/FRA Progress Meeting
- February 10, 2022 – RTC Action ← **TODAY**
- 2022 through 2024 – NEPA Analysis



Contacts

Dan Lamers, PE
Senior Program Manager
817.695.9263
dlamers@nctcog.org

Rebekah Gongora
Communications Manager
682.433.0477
rgongora@nctcog.org

Brendon Wheeler, PE, CFM
Principal Transportation Planner
682.433.0478
bwheeler@nctcog.org

www.nctcog.org/dfw-hstcs



Phase 2 Activities

Preliminary Engineering

Environmental Documentation in NEPA Process

Goal: Record of Decision or Finding of No Significant Impact

Early coordination with Federal Partners on structure of process

Continued coordination with TxDOT, local governments, and stakeholders throughout

Expected 2-year timeframe

CHANGING MOBILITY

DATA, INSIGHTS, AND DELIVERING
INNOVATIVE PROJECTS DURING COVID
RECOVERY

Regional Transportation Council
February 2022

Michael Morris, P.E.
Director of Transportation

TRAVEL BEHAVIOR BY MODE



Bicycle/Pedestrian (+32%, December)
Toll Road (+5%, December)



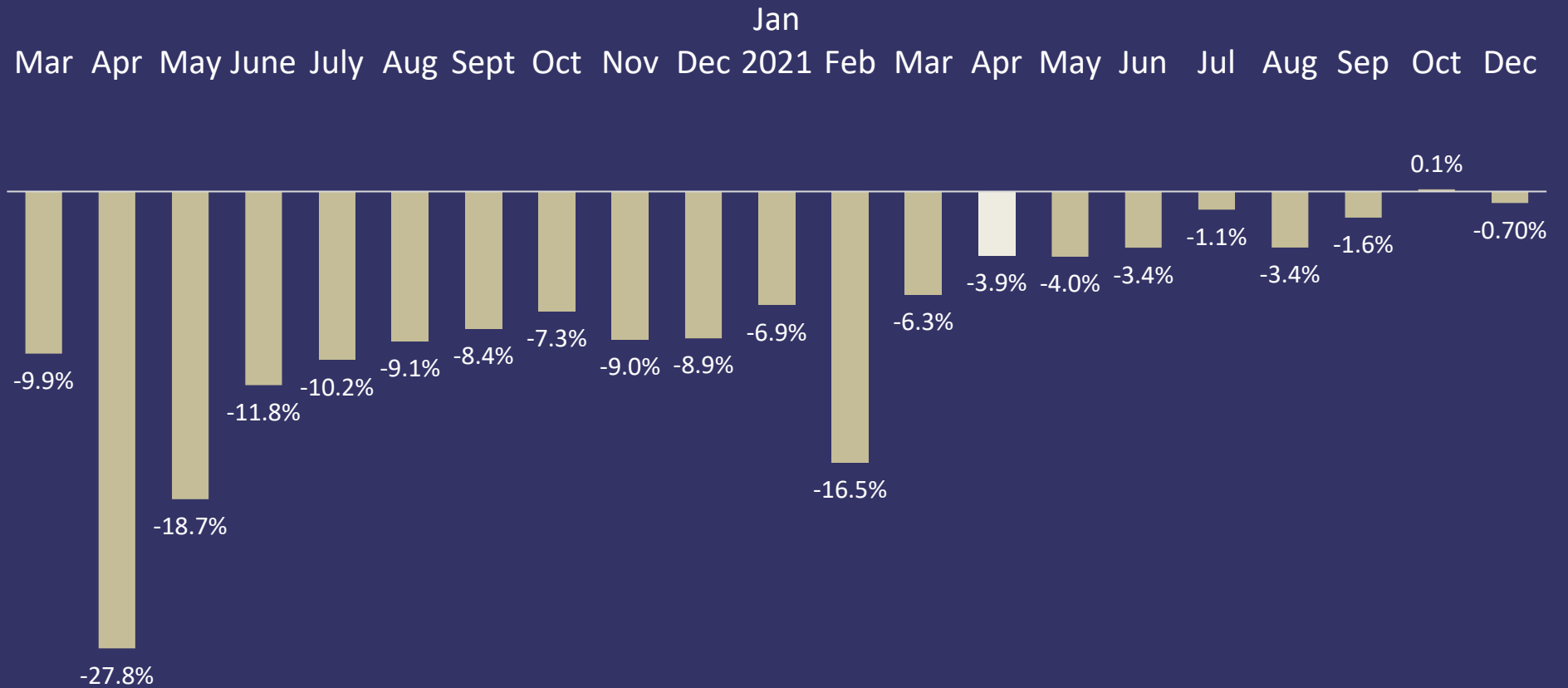
Freeway Volumes (-1%, December)
Airport Passengers (-10%, December)
Transit Ridership (-40%, December)



ROADWAY TRENDS

Average Weekday Freeway Volumes

Traffic Decrease vs Baseline



Source: TxDOT Dallas/TxDOT Fort Worth Radar Traffic Counters. As of October, growth calculated based on Fort Worth.

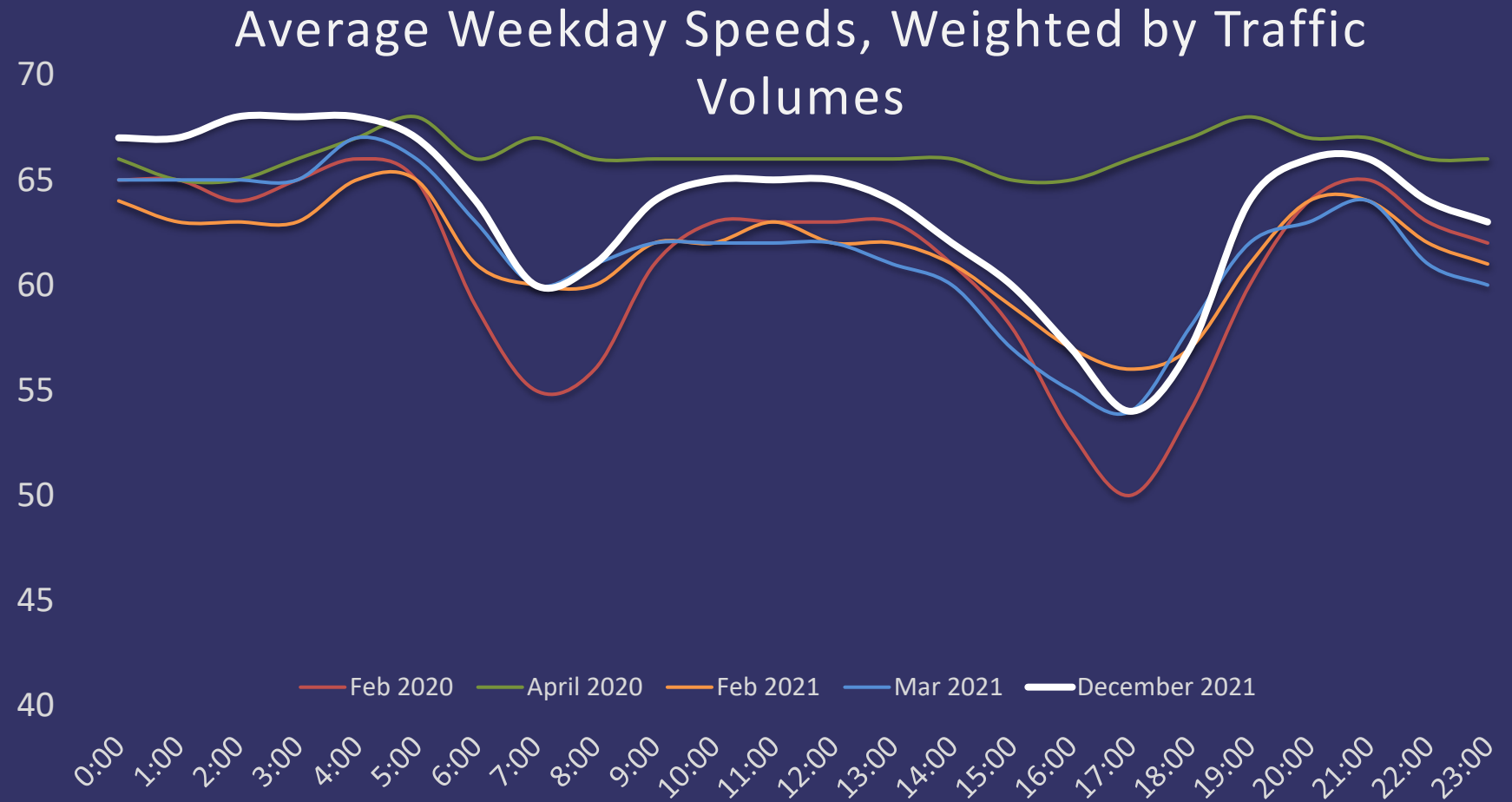
Note: Baseline is March 2019-February 2020.

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

Note: Data for November 2021 was not collected for the majority of the locations.

ROADWAY TRENDS

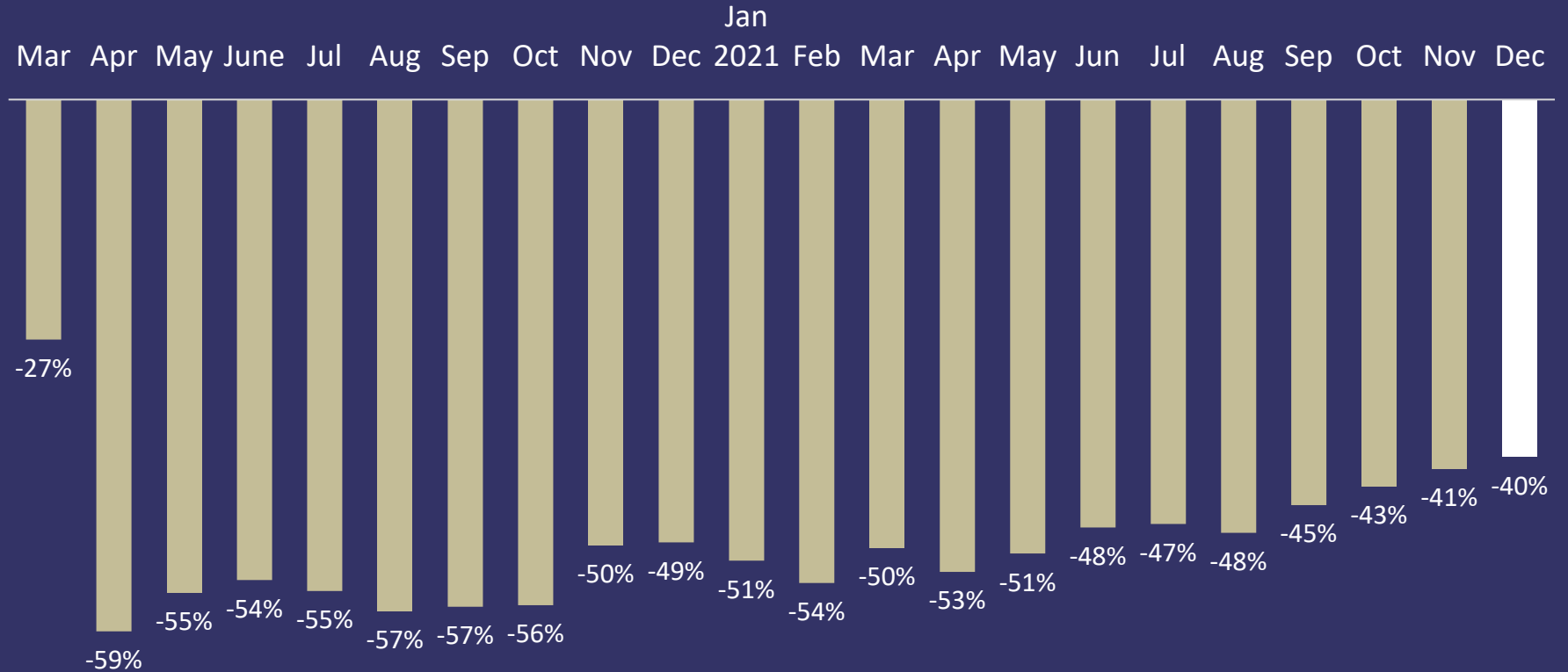
Regional Average Freeway Speeds



TRANSIT IMPACTS

Weekday Ridership

Passenger Decrease vs Baseline



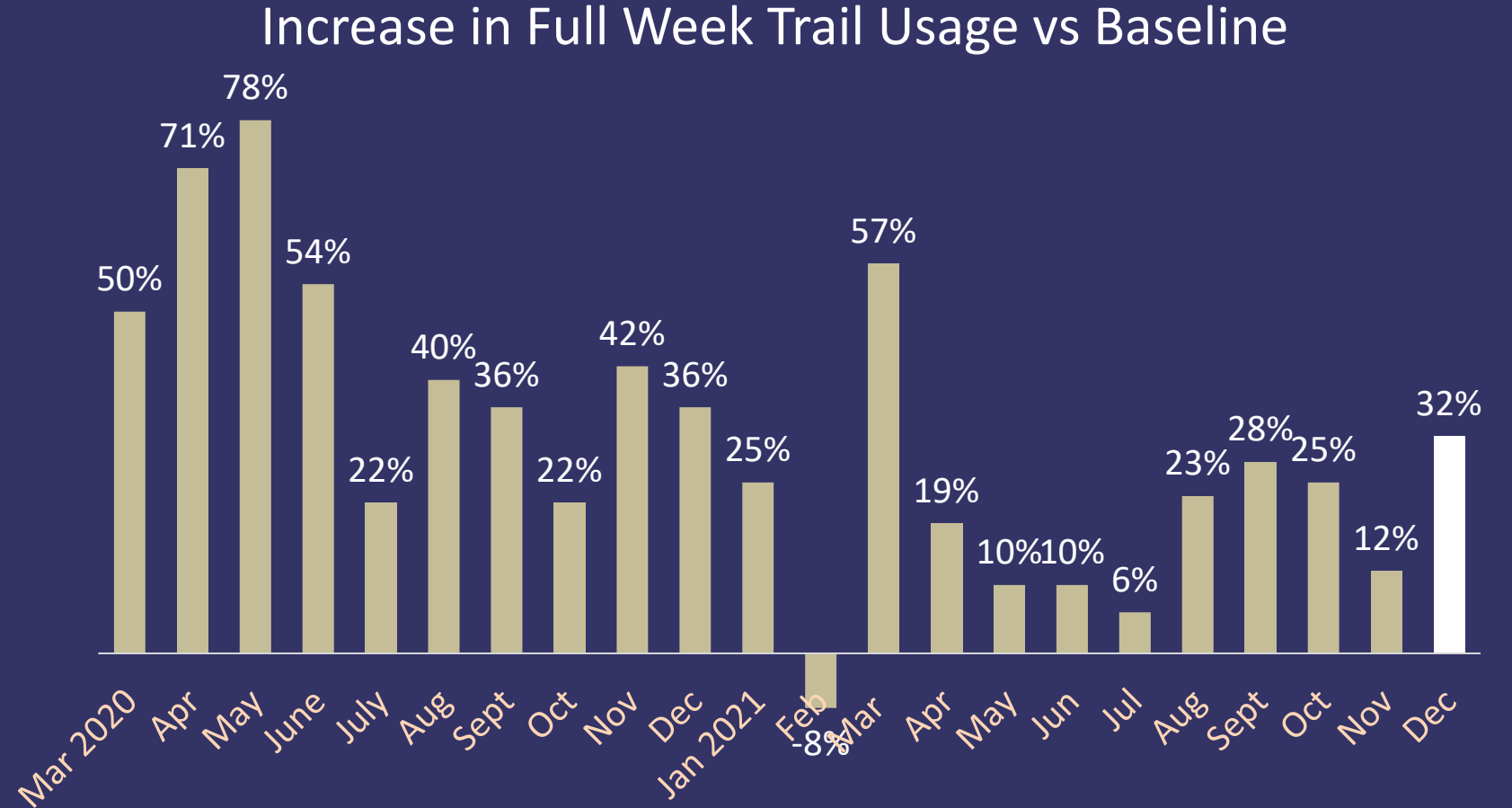
Source: DART, DCTA, and Trinity Metro

Note: Baseline is March 2019-February 2020.

Note: Transit ridership impacted in Feb 2021 by week-long winter storm.

BICYCLE AND PEDESTRIAN IMPACTS

Trail Counts



Source: NCTCOG - collected at sites located in Plano, North Richland Hills, Denton, Dallas, Fort Worth, and Allen

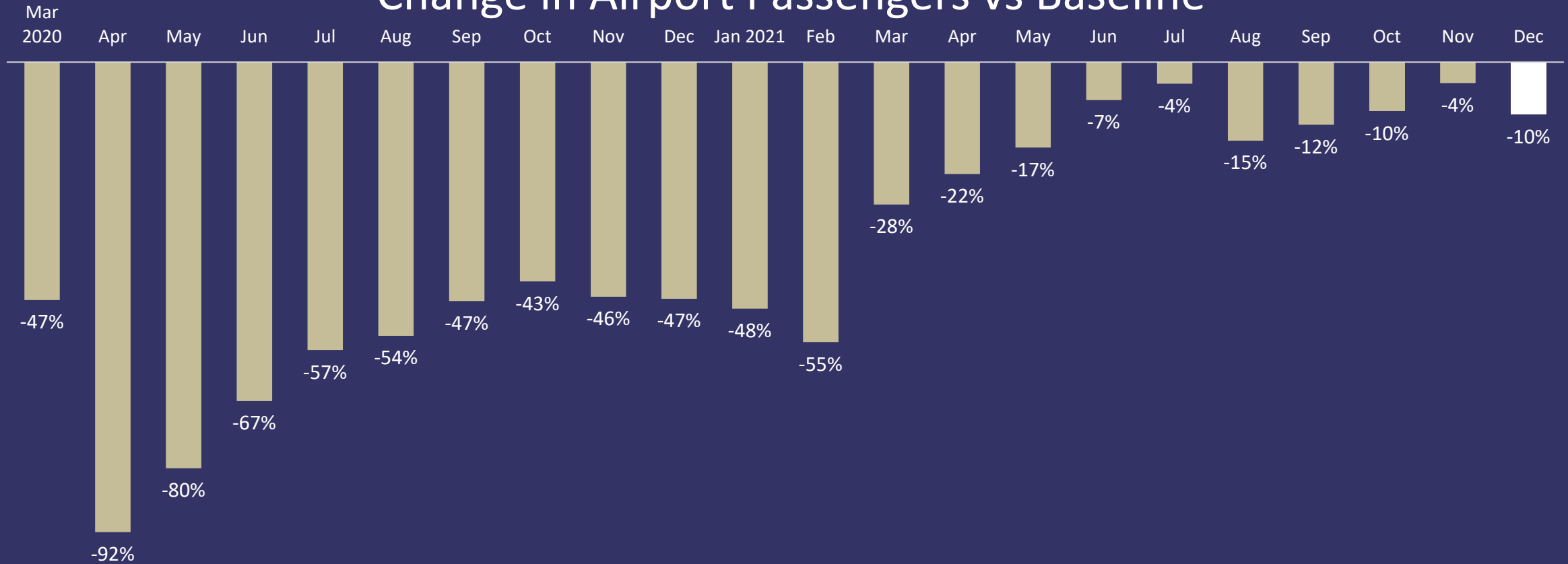
Note: Baseline is March 2019-February 2020; No adjustments for weather were applied.

Note: Trail usage impacted in Feb 2021 by week-long winter storm.

AIRPORT TRENDS

Passengers

Change in Airport Passengers vs Baseline



Source: Dallas Love Field and DFWIA Websites

Note: Baseline is March 2019-February 2020.

Note: Airlines experienced may flight cancellations in Dec. 2021 due to omicron variant affecting staff.

FINANCIAL IMPACT SUMMARY

FY 22-23 Comptroller's Certified Revenue Estimate

State Motor Fuels Tax: Estimated \$5.4 Billion

- Increase of 8% over 20-21 biennium estimate

Oil & Gas Severance (Prop 1): Estimated \$3.9 Billion

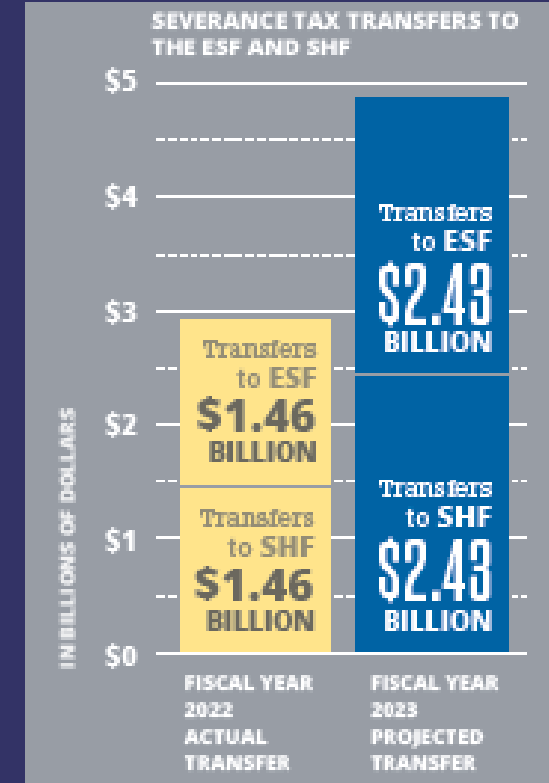
- Increase of 39% over 20-21 biennium estimate

Motor Vehicle Sales Tax (Part of Prop 7): Estimated \$635 Million

- Increase of 100% over 20-21 biennium estimate

General Sales Tax (Part of Prop 7): Estimated \$5 Billion

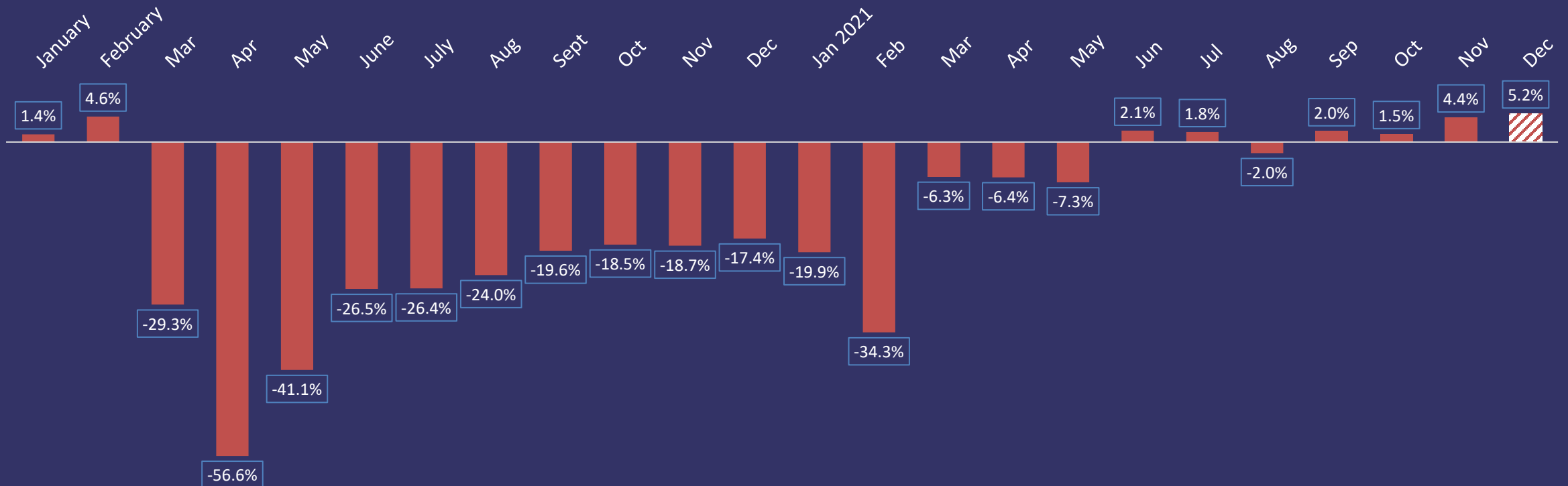
- Increase of 35% over 20-21 biennium estimate



FUNDING IMPACT

NTTA Transactions

Change in Tollway Transactions vs Baseline



Source: NTTA

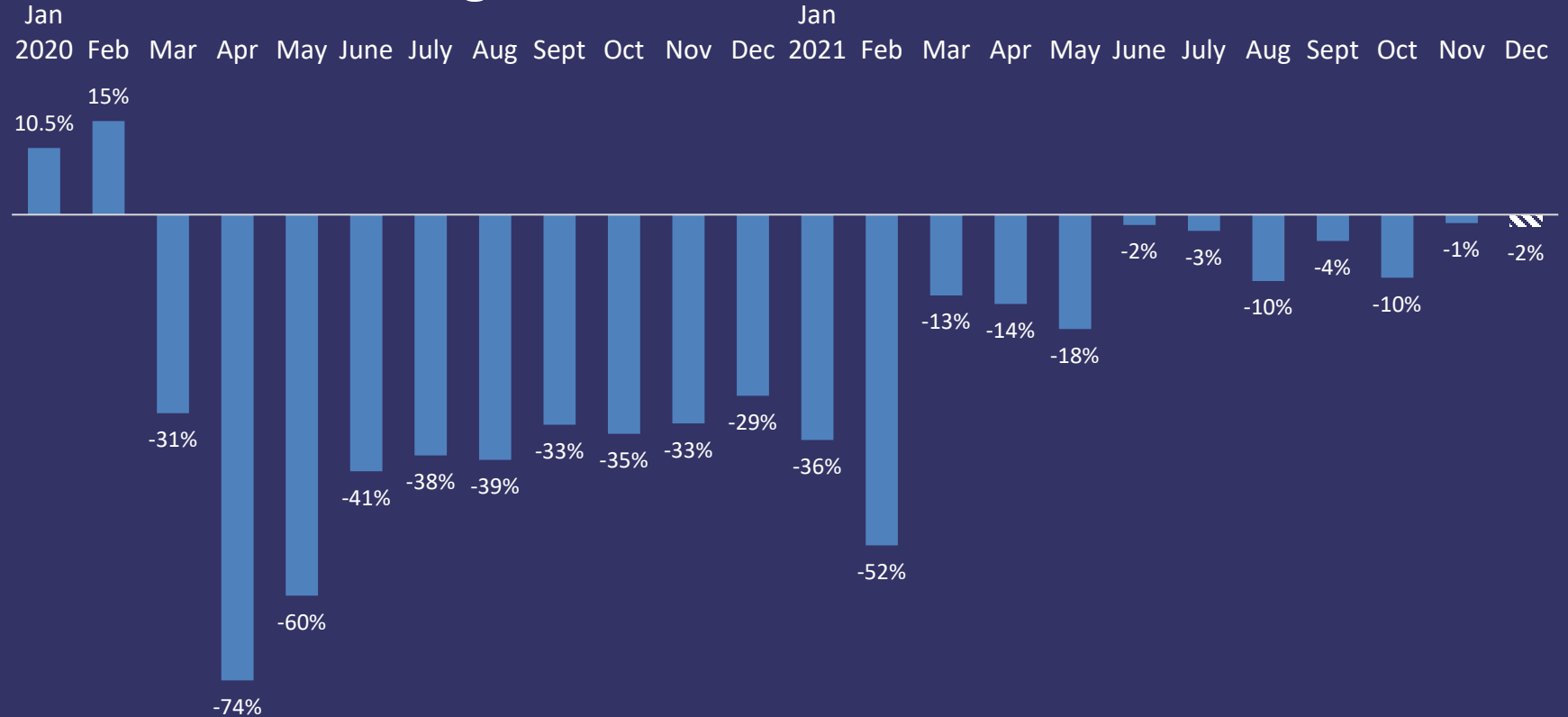
Notes: Baseline is March 2019-February 2020. Change for NTTA includes 360 Tollway. No current impact to RTC backstop expected.

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

FUNDING IMPACT

I-35E TEXpress Lane Transactions

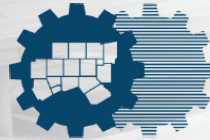
Change in Transactions vs Baseline



Source: TxDOT

Note: Baseline is March 2019-February 2020; TIFIA loan not impacted at this time as interest only payment period does not begin until May 2022

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



Regional
Transportation Council

FEDERAL HIGHWAY ADMINISTRATION SAFETY PERFORMANCE TARGETS UPDATE

Sonya J. Landrum, Program Manager
2.10.2022



2021-2022 Federal Performance Measures Schedule

Rulemaking	Upcoming RTC Action	Next Anticipated RTC Action	Target-Setting Schedule
Transit Safety (PTASP)	May 2021	Early 2025	Every 4 Years
PM1 – Roadway Safety	February 2022 (Information)	Early 2023	Annual (Targets established as reductions over 5-year period)
Transit Asset Management (TAM)	Mid 2022	2026	Every 4 Years
PM2 – Pavement and Bridge	Late 2022	Late 2024	Biennial
PM3 – System Performance, Freight, and CMAQ	Late 2022	Late 2024	Biennial



Background

Federal legislation specifies quantitative performance measures that must be tracked and reported annually.

- 2018 Safety Performance Targets approved by Regional Transportation Council (RTC) in December 2017

Established Regional Safety Position:

Even one death on the transportation system is unacceptable. Staff will work with our partners to develop projects, programs, and policies that assist in eliminating serious injuries and fatalities across all modes of travel.

- 2018 – 2022 Safety Performance Target reduction schedule affirmed by RTC in February 2019
- Targets updated annually
- In May of 2019, the Texas Transportation Commission (TTC) adopted Minute Order 115481, directing TxDOT to work toward the goal of reducing the number of deaths on Texas roadways by half by the year 2035 and to zero by the year 2050.



Safety Performance (PM1) Trends and Target Performance

Performance Measure	Desired Improvement Trend	Current Trend*	2018 Target Met	2019 Target Met	2020 Target Met**
State of Texas					
1. No. of Fatalities	↓	↑	Yes	Yes	Yes
2. Fatality Rate	↓	↓	Yes	Yes	Yes
3. No. of Serious Injuries	↓	↓	Yes	Yes	Yes
4. Serious Injury Rate	↓	↓	Yes	Yes	Yes
5. No. of Non-motorized Fatalities and Serious Injuries	↓	↑	Yes	Yes	Yes
North Central Texas (NCTCOG) Region					
1. No. of Fatalities	↓	↑	Yes	Yes	Yes
2. Fatality Rate	↓	↓	Yes	Yes	Yes
3. No. of Serious Injuries	↓	↓	Made Significant Progress	Yes	Made Significant Progress
4. Serious Injury Rate	↓	↓	Made Significant Progress	Yes	Made Significant Progress
5. No. of Non-motorized Fatalities and Serious Injuries	↓	↑	Yes	Yes	Yes



*Current trend using data from the previous five years of available data (2016-2020)
 **FHWA expected to release state results in March 2021.
 Observed safety performance is compared to targets on a two-year delay



NCTCOG Actual Safety Performance 2020

Safety Performance Measures	Original 2020 Target	PY2020 Actual Performance	PY2014-2018 Baseline Performance	Met Target?	Better than the Baseline?	Met or Made Significant Progress?
Number of Fatalities	589.3	587.4	542.2	Yes	No	Yes
Rate of Fatalities	0.803	0.803	0.784	Yes	No	
Number of Serious Injuries	3,514.7	3,560	3,743.2	No	Yes	
Rate of Serious Injuries	4.768	4.891	5.434	No	Yes	
Number of Non-Motorized Fatalities and Serious Injuries	595.0	587.8	547.2	Yes	No	

Targets are based on 5-year rolling average.



NCTCOG and TxDOT Safety Performance Targets and Projections

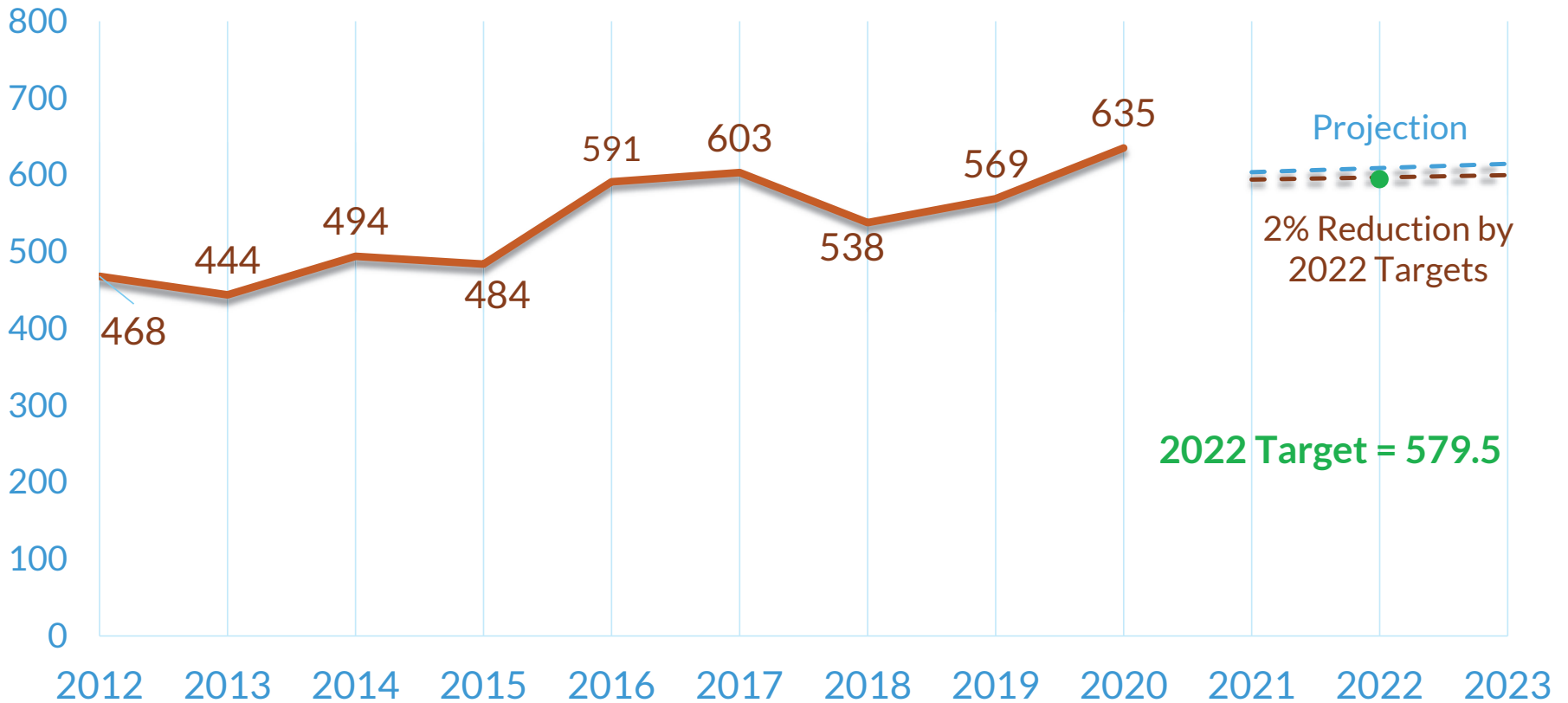
Safety Performance Targets	2020 TxDOT Targets	2020 NCTCOG Targets	2021 TxDOT Targets	2021 NCTCOG Targets	2022 TxDOT Targets	2022 NCTCOG Targets
Percent Reduction	1.2% Reduction		1.6% Reduction		2.0% Reduction	
No. of Fatalities	4,068	589.3	3,687*	572.4	3,563*	579.5
Fatality Rate	1.48	0.803	1.33*	0.762	1.27*	0.755
No. of Serious Injuries	18,602	3,514.7	17,151	3,375.3	16,677	3032.9
Serious Injury Rate	6.56	4.768	6.06	4.485	5.76	3.939
No. of Non-motorized Fatalities and Serious Injuries	2,477	595.0	2,316.4	592.3	2,367	596.9

Targets are based on a 5-year rolling average.

2022 targets calculated using 2018-2020 (observed) and 2021-2022 (projected).

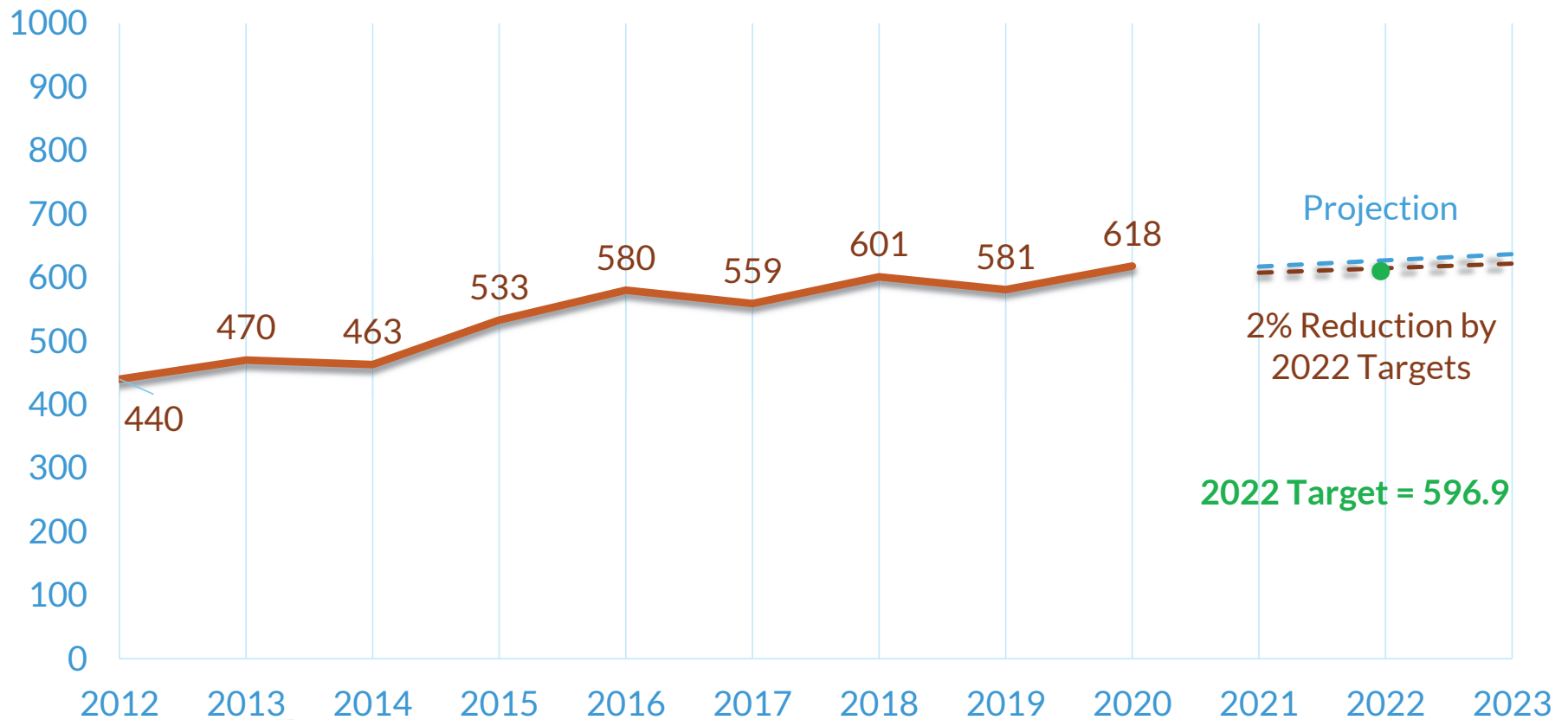
*TxDOT 2021 and 2022 fatalities and fatality rate targets calculated using a 50% reduction by 2035.

NCTCOG Region Fatalities - Actual Performance



Future projection line calculated using the previous 5 years of available data (2016-2020).

NCTCOG Region Non-Motorized Fatalities and Serious Injuries - Actual Performance



Future projection line calculated using the previous 5 years of available data (2016-2020).

NCTCOG Safety-Related Programs and Projects

Safety Program Area	Bike and Pedestrian	Freight
<ul style="list-style-type: none"> * Regional Roadway Safety Plan Drive Aware North Texas - Driver Behavior Social Marketing Campaign Intersection Safety Implementation Plan WWD Mitigation Project Traffic Incident Management Training Program Crash Reconstruction Software/Equipment Training Program Incident Management Call for Projects Commercial Vehicle Enforcement Training for Judges & Prosecutors Commercial Vehicle Enforcement Equipment and Training Program Mobility Assistance Patrol Program Regional Safety Information System - Crash Database Abandoned Vehicle Working Group / Regional Policy Development Annual Safety Performance Report Publication FHWA Safety Performance Target Regional Safety Advisory Committee * Vision Zero Program Development Workshop * Vision Zero Regional Policy Resolution Development * NCTCOG Systemic Safety Improvements Program 	<ul style="list-style-type: none"> Education and Outreach - Look Out Texans Regional Pedestrian Safety Plan Bike/Ped Technical Training/Workshops Safety Spot Improvement Program Transportation Alternative Funding CFPs “Routes to Rail Stations” Study Safe Routes to School Bicycle and Pedestrian Advisory Committee <p>Congestion Management</p> <ul style="list-style-type: none"> Emerging Technology Investment Programs Freeway Management & HOV Enforcement Congestion Management Process Peak Hour Lane Implementation <p>TSM / ITS</p> <ul style="list-style-type: none"> Regional Traffic Signal Retiming Program Traffic Signal/Intersection Improvement Program Traffic Signal Cloud Data 	<ul style="list-style-type: none"> Fort Worth Rail Crossing Evaluation Truck Lane Restrictions Planning Freight Safety Initiative Canyon Falls/US 377 and UPRR Linfield Closing/Ped Crossing over UPRR Prairie Creek Road Grade Separation <p>Streamlined Project Delivery</p> <ul style="list-style-type: none"> Denton County East-West Corridor <p>Automated Vehicles</p> <ul style="list-style-type: none"> AV 2.0 Texas Connected Freight Corridor: IH 30 AV Truck Data Sharing Traffic Signal Data Sharing Waze/511DFW Data Sharing DSTOP <p>Aviation</p> <ul style="list-style-type: none"> Know Before You Fly (Your Drone) Workshops UAS Safety and Integration Initiative/Task Force
<p>Air Quality</p> <ul style="list-style-type: none"> DFW Clean Cities Emissions Enforcement 	<p>Transit</p> <ul style="list-style-type: none"> Public Transportation Agency Safety Plan (PTASP) 	



*Denotes an upcoming program, policy, or project.

Date	NCTCOG Safety Performance Targets Actions to Date
December 2017	STTC/RTC (Action) - Presented 2018 Safety Performance Targets. * Affirmed support of 2018 TxDOT Targets
January/February 2019	STTC/RTC (Action) - Presented 2019 Safety Performance Targets. * Reaffirmed support of 2018 TxDOT Targets and affirmed support of 2019 – 2022 TxDOT Targets
January 24, 2020	RSAC/STTC (Information) - Presented 2020 Safety Performance Targets Update and 2018 preliminary safety targets vs. actual performance update to STTC. Item pulled from RTC due to special agenda
July 24, 2020	RSAC – Presented final safety targets vs. actual performance
January/February 2021	RSAC/STTC/RTC (Information) - Presented 2021 Safety Performance Targets Update and 2019 preliminary safety targets vs. actual performance update
January/February 2022	RSAC/STTC/RTC (Information) - Presented 2022 Safety Performance Targets and 2020 preliminary safety targets vs. actual performance update
January/February 2023	STTC/RTC (Action) - Present proposed 2023 Safety Performance Targets and 2021 preliminary safety targets vs. actual performance update



Roadway Safety Team



Sonya J. Landrum
Program Manager
slandrum@nctcog.org

Natalie Bettger
Senior Program Manager
nbettger@nctcog.org



Camille Fountain
Senior Transportation Planner
cfountain@nctcog.org

Kevin Kroll
Senior Transportation Planner
kkroll@nctcog.org



Michael Misantonis
Transportation Planner
mmisantonis@nctcog.org



Regional Transportation Council Attendance Roster
February 2021 - January 2022

RTC MEMBER	Entity	2/11/21	3/11/21	4/8/21	5/13/21	6/10/21	7/8/21	8/12/21	9/9/21	10/14/21	11/11/21	12/9/21	1/13/22
Daniel Alemán Jr (01/22)	Mesquite	--	--	--	--	--	--	--	--	--	--	--	P
Richard E. Aubin (06/18)	Garland	P	P	P	P	P	A	P	P	P	P	P	P
Dennis Bailey (02/21)	Rockwall County	P	P	P	P	P	P	P	A	P	A	P	P
Adam Bazaldua (09/21)	Dallas	--	--	--	--	--	--	--	E	P	E(R)	P	P
Elizabeth M. Beck (08/21)	Fort Worth	--	--	--	--	--	--	P	P	P	P	P	P
Gyna Bivens (08/21)	Fort Worth	--	--	--	--	--	--	P	P	P	P	P	P
Mohamed Bur (06/18)	TxDOT, Dallas	E(R)	P	P	P	E(R)	P	P	P	P	P	E(R)	P
Dianne Costa (10/19)	DCTA	P	P	P	P	P	P	P	P	P	P	P	P
Theresa Daniel (11/18)	Dallas County	P	P	P	P	P	P	P	P	P	P	P	P
Jeff Davis (11/19)	Trinity Metro	P	P	P	P	P	P	P	A	P	P	P	P
Pat Deen (08/19)	Parker County	P	P	P	A	P	A	P	P	P	A	P	A
Janet DePuy (09/21)	Richardson	--	--	--	--	--	--	--	P	P	P	P	P
Andy Eads (1/09)	Denton County	P	P	P	P	P	E	P	P	P	P	P	P
Kevin Falconer (07/17)	Carrollton	P	P	P	P	P	P	P	P	P	P	P	P
Gary Fickes (12/10)	Tarrant County	P	P	P	P	P	E	P	P	P	P	P	P
George Fuller (07/17)	McKinney	P	P	P	A	P	P	P	P	E(R)	P	A	P
Raul H. Gonzalez (09/21)	Arlington	--	--	--	--	--	--	--	P	E	P	P	P
Barry L. Gordon (12/20)	Duncanville	P	P	P	P	E	P	P	P	P	E	P	E(R)
Rick Grady (09/18)	Plano	P	P	P	P	P	P	P	P	P	P	P	P
Lane Grayson (01/19)	Ellis County	P	P	P	P	P	P	P	P	P	P	P	P
Mojoy Haddad (10/14)	NTTA	P	P	P	P	P	A	P	P	P	A	P	P
Roger Harmon (1/02)	Johnson County	P	P	P	P	P	A	P	P	E(R)	P	P	P
Clay Lewis Jenkins (04/11)	Dallas County	E	P	P	P	P	P	P	P	E(R)	P	E(R)	P
Ron Jensen (06/13)	Grand Prairie	P	A(R)	P	P	P	P	P	P	P	P	P	P
Carl L. Johnson (09/20)	TxDOT, FW	P	P	P	P	P	A	P	P	P	P	P	E(R)
Brandon Jones (05/21)	Lewisville	--	--	--	P	P	P	P	P	P	P	P	P
John Keating (12/19)	Frisco	A	P	P	P	P	P	E(R)	P	A	E	E(R)	A
Mike Leyman (09/19)	Mansfield	P	P	E(R)	E(R)	P	P	P	P	P	P	P	P
Alison Maguire (07/21)	Denton	--	--	--	--	--	P	P	P	P	P	P	P
B. Adam McGough (07/20)	Dallas	P	P	P	P	P	P	P	P	P	P	P	P
William Meadows (02/17)	DFW Airport	E(R)	P	P	E	A	E(R)	E(R)	P	P	A	P	A
Allen E. Meagher (12/20)	Irving	E(R)	E(R)	P	P	E	P	P	P	E	P	P	P
Cara Mendelsohn (07/20)	Dallas	P	P	P	P	P	P	P	E	P	P	P	P
Cary Moon (06/15)	Fort Worth	P	P	P	P	P	P	P	A	P	A	P	P
Omar Narvaez (09/21)	Dallas	--	--	--	--	--	--	--	E	P	P	P	P
Philip J. Ritter (07/20)	Dallas	P	P	P	P	P	P	P	P	E	P	P	P

P= Present
A= Absent
R=Represented by Alternate
--= Not yet appointed

E= Excused Absence (personal illness, family emergency,
jury duty, business necessity, or fulfillment
of obligation arising out of elected service)

**Regional Transportation Council Attendance Roster
February 2021 - January 2022**

RTC MEMBER	Entity	2/11/21	3/11/21	4/8/21	5/13/21	6/10/21	7/8/21	8/12/21	9/9/21	10/14/21	11/11/21	12/9/21	1/13/22
Jim R. Ross (07/21)	Arlington	--	--	--	--	--	P	E(R)	P	P	P	P	P
Chris Schulmeister (07/20)	Allen	P	P	P	P	P	P	P	P	P	P	P	P
Jeremy Tompkins (10/19)	Eules	P	P	P	P	P	P	P	P	P	P	E	P
T. Oscar Trevino Jr. (6/02)	Nrth Rch Hills	P	P	P	P	A(R)	P	P	P	E(R)	P	E	P
William Tsao (3/17)	Dallas	P	P	P	P	P	P	P	P	P	P	P	P
Duncan Webb (6/11)	Collin County	P	P	P	P	P	P	P	P	P	P	P	P
B. Glen Whitley (2/97)	Tarrant County	P	E	E(R)	P	P	E	P	E	E(R)	P	E	P
Michele Wong Krause (11/21)	DART	--	--	--	--	--	--	--	--	--	E(R)	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)

Surface Transportation Technical Committee Attendance Roster
October 2020 - December 2021

STTC MEMBERS	Entity	10/23/20	12/4/20	1/22/21	2/26/21	3/26/21	4/23/21	5/28/21	6/25/21	8/27/21	9/24/21	10/22/21	12/3/21
Joe Atwood	Hood County	*	*	*	*	*	*	*	*	*	*	*	*
Melissa Baker	Irving	*	*	*	*	*	*	*	*	*	*	*	*
Micah Baker	Dallas County	*	*	*	*	*	*	*	*	*	*	*	*
Bryan Beck	Grapevine	*	*	*	*	*	*	*	*	*	*	*	*
Katherine Beck	Fort Worth	*	*	*	*	*	*	*	*	*	*	*	*
Marc Bentley	Farmers Branch	*	*	*	*	*	*	*	*	*	*	*	*
David Boski	Mansfield	*	*	*	*	*	*	*	*	*	*	*	*
Keith Brooks	Arlington	*	*	*	*	*	*	*	*	*	*	*	*
Shon Brooks	Waxahachie	*	*	*	*	*	*	*	*	*	*	*	*
Tanya Brooks	Fort Worth	*	*	*	*	*	*	*	*	*	*	*	*
Robert Caskey	Frisco	--	--	--	--	--	--	*	*	*	*	*	*
Ceason Clemens	TxDOT Dallas	*	*	*	*	*	*	*	*	*	*	*	*
Robert Cohen	Southlake	*	*	*	*	*	*	*	*	*	*	*	*
Kent Collins	Coppell	*	*	*	*	*	*	*	*	*	*	*	*
John Cordary, Jr.	TxDOT FW	*	*	*	*	*	*	*	*	*	*	*	*
Rick Cortez	Mesquite	*	*	*	*	*	*	*	*	*	*	*	*
Hal Cranor	Eules	*	*	*	*	*	*	*	*	*	*	*	*
Clarence Daugherty	Collin County	*	*	*	*	*	*	*	*	*	*	*	*
Chad Davis	Wise County	*	*	*	*	*	*	*	*	*	*	*	*
Arturo Del Castillo	Dallas	*	*	*	*	*	*	*	*	*	*	*	*
Caryl DeVries	Grand Prairie	*	*	*	*	*	*	*	*	*	*	*	*
Greg Dickens	Hurst	*	*	*	*	*	*	*	*	*	*	*	*
David Disheroon	Johnson County	*	*	*	*	*	*	*	*	*	*	*	*
Phil Dupler	FWTA	*	*	*	*	*	*	*	*	*	*	*	*
Rebecca Diviney	Denton	--	--	--	--	--	*	*	*	*	*	*	*
Chad Edwards	Trinity Metro	--	--	--	--	--	--	--	*	*	*	*	*
Claud Elsom	Rockwall County	*	*	*	*	*	*	*	*	*	*	*	*
Eric Fladager	Fort Worth	*	*	*	*	*	*	*	*	*	*	*	*
Chris Flanigan	Allen	*	*	*	*	*	*	*	*	*	*	*	*
Ann Foss	Arlington	*	*	*	*	*	*	*	*	*	*	*	*
Mike Galizio	Tarrant County	*	*	*	*	*	*	*	*	*	*	*	*
Ricardo Gonzalez	TxDOT FW	*	*	*	*	*	*	*	*	*	*	*	*
Gary Graham	McKinney	*	*	*	*	*	*	*	*	*	*	*	*
Tom Hammons	Carrollton	*	*	*	*	*	*	*	*	*	*	*	*
Ron Hartline	The Colony	*	*	*	*	*	*	*	*	*	*	*	*
Shannon Hicks	Addison	*	*	*	*	*	*	*	*	*	*	*	*
Matthew Hotelling	Flower Mound	*	*	*	*	*	*	*	*	*	*	*	*
John Hudspeth	TxDOT Dallas	*	*	*	*	*	*	*	*	*	*	*	*
Terry Hughes	Weatherford	*	*	*	*	*	*	*	*	*	*	*	*
Jeremy Hutt	Cleburne	*	*	*	*	*	*	*	*	*	*	*	*

P=Present A=Absent R=Represented E=Excused (personal illness, family emergency, jury duty, business necessity)
 -- =Not yet eligible to attend *Meeting held by video/audio conference. Individual attendance not taken.

Surface Transportation Technical Committee Attendance Roster
October 2020 - December 2021

STTC MEMBERS	Entity	10/23/20	12/4/20	1/22/21	2/26/21	3/26/21	4/23/21	5/28/21	6/25/21	8/27/21	9/24/21	10/22/21	12/3/21
Thuan Huynh	McKinney	*	*	*	*	*	*	*	*	*	*	*	*
Joel James	NTTA	--	--	--	--	--	--	--	--	--	--	*	*
Kelly Johnson	NTTA	*	*	*	*	*	*	*	*	*	*	*	*
William Johnson	Fort Worth	*	*	*	*	*	*	*	*	*	*	*	*
Gus Khankarli	Dallas	*	*	*	*	*	*	*	*	*	*	*	*
Alonzo Liñán	Keller	*	*	*	*	*	*	*	*	*	*	*	*
Eron Linn	DART	*	*	*	*	*	*	*	*	*	*	*	*
Clay Lipscomb	Plano	*	*	*	*	*	*	*	*	*	*	*	*
Paul Luedtke	Garland	*	*	*	*	*	*	*	*	*	*	*	*
Stanford Lynch	Hunt County	*	*	*	*	*	*	*	*	*	*	*	*
Alberto Mares	Ellis County	*	*	*	*	*	*	*	*	*	*	*	*
Wes McClure	Mesquite	*	*	*	*	*	*	*	*	*	*	*	*
Brian Moen	Frisco	*	*	*	*	*	*	*	*	*	*	*	*
Mark Nelson	Richardson	*	*	*	*	*	*	*	*	*	*	*	*
Jim O'Connor	Irving	*	*	*	*	*	*	*	*	*	*	*	*
Kenneth Overstreet	Bedford	*	*	*	*	*	*	*	*	*	*	*	*
Kevin Overton	Dallas	*	*	*	*	*	*	*	*	*	*	*	*
Tim Palermo	DCTA	*	*	*	*	*	*	*	*	*	*	*	*
Dipak Patel	Lancaster	*	*	*	*	*	*	*	*	*	*	*	*
Todd Plesko	DART	*	*	*	*	*	*	*	*	*	*	*	*
Shawn Poe	Richardson	*	*	*	*	*	*	*	*	*	*	*	*
John Polster	Denton County	*	*	*	*	*	*	*	*	*	*	*	*
Kelly Porter	Fort Worth	*	*	*	*	*	*	*	*	*	*	*	*
Tim Porter	Wylie	*	*	*	*	*	*	*	*	*	*	*	*
Bryan G. Ramey II	Duncanville	*	*	*	*	*	*	*	*	*	*	*	*
Greg Royster	DFW Int. Airport	*	*	*	*	*	*	*	*	*	*	*	*
Kathryn Rush	Dallas	*	*	*	*	*	*	*	*	*	*	*	*
Moosa Saghian	Kaufman County	*	*	*	*	*	*	*	*	*	*	*	*
David Salmon	Lewisville	*	*	*	*	*	*	*	*	*	*	*	*
Brian Shewski	Plano	*	*	*	*	*	*	*	*	*	*	*	*
Walter Shumac, III	Grand Prairie	*	*	*	*	*	*	*	*	*	*	*	*
Ray Silva-Reyes	Colleyville	*	*	*	*	*	*	*	*	*	*	*	*
Randy Skinner	Tarrant County	*	*	*	*	*	*	*	*	*	*	*	*
Caleb Thornhill	Plano	*	*	*	*	*	*	*	*	*	*	*	*
Dave Timbrell	Garland	*	*	*	*	*	*	*	*	*	*	*	*
Press Tompkins	Greenville	*	*	*	*	*	*	*	*	*	*	*	*
Gregory Van Nieuwenhuize	Haltom City	*	*	*	*	*	*	*	*	*	*	*	*
Daniel Vedral	Irving	*	*	*	*	*	*	*	*	*	*	*	*
Caroline Waggoner	North Richland Hills	*	*	*	*	*	*	*	*	*	*	*	*
Robert Woodbury	Cedar Hill	*	*	*	*	*	*	*	*	*	*	*	*
Jamie Zech	TCEQ	*	*	*	*	*	*	*	*	*	*	*	*

P=Present A=Absent R=Represented E=Excused (personal illness, family emergency, jury duty, business necessity)
-- =Not yet eligible to attend *Meeting held by vido/audio conference. Individual attendance not taken.

MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE December 3, 2021

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, December 3, 2021, at 1:30 pm by videoconference. The Regional Transportation Council Bylaws establish that the Technical Committee approved membership in attendance at a meeting shall constitute a quorum for action to be taken, therefore individual attendance was not taken for committee members or other attendees.

1. **Approval of October 22, 2021, Minutes:** The minutes of the October 22, 2021, meeting were approved as submitted in Electronic Item 1. Kelly Porter (M); Walter Shumac III (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 2.1. **FY2022 and FY2023 Unified Planning Work Program Modifications:** A recommendation for Regional Transportation Council (RTC) approval of modifications to the FY2022 and FY2023 Unified Planning Work Program was requested. Action included a recommendation directing staff to also administratively amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications. The proposed amendments were included as Electronic Item 2.1.1 and additional information was provided in Electronic Item 2.1.2.
 - 2.2. **Transportation Improvement Program Modifications:** A recommendation for Regional Transportation Council (RTC) approval of revisions to the 2021-2024 Transportation Improvement Program (TIP) was requested, along with the ability to amend the Unified Planning Work Program and other planning documents with TIP-related changes. February 2022 revisions to the 2021-2024 TIP were provided as Electronic Item 2.2 for the Committee's consideration.
 - 2.3. **Air Quality Funding Recommendations Related to the Environmental Protection Agency National Clean Diesel Funding Assistance Program:** Committee approval of funding recommendations for the Clean Fleets North Texas 2020 Call for Projects (CFP) was requested. An overview of the call for projects and staff recommendations was provided in Electronic Item 2.3.1. Detailed project listings were provided in Electronic Item 2.3.2.

A motion was made to approve the items on the Consent Agenda. Kelly Porter (M); Jim O'Connor (S). The motion passed unanimously.

3. **2023-2026 Management and Operations, Regional/Air Quality, and Safety Funding Program-Fiscal Year 2023 Request:** Brian Dell presented information on the Fiscal Year (FY) 2023-2026 Management and Operations program and staff recommendations for FY2023 funding. The Committee and the Regional Transportation Council (RTC) typically consider extending existing and funding new air quality, and management and operations projects/programs every few years and last approved funding for this program in 2019 for projects in FY2020-2022. Staff has determined that some projects and programs do not have sufficient existing revenues to continue without interruption through FY2023, so

funding approval is needed for a subset of projects sooner than when the entire Management and Operation, Regional/Air Quality, and Safety project listings are finalized. Staff proposed to split approval of the 2023-2026 Management and Operations program into two phases. Phase 1 will cover funding needed for FY2023 only, and Phase 2 will request funding for FY2024-2026. Mr. Dell noted that prior to the meeting, members were emailed a revised Electronic Item 3.1 that included an additional project than the version provided in the original meeting material. Proposed projects for FY2023 funding included the Regionwide Employer Trip Reduction Program, Regional Aviation Program, Air Quality Public Education and Outreach Program, Land Use/Transportation and Bike/Pedestrian Initiatives, and Auto Occupancy Detection and Verification Implementation Program totaling approximately \$4.4 million. The revised Electronic Item 3.1 contained the proposed RTC funding share for each project, details of the project scopes, match sources, and whether the funding is for staff time, pass-through, or both. Staff will present the interim FY2023 Management and Operations program proposal to the public and the Regional Transportation Council for its consideration, and work to finalize the funding amounts and specific projects/programs to be recommended for FY2024-2026 for approval in spring 2022. Additional information on the funding program was provided in Electronic Item 3.2. A motion was made to recommend Regional Transportation Council approval of the FY2023 funding for the 2023-2026 Management and Operations, Regional/Air Quality, and Safety funding program as provided in revised Electronic Item 3.1 provided to members by email. Action also included a recommendation directing staff to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program and other planning documents such as the Unified Planning Work Program as necessary to incorporate the project changes. Eric Fladager (M); Mike Galizio (S). The motion passed unanimously.

4. **2021 Incident Management Freeway Blocking Equipment Call for Projects-**

Recommendations: Camille Fountain presented project recommendations for the 2021 Incident Management Freeway Blocking Equipment Call for Projects (CFP). In August 2021, the Regional Transportation Council (RTC) approved \$1 million in Regional Toll Revenue (RTR) funding to implement the Freeway Blocking Equipment Call for Projects based on interest resulting from the 2020 Incident Management Freeway Blocking Equipment Pilot Project initiative. The purpose of the CFP was to assist partner agencies in purchasing blocking equipment to protect incident responders responding to traffic crashes. The effort supports the current Incident Management Training Recommendations for best practices equipment and technology and improves roadway safety for responders. Funding was available to public sector partner agencies in the 12-county metropolitan planning area actively involved in incident management for the purchase of blocking equipment that protects first responders while minimizing additional strobe lighting on scene. Examples of eligible activities included crash attenuators (trucks, trailers, and those that attached to another vehicle, barriers, and cushions). It was recommended that blocking equipment should minimize the need for fire apparatus solely for the purpose of blocking at a scene. Project applications for blocking equipment placed on non-fire truck vehicles were scored higher than equipment placed on fire trucks when ranking projects. A total of \$1 million was available with a 20 percent local match required, and 16 project applications for 17 different projects were received totaling \$2,596,025. Project applications received for the eastern and western subregions were detailed in Electronic Item 4.1, along with the scoring criteria. Projects receiving a score over 70 were recommended for funding, totaling \$1,411,979. Staff recommended increasing available funding from the \$1 million originally approved to \$1,411,979 in Regional Toll Revenue funds to award funding to the ten recommended projects: \$1,224,341 in the eastern subregion and \$187,638 in the western subregion.

Based on funding inquiries received after the CFP closed, Ms. Fountain noted that staff may consider issuing a new call for projects in the future. The schedule for this effort was reviewed, which included a public comment period which began December 13, 2021, followed by a request for Regional Transportation Council approval in January 2022. Additional information was provided in Electronic Item 4.2. A motion was made to approve the allocation of an additional \$411,979 in Regional Toll Revenue funding for a total of \$1,411,979 to fund the 2021 Incident Management Freeway Blocking Equipment Call for Projects, and the project recommendations provided in Electronic Item 4.1. Bryan Beck (M); Alonzo Liñán (S). The motion passed unanimously.

5. **Director of Transportation Report on Selected Items:** Michael Morris provided an overview of current transportation items. He noted the Fédération Internationale de Football Association (FIFA) recently held a meeting regarding World Cup 2026, that will be held in the North America. US cities are competing to host the World Cup and the region is working to host six events, the finals, and the International Broadcast Center. If successful, North Central Texas Council of Governments (NCTCOG) staff will establish a Special Events Committee for the event. Funding may be necessary, and one of the commitments proposed was electric transit vehicles to help courier VIPs and others during the events. Other transportation elements could include the use of the Trinity Railway Express, reversed managed lanes, an additional bus bridge, and others. He also highlighted a recent meeting of the Greater Dallas Planning Council attended by transportation officials in the regions, as well as a second meeting of the Statewide Safety Task Force. Regarding the safety task force, he noted the Texas Transportation Commission (TTC) would like to focus on improving fatalities and fatality rates statewide and have reached out to metropolitan planning organizations and local governments. NCTCOG staff will be creating a safety team with current safety staff that will inventory safety projects and catalog the projects as the region's commitments similar to how air quality projects implemented in the region are inventoried. Safety project examples that could be helpful include the use of blocking equipment during incidents as presented earlier in the meeting, negotiations with policy officials regarding speed enforcement, expansion of the 511 DFW initiative, and others. In addition, he noted the TTC has approved additional funding to expand mobility assistance patrol efforts both in time and routes which will be brought back to the Committee. He also noted that information regarding a recent Freight Safety Campaign would be presented later in the meeting. Assistance from the technical committee to inventory safety projects being implemented by local governments was requested. More importantly, he noted funding programs will be developed, not just as a result of the new infrastructure bill but because of the importance of safety and that these programs will be both regional and statewide. Members interested in being involved with the new safety initiatives were asked to contact Natalie Bettger as staff determines the best way to move forward to design additional projects and programs to bring before the Surface Transportation Technical Committee and Regional Transportation Council (RTC). In addition, he noted that three Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant applications for the region were recently awarded for bicycle/pedestrian activities in southeast Dallas County, as well as transit in southern Dallas and the pedestrian cap project near the Dallas Zoo. He also discussed a request from the House Transportation Committee for submittal of interim charges. The RTC submitted focus areas for high-speed rail, safety, and tolled managed lanes. As a member of the House Transportation Committee, staff submitted comments to Representative Yvonne Davis and he thanked her for reiteration of the comments to the Committee Chair. Mr. Morris also noted that letters of support were recently developed to advance SH 183 Segment 2E. The project is now potentially being debated by the Legislative Budget Board for approval, and the RTC took action to approval transmittal of a

letter regarding the project. He also discussed high-speed rail in Dallas and the loan to Texas Central Partners approved by the RTC in November 2021 to advance engineering of the City of Dallas Floodway Extension. He noted that collateral for the loan was not able to be secured by the deadline, so Texas Central Partners paid the \$800,000. Staff will review backstop elements if a loan is determined to be necessary in the future. Also discussed was the recently passed Infrastructure and Investment Jobs Act, as well as projects submitted for the Economic Development Administration Grant Opportunities.

6. **Freight Safety Campaign:** Morgan Tavallae provided an overview of results from the recent Freight Safety Campaign that concluded in September 2021. The goal of the 2021 Freight Safety Awareness initiative was to create a safer environment for freight and passenger movements through physical improvements and safety awareness initiatives. The Safe Driving and Operation Lifesaver campaigns was merged into one larger Freight North Texas marketing campaign targeted at all road users to increase awareness about truck limitations with regard to stopping distance and sight line availability, strategies and simple adjustments for driving near large trucks, and the importance of freight and its role in our daily lives. A section of the campaign focused on educating truck drivers about truck lane restriction locations and safety benefits, as well as air quality and mobility benefits. Examples of outreach efforts conducted throughout the campaign included Fact Sheets, social media ads, search engine optimization, billboards, radio ads, podcast ads, and website updates. Details of the impact of each outreach effort were highlighted. A total of nine billboards were placed in freight-oriented corridors within the region with a total estimated impressions of over 34 million throughout the campaign. Facebook ads resulted in over 863,000 total impressions, Google ads in over 26,000 total impressions, approximately 3,000 radio commercials, and over 218,000 Spotify (podcast) ads. As part of the initiative, a refresh was completed to the Freight North Texas webpage, which includes additional information and educational materials and is available at www.freightntx.org. Freight staff will be working with Communications staff to improve the next safety initiative planned for 2023, as well as continue to make improvements to the website.
7. **Mobility 2045 Update and Demographic Assumptions:** Dan Kessler provided an update on ongoing efforts to develop revised 2045 Population and Employment forecasts for the Metropolitan Area. Draft forecasts have been provided to local governments for their review and comment, and regional control totals for population continue to be reviewed by North Central Texas Council of Governments (NCTCOG) staff. Control totals for population estimate 11.5 million people in the region by 2045, with growth rates of approximately 150,000 people per year. Compound annual growth rate by county was highlighted, and it was noted that staff continue to focus on density and how density patterns are expected to change through 2045. Next, he highlighted the 40 cities in the region with the largest absolute change in population growth based on the draft 2045 forecast. He stated that many of the expected cities continue to experience significant growth but also noted that several historically slower growing cities have begun to experience growth as well. Regional control totals for employment were also reviewed, with approximately 8.1 million employees allocated across the region which is more than 1 million additional employees than the previous 2045 estimate. He noted that staff are focusing review on current travel/social patterns, social adjustments, and adjustments related to COVID as more people work remotely and have multiple jobs to correctly account for these occurrences in the demographic forecasting process. Dallas County remains the economic employment center, but Tarrant County and Collin County begin to rival in job growth. Employment density in the region by 2045 was also highlighted, as well as the top 40 cities experiencing employment growth. In addition, predicted built area through 2045 was highlighted. Mr. Kessler noted

that NCTCOG staff continue to run multiple scenarios to ensure travel models are interpreting new demographic data correctly and to help staff understand travel patterns and the location of potential stress on the network. The schedule for the demographic forecasting effort was reviewed. Mr. Kessler noted that approximately half of the area represented in the region has responded to demographic data provided for city/county review. Although the formal review process has closed, he noted that the commenting portal could be reopened for those entities that may have comments they have not yet submitted.

Brendon Wheeler provided an update on ongoing efforts to update Mobility 2045. He noted that staff were nearing the end of plan development and were preparing maps and tables for the update, which will be presented to the Committee in February 2022 and to the Regional Transportation Council (RTC) in March 2022, followed by public comment. Final action on the Mobility 2045 Update will be requested in the May/June 2022 timeframe. Major roadway recommendations in the Mobility 2045 Update were highlighted, including new and additional freeway capacity projects, new and additional managed lane capacity projects, new and additional toll road capacity projects, and staged facilities. He noted that since efforts are to complete a Mobility 2045 Update with the horizon year remaining 2045, significant changes are not expected. A map identifying proposed changes to major corridor recommendations was highlighted. Changes included completed projects, new capacity, scope/capacity changes, and projects moved to the illustrative map for further study. Current Mobility 2045 arterial capacity improvements were also highlighted for both regionally and non-regionally significant arterials, as well as those recommended for the Mobility 2045 Update. Next, Mr. Wheeler highlighted Mobility 2045 transit corridor projects as well as those proposed to change with the update including the expected implementation of the IH 35W high-intensity bus route from downtown Fort Worth to Alliance and the nearing completion of the Silver Line currently under construction between the north side of the Dallas Fort Worth International Airport and the City of Plano. In addition, the scope and limits of the D2 rail line in downtown Dallas will be updated. Recommended new transit capacity projects were also highlighted including extending rail north in Collin County to Prosper and Celina, adding a high intensity bus route along IH 635 north of the airport, and a high-capacity transit technology corridor along East Lancaster in Fort Worth. Also highlighted were major rail and non-rail recommended transit projects for the Mobility 2045 Update, which includes current and updated recommendations. Mr. Wheeler noted that projects and maps presented were drafts and subject to change as staff continues finalizing recommendations and financial forecasts. Brian Shewski noted that the baseline demographic data in the presentation showed to be from 2010 and asked if 2020 population and employment was available. Mr. Kessler noted that at the time the presentation was created, 2020 data was not yet available and that the base year was used to show the level of growth. Clarence Daugherty asked if staff was still accepting comments/questions on the recommendations for the Mobility 2045 Update. Mr. Wheeler noted that there is still time for input and that members were welcomed to provide comments. Michael Morris discussed ongoing efforts to have projects in the region that are ready for implementation should funding become available and noted it was critical that local governments with projects that are anticipated to be completed in the near term ensure project discussion with staff has occurred for inclusion in the long-range transportation plan.

8. Southern Dallas County and Tarrant County Transit Studies Recommendations:

David Garcia provided an overview of study recommendations resulting from the Southern Dallas County and Tarrant County transit studies. In 2018, the North Central Texas Council of Governments received requests from the Tarrant County Mayors' Council and the cities in the Best Southwest Partnership focusing on the southern area of Dallas County to develop a

comprehensive approach to planning and implementing transit services in the requested areas. Both requests stressed the importance of balancing transportation needs by supporting the development of a multimodal transportation system that expands mobility choices and transit access to communities, prioritizing transportation investments in areas with identified transit needs, and providing non-member cities with alternate options to work with transit authorities to implement transit services in their communities. Key elements common to both studies included internal and regional service needs, identifying transit and funding options, and implementation within ten years. The Dallas County study also focused on goods movement because of the proximity of cities to the southern Dallas inland port area. Mr. Garcia noted the studies also build on the regional planning efforts reflected in documents such as Mobility 2045 and Access North Texas. The stakeholder and public engagement process completed for each study was highlighted and included establishing project advisory committees to help develop project goals and objectives. Mr. Garcia noted the Tarrant County study focused on cities outside of the Trinity Metro service area and identified needs based on population/employment densities, transit-dependent populations, activity centers, trip patterns, and existing conditions. After identifying the transit needs and incorporating stakeholder/public input, three service scenarios were developed that provided a range of services for local and region service needs. Details of the needs were provided in Electronic Item 8. Service cost estimates for Tarrant County ranged from \$18-18.4 million countywide based on each of the three scenarios. Results of the Southern Dallas County Transit Study were also highlighted, which focused on the cities of Cedar Hill, Duncanville, DeSoto, Lancaster and the Inland Port. Needs in this study were also identified based on population/employment densities, transit-dependent populations, activity centers, trip patterns, and existing conditions. In addition, the study included goods movement in the inland port area which has added approximately 14,000 jobs to the area in the last ten years and has seen a little more than 22 million square foot in industrial distribution space development. This growth causes a corresponding increase in truck traffic and impacts the local transportation system. Based on both the transit and the goods movement assessments and stakeholder input, service scenarios were developed. Five micro transit zones were recommended to address the local service needs of the individual areas, and three fixed-route services were also recommended to provide intercity connections. He noted it will become increasingly important to coordinate transit and roadway planning in these areas to facilitate safe transit travel and to prepare for continued truck volume growth in the inland port. Service cost estimates for the Phase 1 (foundational core service) range from \$1.2 to \$1.6 million (combined) and Phase 2 is estimated at approximately \$2.12 million with reinvestments in the core service of Phase 1 and expansion of coverage. He noted that the estimated cost breakdown by municipality was available upon request. After completing the needs assessment, developing scenarios and identifying funding options, implementation plans were developed to provide a framework for municipalities to establish or expand transit based on recommended services. Three service model options were evaluated: 1) enter into an agreement with an existing service provider, 2) contract with a private transportation provider, or 3) own, operate, and maintain transit service directly. After analyzing options, staff recommended pursuing agreements with current transit providers or contracting services. Leveraging the expertise and experience of existing transit providers aligns with Regional Transportation Council direction and encourages cities to coordinate planning and implementation efforts with existing providers. Mr. Garcia noted that staff will continue coordination with partners and local governments to advance the service recommendations and continue building on the momentum of transit planning and implementation. A project website is available at www.nctcog.org/transitstudies that contains available resources and service recommendations in more detail. Additional information was provided in Electronic Item 8. Michael Morris discussed the service model options and noted

the complexities that are associated with federal funding requirements for transit services. Mike Galizio asked if results of the Tarrant County study had been presented to the Tarrant County Mayors' Council. Mr. Garcia noted that the results had not been presented to the Tarrant County Mayors' Council directly, but that elected officials and city staff were included in the stakeholder engagement process.

9. **End of Ozone Season:** Jenny Narvaez presented a summary of the 2021 ozone season, which ended November 30, 2021. She noted that the region remains in nonattainment for both the 2008 and 2015 National Ambient Air Quality Standards (NAAQS) for ozone. In 2021, the monitor driving the ozone design value in the region was the Pilot Point monitor design value of 76 parts per billion (ppb). The five highest monitors were highlighted, and it was noted that the design value is calculated as the three-year average of the fourth highest ozone monitor value, and as such the 2021 value will remain in the average for the next two years. For 2021, a total of 31 ozone exceedance days were experienced in the region, including one purple day which the region has not experienced in nearly ten years. The 2021 design value of 76 ppb exceeded both the 2008 and 2015 NAAQS. As a result, the region will be reclassified from serious to severe for the 75 ppb standard and will have until July 20, 2027, to come into attainment. For the 2015 standard, the region will be reclassified from marginal to moderate and will have until August 3, 2024, to reach attainment for the 70 ppb standard. Reclassification of the region from serious to severe for the 2008 standard results in stricter standards for the region. The major source threshold will decrease from 50 tons per year to 25 tons per year and impact business that require CAA permitting for new/continued operations. North Central Texas Council of Governments (NCTCOG) staff have been in contact with some business, and others have also requested assistance with offsetting the thresholds. In addition, there will be a penalty fee program for major sources in an area does not meet required reductions. Additionally, stricter standards include low volatile organic compounds (VOC) reformulated gas for which the region has already opted in, and vehicle miles traveled (VMT) growth offset analysis which the region has already completed and determined no transportation control strategies are needed. Ms. Narvaez noted that as the region moves under these stricter standards, staff will continue assessments of regional implications. She reviewed various projects, programs, and strategies implemented within the region over the years to help improve air quality throughout the region and noted the members could find additional information at www.nctcog.org/trans/quality/air/ozone. Michael Morris asked if the State or NCTCOG has an inventory of all the businesses with major sources impacted by the change of major sources from 50 to 25 tons per year and if they have been contacted. Ms. Narvaez noted businesses should be aware and that NCTCOG would contact the State to determine if those entities have been notified.

10. **Fast Facts:** Staff presentations were not given. Information was provided to members electronically for the following items.

1. 2022 Surface Transportation Technical Committee and Regional Transportation Council Meeting Schedules (Electronic Item 10.1)
2. Air Quality Funding Opportunities for Vehicles (<https://www.nctcog.org/trans/quality/air/funding-and-resources>)
3. Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/events>)
4. Status Report on Texas Volkswagen Environmental Mitigation Program Funding (Electronic Item 10.2)
5. Status Report on Vehicle Temporary Paper Tags (Electronic Item 10.3)

6. Know Before You Fly Your Drone Workshops (www.northtexasuas.com/UAS-Taskforce#Workshops)
7. October Public Meeting Minutes (Electronic Item 10.4)
8. December Online Input Opportunity Notice (Electronic Item 10.5)
9. Mobility Matters-Fall 2021
(<https://www.nctcog.org/trans/about/publications/mm/mobility-matters-fall-2021>)
10. Public Comments Report (Electronic Item 10.6)
11. Written Progress Reports:
 - Local Motion (Electronic Item 10.7)

11. **Other Business (Old and New):** There was no discussion on this item.

12. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on January 28, 2022.

The meeting adjourned at 3:05 pm.