

AGENDA

REGIONAL TRANSPORTATION COUNCIL Thursday, February 11, 2021 North Central Texas Council of Governments

The RTC meeting on February 11, 2021, 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 820 0228 3520# when prompted. Following conclusion of the Opportunity for the Public to Speak in Agenda Item 1, the audio line will be disconnected. Members of the public may view a livestream of the RTC meeting at www.nctcog.org/video under the "live" tab.

1:00 pm Full RTC Business Agenda

- 1:00 – 1:10
1. **Opportunity for the Public to Speak on Today's Agenda: Consistent with HB 2840**
 Information Minutes: 10
Item Summary: This item provides an opportunity for the public to comment on today's meeting agenda items. Members of the public wishing to comment on an agenda item may do so during this item by calling toll free 1-855-965-2480 and entering meeting ID 820 0228 3520# when prompted. Speakers should state their name, city of residence, the agenda number they are speaking on, and whether they are speaking on/for/against the item. Members of the public are not permitted to provide comments after the conclusion of this agenda item; therefore, the audio line will be disconnected, and members of the public may view the livestream of the meeting at www.nctcog.org/video.
Background: N/A

 - 1:10 – 1:15
 2. **Approval of January 14, 2021, Minutes**
 Action Possible Action Information Minutes: 5
Presenter: Roger Harmon, RTC Chair
Item Summary: Approval of the January 14, 2021, 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. **Fiscal Year 2021 Education Campaigns for Transportation Initiatives: Phase 2**
Presenter: Mindy Mize, NCTCOG
Item Summary: Staff will seek the Council's support to recommend North Central Texas Council of Governments (NCTCOG) Executive Board approval of \$1,485,500 in funding for education campaigns for transportation initiatives Phase 2 that will initiate in Fiscal Year (FY) 2021. Last month, the Surface Transportation Technical Committee

recommended Regional Transportation Council (RTC) approval.

Background: Since 2014, the NCTCOG Executive Board has been authorizing annual large-scale advertising purchase and placement initiatives for the Transportation Department. Unfortunately, due to making sure we are sensitive in our messaging during the COVID-19 pandemic as well as experiencing impacts related to funding agreement availability, FY2021 campaigns will be approved in phases when deemed appropriate. [Electronic Item 3.1.1](#) explains the benefits of this initiative and showcases cost savings obtained from bulk education campaign purchasing for the Transportation Department, primarily from FY2019 since NCTCOG staff does not have much data from FY2020. [Electronic Item 3.1.2](#) provides a reminder of the Phase 1 FY2021 budget previously approved, as well as more information on Phase 2 FY2021 education campaign costs and examples of past education campaigns. Education campaigns in Phase 2 will support Drive Aware North Texas, Look Out Texans, Regional Goods Movement: Safety Campaign, Congestion Management Program, HOV 2+ Incentive, and Engine Off North Texas. RTC approval will be used as recommendation to the NCTCOG Executive Board on February 25, 2021.

Performance Measure(s) Addressed: Air Quality, Safety

1:20 – 1:35

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

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

1. Recognition of Eugene Shen and the DLG Group for its N-95 Mask Donation of 24,000 Units
2. Cotton Belt Trail Schedule Status ([Electronic Item 4.1](#))
3. Changing Mobility: Data, Insights, and Delivering Innovative Projects During COVID Recovery ([Electronic Item 4.2](#))
(www.nctcog.org/pm/covid-19)
4. Dallas-Fort Worth Clean Cities Upcoming Events
(<https://www.dfwcleancities.org/dfw-clean-cities-meetings>)
5. Air Quality Funding Opportunities for Vehicles
(<https://www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle>)
6. Status of Texas Volkswagen Environmental Mitigation Program Funding Programs ([Electronic Item 4.3](#))
7. Regional Greenhouse Gas Emissions Inventory Call for Interested Cities ([Electronic Item 4.4](#))
8. Auto Occupancy/High-Occupancy Vehicle Quarterly Subsidy Report ([Electronic Item 4.5](#))
9. East/West Equity Report ([Electronic Item 4.6](#))
10. January Online Input Opportunity Minutes ([Electronic Item 4.7](#))

- 11. February Online Input Opportunity Notice ([Electronic Item 4.8](#))
- 12. Public Comments Report ([Electronic Item 4.9](#))
- 13. Recent Correspondence ([Electronic Item 4.10](#))
- 14. Recent News Articles ([Electronic Item 4.11](#))
- 15. Recent Press Releases ([Electronic Item 4.12](#))

1:35 – 1:45

5. **Update on the 2021-2024 Transportation Improvement Program and Statewide Transportation Improvement Program Timeline and Changes Resulting from Statewide Financial Constraints**

Action Possible Action Information Minutes: 10

Presenter: Ken Bunkley, NCTCOG

Item Summary: The Council will be briefed on the altered 2021-2024 Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) approval timeline and asked for approval of revisions to the 2021-2024 TIP/STIP listings.

Background: The Dallas-Fort Worth region, along with the other metropolitan planning organizations (MPOs) in the State, submitted TIP listings to the Texas Department of Transportation (TxDOT) in June 2020. At the statewide level, the Texas Department of Transportation (TxDOT) determined that the draft STIP listings, TxDOT's information system, and long-term State funding plans were not financially constrained, and the State has been working toward a resolution since that time. In late 2020, TxDOT submitted proposed changes to North Central Texas Council of Governments staff for review and asked staff to advance the submittal of its regular TIP/STIP modifications through an amended process (not the quarterly cycle). Staff will brief the Council on the updated process and timeline for TIP/STIP listing approval and modifications this year. Resulting revisions to the 2021-2024 TIP are provided as [Electronic Item 5.1](#) for the Council's consideration. These changes have been reviewed for consistency with the mobility plan, the air quality conformity determination and financial constraint of the TIP. [Electronic Item 5.2](#) contains additional information.

Performance Measure(s) Addressed: Roadway, Transit

1:45 – 1:55

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

Action Possible Action Information Minutes: 10

Presenter: Christie Gotti, NCTCOG

Item Summary: Staff will request Regional Transportation Council (RTC) approval of the proposed recommendations and deadlines for the projects that are part of the second round of the Metropolitan Planning Organization (MPO) Milestone Policy initiative.

Background: The MPO Milestone Policy was adopted by the Regional Transportation Council (RTC) to ensure that funded projects are being implemented in a timely manner and funding is available for other projects in the region. The first MPO

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

Performance Measure(s) Addressed: Roadway, Transit

1:55 – 2:05

7. **Unmanned Aircraft Systems Resolution**

Action Possible Action Information Minutes: 10

Presenter: Ernest Huffman, NCTCOG

Item Summary: Staff will highlight and seek Council support of the proposed Regional Transportation Council resolution to support the safe and efficient integration of Unmanned Aircraft Systems (UAS) into the Dallas-Fort Worth transportation system.

Background: With the growing number of UAS operators and use cases, the North Central Texas Council of Governments (NCTCOG) would like to engage public-sector partners to support and advocate for UAS activities within the region, through the adoption of an Unmanned Aircraft Systems Resolution. UAS activities could include delivery of medical supplies and packages, air taxi services, public safety uses, and accident reconstruction and surveying, among others. This effort supports the North Texas UAS Safety and Integration Task Force, comprised of public- and private-sector organizations. The Task Force works to identify best practices, emerging UAS technologies and possible use cases. This resolution will support a coordinated approach to UAS planning activities and implementation opportunities. The draft resolution is provided in [Electronic Item 7.1](#) and more information can be found in [Electronic Item 7.2](#).

Performance Measure(s) Addressed: Safety, Transit

2:05 – 2:15

8. **Legislative Update**

Action Possible Action Information Minutes: 10

Presenter: Rebekah Hernandez, NCTCOG

Item Summary: Staff will provide an update on federal and State legislative actions related to transportation and air quality issues affecting

the Dallas-Fort Worth area. Legislative actions to be covered include the following:

- Federal Executive Orders
- Federal and State Committee Assignments
- Proposed Fiscal Year 2022-2023 State Budget
- Bills of Interest

Background: Transportation issues continue to be a focus for both the United States (US) Congress and the Texas Legislature. The 1st session of the 117th US Congress convened on January 3, 2021. The 87th Texas Legislature convened on January 12, 2021. This item will allow staff to provide updates on key positions of the Regional Transportation Council and allow any additional positions to be taken, if necessary.

Performance Measure(s) Addressed: Roadway, Transit

2:15 – 2:25 9. Dallas-Fort Worth Clean Cities Fleet Recognition and Annual Survey

Results

Action Possible Action Information Minutes: 10

Presenter: Chris Klaus, NCTCOG

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

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

Performance Measure(s) Addressed: Air Quality

2:25 – 2:35 10. Transit-Oriented Development Survey Results (This item was postponed from the December 10, 2020, RTC Meeting)

Action Possible Action Information Minutes: 10

Presenter: Karla Weaver, NCTCOG

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

Background: Transit-oriented development encourages greater transit ridership through a higher density mix of uses and pedestrian-

friendly design within walking distance of high frequency transit. The NCTCOG DART Red and Blue Lines TOD Survey was conducted to get a general sense of travel behavior, demographics, and location choice preferences of residents, businesses, and employees occupying TOD around DART stations. The data collected will assist NCTCOG and its partner cities and transit agencies in evaluating and improving TOD policy and projects. The survey includes 28 DART stations with responses from over 1,500 residents, 1,000 businesses, and 550 employees collected from September 2019 to February 2020. A full report and data table are available online at www.nctcog.org/TOD.

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

2:35 – 2:45 11. Safety Performance Targets Update

Action Possible Action Information Minutes: 10

Presenter: Sonya Landrum, NCTCOG

Item Summary: Staff will provide an update on the regional Roadway Safety Performance regional targets for the 2021-2022 target schedule for federally required performance measures. 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 targets. In November 2018, the RTC adopted the targets for Infrastructure Condition and System Performance/Freight/Congestion Mitigation and Air Quality required measures. As the Metropolitan Planning Organization for the North Central Texas region, the RTC is required to set 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 2021 targets for Roadway Safety will be discussed. Additional information will be provided at the meeting.

Performance Measure(s) Addressed: Safety

12. **Progress Reports**

Action Possible Action Information

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

- RTC Attendance ([Electronic Item 12.1](#))
- STTC Attendance and Minutes ([Electronic Item 12.2](#))
- Local Motion ([Electronic Item 12.3](#))

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

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

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

**REGIONAL TRANSPORTATION COUNCIL
January 14, 2021**

In accordance with the Texas Governor's March 13, 2020, Disaster Declaration which was renewed through February 4, 2021, and subsequent suspension of certain Texas Open Meetings Act provisions, the January 14, 2021, meeting of the Regional Transportation Council (RTC) was conducted as a videoconference via Zoom. Staff conducted a roll call of members and the presence of a quorum was confirmed. The following members or representatives were present on the videoconference: Tennell Atkins, Richard A. Aubin, Mohamed Bur, Dianne Costa, Theresa Daniel, Chad Davis, Pat Deen, Rudy Durham, Andy Eads, Kevin Falconer, Gary Fickes, George Fuller, Stephen Mason (representing Barry Gordon), Rick Grady, Lane Grayson, Mojoy Haddad, Roger Harmon, Ivan Hughes, Clay Lewis Jenkins, Carl L. Johnson, Jungus Jordan, John Keating, Mike Leyman, B. Adam McGough, Gary Roden (representing Allen E. Meagher), Cara Mendelsohn, Cary Moon, Ignacio Nuñez, Philip Ritter, John Ryan, Chris Schulmeister, Jeremy Thompkins, T. Oscar Trevino Jr., William Tsao, Paul N. Wageman, Duncan Webb, B. Glen Whitley, W. Jeff Williams, and Ann Zadeh. Individual attendance was not taken for non-RTC member attendees.

1. **Opportunity for the Public to Speak on Today's Agenda: Consistent with HB 2840:** This item allows members of the public an opportunity to give input on agenda items. Regional Transportation Council Chair Roger Harmon asked if there were any public comments. No members of the public chose to speak.
2. **Approval of the December 10, 2020, Minutes:** The minutes of the December 10, 2020, meeting were approved as submitted in Reference Item 2. Theresa Daniel (M); Tennell Atkins (S). The motion passed unanimously.
3. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 3.1. **Transportation Improvement Program Modifications:** Regional Transportation Council approval of revisions to the 2021-2024 Transportation Improvement Program (TIP), along with the ability to amend the Unified Planning Work Program and other planning documents with TIP-related changes was requested. February 2021 revisions to the 2021-2024 TIP were provided as Electronic Item 3.1 for the Council's consideration.
 - 3.2. **Regional Transportation Council Local Contingency for Fiscal Year 2021 Regional Aerial Photography Program:** Regional Transportation Council (RTC) approval of a \$1.8 million cash flow contingency in RTC Local funds to cover the costs of the Fiscal Year 2021 Regional Aerial Photography Program, in the event federal funds are not available, was requested.

A motion was made to approve the items on the Consent Agenda. Rick Grady (M); George Fuller (S). The motion passed unanimously.

4. **Orientation to the Agenda/Director of Transportation Report:** Michael Morris and members of the Regional Transportation Council (RTC) recognized Gary Thomas, President/Executive Director, Dallas Area Rapid Transit (DART) for his public service to the region and congratulated him on his retirement. Members expressed appreciation for his leadership and efforts to improve mobility within the region. DART Board Chair Paul N.

Wageman expressed gratitude on behalf of the DART Board for the service he has provided to North Texas as President/Executive Director of DART for 20 years.

Mr. Morris congratulated the City of Dallas, the Texas Department of Transportation Dallas District, and North Central Texas Council of Governments (NCTCOG) staff on receipt of a \$4 million Advanced Transportation and Congestion Management Technologies Deployment (ACTMTD) grant from the United States Department of Transportation (USDOT) for the City of Dallas SM Wright Smart Corridor Project. In addition, he recognized NCTCOG staff member, Ernest Huffman, who recently received that Association for Unmanned Vehicle Systems International Lone Star's Excellence Award for his work on integrating Unmanned Aircraft Systems (UAS) into North Texas and advocating for advancement of UAS technologies. He also noted that the USDOT recently issued two, much-anticipated drone rules to advance safety and innovation. Details were provided in Electronic Item 4.1. Electronic Item 4.2 contained information about the recent announcement by the Federal Railroad Administration regarding full implementation of Positive Train Control (PTC) and certification of TEXRail's PTC system. Dallas-Fort Worth Clean Cities upcoming events were provided in <https://www.dfwcleancities.org/dfw-clean-cities-meetings> and current air quality funding opportunities for vehicles were provided at <https://www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle>. Electronic Item 4.4 included information on the status of Texas Volkswagen Environmental Mitigation Program funding programs. Upcoming transit study meetings are scheduled for the following dates: Tarrant County Stakeholder Advisory Group Meeting, January 28, 2021, 2:00 pm; South Dallas County Public Meeting, February 4, 2021, 6:00 pm; Denton County Initial Stakeholders Meeting, February 5, 2021, 1:30 pm; and East Dallas, Kaufman, and Rockwall Counties Initial Stakeholders Meeting, February 12, 2021, 10:00 am. December online input opportunity minutes were provided in Electronic Item 4.5, and Electronic Item 4.6 contained the January online input opportunity notice. The Public Comments Report was provided in Electronic Item 4.7, recent correspondence in Electronic Item 4.8, recent news articles in Electronic Item 4.9, and recent press releases in Electronic Item 4.10. Mr. Morris also provided an overview of slides from Electronic Item 4.3, Changing Mobility: Data, Insights, and Delivering Innovative Projects During COVID Recovery. He highlighted impacts by mode of travel, noting that bicycle/pedestrian activity remains strong and transit ridership has improved. In addition, he discussed impacts to revenue as well as the lower cost of construction. The region continues efforts to implement projects in order to take advantage the of the reduced construction costs. Detailed data is available through the online dashboard at www.nctcog.org/pm/covid-19.

5. **Legislative Update:** Rebekah Hernandez provided an update on federal legislative actions related to transportation and air quality issues affecting the Dallas-Fort Worth area. At the end of December, Fiscal Year (FY) 2021 Appropriations and a COVID-19 stimulus relief package were approved and signed into law. The bill includes \$25.3 billion for the United States Department of Transportation (USDOT) with funding levels as prescribed by the Fixing America's Surface Transportation (FAST) Act extension. Also included is \$1 billion in Better Utilizing Investments to Leverage Development (BUILD) grant funding, \$10 billion for State DOTs to be administered as Surface Transportation Block Grant funds, and \$14 billion for large public transit providers, as well as funding for aviation and Amtrak. Ms. Hernandez noted the 117th Congressional session began January 3, 2021. The new administration has stated a new infrastructure bill is an early priority, and the FAST Act one-year extension expires September 30, 2021. Pete Buttigieg has been announced as the new USDOT Secretary of Transportation and is expected to be confirmed. New committee chairmen and ranking minority members have been announced but have not yet taken their position. In

addition, the Senate will switch over parties on January 20, 2021. Staff will continue to monitor federal legislative actions. Ms Hernandez also provided an update on State legislative actions. The 87th Texas Legislature convened on January 12, 2021. The first order of business was the election of a new Speaker of the House, Dade Phelan. In addition, the Comptroller released biennial revenue estimates and the House and Senate released new safety protocols, as well as lowered the threshold of support needed to bring a bill to the floor to 18 members in the Senate. Bill filings started after the November election and continue through March 12. Regarding the Comptroller biennial revenue estimate for Fiscal Year 2022-2023, the State will have an estimated \$112.5 billion in revenue available for general-purpose spending during the 2022-2023 biennium, an approximate 0.4 percent decrease from Fiscal Year 2020-2021. Overall, the \$946 million shortfall is an improvement from the estimated \$4.6 billion deficit in the summer. Specifically related to transportation revenue, it is estimated that approximately \$2.3 billion in Proposition 1 Oil and Gas Severance Taxes revenue will be available in the biennium. In addition, a projected \$61 million transfer from the Proposition 7 Motor Vehicle Sales Tax and the full \$5 billion from the State Sales Tax are expected. Bill topics of interest to the RTC are being tracked and include bills related to funding, safety, high-speed rail, and air quality/alternative fuel. Staff will continue to provide weekly updates online at www.nctcog.org/legislative and notify members when new information is available. Regional Transportation Council Secretary Ann Zadeh noted that several of the safe road initiatives have been filed in previous sessions that support the complete streets and vision zero that many cities throughout the state have adopted, and she is hopeful these type bills move forward this session.

6. **2021 Top 10 Transportation Technology Initiatives: Recent Presentations:** Michael Morris noted recent presentations on transportation technologies to interest groups within the region and highlighted the top ten transportation technologies initiatives currently being pursued. He challenged members to become more involved with one of these transportation technologies and to take time to better understand how technology can be used to solve transportation problems. Often technology is cost effective, enhances business development, and brings talented employees to the region to work, live, and play creating a tax base for communities and the State. Mr. Morris noted these initiatives have been supported by the Regional Transportation Council (RTC) and include internet for all which will help with a variety of inequities such as access to education. In addition, the internet may help underserved population access healthy foods, address food deserts, provide access to telemedicine, and provide opportunities for online job recruiting. The next transportation technology discussed was dynamically priced managed lanes and efforts to include technology that allows communication between vehicles and infrastructure. Technology initiatives are also progressing related to high-speed transportation from Fort Worth through Arlington to Dallas, as well as Dallas to Houston. Another transportation technology moving forward in the region is Unmanned Aircraft Systems (UAS). He noted that Bell Helicopter has restructured its company to address UAS and staff is working with agencies within the region regarding interest in the next generation technology, including the Department of Defense. Autonomous people movers are another transportation technology initiative in the region which are proposed in Tarrant County and in the Midtown area east of the Galleria. There may be other opportunities for this type of technology as well. Next, Mr. Morris discussed next generation freeway design on IH 30 from Fort Worth to IH 635, such as designing the project from the beginning for autonomous vehicles and including elements needed for higher throughput using advanced technologies. Related to air quality, Toyota has created a hydrogen fuel cell, electric heavy-duty truck whose exhaust is water. Staff is working with manufacturers to see how this technology can be advanced and potentially help address the emissions created by traditional heavy-duty vehicles in the

region. In addition, staff is working with autonomous heavy-duty diesel technology users, of which four are being operated in the region. This technology could help facilitate the movement of trucks outside of the peak periods and potentially in managed lane corridors to allow for the increased flow of goods movements. Also discussed was a mobility innovation zone being used by Hillwood in which an autonomous vehicle removes the shipping container from a train and places it on an autonomous truck that delivers the container to a warehouse. Finally, he discussed the use of induction loops in pavement for charging of electric vehicles during travel. Mr. Morris highlighted four major program areas that have helped the Dallas-Fort Worth region address congestion despite continued growth and the relationship with the State legislative delegation. The first area is partnering with agencies such as the North Texas Tollway Authority and Texas Department of Transportation districts to build mega transportation projects like IH 635 East and the Y Connector. This focus area is in addition to the focus on traditional transportation projects in the region. Also of importance, working with local governments on initiatives such as mixed-use development or building a tax base in partnership with transportation. This could be initiated by either the local or State government. The fourth area is generating economic development through the use of technology similar to the autonomous technology project being used at Hillwood. Mr. Morris noted that what helps fuel efforts in the region is the continued use of the fair share allocation of formula funds. He discussed the importance of maintaining and continuing the Dallas-Forth miracle with regard to transportation revenue and maintaining formula allocations regardless of the fact that the Dallas-Fort Worth region has been successful in implementing projects. In closing, Mr. Morris discussed the RTC's position of formula allocation and the desire that the \$2 billion diverted to other parts of the state is reimbursed. An option is the use of one public-private partnership (P3) that could generate enough money for the Texas Department of Transportation to reimburse the \$2 billion. Senator Nichols' letter from July 2016 supports formula allocation. Senator Nichols is currently the Chair of the Senate Transportation Committee, and as such his position on formula allocation is important. However, because the Senator nor other legislators support P3s and P3s are currently not permissible by State law, it is important that conversations regarding the tools, options, and methods that are available to help reimburse the \$2 billion continue during the legislative session. Additional information was provided in Electronic Item 6. RTC Chair Harmon reminded members of the importance of communicating with representatives and senators, as well as continued support of transportation.

7. **Transit-Oriented Development Survey Results (This item was postponed from the December 10, 2021, RTC Meeting):** This item was postponed and placed on the February 11, 2021, meeting agenda.
8. **Update on Transit Ridership Related to COVID-19 (This item was postponed from the January 14, 2021, RTC Meeting):** This item was postponed and will be placed on a future meeting agenda.
9. **Dallas-Fort Worth Clean Cities Fleet Recognition and Annual Survey Results (This item was postponed from the January 14, 2021, RTC Meeting):** This item was postponed and placed on the February 11, 2021, meeting agenda.
10. **Progress Reports:** Regional Transportation Council attendance was provided in Electronic Item 10.1, Surface Transportation Technical Committee attendance and minutes in Electronic Item 10.2, and the current Local Motion in Electronic Item 10.3.
11. **Other Business (Old or New):** There was no 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 is scheduled for 1:00 pm, Thursday, February 11, 2021.

The meeting adjourned at 2:05 pm.

Benefits of Transportation Education Campaign Initiatives

By working with media vendors over a number of years, developing relationships, and executing strategic education campaigns, the North Central Texas Council of Governments (NCTCOG) Transportation Department programs calculated the following cost savings in added value in Fiscal Year (FY) 2019 and/or FY 2020:

In FY 2019, the Regional Smoking Vehicle Program continued education campaigns on regional transit lines and bus stations where NCTCOG staff saw 27 percent in savings by keeping existing artwork, extending media contracts, and planning for long-term campaigns. Similarly, 511DFW, Air North Texas and National Drive Electric Week advertising procured radio spots to receive a combined 19 percent in added value.

In FY 2019, the Air North Texas campaign gained 15 percent added value in Weather App spots. Air North Texas and Public Meetings saved a combined 31 percent advertising in local print publications. Other Public Meetings advertising brought in 9 percent added value from Vietnamese advertising print publications in both FY 2019 and FY 2020.

In addition to lower advertising rates, other benefits have been obtained in this effort, such as:

- Allow NCTCOG to utilize more outlets and increase the frequency of the ads which, in turn, has reached a broader audience;
- Increased website traffic;
- Greater public participation in transportation department programs and projects;
- Cross communication for campaigns, such as when advertising has been purchased;
- Improved efficiencies with media outlets, such as improved staff coordination and increased timeliness.

Fiscal Year 2021 Education Campaigns for Transportation Initiatives: Phase 2

Regional Transportation Council

Mindy Mize

Transportation Education and Outreach

February 11, 2021



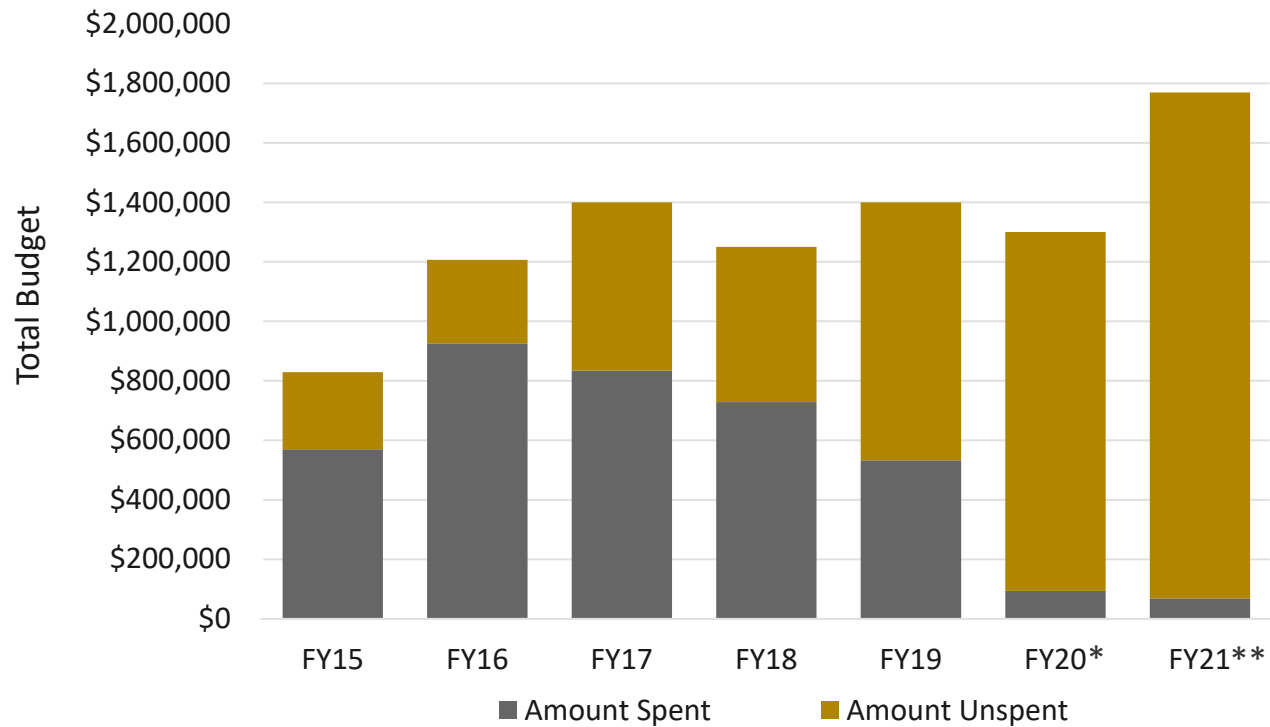
The Three E's for Education Campaigns

Engineer - Develop initiative

Educate - Inform the audience on initiative

Enforce - Make sure initiative is being implemented

Education Campaign Budget Overview



*Significant amount unspent was due to impact of COVID-19 pandemic and funding availability for campaigns.

**Includes Phase 1 and 2. Funding will go in phases based on campaigns needed.

Education Campaigns Overview

Education campaigns for Transportation Initiatives allows for:

- **Lower Media Buy Rates**
- **Increased and Targeted Audience Reach**
- **Increased Website Traffic and Engagement**
- **Greater Public Participation**
- **Cross Communication for Campaigns**
- **Improved Efficiencies with Media Outlets**

Education Campaigns Performance Measures

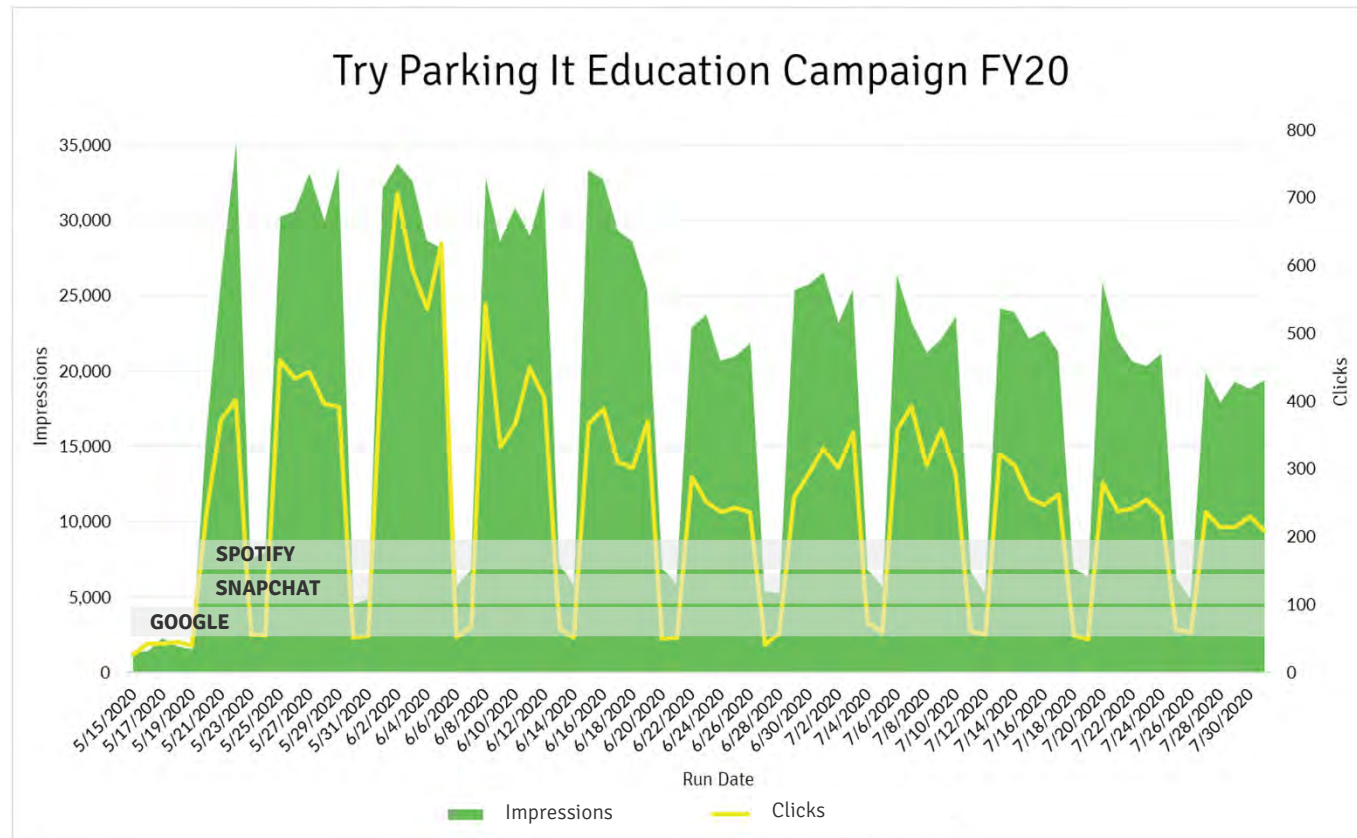
Targeted Audience Examples:

- **Truck Drivers**
- **General Public**
- **Commuters**
- **Motorists and Transit Users**
- **Bicyclists and Pedestrians**

Key Performance Indicator Examples:

- **Clicks, Impressions, and Reach**
- **Website Visits and Actions Taken**
- **Number of Event Registrants and Participants**
- **Number of App Downloads**

Example of Education Campaign Performance Metrics



Transportation Education Campaign Overview

FY2021 Educational Campaign for Transportation Initiatives: Phase 1 was approved by STTC, RTC, and Executive Board in September/October 2020.

FY2021 Purchase and Placement of Education Campaigns for Transportation Initiatives: Phase 1					
Program Name	Funding Source	New Funding Amount	Match Source*	New Match Amount	Total
High-Speed Transportation	RTR	\$50,000	N/A	N/A	\$ 50,000
Notifications of Opportunities for Public Input/Public Meetings	TPF	\$49,284	N/A	N/A	\$ 65,000
Flexible Category**	CMAQ/STBG	\$100,000	TDCs	20,000	\$ 100,000
Total		\$199,284			\$ 215,000

*TDCs in the amount of 20,000 may be used as match but are not included in the total dollar amount.

**Specific funding source, including match source, will be determined by the project(s) using the Flexible Category, and could also include RTR or RTC Local.

Total up to \$215,000 to cover education campaign expenses approved.

Transportation Education Campaign Overview

FY2021 Educational Campaign for Transportation Initiatives: Phase 2 are a part of the FY2020 and FY2021 UPWP that was approved by the RTC and Executive Board in August 2019, with periodic modifications and approvals, with the latest in July 2020.

FY2021 Purchase and Placement of Education Campaigns for Transportation Initiatives: Phase 2					
Program Name	Funding Source	New Funding Amount	Match Source*	New Match Amount	Total
Drive Aware North Texas	STBG	\$150,000	TDCs	30,000	\$ 150,000
Look Out Texans	STBG	\$200,000	TDCs	40,000	\$ 200,000
Regional Goods Movement: Safety Campaign	STBG	\$150,000	TDCs	30,000	\$ 150,000
Congestion Management Program	STBG	\$175,000	TDCs	35,000	\$ 175,000
HOV 2+ Incentive	CMAQ/STBG	\$640,000	TxDOT	\$160,000	\$ 800,000
Engine Off North Texas	STBG	\$10,500	TDCs	2,100	\$ 10,500
Total		\$1,325,500		\$160,000	\$ 1,485,500

*TDCs in the amount of 137,100 may be used as match but are not included in the total dollar amount.

Total in the amount of \$1,485,500 to cover education campaign expenses for approval.

Education Campaign Strategy and Example

Media procurements and placements are monitored based on the current marketing environment. Since March 2020, we shifted our education outreach strategy to:

- Direct-to-consumer media placements
- Digital advertising that can be revised based on evolving market recommendations
- Revised creative to promote “households riding together” messaging

TRANSPORTATION UPDATES
COMPILED BY VALERIE WOOD COWORTH

ONGOING PROJECT

Sam Rayburn Tollway widening
Construction continues on an additional lane in each direction of the Sam Rayburn Tollway between Denton Tap Road in Coppell and US 75 in McKinney to keep up with traffic demand. The additional lanes along the 26-mile route are being added to the inside median to reduce disruption to existing traffic. This spring, work on intersection bridges was done at Carita Hill Drive and Southridge Drive and at Huffines Boulevard and Marchant Boulevard. Bridge work is ongoing at the intersections of Denton Tap Road, MacArthur Boulevard, Lake Vista Drive and Nelson Parkway, according to the latest report from the North Texas Tollway Authority.
Timeline: January 2019-December 2021
Cost: \$200 million
Funding source: North Texas Tollway Authority

UPCOMING PROJECT

McKenzie Henry neighborhood street improvement project
The city of Lewisville is finishing design on a project to reconfigure portions of McKenzie, Henry, Red Bud and Mesquite streets. The streets will be reconstructed with concrete pavement, curbs and gutters, according to a city memo. New utility and drainage lines will also be installed. The memo stated, Willow Street will be milled and covered in asphalt once the sewer line is replaced, according to the memo. Lewisville City Council voted June 1 to authorize city staff to seek rights of way and easements from 12 property owners in the area so the project can advance.
Timeline: Construction expected to begin in fall 2020
Cost: \$4.2 million
Funding source: city of Lewisville

Team & Community
...It's what we stand for.
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Town & Country
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gocarma.com/dfw

Example of revised messaging in Community Impact Newspaper mailed directly to consumers

Proposed Schedule

Event	Anticipated Time
STTC, RTC, and Executive Board Action on Recommended FY2020 and FY2021 UPWP	Summer 2019
STTC, RTC, and Executive Board Latest Action on Recommended Modifications for FY2020 and FY2021 UPWP	Summer 2020
STTC Action on Education Campaigns for Transportation Initiatives FY2021 Phase 1	September 25, 2020
RTC Action on Education Campaigns for Transportation Initiatives FY2021 Phase 1	October 8, 2020
Executive Board Authorization of Education Campaigns for Transportation Initiatives FY2021 Phase 1	October 22, 2020
STTC Action on Education Campaigns for Transportation Initiatives FY2021 Phase 2	January 22, 2021
RTC Action on Education Campaigns for Transportation Initiatives FY2021 Phase 2	February 11, 2021
Executive Board Authorization of Education Campaigns for Transportation Initiatives FY2021 Phase 2	February 25, 2021

Proposed Action

Support NCTCOG Executive Board to Approve Funding in the amount of \$1,485,500 for Education Campaigns for Transportation Initiatives that will initiate in FY21, such as:

- **Drive Aware North Texas**
- **Look Out Texans**
- **Regional Goods Movement: Safety Campaign**
- **Congestion Management Program**
- **HOV 2+ Incentive**
- **Engine Off North Texas**

Contact Information

Hilary Nguyen
Communications Specialist
hnguyen@nctcog.org
817-704-5689

Mindy Mize
Program Manager
mmize@nctcog.org
817-608-2346



February 4, 2021

Contract No.: C-2033270-01
WSP-AZB-RTC-0001
10.4.1

Mr. Michael Morris, PE
Director of Transportation
Regional Transportation Council (RTC)
1520 K Avenue, 3rd Floor, Suite 350
Plano, Texas 75074

Subject: Cotton Belt Regional Rail Design-Build – Contract No. C-2033270-01
February Status Report – Cotton Belt Hike and Bike Trail

Dear Mr. Morris:

In receipt of your letter of January 26, 2021, we are pleased to respond and provide you an update for the status of the project schedule and as well as our planned efforts in procuring a second contractor for the construction of the critical trail sections for the Cotton Belt Hike and Bike Trail project. We are providing an executive report summarizing our program for the month of January and have attached for your review an overall schedule as a brief summary.

The executive summary is divided into (8) eight sections:

- Purpose
- Funding Status
- Procurement Status
- Schedule
- Environmental Approvals
- Design Status
- Stakeholder Coordination
- Issues and Stakeholder Concerns

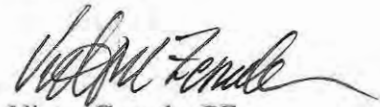
WSP USA
2777 North Stemmons Freeway, Suite 1600
Dallas, TX 75207
Tel.: +1 214 583-3400
Fax: +1 214 583-3456

wsp.com

In respecting RTC's involvement with strategic funding decisions for the Silver Line Commuter Rail as well as for the associated Cotton Belt Trail, we will provide an Executive Summary every month to keep you abreast of these very important projects.

Please contact me, Victor Zepeda via email at Vzepeda@dart.org or by phone at 214-797-6421 if you have any questions.

Thank You,



Victor Zepeda, PE
CBRR Deputy Program Manager
WSP|AZB, a Joint Venture
Dallas Area Rapid Transit (DART)
1401 Pacific Ave.
Dallas, TX 75202

Attachment: Feb Exec Sum Rpt w attachments.pdf

C:
David Leininger, Interim President/Executive Director, Dallas Area Rapid Transit
Christie Gotti, North Central Texas Council of Governments



February 4, 2021

Silver Line Hike and Bike Trail Project - Executive Summary

Purpose

Cities along the Silver Line Regional Rail and regional stakeholders have advocated for the Hike and Bike Trail project to be added to the current Silver Line project.

The trail traverses seven cities: Grapevine, Coppell, Carrollton, Addison, Dallas, Richardson and Plano. The proposed Hike and Bike Trail connects to an existing City of Grapevine Trail just west of the DFWIA property limits at the north end of the airport and ends in the City of Plano at Silverline's Shiloh Station. The Hike and Bike trail is 21.6 miles long in comparison to the 26-mile Silver Line Regional Rail project. The reduced length of the trail alignment is due to a combination of taking advantage of existing trails close to the Cotton Belt ROW or in one location where a gap in the trail was accepted to avoid exacerbating a flood prone area.

Funding Status

On September 10, 2020 the Regional Transportation Council approved agenda item 8 as follows:

- New approach proposed to minimize current high costs and expedite construction with two contractors.
- Increase RTC funding to complete 100% design to minimize risk. One designer for all parts of the rail and trail.
- Proceed with construction of strategic critical sections with current DART contractor –the crossing of the Dallas North Tollway (Contractor 1, Archer Western Herzog).
- Proceed with construction of strategic critical sections with a second contractor –critical sections (Contractor 2). Contractor 2 will have lower prices because they will have more experience as a “trail” contractor.
- DART will procure the second contractor within 6-9 months. They will build in various constrained locations before the trains are operable. Costs could be more in line with industry standards allowing DART and NCTCOG to build the project cheaper and will allow public funds to go further. Construction will follow the agreed upon design crossings.
- Design of 100% of the entire trail (see exceptions below):
 - Increase RTC award of \$8.2M to \$14.98M
 - Increase use of Regional Transportation Development Credits (TDC) to 3.0 million in lieu of local match
 - Exceptions:
 - A section of trail associated with complex drainage permitting (referred to as Valley Storage) from the NE corner of MacArthur Blvd in the City of Coppell to the trail connection leading to McInnish Park in the city of Carrollton where the trail



re-starts approximately 1,250 Ft just east of the President George Bush Tollway. (Cotton Belt Right of Way Gap of 8,601LF)

- For a portion of the CB ROW, the City of Carrollton prefers to maximize the use of their existing trails in lieu of constructing a new trail within the CB corridor. Their Green Trail starts at the NW corner of N. Denton Dr and the northern most RR track intersection, heads north to northeast and connects to their Purple trail. Although the Purple trail does not presently reconnect to the CB ROW, the City anticipates constructing approximately 2,500 ft of new trail to connect at the NW corner of Kelly Blvd where it crosses with the Cotton Belt RR ROW. (Cotton Belt Right of Way Gap of 10,050LF).
 - A section of trail which is already incorporated in AWH's D/B contract from Alma Rd to a creek (Spring Creek) just west of US 75 (Cotton Belt Right of Way 1,450LF)
 - The City of Plano prefers to utilize their existing Veloweb trail which starts at the NE corner of PGBT and Routh E. Dr. which heads north to Ave. K. (Cotton Belt Right of Way 4,170LF)
- Construction of strategic critical trail bridge sections will be done with two DART contractors. DART and NCTCOG will work cooperatively with participating cities to determine contracting approach, phasing of scope of work, and funding plan for the future construction.
 - Assemble inventory for locations for second DART contractor.
 - Administratively amending the TIP/STIP and amending other planning/administrative documents to incorporate these changes.

Procurement Status

The DART Board of Directors approved an increase in the amount not to exceed \$14,979,703 from funding authorized by the North Central Texas Council of Governments (NCTCOG) to the AWH contract at the September 22, 2020 meeting.

A Supplemental Agreement with AWH for the Hike and Bike Trail design is for 30% design in the amount of \$3.720M; following availability of FTA funding in spring 2021 another Supplemental Agreement will be executed for the remainder of the \$14.979M for 100% design.

FTA issued a Letter of No Prejudice on November 12, 2020 to allow for execution of the Supplemental Agreement with AWH for the 30% design. Supplemental Agreement 08 (SA-08) with AWH was executed December 28, 2020. Notice to Proceed was automatically activated upon both parties signing SA-08.

The Supplemental Agreement with AWH for 100% Design for the Hike and Bike Trail design team will be developed the first quarter of 2021.



Additional Supplemental Agreements with AWH are under consideration:

- Accelerated construction of Hike and Bike Trail bridge abutments at the Dallas North Tollway.
- Accelerated preparation and submission of Hydraulics and Hydrology studies for stream crossings in the City of Dallas.
- Construction of critical Hike and Bike Trail bridges including Plano Parkway and others as may be determined by NCTCOG and project stakeholders.

There is an additional procurement planned for another contractor to assist in the remaining critical sections of Hike and Bike Trail project as requested in the RTC resolution. This will be scheduled to coincide with Issued for Construction (IFC) documents June 2022.

Schedule

NTP for 30% Design	December 28, 2020
30% Design	May 21, 2021
60% Design	November 9, 2021
100% Design	February 28, 2022
IFC	June 7, 2022
NTP Second Contractor	Q3-Q4 2022

Environmental Approvals

On November 12, 2020 the Federal Transit Administration (FTA) approved a categorical exclusion (CE) for the design phase.

As design progresses, a CE Worksheet for the trail construction will be submitted. The CE worksheet will need to address wetlands, hydrology and include USACE coordination.

A Section 4(f) document may be required if the trail is routed through the City of Dallas' Preston Green Park.

DARTS environmental team has defined the environmental tasks needed for the next funding approval process and continues to communicate progress with the FTA.

Upon advancement of design, additional permitting and approvals will be required such as coordination with the Local Floodplain Administrator.

Design Status

Target dates for 30% design deliverables of the Hike and Bike Trail is May 21, 2021 (to be provided to NCTCOG and DART), with final completion of 30% design is June 24, 2021.



Stakeholder Coordination

A general group kick off meeting was held January 27, 2021 to update the cities on the design contract details (schedule, project coordination, review requirements, scope and limitations).

The following discussions also occurred with cities as part of the monthly City-DART coordination meetings:

- City of Addison January 5, 2021
- City of Richardson January 7, 2021
- City of Dallas January 14, 2021
- City of Coppell January 15, 2021
- City of Carrollton January 20, 2021
- City of Plano January 29, 2021

One-on-One meetings between the Cities and the Design Build Contractor (AWH) are scheduled to start the second week of February. The meetings will provide a direct interaction between the designers and the Cities, providing them an opportunity to ask detailed questions, address scope issues, and provide opinions and wishes. The meetings are scheduled as follows:

- City of Grapevine February 8, 2021
- City of Dallas February 8, 2021
- City of Richardson February 10, 2021
- Town of Addison February 11, 2021
- City of Carrollton February 11, 2021
- City of Plano February 15, 2021
- City of Coppell February 15, 2021

Issues and Stakeholder Concerns

Confirmation of FTA funding for the remaining \$11.259 million of the \$14.979 million of RTC funds.

Prioritization by NCTCOG and stakeholders for Critical Construction Projects within the Hike and Bike Trail program and approval of funding by the RTC and FTA.

All cities have concerns that infrastructure, crossing signals and crossing gates constructed by AWH would have to be relocated when Hike and Bike Trail is constructed.



ATTACHMENTS

Exhibit 1. Cotton Belt Hike/Bike Trail funding sources

Exhibit 2. Brief Tentative* H/B Trail Schedule



Exhibit 1 Cotton Belt Regional Veloweb Trail: DFW Airport to Plano Trail Design Funding

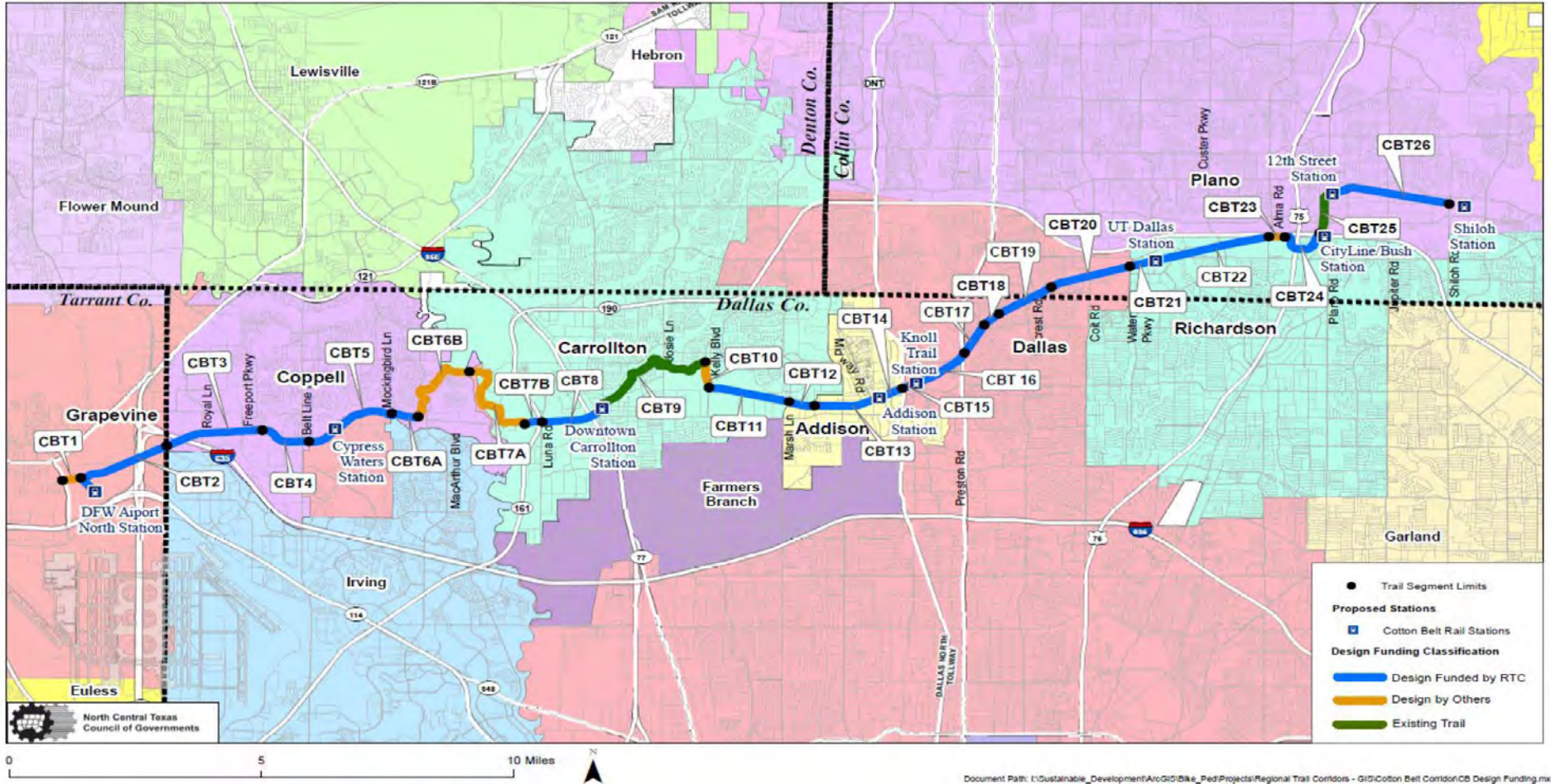


Exhibit 2: Brief tentative Cotton Belt Hike and Bike Schedule

Activity	2021												2022											
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
1 Individual City Kickoff Meetings																								
2 Study phase (30% design)					Rvw Set 21st May																			
3 Community Meetings (if desired)																								
4 60% Design																								
5 100% Design																								
6 Plans Issued for Construction (IFC)																								
7 CONTRACT (SA) for DESIGN (60%, 100%, and IFC)																								
8 Backup Contract if funding not committed for remaining design																								
9 Confirmation of Construction funds																								
10 CB Trail Bridges construction contract by AWH																								
11 CONTRACTOR 2, Selection Process																								
12 CONTRACTOR 2, only after Silverline Complete, and AWH returns ROW to DART																								Preparation to Start



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

January 26, 2021

Mr. John Rhone
Vice President, Capital Design & Construction
Dallas Area Rapid Transit
1401 Pacific Ave.
Dallas, TX 75202

Dear Mr. Rhone:

Over the last several years, the Regional Transportation Council (RTC) has made several strategic funding decisions for the Silver Line Commuter Rail as well as for the associated Cotton Belt Trail. In September 2020, the RTC approved an increase of funding to \$14.9 million for 100 percent engineering design of the trail as identified in the attached map and authorized the use of 3.0 million of Regional Transportation Development Credits (TDCs) to utilize as match.

The funding approved by the RTC was based on the agreed upon approach that Dallas Area Rapid Transit (DART) will utilize two contractors for the construction of critical strategic sections of the trail as follows:

Proceed with construction of strategic critical section with current DART contractor –the crossing of the Dallas North Tollway (Contractor 1, Archer Western Herzog).

Proceed with construction of strategic critical sections with a second contractor –critical sections (Contractor 2 – To Be Determined).

Earlier this month, Federal Highway Administration (FHWA) and Texas Department of Transportation completed the transfer of funding for engineering design from FHWA to the Federal Transit Administration to be awarded to DART through the standard transit funding process. We also understand DART executed a contract and notice to proceed in late December 2020 with the Silver Line Commuter Rail design build contractor for engineering design of the Cotton Belt Trail, and that DART staff is coordinating final environmental approvals for the trail.

As such, I am requesting an update on the status of the project schedule for the trail engineering design as well as DART's upcoming efforts to procure a second contractor for construction of the critical trail sections so that I can provide a briefing to the RTC at their regular scheduled meeting on February 11, 2021. In order to provide this briefing NCTCOG staff will need all necessary materials by no later than February 3 so as to include them in the RTC packet that will be distributed by the end of that week.

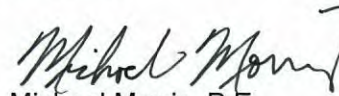
The RTC and its member cities and elected officials have shown strong support through the Council's significant investment in both the Silver Line Commuter Rail and the associated Cotton Belt trail. Thus, I intend to provide regular updates to the RTC in future months about the status of the trail project moving toward timely completion of the engineering design and construction of critical sections.

Mr. John Rhone
Page Two

January 26, 2021

Thank you for the timely attention to this matter and DART staff's ongoing efforts to facilitate this regionally significant project. If you have any questions or need more information in order to provide the requested information to brief the RTC, please contact Karla Weaver, Senior Program Manager at kweaver@nctcog.org or (817) 608-2376.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Morris". The signature is written in a cursive style with a large, sweeping flourish at the end.

Michael Morris, P.E.
Director of Transportation

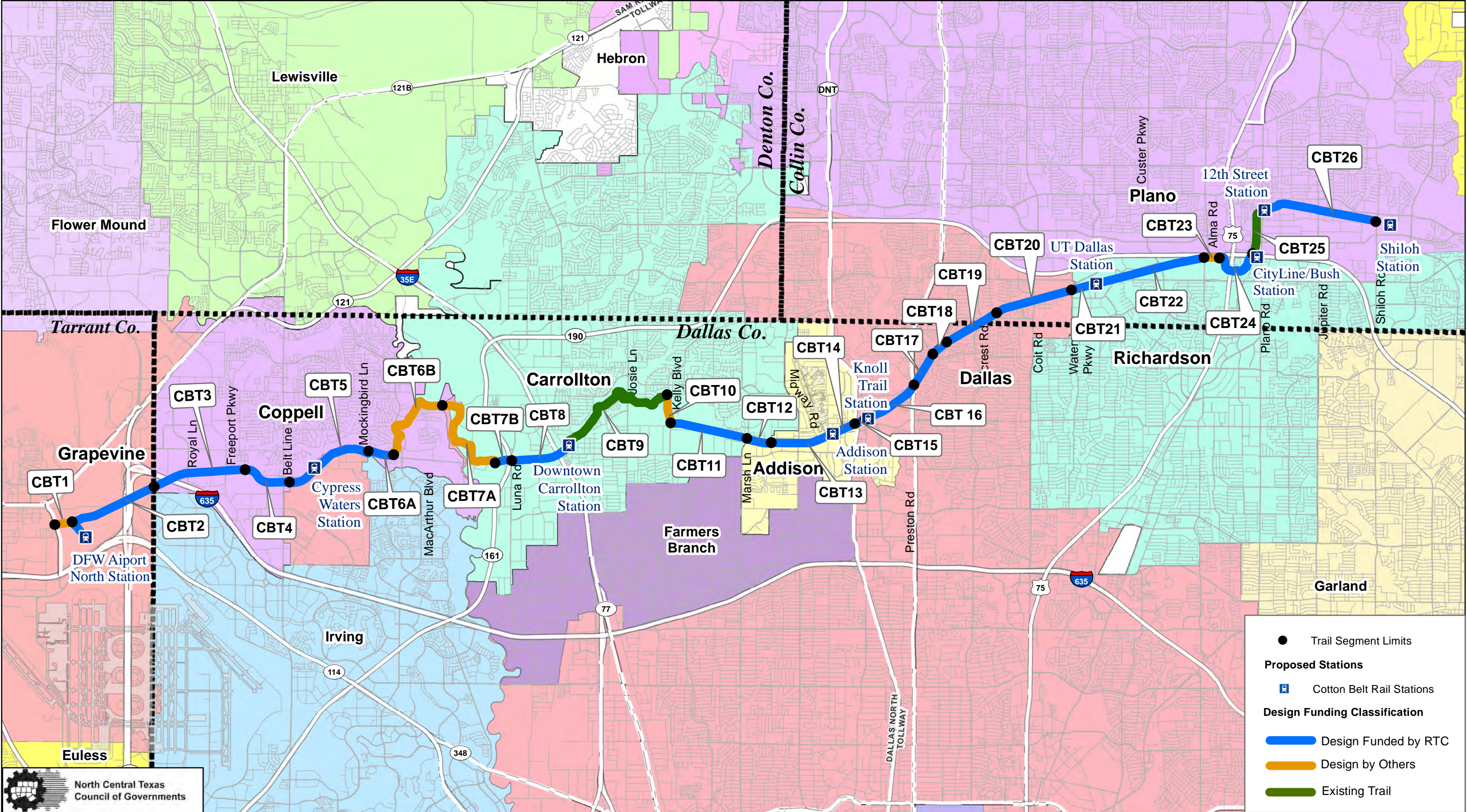
KK:bw
Attachment

cc: David Leininger, Interim President/Executive Director, Dallas Area Rapid Transit
Christie Gotti, North Central Texas Council of Governments

Exhibit 1

Cotton Belt Regional Veloweb Trail: DFW Airport to Plano

Trail Design Funding



CHANGING MOBILITY

DATA, INSIGHTS, AND DELIVERING
INNOVATIVE PROJECTS DURING COVID
RECOVERY

Regional Transportation Council
February 2021

Michael Morris, PE
Director of Transportation

TRAVEL BEHAVIOR BY MODE



Bicycle/Pedestrian (+36%, December)



Freeway Volumes (-9%, November)

Toll Road (-19%, November)

Airport Passengers (-46%, November)

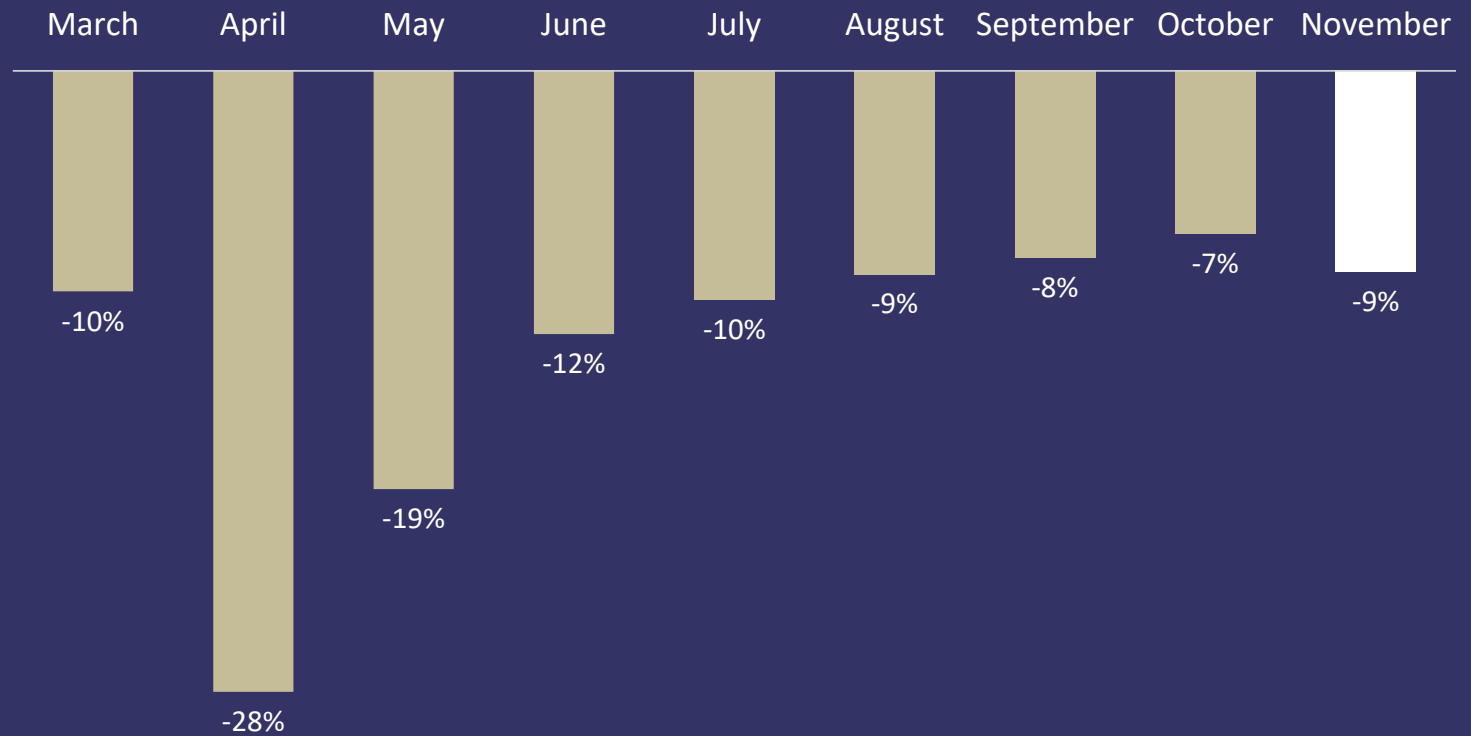
Transit Ridership (-49%, December)



ROADWAY TRENDS

Average
Weekday
Freeway
Volumes

Traffic Decrease vs 2019

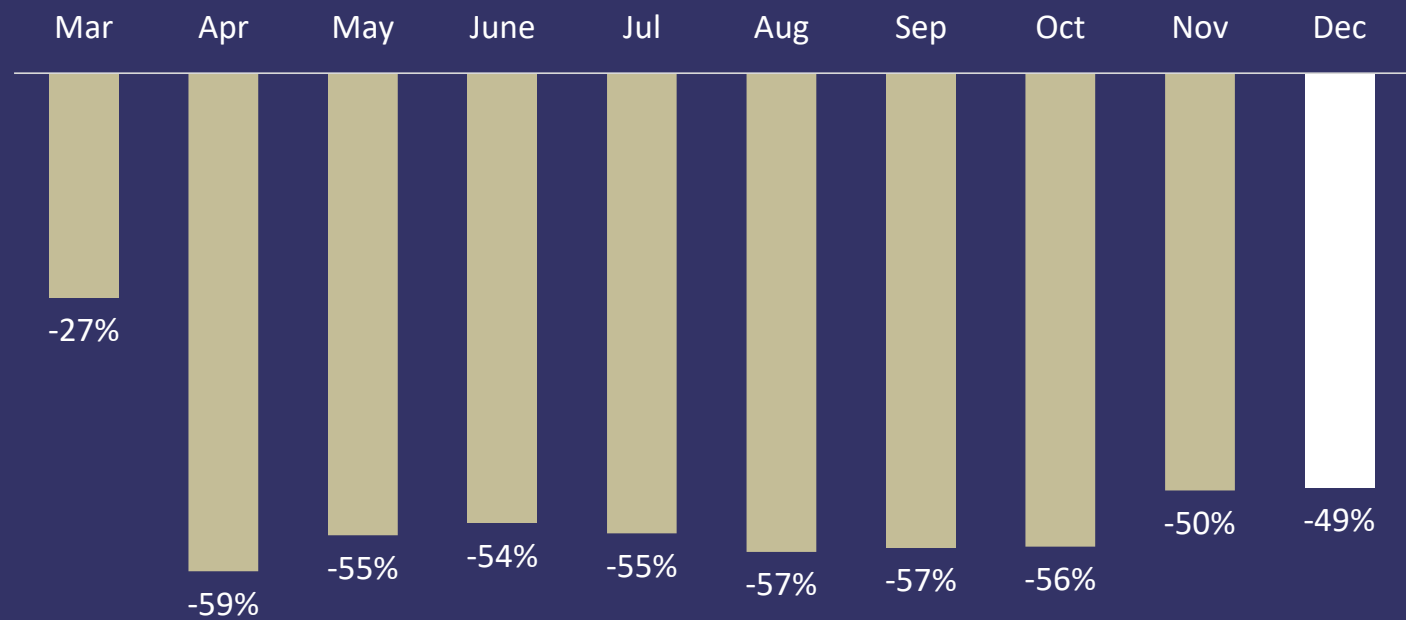


Source: TxDOT Dallas/TxDOT Fort Worth Radar Traffic Counters. As of October 2020 growth calculations are based on Fort Worth locations.

TRANSIT IMPACTS

Weekday
Ridership

Passenger Decrease : 2019 vs 2020



Source: DART, DCTA, and Trinity Metro

FINANCIAL IMPLICATIONS



Transit Sales Tax Allocations (0.34%, September)



Sales Tax (-0.3%, January)

Motor Fuel Tax (-4.7%, January)

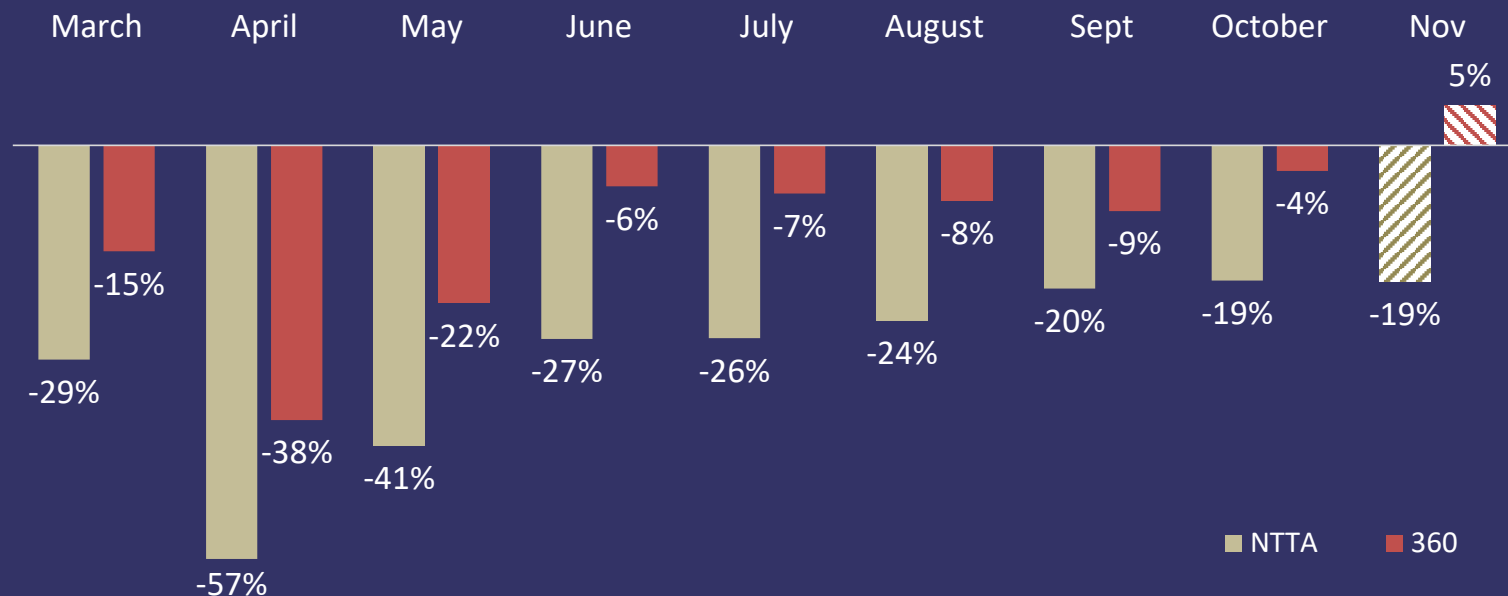
Motor Vehicle Sales and Rental Tax (-13.4%, January)



FUNDING IMPACT

NTTA
Transactions,
Including
SH 360

Change in Tollway Transactions: 2019 vs 2020



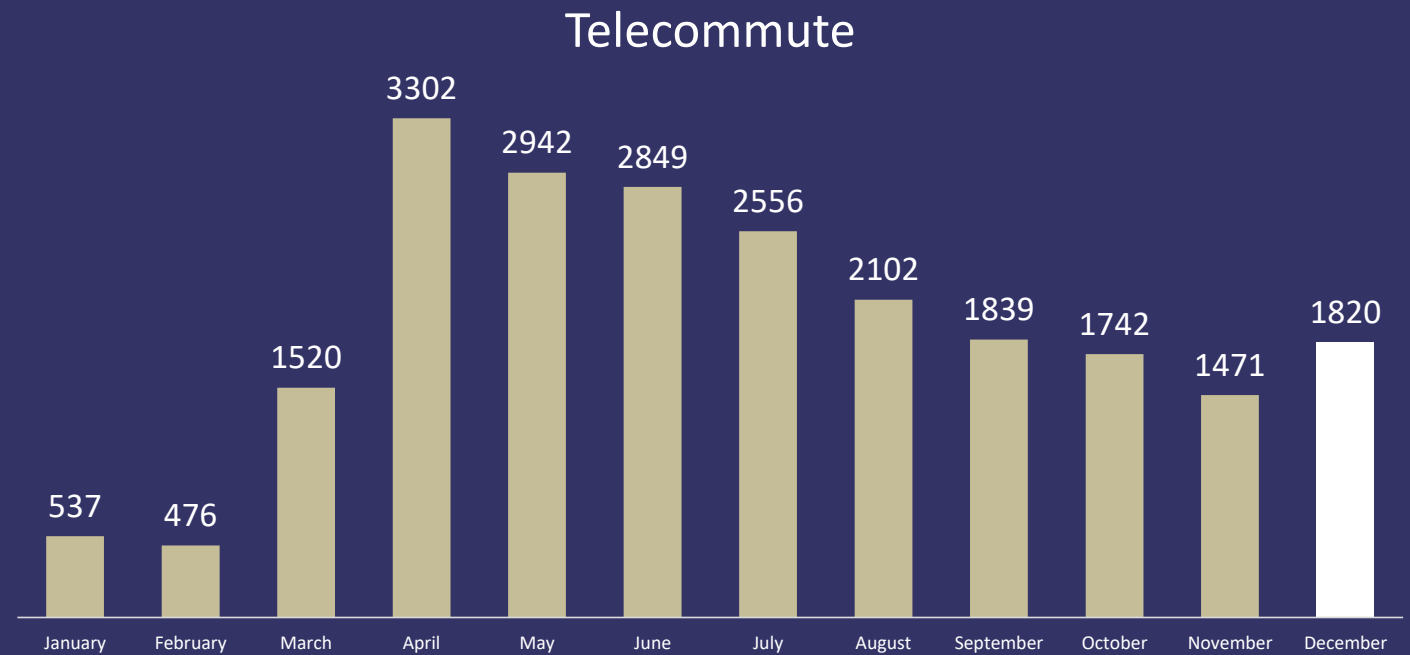
Source: NTTA

Note: Change for NTTA includes 360 Tollway

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

COMMUTER TRENDS

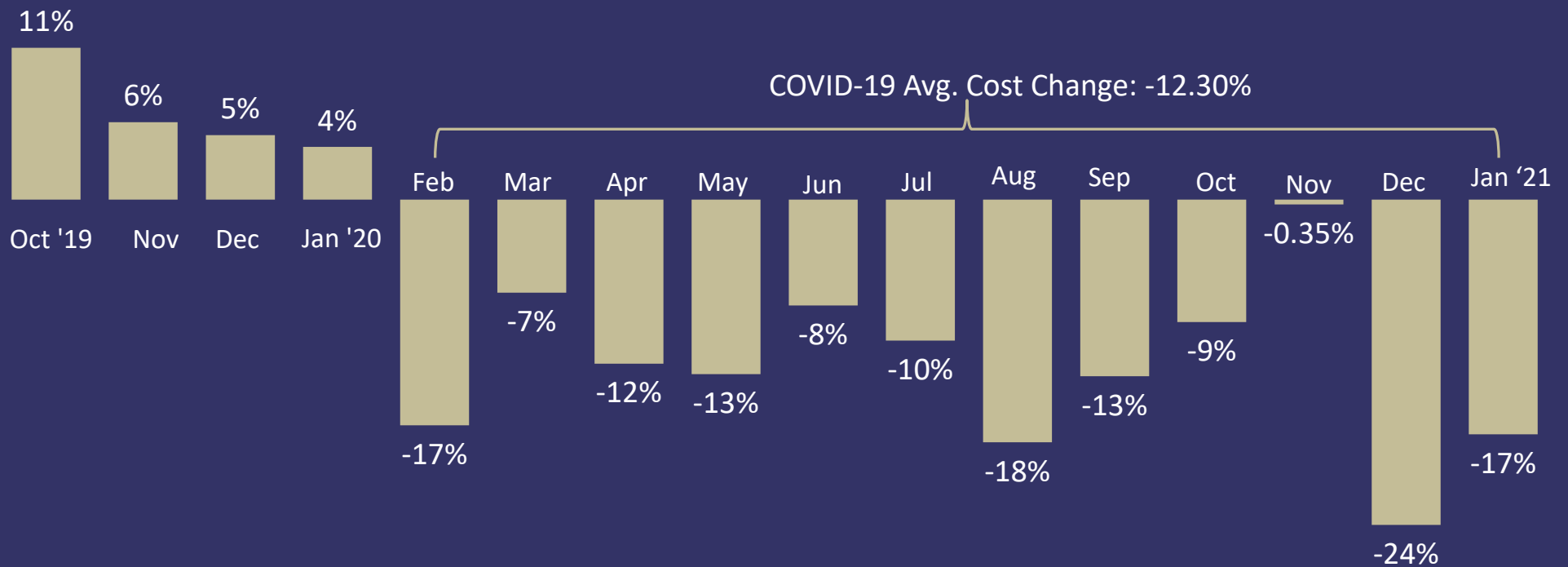
Telecommuters



Data current as of 1/13/2021

Construction Cost Changes October 2019 to January 2021

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



Sources: TxDOT Connect and Monthly TxDOT Letting Reports

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

CANDIDATE PROJECTS

High Speed Rail: Dallas to Houston

High Speed Rail: Dallas to Fort Worth

Autonomous Transit (Tarrant, Midtown)

Technology (Freeway Induction Loops)

State Highway 183 (Section 2E+)

Y Connector (IH820/IH20)

COVID-19 #00X Program



DASHBOARD PLATFORM

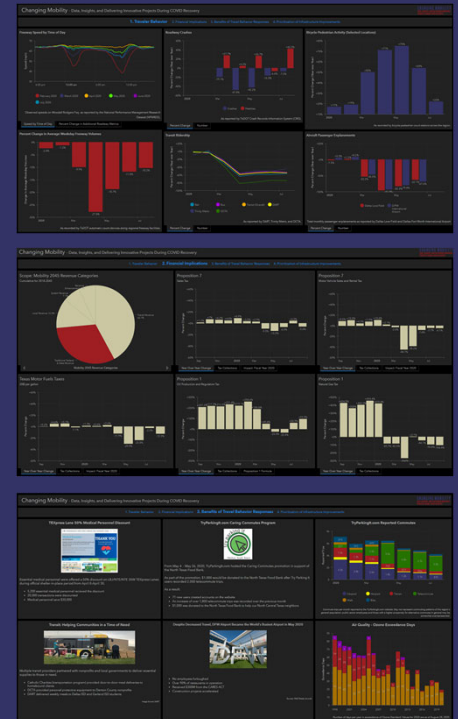
www.nctcog.org/pm/covid-19

Newly launched online dashboard to display Changing Mobility information to the public

Replicates material presented to committees with enhanced interactivity

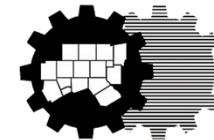
Separate dashboard for each metric tracked

Clean layout to help the public understand the story of the metrics at a glance



STATUS OF TEXAS VOLKSWAGEN ENVIRONMENTAL MITIGATION PROGRAM FUNDING

**Regional Transportation Council
February 11, 2021**

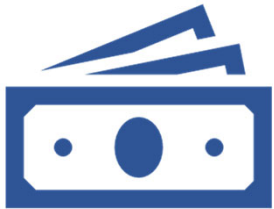


North Central Texas
Council of Governments

KEY TAKEAWAYS



NCTCOG Region is the Only Region That Has Requested All Available Refuse Vehicle Funding; Continues to Demonstrate Greatest Demand on All Funding Cycles



NCTCOG Region Is One of Only 4 of the 7 Identified Priority Areas That Have Requested Level 2 ZEV Infrastructure Funding

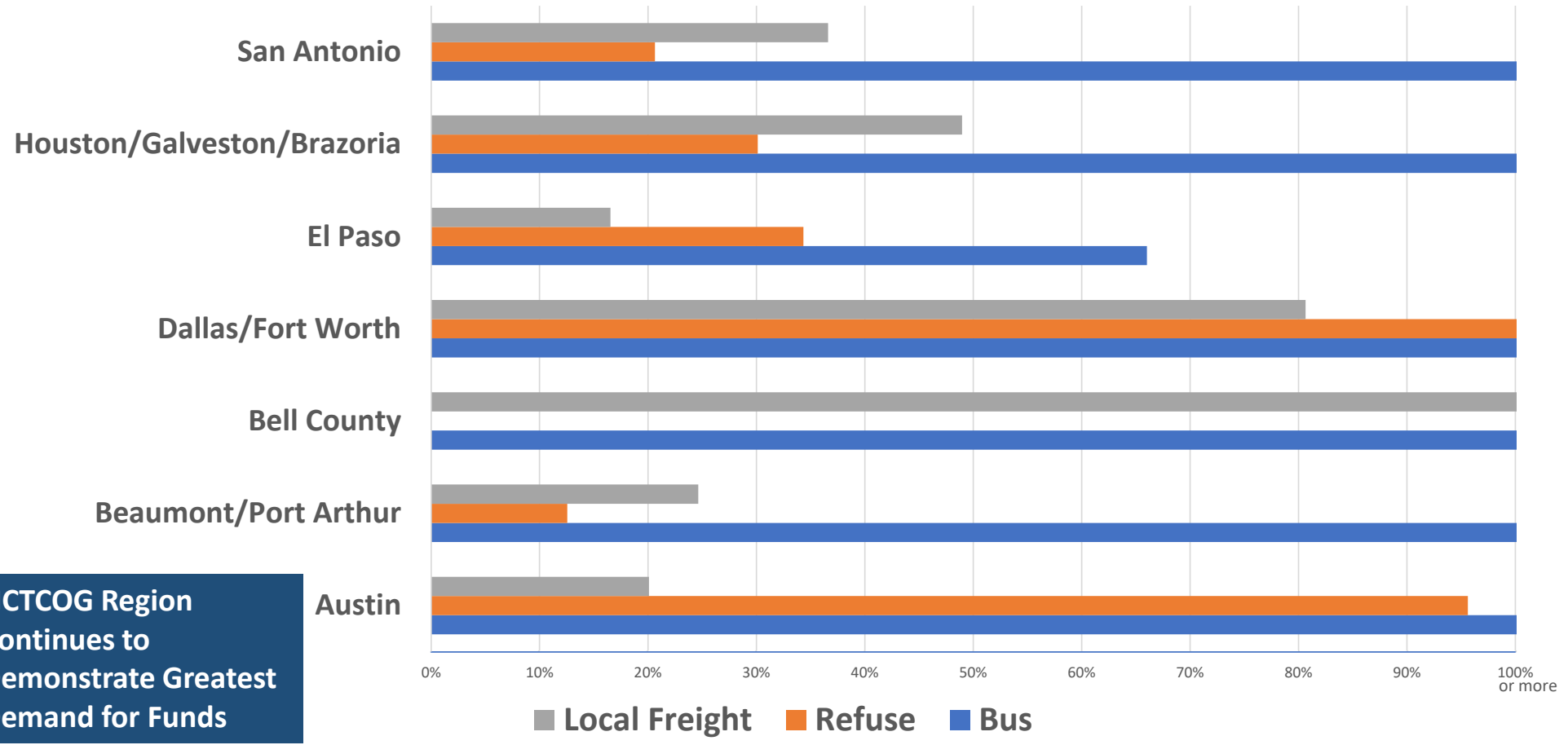
TEXAS VOLKSWAGEN ENVIRONMENTAL MITIGATION PROGRAM

Statewide Allocation	Program	DFW Area Allocation	Schedule	Status (as of January 8, 2021)
~\$169.5 Million	School, Shuttle, and Transit Buses	\$11,684,806	Closed	All Funds Awarded; Over \$17.3 Million Requested
	Refuse Vehicles	\$8,346,290	Closed	\$8,575,596 Requested*
	Freight & Port Drayage Vehicles	\$6,677,032	Closed	\$5,384,776 Requested*
	Electric Forklifts and Port Cargo-Handling Equipment	\$6,677,032	To Be Determined	
	Electric Airport Ground Support Equipment			
	Ocean-Going Vessel Shore Power			
~\$35.5 Million	ZEV Infrastructure - Level 2 Rebate	\$10,465,958 (Statewide)	Open; First-Come First Served Until 9/9/2021	\$380,000 Requested* \$10,085,958 Available
	ZEV Infrastructure – DC Fast Charge Funding	~\$25 Million (Statewide)	May Open Spring/Summer 2021	

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

PERCENT FUNDING REQUESTED BY REGION

Percent Available Funds Requested by Funding Round

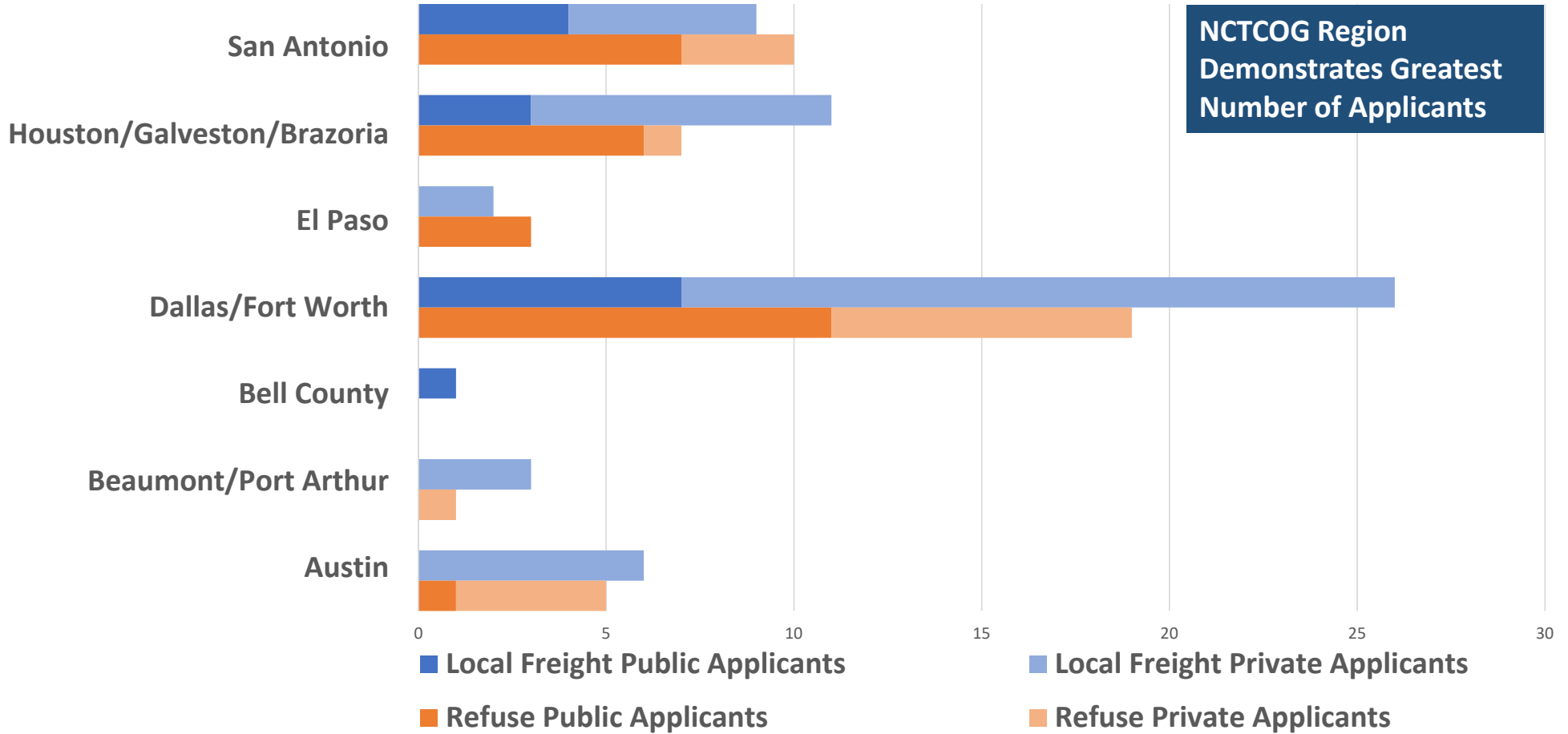


**NCTCOG Region
Continues to
Demonstrate Greatest
Demand for Funds**

Data sourced from www.texasvfund.org on January 8, 2021

NUMBER OF APPLICANTS BY REGION

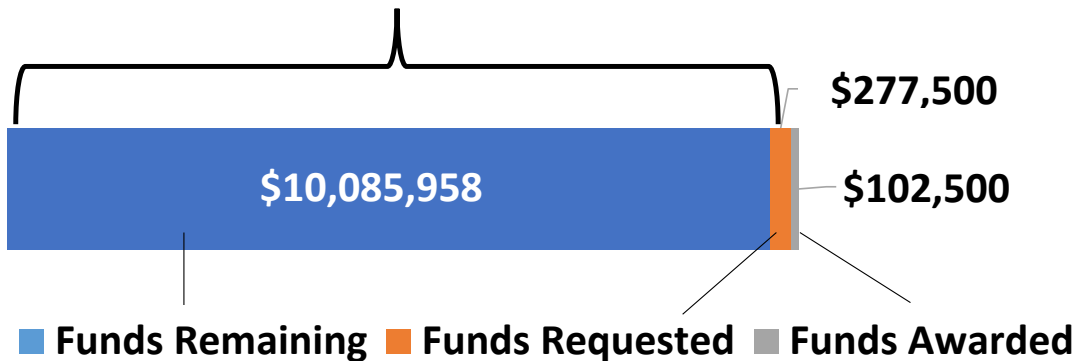
Local Freight and Refuse Vehicle Applicants



**NCTCOG Region
Demonstrates Greatest
Number of Applicants**

TxVEMP ZEV Infrastructure Level 2 Rebate

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



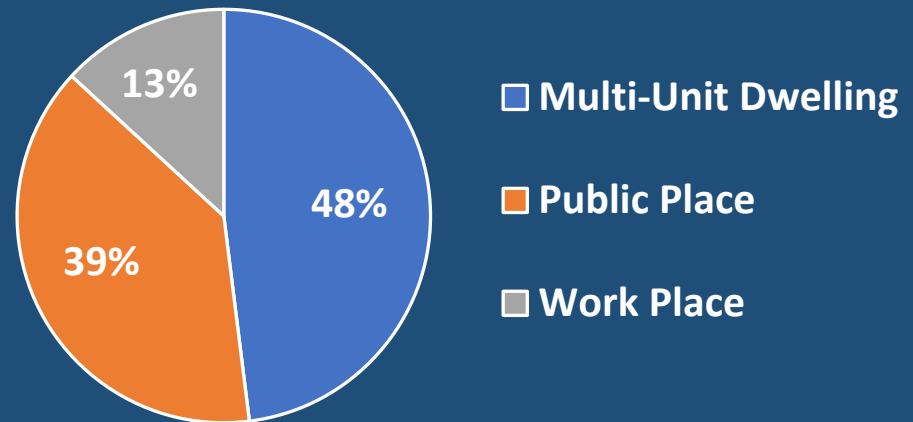
All Rebates First Come, First Served
DEADLINE: 9/9/2021 or until funds run out, whichever is first

Data sourced from www.texasvfund.org on January 28, 2021

Quick Facts

145
Total Activities Requested

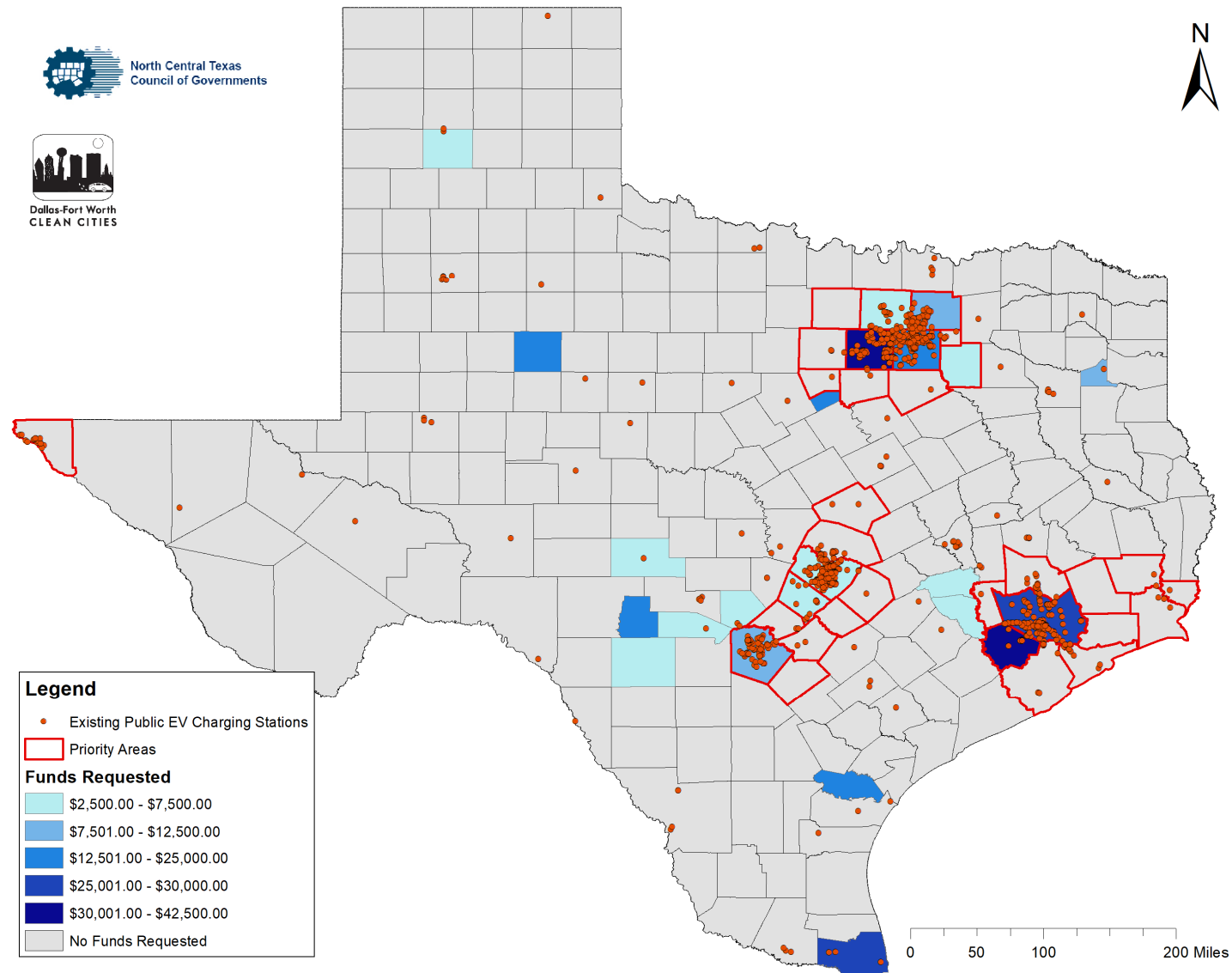
Infrastructure Distribution to Date



GEOGRAPHIC DISTRIBUTION OF ZEV LEVEL 2 FUNDING REQUESTS

Priority Areas

Area	Counties
Dallas-Fort Worth Area	Collin, Dallas, Denton, Ellis, Hood, Johnson, Kaufman, Parker, Rockwall, Tarrant, Wise
Houston-Galveston-Brazoria Area	Brazoria, Chambers, Fort Bend, Galveston, Harris, Liberty, Montgomery, Waller
San Antonio Area	Bexar, Comal, Guadalupe, Wilson
Austin Area	Bastrop, Caldwell, Hays, Travis, Williamson
El Paso County	El Paso
Bell County	Bell
Beaumont-Port Arthur Area	Hardin, Jefferson, Orange



FOR MORE INFORMATION

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Air Quality Planner I
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jwright@nctcog.org

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

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

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



**North Central Texas
Council of Governments**

Regional Greenhouse Gas Emissions Inventory Program

In development of a regional Greenhouse Gas (GHG) emissions inventory by NCTCOG, licenses are available for member cities to utilize software to produce their own GHG inventory

Call for Interested Cities:

www.nctcog.org/trans/quality/air/local-regional-greenhouse-gas-emission-inventory

Opens: March 1, 2021

Closes: April 16, 2021

Requirements: NCTCOG Member City

(preference provided to RISE Coalition member cities)

For more information:

Jenny Narvaez

jnarvaez@nctcog.org

817-608-2342



RISE: Regional Integration of Sustainability Efforts Coalition
www.nctcog.org/envir/development-excellence/rise-coalition



High-Occupancy Vehicle Quarterly Report

Regional Transportation Council
Meeting

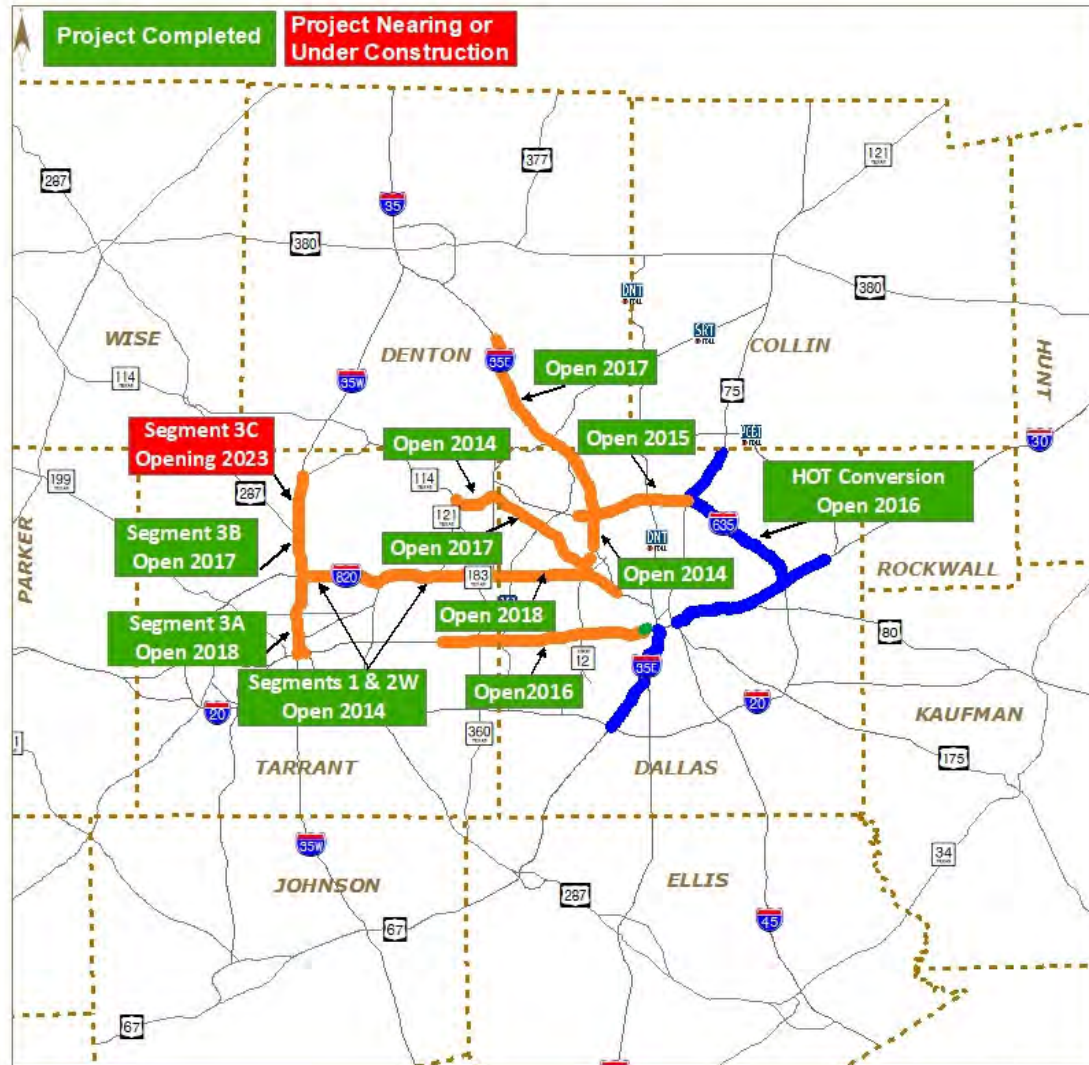
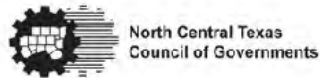
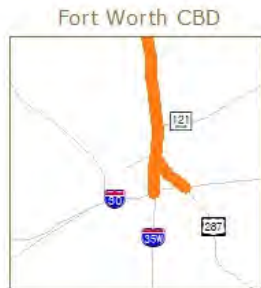
February 11, 2021



Near Term Managed Lane System Openings

Current Express/HOV + New Managed Lanes

- Current Express/HOV Lanes
- New TExpress Managed Lanes
- Transitional High - Occupancy Vehicle Lane
- Major Roadways



February 7, 2019

Toll Managed Lane Data Monitoring

Cumulative December 2013 – November 2020

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

\$ 5,999,031 as of November 2020

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

\$ 12,407 from October 2014 – July 2020

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

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

Have there been any additional NTTA customer service needs?

No, minimal impact

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

No

Toll Managed Lane Data Monitoring

Cumulative December 2013 – November 2020

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 	\$2,816,331	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 	\$3,212,445	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 Thursday, December 31, 2020



HOV Users

January 24 – December 31, 2020

Users: 35,942

Vehicles: 37,828

Occupant Passes: 6,479



Total and HOV Transactions

January 24 – December 31, 2020

Total Transactions – 976,242

LBJ/NTE Partners – 613,110

TxDOT – 363,132

Total HOV Transactions – 417,184 (~43%)

LBJ/NTE Partners – 247,968

TxDOT – 169,216

Unique Transactions – 32,521



Future Data Items

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

Questions/Contacts

Natalie Bettger

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nbettger@nctcog.org

817-695-9280

Dan Lamers

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817-695-9263

Amanda Wilson

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Berrien Barks

Program Manager

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817-695-9282

As of December 2020

**Overview of Actions Affecting Eastern/Western Funding Shares
(\$ in Millions)**

Date	Projects/Programs	Relevant Actions		Cumulative Total	
		West	East	West	East
Mar-13	Final SAFETEA-LU East-West Equity Total	\$649.76	\$1,558.48	\$649.76	\$1,558.48
Jan-16	Final MAP-21 East-West Equity Total	\$320.98	\$847.62	\$970.74	\$2,406.10
Dec-16	FY 2017-2026 Regional 10-Year Planning Effort - Category 2 Funds (Transfer from the East to the West)	\$100.00	(\$100.00)	\$1,070.74	\$2,306.10
Oct-17	Transportation Alternatives Set-Aside funding for a project in Hunt County (City of Quinlan) awarded through the Statewide TA Set-Aside Call for Projects as approved by the Texas Transportation Commission in October 2017 (Minute Order #115076)	\$0.00	\$0.30	\$1,070.74	\$2,306.40
Dec-17	Category 12 funding for various overpass reconstruction projects along the IH 30 corridor in Hunt County as approved in the December 2017 update to Unified Transportation Program (UTP)	\$0.00	\$102.00	\$1,070.74	\$2,408.40
Sep-18	Category 12 funding for the construction of an interchange at IH 45 and FM 664 in Ellis County as approved in the 2019 Unified Transportation Program (UTP)	\$0.00	\$34.00	\$1,070.74	\$2,442.40
Dec-18	Transfer of Regional Toll Revenue (RTR) funds from the East to the West as approved by the RTC in December 2018 through the CMAQ/STBG: Strategic Partnerships Round 3/Intersection Improvements/MTP Policy Bundle TDC Program	\$5.80	(\$5.80)	\$1,076.54	\$2,436.60
Aug-19	Category 12 Clear Lanes funding for various projects in the region was awarded 69% East/31% West instead of being split 68% East/32% West, which gave the East a small amount of additional revenue compared to the West	\$0.00	\$33.59	\$1,076.54	\$2,470.19
Aug-19	Category 12 Strategic Priority funding for various projects in the East (IH 30 in Dallas County, IH 35 in Denton County, and IH 30 in Hunt County) and in the West (Southeast Connector in Tarrant County and SH 170 in Denton/Tarrant Counties) as approved in the 2020 Unified Transportation Program (UTP)	\$208.33	\$1,018.85	\$1,284.87	\$3,489.04
Jan-20	Transportation Alternatives (TA) Set-Aside funding for projects in Dallas County (City of Balch Springs) and Parker County (City of Hudson Oaks) awarded through the Statewide Safe Routes to School (SRTS) and TA Set-Aside Calls for Projects as approved by the Texas Transportation Commission in January 2020 (Minute Order #115662)	\$2.13	\$0.96	\$1,287.00	\$3,490.00
Aug-20	Transfer of Regional Toll Revenue funds from Denton County to the Western Subregion in exchange for an equal amount of Surface Transportation Block Grant funds as approved by the Regional Transportation Council through the COVID-19 Infrastructure Program (Round 2)	\$30.00	\$30.00	\$1,317.00	\$3,520.00

No changes since last presentation in November 2020

RTC Director's Report
February 11, 2021

ELECTRONIC ITEM 4.6

As of December 2020

**Overview of Actions Affecting Eastern/Western Funding Shares
(\$ in Millions)**

Date	Projects/Programs	Relevant Actions		Cumulative Total	
		West	East	West	East
Aug-20	Category 12 Strategic Priority funding for the IH 30 Canyon project in Dallas County as approved by the Texas Transportation Commission in the 2021 Unified Transportation Program (UTP)	\$0.00	\$112.00	\$1,317.00	\$3,632.00
Sep-20	Additional Transportation Alternatives (TA) Set Aside funding awarded to the Eastern subregion through the 2020 TA Set Aside Call for Projects as approved by the RTC; Western subregion will receive an equal amount of CMAQ and/or STBG funding as part of a future project selection initiative to offset this extra funding.	(\$1.86)	\$1.86	\$1,315.14	\$3,633.86
Updated FAST Act Equity Percentage Share as of December 2020				26.57%	73.43%

Cumulative East-West Equity Share	Cumulative Total	
	West	East
Cumulative Total	\$1,315.14	\$3,633.86
Cumulative Percentage Shares	26.57%	73.43%
RTC Approved Target Shares	32%	68%

No changes since last presentation in November 2020

RTC Director's Report
February 11, 2021

MINUTES**REGIONAL TRANSPORTATION COUNCIL ONLINE INPUT OPPORTUNITY****Changes to the 2021-2024 Transportation Improvement Program (TIP) and the Statewide Transportation Improvement Program (STIP) Requiring Regional Transportation Council Approval****Online Public Input Opportunity Dates**

Monday, January 11, 2021 - Tuesday, February 9, 2021 – The North Central Texas Council of Governments (NCTCOG) posted information at www.nctcog.org/input for public review and comment.

Purpose and Topic

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

1. Changes to the 2021-2024 Transportation Improvement Program (TIP) and the Statewide Transportation Improvement Program (STIP) Requiring Regional Transportation Council Approval

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

Summary of Presentations***Changes to the 2021-2024 Transportation Improvement Program (TIP) and the Statewide Transportation Improvement Program (STIP) Requiring Regional Transportation Council Approval.***

Handout: <https://www.nctcog.org/trans/involve/meetings/january-public-input>

Changes were requested by the Texas Department of Transportation in order to remain within Statewide financial constraints prior to the State submittal of the 2021-2024 TIP/STIP to the Federal Highway Administration. Requested changes not requiring RTC approval are also included for informational purposes. To view the full project list, visit www.nctcog.org/input.

COMMENTS SUBMITTED BY WEBSITE, MAIL, EMAIL and SOCIAL MEDIA

Please see attachment for comment submitted via mail.

January 31, 2021

Carl,

The following is in response to the Public Input opportunity due February 9, 2021.

I reviewed the Changes to the 2021-2024 Transportation Improvement Program. I am pleased that several initiatives are being funded and implemented sooner than originally scheduled.

Changes to the 2021-2024 Transportation Improvement Program -

Comments

Pg. 4 of 9 - Trip Code 11618.1 - I like the idea of a Mobility Assistance Patrol. So often we hear about other motorists stopping to assist and they become injured or are killed while assisting. The designated patrol will be equipped to handle these emergencies safely.

Pg. 4 of 9 - Trip Code 11635.1 - I am in favor of improving quality. I'm not sure what RTR Funds refers to. I would be interested to learn what this is.

Pg. 4 of 9 - Trip Code 11693 - I support the initiative to have transportation options and achieving more walkable neighborhoods.

Pg. 5 of 9 - Trip Code 20200 - Through regional coordination we will achieve better transportation systems.

Questions / Recommendation

I reading and studying the TIP document, I used the "How to Read the Project Modification Lists - Roadway Section" from the December 2020 Public Involvement material to help define the abbreviations and acronyms. This document (from December 2020 material) was especially helpful in assisting me with the "Phase" column.

On the January 2021 matrix, I would be interested in learning the definitions of 7-STBG, TIDC, RTR 121-East, Set Aside 2 in the "Category" Column.

For those of us who are not exposed to this terminology on a daily basis, it would be helpful to provide us with a glossary along with the TIP matrix.

Thank you for considering this.

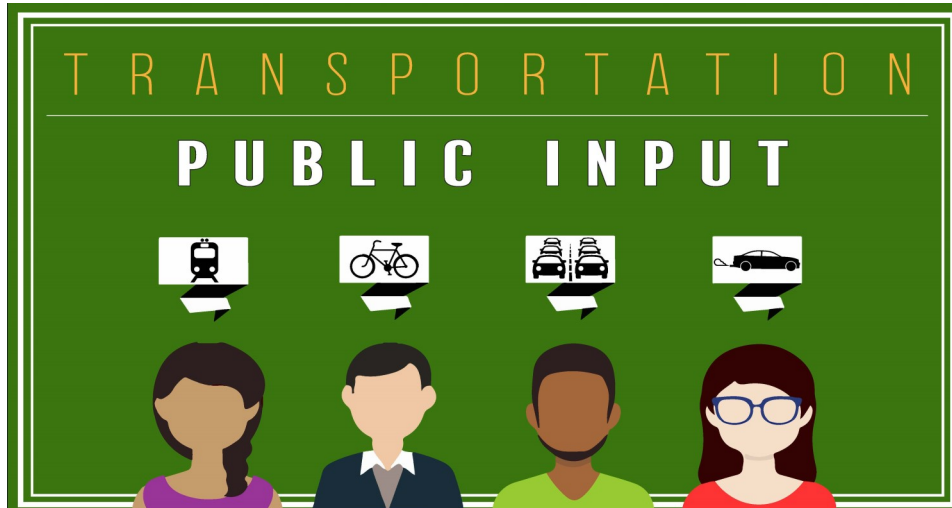
Sincerely,

Phyllis Silver

RECEIVED

FEB - 5 2021

TRANSPORTATION



WHAT DO YOU THINK? TELL US.

Information will be posted online at www.nctcog.org/input for public review and comment **February 8 - March 9, 2021**. To request printed copies of the information, call 817-608-2365 or email cbaylor@nctcog.org.

HIGH-SPEED TRANSPORTATION UPDATE

NCTCOG staff will provide information regarding efforts to study alternatives for a proposed high-speed transportation system between Dallas and Fort Worth. A project description, analysis results, public involvement opportunities and next steps will be presented.

(ONLINE REVIEW & COMMENT; NO PRESENTATION) WORK PROGRAM MODIFICATIONS

The Unified Planning Work Program (UPWP) for regional transportation planning provides a summary of the transportation and related air quality planning tasks to be conducted by the metropolitan planning organization. Proposed modifications to the FY2020 and FY2021 UPWP will be posted for review and comment.

RESOURCES AND INFORMATION

- Regional Smoking Vehicle Program: www.smokingvehicle.net
- Vehicle Incentives & Funding Opportunities: www.nctcog.org/aqfunding
- Mobility Plan Administrative Revisions: www.nctcog.org/input

WWW.NCTCOG.ORG/INPUT



REGIONAL TRANSPORTATION ONLINE INPUT OPPORTUNITY

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

Submit comments and questions to NCTCOG:

Email: transinfo@nctcog.org

Website: www.nctcog.org/input

Fax: 817-640-3028

Phone: 817-695-9240

Mail: P.O. Box 5888

Arlington, TX 76005-5888

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

Reasonable accommodations will be made.

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

Se harán las adaptaciones razonables.

PUBLIC COMMENTS REPORT

WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

Purpose

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

This report is a compilation of general public comments submitted by members of the public from Saturday, December 20, through Tuesday, 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. Public meetings, project planning and transit comments were in the majority.

Air Quality

Twitter –

1. The Texas Electric Vehicle rebate expires on 1/7! If you purchased or leased an eligible vehicle from 9/1/19 through 1/7/21, you can save up to \$10,000 off a new EV. For more info and to download this incentive flyer in English and Spanish, visit <http://nctcog.org/aqfunding>. – NCTCOGTransportation (@NCTCOGtrans)



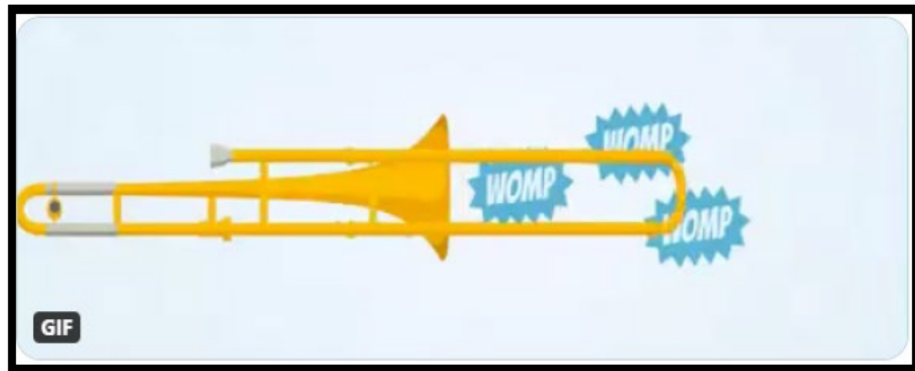
Any prospect of an program to support the purchase of e-bikes in 2021?

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

That would be cool! Let me see if I can find an answer for you. – NCTCOGTransportation (@NCTCOGtrans)

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

Maybe 2021 can be the year! – Loren S. (@txbornviking)



This is a shame. Rebates on e-bikes would be more life-changing to the most vulnerable than EV ever will. – Sean 🛎️👤🌸⌚🏠🚲🌐👉🇺🇸 My 'Aloha' = 'Ia Ora Na' 🌴 (@seanjhunt13)

Aviation

Twitter –

1. Where DO YOU put #skyports that will serve #airtaxi of the future? Citywide travel patterns are critical, and you can't get them for an entire metro without #bigData

Read O-D validation developed by @ElevateUber drawing on @NCTCOGtrans + @StreetLightData: <https://lnkd.in/gkEqvqq>. – StreetLight Data (@StreetLightData)



2. Our own Ernest Huffman was recognized by @AUVSI for his work integrating UAS into North Texas! Help us celebrate this achievement! 🎉 – NCTCOGTransportation (@NCTCOGtrans)



Congratulations, Ernest! 🎉 – Christina Roach (@ChristinaGRoach)

Bicycle & Pedestrian

Facebook –

1. Happy GREEN New Year! 🍀 When you're setting your New Year's resolutions, think about these tips: <https://www.airnorthtexas.org/single-post/a-green-new-year>. – NCTCOG Transportation Department



Plus, as a side note, this information that was reported this morning in The Cross Timbers Gazette newspaper potentially affects Lantana, Copper Canyon, and Highland Village here in southern Denton County: "Exploratory plans are underway to potentially extend the Lantana Hike and Bike Trail through Copper Canyon to connect to the Highland Village trail system." – Paul McManus

Project Planning

Email –

1. Ned Woodbridge (see Attachment #1)

To the Transportation department of NCTCOG,

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

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

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

Engineering/Mobility

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

Environmental

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

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

Economic

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

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

Thank you for your consideration.

2. Thom Bouis

Please consider extending SH-205 across or around Lake Lavon to connect with Parker Rd in Collin County. This would facilitate the thousands of daily local business trips between Plano, Parker, Lucas, Wylie, Lavon, Rockwall, and Terrell.

Twitter –

1. Hey @PeteButtigieg could we replace I-345 in Dallas with something like this? They're about the same length & would transform Dallas. Plus it would give everyone at @TxDOT & @NCTCOGtrans an aneurism since all they know to do is widen highways. #Dallas #ChampsElysees #I345 – Andrew Wallace (@agwallace92)



Public Meetings & Forums

Twitter –

1. Walker's Mallory Baker is a featured speaker at the 1/20 @NCTCOGtrans Task Force's quarterly forum. This month's focus is on North Texas' parking reform and solutions. – Walker Consultants (@walkerconsultants)

Coordinated Land Use and Transportation Planning Task Force

North Central Texas Council of Governments

Wednesday, January 20, 2021 | 2:00 - 4:00 PM
Zoom Meeting

ABOUT THE TASK FORCE
A quarterly forum for North Texas local governments to discuss best practices around coordinating land use and transportation plans, policies, and projects. The goal of the task force is to provide information sharing and best practices from across the Dallas-Fort Worth region. Each quarter will feature a regional focus topic in addition to local planning updates on a variety of projects.

**JANUARY FOCUS: NORTH TEXAS
PARKING REFORM AND SOLUTIONS**

"If you can park it, you can build it." Is it time for that to change? Walkable mixed-use centers, community downtowns, and main street redevelopments have been on the rise in North Texas. While our transportation system demands cars for most destinations, how do we manage parking for downtowns and walkable communities without compromising their design? Hear from planners, parking experts, and others on the experience of working toward better parking management.

Featured Speakers:
Alek Miller, City of McKinney
Mallory Baker, Walker Consultants
Andrea Udres, City of Dallas
Maggie Campbell, Downtown Arlington Management Corporation

Visit WWW.NCTCOG.ORG/LUTTF for more information

2. Surface Transportation Committee meeting this morning with @NCTCOGtrans' Kevin Feldt for an update on DFW area High Speed Transportation. #HighSpeedRail – North Dallas Chamber (@NDCC)

H-SPEED TRANSPORTATION Fort Worth
Chamber of Commerce – Surface Transportation Committee

Phased Approach

Phase 1 – Alternative Development
Public and Agency Engagement
Alternative Development
Alternative Screening

Phase 2 – Engineering & Environmental
Conceptual Engineering
National Environmental Policy Act Documentation and Approval
Preliminary Engineering
Financial and Project Management Plans

3. The @NCTCOGtrans is hosting a pair of virtual public meetings regarding the study of high-speed transportation options between the downtowns of Fort Worth and Dallas.

<https://nctcog.org/trans/plan/transit/transit-planning/high-speed-rail/dfw-high-speed-transportation-connections->

study?fbclid=IwAR1Poo6FMWmDsJol24C833cVClwViSAvTpX_A9w4fD_A4Sf4Zb5DcoH24vc – Fort Worth Urban (@UrbanFortWorth)



The I-30 alignment really seems the only "logical" option here... – Loren S. (@txbornviking)

I hear a lot of people wanting a stop at DFW ? They don't understand high speed is competition to airlines. They also go from city to city. Or at least that is the ultimate goal. Light-rail, Monorail, go from the inner city to airports. High-speed is a totally different animal. – Nick Martinez (@martineznicNick)

Transit

Email –

1. [REDACTED]

Dallas, Texas, and the entire country are falling behind all of the developed countries (and even developing countries) on mass transit and mobility. Poor and bankrupt Greece, Colombia, Mexico, Russia, and Turkey all have better public transportation than us. That's very sad and shameful. We need to address the fact that we cannot continue growing based on cars and highways. It is not sustainable...for Earth, government spending, and our health. Dallas and DFW have become just a big sprawl. We have destroyed our cities, farmland, and nature with endless suburban sprawl and highways. Let's learn from civilized countries like Germany and Japan. Reduce the cars and highways, and build human-scale cities for walking, bicycles, and public transportation. It is good for small businesses, it connects cities and neighbourhoods together, reduces spending on road maintenance, and reduces auto deaths.

Our current spending in DFW and Dallas is very inefficient. We are wasting a lot of money on empty buses and trains that go out to the suburbs, yet are full of homeless. At the same time living within Dallas requires us to drive 5 minutes on a highway and park in a 4 story garage just to get a gallon of milk from the store. Buses and trains within Dallas are useless. We need to redirect the funds from the empty DART trains, and into buses and trolleys that connect the

Dallas neighbourhoods. We should be able to conveniently take a short and fast bus ride from uptown to downtown, Henderson to Deep Ellum, or Bishop Arts to Oak Lawn. This is a very basic service that any good city should provide. Otherwise we are currently just a condensed suburb full of highways and parking garages. Also very important is to get rid of the homelessness. We cannot let crazy drug addicts roam our streets. Collect them and put them somewhere. A mother should feel safe allowing her children to walk to the school or park alone. Lastly we need protected bicycle lanes. A bicycle lane is useless if drivers can ignore and drive over them. We need to promote walking and biking, and punish driving. These demands are not complicated. Let's open our eyes. We are the laughing stock of the world with our car-centric infrastructure. Our country is falling behind and we need to fix it. I would be happy to help or be a part of the planning if you need it.

Thank you

2. Randle K. Eschberger

Bus service arrived in far North Fort Worth a few years ago. These busses are empty. Ridership does not support the cost of operating these bus lines. Please consider canceling this service as it is not an effective use of tax dollars. As an alternative please consider a ride share voucher program for the very small number of people who may require public transportation in the area.

3. Billy Hanson

Join dart for Tarrant and Denton Counties.

Other

Email –

1. Andrea Gomez

I just wanted to take a sec to let someone know how helpful the NCTCOG Transportation education page
<https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.nctcog.org%2Ftrans%2Fabout%2Feducate%2Ftransportation-activities&data=04%7C01%7Ccbaylor%40nctcog.org%7C43e22a8f316c4cd6636808d8a0fefb98%7C2f5e7ebc22b04fbe934caabddb4e29b1%7C0%7C0%7C637436364295036772%7CUnknwn%7CTWfPbGZsb3d8eyJWljoiMC4wLjAwMDAiLCJQljoiv2luMzliLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C3000&sdata=QagdpKabOtofBCvccoqW9Yz4TyymrhUGI4HwqjnCSJE%3D&reserved=0> has been for my family and me.. My mother moved in with us before the COVID outbreak, and then with twin girls we've definitely had our hands full LOL.. But, I was able to find some excellent online resources to use with them (their school district is back to remote learning right now) Amy and Alexandra especially enjoy the virtual field trips.. they loved the national parks ones. Its been wonderful grandma/granddaughter bonding time !

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

And we also wanted to share another resource to repay the favor, so Alex, Amy, and GG all helped to pick out a great resource for virtual field trips, at <https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.titlemax.com%2Farticles%2Froad-trip-from-home-virtual-field-trips%2F&data=04%7C01%7Ccbaylor%40nctcog.org%7C43e22a8f316c4cd6636808d8a0fefb98%7C2f5e7ebc22b04fbe934caabddb4e29b1%7C0%7C0%7C637436364295036772%7CUnknown%7CTWfPbGZsb3d8eyJWljoiMC4wLjAwMDAiLCJQljoiv2luMzliLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C3000&reserved=0> . It has awesome virtual trips and tours from all over the world.. They thought you'd want to add it to your educational resources, so that other families can use it! Hopefully its helpful..

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



Virtual Public Meeting

US 380 Denton County Feasibility Study

US 380 from I-35 to the Collin County Line

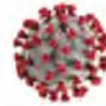
December 2, 2020

Denton County, Texas

TxDOT changed the in-person public meeting to a virtual format only, in response to the COVID-19 outbreak.

The virtual public meeting and TxDOT website will provide the same information as an in-person meeting would have.

What you should know about COVID-19 to protect yourself and others



Know about COVID-19

- Coronavirus (COVID-19) is an illness caused by a virus that can spread from person to person.
- The virus that causes COVID-19 is a new coronavirus that has spread throughout the world.
- COVID-19 symptoms can range from mild (or no symptoms) to severe illness.



Know how COVID-19 is spread

- You can become infected by coming into close contact (about 6 feet or two arm lengths) with a person who has COVID-19. COVID-19 is primarily spread from person to person.
- You can become infected from respiratory droplets when an infected person coughs, sneezes, or talks.
- You may also be able to get it by touching a surface or object that has the virus on it, and then by touching your mouth, nose, or eyes.



Protect yourself and others from COVID-19

- There is currently no vaccine to protect against COVID-19. The best way to protect yourself is to avoid being exposed to the virus that causes COVID-19.
- Stay home as much as possible and avoid close contact with others.
- Wear a mask that covers your nose and mouth in public settings.
- Clean and disinfect frequently touched surfaces.
- Wash your hands often with soap and water for at least 20 seconds, or use an alcohol-based hand sanitizer that contains at least 60% alcohol.



Practice social distancing

- Buy groceries and medicine, go to the doctor, and complete banking activities online when possible.
- If you must go in person, stay at least 6 feet away from others and disinfect items you must touch.
- Get deliveries and takeout, and limit in-person contact as much as possible.



Prevent the spread of COVID-19 if you are sick

- Stay home if you are sick, except to get medical care.
- Avoid public transportation, ride-sharing, or taxis.
- Separate yourself from other people and pets in your home.
- There is no specific treatment for COVID-19, but you can seek medical care to help relieve your symptoms.
- If you need medical attention, call ahead.



Know your risk for severe illness

- Everyone is at risk of getting COVID-19.
- Older adults and people of any age who have serious underlying medical conditions may be at higher risk for more severe illness.

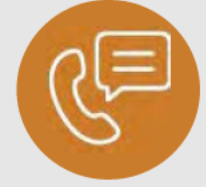


©2020 CDC

[cdc.gov/coronavirus](https://www.cdc.gov/coronavirus)

1. Inform the public of project status and present recommendations.
2. Describe the project so the public can determine how they may be affected.
3. Provide the public the opportunity to provide input.
4. Develop a record of public participation.

Please submit your comments regarding the design modifications presented in this Virtual Public Meeting by using any of the five methods below by our deadline, **December 17, 2020**.



Survey

Click the provided link on the website

Comment Online

Click the provided link on the website

Email Us

Stephen.Endres@txdot.gov

Mail-in Comments

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

Leave a Voicemail

(833) 933-0435

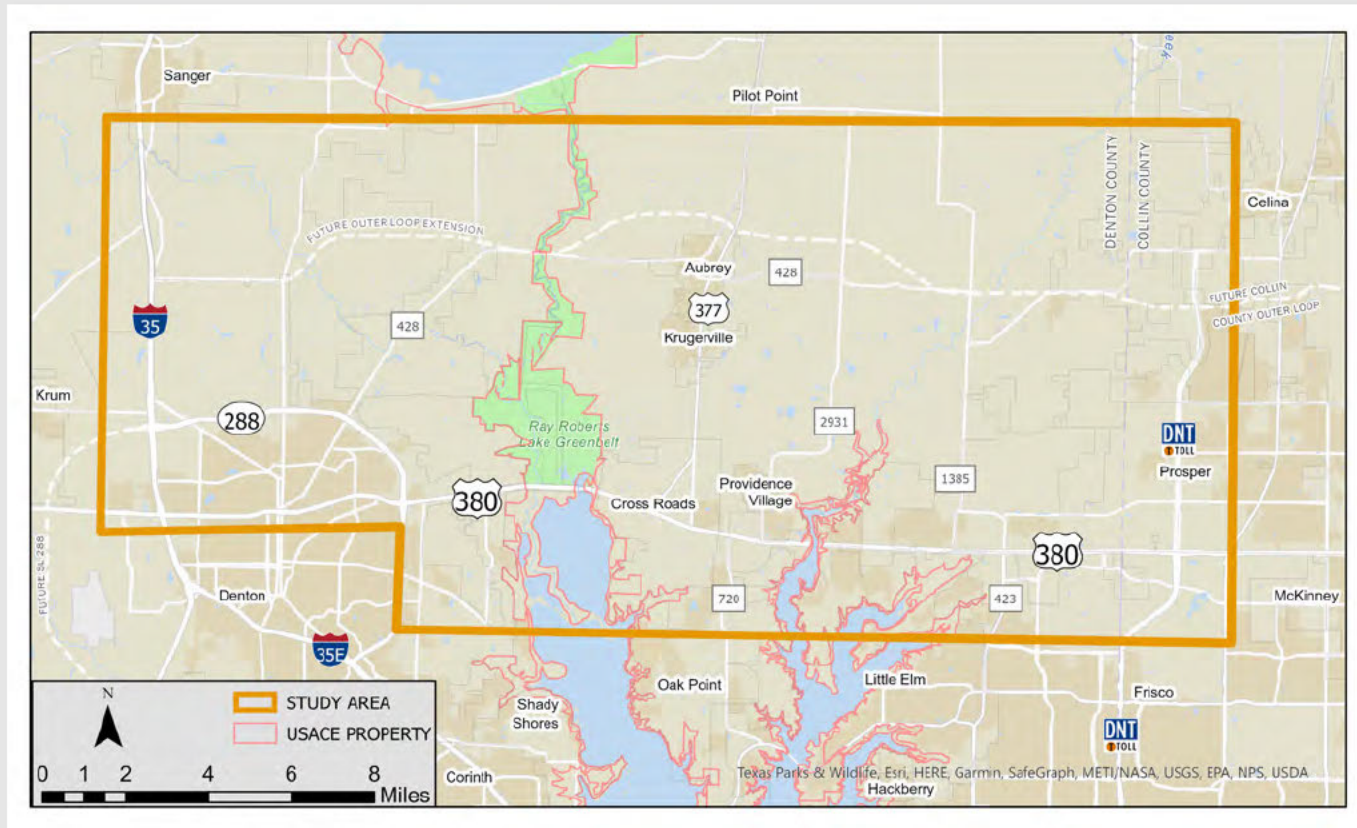
For general questions about the presentation or the project, please contact TxDOT Project Manager, Stephen Endres, P.E. at Stephen.Endres@txdot.gov.

Websites

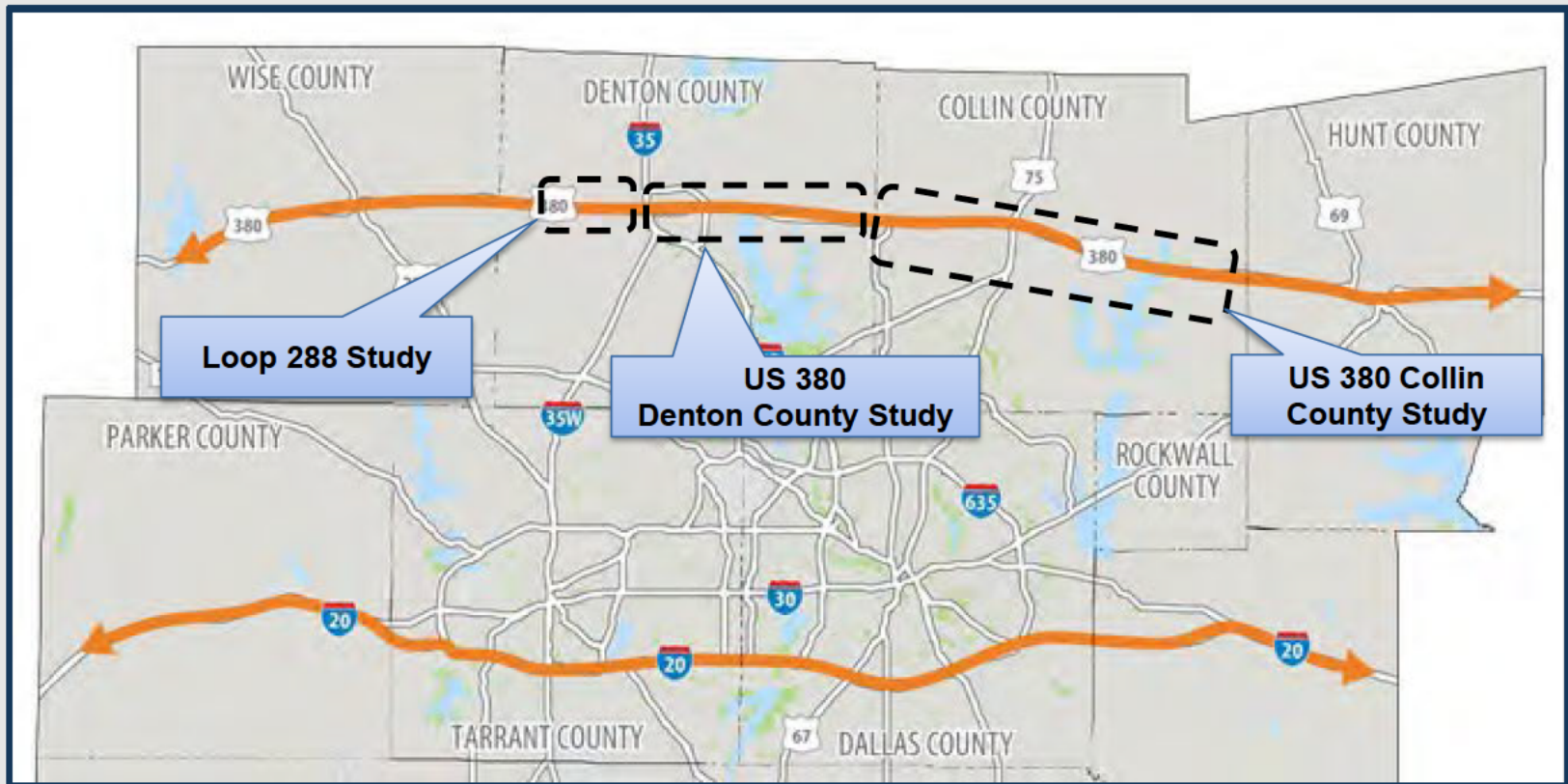
- www.keepitmovingdallas.com/
Under “Public Hearings/Meetings”
- www.Drive380.com
Feasibility Study Website
- <http://www.keepitmovingdallas.com/US380DentonPM2>
Direct site link to the posted materials

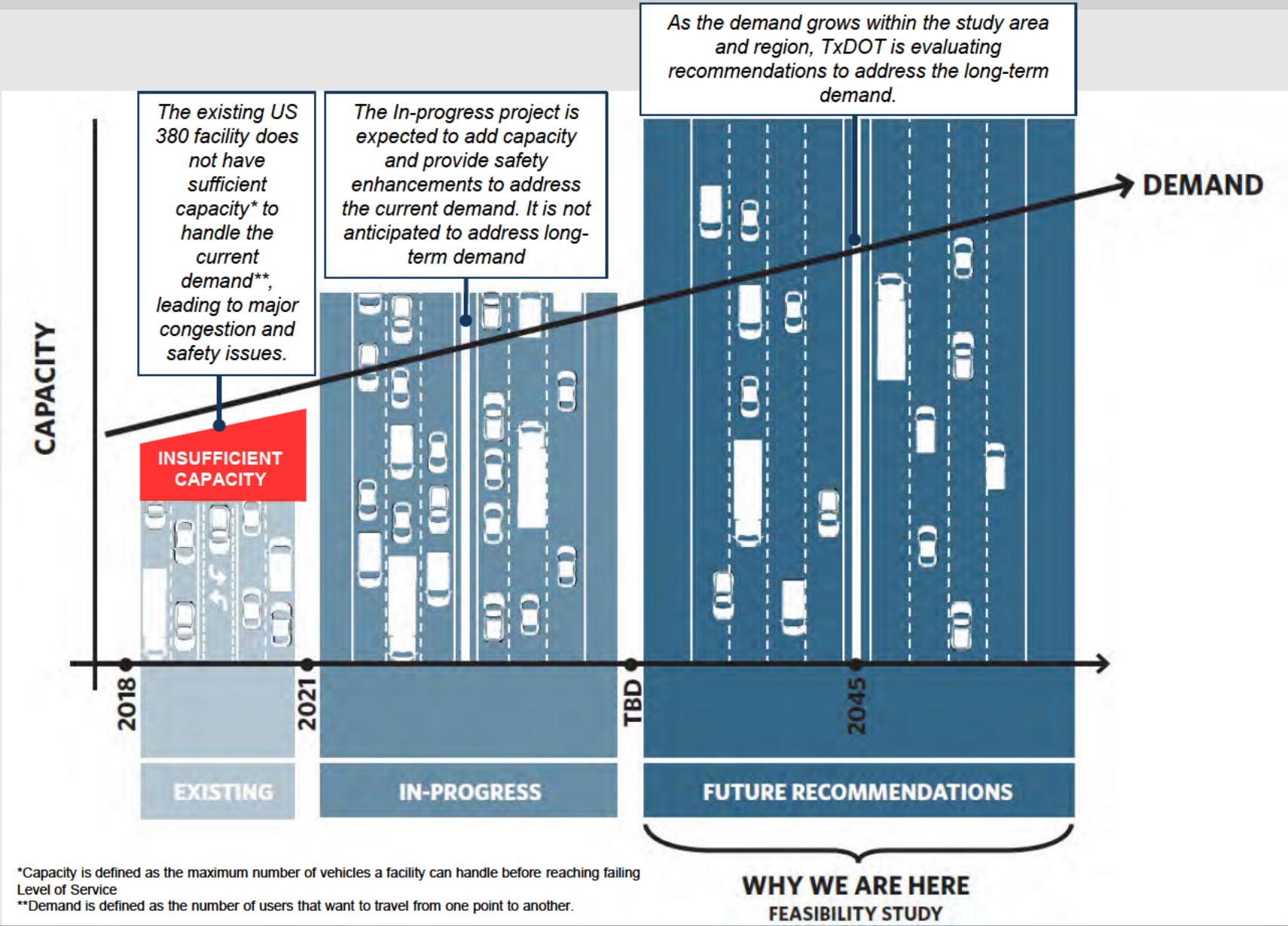
US 380 Denton County Feasibility Study

PROJECT LIMITS: From I-35 to the Collin County Line
COUNTY: Denton



- US 380 provides vital connectivity between Collin and Denton counties, similar to I-20 for Dallas and Tarrant counties. Currently, three major studies are working together to improve this connectivity. US 380 Denton County Feasibility Study and two recently completed studies: Loop 288 in Denton County and the US 380 Collin County Feasibility Study.





The study is anticipated to recommend a solution that has both regional and local benefits.

Regional



Provide regional connectivity by providing an East-West connection serving Collin and Denton Counties

Local



Provide reliable travel time and minimize congestion

Enhance driver expectations for travel on US 380

Minimize human and environmental impacts

Provide roadway network reliability

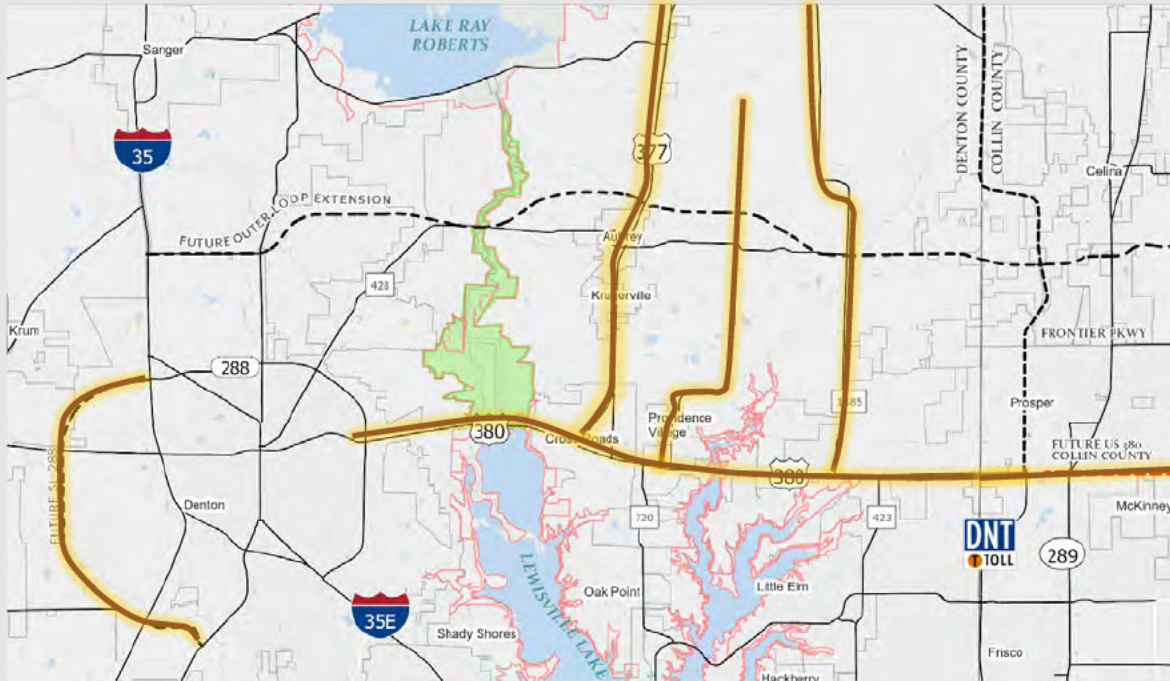
- Multiple cities within the study area have doubled in size over the past 10 years.

CITY	% INCREASE IN POPULATION 2010-2019*
CELINA	122%
PROSPER	160%
FRISCO	60.7%
LITTLE ELM	105.1%
PROVIDENCE VILLAGE	160.8%
AUBREY	87.1%
CROSS ROADS	3.5%
DENTON	26.1%



*<https://www.demographics.texas.gov/Data/TPEPP/Estimates/>

TxDOT has several planned improvement projects in the study area, in various phases of completion. These include improvements that will enhance local and regional travel.



ARTERIAL IMPROVEMENTS

- US 380
- FM 2931
- FM 1385
- US 377



US 380 GRADE SEPARATIONS

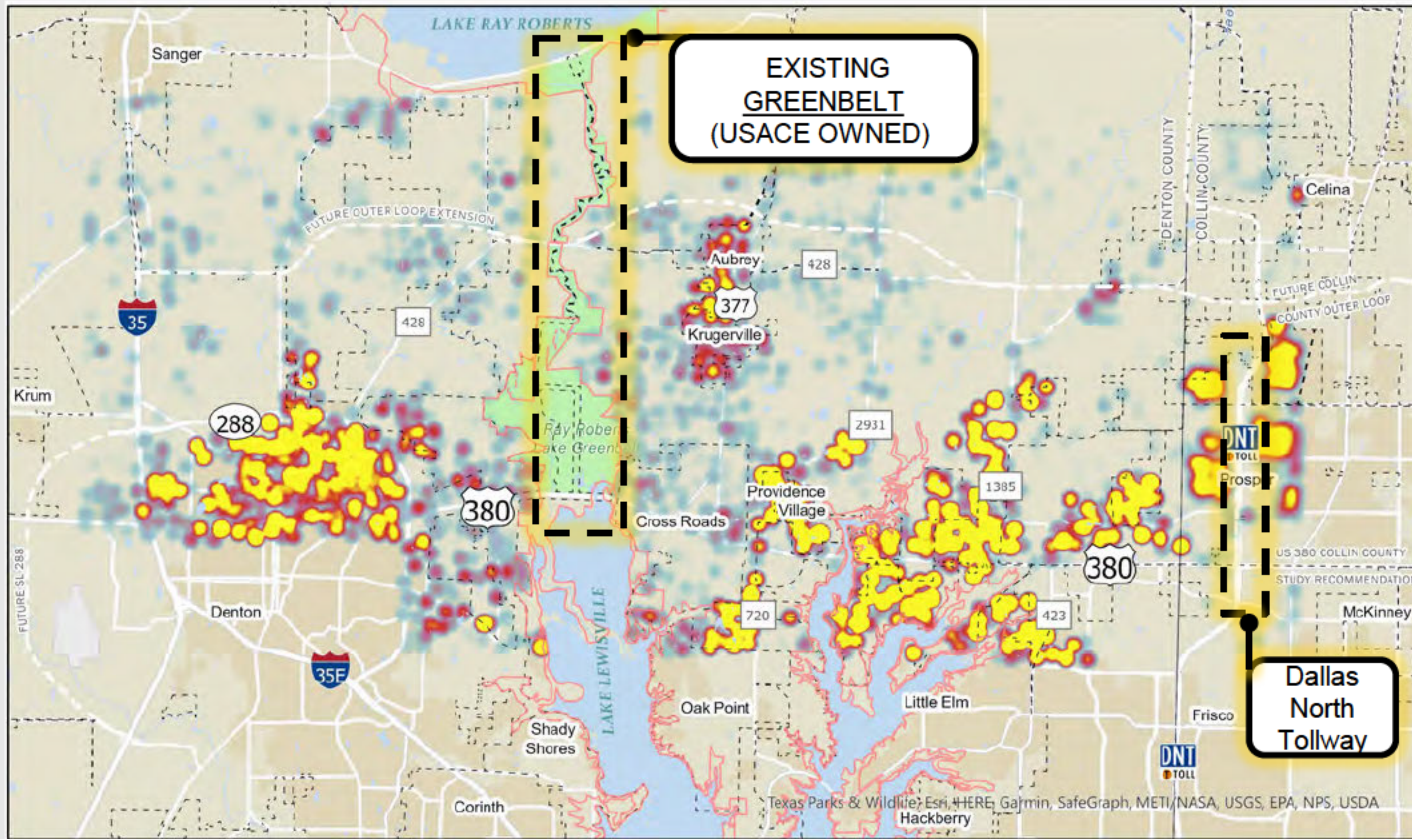
- FM 720
- Legacy Drive
- Teel Parkway
- Navo Road
- FM 423



NEW FREEWAY

- US 380 (COLLIN COUNTY)
- LOOP 288 EXTENSION

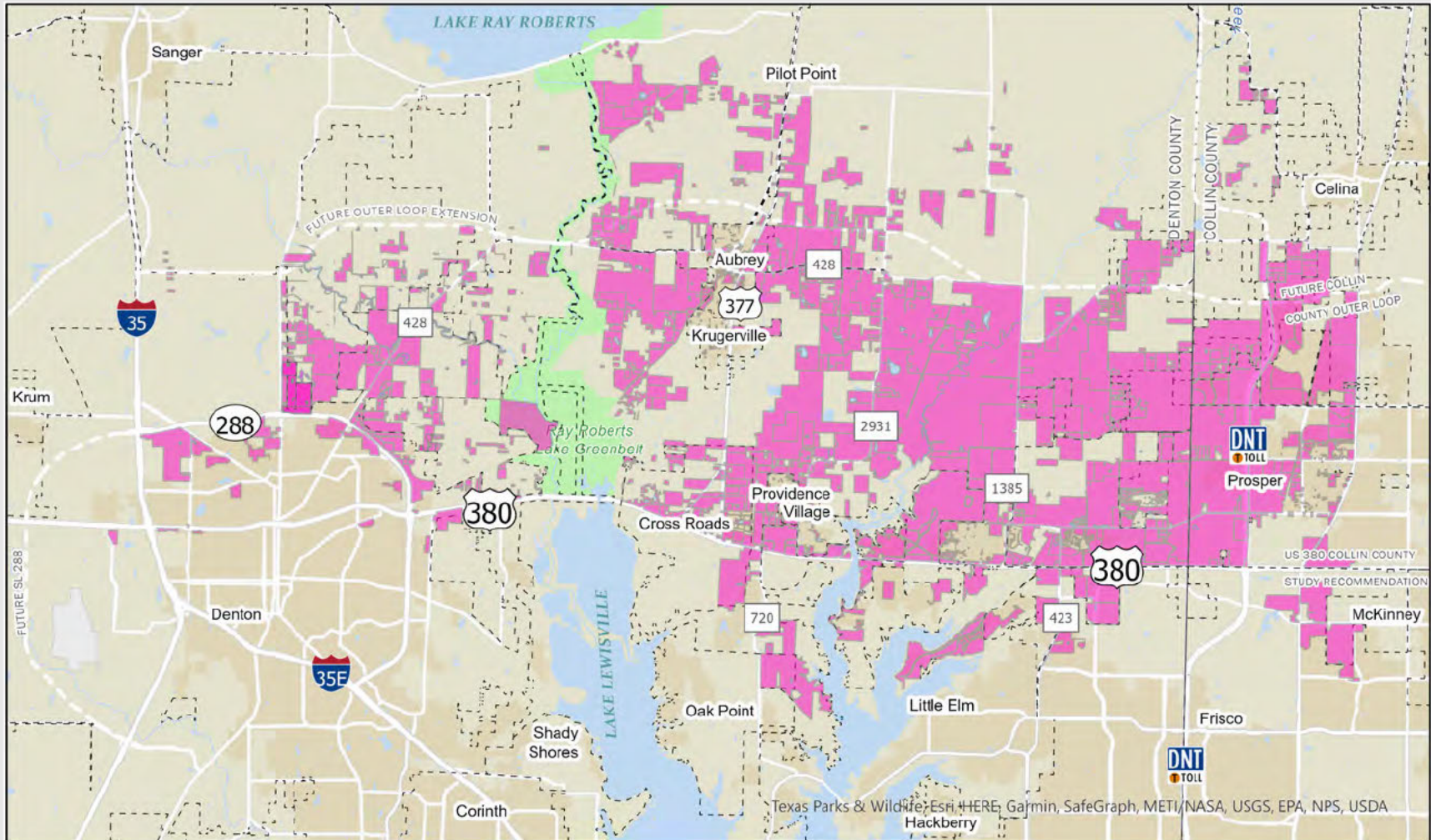
Environmental resources and current and future development limit opportunities for an ideal roadway grid system. US 380 serves as the primary east-west roadway within the immediate area.

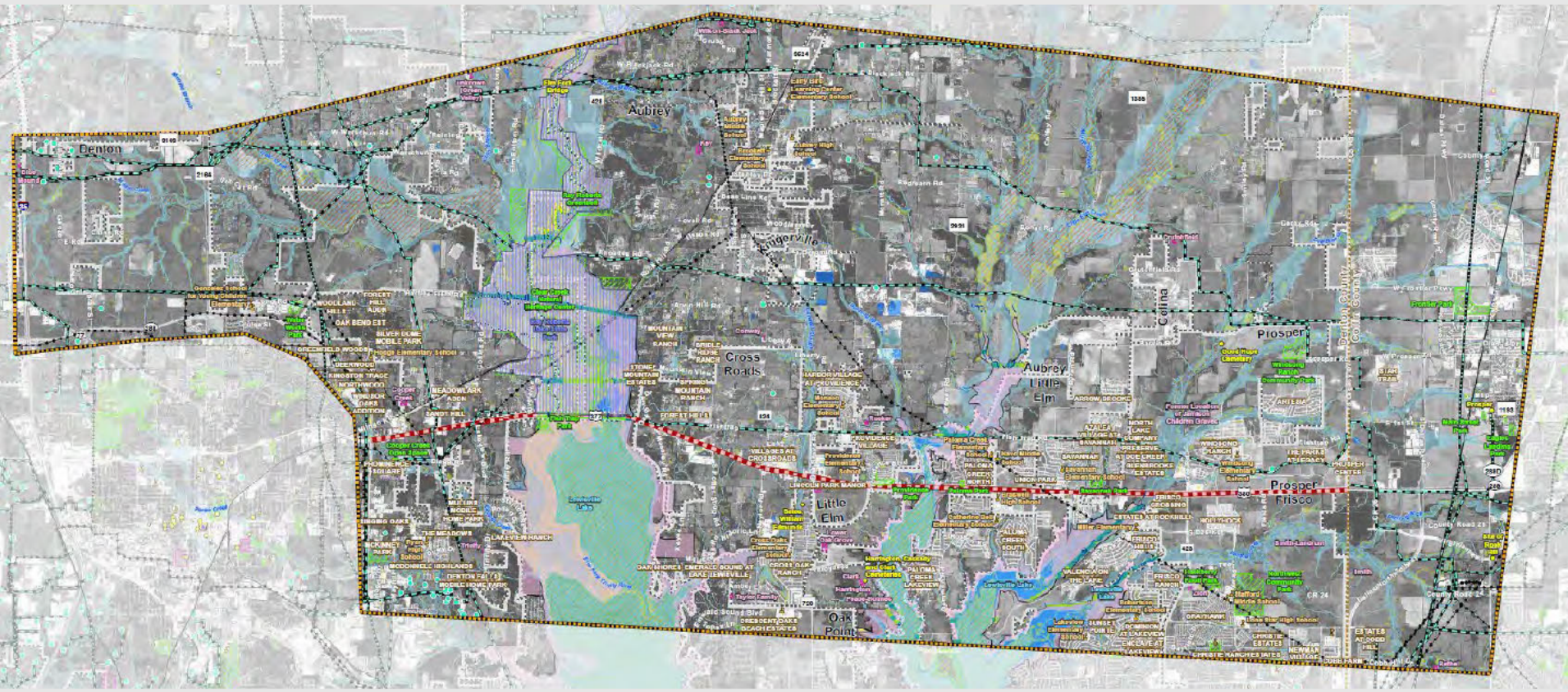


Residential and commercial constraints are shown on the map by density. Blue is less dense, red to yellow is higher density development.

Change in land use from 2015 to 2019 is shown in pink on the map below.

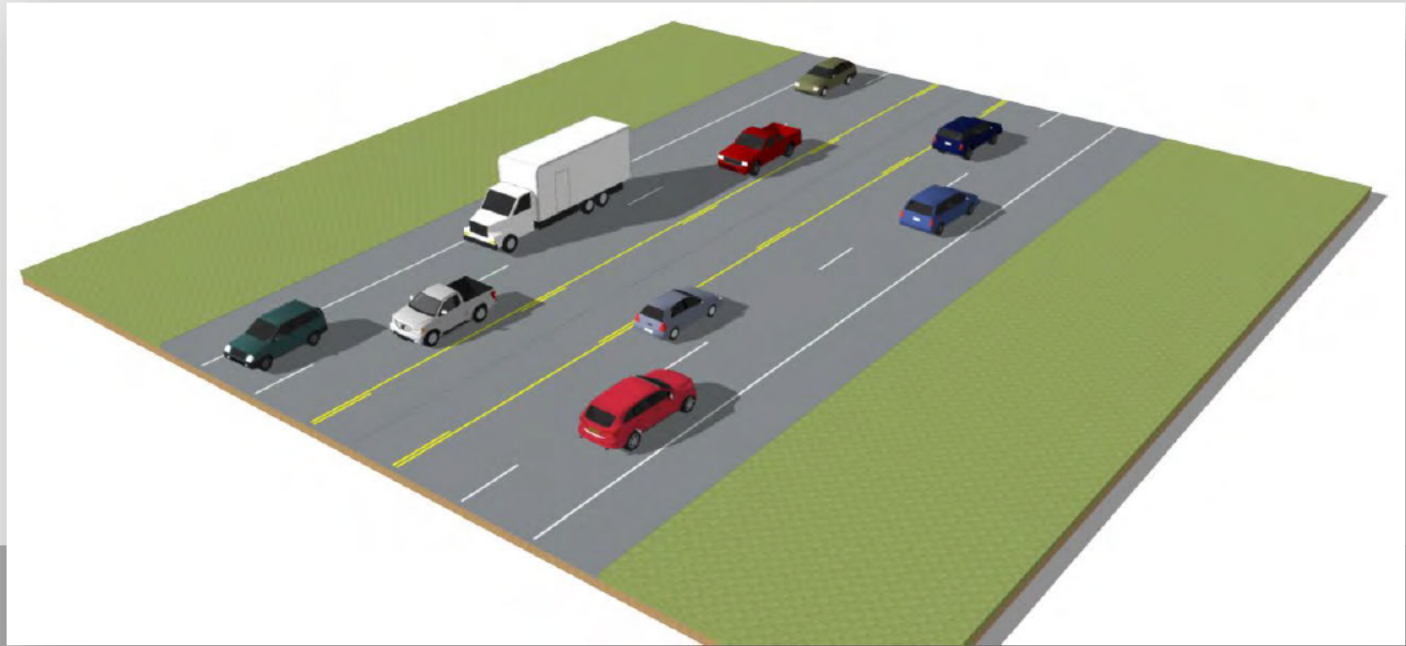
- Over 20,000 acres of farmland, ranch land, timberland, and vacant land has been converted to single family or commercial use.





- | | | | | | |
|---------------------------|-----------------------------|---------------------|---------------------------------------|--|--------------------------------|
| Existing US 380 Alignment | Pipeline | NHD Water | National Register Property | Forested Wetland | USACE Wildlife Management Area |
| Study Area | Trails | NWI Wetland | Cemetery | Potential Threatened and Endangered Species Habitat - Forested | |
| City Boundary | Oil/Gas Well | 100-Year Flood Zone | National Register District | Potential Threatened and Endangered Species Habitat - Non-Forested | |
| County Boundary | Park | Designated Floodway | National Register Archeology District | | |
| School | Ray Roberts Lake State Park | USACE Reservoir | LIDAR Verified Streams | | |
| Railroad | NHD Stream | USACE Property | Emergent Wetland | | |
| Transmission Line | | Historical Marker | | | |

FOUR-LANE WITH TWO-WAY LEFT TURN LANE



- Within existing right-of-way
- Continuous access
- 4-6 Lanes - Insufficient capacity for existing traffic
- Rated in engineering terms as an “F” level of service (the worst)

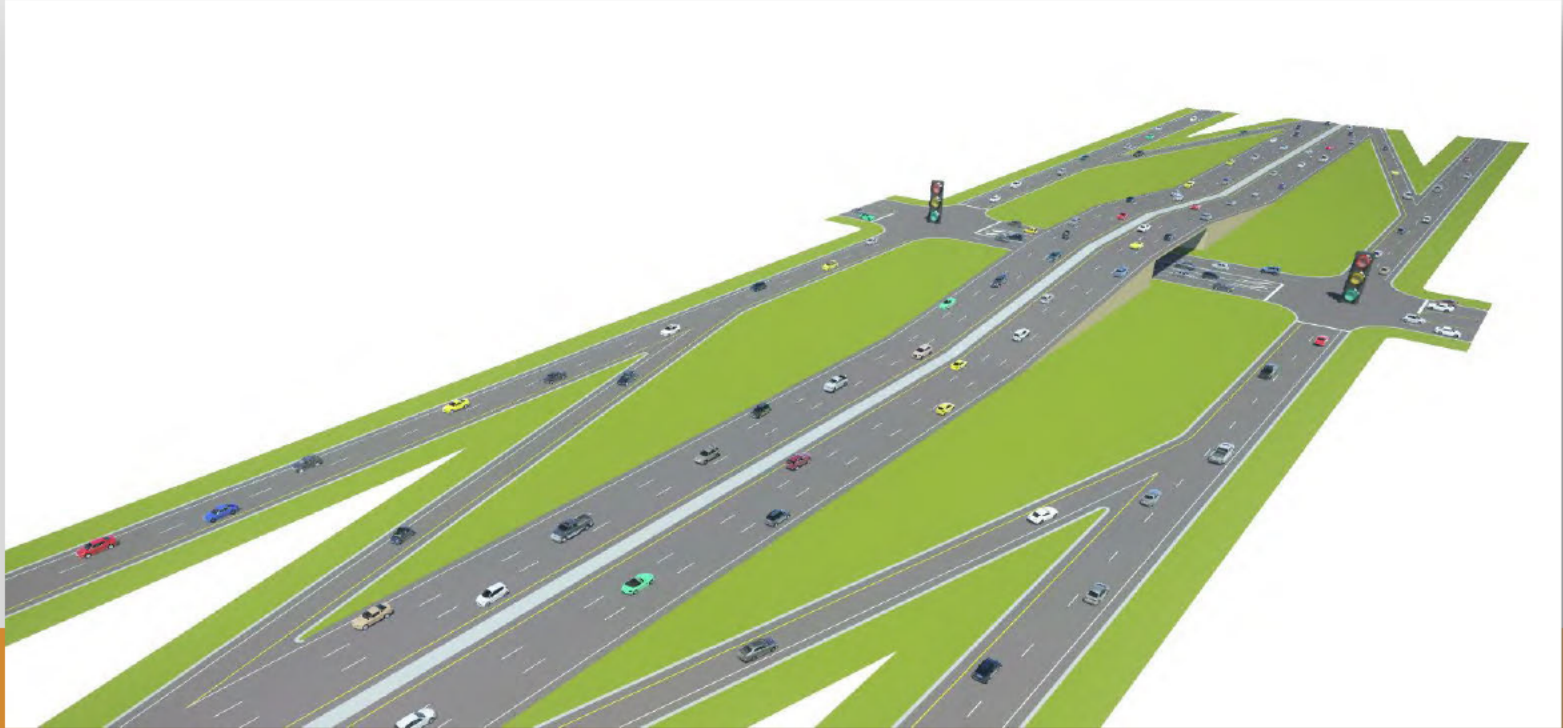
SIX-LANE WITH RAISED MEDIAN & GRADE SEPARATIONS

FM 720 * Legacy Drive * Teel Parkway * Navo Road * FM 423



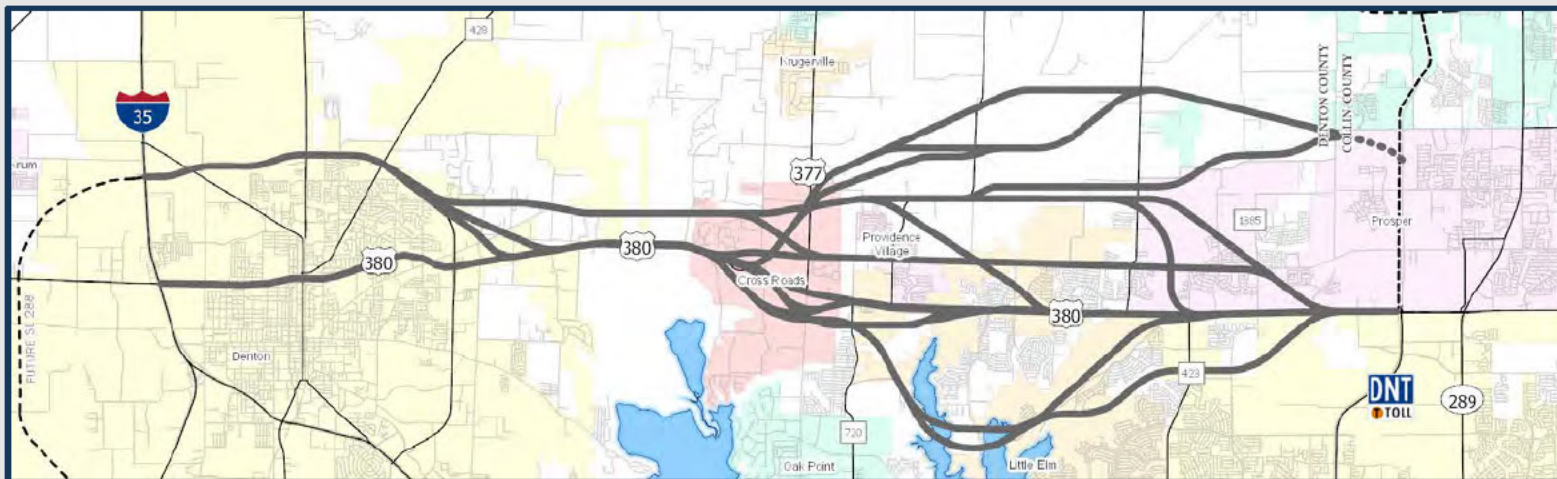
- Construction to begin in 2021
- Enhanced safety/separated movements at grade separations
- Improves level of service at key intersections
- Does not accommodate 2045 travel demand volume forecast

EAST-WEST CONTROLLED ACCESS HIGHWAY



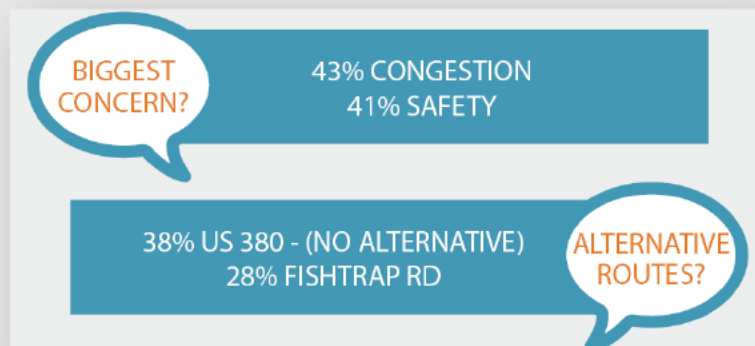
- 350'-400' right-of-way footprint
- Enhanced safety/limited access
- 6-8 mainlanes and 4-6 frontage road lanes
- Accommodates 2045 travel demand volume forecast with acceptable level of service

Initial Universe of Alignments

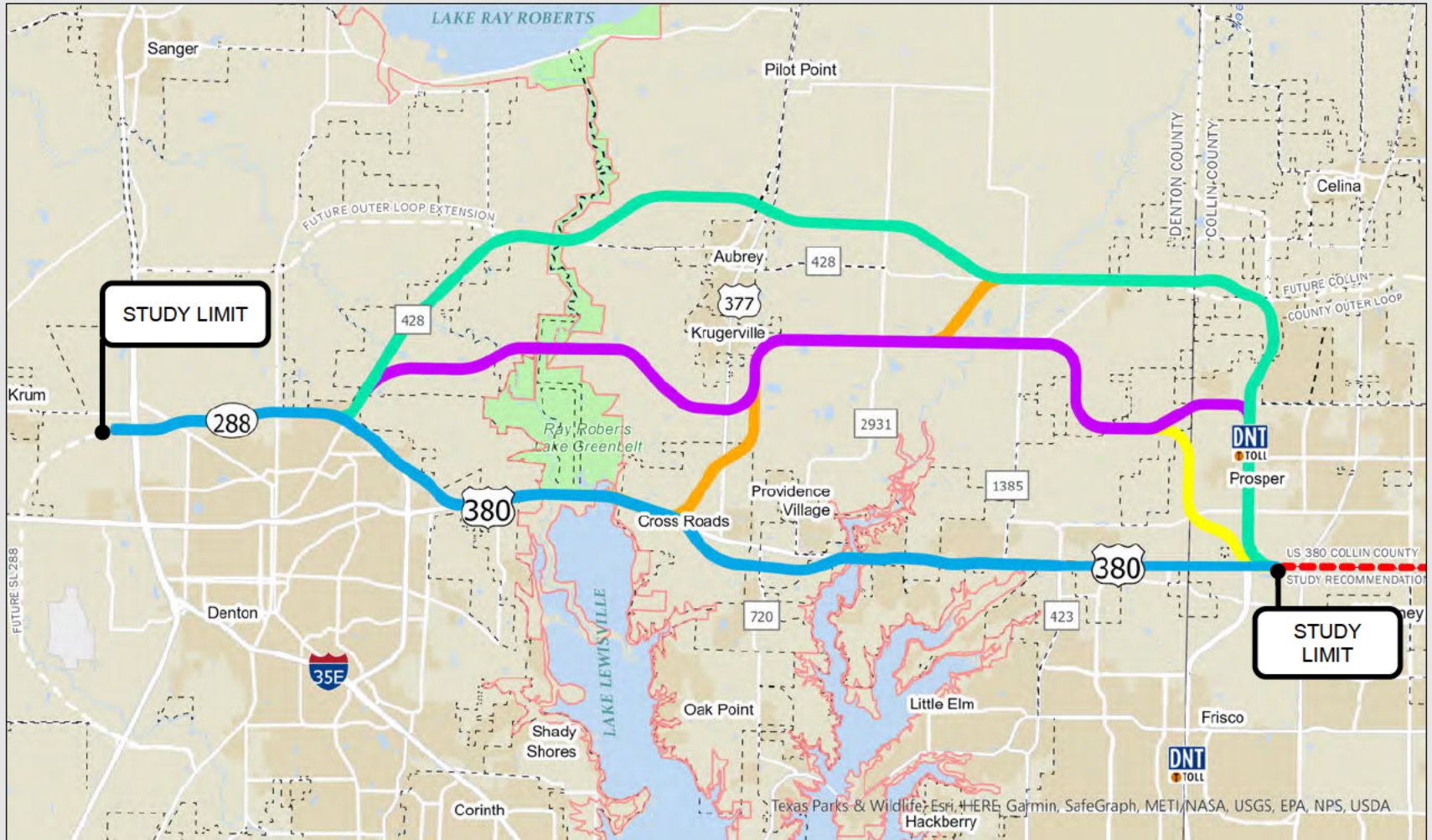


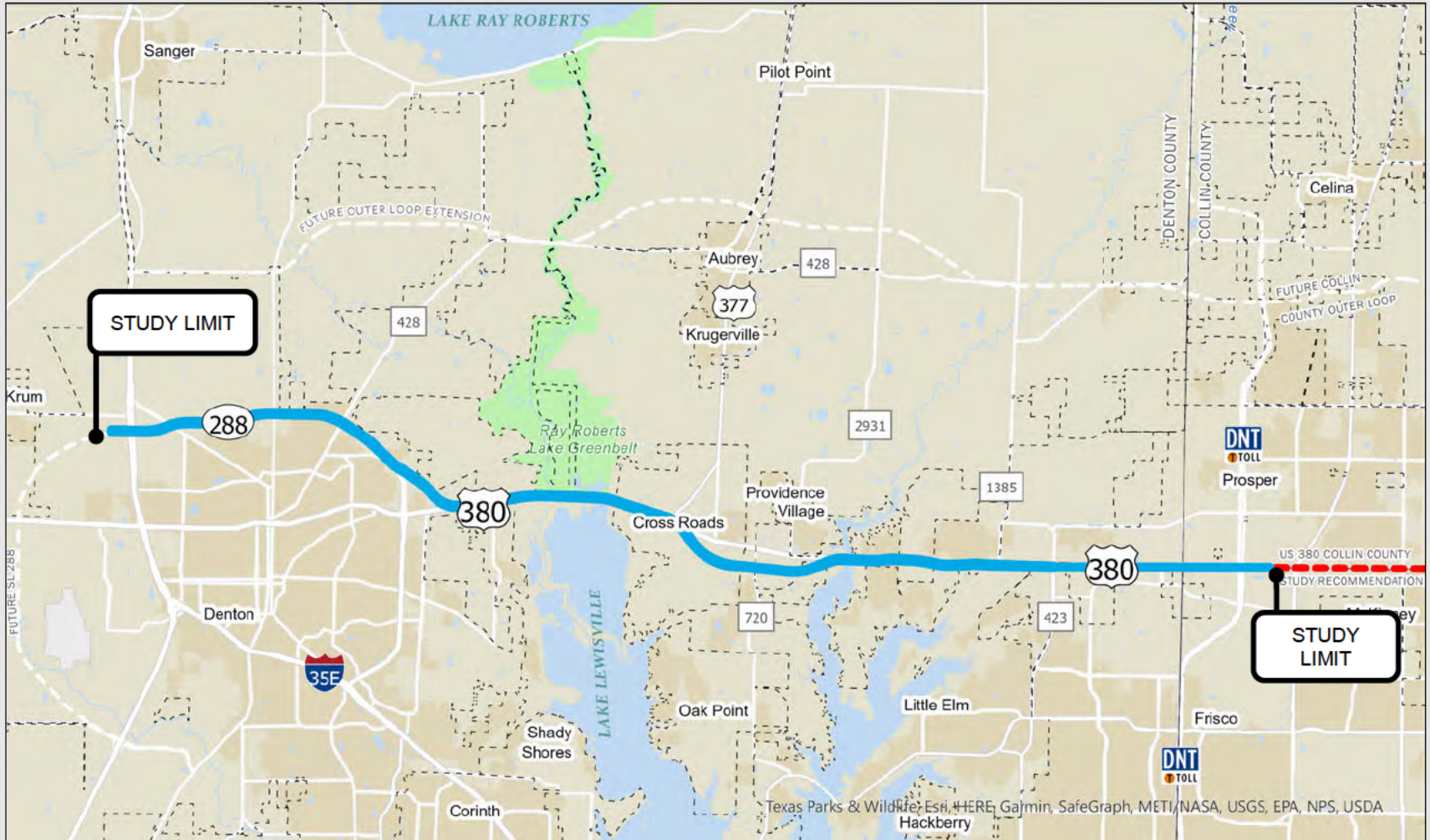
Public Meeting #1 Feedback

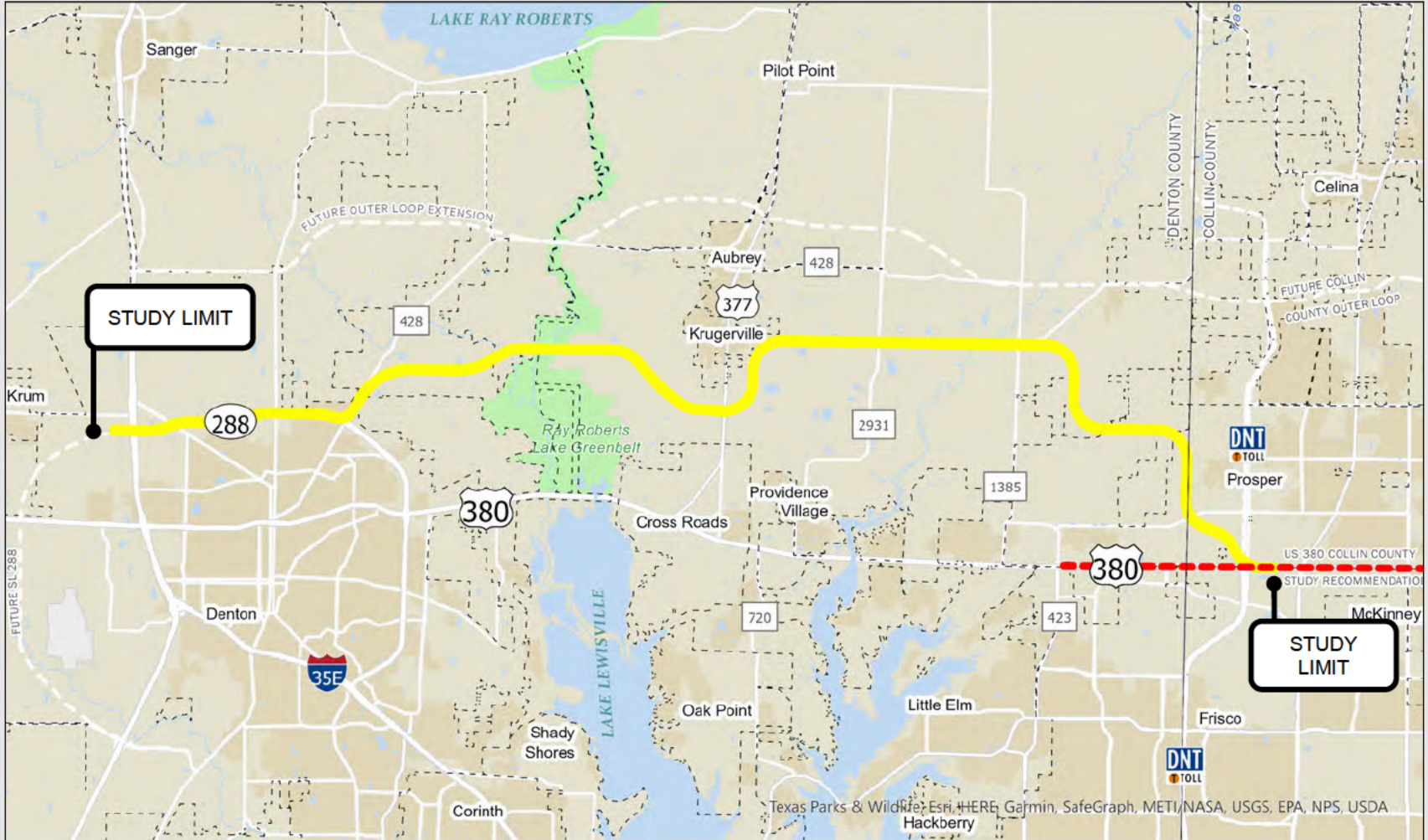
Public Meeting #1 was held in January 2019 and the public provided input on their concerns about the existing US 380 alignments as well as potential improvements.

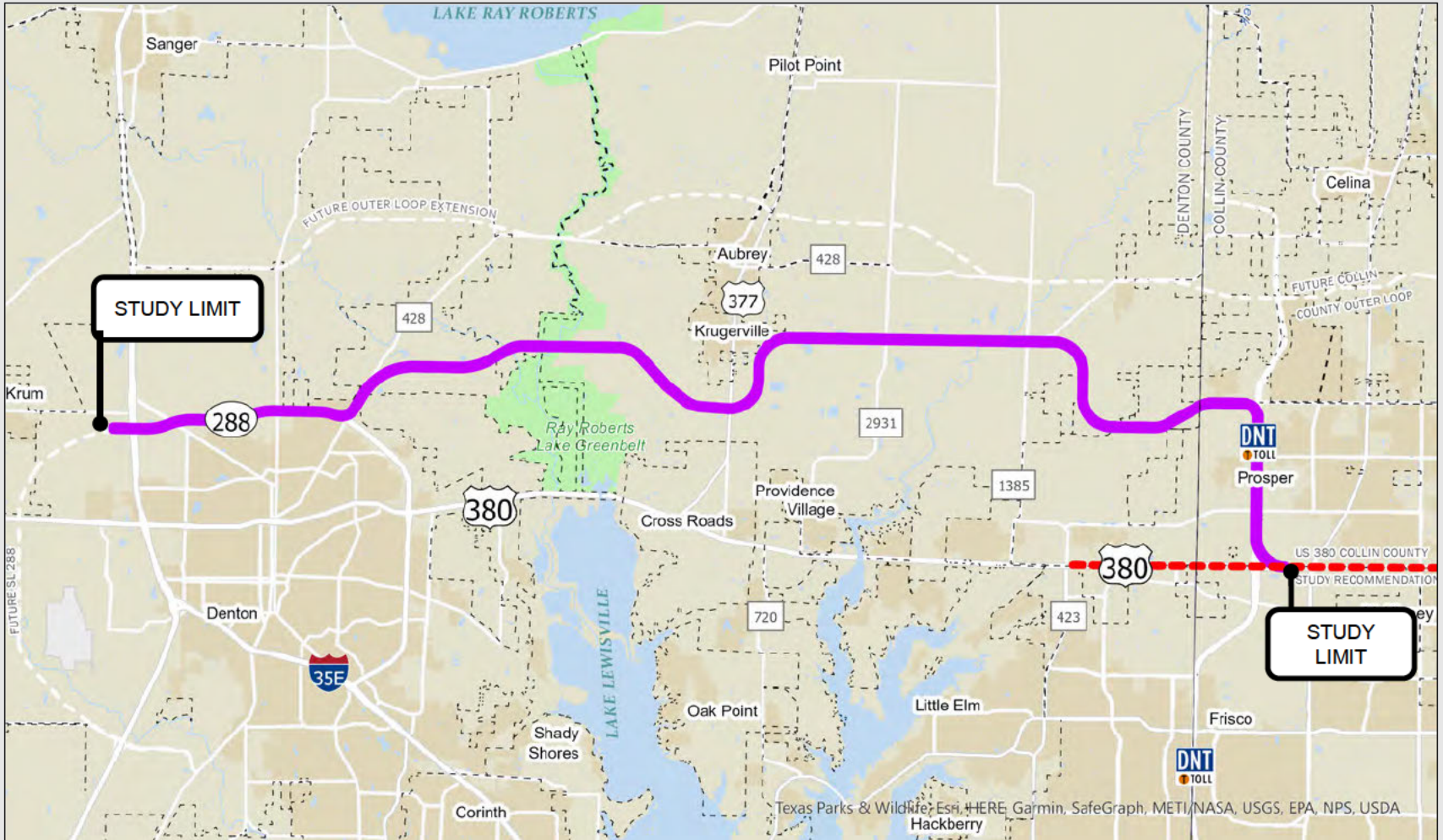


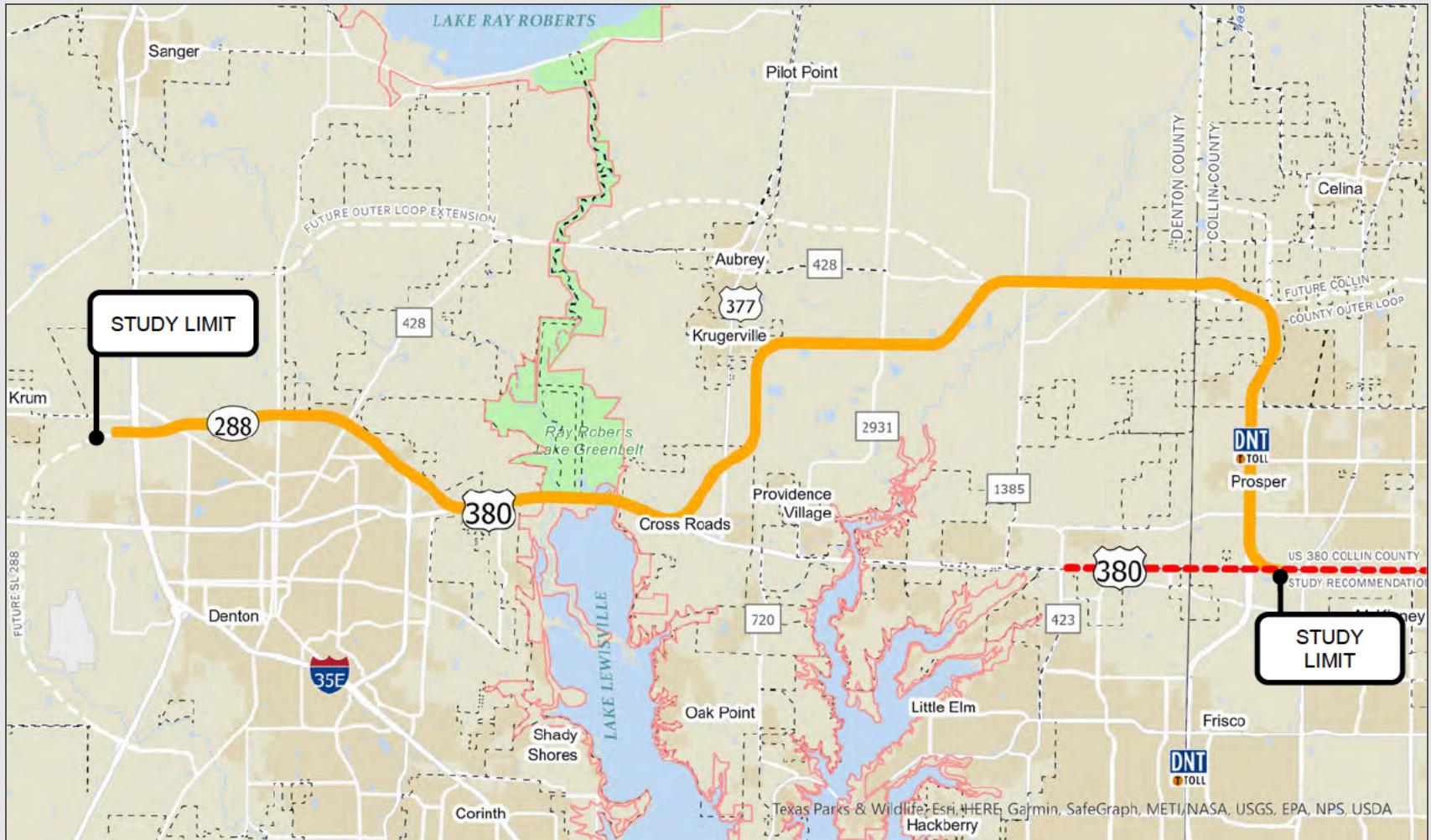
Draft Conceptual Alignments (Routes)

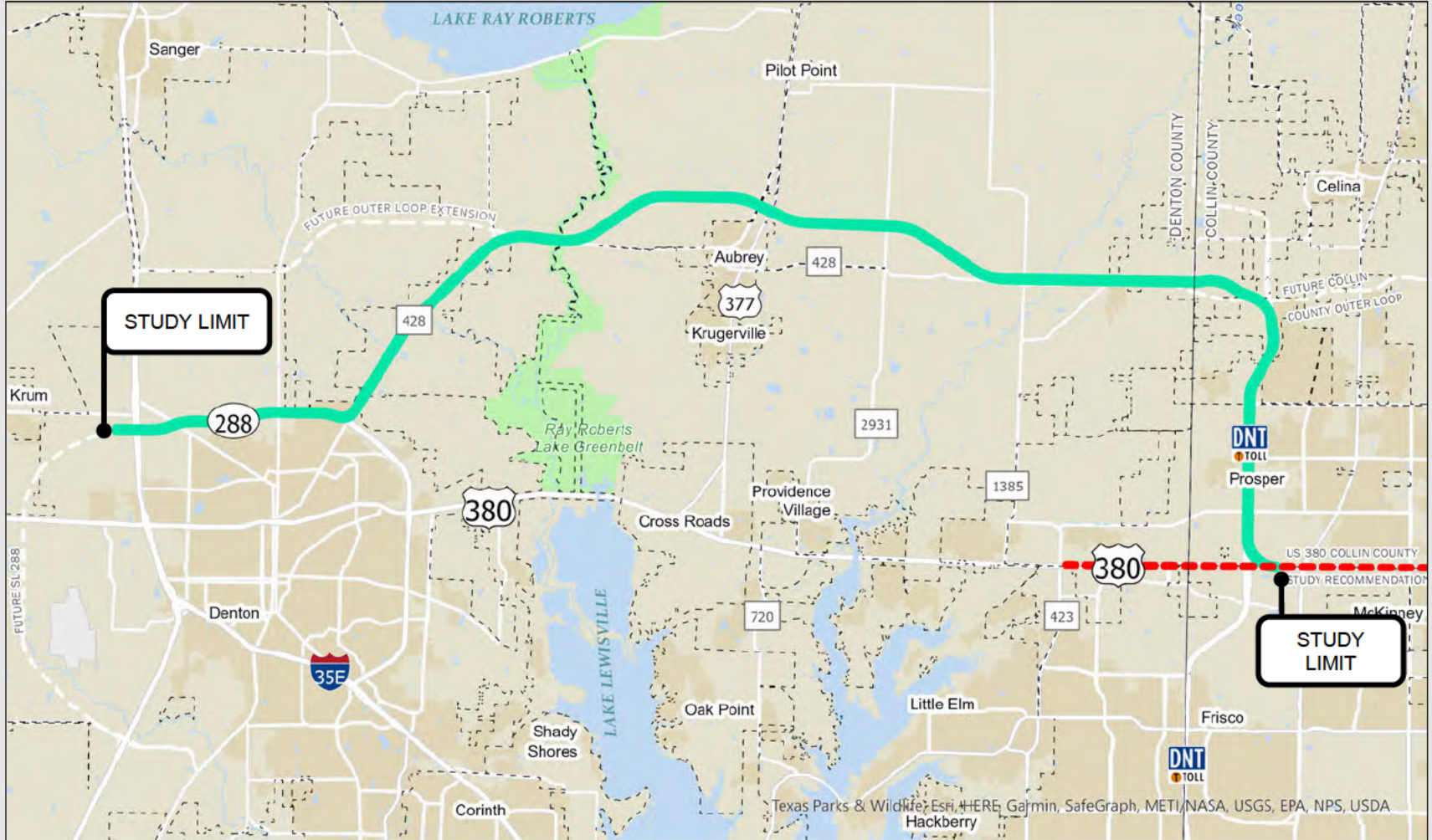












Many factors are considered to determine the viability of an alignment. Evaluation criteria can be grouped into engineering, environmental, and economic factors. As part of the evaluation process, data is collected in each of these areas to fully understand the impact of each alignment.



ENGINEERING/ MOBILITY



Safety

- Minimize Crash Rates



Traffic

- Level of Service



ENVIRONMENTAL



Residential and Commercial Existing/ Future Developments

- Minimize Number of Impacts



Stakeholder and Public Input

- Included



USACE Protected Lands (Wetlands, WOTUS, etc.)

- Minimize Number of Impacts



Floodplains and Floodways

- Minimize Number of Impacts



ECONOMIC



Construction Costs

- Minimize Roadway Costs
- Minimize Bridge Costs



Right-of-Way to be Acquired











- Minimize Acres of Right-of-Way Needed








Business Impacts

- Estimated Number of Businesses Impacted
- Estimated Business Sales Volume Impacted

Evaluation Criteria – Engineering/Mobility



































Alternative Criteria		No Build	Blue	Yellow	Purple	Orange	Teal
Length*	Miles	22.8	22.7 	26.2 	27.3 	30.1 	29.0 
Crash Rate**	crashes/ mi/yr	N/A	22.4773 	23.4857 	23.5243 	23.0172 	22.8163 
Level of service		N/A	Good	Good	Good	Good	Good
US 380 Existing Alignment Level of Service		Failing		Failing	Failing	Failing	Failing






Criteria Rating Scale				
Does not achieve criteria	Sometimes meets criteria	Partially meets criteria	Mostly meets criteria	Highly meets criteria
				

* Route includes distance from DNT to I-35.

** Predictive Crashes/rates were based on an assumed volume of 100,000 vehicles per day over 20-year study period





















Evaluation Criteria - Environmental






Alternative Criteria		No Build	Blue	Yellow	Purple	Orange	Teal
Length*	Miles	22.8	22.7	26.2	27.3	30.1	29.0
Parcel Impacts	Each	N/A	252 	197 	200 	259 	305 
Residential Displacements	Each	N/A	18 	25 	21 	26 	37 
Commercial Displacements	Each	N/A	16 	4 	4 	8 	4 
Floodplain Impacts	Acres	N/A	72 	174 	209 	174 	187 
USACE Impacts (Lake, Greenbelt)	Acres	N/A	3 	19 	19 	2 	8 
Future Residential Development Impacts	Acres	N/A	94 	95 	92 	17 	17 
Future Commercial Development Impacts	Acres	N/A	250 	140 	133 	46 	53 

Criteria Rating Scale				
Does not achieve criteria	Sometimes meets criteria	Partially meets criteria	Mostly meets criteria	Highly meets criteria
				

* Route includes distance from DNT to I-35.

Evaluation Criteria - Economics

Alternative Criteria		No Build	Blue	Yellow	Purple	Orange	Teal
Length*	Miles	22.8	22.7	26.2	27.3	30.1	29.0
Construction Costs**	\$ Millions	N/A	800 	900 	900 	850 	850 
Right of Way to be acquired	Acres	N/A	5,400 	10,300 	10,500 	8,100 	9,500 
Estimated Number of Businesses (2019) Impacted	EA	N/A	30 	7 	5 	12 	4 
Estimated Business Sales Volume*** (2019) Impacted	\$ Millions	N/A	10-20 	0-10 	10-20 	40-50 	0-10 

Criteria Rating Scale				
Does not achieve criteria	Sometimes meets criteria	Partially meets criteria	Mostly meets criteria	Highly meets criteria
				

* Route includes distance from DNT to I-35.

** Construction Costs include roadway, bridge, and utility costs

*** Data obtained from InfoUSA



Data Collection

- Site Visits
- Crash Analysis
- Travel Demand Model Scenarios

Spring - Fall
2018



Initial Alternative Alignments

- Alternatives Development
- Stakeholder Meetings

Fall - Winter
2018



Public Meeting #1

- Solicit input from public on study and alignments

Winter
2018 - 2019



Conceptual Alignments

- Refine alignments per public's input.
- Screen Alignments

Spring - Summer
2019 - 2020



Public Meeting #2

- Solicit input from public on viable alignments

Winter
2020



Recommended Alignment

- Refine per public's input
- Stakeholder Meetings
- Identify preferred alignment

Fall - Summer
2020 - 2021



Public Meeting #3

- Solicit input from public on the preferred alignment

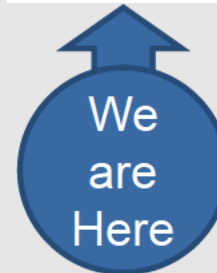
Fall - Winter
2021



Final Report

- Refine preferred alignment and document findings
- Develop draft schematic

Winter - Spring
2021 - 2022



Subject to Change

Please submit your comments regarding the design modifications presented in this Virtual Public Meeting by using any of the five methods below by our deadline, **December 17, 2020**.



Survey

Click the provided link on the website

Comment Online

Click the provided link on the website

Email Us

Stephen.Endres@txdot.gov

Mail-in Comments

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

Leave a Voicemail

(833) 933-0435

For general questions about the presentation or the project, please contact TxDOT Project Manager, Stephen Endres, P.E. at Stephen.Endres@txdot.gov.

Thank you!





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

January 29, 2021

James C. Owens
Deputy Administrator, National Highway Traffic Safety Administration
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Deputy Administrator Owens:

The Regional Transportation Council (RTC) and the North Central Texas Council of Governments (NCTCOG), the Metropolitan Planning Organization for the Dallas-Fort Worth region (DFW), submit the following comments on the Advanced Notice of Proposed Rulemaking (ANPRM) for Advanced Driving System (ADS) Safety Framework, Docket No. NHTSA-2020-0106, issued by the National Highway Traffic Safety Administration (NHTSA).

Vehicle safety is a key concern for the RTC and NCTCOG. In the ANPRM, NHTSA outlines its vision for how ADS can improve safety on our streets and highways:

NHTSA's mission is to save lives, prevent injuries, and reduce economic costs due to road traffic crashes, through education, research, guidance, safety standards, and enforcement activity. If developed and deployed safely, ADS can aid in achieving that mission, given their potential to prevent, reduce, or mitigate crashes involving human error or poor choices. This potential stems from the substantial role that human factors (distraction, impairment, fatigue, errors in judgment, and decisions not to obey traffic laws) play in contributing to crashes.

The RTC has approved a vision zero goal and therefore, reinforces the importance of the US Department of Transportation's (USDOT) vision of zero deaths and serious injuries on the Nation's roadways. Currently, NCTCOG is providing funding for a regional planning effort to prepare the region for ADS vehicles and to support ADS vehicle deployments in the region. It is working with state and private sector partners on taking ADS into account in roadway design and facilitating data sharing partnerships between ADS developers and highway operators like the Texas Department of Transportation to improve roadway safety and operations.

NCTCOG suggests that NHTSA consider two things in connection with its proposed rulemaking. First, NHTSA should announce its long-term goal of holding ADS vehicles to a higher level of safety performance than human-driven vehicles through a phased approach that will encourage innovation. This should be able to be accommodated within NHTSA's existing regulatory authority. Second, NHTSA should use the rulemaking to begin to examine whether safe deployment of ADS requires an extension of NHTSA's regulatory scope beyond the vehicle and vehicle components to any roadway infrastructure elements that may become an integral part of

ADS. Such an inclusion of the infrastructure elements that may be part of ADS may require legislative involvement.

ADS Vehicle Safety Standard: Better Than Human-Driven Vehicle

NHTSA's statutory purpose is to "reduce traffic accidents and deaths and injuries resulting from traffic accidents" by "(1) . . . prescrib[ing] motor vehicle safety standards for motor vehicles and motor vehicle equipment in interstate commerce; and (2) . . . carry[ing] out needed safety research and development." 49 USC sec. 30101.

NHTSA's recognition of the potential for ADS to improve safety is echoed widely in the ADS industry. For example, the CEO of Mobileye, a leading ADS developer, wrote that his company is designing ADS vehicles so that their mean time between failure is 1,000 times better than human driven vehicles (<https://medium.com/@amnon.shashua/the-challenge-of-supporting-av-at-scale-7c06196cced2>). He stated that Mobileye has "ruled out being 'as good as humans,' we know we must be better."

NCTCOG suggests that through issuance of policy guidance, or other means, NHTSA makes clear that it intends over time to establish Federal Motor Vehicle Safety Standards (FMVSS) that will result in ADS vehicles performing substantially better than human-driven vehicles, thus meeting a higher safety standard. Simply put, it would be unreasonable to waste the safety potential of ADS by utilizing the current FMVSS safety standard applied to human-driven vehicles.

NCTCOG recognizes that the safety standard that NHTSA utilizes must be reasonable and technically feasible. In the ANPRM, NHTSA cites a cautionary example of moving too fast with technology requirements in an effort to raise the safety standard. Thus, NCTCOG suggests that NHTSA's ADS safety framework include the following elements:

- NHTSA policy guidance outlining NHTSA's goal of an ADS safety standard that will result in a transformational improvement in highway safety once ADS technology matures and ADS vehicles predominate.
- Certification by ADS developers that their vehicles meet current FMVSS requirements (subject to any exemptions granted).
- Extensive use of FMVSS exemptions for ADS vehicles to facilitate ADS vehicle testing and early deployments conditioned on (i) ADS developer certification that the exempted vehicle will perform no worse than a human-driven vehicle, and (ii) agreement to supply pertinent vehicle performance data to NHTSA.
- Requiring ADS developers to report key data on the performance of their vehicles such as their operational design domain, miles traveled, and the frequency and severity of crashes.
- Making a subset of this data available so that consumers can make informed choices among purchase of and travel on human-driven and ADS vehicles.
- NHTSA use of this performance data and other information gleaned from its research and development activities to (i) craft FMVSS and policy guidance in a highly iterative fashion based on actual ADS vehicle performance and ever-improving ADS technology and (ii) intervene via recalls and the like where safety defects are identified.

- In time, NHTSA might quantify the ADS minimum safety standard into something like crashes per 100 million miles and raise that standard gradually over time as technology and benefit-cost analysis indicate are reasonable.

NCTCOG believes that this data-driven and highly iterative approach informed by an overarching policy of driving transformational improvement in vehicle safety over time is the most reasonable way for NHTSA to fulfill its statutory mission and fully realize the potential of ADS for vehicle safety.

This approach minimizes the barriers to ADS deployment on public streets and highways. It gives NHTSA access to ADS performance data and the opportunity to flex its regulatory muscle where necessary to curb ADS vehicle performance lapses that threaten public safety.

Sharing ADS vehicle performance data—and comparing ADS vehicle performance with that of human-driven vehicles—will create market incentives for ADS developers to make continued progress on the safety front and for consumers to gravitate to vehicles and travel modes that are safer. As NHTSA notes in the ANPRM, consumer demand for improved vehicle safety can prompt adoption of safety technology in advance of FMVSS requirements.

NCTCOG believes that ADS vehicles in time should meet a substantially higher safety standard than today's human-driven vehicles. The regulatory approach sketched out above is consistent with NHTSA's current approach to vehicle safety. NHTSA's regulation of ADS vehicles should roll out more smoothly, if it follows existing approaches to the extent possible. Creation of a fundamentally different regulatory stack for ADS vehicles poses both legal and institutional challenges that might impede the successful and timely integration of ADS vehicles into the nation's vehicle fleet.

In the ANPRM, NHTSA summarizes its suite of regulatory tools. NCTCOG believes that the regulatory approach sketched above can be accomplished under NHTSA's current regulatory authority.

ADS Vehicle Safety: Broadening Definition of Vehicle Equipment

In the ANPRM, NHTSA notes that it has statutory authority over "vehicle equipment" as well as vehicles as finally manufactured. NCTCOG urges NHTSA in this rulemaking to take a fresh look at the issue of what should be considered "vehicle equipment" for purposes of ADS vehicles and what should be the scope of NHTSA's regulatory authority with respect to such equipment.

For human-driven vehicles, the line of demarcation between vehicles and vehicle equipment and everything else is evident. Traditional vehicles rely on the human driver to do the sensing, perception, planning, and control functions. The vehicle is the physical object that carries out the control functions at the direction of the human driver and functions as the carriage for the driver and passengers.

As NHTSA sets out in the ANPRM, in ADS vehicles the sensing, perception, planning, and control functions are performed by the ADS, not the human occupants of the vehicle. NCTCOG believes that this fundamental difference in the nature of human-driven and ADS vehicles requires NHTSA to carefully examine whether its regulatory tools are sufficient to adequately regulate the safety of ADS vehicles.

For the past decade ADS developers have attempted to create ADS vehicles that can function without depending on infrastructure supports such as vehicle-to-infrastructure communications. ADS developers have cited the absence of V2X infrastructure, the lack of consistency in standards, the slow pace of roadway operators, and other factors as the rationale for attempting to bundle all ADS functions on board vehicles and eliminating all reliance on the infrastructure for ADS driving.

ADS developers have failed to deliver at scale Level 4 and Level 5 ADS vehicles using this vehicle-only approach thus far. There appears to be increasing recognition that successful deployment of vehicles at higher levels of automation may require vehicles and highway infrastructure technology elements to interact. A simple example is the sharing of traffic signal phase and timing data with ADS vehicles, which use this information as a backup to visual scanning of traffic signals.

What this means is that infrastructure technology elements such as roadside units may become integral parts of ADS driving. In other words, driving will happen not just in the piece of rolling technology that we now call a vehicle but will also include some external infrastructure elements. These infrastructure elements integral to the operation of ADS vehicles may include pieces of technology—e.g., roadside units and software and data transmitted from the Cloud—e.g., live high-definition maps.

Under this emerging technology regime, equipment necessary for performing the ADS driving task will no longer be limited to equipment that is physically incorporated into the vehicle. If NHTSA wants to effectively regulate and improve vehicle safety it needs to consider the performance of any infrastructure technology elements that become integral parts of how the ADS vehicle performs the sensing, perception, planning, and control functions.

Given what may become the tight integration of ADS vehicles with the roadway infrastructure technology elements, NCTCOG believes that NHTSA's jurisdiction over vehicles and vehicle equipment should extend to these key roadway infrastructure elements.

Giving NHTSA this jurisdiction is necessary to optimize ADS vehicle safety and allow the timely rollout of ADS vehicles. Infrastructure elements that are performing optimally will enhance the safety of ADS vehicles. Giving NHTSA jurisdiction over both ADS vehicles and essential infrastructure technology that supports such vehicles makes the most sense from operational and regulatory perspectives.

The alternative is to bifurcate responsibility for ADS vehicle safety, namely, continue to focus NHTSA on just the technology on wheels while leaving the infrastructure technology elements used for ADS vehicle operation for other parts of USDOT and other transportation agencies. NCTCOG believes that this alternative approach—which is akin to how today FHWA manages traffic control devices through the Manual on Traffic Control Devices while NHTSA manages vehicle safety—does not make technological or regulatory sense.

Instead, NCTCOG believes that emergence of ADS vehicles should prompt us to break down the barriers between vehicles and infrastructure and reserve to NHTSA all elements—including infrastructure elements—that directly relate to the operation of ADS vehicles. NCTCOG recognizes that legislation may be necessary to give NHTSA that jurisdiction.

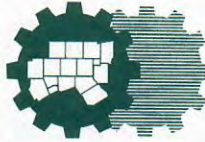
We appreciate the opportunity to provide these comments to NHTSA. If you have any questions, please feel free to contact me at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

A handwritten signature in black ink that reads "Michael Morris". The signature is written in a cursive style with a large, stylized "M" and "M" at the end.

Michael Morris, P.E.
Director of Transportation

TB:kw



North Central Texas Council Of Governments

January 28, 2021

Mr. Jerry McGinty
Director
Legislative Budget Board
Robert E. Johnson Building
105 E 15th Street
Austin, TX 78701

Dear Mr. McGinty:

Thank you for your continued commitment to improving policies that the important institutions of the state of Texas relies upon as the Director for the Legislative Budget Board (LBB). As the LBB prepares for the 87th Texas Legislature, I would like to request a meeting with you and your staff to provide an update on the Local Initiatives Program (LIP). LIP is an important tool for the North Texas Region to meet attainment standards by lowering vehicles emissions through local transportation projects.

Formerly, the Low Income Vehicle Repair Assistance, Retrofit, and Accelerated Vehicle Retirement Program (LIRAP) was funded through Clean Air Account 151 to reduce emissions by offering financial incentives to repair or remove high-emitting vehicles from roadways. A modernized LIP could utilize the approximately \$176.2 million in Clean Air Account 151 that has been left over since LIRAP's discontinuation. If the balance was appropriated back to the counties where the fees were originally collected, the funds could be used, for example, toward important law enforcement projects. These funds would be an asset to struggling counties that seek local solutions to air quality problems during a time of widespread financial hardship.

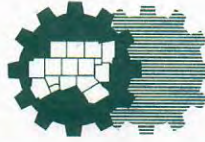
Please let me know when you are available to discuss this important issue. A new draft bill that could be used to re-appropriate the Clean Air 151 funds and eliminate LIRAP from Health and Safety Code is included as Attachment 1. In addition, a fact sheet that may be used as a guide to our proposal is included as Attachment 2. Thank you for your attention to this matter; we look forward to working with you on future air quality initiatives. If you have any questions, please feel free to contact me at mmorris@nctcog.org or (817) 695-9241.

Sincerely,

Michael Morris, P.E.
Director of Transportation

NA:ch
Attachments

cc: Mike Eastland, Executive Director, NCTCOG



North Central Texas Council Of Governments

January 28, 2021

Mr. Toby Baker
Executive Director
Texas Commission on Environmental Quality
P.O. Box 13087, MC 109
Austin, TX 78711-3087

Dear Mr. Baker:

Thank you for your continued commitment to improving the environment of Texas as the Executive Director for the Texas Commission on Environmental Quality (TCEQ). As the TCEQ prepares for the 87th Texas Legislature, I would like to request a meeting with you and your staff to provide an update on the Local Initiatives Program (LIP). LIP is an important tool for the North Texas Region to meet attainment standards by lowering vehicles emissions through local transportation projects.

Formerly, the Low Income Vehicle Repair Assistance, Retrofit, and Accelerated Vehicle Retirement Program (LIRAP) was funded through Clean Air Account 151 to reduce emissions by offering financial incentives to repair or remove high-emitting vehicles from roadways. A modernized LIP could utilize the approximately \$176.2 million in Clean Air Account 151 that has been left over since LIRAP's discontinuation. If the balance was appropriated back to the counties where the fees were originally collected, the funds could be used, for example, toward important law enforcement projects. These funds would be an asset to struggling counties that seek local solutions to air quality problems during a time of widespread financial hardship.

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Sincerely,

Michael Morris, P.E.
Director of Transportation

NA:ch
Attachments

cc: Mike Eastland, Executive Director, NCTCOG

By: X

H.B./ S.B. No. XX

A BILL TO BE ENTITLED

AN ACT

relating to local initiatives programs under the Texas Clean Air Act and the repeal of the low-income vehicle repair assistance, retrofit, and accelerated vehicle retirement program; authorizing a fee.

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF TEXAS:

SECTION 1. Section 382.201(4), Health and Safety Code, is amended to read as follows:

(4) "Participating county" means an affected county in which the commissioners court by resolution has chosen to implement a local initiatives [~~low-income vehicle repair assistance, retrofit, and accelerated vehicle retirement~~] program authorized by Section 382.220 [~~382.209~~].

SECTION 2. Section 382.202, Health and Safety Code, is amended by adding Subsection (g-1) to read as follows:

(g-1) The commissioners court of a participating county by order may impose an additional fee, not to exceed \$6, for a vehicle inspected in the county. A fee imposed under this subsection may take effect and be removed in accordance with the requirements of Section 382.220. The additional fee shall be collected for a vehicle at the same time other fees imposed under this chapter are collected. The fee revenue collected shall be retained by the county in a separate account to be used only for the purposes specified by Section 382.220.

SECTION 3. Section 382.216, Health and Safety Code, is

amended to read as follows:

Sec. 382.216. INCENTIVES FOR VOLUNTARY PARTICIPATION IN VEHICLE EMISSIONS INSPECTION AND MAINTENANCE PROGRAM. The commission, the Texas Department of Transportation, and the Public Safety Commission may, subject to federal limitations:

(1) encourage counties likely to exceed federal clean air standards to implement voluntary[+]

[~~(A)~~] motor vehicle emissions inspection and maintenance programs[+~~and~~

[~~(B)~~ low income vehicle repair assistance, retrofit, and accelerated vehicle retirement programs];

(2) establish incentives for counties to voluntarily implement motor vehicle emissions inspection and maintenance programs [~~and low income vehicle repair assistance, retrofit, and accelerated vehicle retirement programs~~]; and

(3) designate a county that voluntarily implements a motor vehicle emissions inspection and maintenance program [~~or a low income vehicle repair assistance, retrofit, and accelerated vehicle retirement program~~] as a "Clean Air County" and give preference to a county designated as a Clean Air County in any federal or state clean air grant program.

SECTION 4. Section 382.220, Health and Safety Code, is amended to read as follows:

Sec. 382.220. [~~USE OF FUNDING FOR~~] LOCAL INITIATIVES PROGRAM [~~INITIATIVE PROJECTS~~]. (a) The commission and the Public Safety Commission by joint rule shall establish and authorize the commissioners court of an affected county to implement a local initiatives program subject to agency oversight that may include reasonable periodic commission audits.

(b) The local initiatives program must be funded with

available money collected under Section 382.202 or 382.302 or other designated and available money. The program shall be ~~[Money that is made available to participating counties under Section 382.202(g) or 382.302 may be appropriated only for programs]~~ administered in accordance with Chapter 783, Government Code~~[, to improve air quality]~~.

(c) A participating county may agree to contract with any appropriate entity, including a metropolitan planning organization or a council of governments, to implement a program under Section 382.202~~[, 382.209,]~~ or this section.

(d) ~~[(b)]~~ A program under this section must be approved by the commissioners court of the county in which the program is located ~~[implemented in consultation with the commission]~~ and may include a program to:

(1) develop and implement projects in consultation with the director of the Department of Public Safety for coordinating with local law enforcement officials to reduce the use of counterfeit registration insignia, temporary registration plates, and vehicle inspection reports, reduce vehicle emissions component tampering, and reduce the number of illegally disposed of used or scrap tires, by providing local law enforcement officials with funds to identify vehicles with counterfeit registration insignia, temporary registration plates, and vehicle inspection reports, tampered emissions components, and reduce the number of illegally disposed of used or scrap tires, to carry out appropriate actions;

~~(1)(2)~~ develop and implement projects supporting freeway incident management and associated first responders ~~[expand and enhance the AirCheck Texas Repair and Replacement Assistance Program];~~

~~(2)(3)~~ develop and implement programs or systems that remotely determine vehicle emissions and notify the vehicle's operator;

~~(3)(4) develop and implement projects to implement the commission's smoking vehicle program;~~

(54) develop and implement programs to enhance transportation system improvements; [ex]

(65) develop and implement new air control strategies designed to assist local areas in complying with state and federal air quality rules and regulations;

(76) develop and implement innovative transportation projects;

(87) develop and implement regional data collection efforts for air quality and multimodal transportation data to improve efficiency of transportation systems;

(98) establish publicly accessible refueling infrastructure for alternative fuel vehicles; or

(109) establish vehicle loaner program for minority-owned or women owned small businesses for alternative fuel vehicles.

(e) [~~(c)~~ Money that is made available for the implementation of a program under Subsection (b) may not be expended for local government fleet or vehicle acquisition or replacement, call center management, application oversight, invoice analysis, education, outreach, or advertising purposes.

[~~(d)~~] Fees collected under Sections 382.202 and 382.302 may be used by participating counties [~~in an amount not to exceed \$7 million per fiscal year for projects described by Subsection (b), of which \$2 million may be used~~] only for projects described by Subsection (d) [~~(b)(4)~~].

(f) The commissioners court of a participating county may adopt a resolution to end fee collection for the local initiatives program in the county. The commissioners court shall submit the resolution to the commission and to the county tax assessor-collector. The resolution must include a date after which a fee may not be imposed under Section 382.202 or 382.302 for the purposes of the county's local initiatives program on vehicles being inspected or registered in the county. The date must be:

(1) the first day of a month; and

(2) at least 90 days after the date the resolution is submitted to the commission.

(g) On receipt of a resolution under Subsection (f), the commission shall notify in writing the Texas Department of Motor Vehicles, the Department of Public Safety, and the Legislative Budget Board that a fee may not be imposed under Section 382.202 or 382.302 for the purposes of the county's local initiatives program on vehicles being inspected or registered in the county after the date established under Subsection (f).

(h) The commission shall distribute available money collected under Section 382.202(e) that was designated for the former low-income vehicle repair assistance, retrofit, and accelerated vehicle retirement program to counties that participated in that program. The commission shall distribute the money in reasonable proportion to the amount of fees collected under Section 382.202(e) in those counties or in the regions in which those counties are located. A county that receives money under this subsection may use the money only to fund a program authorized by this section. This subsection expires September 1, 2025. ~~[The remaining \$5 million may be used for any project described by Subsection (b). The fees shall be made available~~

~~only to counties participating in the low income vehicle repair assistance, retrofit, and accelerated vehicle retirement programs created under Section 382.209 and only on a matching basis, whereby the commission provides money to a county in the same amount that the county dedicates to a project authorized by Subsection (b). The commission may reduce the match requirement for a county that proposes to develop and implement independent test facility fraud detection programs, including the use of remote sensing technology for coordinating with law enforcement officials to detect, prevent, and prosecute the use of counterfeit registration insignia and vehicle inspection reports.]~~

SECTION 5. Section 382.302(e), Health and Safety Code, is amended to read as follows:

(e) A participating county may participate in a local initiatives [the] program established under Section 382.220 [~~382.209~~].

SECTION 6. The following provisions of the Health and Safety Code are repealed:

- (1) Section 382.003(10-a);
- (2) Sections 382.201(5) and (6);
- (3) Sections 382.202(g) and 382.205(f); and
- (4) Sections 382.209, 382.210, 382.211, 382.212, 382.213, 382.214, and 382.219.

SECTION 7. The Texas Commission on Environmental Quality is required to implement Section 382.220(h), Health and Safety Code, as added by this Act, only if the legislature appropriates money specifically for that purpose. If the legislature does not appropriate money specifically for that purpose, the commission may, but is not required to, implement Section 382.220(h), Health and Safety Code, as added by this Act, using other appropriations

available for that purpose.

SECTION 8. This Act takes effect September 1, 2021.

Local Initiatives Program Fact Sheet

For more information:
Chris Klaus, Air Quality Senior Program
Manager
North Central Texas Council of Governments
cklaus@nctcog.org



ATTACHMENT 2

Texas Ozone Nonattainment and the State Implementation Plan

In Texas, 19 counties exceed federal air quality standards for ground level ozone. This is called nonattainment and it affects some of the most populous regions in our state. Over 16 million Texans live in counties that are classified as nonattainment for the 2015 National Ambient Air Quality Standard for ozone.

The State Implementation Plan, or SIP, is an enforceable plan created by the State explaining how a nonattainment area will comply with federal air quality standards. The SIP includes implementable emission reduction control strategies.

Local Initiatives Program (LIP) exist under Weight of Evidence in the SIP as important strategies to improve air quality and protect human health.

Local Initiatives Program

Focused on lowering vehicle emissions through local transportation projects

Funds local law enforcement to target vehicle inspection stations that are committing fraud, as well as those who are selling counterfeit temporary vehicle registrations – an increasing draining revenue from Texas

What is the LIRAP Balance of Clean Air Account 151?

Approximately **\$176.2 million*** in dedicated funds as of January 2021.

**Source: Texas Commission on Environmental Quality*

What Projects are Eligible?

Projects that improve air quality, such as funding law enforcement to pursue inspection and registration fraud, traffic signal timing and other transportation system improvements and air control strategies

Why is there a balance?

Legislators did not appropriate full funding between 2011–2014 in order to balance state budgets, while fee collections continued at the local level. In 2017, the Governor vetoed appropriated funding, effectively ending the Low-Income Repair and Replacement Program (LIRAP).

How Were Funds Collected?

Air quality fees were collected during vehicle registration in counties that have a vehicle emissions inspection program and the County Commissioners Court agrees to collect the fee. Ten percent of appropriated funds are directed to LIP under the current funding approach.

Is There Still a Need for This Program?

Yes. LIP will provide crucial programs that counties support to combat air quality problems and associated health impacts in their local communities. With modernization, this program can be improved to increase flexibility, participation and make great air quality improvements.

Potential Actions

Fully appropriate the balance of LIRAP funds in Clean Air Account 151 to counties where the fees were collected for use in a focused LIP program

Funds accumulated in Clean Air Account 151 were collected for a dedicated purpose, to improve air quality. These funds could be used for a modernized and more effective LIP program. They would also allow important law enforcement efforts to start, while a county fee collection restarts under an enhanced program.

Give more flexibility to counties for a broader range of local solutions under LIP to combat air quality problems

Allowing a broader range of projects, including data collection efforts for air quality and multimodal transportation data to improve transportation system efficiency, will encourage county participation.

DFW Airport wants to cut emissions to zero by 2030, but can it do it? And what does that mean?

The airport spends about \$30,000 a year on carbon credits and will try to get to zero by 2030.

By Kyle Arnold

Most of DFW International Airport's eco-friendly efforts take place in accounting offices or back hallways far from the view of the air hub's millions of passengers.

But on bright days, travelers can peek at some of the new "dynamic glass" windows in terminals A and E and slowly watch them change from clear to a dark shade of blue-gray to block out the warm Texas sun.

The airport has spent millions of dollars, and saved millions, during the last decade to make it the world's most eco-friendly. Smart trash cans and paper towel dispensers alert employees when supplies are low. Shuttles between terminals now mostly use renewable fuels with a few all-electric versions on the way next year.

From the early days of the pandemic to the fight for survival, here's a look back at some of the toughest days of 2020 for the airline industry.

In 2016, DFW was among the first major facilities in the U.S. to say it was going carbon neutral, meaning it would reduce its carbon emissions and pay for carbon offsets on the open market. The carbon-neutral tag has cost the airport about \$30,000 a year to negate 30,000 to 40,000 tons of carbon emissions.

Airport leaders now plan to cut greenhouse gas emissions to "net zero" by 2030, two decades ahead of Paris Climate Agreement goals.

DFW cut its carbon emissions by more than 75% between 2010 and 2016, mostly by purchasing renewable Texas solar and wind power from utility providers and changing lighting and heating systems over to more energy-efficient technologies.

As one of the largest facilities in North Texas, the airport has a responsibility to be an environmental leader, not only to help the environment but to save money, said CEO Sean Donohue.

But reducing the negative environmental impact of the travel industry will take a lot more than just airports, he said.

"We measure carbon neutrality by what we control," Donohue said. "If we included the aircraft, there is no way we could be considered carbon neutral."

The air travel industry is responsible for about 3% of the world's carbon emissions, according to the U.S. Environmental Protection Agency. Transportation, including trucking and freight ships, are the world's biggest polluters ahead of factories and power generation.

DFW Airport itself created about 38,000 tons of carbon emissions in 2019, according to the airport's audits.

A single passenger's flight from DFW to New York is responsible for 1,600 pounds of carbon emissions, mostly through airplane fuel burn, according to the MyClimate Foundation in

Switzerland's carbon footprint calculator. Multiply that by 75 million passengers a year, and it's easy to see how a single airport's efforts are swallowed by the travel it facilitates.

For reference, an oak tree captures about 1 ton of carbon over a 40-year life.

Before the COVID-19 pandemic upended air travel, pollution was set to be one of the industry's major conversations. It's become a major issue as airlines chart a path out of the pandemic and hope to rebuild a travel industry that's much more efficient to the environment and investors.

In early December, Chicago-based United Airlines said it would reduce greenhouse gas emissions by 100% by 2050.

Airlines, including Fort Worth-based American, have started offering "carbon offset" credits that customers can buy to try to displace the gas emissions used during a flight. Offsets for a flight from DFW Airport to New York's JFK would cost about \$8, money that would be used to try to negate about 1 ton of carbon in the atmosphere through planting trees or funding projects to reduce emissions in developing countries.

American Airlines CEO Doug Parker has said the best way for the airline industry to reduce its carbon emissions and environmental impact is through cutting out fossil fuels and buying more fuel-efficient planes.

"How we really get our carbon footprint minimized is through sustainable fuels and working over time to make that happen," Parker said at a Goldman Sachs presentation in November. "But right now, there's just not nearly enough capacity for sustainable fuels to fund any sort of real airline capacity. So the best thing we can do is have the youngest fleet."

That's one of the reasons airlines were so upset when Boeing's 737 Max was grounded in March 2019 and remained so until late December. The planes are 15% to 25% more fuel-efficient than previous models, a feature that cuts down on emissions and saves airlines money as they try to weather the largest financial downturn in aviation history.

Airlines are making moves to be more environmentally friendly, even though low fuel prices have taken the financial pressure off carriers to be more efficient. American and others have lowered ticket prices to stimulate demand.

"We know that aviation is of concern and the path to net-zero for aviation as a whole is difficult between now and 2050," said Melinda Pagliarello, director of environmental affairs at Airports Council International-North America. "So much of that is about in-flight and we are working to enable airlines to do something about sustainable aviation fuel."

At DFW, Donohue said his staff is moving ahead with efforts even if it will take airlines time to catch up. It's one of only two airports in the world to achieve the newly created top level for sustainability from the Airport Council International Airport Carbon Accreditation program, meaning DFW has moved beyond carbon neutral and toward eliminating all of its emissions.

Still, DFW's last 40,000 tons a year of carbon will be the hardest to eliminate. The airport will take delivery of its first all-electric shuttle buses in June. There are plans to invest in the airport's central utility plant to make it more energy-efficient and move away from natural gas to wind power produced elsewhere in Texas.

Airports have to be careful with how they spend money. Any dollar that goes into the airport, whether from fees on tickets, food sales or parking, has to legally be invested back into the airport and the passenger experience, according to federal laws.

The \$30,000 that DFW pays for carbon offset credits has been a small price to pay, Donohue said. The airport has cut its power and fuel costs by more than \$21 million a year by focusing on energy efficiency.

“Our plan is to transition to electric heating for the terminals,” said Robert Horton, who leads DFW’s environmental affairs and sustainability office. “We plan on only using a small amount of gas for the real peaks.”

The airport will have to reduce its garbage output, too, and Donohue said there are plans for waste sorting to pull out recyclable products. It’s also talking to the airport’s restaurant and catering kitchens about turning food waste into other products.

Dallas Love Field, owned by the city of Dallas, was given a “Level 2” carbon accreditation by Airports Council International in 2018, meaning it has cut its carbon emissions since 2015. Since then, Love Field has focused on reducing waste and adding water bottle refilling stations to cut down on the use of plastic bottles by customers, said spokesman Chris Perry. Love Field did a waste audit in 2019 to figure out ways to cut down on garbage.

DFW’s upcoming \$3 billion terminal F project also could give the airport a lift. Even though the COVID-19 pandemic has put the project on hold, Donohue said the airport and partner American Airlines will have the ability to design the new terminal from the ground up with efficient technologies.

“When terminal F comes back on the table, there will be even more effective ways to build,” Donohue said.

[DFW Airport wants to cut emissions to zero by 2030, but can it do it? And what does that mean? \(dallasnews.com\)](https://www.dallasnews.com/news/transportation/2020/07/28/dfw-airport-wants-to-cut-emissions-to-zero-by-2030-but-can-it-do-it-and-what-does-that-mean/)

Hensley Field redevelopment proposal presented to Dallas council committee

KDFW FOX 4

DALLAS - A former military base in Dallas may soon be developed into waterfront properties on the shores of Mountain Creek Lake.

The development of the master plan for Hensley Field was presented to members of the Dallas City Council's Economic Development Committee.

The plan is to turn the former Naval Air Station between Dallas and Grand Prairie into a combination of corporate headquarters, apartments and waterfront restaurants.

"Hensley Field is, in my opinion, the biggest economic development opportunity and really the biggest housing opportunity we have this decade," said councilman Chad West. "Like a lot of council members, I've visited the site, I've walked it and it's a really truly special place with a lot of opportunities."

There are some challenges in developing the city-owned site that will have to be addressed first -- mainly the cost of cleaning up pollution from the airfield's 50 years of use.

On the Agenda: Collin County grappling with growth

By Bill Hethcock, Dallas Business Journal

County looking to speed U.S. 380 bypass

Collin County commissioners at a [Jan. 4 meeting](#) tabled a decision on the alignment for the future U.S. Highway 380 bypass and authorizing the purchase of land for the project.

Commissioners are looking to accelerate plans for the highway ahead of an official recommendation by the state. The land under consideration is along County Road 164 and Bloomdale Road.

The county commission will reconsider the issue Jan. 25 after the Texas Department of Transportation conducts a virtual meeting Jan. 21 to outline possibilities for the highway from Coit Road to FM 1827.

The segment is part of the U.S. 380 bypass through Denton and Collin counties.

TxDOT conducting environmental study

The transportation department has expressed support for the land to be used for a future freeway, but the department is in the process of conducting an environmental impact study for U.S. 380, according to county staff. The study will take years before an official recommendation is reached, but the land needs to be acquired as soon as possible or it will likely cost much more, county staffers said.

Further complicating matters, the North Texas Municipal Water District needs to install a major water supply line to the city of McKinney as soon as possible, and the easement required for it falls within the US 380 alignment, county staffers said.

McKinney Mayor [George Fuller](#), who attended the commissioner's court [meeting](#), also urged the county to act quickly to ensure that McKinney and the county can accommodate their fast-growing populations.

Eminent domain an option

The vote authorizing the land purchase would allow for the use of eminent domain. Collin County Judge [Chris Hill](#) said seizing the land by eminent domain would be a last resort, but he said it would "likely" be necessary.

"If we were to start by saying, 'I won't support eminent domain ever,' I think that's equivalent to saying, 'We're not going to have a highway,'" Hill said.

TxDOT's virtual meeting can be [viewed here](#) starting 6 p.m. on Jan. 21.

Collin County Commissioners Court Delay Vote on Resolution Authorizing Acquisition of Land Along US 380 Bypass

The matter will be considered on Jan. 21

5 NBCDFW

A motion to consider purchasing land along the U.S. 380 Bypass was withdrawn Monday during a Collin County Commissioner's Court meeting and will be brought up again later this month.

The discussion about the land comes as the Texas Department of Transportation is in the midst of the months-long process of evaluating potential routes for a future freeway to ease highway congestion.

According to TxDOT, it will be more than a year, and possibly two years, before TxDOT adopts a final route for the future U.S. 380 highway.

The work would spread from Coit Road West in the Prosper-Frisco area to FM 1827, just east of McKinney, and could include an eight-lane freeway with frontage roads, TxDOT said.

TxDOT said county staff are seeking the court's approval to immediately begin acquiring land along the proposed bypass, or "red" route, rather than waiting for TxDOT's official recommendation.

The proposed resolution stated that future development in the region could ultimately exclude the particular corridor from consideration unless the land is acquired now, TxDOT said.

TxDOT will lay out its proposed improvement plan during a virtual meeting on Jan. 21. The meeting will be posted online through Feb. 5.

Environmental groups allege Texas rubber-stamped industrial plants' pollution — and that the EPA looked the other way

The groups are suing the EPA, saying it failed to address concerns that air permits issued to big industrial facilities didn't meet federal standards.

By Erin Douglas, Texas Tribune

A group of Texas environmental groups say the federal Environmental Protection Agency looked the other way when Texas didn't require tough enough rules on air pollution for several refineries, gas plants and chemical plants.

The Environmental Integrity Project, along with other Texas environmental groups, [filed a lawsuit](#) against EPA Administrator Andrew Wheeler on Monday after he did not respond to a petition by the groups to correct what they say is a violation of federal law in Texas.

"For too long, EPA has turned a blind eye as Texas has routinely violated the federal Clean Air Act by rubber-stamping weak permits for the state's biggest polluters," said Gabriel Clark-Leach, senior attorney for the Environmental Integrity Project, which filed the action.

A spokesperson for the EPA, Angela Hackel, declined to comment on the lawsuit.

Environmental groups are concerned about eight air pollution permits issued to facilities in Texas including, for example, a [Phillips 66 refinery](#) in North Texas. Phillips 66 did not immediately respond to a request for comment.

Environmental groups say the permits issued by the state to curb smog pollution from the facilities are not as strong as the Clean Air Act requires, potentially hurting the health of those who live nearby — including one plaintiff in the lawsuit, Neta Rhyne, who lives in West Texas' Reeves County.

"This is a problem that's getting worse, not better and, as a lung cancer survivor, I fear for my health and well-being every time I walk outside and breathe the polluted air," Rhyne said in a statement on the lawsuit.

Neighborhoods near industrial facilities are often majority Black and Latino in Texas due to the legacy of government-imposed segregation and wealth inequality, which in turn has resulted in disproportionate health impacts from air pollution for Black and Latino residents. One study by [University of Washington and University of Minnesota researchers](#) found that Black and Hispanic populations experience over 50% more pollution than they generate, while white populations experience 17% less pollution than they generate.

The Texas Commission on Environmental Quality issues permits for air pollution from equipment at large industrial facilities, such as refineries and chemical plants, that should adhere to the Clean Air Act. But Clark-Leach said the permits Texas issues to limit major equipment pollution are unclear about what the pollution limits are and lack necessary monitoring requirements to ensure compliance. That makes it impossible for the public to know whether facilities near them are following the rules, he said.

The groups petitioned the EPA to step in and require the TCEQ to strengthen its permits, a legal process to force states into compliance with federal regulations. The EPA allegedly did not respond to the petitions within the required time, prompting the lawsuit.

The TCEQ, the state's environmental agency, said it could not comment on the lawsuit at this time because it has only had a day to review it.

The Environmental Integrity Project [filed a similar suit over Texas permits in 2017](#) — Clark-Leach said the problem is “pervasive” throughout Texas. The group was successful at that time in getting the EPA to negotiate the permits with the state, but as long as Texas keeps issuing what the groups say are weak permits, Clark-Leach said the EPA will need to step in.

“Texas’ process is flawed and doesn’t ensure compliance,” Clark-Leach said. “We were able to get some good decisions on those issues under Trump, and we are hopeful the Biden Administration will squarely take on the problem.”

New Monitors to Test Dallas Air Quality

Public health investigation aimed at reducing asthma and breathing disorders

By Ken Kalthoff, NBCDFW

Breathing disorders are higher in some Dallas neighborhoods than others and experts want to know why.

A series of nine new air monitors have been installed in Dallas neighborhoods to compare parts of the city with high rates of childhood asthma to other areas with fewer breathing problems and less poverty.

“From an equity standpoint, this is probably one of the most important projects we're doing right now, is to get neighborhood-level data where we know we have public health issues,” said Susan Alvarez with Dallas Environmental Quality and Sustainability.

Experts want to learn if the history of industry in older neighborhoods is a key factor or whether highways surrounding those areas contribute more pollution from vehicles.

“We don't know and that's part of what we're looking at here. We want to try to understand. It could be land use. It could be transportation. It could be a lot of things. And so, this is like the first step in trying to understand that bigger picture,” Alvarez said.

Existing regional air quality monitoring equipment continues to show that North Texas fails to comply with federal clean air standards for ozone pollution. But those existing monitors leave large gaps and do not provide the neighborhood level data that the new Dallas equipment will offer.

The equipment was donated to the city with money from The Nature Conservancy and the Texas A&M Transportation Institute.

Alvarez said a one-year study is planned, but the equipment could continue to be used by the city long after that.

Having trouble viewing the image above? [Click here](#) to open it in a new window.

<https://www.nbcdfw.com/news/local/new-monitors-to-test-dallas-air-quality/2520080/>

Repairs Set to Begin for Margaret McDermott Pedestrian Bridge

Repairs are estimated to be completed by the end of the year, the city manager's office says

By 5 NBCDFW

Work is finally set to begin to address issues that have prevented the opening of the hike and bike portion of the Margaret McDermott Bridge over the Trinity River in downtown Dallas.

Issues related to the cable anchorage system have been at the center of a long-running multi-agency dispute over the pedestrian portion of the \$115 million Interstate 30 bridge.

The Texas Department of Transportation "completed the contractual obligations necessary to move forward with the resolution with the contractor," according to a Thursday memo from the City Manager's office. The contractor will install a larger anchorage system and replace the existing cables that support the bridge.

City officials have been fighting with the state, the contractors and the architect over who should pay for the work. Barricades posted on all entrances have blocked use of the pedestrian bridges.

Materials are being manufactured and are expected to arrive in Dallas in the coming weeks, the memo read. Work is expected to begin as early as the second week of January and estimated to be complete by the end of the year.

"TxDOT, their contractor, the City and our engineer of record will continue to work together as this work is performed in the field," the memo said.

The \$100 million hike and bike paths were designed by famous architect Santiago Calatrava. The bridges built [were a compromise from a much more expensive bridge](#) that was to support the highway crossing. Instead, the freeway traffic crosses the river over a standard bridge with support piers under the roadway.

The option of lower-cost hike and bike suspension bridges beside the standard highway bridge also underwent additional "value engineering" to further reduce the cost by \$3 million, records showed.

Pedestrian safety, partnerships among the ideas to beautify this busy Arlington street

By Kailey Broussard, Fort Worth Star-Telegram

After months of public input, analysis and consultation with experts, Arlington leaders have drafted a preliminary to-do list to [overhaul much of Cooper Street](#).

An update to the study of the corridor from its intersection UTA Boulevard to Bardin Road envisions the stretch as a safer environment for pedestrians where people “think, work, and play.” [Working ideas for Cooper Street include](#) developing cohesive design standards along the road, encouraging environmentally friendly developments through zoning and fee incentives and improve transportation through the different sections.

Planning and Zoning Commission members asked Ann Foss, city principal planner, about the time needed to realize some of the 17 goals, including one proposal to partner with UT Arlington to incorporate research and design activities into the area between Cooper Street, Arkansas Lane and Medlin Road.

Commissioners also questioned the timeline for implementing changes, some of which could take more than 10 years, as well as the process to encourage business owners to invest in the change.

The city will hold its last public input period on the study from Feb. 9 through Feb. 23. Residents with ideas for short- and long-term improvements can [complete an online form during](#) the period or call into a virtual public meeting Feb. 18.

More than 600 weighed into the city’s first public input period in October. The majority of respondents live within a mile of Cooper Street and have lived in Arlington for at least 10 years.

Traffic, visual and safety improvements were the most highly desired upgrades along the corridor. Survey respondents also expressed the most interest in more open space, restaurant and entertainment venues.

The study is projected to go up for City Council vote later in the spring.

AIR NORTH TEXAS OFFERS IDEAS FOR GREEN NEW YEAR'S RESOLUTIONS

By Richardson Today

Air North Texas, a division of the North Central Texas Council of Governments, is asking North Texans to consider starting new habits that help the environment when making New Year's resolutions. Here are three of several resolution ideas listed in a recent post at the Air North Texas blog:

- **Learn How to Compost**
When food is wasted, it ends up using more water and contributing to rises in greenhouse gases, both detrimental to the air we breathe and the environment we live in. Learn how to put leftovers to good use [here](#).
- **Use Reusable Bags and Cups**
Using reusable cups, bottles and bags will keep you from adding to the 4.2 million tons of plastic bags and sacks and the 35 billion empty water bottles contributed to landfills and waterways by Americans each year.
- **Conserve Electricity**
Conserve energy and improve air quality by turning off lights and appliances when you leave the house and replace bulbs with LEDs instead of using fluorescent or incandescent bulbs.

Website: www.airnorthtexas.org/single-post/a-green-new-year

North Central Texas Council of Governments seeks public input on changes to Transportation Improvement Program

By Austin, Blue Ribbon News

The North Central Texas Council of Governments is conducting an online input opportunity beginning Jan. 11 to give residents the chance to comment on changes to the Transportation Improvement Program and Statewide Transportation Improvement Program.

Staff will provide the public with changes made to the 2021-2024 TIP and STIP. North Texans are encouraged to provide their input at www.nctcog.org/input through Feb. 9. The TIP is a staged, multi-year list of projects in the Dallas-Fort Worth area approved for funding by federal, State, and local sources.

The changes were requested by the Texas Department of Transportation in order to remain within Statewide financial constraints prior to the submission of the 2021-2024 TIP/STIP to the Federal Highway Administration. Requested changes not requiring Regional Transportation Council approval are also included for informational purposes.

Details on the Regional Smoking Vehicle Program and vehicle incentive opportunities will also be highlighted during the public input opportunity. To request printed copies of the information, call 817-608-2365 or email cbaylor@nctcog.org.

North Fort Worth Councilman Dennis Shingleton will retire after a decade in office

By Luke Ranker, Fort Worth Star-Telegram

[Councilman Dennis Shingleton](#) won't seek reelection after a decade representing one of Fort Worth's fastest growing suburban areas.

Shingleton, 74, made the announcement Monday through the city. He was first elected in 2011.

"It has been an incredible honor and privilege to serve the residents of District 7 and all of Fort Worth," Shingleton said in a prepared statement. "Together, working alongside residents and businesses from all parts of the community, we have made incredible strides and built a stronger Fort Worth with opportunity for all."

During his time on council, Shingleton served as Mayor Pro Tem and on several committees, including the Fort Worth Sports Authority and Legislative and Intergovernmental Affairs Committee. Shingleton served on the City Planning Commission for nine years, including five years as chairman.

The city's announcement of his retirement touted Shingleton, a retired U.S. Army Colonel, for "his common-sense approach and ability to bring people together to find solutions for even the most difficult issues."

District 7, an odd-shaped zone that includes the Cultural District, part of west Fort Worth and the booming Alliance corridor, has been epicenter for much of Fort Worth's growth over the last 10 years.

The growth has been one of Shingleton's biggest challenges as he tried to balance a pro-business agenda with growing concerns from northern neighborhoods about traffic congestion and other growing pains.

Early last year he suggested the [city slow dense development until east/west arterial streets](#) could be widened. In December he joined two other council members in calling for [a pause to rezoning land for apartments](#), worried that dense housing was adding to the congestion. Also last year he was among council members who blocked an affordable housing complex in Linwood, a popular neighborhood in the Cultural District. Shingleton expressed concerns the area immediately west of downtown had become too dense.

Shingleton played a key role in the Dickies Arena public-private partnership and serves on the board of directors.

[Leonard Firestone, co-founder of the Firestone & Robertson Distilling Company](#), told the Star-Telegram earlier this month he plans to run for District 7. Shingleton last week said he would likely make an endorsement for his replacement.

"It is my hope the next District 7 Councilmember brings a fresh perspective, and a passion for service, strengthening our neighborhoods and serving the residents of Fort Worth," he said in a statement. "District 7 is incredibly diverse with active and engaged residents and businesses. The next representative has an extraordinary opportunity to continue supporting our community and everything that makes Fort Worth an incredible place to live and work."

Shingleton remains the Assistant Tournament Chair for the Charles Schwab Challenge at Colonial Country Club. With Shingletons help, the club hosted the first PGA tournament to return to the schedule in 2020, an effort that involved city resources for COVID-19 testing.

Nine-hole course and nature area make sense, but these East Dallas parks also need better access

After the park board votes Thursday on the Samuell Grand-Tenison master plan, basics such as sidewalks, trails and crosswalks must not be forgotten.

By Sharon Grigsby, Dallas Morning News

More of us might embrace Samuell Grand-Tenison as the best parks network in East Dallas if it wasn't next to impossible for users to find and make our way around its green spaces — and if its closest neighbors didn't risk becoming roadkill each time, we cross the dragstrips that form its perimeter.

Those who regularly drive to Samuell Grand with a singular purpose — golf, tennis or Shakespeare productions — manage OK. But for anyone looking for a spot of respite or seeking to fritter away a Saturday afternoon, navigating these parks — much less finding a sidewalk or trail — is confounding.

All of these shortcomings — and many more — could be corrected if the Dallas Park Board votes yes Thursday for a master plan that reimagines Samuell Grand-Tenison and its erosion-eaten Glen golf course.

If the plan passes, the Glen will be redesigned into a 9-hole course and, by summer, community conversations will begin on how best to transform the rest of that space, which includes White Rock Creek, into a nature preserve.

Re-creating the east side of the park, just beyond the Kansas City Southern railroad tracks, coincides nicely with the upcoming construction of the Trinity Forest Spine Trail, part of which will run just outside the park's boundary and form a crucial connection with the overall Loop trail around Dallas.

All of these plans sound fabulous, but they mustn't squeeze out the basics — sidewalks, trails and safe pedestrian crossings — that Samuell Grand-Tenison has lacked for too long.

Park Department director John Jenkins told me that he also has heard “loud and clear” that at the same time work begins on the golf course and nature preserve, “we need to address access and connectivity.”

“We need to solve the problems with the neighbors in the surrounding areas being more able to easily get to the park,” Jenkins said. “And once there, have better trails and sidewalks through it to connect all the amenities.”

Mesa Design, which began the master plan work in April 2019, held two in-person meetings — one with stakeholders and the other with community members — before COVID-19 forced the remaining meetings onto Zoom. That input and feedback from surveys drove the design work.

The master plan — Samuell Grand's first since 1945 — isn't perfect. The amount of detail and length of the \$74 million wish list are overwhelming and the priorities in the phasing plans are, at times, as clear as mud. Much of the funding would require multiple bond elections or private dollars.

Keep in mind that this is a guiding vision for the next 20 or 30 years, not a specific to-do list. That's why I'm focusing today on the items that will happen soonest — and those I believe are the most important to improve safety and access.

The Samuell Grand-Tenison network is a gem of green space: rolling hills, majestic live oaks and wildlife galore.

The parks serve up a hodgepodge of amenities: Golfers are huge fans of its Highlands and Glen courses. In non-pandemic times, the park amphitheater — which somehow conjures up a cooling breeze on summer's hottest nights — hosts Shakespeare in the Park. The green space is also home to much-used sports fields, an aquatics center, tennis courts, playground and rec center.

But without an overall planning blueprint, changes over the years have come piecemeal and the connectivity of the original park has disintegrated.

If the plan passes — and it seems certain it will — the first work will involve the Tenison Glen Golf Course, which has increasingly existed in the shadows of the more popular Highlands course.

The Park Department has regularly triaged the Glen, the city's first municipally owned golf course, against White Rock Creek's flooding and erosion damage. Countless thousands of dollars later, several of the Glen's greens and cart trails again are perilously close to the water's edge.

Park Department manager and landscape architect John Reynolds is one of many golfers who still play the Glen. But he believes the option for a 9-hole course — the preferred way forward of the majority of survey respondents — will expand golf's appeal and “fit, time-wise, into the life of some people better.”

I was among those concerned that the master plan briefing to the Park Board in December focused on the 9-hole makeover but provided no details of the nature preserve that would go into the remainder of the space. But Jenkins explained a few days ago that omission was only because his department must go back to residents and elected officials to determine exactly what they want.

Funds from golf fees will help cover the cost of the 9-hole redesign, but more dollars will be necessary, especially as plans for the nature preserve take shape. Also, one of the two tunnels that provides access to golfers under the railroad trestle needs to be designated for nature preserve users.

Another top priority should be enhanced intersections on Samuell Boulevard that provide pedestrian-friendly entry to the parks from the Owenwood, Dolphin Heights and Jubilee Park neighborhoods just south of I-30 as well as Grand Avenue crossings from Hollywood-Santa Monica and Mount Auburn to Tenison Park and Samuell Grand.

Other smart recommendations would remove the Tenison Parkway cut-through of Samuell Grand Park and the almost-invisible Clermont Avenue stretch through Tenison Park that pours unexpected traffic onto Grand Avenue.

While the Park Department isn't in charge of the surrounding streets, it believes that the master plan will provide more leverage in conversations with other city departments and even the state.

For instance, Grand Avenue is a portion of State Highway 78, which is under the jurisdiction of the Texas Department of Transportation.

“Now the city has this plan to show TxDOT regarding what people want for that road,” Jason Ney, the Park Department project manager for the master plan, told me.

Yes, there are still a lot of questions. But I believe that the community can work effectively with this document to prioritize and re-energize the parks. As Jenkins said, “The phasing in the master plan isn’t set in stone. We can mix and match.”

If you’re one of the residents or leaders who, despite a pandemic, persevered to create the Samuell Grand-Tenison master plan in place, this East Dallas columnist wants to say thank you.

For those of you who haven’t been involved, evaluate the master plan for yourself and stay tuned for the next round of community meetings so your voice, too, can be heard.

State plans 3 major Lewisville construction projects along I-35E

The Texas Department of Transportation is in the design stages for three major projects to expand streets crossing I-35E in Lewisville.

By Daniel Houston, Community Impact Newspaper

Three roads crossing I-35E in Lewisville are slated for construction as state officials plan for big projects in the coming years.

The Texas Department of Transportation is in the design stage for these projects that are expected to provide for increased traffic capacity at the three I-35E intersections—Main Street, SH 121 Business and Corporate Drive, according to the city of Lewisville Engineering Department.

Lewisville officials have been told the cost of the three projects to the state is expected to be at least \$200 million, city spokesperson James Kunke said. Property acquisition has already begun, he said.

Construction on the earliest of the three projects is not expected to begin until 2023. That is when crews are expected to begin their work at SH 121 Business and Corporate Drive. The third project at Main Street is scheduled for 2025, Kunke said.

While the state is funding and managing the bulk of the projects, the city has pledged assistance as well, Kunke said.

“The City will participate by relocating utility lines and funding aesthetic improvements similar to those at FM 407 interchange and Garden Ridge interchange,” Kunke said in an email.

Main Street project

Cost: \$44 million

Start date: January 2025

Funding source: Texas Department of Transportation

SH 121 Business project

Cost: \$86 million

Start date: January 2023

Funding source: Texas Department of Transportation

Corporate Drive project

Cost: \$71 million

Start date: January 2023

Funding source: Texas Department of Transportation

Dallas City Council Shows Continued Support for RedBird Development

By Alanna Quillen

Dallas City Council is showing continued support for an important business development at the old Red Bird Mall site.

It's part of a promise the city says it's committing to in an effort to keep jobs and opportunity flowing in southern Dallas.

The discussion at Wednesday council meeting centered around the business process outsourcing center at the site that has helped bring hundreds of jobs to the area in the past year.

In 2019, the city approved a \$2 million economic development grant for Chimes Solutions -- a human resources and staffing firm -- to expand its business at the [old Red Bird Mall site at Highway 67 and Interstate 20](#).

The company said it breathed life into a dead mall in its home base of Atlanta so it wanted to do the same in southern Dallas as part of its expansion plan.

[They built a 51,000 square foot facility](#) and filled it with full time call center jobs with benefits.

Council says many of the people they ended up hiring live in the area, many of whom were on vouchers or lived in Dallas housing projects.

"During this pandemic, 1,300 new jobs around Red Bird mall. Most of those people within a one to 5 mile radius. And they're still hiring another 250 jobs which is a great deal," said councilman Tennell Atkins of District 8.

However, since the pandemic, a lot of those employees have been working from home instead of at the center.

[At the Dallas city council meeting on Wednesday](#), the council agreed to amend their earlier agreement with the company that involves expansion requirements as part of their grant terms.

The city also agreed to an additional grant installment to help the company create hundreds of more jobs in the next few years.

"The economic development team can attest to how this is a better deal for the city. When you break it down to the number of jobs and amount of money involved, this modification is an improvement and better for us," said councilman David Blewett of District 14.

The Chime project is the first of its kind in southern Dallas in at least 20 years but it's [part of the even bigger "Reimagine Red Bird" development](#) that is taking shape there.

The entire site is currently undergoing a \$220 million dollar redevelopment that's transforming the mall into a mixed-use development, with new options for shopping, dining, entertainment, affordable housing, office space, and more.

Projects that are still in the works [include UT Southwestern and Children's Health medical offices](#), a conference hotel and a 300-unit upscale apartment complex that will charge rent based on a person's income.

[Dallas City Council Shows Continued Support for RedBird Development – NBC 5 Dallas-Fort Worth \(nbcdfw.com\)](#)

Dallas' First Testbed for Smart-City Transit Tech Receives Funding Through \$4M Federal Grant

Dallas' S.M. Wright Highway is being rebuilt into a pedestrian-friendly boulevard, complete with advanced smart-traffic capabilities. The U.S. Department of Transportation grant was key in getting the tech added to the highway.

By Dave Moore, Dallas Innovates

The U.S. federal government has awarded the City of Dallas \$4 million in funding to effectively greenlight the city's first testbed for smart-transit technology.

A 1.5-mile stretch of the S.M. Wright Highway is already being rebuilt into a pedestrian-friendly boulevard; a far cry from an elevated, six-lane highway complete with a dead-man's curve. Like many highways, the S.M. Wright has divided a low-income, minority neighborhood since the 1950s.

The U.S. Department of Transportation grant, which was announced on Dec. 31, was key to injecting advanced smart-traffic capabilities into that stretch of road, according to [Ghassan Khankarli](#), assistant director of transportation planning for the City of Dallas.

Key outcomes for both the physical reconstruction and technological improvements will be to improve pedestrian safety while improving traffic flow. While plans for the physical changes to the road have been set, the extent of the technological installations are not.

"Definitely, as we start getting this project off the ground, we're going to have to start refining what the scope is going to be," Khankarli said. Possibilities include:

- connected-vehicle technologies that allow traffic signal controllers to communicate with vehicles, to better synchronize traffic lights, and inform drivers about impending traffic-signal changes;
- pedestrian crosswalk buttons that are activated by the presence of pedestrians, rather than by touch;
- smart-transit bus shelters that inform riders of estimated times of arrival, Wi-Fi and charging ports; and
- connected-vehicle tech that will give emergency vehicles and/or buses priority to pass through intersections.

Khankarli said before those connected-vehicle tech features can work, the City of Dallas will need to amend its 2017 agreement with Ericsson, which didn't include that option. Unlocking that feature will also allow for the use of connected-vehicle technology in other portions of the city, where crews are installing updated traffic-signal controls with those capabilities.

S.M. Wright Beat Out Competitive Projects

Dallas Innovates [previously reported](#) that the City of Dallas was in the running for the grants for the smart-city testbed grant; December's award announcement takes the city's plans one step closer to completion.

The S.M. Wright project was one of 46 applicants that requested more than \$205 million in innovation-fueling grants from the U.S. Department of Transportation's Federal Highway Administration.

"This year, in addition technologies to reduce congestion, the grants will fund projects that support autonomous and connected vehicle technologies," the release stated, adding that the grants will pay for early deployments of forward-looking technologies that can serve as national models.

"The program selections this year look to the future to help ensure that our nation's highway network is able to accommodate the many advanced technologies on the horizon," Federal Highway Administrator Nicole R. Nason said in a release from the U.S. Department of Transportation.

On Dec. 31, the administration announced 10 recipients of the Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) grants, including \$4 million toward S.M. Wright.

"This \$49.6 million in grant funding will support innovative solutions to improve connectivity and help prepare America's transportation systems for the future," said U.S. Transportation Secretary Elaine L. Chao in the same news release.

The S.M. Wright project's total cost is estimated at \$79 million, and its completion date is estimated at late 2023 or early 2024, Khankarli said. He said successful applicants for the grants were required to find local financial support.

The City of Dallas did so through obtaining a \$4 million commitment from the Regional Transportation Council, which oversees the metropolitan transportation planning process for the Dallas Region, through the North Central Texas Council of Governments.

Demolition underway on a piece of Dallas history near the Trinity River levees

The remains of the Atchison, Topeka & Santa Fe railroad trestle bridge are being removed to make necessary floodway improvements. The old Atchison Topeka & Santa Fe (AT&SF) trestle bridge structure spans 1,000 feet in the Dallas Floodway -- acting as a sieve, says the Army Corps of Engineers, collecting debris and exacerbating flooding between the levees.

By Destine Gibson, Dallas Morning News

Dallas is losing a significant piece of its history.

The *Oak Cliff Advocate* reports that the city [began demolishing](#) the landmark Atchison, Topeka & Santa Fe railroad trestle bridge on Jan. 4. The process is expected to take about two weeks.

Its fate has been sealed since 2018 when the U.S. Congress approved spending about \$275 million for long-needed floodway improvements near the Trinity River.

The bridge, which was built on the site of several previous iterations in 1934, has been out of commission since the 1980s, but it stood as a relic of Dallas' past.

"I think it's a big loss to Dallas' history," architect Marcel Quimby [told *The Dallas Morning News* last year](#). "The structure is part of the collective history of the Trinity River and Dallas' reclamation of the Trinity and the levees built to control flooding. And I hate to lose that. The roots of that trestle are just so much a critical part of Dallas' growth."

The train trestle's demise has been a long time coming, with federal government and city officials warning it could cause significant damage if it collapsed during a flood. And when the river does flood, debris — including garbage, tree limbs and even construction equipment — gets caught in the bridge's support beams.

The railroad originally built a trestle in 1872, and a steel truss from 1903 remains standing. A remnant of the trestle that runs under the Santa Fe Trestle Trail bike bridge is being preserved for now.

Joppa Pedestrian Bridge is a Symbol of Neighborhood Frustration

Dallas City Council to vote on Joppa bridge and roadway funding Wednesday

By Ken Kalthoff, NBCDFW

Funding for a pedestrian bridge to be voted on by the Dallas City Council Wednesday is a symbol of frustration for the Joppa neighborhood.

The historic Freedmen's Town, where freed slaves once settled, has seen many broken promises over the years.

Residents of Joppa (pronounced Joppey) were told about this footbridge long before rail traffic became too busy and the surface level railroad crossing the bridge was closed to residents who walk or ride bicycles.

A motor vehicle bridge constructed 20 years ago is too narrow for safe crossing by cars and people on foot.

That narrow vehicle bridge was built after a death in the Joppa neighborhood when ambulances could not cross the train tracks.

"This process with the pedestrian bridge has been going on already for years, since like 2015," Joppa community leader Temeckia Derrough said.

Construction of the footbridge was actually approved last year but the Dallas City Council will vote Wednesday on accepting \$1.2 million from the state, which is needed to actually start construction.

Approval of another \$1.2 million from the state will launch the reconstruction of the hard to use Carbondale Street entrance to the other side of the neighborhood.

"Joppa is the poster child of inequity in the City of Dallas," City Council Member Adam Bazaldua said. "They have absolutely been the community that gets the short end of the stick."

Bazaldua was not in office for most of the Joppa history, but now that he is, Bazaldua said he is committed to seeing the neighborhood thrive.

Habitat for Humanity has built many new homes there. A new restaurant is even serving hot food in Joppa.

"There is so much cultural significance that we are trying to highlight and trying to lift up," Bazaldua said.

After many years of talk about a new community center in the abandoned school building which was once the only place around for African American kids, the councilman said that plan is close to reality.

"Some exciting news should be coming public here soon," Bazaldua said. "Our goal is to preserve it as much as possible, even if it's just the outside façade."

Derrough fears actual completion of the community center and pedestrian bridge will require far more patience.

"I think things are improving but not fast enough. We go back to time. How long will it take," she said.

Derrough said she is encouraging her neighbors to speak louder.

Bazaldua said he is seeking commitments that the pedestrian bridge be completed in three years instead of the five years that had been discussed before.

<https://www.nbcdfw.com/news/local/joppa-pedestrian-bridge-is-a-symbol-of-neighborhood-frustration/2527212/>

Denton officials to apply for \$2.5 million in DCTA grant funding for sidewalks

By Paul Bryant, Denton Record Chronicle

Denton city officials will apply for more than \$2.5 million in grant funding from the Denton County Transportation Authority to enhance pedestrian safety and improve connectivity to bus and rail services.

“Basically, that money is going to allow us to construct more segments of sidewalk and augment what we have from the 2019 bond election,” District 3 Denton City Council member Jesse Davis said. “Also, hopefully we can leverage it to secure some federal funding from the Safe Routes to School program.”

According to city documents, staff members have proposed using the grant money for improvements at Sycamore and Welch streets for DCTA customers traveling from the A-train station downtown and, ultimately, to the University of North Texas.

The construction of sidewalks will “eliminate the existing gaps in pedestrian infrastructure and provide safe paths to schools” and DCTA routes 4, 5 and 6 for residential communities in the Ginnings and Alexander elementary schools attendance areas; the construction of sidewalks to provide connectivity to Wilson and Pecan Creek elementary schools and to transit routes; and for an all-walk crosswalk and signal improvements on the downtown square.

The city’s 2019 bond program included about \$221 million for street improvements, acquisition of park land and public safety facilities. The Safe Routes to School initiative involves transportation officials, peace officers and others to make it safer and easier for students to walk and bike to school.

“Sidewalks to schools, especially, are one of the most popular and needed transportation improvements in Denton,” at-large Place 6 council member Paul Meltzer said. “And adding connectivity to public transportation is all the better.”

The grant proposal also includes adding missing sidewalk connectivity on the east side of Bell Avenue downtown “in close proximity to the Downtown Denton Transit Center, the Denton Rail Trail and major employment and education centers” in the area; and building an 8-foot sidewalk on the north and south sides of Medpark Drive.

The improvements are scheduled to begin in the spring if DCTA approves the city’s grant application in the coming weeks.

DCTA board members in November approved their policy for the Transportation Reinvestment Program for member cities Denton, Lewisville and Highland Village. It is a 5-year plan with an initial startup amount of \$2 million, [the Denton Record-Chronicle reported](#). That is in addition to annual funding at 15% of DCTA’s net available fund balance.

“Basically, this is a new initiative the board wanted to do for its member cities in order to enhance the ability for people to access public transportation,” said Chris Watts, chair of the DCTA board and former Denton mayor. “Member cities can apply for grants and projects that enhance transportation. How can we use that money to enhance and provide better service and access for our community for public transportation.”

The DCTA program includes several eligible projects, such as bike lanes, street lighting, sidewalks and crosswalks. Many of the projects are required to be along existing or planned DCTA routes to be eligible, but sidewalks and crosswalks can be within a mile of those routes.

“It’s a way to really bring back some of the sales tax dollars the community has been paying for transportation,” Watts said.

Residents in 2004 voted to appropriate a half-cent sales tax for DCTA. The state sales tax rate is 6.25%. In Denton, the local rate is 2%, for a total sales tax paid by consumers of 8.25%. Of the city’s 2% portion, a half-cent of the revenue is allocated for DCTA. One cent goes into the general fund for operations, and the other half-cent is used for property tax relief.

The Transportation Reinvestment Program “returns money to the member cities that paid in based on sales tax, and that is a good thing,” Denton Mayor Gerard Hudspeth said. “For example, the sales tax (revenue) this year is estimated around \$40 million. That is not based on performance or need. That is just sales tax. To have an opportunity to recoup some of those funds back to the city is a good thing.”

DCTA operates seven routes in Denton, and the A-train is a 21-mile commuter rail line that connects Denton and Dallas counties.

Reopening Heritage Plaza Park in downtown Fort Worth may require more private donations

By Luke Ranker, Fort Worth Star-Telegram

Funding is taking shape to breathe new life into [Heritage Park and create a scenic walk from the historic Tarrant County Courthouse down the bluffs of the Trinity River](#), but more private donations may be needed before the downtown Fort Worth park becomes reality.

Andy Taft, president of Downtown Fort Worth Inc., said Tuesday about \$17.6 million has been identified to [revitalize the Heritage Park Plaza water features, create a plaza in Paddock Park](#) north of the courthouse and improve pedestrian access. Some of that money has not been fully allocated, he said. The project, which includes a fountain north of the courthouse and a grand staircase down the bluff, is expected to require about \$40 million with construction estimated at less than \$30 million.

That leaves about \$12.5 million still needed to construct the improvements.

At a [Fort Worth City Council](#) briefing last March, Assistant City Manager Fernando Costa said that money could come from the 2022 bond program. But Taft wants more private donors to come forward before voters are asked to support a bond initiative. The original funding proposal called for the city and Downtown Fort Worth Inc. to split the cost, but Taft is hopeful his organization can take on more than 50% of the funding burden.

“The more we can raise, the higher likelihood that we could get this on the bond program and the voters will vote for it,” Taft told the Star-Telegram.

He briefed the Tarrant Regional Water District board of directors Tuesday morning on the plan but did not ask the agency for funding. The district oversees uses of the Trinity River.

So far about \$8 million has been allocated for pedestrian improvements. Sidewalks along Weatherford and Belknap would be widened at the corners. The “bump outs” would result in the loss of a few parking spaces but would shorten the walk across Weatherford and Belknap. Tarrant County has committed \$1 million and the Regional Transportation Council, part of the North Texas Council of Governments, has committed about \$7.3 million.

A potential funder, who Taft would not name, is interested in funding the estimated \$3 million for work to Paddock Park, which is little more than a median between East Belknap and North Main. The short stretch of East Bluff Street that forms a loop from Commerce Street to Houston Street would be blocked at the entrance to North Main Street. A large fountain or other water feature would take the street’s place, forming a long public plaza north of the courthouse.

Across the street, restoring Heritage Plaza could cost \$2.5 million plus \$1.3 million for new landscaping in front of the plaza, according to an itemized budget proposal submitted to the city last year. But plans go beyond reopening the Lawrence Halprin-designed plaza, which closed in 2007 due to safety concerns.

A series of terraced gardens would create the “Spanish steps of Fort Worth,” Taft said, imagining a popular open space. A preliminary cost estimate came in at \$1.7 million, thought figure could change.

“I think it doesn’t take much imagination to see how enjoyable the view from these stairs would be: how people would exercise on them, they would have lunch on them, they would have dates on them and fall in love on the stairs, they would propose and get married on the stairs,” he said. “There is nothing like this in the city of Fort Worth, and we have an opportunity to use the bluff itself as a remarkable civic space.”

A gently sloping, zig-zag canopy walk would provide scenic access to the river landing for those who can’t use the stairs. Taft said the Regional Transportation Council has indicated serious interest in providing up to \$5.3 million for an Americans with Disabilities Act-complaint walkway. Another \$1 million may be available in the form of a Texas Parks and Wildlife grant.

Downtown Fort Worth Inc. and the city would also like to come up with about \$9 million for annual and long term maintenance, again possibly split between the two organizations. That money would be placed in an endowment fund.

Taft says conversations with possible donors are ongoing. Those who want more information can [visit Downtown Fort Worth Inc.’s website](#) or call [817-870-1692](tel:817-870-1692).

Report: Despite Fewer People On Roadways, Risky Driving And Fatal Crashes Surged In 2020

By CBSDFW.com Staff

NORTH TEXAS (CBSDFW.COM/CNN) — All of America has been forced to stay home and limit travel because of the COVID-19 pandemic. But even though fewer people were on the roads during the first six months of the pandemic, data shows riskier driving surged, leading to a troubling uptick in fatal crashes.

The National Highway Traffic Safety Administration (NHTSA) released a report on Americans' driving habits from March to September 2020 and found some disturbing trends. Traffic deaths rose, fewer drivers and passengers wore their seat belts and more drivers who were injured in car accidents had drugs or alcohol in their system.

The NHTSA report doesn't include context on why these dangerous driving trends have occurred during the pandemic, partly since the data it cites is preliminary. But it has already launched a social media campaign to appeal to drivers in states where highway deaths have surged the most, including Texas, Louisiana, Michigan and New York.

"NHTSA is deeply concerned about the trends in highway safety evident in the preliminary 2020 data," the organization told CNN in a statement.

Fewer People Were Driving, But More People Died In Car Accidents

More people stayed home from March to September 2020 than in the same time period in 2019. The number of people who stayed home in the US peaked in April at 28.1% compared to 19.7% in April 2019, the report found.

Despite fewer drivers on US roads, a larger share of drivers engaged in risky behaviors such as speeding or driving under the influence.

Highway deaths surged as a result. During the first nine months of 2020, over 28,190 people died in car accidents — an increase of 4.6% from the same period in 2019, when 26,941 people died, according to separate NHTSA report.

Seat Belt Use Fell

Seat belt use also declined during the first several months of the pandemic. Before the pandemic, around 78.1% of drivers wore their seat belts. Between March and July 2020, that number fell to 71.6%.

Passenger seat belt use declined even more steeply, from 75.4% before the pandemic to 59.2% between March and July 2020, though in the cases of both drivers and passengers, seat belt use increased slightly between late July and September 2020.

Infrequent seat belt use likely led to more car occupants being ejected from their vehicles. Ejections from March to September hovered around 1 ejection per 100 crashes that emergency services responded to. Ejections peaked in April at 1.5 ejections per 100 crashes that required emergency services — more than double the rate in April 2019, the NHTSA said.

Speeding Surged

Average speeds increased on urban and rural roads throughout 2020, too. On average, speeds increased by 22% in selected metropolitan areas during the pandemic, according to the report. A large gap in speeds between drivers on the same road — what's known as speed dispersion — often correlates with a higher likelihood of crashes, the NHTSA reported.

More Injured Drivers Had Drugs Or Alcohol In Their System

A study of fatal or severe injuries among road users found that two-thirds of drivers had at least one drug in their system at the time of their accident, including alcohol, marijuana or opioids, according to the report.

That may have something to do with the uptick in alcohol and drug sales during the pandemic, the report said. From July to September, alcohol sales were around 20% higher than they were the previous year, according to the report. In Colorado and Oregon, legal marijuana sales increased 38% and 45% respectively compared to the previous year.

NHTSA Pleads With Drivers To Stay Safe

In an open letter, the administration is pleading with drivers to stop risking their lives behind the wheel to prevent further strain on police and emergency responders.

“The law enforcement and EMS community across the country have made your road safety a priority — but they are already stretched thin and at risk,” the NHTSA said. “Please do not further burden them with your poor driving choices.”

As the pandemic continues into 2021, the administration has asked drivers to continue wearing their seat belts, obeying the speed limit and driving sober to “reverse 2020’s terrible trend.”

<https://dfw.cbslocal.com/2021/01/19/fewer-people-roadways-risky-driving-fatal-crashes-surged-2020/>

Dallas' New Mobility Plan Admits That Walking Here Is Dangerous

The first-ever mobility plan ties the city's infrastructure to economic development, the environment, and housing. It also says we need to prioritize pedestrians.

By Matt Goodman, D Magazine

The city of Dallas owns and maintains about 4,400 miles of sidewalk, but only 1,200 of those miles are undamaged or unobstructed. [A Washington, D.C.-based nonprofit](#) that judges how safe cities are for pedestrians says Dallas is more than twice as dangerous as the national average, scoring us just outside the 20 most unsafe cities for walking in America.

In considering parking requirements for proposed developments, the city only takes into account what it means for people in cars, not giving any special favor to projects that may encourage the use of public transit or actually reduce the need for a vehicle. Meanwhile, about half of all fatal and severe vehicular crashes occur on just 8 percent of Dallas' streets, split between the denser core of downtown, Uptown, and Oak Lawn and the high-speed, six-lane arterials you can find all over town. In 2019, 174 people died in traffic-related incidents and another 920 were seriously injured.

These statistics come from the city's [first-ever mobility plan](#), a project that has been in the works since the Department of Transportation was reorganized, in 2018. Until now, the city has not formally attempted to account for how transportation policies affect pedestrian safety, as well as land use and economic development. Back in 1991, the city considered the very bad idea of widening Harry Hines to eight lanes through the Medical District. By contrast, this plan calls for the opposite: traffic-calming measures where possible and improved infrastructure to make it safer for folks to get around without a vehicle.

This mobility plan, which was unveiled yesterday in a Transportation and Infrastructure Committee meeting, is called Connect Dallas. It identifies some of the city's transportation problems and provides guidance to prioritize spending on projects that will make it easier and safer for people to walk, bike, and use public transportation. "It really lays out the foundation for other elements such as housing, economic development, and equity and how all of them connect together," said Majed Al-Ghafry, an assistant city manager. He called it "the framework for how we move forward ... in terms of funding strategy."

There have been public surveys, dozens of meetings, council briefings, and a mobility symposium. The City Council's Transportation and Infrastructure Committee learned yesterday that the 106-page draft was now online. The public is encouraged to share their opinions on the plan.

It identifies seven areas of focus: safety, environmental sustainability, equity, economic vitality, housing, and innovation. Rather than transportation policies that would benefit the region, the plan presents a strategy that it calls "compact and connected." It calls for stitching together neighborhoods by investing in infrastructure like protected bike lanes and wider sidewalks while giving preferential consideration to private developments that would bring jobs and housing to neighborhoods lacking in each. Only 75 percent of DART's existing major transit stops actually have sidewalks within a quarter mile.

“Though many viewpoints provided a diverse set of feedback that informed the process, one key theme emerged: a desire to create a more equitable and sustainable future by providing affordable and safe transportation choices that connect to key destinations,” the plan reads.

It presents transportation as a salve, acknowledging that our car dependence and sprawl have evolved because a vehicle is the only way to conveniently get to certain destinations. It wants an overhaul to the city’s bike strategy, which hasn’t been touched since 2011. It calls for working with DART to establish “last mile” options, an important connection for the new bus routes that will prioritize reliability over coverage. And it reiterates the importance of actually achieving the goal of Vision Zero, which is to eliminate traffic fatalities.

We’ve long used this blog to remind you that [Dallas is a city that hates pedestrians](#), largely because it is designed for vehicles and not people. This plan identifies problems and establishes goals, but it doesn’t have a ton of concrete solutions outside of improvements to staff operations that the city believes will best position it to fix some of these things. (When it talks about “last mile” coverage, it’s hard not to recall how the city face-planted when regulating dockless scooters.)

[Head here](#) to read the draft for yourself, then take [the city’s survey](#) to let staff know your thoughts.

Instead, it reads like a way to reform how the city does business, analyzing the impact of everything from street design to parking and how getting these things right can make Dallas a more livable city. Some are more ambitious, like concentrating new housing within a quarter mile of high-frequency transit locations and reducing solo vehicle trips by 50 percent by 2040. Others are far simpler: finish building sidewalks within a quarter mile of all transit stops, add sidewalks to neighborhoods that don’t have them, eliminate some parking requirements for new developments.

The city has promised that this plan will not gather dust on a shelf like so many others have over the years. Now it has guidance. It is up to the city to follow it.

Developers plan office project to start Allen mixed-use project

Thakkar Developers says it's ready for the first phase of the 80-acre Avenue development on S.H. 121.

By Steve Brown, Dallas Morning News

McKinney-based Thakkar Developers is pitching plans for the first phase of a 1 million-square-foot office development in Allen.

The planned office building is part of the developer's 80-acre Avenue mixed-use project at State Highway 121 and Alma Road.

Thakkar Developers plans to begin the project with a 125,000-square-foot office building. Construction on the building is expected to start in the second quarter of this year.

"Thakkar Developers is experiencing a lot of the momentum in our development of The Avenue and we are excited to bring this project to the Allen community," Poorvesh Thakkar, chief executive officer, said in a statement. "We expect office leasing activity to be strong based on The Avenue's prime location with frontage on State Highway 121 providing excellent access to all areas of the D-FW Metroplex."

The developers have hired commercial property firm Cushman & Wakefield to market the office project. Brokers Chris Taylor, Clint Madison and Rodney Helm are hunting tenants for the new building.

Along with office and retail, plans for The Avenue include single-family homes and urban residential rental units on the site on the south side of S.H. 121.

Thakkar Developers previously proposed a sports stadium on part of the 80-acre property, but the project was redesigned to include more office space.

The proposed Avenue building is in an area that's already seeing significant office and commercial construction activity.

McKinney-based Independent Financial this week announced development of a second office building in its corporate headquarters campus on S.H. 121 in the Craig Ranch development.

And Allen-based JaRyCo Development plans to build a 135-acre urban-style project on S.H. 121 at Alma Drive called The Farm. The mixed-use project will include office, retail and residential space along the south side of the tollway.

North Texas Construction Cost Savings May Be Rerouted to New Transportation Projects

In contrast to the spending in other areas, some government entities have realized savings during the COVID-19 crisis — including for transportation project construction.

By Kim Roberts, *The Texan*

While governments at all levels have been spending extra money during the COVID-19 crisis, one area in which some savings have been realized is in construction costs for transportation projects.

At the North Texas Regional Transportation Council (RTC) meeting last week, Director Michael Morris told local officials that, as forecasted in February 2020, many transportation construction projects saw at least ten percent savings in estimated costs.

Christine Gotti, a program manager at the North Central Texas Council of Governments (NCTCOG), said that from March 2020 to January 2021, the total net savings was \$111,335,527, a total percentage savings of 9.95 percent.

“We have seen this happen in almost every economic downturn, and so we knew to watch for it and expect it this time as well,” Gotti told *The Texan*.

The project realizing the greatest savings was work on State Highway 170 from Interstate Highway 35W to the Denton County line. That project was originally estimated to cost \$141,479,076, but the bid came in at \$98,999,997 bid, a savings of just over 30 percent.

More significant savings will occur in the construction costs of State Highway 121 from the Collin County outer loop to County Road 635, dropping from an estimated cost of \$109,092,112 to an accepted bid of \$91,386,585 bid, resulting in over 16 percent in savings.

“Not a lot of people talk about the purchasing power elements of revenue,” Morris told the officials at the RTC meeting. “A cost savings of ten percent equals a ten percent increase in revenue, which will be quickly expedited in our region to go to other transportation projects.”

“Technically, cost savings are not going to be used on other projects until the year is over and carryover dollars are calculated. We are awaiting carryover calculations from the [Texas Department of Transportation] for Fiscal Year 2020,” Gotti explained.

Nevertheless, the RTC has approved three rounds of new projects that will utilize existing funding and any cost savings realized, she said.

Candidate projects include the Y-Connector at Interstate 20 and Interstate 820, a \$1.2 billion project along State Highway 183, and high-speed rail projects from Dallas to Houston and Dallas to Fort Worth.

Morris said he anticipates the new Biden administration will pass a national infrastructure bill, which would provide more funding for transportation projects too.

Roanoke plans US 377 beautification project

The city of Roanoke is planning a beautification project on US 377 following the completion of an ongoing Texas Department of Transportation project in the area.

By Sandra Sadek, Community Impact Newspaper

A more than 1-mile portion of US 377 in Roanoke will receive additional upgrades once a current Texas Department of Transportation project is completed in fall 2023, according to Roanoke City Manager Scott Campbell.

Campbell said the city is paying for upgrades regarding stonework and streetlights. The city has also requested that road medians are not filled with concrete to allow for landscaping upgrades once road work is done.

“When this is all finished, I think it's gonna be a really nice addition to the city,” Campbell said. “It is going to be a nice addition for our businesses, just because the flow through town is going to be so much better.”

Money for the beautification of US 377 has been budgeted in the city’s capital improvement planning, Campbell said.

TxDOT began construction in June on a 1.12-mile portion of US 377 in Roanoke.

The road improvement project stretches from Henrietta Creek Road north of Byron Nelson Boulevard to James Street, and it includes the reconstruction and widening of US 377 from a two-lane rural road to a four-lane divided roadway with raised medians and sidewalks, according to TxDOT.

TxDOT releases 5 potential alignment options, 3 focus areas for US 380 in Collin County

By Miranda Jaimes, Community Impact Newspaper

The Texas Department of Transportation released a [virtual public scoping meeting Jan. 21](#) to discuss and receive public comments on its proposed US 380 project through Collin County from Coit Road to FM 1827.

In early 2020, TxDOT concluded the Collin County Feasibility Study, which [decided on a recommended alignment of a freeway](#) along US 380 from the Dallas North Tollway to the Hunt County line. At the Jan. 21 public hearing, TxDOT presented five conceptual alignments for the project in the area shown in orange, which runs through McKinney, Frisco, Prosper and New Hope.

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

Option 2 was presented in purple and would require new construction along its 15.8 miles. This alignment would begin at the intersection of Coit and US 380 in Prosper and travel around the north side of McKinney to eventually connect back to US 380 and FM 1827.

Option 3 was presented in blue and would span 15.6 miles. The difference between this option and the second option is where the road follows Segment C along and east of the East Fork of the Trinity River. This alternative would connect back to US 380 near FM 1827.

Option 4 was presented in gold and would span 16.3 miles. It would turn south along the west side of the east fork of the Trinity River to connect to US 380 near Airport Drive and then follow US 380 east to FM 1827.

Option 5 was presented in brown and spans 14.8 miles. This alignment would turn north and east to travel along the north side of McKinney and connect to US 75 and Hwy. 5. It would then follow the alternative east of and parallel to the east fork of the Trinity River to connect to US 380 near FM 1827. This option differs from Option 3 in its Segment B.

Modifications may continue to be made to these options as the project progresses, the presentation stated.

TxDOT must choose the best option for the project areas. To help compare these options, it has divided the project area into three focus areas for the public to review. The first is two new location segments on the west side of the project area in Prosper, Frisco and the west side of McKinney. The second is a common segment in the central portion of the project area, and the third includes two location segments on the east side of the project area in east McKinney. Each of the options is composed of different combinations of these focus areas linked end to end, the presentation stated.

Each of these focus areas has an option of not building a freeway in Segment F, shown here. Segment B is a newly developed alternative that requires additional study. The city of McKinney [recommended Segment B](#) as its preferred alternative to segments A or F. The

challenges associated with this focus area include large neighborhoods, existing and proposed developments from McKinney and Prosper, major utilities and a special-use facility, the presentation stated.

After coordinating with the city of McKinney and other stakeholders, TxDOT has shifted Segment E in the second focus area about 80 feet to the north to accommodate construction of a [new major water delivery pipeline](#), the presentation stated. The shift will also create a wider buffer between the freeway and the Heatherwood neighborhood.

TxDOT is also proposing a shift in the proposed freeway connecting US 75 and Hwy. 5 in McKinney. The shift will move this freeway to the south slightly to help pave the way for an economic hub at Laud Howell Parkway, per the city of McKinney's request.

The presentation emphasized a final alignment has not been chosen and that each concept is being shown with 340 to 400 feet of right of way width.

Input on these options and the three focus areas is being accepted through Feb. 5 to be considered as part of the study documentation. Comments can be submitted [here](#), emailed to stephen.endres@txdot.gov or submitted via phone at 833-933-0439. A mailing address is also available.

To see the full presentation and to learn more about the project, [click here](#).

North Central Texas Council of Governments Hosts Virtual Meetings Discussing High-Speed Transportation

The options include traditional high-speed rail, magnetic levitation trains, and hyperloop technology

By NBCDFW

North Texans have two upcoming opportunities to learn about and contribute to the study of high-speed transportation in Dallas-Fort Worth.

The North Central Texas Council of Governments is hosting virtual public meetings at 12 p.m. on Wednesday and 6 p.m. on Thursday, allowing residents to learn more about the Dallas-Fort Worth High Speed Transportation Connections Study and provide input to planners.

According to the North Central Texas Council of Governments, the study evaluates high-speed transportation alternatives to modernize travel between Dallas, Arlington, and Fort Worth.

The transportation choices aim to accommodate the expected population growth from 7.5 million today to more than 11 million by 2045, the North Central Texas Council of Governments said.

The options include traditional high-speed rail, magnetic levitation trains, and hyperloop technology.

High-speed transportation would reduce congestion on North Texas roadways and decrease travel time between Dallas and Fort Worth, the North Central Texas Council of Governments said.

According to the North Central Texas Council of Governments, the technology selected will connect to other planned high-speed transportation systems, eventually linking passengers to regions such as Houston and South Texas.

The public meeting can be viewed at www.nctcog.org/dfw-hstcs.

Residents without internet access can call 855-756-7520 during the meetings to listen and contribute. Those choosing to call in should use extension 70384# on Wednesday and extension 70385# on Thursday.

Comments and questions can be submitted before or after the public meeting by email at hst_dfw@nctcog.org or online at www.nctcog.org/dfw-hstcs.

According to the North Central Texas Council of Governments, comments received between Jan. 22 and Feb. 22 will be considered and included as part of the official Public Meeting Record, while comments received after Feb. 22 will be considered but not be included in the official record.

The presentations will be the same for both meetings, and they will be posted before the meeting on the project webpage. For printed copies, email hst_dfw@nctcog.org.

This is the second round of public meetings on this study, which examines an area that includes Dallas and Tarrant counties, as well as the cities of Dallas, Irving, Cockrell Hill, Grand Prairie,

Arlington, Pantego, Dalworthington Gardens, Hurst, Euless, Bedford, Richland Hills, North Richland Hills, Haltom City, and Fort Worth.

The North Central Texas Council of Governments hosted two similar virtual meetings in September.

[North Central Texas Council of Governments Hosts Virtual Meetings Discussing High-Speed Transportation – NBC 5 Dallas-Fort Worth \(nbcdfw.com\)](#)

Van Duyne Selected to Serve on House Transportation and Infrastructure Committee

Van Duyne, the former mayor of Irving

By NBCDFW

Rep. Beth Van Duyne (TX-24) has been selected to serve as a member of the U.S. House Committee on Transportation and Infrastructure.

Van Duyne, who formerly served as mayor of Irving, oversaw economic growth and development in the city during her tenure.

This growth and development included an added 40,000 jobs and an estimated \$3 billion in growth and new developments.

"It's an honor to have been chosen to serve on the Transportation and Infrastructure Committee," Van Duyne said. "As a former mayor engaged in numerous transportation projects and committees, I understand prioritizing infrastructure development and revamping our nation's transportation systems are critical to spurring economic growth and uplifting working families. I look forward to leaning on my experience and my strong relationships across the region to champion the priorities of my district, which is home to Dallas-Fort Worth International Airport and miles of highways and rail lines."

Van Duyne also served as a Board Member for the Dallas-Fort Worth International Airport, during which time the board focused on ensuring safe and efficient travel for millions of Americans flying through DFW each year.

"North Texas is one of the fastest growing areas in the country, which is why it's imperative that we work to expand our region's transportation and water needs with an eye towards the future," Van Duyne said. "Thank you to Ranking Member Sam Graves and my colleagues on the House Republican Steering Committee for trusting me to serve in such a critical role - it's an opportunity I don't take lightly."

The Transportation and Infrastructure Committee has jurisdiction over all modes of transportation, including aviation, maritime and waterborne transportation, highways, bridges, mass transit, and railroads.

The Committee also has jurisdiction over other aspects of national infrastructure, such as clean water and wastewater management, the transport of resources by pipeline, flood damage reduction, the management of federally owned real estate and public buildings, the development of economically depressed rural and urban areas, disaster preparedness and response, and hazardous materials transportation.

"I am very pleased to welcome Congresswoman Van Duyne to the Transportation and Infrastructure Committee," Ranking Member Sam Graves (R-MO) said. "As a former mayor and top official at HUD, Beth brings to the table a unique skillset and a depth of knowledge on these issues. Her voice will be essential as our Committee works together to develop commonsense, practicable proposals to improve the infrastructure for communities of all sizes."

The Committee's broad oversight portfolio includes many federal agencies, including the Department of Transportation, the U.S. Coast Guard, Amtrak, the Environmental Protection

Agency, the Federal Emergency Management Agency, the General Services Administration, the Army Corps of Engineers, and more.

<https://www.nbcdw.com/news/local/van-duyne-selected-to-serve-on-house-transportation-and-infrastructure-committee/2534971/>

Big Dallas Street Projects in the Slow Lane

Riverfront Boulevard funding approved Wednesday after many years of delay

By Ken Kalthoff

Dallas Riverfront Boulevard, which received \$19 million Wednesday from the city council for a reconstruction project, is an example of the big Dallas road jobs stuck in the slow lane.

Reworking the old boulevard into what Dallas now calls a “complete street” was promised well over 10 years ago.

Instead of just a roadway, a complete street has wide sidewalks and bike lanes.

Industrial Boulevard was renamed Riverfront in 2009 to improve the neighborhood image. A modern new street was part of that plan to support new development on large vacant tracts of land along the street that are zoned for high-rise buildings.

Commercial Realtor Marcus Wood has watched the years of delay on Riverfront Boulevard improvements.

He said railroads and drainage systems that cross the old street are part of the challenge.

“There are so many entities, so many hurdles that have to be jumped. And it involves Dallas Water Utilities, stormwater property, public works. It involves Dallas County. It involves UP Railroad,” Wood said.

A water garden attraction and a high-speed rail station are planned along the road. Existing traffic at the Dallas County criminal court complex depends on Riverfront Boulevard, which is also a relief route for parallel downtown freeways.

The Dallas City Council last month received a report on 32 complete street projects planned since 2016. Only 12 have been finished. Riverfront is not even on that list yet since funding was only approved Wednesday.

“We’re going to look back in years and say wow, riverfront boulevard reconstruction, that was what we needed to make downtown complete,” Wood said.

Many of the complete street projects are backed with public improvement bond money approved by Dallas voters many years ago.

The \$19 million approved Wednesday comes from several sources for a Riverfront Boulevard upgrade from Cadiz to Continental. A segment at the north end of that area was completed several years ago. The segment to the south from Cadiz to Corinth has not yet been funded.

<https://www.nbcdfw.com/news/local/big-dallas-street-projects-in-the-slow-lane/2535961/>

Redevelopment projects along US 75 in Plano to make major headway in 2021

By William C. Wadsack, Community Impact Newspaper

Officials say they are optimistic about what redevelopment projects at the former sites of Collin Creek Mall and the Plano Market Square Mall mean for the city's future.

"You're seeing a real revitalization of the [US 75] corridor, and that's really exciting," Director of Special Projects Peter Braster said.

The planned redevelopment of the Plano Market Square Mall will include about 325 new apartments and town homes as well as up to 16,500 square feet of restaurant and retail space. Council Member Shelby Williams said Dec. 14 that the property is "desperately" in need of revitalization.

"[The developers] proposed something that is moderately dense," he said. "And while it's nowhere near the same scope and scale as the Collin Creek development, I'm hopeful that they can serve as bookends of our [US] 75 corridor."

The former Collin Creek Mall property will be transformed into a \$1 billion mixed-use destination with up to 3,100 new residential units and a series of new office, restaurant and hotel buildings.

Braster said those projects, as well as the Heritage Creekside development and Texas InTown Homes' plans for First Baptist Church's historic downtown property on East 15th Street, are exciting for the city because Plano needs "more housing."

InTown Homes plans to re-purpose the church site to have 50 for-sale urban townhouses and 270 apartments with live-work units as well as office, retail and restaurant space. However, Braster noted, work cannot begin until First Baptist relocates to its new home off the George Bush Turnpike later this year.

Work on the \$900 million Heritage Creekside development, located northwest of where Alma Road meets President George Bush Turnpike, is continuing, Braster said. The 156-acre, mixed-use development is slated to include nearly 900 new housing units as well as restaurants, retail stores and an office tower district.

"A lot of our stuff is just sort of on hold [because of COVID-19]," he said. "Things like the malls [are] a little different because they're mostly empty anyway. Now is the time to do rehab or redevelop."

West Oak Cliff Planning Initiative Gives Voice, Control to Residents

By Alanna Quillen, NBCDFW

Neighbors in West Oak Cliff are working together with the city of Dallas on a bold and important new plan.

It's called the [West Oak Cliff Planning Initiative](#). The hope is that it will help set their community up for success for years to come by giving the city a guidebook on what the people who actually live there need and want.

"I found when I was on the planning commission, that if you are a neighbor and you don't take control of the land use and the planning in your neighborhood, somebody else is going to do it for you," said councilman Chad West of District 1. "It's usually going to be a developer and sometimes they have good intentions and sometimes they don't."

The initiative was created in 2020 by councilman West and the [city of Dallas Planning and Urban Design Department](#).

West said the hope is to preserve the neighborhood and as part of the area plan, neighbors are being asked how they want to do that for decades to come. The area has several areas that are upcoming locations for rezoning.

So far, the initiative has held community meetings and surveys to figure that out.

Some want better lighting, sidewalk improvements and the need for development in certain parts of the community. Others have voiced the need to clear away food deserts, designate where future schools can go, and look at ways to best utilize the land around the three DART stations in West Oak Cliff.

Before any major moves are made by anyone, the residents themselves are hoping this plan can give those city departments, zoning and developers something to follow for years to come.

"The city area plan is not binding. It's not binding on anyone, but it is a strong suggestive document that this is what you should do. I'll tell you as a councilmember and the goes for a lot of my colleagues -- they are very hesitant to go against an area plan, especially if it's a recently passed one. We definitely try to follow the area plan to the letter," said West.

Once community meetings are completed, West said the next step is to write out the plan, present it to the council later this year and hope that it passes.

This isn't the first time a neighborhood has done something like this but councilman West says it's a rare accomplishment because you need a lot of willing people working together to make it happen.

Another virtual community meeting is planned tonight in Spanish. [Click here to register](#).

<https://www.nbcdfw.com/news/local/west-oak-cliff-planning-initiative-gives-voice-control-to-residents/2534216/>

\$1.8 million Lewisville trail approved, with \$2.5 million Denton sidewalk project to come

By Justin Grass, Denton Record-Chronicle Newspaper

The Denton County Transportation Authority approved a \$1.77 million, 1.6-mile Lewisville trail at Thursday's January board meeting, with a Denton sidewalk project soon to come.

The trail is the first project approved as part of DCTA's Transportation Reinvestment Program (TRiP), a funding program for transit-related projects. Starting this year, the program is available to the authority's three member cities — Denton, Lewisville and Highland Village — who can apply for funding for projects such as bike lanes, street lighting, sidewalks and crosswalks. Many are required to be along existing or planned DCTA routes to be eligible, though sidewalks and crosswalks can be within a mile of those routes.

The concrete trail will make for a continuous connection between downtown Denton and southern Lewisville by completing the final segment of DCTA's A-train Rail Trail for pedestrians and cyclists, which runs alongside its commuter rail line. Covering a 1.6-mile stretch on Valley Ridge Boulevard, the trail will provide those pedestrians an alternative to on-street bicycle lanes.

"The 1.6-mile segment is currently the only piece of our entire corridor of trail that is on-street," DCTA Deputy Chief Executive Officer Kristina Holcomb said. "[The project] provides an extra level of safety for our community members."

Thursday's meeting also included the approval of each member city's fiscal year 2021 TRiP allocation, based on their percentage of the total sales tax collection. Lewisville was allocated \$2.8 million, Denton \$2.5 million and Highland Village \$279,000.

The authority issued its now-annual TRiP call for projects Thursday, giving the cities 90 days to submit eligible projects. Lewisville, however, submitted its application for the trail Dec. 4 and was accepted prior to the formal opening, meaning its allocation for the year is now down to \$1.06 million.

In the near future, Denton is expected to submit an application of its own: a request for over \$2.5 million to be put toward sidewalks and other improvements. Specifically, city officials would use the money for improvements at Sycamore and Welch streets for DCTA customers traveling from the A-train station downtown, an all-walk crosswalk with signal improvements for the downtown Square and the addition of missing sidewalk connectivity on Bell Avenue, among other projects.

DCTA board members could approve the request at next month's meeting if Denton submits it in the coming weeks and the authority deems the projects eligible. The request likely will tap out the city's \$2.5 million allocation for the fiscal year. If approved, work on the projects is expected to begin in spring.

Typical ridership drops in December

An information report from Thursday's meeting included the authority's ridership figures for December, during which it saw a dramatic decrease in use of its bus service. November's bus usage came in at 42,194 rides, which dropped to 18,149 in December — the third consecutive

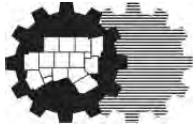
month the authority has seen its bus ridership decline since seeing it reach 54,773 in September.

In the report, DCTA cited both the holiday season and the University of North Texas winter break as reasons for the 57% decline. The drop is consistent with prior years uninfluenced by the COVID-19 pandemic, as last year's December saw bus ridership decreases from about 225,000 to just over 100,000 — but ridership as a whole remains far lower than it was before the pandemic began.

That includes A-train ridership, which saw a less extreme December decrease — going from 7,819 rides to 7,564 — but reached only about a quarter of the monthly ridership it saw in the year prior to the pandemic. From March to December of 2019, the A-train service averaged 32,340 rides per month, a number that dipped to 8,384 for the same period in 2020.

While board members and staff often reference the lower, coronavirus-driven numbers when discussing future plans, in-depth discussion on specific ridership figures is rare, as information report agenda items do not require action or discussion during the meetings. At last month's meeting, DCTA CEO Raymond Suarez said the authority doesn't know when it's "going to get out of this downturn in ridership," and that it should keep current ridership in mind for its future plans.

https://dentonrc.com/news/1-8-million-lewisville-trail-approved-with-2-5-million-denton-sidewalk-project-to-come/article_d9d8d45f-7461-541c-807b-1a63768febad.html



North Central Texas
Council of Governments

PRESS RELEASE
Contact: Brian Wilson
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NCTCOG Requests Input on Changes to Transportation Improvement Program

Comments accepted online through Feb. 9

Jan. 11, 2021 (Arlington, Texas) — The North Central Texas Council of Governments is conducting an online input opportunity beginning Jan. 11 to give residents the chance to comment on changes to the Transportation Improvement Program and Statewide Transportation Improvement Program.

Staff will provide the public with changes made to the 2021-2024 TIP and STIP. North Texans are encouraged to provide their input at www.nctcog.org/input through Feb. 9. The TIP is a staged, multi-year list of projects in the Dallas-Fort Worth area approved for funding by federal, State, and local sources.

The changes were requested by the Texas Department of Transportation in order to remain within Statewide financial constraints prior to the submission of the 2021-2024 TIP/STIP to the Federal Highway Administration. Requested changes not requiring Regional Transportation Council approval are also included for informational purposes.

Details on the Regional Smoking Vehicle Program and vehicle incentive opportunities will also be highlighted during the public input opportunity. To request printed copies of the information, call 817-608-2365 or email cbaylor@nctcog.org.

About the North Central Texas Council of Governments:

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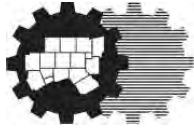
NCTCOG serves a 16-county region of North Central Texas, which is centered in the two urban centers of Dallas and Fort Worth. Currently, NCTCOG has 238 member governments including 16 counties, 169 cities, 22 school districts and 31 special districts. For more information on the NCTCOG Transportation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

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The Regional Transportation Council (RTC) of the North Central Texas Council of Governments has served as the Metropolitan Planning Organization (MPO) for regional transportation planning in the Dallas-Fort Worth area since 1974. The MPO works in cooperation with the region's transportation providers to address the complex transportation needs of the rapidly growing metropolitan area. The Dallas-Fort Worth metropolitan area includes Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties.

The RTC's 44 members include local elected or appointed officials from the metropolitan area and representatives from each of the area's transportation providers. More information can be found at www.nctcog.org.

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North Central Texas
Council of Governments

PRESS RELEASE
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City of Dallas Awarded Grant For Smart Transportation Upgrades to S.M. Wright Corridor

\$4 million grant aimed at improving mobility, safety for transit and bicyclists

Jan. 14, 2021 (Arlington, Texas) – The City of Dallas has secured a \$4 million federal grant for transit and bicycle-pedestrian improvements intended to improve comfort, safety and reliability in the S.M. Wright corridor, the U.S. Department of Transportation has announced.

“The City of Dallas is thrilled to receive this critical transportation funding from the federal government at this time,” said interim Director of Transportation Ghassan Khankarli. “We are grateful for our partners who assisted us in obtaining this grant, and we are committed to providing continuous improvement using state-of-the-art technology when it comes to mobility, safety and reliability.”

A series of smart signals to be added at intersections along S.M. Wright will include technology extending green lights for transit vehicles, allowing transit passengers improved reliability through the area. The current six-lane divided highway and access roads are being replaced by a six-lane arterial street.

Buses using this corridor will be equipped with bicycle and pedestrian warning technology, which strategically places camera-based smart sensors around the buses and intersections. This technology monitors the driving environment and warns the bus drivers of pedestrians and cyclists with visual and audible messages. As an additional benefit, the warnings and alerts issued can help identify areas in the corridor where transit vehicles are involved in hot spots.

The technology will be paired with new sources of data to transform the corridor across multiple transportation modes. Dallas plans to use the existing Advanced Traffic Management exchange between the city and regional operating agencies. The integration of data sources will allow optimization of multimodal system performance and testing of new technologies, which will be scalable toward future expansion and sustainable to the continually evolving industry.

The City of Dallas is partnering with the North Central Texas Council of Governments to bring the transit and bicycle-pedestrian improvements and technologies to the corridor. The Regional Transportation Council and the City of Dallas will contribute an additional \$4 million toward the project. The Texas A&M Transportation Institute and private-sector partners are also involved in this effort.

“Safety and reliability are essential to an effective regional transportation system,” said Natalie Bettger, NCTCOG’s senior program manager, congestion management and system operation. “The innovative solutions provided as part of this project will enable the S.M. Wright corridor to efficiently serve residents who live and work in the area. We appreciate the U.S. Department of Transportation and the work of our valued partners who made this possible. We look forward to the implementation of technologies in the corridor to test for other deployments throughout the region.”

Among other planned improvements are air quality sensors, broadband communications and sidewalk freight delivery technology. The enhancements will pave the way for connected vehicles and more-

efficient freight delivery. The surrounding communities will see improved bicycle and pedestrian safety, as well as opportunities for economic expansion and neighborhood revitalization. Through the creation of a more pedestrian-friendly corridor, surrounding neighborhoods will be able to more easily access resources that are currently across the highway.

The S.M. Wright grant was one of 10 Advanced Transportation and Congestion Management Technologies Deployment grants the Department of Transportation awarded earlier this month. They were selected from among 46 applications.

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North Central Texas
Council of Governments



**Dallas-Fort Worth
CLEAN CITIES**

PRESS RELEASE

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DFW Clean Cities Recognizes 22 Fleets for Reducing Energy Impact

8 entities earn top award for efforts to improve air quality

Jan. 19, 2021 (Arlington, Texas) — The Dallas-Fort Worth Clean Cities Coalition recently announced the winners of its Fleet Recognition Awards, highlighting 22 public-sector fleets for their efforts to reduce petroleum use and improve air quality in North Texas. This year, the winners included eight Gold Level, six Silver Level and eight Bronze Level recipients.

The cities of Euless and Southlake, and Dallas Area Rapid Transit brought home the Gold for the second year in a row. Joining these repeat winners were first-time Gold recipients the cities of Carrollton, Dallas, Denton and Lewisville, as well as Dallas Fort Worth International Airport.

Awards were presented based on entities' scores on the DFW Clean Cities Annual Survey. Each entity could earn up to 45 points for emissions reduction, 25 points for reducing fuel consumption, 20 points for partnerships, and 10 points for outreach and awareness efforts. Gold Level status required 59-100 points; Silver Level status required 48-58; and Bronze Level status required 40-47.

The winners of Silver recognition were the cities of Bedford, Coppell, Irving and Mesquite, and Denton and Prosper independent school districts.

The following were recognized with Bronze status: Arlington, Addison, Frisco, Flower Mound, North Richland Hills and Watauga, along with Tarrant County and Trinity Metro. Arlington, Bedford and Frisco were first-time clean fleet honorees.

This year's winners were instrumental in helping the region reduce:

- 26,029,278 gallons of gasoline equivalent
- 840,208 pounds of ozone-forming nitrogen oxides (NO_x)
- 72,094 tons of greenhouse gas emissions

In addition to the fleet recognition, Clean Cities also highlighted significant improvements in areas such as the reduction of NO_x, transition to alternative fuels and gasoline gallon equivalent

savings through the new Shining Stars Awards. Six entities – the cities of Denton and North Richland Hills, Denton ISD, DFW Airport, Span Transit and Trinity Metro – were named Shining Stars. Entities were eligible for both categories of awards.

The Clean Cities initiative is a locally based, public-private partnership that promotes practices and decisions to reduce petroleum consumption and improve air quality in the transportation sector. Clean Cities has a goal of increasing petroleum reduction by 15% a year. The annual survey helps track that progress. For more information, visit www.dfwcleancities.org.

About the North Central Texas Council of Governments:

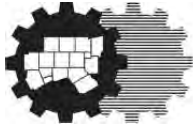
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About the Dallas-Fort Worth Clean Cities Coalition:

In 1995, the Dallas-Fort Worth (DFW) Clean Cities became one of the first Clean Cities coalitions under the Energy Policy Act's provision for an organization that promotes the use of alternative fuels to lessen America's dependence on foreign sources of petroleum. Dallas-Fort Worth Clean Cities is a locally-based, public/private partnership that seeks to advance energy security, protect environmental and public health, and stimulate economic development by promoting practices and decisions to reduce transportation energy impacts and improve air quality, primarily in the transportation sector.

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North Central Texas
Council of Governments

PRESS RELEASE
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NCTCOG Hosting Virtual Meetings to Discuss High-Speed Transportation Jan. 27-28

Residents encouraged to participate in study of potential technologies that could transform how they move throughout North Texas

Jan. 21, 2021 (Arlington, Texas) — North Texans have two opportunities in January to learn and comment about the ongoing study of high-speed transportation in Dallas-Fort Worth.

The North Central Texas Council of Governments has scheduled virtual public meetings for noon Wednesday, Jan. 27, and 6 p.m. Thursday, Jan. 28 to allow residents a chance to learn more about the Dallas-Fort Worth High-Speed Transportation Connections Study and provide input to planners. The study is evaluating high-speed transportation alternatives to modernize and enhance travel between Dallas, Arlington and Fort Worth. The effort outlines potential transportation choices to accommodate the expected population growth from 7.5 million today to more than 11 million by 2045.

Among the options are traditional high-speed rail, magnetic levitation trains and hyperloop technology. High-speed transportation would reduce congestion on the region's roadways and decrease travel time between Dallas and Fort Worth. The technology selected will offer a connection to other planned high-speed transportation systems, eventually linking passengers to regions such as Houston and South Texas.

The public meeting presentation may be viewed at www.nctcog.org/dfw-hstcs. Residents without access to the internet may call 855-756-7520 (toll-free) during the meetings to listen and weigh in. Those choosing the call-in option should use extension 70384# Jan. 27 and extension 70385# Jan. 28. Comments and questions can be submitted before or after the public meeting by email at hst_dfw@nctcog.org or online at www.nctcog.org/dfw-hstcs.

Comments received between Jan. 22 and Feb. 22 will be considered and included as part of the official Public Meeting Record. Comments received after Feb. 22 will be considered but will not be included in the official record. Presentations will be the same for both meetings and be posted before the meeting on the project webpage. For printed copies, email hst_dfw@nctcog.org.

This is the second round of public meetings on this study, which is examining an area that includes Dallas and Tarrant counties, as well as the cities of Dallas, Irving, Cockrell Hill, Grand Prairie, Arlington, Pantego, Dalworthington Gardens, Hurst, Euless, Bedford, Richland Hills, North Richland Hills, Haltom City and Fort Worth. NCTCOG hosted two virtual meetings in September.

Details	
What:	DFW High-Speed Transportation Connections Study Virtual Meetings
When:	Noon Jan. 27, 2021
When:	6 p.m. Jan. 28, 2021
How to Participate:	Watch online at www.nctcog.org/dfw-hstcs or call 855-756-7520. Use extension 70384# Jan. 27 and extension 70385# Jan. 28.

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Changes to the 2021-2024 Transportation Improvement Program

DISTRICT	TIP CODE	CSJ	PROJECT SPONSER	FACILITY	LIMITS FROM	LIMITS TO	SCOPE	TIP FY	PHASE	CATEGORY	FEDERAL	REGIONAL	STATE	LOCAL	TOTAL	COMMENTS
Changes to 2021-2024 TIP Development Requested By TxDOT Transportation, Planning & Programming (TPP) To Maintain Statewide Financial Constraints																
DALLAS	13017	2588-02-008	TXDOT-DALLAS	FM 548	S OF SH 205 (KAUFMAN COUNTY LINE)	SH 205	WIDEN AND RECONSTRUCT 2 LANE RURAL TO 4 LANE DIVIDED URBAN ROADWAY (ULTIMATE 6)	2017	ENG	SBPE	\$ -	\$ -	\$ 1,500,000	\$ -	\$ 1,500,000	Delay construction phase from FY2024 to FY2025 thereby removing phase from the 2021-2024 TIP STIP
								2021	ROW	SW ROW	\$ 4,000,000	\$ -	\$ 500,000	\$ 500,000	\$ 5,000,000	
								2021	UTIL	SW ROW	\$ -	\$ -	\$ -	\$ -	\$ -	
								2025 2024	CON	2M - METRO CORR	\$ 4,960,000	\$ -	\$ 1,240,000	\$ -	\$ 6,200,000	
DALLAS	13036	0009-12-219	TXDOT-DALLAS	IH 30	SH 205	WEST OF FM 2642 (HUNT COUNTY LINE)	RECONSTRUCT & WIDEN 4 TO 6 MAIN LANES; RECONSTRUCT & WIDEN 4 TO 4/6 LANE FRONTAGE ROADS; CONSTRUCT NEW & RECONSTRUCT EXISTING INTERCHANGES; RAMP MODIFICATIONS; PEDESTRIAN IMPROVEMENTS	2021	ENG	SW PE	\$ -	\$ -	\$ 15,000,000	\$ -	\$ 15,000,000	Advance Category 2M constuction funding from FY2024 to FY2023
								2021	ROW	SW ROW	\$ 45,000,000	\$ -	\$ 5,000,000	\$ -	\$ 50,000,000	
								2023	CON	12 - STRAT PRIORITY	\$ 113,775,662	\$ -	\$ 28,443,916	\$ -	\$ 142,219,578	
								2023	CON	2M - METRO CORR	\$ 23,200,000	\$ -	\$ 5,800,000	\$ -	\$ 29,000,000	
								2023	CON	5 - CMAQ	\$ 40,000,000	\$ -	\$ 10,000,000	\$ -	\$ 50,000,000	
								2023 2024	CON	2M - METRO CORR	\$ 28,800,000	\$ -	\$ 7,200,000	\$ -	\$ 36,000,000	
DALLAS	13044	0047-06-161	TXDOT-DALLAS	US 75	AT RIDGEVIEW DRIVE		RECONSTRUCT INTERCHANGE	2021	ENG	SW PE	\$ -	\$ -	\$ 1,500,000	\$ -	\$ 1,500,000	Delay construction phase from FY2022 to FY2023
								2021	ROW	SW ROW	\$ 4,000,000	\$ -	\$ 500,000	\$ 500,000	\$ 5,000,000	
								2024 2022	CON	1 - PREV MAINT	\$ 2,000,000	\$ -	\$ 500,000	\$ -	\$ 2,500,000	
								2024 2022	CON	2M - METRO CORR	\$ 20,924,082	\$ -	\$ 5,231,020	\$ -	\$ 26,155,102	
DALLAS	54119.4	2964-12-002	TXDOT-DALLAS	SL 9	DALLAS/ELLIS COUNTY LINE	ELLIS/DALLAS COUNTY LINE	CONSTRUCT 0 TO 2 LANE FRONTAGE ROADS (ULTIMATE 6) INCLUDING TURN LANES	2013	ENG	SBPE	\$ -	\$ -	\$ 1,000,000	\$ -	\$ 1,000,000	Advance construction phase from FY2024 to FY2023
								2018	ROW	S102	\$ 12,400,000	\$ -	\$ 1,550,000	\$ 1,550,000	\$ 15,500,000	
								2023	CON	12 - STRAT PRIORITY	\$ -	\$ -	\$ -	\$ -	\$ -	
								2023 2024	CON	1 - PREV MAINT	\$ 1,200,000	\$ -	\$ 300,000	\$ -	\$ 1,500,000	
								2023 2024	CON	2M - METRO CORR	\$ 8,238,183	\$ -	\$ 2,059,546	\$ -	\$ 10,297,729	
								2023 2024	CON	5 - CMAQ	\$ 76,800	\$ -	\$ 19,200	\$ -	\$ 96,000	
FORT WORTH	13008	2266-02-148	TXDOT-FORT WORTH	SH 360	NORTH OF E RANDOL MILL RD	SOUTH OF E RANDOL MILL RD	RECONSTRUCT 6 TO 8 MAIN LANES AND RAILROAD UNDERPASS AND 4/8 LANE TO 4/8 LANE CONTINUOUS FRONTAGE ROADS	2021	ENG	SW PE	\$ -	\$ -	\$ 2,465,000	\$ -	\$ 2,465,000	Advance construction phase from FY2023 to FY2022
								2021	ROW	SW ROW	\$ 2,400,000	\$ -	\$ 600,000	\$ -	\$ 3,000,000	
								2021	UTIL	SW ROW	\$ 80,000	\$ -	\$ 20,000	\$ -	\$ 100,000	
								2022 2023	CON	2M - METRO CORR	\$ -	\$ -	\$ 55,000,000	\$ -	\$ 55,000,000	

Changes to the 2021-2024 Transportation Improvement Program

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FORT WORTH	55042	0172-09-028	TXDOT-FORT WORTH	US 287	IH 20 INTERCHANGE	SUBLETT ROAD	RECONSTRUCT AND WIDEN 4 TO 6 GENERAL PURPOSE LANES AND 4/6 DISCONTINUOUS FRONTAGE ROAD LANES TO 4/6 DISCONTINUOUS FRONTAGE ROAD LANES, AND ADD SHARED-USE PATH AND SIDEWALK	2021	ENG	SW PE	\$ 2,652,899	\$ -	\$ 663,225	\$ -	\$ 3,316,124	Delay construction phase from FY2021 to FY2022
								2021	ROW	SW ROW	\$ 130,400	\$ -	\$ 32,600	\$ -	\$ 163,000	
								2022 2021	CON	4 - STATEWIDE CONNECTIVITY	\$ 24,000,000	\$ -	\$ 6,000,000	\$ -	\$ 30,000,000	
FORT WORTH	55043	2374-05-066	TXDOT-FORT WORTH	IH 20	IH 820	PARK SPRINGS	RECONSTRUCT AND WIDEN FROM 8/10 TO 10 GENERAL PURPOSE LANES, 4/6 DISCONTINUOUS LANES TO 4/8 DISCONTINUOUS FRONTAGE ROAD LANES, 0 TO 8 COLLECTOR DISTRIBUTOR LANES (FROM IH 820 TO US 287), AND ADD SHARED-USE PATH AND SIDEWALKS	2021	ENG	SW PE	\$ -	\$ -	\$ 57,798,362	\$ -	\$ 57,798,362	Delay construction phase from FY2021 to FY2022
								2021	ROW	SW ROW	\$ 20,909,600	\$ -	\$ 5,227,400	\$ -	\$ 26,137,000	
								2022 2021	CON	12 - STRAT PRIORITY	\$ 42,664,000	\$ -	\$ 10,666,000	\$ -	\$ 53,330,000	
								2022 2021	CON	2M - METRO CORR	\$ 264,172,516	\$ -	\$ 66,043,129	\$ -	\$ 330,215,645	
FORT WORTH	55044	0172-06-080	TXDOT-FORT WORTH	US 287	IH 820	BERRY STREET	RECONSTRUCT 6 TO 6 MAINLANES PLUS AUXILIARY LANES WITH 4 DISCONTINUOUS FRONTAGE ROAD LANES TO 4/6 DISCONTINUOUS FRONTAGE ROAD LANES; ADD SHARED-USE PATH AND SIDEWALKS	2021	ENG	SW PE	\$ 8,132,454	\$ -	\$ 2,033,114	\$ -	\$ 10,165,568	Delay construction phase from FY2021 to FY2022
								2021	ROW	SW ROW	\$ 61,702,400	\$ -	\$ 15,425,600	\$ -	\$ 77,128,000	
								2022 2021	CON	2M - METRO CORR	\$ 39,899,312	\$ -	\$ 9,974,828	\$ -	\$ 49,874,140	
								2022 2021	CON	4 - STATEWIDE CONNECTIVITY	\$ 32,000,000	\$ -	\$ 8,000,000	\$ -	\$ 40,000,000	
FORT WORTH	55045	0008-13-206	TXDOT-FORT WORTH	IH 20	IH 820/IH 20 INTERCHANGE	FOREST HILL DR	RECONSTRUCT AND WIDEN 8 TO 12 MAINLANES AND 4/6 DISCONTINUOUS FRONTAGE ROAD LANES TO 4/8 CONTINUOUS FRONTAGE ROAD LANES, AND ADD SHARED-USE PATH AND SIDEWALKS	2021	ENG	SW PE	\$ 10,094,373	\$ -	\$ 2,523,593	\$ -	\$ 12,617,966	Delay construction phase from FY2021 to FY2022
								2021	ROW	SW ROW	\$ 55,648,800	\$ -	\$ 13,912,200	\$ -	\$ 69,561,000	
								2022 2021	CON	2M - METRO CORR	\$ 92,322,172	\$ -	\$ 23,080,543	\$ -	\$ 115,402,715	
PARIS	13050	0009-13-167	TXDOT-PARIS	IH 30	AT FM 1570		CONSTRUCT INTERCHANGE	2019	ENV	SBPE	\$ -	\$ -	\$ 195,000	\$ -	\$ 195,000	Delay construction phase from FY2022 to FY2023
								2020	ENG	SBPE	\$ -	\$ -	\$ 1,000,000	\$ -	\$ 1,000,000	
								2021	ENG	SW PE	\$ -	\$ -	\$ 884,249	\$ -	\$ 884,249	
								2021	ROW	SW ROW	\$ 280,000	\$ -	\$ 70,000	\$ -	\$ 350,000	
								2023 2022	CON	12 - STRAT PRIORITY	\$ 17,600,000	\$ -	\$ 4,400,000	\$ -	\$ 22,000,000	
								2023 2022	CON	7 - STBG	\$ 6,400,000	\$ -	\$ 1,600,000	\$ -	\$ 8,000,000	
FORT WORTH	13063	0014-15-078	TXDOT-FORT WORTH	US 81	IH 35W	AVONDALE HASLET ROAD	CONSTRUCT 2 LANE CONTINUOUS FRONTAGE ROADS IN EACH DIRECTION AND INTERSECTION IMPROVEMENTS	2025 2023	CON	2M - METRO CORR	\$ 4,000,000	\$ -	\$ 1,000,000	\$ -	\$ 5,000,000	Delay construction phase from FY2023 to FY2025 thereby removing phase from the 2021-2024 TIP/STIP

Changes to the 2021-2024 Transportation Improvement Program

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DALLAS	13060	0172-10-013	TXDOT-FORT WORTH	US 287	TARRANT COUNTY LINE	LONE STAR ROAD/FM 157	CONSTRUCT FREEWAY AUX LANES, NEW FR, RAMPS, U-TURN BRIDGE, LONE STAR RD WIDENING, SHARED PATH, LONE STAR RD BRIDGES, INTERSECTION IMPROVEMENTS AT US 287 AND LONE STAR RD/FM 157, RETAINING WALL, DRAINAGE STRUCTURES, SIDEWALKS AND SIGNALIZATIONS	2019	ENG	SW PE	\$ -	\$ -	\$ 1,200,000	\$ -	\$ 1,200,000	Delay construction phase from FY2021 to FY2022
								2021	ROW	SW ROW	\$ 40,000	\$ -	\$ 10,000	\$ -	\$ 50,000	
								2021	UTIL	SW ROW	\$ 40,000	\$ -	\$ 10,000	\$ -	\$ 50,000	
								2022 2021	CON	2M - METRO CORR	\$ 18,240,000	\$ -	\$ 4,560,000	\$ -	\$ 22,800,000	
FORT WORTH	53029	0014-15-033	TXDOT-FORT WORTH	US 287	NORTH OF HARMON ROAD	NORTH OF IH 35W	RECONSTRUCT NORTHBOUND FRONTAGE ROAD	2021	ENG	SW PE	\$ 400,000	\$ -	\$ 100,000	\$ -	\$ 500,000	Advance construction phase to FY 2022
								2021	ROW	SW ROW	\$ 136,000	\$ -	\$ 34,000	\$ -	\$ 170,000	
								2022 2025	CON	2M - METRO CORR	\$ 1,233,335	\$ -	\$ 308,334	\$ -	\$ 1,541,669	
								2022 2025	CON	7 - STBG	\$ 4,813,065	\$ -	\$ 1,203,266	\$ -	\$ 6,016,331	
Changes to November 2020 Modifications since RTC Approval on June 11, 2020 and October 8, 2020																
DALLAS	13032	0009-02-067	TXDOT-DALLAS	SH 78	AT GASTON AVE		RECONFIGURE INTERSECTION WITH SIDEWALK IMPROVEMENTS	2016	ENG	SBPE	\$ -	\$ -	\$ 500,000	\$ -	\$ 500,000	Revise 2M - Metro Corr funding to 100% State funded
								2019	ROW	SW ROW	\$ 2,400,000	\$ -	\$ 300,000	\$ 300,000	\$ 3,000,000	
								2019	UTIL	SW ROW	\$ -	\$ -	\$ -	\$ -	\$ -	
								2021	CON	2M - METRO CORR	\$800,000 \$0	\$ -	\$200,000 \$1,000,000	\$ -	\$ 1,000,000	
								2021	CON	5 - CMAQ	\$ 5,600,000	\$ -	\$ 1,400,000	\$ -	\$ 7,000,000	
DALLAS	55256	1217-01-019	2019	FM 1641	FM 548	FM 148	RECONSTRUCT AND WIDEN 2 LANE TO 4 LANE URBAN DIVIDED	2021	ENG	SW PE	\$ -	\$ -	\$ 2,000,000	\$ -	\$ 2,000,000	Increase ROW funding in FY2021
								2021	ROW	SW ROW	\$24,000,000 \$7,200,000	\$ -	\$3,000,000 \$900,000	\$3,000,000 \$900,000	\$30,000,000 \$9,000,000	
DALLAS	55014	0261-01-041	TXDOT-DALLAS	US 67	AT LAKE RIDGE PARKWAY		CONSTRUCT GRADE SEPARATION - PHASE 1	2009	ENG	Congressional Earmark	\$ 2,804,130	\$ -	\$ 701,033	\$ -	\$ 3,505,163	Increase ROW funding in FY2022; increase construction funding in FY2025
								2022	ENG	SW PE	\$ -	\$ -	\$ 100,000	\$ -	\$ 100,000	
								2022	ROW	SW ROW	\$28,800,000 \$7,280,000	0	\$3,600,000 \$910,000	\$3,600,000 \$910,000	\$36,000,000 \$9,100,000	
								2025	CON	2M - METRO CORR	\$28,092,206 \$22,400,000	0	\$7,023,052 \$5,600,000	0	\$35,115,258 \$28,000,000	
DALLAS	55242	0081-13-050	TXDOT-DALLAS	IH 35W	SH 114	IH 35W/IH 35E INTERCHANGE	WIDEN AND RECONSTRUCT 4 LANE RURAL TO 6 LANE URBAN FREEWAY WIDEN AND RECONSTRUCT 4 LANE RURAL TO 6 MAIN LANE URBAN FREEWAY AND RECONSTRUCT 2/4 TO 4/6 LANE FRONTAGE ROADS	2022 2021	ENG	SW PE	\$ -	\$ -	\$ 20,000,000	\$ -	\$ 20,000,000	Delay to engineering and ROW phases to FY2022; increase ROW funding in FY2022; Change scope
								2022 2021	ROW	SW ROW	\$63,000,000 \$45,000,000	\$ -	\$7,000,000 \$5,000,000	\$ -	\$70,000,000 \$50,000,000	

Changes to the 2021-2024 Transportation Improvement Program

DISTRICT	TIP CODE	CSJ	PROJECT SPONSER	FACILITY	LIMITS FROM	LIMITS TO	SCOPE	TIP FY	PHASE	CATEGORY	FEDERAL	REGIONAL	STATE	LOCAL	TOTAL	COMMENTS
DALLAS	13012.3	0196-03-282	TXDOT-DALLAS	IH 35E	IH 635	DENTON COUNTY LINE	RECONSTRUCT EXISTING 2 MANAGED LANES TO 2 MANAGED LANES	2021	ENG	CAT 3 - BUILD-GRANT CAT 3 - DESIGN BUILD FUNDING	\$11,576,000 \$0	\$	\$2,894,000 \$18,184,857	\$	\$14,470,000 \$18,184,857	Decrease engineering funding in FY2021 and revise funding shares
								2021	CON	2M - METRO CORR	\$ 63,585,386	\$ 15,896,346	\$ -	\$ -	\$ 79,481,732	
FORT WORTH	13041	0747-05-042	TXDOT-FORT WORTH	FM 157	US 67	8TH STREET	RECONSTRUCT RURAL 2 LANE TO URBAN 2 LANE WITH SIDEWALKS AND TURN LANES	2018	ENG	SW PE	\$ -	\$ -	\$ 1,125,000.00	\$ -	\$ 1,125,000	Advance engineering phase to FY2018; increase construction funding and revise funding shares
								2021	ROW	SW ROW	\$ -	\$ -	\$ 3,000,000.00	\$ -	\$ 3,000,000	
								2021	UTIL	SW ROW	\$ -	\$ -	\$ 750,000.00	\$ -	\$ 750,000	
								2023	CON	2M - METRO CORR	\$0 \$3,440,000	\$ -	\$6,800,000 \$860,000	\$ -	\$ -	
DALLAS	40076	0918-47-321	DALLAS COUNTY	VA	ROWLETT RD MULTIMODAL IMPROVEMENTS; ALONG DUCK CREEK DR/ROWLETT RD FROM DUCK CREEK TRAIL AT GREENBELT PKWAY	GARLAND EASTERN CITY LIMITS	CONSTRUCT NEW SEPARATED BICYCLE LANES, SIDEWALKS, AND SHARED-USE PATH ALONG ROWLETT RD/DUCK CREEK DR	2021	ENG	Local Contribution	\$ -	\$ -	\$ -	\$ 1,071,409	\$ 1,071,409	Add local funds for engineering in FY2021 and utility phase in FY2023
								2023	UTIL	Local Contribution	\$ -	\$ -	\$ -	\$ 100,000	\$ 100,000	
								2023	CON	Local Contribution	\$ -	\$ -	\$ -	\$ 756,375	\$ 756,375	
								2023	CON	9 TA Set Aside	\$ 3,745,450	\$ -	\$ 936,363	\$ -	\$ 4,681,813	
								2023	CON	9 TA Set Aside	\$ 434,255	\$ -	\$ 108,563	\$ -	\$ 542,818	
FORT WORTH	13061	0008-03-094	TXDOT-FORT WORTH	IH 20	FM 1187/3325	TARRANT/PARKER COUNTY LINE	RECONSTRUCT IH 20 FRONTAGE ROADS, RECONSTRUCT RAMPS, RECONSTRUCT MAIN LANES FOR FREIGHT CLEARANCE, AND CONSTRUCT SHARED-USE PATHS FROM FM 1187/FM 3325 TO WALSH RANCH PARKWAY CONSTRUCT INTERCHANGE AT WALSH RANCH PARKWAY AND EASTBOUND ENTRANCE RAMP, WESTBOUND EXIT RAMP, AND U-TURN AT FM 1187	2019	ENG	SW PE	\$ 944,000	\$ -	\$ 236,000.00	\$ -	\$ 1,180,000	Add ROW and engineering phases in FY2021; revise scope
								2021	ROW	SW ROW	\$ 40,000	\$ -	\$ 10,000	\$ -	\$ 50,000	
								2021	UTIL	SW ROW	\$ 2,800,000	\$ -	\$ 700,000.00	\$ -	\$ 3,500,000	
								2025	CON	4 - STATEWIDE CONNECTIVITY	\$ 23,200,000	\$ -	\$ 5,800,000	\$ -	\$ 29,000,000	
Projects That Advanced to FY2020 and Can Now Be Removed From The 2021-2024 TIP/STIP																
DALLAS	11618.1	0918-00-345	TXDOT-DALLAS	VA	REGIONAL MOBILITY ASSISTANCE PATROL (DALLAS DISTRICT)		MOBILITY ASSISTANCE PATROL THAT PROVIDES ASSISTANCE TO STRANDED MOTORISTS DUE TO VEHICLE PROBLEMS OR NON-INJURY ACCIDENTS	2020 2021	IMP	7 - STBG	\$ 3,400,000	\$ -	\$ 850,000	\$ -	\$ 4,250,000	Funding obligated in FY 2020
DALLAS	11635.1	0918-00-285	NCTCOG	VA	IMPLEMENTATION AND ADMINISTRATION OF AIR QUALITY AND TRANSPORTATION PROJECTS FUNDED WITH RTR FUNDS		IMPLEMENTATION AND ADMINISTRATION OF AIR QUALITY AND TRANSPORTATION PROJECTS FUNDED WITH RTR FUNDS	2020 2021	IMP	RTR 121 - East Set Aside 1	\$ -	\$ 670,000	\$ -	\$ -	\$ 670,000	Funding obligated in FY 2020
DALLAS	11661	0918-00-334	NCTCOG	VA	EXPEDITE SECTION 404 AND 408 PERMITS AND IMPLEMENT REGIONAL MITIGATION BANK		EXPEDITE SECTION 404 AND 408 PERMITS AND IMPLEMENT REGIONAL MITIGATION BANK	2020	IMP	RTR 121 - DA1	\$ -	\$ 200,000	\$ -	\$ -	\$ 200,000	Funding obligated in FY 2020
								2020 2021	IMP	RTR 121 - DA1	\$ -	\$ 200,000	\$ -	\$ -	\$ 200,000	
								2020 2022	IMP	RTR 121 - DA1	\$ -	\$ 200,000	\$ -	\$ -	\$ 200,000	
								2020 2023	IMP	RTR 121 - DA1	\$ -	\$ 200,000	\$ -	\$ -	\$ 200,000	

Changes to the 2021-2024 Transportation Improvement Program

DISTRICT	TIP CODE	CSJ	PROJECT SPONSER	FACILITY	LIMITS FROM	LIMITS TO	SCOPE	TIP FY	PHASE	CATEGORY	FEDERAL	REGIONAL	STATE	LOCAL	TOTAL	COMMENTS
DALLAS	55102	0549-03-028	TXDOT-DALLAS	SH 121	SOUTH OF SH 160	NORTH OF SH 160	RECONSTRUCT AND WIDEN FROM TWO LANE TO FOUR LANE RURAL DIVIDED	2020	ENG	SW PE	\$ -	\$ -	\$ 900,000	\$ -	\$ 900,000	Construction let in FY2020
								2021	CON	1 - PREV MAINT	\$ 2,000,000	\$ -	\$ 500,000	\$ -	\$ 2,500,000	
								2020	CON	11 - DIST DISCR	\$ 13,009,385	\$ -	\$ 3,252,346	\$ -	\$ 16,261,731	
								2021	CON	Local Contribution	\$ -	\$ -	\$ -	\$ -	\$ -	
DALLAS	11693	0918-00-312	NCTCOG	VA	SMART TRANSIT CORRIDORS AND WALKABLE PLACES		DEVELOP AND IMPLEMENT MULTIMODAL STRATEGIES TO INCREASE NON-SINGLE OCCUPANT VEHICLE TRANSPORTATION OPTIONS THROUGH COORDINATED LAND USE AND TRANSPORTATION PLANNING IN PRIORITY TRANSIT CORRIDORS AND WALKABLE NEIGHBORHOODS	2020	IMP	7 - STP-MM-7 - STBG	\$ 312,000	\$ -	\$ -	\$ -	\$ 312,000	Funding obligated in FY 2020; Update funding label to current
								2020	IMP	TDC (MPO)	\$ -	\$ 62,400	\$ -	\$ -	\$ 62,400	
								2020	IMP	7 - STBG	\$ 364,000	\$ -	\$ -	\$ -	\$ 364,000	
								2021	IMP	TDC (MPO)	\$ -	\$ 72,800	\$ -	\$ -	\$ 72,800	
								2021	IMP	7 - STBG	\$ 468,000	\$ -	\$ -	\$ -	\$ 468,000	
								2022	IMP	TDC (MPO)	\$ -	\$ 93,600	\$ -	\$ -	\$ 93,600	
DALLAS	11913	0918-00-353	TXDOT-DALLAS	VA	DIGITAL VIDEO PROJECT		PURCHASE NEW DIGITAL VIDEO SOFTWARE AND HARDWARE FOR TRAFFIC MANAGEMENT CENTER TO ALLOW FOR DIGITAL VIDEO TO BE INTEGRATED INTO THE TMC SOFTWARE, DISPLAYS, AND SHARING WITH PARTNER AGENCIES; INTELLIGENT TRANSPORTATION SYSTEM	2020	IMP	5 - CMAQ	\$ 1,200,000	\$ -	\$ 300,000	\$ -	\$ 1,500,000	Funding obligated in FY 2020
DALLAS	11913.2	0918-00-356	TXDOT-DALLAS	VARIOUS	DIGITAL VIDEO PROJECT; ON ALL STATE FACILITIES	IN THE DALLAS DISTRICT	UPGRADE ITS CCTV ANALOG CAMERAS LOCATED THROUGHOUT THE DALLAS DISTRICT (APPROXIMATELY 576) WITH DIGITAL CAMERAS TO BE COMPATIBLE WITH UPGRADED DALTRANS TRAFFIC MANAGEMENT CENTER VIDEO EQUIPMENT	2020	IMP	1 - PREV MAINT	\$ 2,100,000	\$ -	\$ 525,000	\$ -	\$ 2,625,000	Funding obligated in FY 2020
								2021	IMP	5 - CMAQ	\$ 2,300,000	\$ -	\$ 575,000	\$ -	\$ 2,875,000	
DALLAS	13015	0549-03-024	TXDOT-DALLAS	SH 121	COLLIN COUNTY OUTER LOOP	NORTH OF FM 455	RECONSTRUCT AND WIDEN FROM 2 LANE TO 4 LANE RURAL DIVIDED; CONSTRUCT 0 TO 4 LANE DISCONTINUOUS ACCESS ROAD AND FM 455 INTERCHANGE	2016	ENG	SBPE	\$ -	\$ -	\$ 2,500,000	\$ -	\$ 2,500,000	Funding obligated in FY 2020
								2017	ROW	S102	\$ 17,600,000	\$ -	\$ 2,200,000	\$ 2,200,000	\$ 22,000,000	
								2019	UTIL	S102	\$ 1,600,000	\$ -	\$ 200,000	\$ 200,000	\$ 2,000,000	
								2020	CON	4 - STATEWIDE CONNECTIVITY	\$ 43,339,755	\$ -	\$ 10,834,939	\$ -	\$ 54,174,694	
DALLAS	20076.2	0549-03-035	TXDOT-DALLAS	SH 121	NORTH OF SH 160	CR 635 (FANNIN COUNTY LINE)	RECONSTRUCT AND WIDEN FROM 2 LANE TO 4 LANE RURAL DIVIDED	2018	ROW	S102	\$ 20,000,000	\$ -	\$ 2,500,000	\$ 2,500,000	\$ 25,000,000	Funding obligated in FY 2020
								2020	CON	11 - DIST DISCR	\$ 5,520,000	\$ -	\$ 1,380,000	\$ -	\$ 6,900,000	
								2021	CON	Local Contribution	\$ -	\$ -	\$ -	\$ -	\$ -	

Changes to the 2021-2024 Transportation Improvement Program

DISTRICT	TIP CODE	CSJ	PROJECT SPONSER	FACILITY	LIMITS FROM	LIMITS TO	SCOPE	TIP FY	PHASE	CATEGORY	FEDERAL	REGIONAL	STATE	LOCAL	TOTAL	COMMENTS
DALLAS	20076.3	0549-03-033	TXDOT-DALLAS	SH 121	NORTH OF FM 455	SOUTH OF SH 160	RECONSTRUCT AND WIDEN FROM 2 LN TO 4 LN RURAL DIVIDED; CONSTRUCT 0 TO 2 LN DISCONTINUOUS FRTG RD AND FM 2862 INTERCHANGE	2020 2021	ENV	SW PE	\$ -	\$ -	\$ 2,000,000	\$ -	\$ 2,000,000	Funding obligated in FY 2020
								2020 2021	ROW	SW ROW	\$ 6,400,000	\$ -	\$ 800,000	\$ 800,000	\$ 8,000,000	
								2020 2021	CON	11 - DIST DISCR	\$ 10,400,000	\$ -	\$ 2,600,000	\$ -	\$ 13,000,000	
								2020 2021	CON	11 - DIST DISCR	\$ 11,927,846	\$ -	\$ 2,981,962	\$ -	\$ 14,909,808	
								2022 2021	CON	Local Contribution	\$ -	\$ -	\$ -	\$ 7,700,000	\$ 7,700,000	
								2023 2021	CON	11 - DIST DISCR	\$ 7,200,000	\$ -	\$ 1,800,000	\$ -	\$ 9,000,000	
DALLAS	20200	0918-00-349	NCTCOG	VA	SUSTAINABILITY FOR TRANSIT		TRANSIT OPERATIONS REGIONAL COORDINATION	2020	IMP	RTR 121 - East Set Aside 2	\$ -	\$ 750,000	\$ -	\$ -	\$ 750,000	Funding obligated in 2020
								2020 2021	IMP	RTR 121 - East Set Aside 2	\$ -	\$ 750,000	\$ -	\$ -	\$ 750,000	
								2020 2021	IMP	RTR 121 - East Set Aside 2	\$ -	\$ 750,000	\$ -	\$ -	\$ 750,000	
DALLAS	40037	0918-25-025	HEATH	CS	SRTS TRAIL PROJECT - SMIRL & HUBBARD; EXISTING PATH AT FM 740 TRAIL	EXISTING PATH WEST OF DUNFORD DRIVE	CONSTRUCT A SHARED-USE PATH FOR BICYCLISTS AND PEDESTRIANS ALONG HUBBARD DR	2018	ENG	9 TA Set Aside	\$ 57,082	\$ -	\$ -	\$ 14,271	\$ 71,353	Funding obligated in 2020
								2018	ENV	9 TA Set Aside	\$ 8,000	\$ -	\$ -	\$ 2,000	\$ 10,000	
								2020 2021	CON	9 TA Set Aside	\$ 296,711	\$ -	\$ -	\$ 74,178	\$ 370,889	
								2020 2021	CON	Local Contribution	\$ -	\$ -	\$ -	\$ -	\$ -	
								2020 2021	CONENG	9 TA Set Aside	\$ 18,435	\$ -	\$ -	\$ 4,609	\$ 23,044	
DALLAS	40048	0918-47-205	DALLAS	VA	TRINITY STRAND TRAIL PHASE 2; EXISTING TRINITY STRAND TRAIL AT THE INTERSECTION OF MARKET CNTR BLVD & TURTLE CREEK BLVD	INWOOD/LOVE FIELD DART STATION	CONSTRUCT BICYCLE AND PEDESTRIAN IMPROVEMENTS INCLUDING SHARED-USE PATH, ON STREET BIKEWAY, BICYCLE/PEDESTRIAN SIGNALS, CROSSWALKS, SIGNAGE, AND BICYCLE/PEDESTRIAN TRAFFIC COUNT EQUIPMENT	2017	ENG	Local Contribution	\$ -	\$ -	\$ -	\$ -	\$ -	Funding obligated in FY 2020
								2020 2021	CON	9 TA Set Aside	\$ 4,742,746	\$ -	\$ -	\$ 1,185,686	\$ 5,928,432	
								2020 2021	CON	Local Contribution	\$ -	\$ -	\$ -	\$ -	\$ -	
								2020 2021	CONENG	9 TA Set Aside	\$ 257,254	\$ -	\$ -	\$ 64,314	\$ 321,568	
DALLAS	54005	2351-01-017	TXDOT-DALLAS	FM 2478	US 380	FM 1461	WIDEN TWO LANE RURAL HIGHWAY TO FOUR LANE DIVIDED; REALIGN INTERSECTION AT FM 1461; SIX LANE ULTIMATE	2016	ENG	Local Contribution	\$ -	\$ -	\$ -	\$ -	\$ -	Funding obligated in 2020
								2016	ENG	SBPE	\$ -	\$ -	\$ 1,000,000	\$ -	\$ 1,000,000	
								2018	ROW	S102	\$ 10,400,000	\$ -	\$ 1,300,000	\$ 1,300,000	\$ 13,000,000	
								2020 2021	CON	2M - METRO CORR	\$ 27,834,595	\$ -	\$ 6,958,649	\$ -	\$ 34,793,244	
DALLAS	54005.1	2351-02-014 2351-02-0014	TXDOT-DALLAS	FM 2478	FM 1461	NORTH OF FM 1461	WIDEN TWO LANE RURAL HIGHWAY TO FOUR LANE DIVIDED (SIX LANE ULTIMATE); REALIGN INTERSECTION OF FM 1461	2016	ENG	SBPE	\$ -	\$ -	\$ 200,000	\$ -	\$ 200,000	Funding obligated in 2020
								2017	ROW	S102	\$ 595,242	\$ -	\$ 74,405	\$ 74,405	\$ 744,052	
								2020 2021	CON	2M - METRO CORR	\$ 3,188,440	\$ -	\$ 797,110	\$ -	\$ 3,985,550	
DALLAS	55120	0197-02-124	TXDOT-DALLAS	US 175	EAST OF E. MALLOY BRIDGE RD	KAUFMAN COUNTY LINE	RAMP MODIFICATIONS, MILL AND INLAY EXISTING FRONTAGE ROADS	2016	ENG	SW PE	\$ -	\$ -	\$ 106,000	\$ -	\$ 106,000	Funding obligated in 2020
								2020 2021	CON	1 - PREV MAINT	\$ 800,000	\$ -	\$ 200,000	\$ -	\$ 1,000,000	
								2020 2021	CON	2M - METRO CORR	\$ 1,730,560	\$ -	\$ 432,640	\$ -	\$ 2,163,200	
								2020 2021	UTIL	SW ROW	\$ 1,600,000	\$ -	\$ 200,000	\$ 200,000	\$ 2,000,000	

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DISTRICT	TIP CODE	CSJ	PROJECT SPONSER	FACILITY	LIMITS FROM	LIMITS TO	SCOPE	TIP FY	PHASE	CATEGORY	FEDERAL	REGIONAL	STATE	LOCAL	TOTAL	COMMENTS
DALLAS	55134	0197-03-074	TXDOT-DALLAS	US 175	DALLAS COUNTY LINE	WEST OF FM 1389	RAMP MODIFICATIONS, MILL AND INLAY FRONTAGE ROADS	2016	ENG	SBPE	\$ -	\$ -	\$ 200,000	\$ -	\$ 200,000	Funding obligated in 2020
								2020	CON	1 - PREV MAINT	\$ 800,000	\$ -	\$ 200,000	\$ -	\$ 1,000,000	
								2021	CON	2M - METRO CORR	\$ 1,730,400	\$ -	\$ 432,600	\$ -	\$ 2,163,000	
DALLAS	55252	0549-03-034	TXDOT-DALLAS	SH 121	AT FM 2862		CONVERT 2 LANE FACILITY TO 4 LANE DIVIDED	2020	ENG	SBPE	\$ -	\$ -	\$ 43,209	\$ -	\$ 43,209	Funding obligated in FY 2020
								2020	CON	1 - PREV MAINT	\$ 240,000	\$ -	\$ 60,000	\$ -	\$ 300,000	
								2021	CON	8 - SAFETY	\$ 793,645	\$ -	\$ 88,183	\$ -	\$ 881,828	
FORT WORTH	11612.2	0902-00-233	NCTCOG	VARIOUS	REGION-WIDE EMPLOYER TRIP REDUCTION PROGRAM (ETR)	TRACK AND IMPLEMENT ETR STRATEGIES THROUGH COMMUTER/EMPLOYER OUTREACH; MANAGEMENT/OVERSIGHT OF TRYPARKINGIT.COM	PERFORMANCE MONITORING/REPORTING; MAINTAIN/UPDATE THE TDM TOOLKIT, TRIP REDUCTION MANUAL FOR EMPLOYERS, OUTREACH MATERIALS; MANAGED LANE REIMBURSEMENT; ADMINISTRATION OF VANPOOL PROGRAM; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE	2020	IMP	7 - STBG	\$ 861,000	\$ -	\$ -	\$ -	\$ 861,000	Funding obligated September 2020
								2021	IMP	TDC (MPO)	\$ -	\$ 172,200	\$ -	\$ -	\$ 172,200	
FORT WORTH	11613.2	0902-00-272	NCTCOG	VARIOUS	REGIONAL GOODS MOVEMENT/CORRIDOR STUDIES; CONDUCT GENERAL CORRIDOR STUDIES & PLANNING ACTIVITIES IN SUPPORT OF THE	REGION'S GOOD MOVEMENT INCL; NCTCOG STAFF TIME & CONSULTANT ASSISTANCE TO ASSESS IMPACT OF TRUCK, RAIL, & OTHER FREIGHT	MOVEMENT, DATA COLLECTION & ANALYSIS, SAFETY, COORD WITH PRIVATE SECTOR PARTNERS IN FREIGHT BUSINESS; MONITORING TRUCK LANE CORRIDORS, HAZMAT, ECON ANALYSIS, LAND USE COMPATIBILITY, PASSENGER & FREIGHT RAIL INTEGRATION, PUBLIC OUTREACH/EDUCATION	2020	IMP	7 - STBG	\$ 657,000	\$ -	\$ -	\$ -	\$ 657,000	Funding obligated in September 2020
								2021	IMP	TDC (MPO)	\$ -	\$ 131,400	\$ -	\$ -	\$ 131,400	
FORT WORTH	11619.1	0902-90-124	TXDOT-FORT WORTH	VA	REGIONAL MOBILITY ASSISTANCE PATROL (FORT WORTH DISTRICT)		MOBILITY ASSISTANCE PATROL THAT PROVIDES ASSISTANCE TO STRANDED MOTORISTS DUE TO VEHICLE PROBLEMS OR NON-INJURY ACCIDENTS	2020	CON	7 - STBG	\$ 2,125,000	\$ -	\$ 531,250	\$ -	\$ 2,656,250	Funding obligated August 2020
FORT WORTH	11621.1	0902-00-266	NCTCOG	VA	PLANNING STUDIES AND STREAMLINED PROJECT DELIVERY (REGIONAL)		PROVIDE MPO PLANNING SUPPORT AND TECHNICAL ASSISTANCE FOR SURFACE TRANSPORTATION PROJECTS WITHIN THE METROPOLITAN PLANNING AREA INCLUDING PLANNING STUDIES AND EXPEDITE ENVIRONMENTAL REVIEW PROCESS	2020	IMP	7 - STBG	\$ 1,248,000	\$ -	\$ -	\$ -	\$ 1,248,000	Funding obligated September 2020
								2021	IMP	TDC (MPO)	\$ -	\$ 249,600	\$ -	\$ -	\$ 249,600	
FORT WORTH	11650	0902-00-262	NCTCOG	VA	CORRIDOR STUDIES AND CAPITAL ASSET MANAGEMENT	IDENTIFY STRATEGIES TO EXTEND OPERATIONAL LIFE OF TRANSPORTATION FACILITIES BY PROMOTING USE OF STRATEGIC MAINTENANCE,	REPAIR, AND EXPANSION; INCLUDES CONTINUED DEVELOPMENT, MONITORING, AND TECHNICAL ASSISTANCE TO REGIONAL PARTNERS TO BALANCE PRESERVATION VS. UPGRADE OF ASSETS	2020	IMP	7 - STBG	\$ 280,000	\$ -	\$ -	\$ -	\$ 280,000	Funding obligated in September 2020
								2021	IMP	TDC (MPO)	\$ -	\$ 56,000	\$ -	\$ -	\$ 56,000	

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DISTRICT	TIP CODE	CSJ	PROJECT SPONSER	FACILITY	LIMITS FROM	LIMITS TO	SCOPE	TIP FY	PHASE	CATEGORY	FEDERAL	REGIONAL	STATE	LOCAL	TOTAL	COMMENTS
FORT WORTH	11654.1	0902-00-236	NCTCOG	VA	TECHNICAL AND LEGAL SUPPORT FOR INNOVATIVE FINANCING ON TRANSPORTATION AND AIR QUALITY PROJECTS IN THE DALLAS-	FORT WORTH REGION	INCLUDING RESEARCHING, DEVELOPING, AND NEGOTIATING LEGAL MECHANISMS TO IMPLEMENT PROGRAMS AND INITIATIVES TO ENSURE COMPLIANCE WITH FEDERAL, STATE, AND POLICY BODY REQUIREMENTS	2020	IMP	RTR 121 - East Set Aside 2	\$ -	\$ 150,000	\$ -	\$ -	\$ 150,000	RTR funds were advanced in FY 2020
								2020 2021	IMP	RTR 121 - East Set Aside 2	\$ -	\$ 150,000	\$ -	\$ -	\$ 150,000	
								2020 2022	IMP	RTR 121 - East Set Aside 2	\$ -	\$ 150,000	\$ -	\$ -	\$ 150,000	
FORT WORTH	11684	0902-00-283	NCTCOG	VA	REGION WIDE PROJECT TO ASSIST LOCAL PARTNERS AS THEY IMPLEMENT AV DEPLOYMENTS BY PROVIDING FUNDING FOR COSTS RELATED	TO DEPLOYMENTS AND SUPPORTING COSTS OF ACTIVE AUTOMATED VEHICLE DEPLOYMENTS IN PARTNERSHIP WITH THE PRIVATE SECTOR;	INCLUDES LOCAL GOVERNMENT STAFF & CONSULTANT TIME, INFRASTRUCTURE UPGRADES (EX: SIGNAL, STRIPING, DSRC & 5G CONNECTIVITY), LEGAL SERVICES, PUBLIC ED, SAFETY (EX: COORD W/ FIRST RESPONDERS); SOFTWARE & TECH EXPERTISE; NCTCOG ADMINISTRATION	2020 2021	IMP	7 - STBG	\$ 2,120,000	\$ -	\$ -	\$ -	\$ 2,120,000	Funding obligated in July 2020
								2020 2021	IMP	TDC (MPO)	\$ -	\$ 424,000	\$ -	\$ -	\$ 424,000	
FORT WORTH	11685	0902-00-281	NCTCOG	VA	REGION WIDE PROJECT TO PROVIDE AV RELATED PLANNING ASSISTANCE TO LOCAL PARTNERS;	INCLUDES STAFF AND CONSULTANT TIME, AND NCTCOG ADMIN; AUTOMATED TRANSPORTATION PLANNING RESOURCES FOR CITIES	PLANNING ACTIVITIES MAY INCLUDE: TRAFFIC MODELING; IDENTIFYING USE CASES; POLICY DEVELOPMENT; PUBLIC OUTREACH & ED; SCENARIO PLANNING; LAND USE PLANNING	2020 2021	IMP	7 - STBG	\$ 850,000	\$ -	\$ -	\$ -	\$ 850,000	Funding obligated in July 2020
								2020 2021	IMP	TDC (MPO)	\$ -	\$ 170,000	\$ -	\$ -	\$ 170,000	
FORT WORTH	11893.5	0902-00-259	NCTCOG	VA	511 TRAVELER INFORMATION SYSTEM (ITS)		DEVELOP AND IMPLEMENT TRAVELER INFORMATION SYSTEM IN REGION	2020 2021	IMP	7 - STBG	\$ 780,000	\$ -	\$ 195,000	\$ -	\$ 975,000	Funding obligated September 2020
FORT WORTH	14059	2208-01-070	TXDOT-FORT WORTH	SS 303	COLLINS ST	SH 360	CONSTRUCT NEW SIDEWALK, RECONSTRUCT EXISTING SIDEWALK, ADD LIGHTING, AND SIGNAGE	2018	ENG	5 - CMAQ	\$ -	\$ -	\$ -	\$ -	\$ -	Funding obligated in August 2020 and let September 2020
								2018	ENG	SW PE	\$ -	\$ -	\$ 350,000	\$ -	\$ 350,000	
								2020	ROW	S102	\$ 80,000	\$ -	\$ 20,000	\$ -	\$ 100,000	
								2020 2021	UTIL	SW ROW	\$ 40,000	\$ -	\$ 10,000	\$ -	\$ 50,000	
								2020 2021	CON	5 - CMAQ	\$ 3,144,000	\$ -	\$ 786,000	\$ -	\$ 3,930,000	
FORT WORTH	25026	0902-00-245	NCTCOG	VA	WETLANDS/TREE MITIGATION PROJECT		COORDINATE WITH TRANSPORTATION PARTNERS TO PROMOTE MITIGATION EFFORTS IDENTIFIED DURING THE PLANNING PROCESS; COLLECTION AND ANALYSIS OF ENVIRONMENTAL DATA RELEVANT TO MITIGATION	2020	IMP	RTR 121 - East Set Aside 2	\$ -	\$ -	\$ -	\$ -	\$ -	RTR funds have been advanced
								2020 2021	IMP	RTR 121 - East Set Aside 2	\$ -	\$ -	\$ -	\$ -	\$ -	
								2020 2021	IMP	RTR 121 - West Set Aside 2	\$ -	\$ 300,000	\$ -	\$ -	\$ 300,000	
								2020 2022	IMP	RTR 121 - East Set Aside 2	\$ -	\$ -	\$ -	\$ -	\$ -	
FORT WORTH	40054	0902-90-076	TXDOT-FORT WORTH	CS	WALNUT CREEK ELEMENTARY PEDESTRIAN WALKWAY; ALONG STRIBLING DR/STRIBLING DR N FROM TIMBEROAKS DR TO STRIBLING CIR	ALONG HIGH CREST DR FROM STRIBLING DR TO WALNUT CREEK DR	SAFE ROUTES TO SCHOOL; PEDESTRIAN IMPROVEMENTS INCLUDING SIDEWALKS AND CROSSWALKS	2018	ENG	9 TA Set Aside	\$ 44,059	\$ -	\$ -	\$ 11,015	\$ 55,074	Funding obligated in July 2020 and let August 2020
								2020 2021	CON	5 - CMAQ	\$ 250,421	\$ -	\$ -	\$ 62,605	\$ 313,026	
								2020 2021	CONENG	5 - CMAQ	\$ 6,636	\$ -	\$ -	\$ 1,659	\$ 8,295	

Changes to the 2021-2024 Transportation Improvement Program

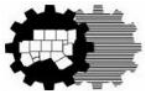
DISTRICT	TIP CODE	CSJ	PROJECT SPONSER	FACILITY	LIMITS FROM	LIMITS TO	SCOPE	TIP FY	PHASE	CATEGORY	FEDERAL	REGIONAL	STATE	LOCAL	TOTAL	COMMENTS
FORT WORTH	25060	0902-90-036	TXDOT-FORT WORTH	CS	ON CHEEK SPARGER RD FROM SH 26	BROWN TRAIL	OVERLAY AND PAVEMENT MARKINGS; INSTALL SIDEWALKS, INCREASE SUPER ELEVATION, CONSTRUCT PAVED SHOULDERS (FROM SAN BAR LN TO E OF OAKBRIAR LN)	2019	ENG	Local Contribution	\$ -	\$ -	\$ -	\$ 500,000	\$ 500,000	Funding obligated in FY 2020
								2020 2021	CON	5 - CMAQ	\$ 351,869	\$ -	\$ -	\$ 87,967	\$ 439,836	
								2020 2021	CONENG-CON	7 - STBG	\$ 1,189,882	\$ -	\$ -	\$ 297,470	\$ 1,487,352	
FORT WORTH	40060	0902-90-081	TXDOT-FORT WORTH	CS	RICHLAND HILLS TRE CONNECTION; GLENVIEW DRIVE ON THE NORTH	INTERSECTION OF SH 121 WESTBOUND FRONTAGE ROAD AND HANDLEY-EDERVILLE ROAD ON THE SOUTH	CONSTRUCT BICYCLE AND PEDESTRIAN IMPROVEMENTS INCLUDING SHARED-USE PATH, BIKEWAYS, SIDEWALKS, CROSSWALKS, AND SIGNAGE	2019	ENG	5 - CMAQ	\$ 321,833	\$ -	\$ -	\$ 80,458	\$ 402,291	Funding obligated in FY 2020
								2020 2021	CON	5 - CMAQ	\$ 1,117,774	\$ -	\$ -	\$ 279,444	\$ 1,397,218	
								2020 2021	CON	9 TA Set Aside	\$ 161,281	\$ -	\$ -	\$ 40,320	\$ 201,601	
								2020 2021	CONENG	9 TA Set Aside	\$ 76,233	\$ -	\$ -	\$ 19,058	\$ 95,291	
FORT WORTH	14010	1601-01-032	TXDOT-FORT WORTH	FM 730	AT EAST LOOP	INTERSECTION IMPROVEMENTS, INCLUDING ADDITIONAL LEFT TURN LANES AND DEICATED RIGHT TURN LANES AND NEW SIGNAL IMPROVEMENTS	2018	ENG	Local Contribution	\$ -	\$ -	\$ -	\$ 250,000	\$ 250,000	Funding obligated in FY 2020	
							2020 2021	CON	Local Contribution	\$ -	\$ -	\$ -	\$ 155,000	\$ 155,000		
							2020 2021	CONENG	5 - CMAQ	\$ 980,000	\$ -	\$ 245,000	\$ -	\$ 1,225,000		
FORT WORTH	14011	0008-03-119	TXDOT-FORT WORTH	US 180	AT EAST LOOP	INTERSECTION IMPROVEMENTS INCLUDING NEW TRAFFIC SIGNALSAND CONSTRUCTION OF DEDICATED TURN LANES	2017	ENG	Local Contribution	\$ -	\$ -	\$ -	\$ 250,000	\$ 250,000	Funding obligated in FY 2020	
							2020 2021	CON	Local Contribution	\$ -	\$ -	\$ -	\$ 155,000	\$ 155,000		
							2020 2021	CONENG	5 - CMAQ	\$ 980,000	\$ -	\$ 245,000	\$ -	\$ 1,225,000		

Items noted in Red and struck through are changes since previous RTC approval

Items noted in Purple with Yellow highlighting are items that have changed since STTC on January 22, 2021

UPDATE ON THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

**REGIONAL TRANSPORTATION COUNCIL
FEBRUARY 11, 2021**



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

DELAYS TO APPROVAL OF THE NEW TIP/STIP

- The 2021-2024 TIP/Statewide TIP (STIP) was submitted to the Texas Department of Transportation (TxDOT) in June 2020.
- Approval of the 2021-2024 STIP was delayed due to issues balancing project programming to available revenues statewide.
- In order to resolve this issue, the TxDOT Transportation Planning and Programming Division requested several changes to project fiscal years for selected projects.
- Until this issue can be resolved, the 2019-2022 TIP/STIP will remain in effect.

IMPACTS OF TIP/STIP APPROVAL DELAY

- The delay in approval will primarily impact projects that were newly added or changed substantially in the 2021-2024 TIP, as funding agreements or new federal/State actions for these projects will not be executed until the STIP is approved.
- Due to delays in TIP/STIP approval, changes requested through the November 2020 TIP modification cycle have also been delayed, and therefore have not been processed and approved by TxDOT or the US DOT.
- The February 2021 TIP modification cycle will also be impacted.

RESOLUTION AND UPDATED TIMELINE FOR TIP/STIP APPROVAL

- November 2020 and February 2021 TIP revisions are being incorporated into the original 2021-2024 TIP/STIP submission for TxDOT and FHWA in January/February 2021.
- Additional changes recommended by TxDOT to balance statewide fiscal constraints will also be incorporated into the listings in February 2021.
- TxDOT approval of the updated 2021-2024 TIP/STIP document is anticipated in late March 2021.
- The document will then be forwarded to the US DOT with approval anticipated in May 2021.

ADDITIONAL IMPACTS OF THE APPROVAL DELAY

- As the US DOT will likely still be reviewing the new TIP/STIP concurrently, TxDOT anticipates cancelling the May 2021 STIP Revision Cycle (which would normally start in January)
- Assuming this plan holds, the next deadline for TIP modifications to be submitted to TxDOT would be the August 2021 cycle
 - Modification requests for that cycle are due April 26, 2021, to NCTCOG staff
 - Resulting STIP revisions would be submitted to the State in late July 2021
 - US DOT approval is anticipated in late September or early October 2021
- This timeline means that new projects in FY 2021 are extremely limited and most new funding would not be available until FY 2022.

IDENTIFIED UPDATES TO THE TIP/STIP

- 13 projects TxDOT identified as needing to be moved due to financial constraints are not yet approved by the RTC.
- Since the 2021-2024 TIP/STIP project listing was approved by the RTC, 34 projects have obligated and no longer need to be “double listed” in the new TIP.
- 7 revisions from the November cycle and 1 revision from the February cycle were initially processed administratively but have been amended and now require RTC approval.
- 1 change to the original listing needs RTC approval.

REQUESTED ACTION

- Recommend RTC approval of:
 - The changes to projects in the 2021-2024 TIP/STIP requiring RTC action
 - Administratively amending other planning and administrative documents, as needed.

CONTACT/QUESTIONS?

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REGIONAL TRANSPORTATION COUNCIL MILESTONE POLICY (ROUND 2) RECOMMENDATION LIST

CALL FOR PROJECTS/ SELECTION TIMEFRAME	TIP CODE	CSJ	PROJECT SPONSOR	CITY	EST. START DATE	FISCAL YEAR	NEW ESTIMATED/ ACTUAL START DATE	LIMITS	PROJECT DESCRIPTION	TOTAL FUNDING	FUNDING CATEGORY	RECENT POLICY BOARD ACTION SUPPORT?	MATCH AVAILABLE?	UPDATED PROJECT SCHEDULE?	COMMENTS	RECOMMENDATION
PROJECTS PROPOSED FOR CANCELLATION																
2005 PARTNERSHIP PROGRAM 2	11544	0902-48-805	TRINITY METRO	FORT WORTH	11/2021	2011	N/A	TRE CROSSING AT HALTOM ROAD	UPGRADE TO QUAD GATES AND RESURFACE CROSSING	\$50,000	STBG	NO	N/A	N/A	PROJECT TO BE FUNDED WITH ANOTHER SOURCE (TXDOT SECTION 130 FUNDS); TRINITY METRO REQUESTS REPROGRAMMING OF FUNDS TO ANOTHER PROJECT	DE-OBLIGATE UNSPENT FUNDS FROM PROJECT AND REPROGRAM TO TIP 14078 (DUE TO FTA RESTRICTIONS ON HOW THE OLDER FUNDS CAN BE USED). CANCEL PROJECT AND RETURN FUNDS TO REGIONAL POOL
2005 PARTNERSHIP PROGRAM 2	11548	0902-48-809	TRINITY METRO	FORT WORTH	02/2021	2011	N/A	TRE CROSSING AT JUDKINS STREET (SOUTH)	UPGRADE TO QUAD GATE	\$93,600	STBG	NO	N/A	N/A	TRINITY METRO NO LONGER HAS PLANS FOR IMPROVEMENTS AT THIS LOCATION; TRINITY METRO REQUESTS REPROGRAMMING OF FUNDS TO ANOTHER PROJECT	DE-OBLIGATE UNSPENT FUNDS FROM PROJECT AND REPROGRAM TO TIP 14078 (DUE TO FTA RESTRICTIONS ON HOW THE OLDER FUNDS CAN BE USED). CANCEL PROJECT AND RETURN FUNDS TO REGIONAL POOL
2005 PARTNERSHIP PROGRAM 2	11549	0902-48-806	TRINITY METRO	FORT WORTH	05/2021	2011	N/A	TRE CROSSING AT RIVERSIDE DRIVE	REPLACE CROSSING AND ADD 2ND TRACK	\$32,500	STBG	NO	N/A	N/A	PROJECT TO BE FUNDED WITH ANOTHER SOURCE (TXDOT SECTION 130 FUNDS); PROJECT NO LONGER INCLUDES ADDING A SECOND TRACK; TRINITY METRO REQUESTS REPROGRAMMING OF FUNDS TO ANOTHER PROJECT	DE-OBLIGATE UNSPENT FUNDS FROM PROJECT AND REPROGRAM TO TIP 14078 (DUE TO FTA RESTRICTIONS ON HOW THE OLDER FUNDS CAN BE USED). CANCEL PROJECT AND RETURN FUNDS TO REGIONAL POOL
2005 PARTNERSHIP PROGRAM 2	11593	0902-90-142	TRINITY METRO	VARIOUS	06/2020	2020	N/A	16 TRE GRADE CROSSINGS THROUGHOUT TARRANT COUNTY	UPGRADE CROSSINGS BY PROVIDING NEW CROSSING PANELS, NEW AND LONGER CROSSING ARMS, NEW RAILROAD SIGNALS, AND A NON-MOUNTABLE CURB MEDIAN	\$1,054,223	CAT 12(S)	NO	N/A	N/A	IMPROVEMENTS AT ALL LOCATIONS HAVE ALREADY BEEN COMPLETED. WILL BE COMPLETED WITH OTHER FUNDS, OR ARE NO LONGER NEEDED	DE-OBLIGATE UNSPENT FUNDS FROM PROJECT AND REPROGRAM TO TIP 14078 (DUE TO FTA RESTRICTIONS ON HOW THE OLDER FUNDS CAN BE USED). CANCEL PROJECT AND RETURN FUNDS TO REGIONAL POOL
2006-2008 LOCALLY FUNDED	82399	0000-18-022	FLOWER MOUND	FLOWER MOUND	02/2022	2022	N/A	COLLEGE PKWY AT TIMBER CREEK	SIGNAL INSTALLATION	\$215,000	LOCAL CONTRIBUTION	NO	N/A	N/A	THE TOWN OF FLOWER MOUND REQUESTS CANCELLATION; PROJECT CANCELED VIA THE 2021-2024 TIP DEVELOPMENT EFFORT	N/A - CANCELLATION ALREADY APPROVED THROUGH A CONCURRENT PROCESS
2008-2011 LOCALLY FUNDED	83052	0000-18-026	DALLAS COUNTY	MESQUITE	10/2020	2021	N/A	LAWSON RD FROM MILAM RD TO CLAY-MATHIS RD	WIDEN FROM 2 LANES TO 4 LANES	\$10,500,000	LOCAL CONTRIBUTION	YES	N/A	N/A	DALLAS COUNTY AND THE CITY OF MESQUITE REQUEST CANCELLATION OF THIS PROJECT	CANCEL PROJECT
2008-2011 LOCALLY FUNDED	83112	0000-18-027	FRISCO	FRISCO	10/2024	2025	N/A	LEBANON RD FROM COIT RD TO INDEPENDENCE PKWY	WIDEN FROM 2 LANES TO 4 LANES	\$5,800,000	LOCAL CONTRIBUTION	NO	N/A	N/A	CITY OF FRISCO REQUESTS THAT THE PROJECT BE REMOVED FROM THE TIP DUE TO THE PROJECT NOT BEING IN ITS 5 YEAR CAPITAL IMPROVEMENT PROGRAM (CIP) PLAN	CANCEL PROJECT
2008-2011 TXDOT SELECTED	53138.2	0495-01-064	TERRELL	TERRELL	03/2026	2026	N/A	SP 557 AT LAS LOMAS PARKWAY (CR 305)	CONSTRUCT PHASE 1 (4-LANES) OF ULTIMATE 8 LANE BRIDGE PLUS CONNECTIONS TO LAS LOMAS PARKWAY	\$2,961,583	LOCAL CONTRIBUTION	NO	N/A	N/A	CITY REQUESTS CANCELLATION OF THIS PROJECT	CANCEL PROJECT
2009 CONGRESSIONAL EARMARK	83219	0918-47-073	IRVING	IRVING	07/2018	2018	N/A	IRVING BOULEVARD/2ND STREET FROM SOWERS ROAD TO LEE STREET	PLANNING AND IMPLEMENTATION STUDY FOR IRVING BOULEVARD/2ND STREET TO MOVE FROM TXDOT ON-SYSTEM TO CITY OF IRVING CONTROL; IMPLEMENTING COMPLETE STREETS THROUGH THE DOWNTOWN CORE	\$380,000	CAT 10 (CONGRESSIONAL EARMARK)	N/A	N/A	N/A	EARMARK FUNDS ARE AT RISK OF RESCISSION BY FHWA; CITY REQUESTS CANCELLATION OF THIS PROJECT	CANCEL PROJECT AND RETURN FUNDS
2009 SUSTAINABLE DEVELOPMENT CFP	20236	0918-47-023	DALLAS	DALLAS	06/2018	2018	N/A	OMNI CONVENTION HOTEL AND CONVENTION CENTER DART STATION IMPROVEMENT PROJECT ON LAMAR STREET; FROM ROSS ST TO CANYON ST	PEDESTRIAN IMPROVEMENTS; LANDSCAPING; AND TRAFFIC SIGNALIZATION	\$2,696,052	RTR	NO	N/A	N/A	PROJECT HAS BEEN CLOSED OUT WITH NCTCOG STAFF THROUGH A CONCURRENT PROCESS; \$750,000 WAS SPENT; REMAINING BALANCE TO BE RETURNED TO REGIONAL SUSTAINABLE DEVELOPMENT CALL FOR PROJECTS (SD CFP) POOL	CANCEL PROJECT AND RETURN UNSPENT FUNDS TO THE SD CFP POOL

REGIONAL TRANSPORTATION COUNCIL MILESTONE POLICY (ROUND 2) RECOMMENDATION LIST

DRAFT

CALL FOR PROJECTS/ SELECTION TIMEFRAME	TIP CODE	CSJ	PROJECT SPONSOR	CITY	EST. START DATE	FISCAL YEAR	NEW ESTIMATED/ ACTUAL START DATE	LIMITS	PROJECT DESCRIPTION	TOTAL FUNDING	FUNDING CATEGORY	RECENT POLICY BOARD ACTION SUPPORT?	MATCH AVAILABLE?	UPDATED PROJECT SCHEDULE?	COMMENTS	RECOMMENDATION
PROJECTS UNDER CONSTRUCTION OR COMPLETE																
1992 CALL FOR PROJECTS	3089	N/A	GARLAND	GARLAND	10/2019	2020	10/2019	CITY WIDE BOTTLENECK IMPROVEMENTS	CONSTRUCT INTERSECTION IMPROVEMENTS AT VARIOUS LOCATIONS IN CITY OF GARLAND	\$3,202,833	LOCAL CONTRIBUTION	NO	YES	N/A	PROJECT ORIGINALLY FUNDED FEDERALLY AND WAS DEFEDERALIZED THROUGH THE 2013-2016 TIP DEVELOPMENT PROCESS; PROJECT CONSISTS OF 14 INTERSECTIONS AND IS BEING IMPLEMENTED IN PHASES; CONSTRUCTION ON THE FIRST INTERSECTION BEGAN OCTOBER 2019 AND HAS BEEN COMPLETED	CONTINUE MONITORING PROGRESS OF THE REMAINING INTERSECTIONS THAT ARE PART OF THIS PROJECT
2004 RAILROAD CROSSING RELIABILITY PARTNERSHIP PROGRAM	11263.2	0902-48-645	HALTOM CITY	HALTOM CITY	06/2020	2014	10/2020	UNION PACIFIC RAILROAD CROSSING AT NORTH HALTOM ROAD AND GLENVIEW DRIVE	INSTALL NON-TRANSVERSABLE MEDIANS ON NORTH HALTOM AND NON-TRANSVERSABLE MEDIANS AND OFF-SETTING FOUR QUADRANT GATES AT GLENVIEW DR	\$550,000	STBG, CAT 12(S), LOCAL CONTRIBUTION	YES	YES	YES	FUNDING HAS BEEN OBLIGATED AND WORK AT ONE LOCATION (HALTOM ROAD) STARTED IN OCTOBER 2020; WORK AT THE OTHER LOCATION (GLENVIEW) IS PENDING APPROVAL BY UNION PACIFIC	N/A; <u>CONTINUE MONITORING PROGRESS OF REMAINING INTERSECTION CONSTRUCTION</u>
2004 PARTNERSHIP PROGRAM 1	11527	0581-02-124	TXDOT DALLAS	IRVING	05/2020	2021	05/2020	SL 12 AT SH 183	RECONSTRUCT INTERCHANGE (PH 2)	\$232,100,000	SBPE, S102, CAT 1, CAT 12	YES	YES	YES	PROJECT LET IN MAY 2020	N/A
2005 PARTNERSHIP PROGRAM 2	11559	0902-48-799	TRINITY METRO	FORT WORTH	02/2020	2013	02/2020	TRE CROSSING AT CALLOWAY CEMETERY	UPGRADE TO QUAD GATES AND RESURFACE CROSSING	\$1,313,233	STBG	NO	N/A	N/A	PROJECT BEGAN CONSTRUCTION FEBRUARY 2020	N/A
2006-2008 LOCALLY FUNDED	82389	0000-18-021	FLOWER MOUND	FLOWER MOUND	01/2020	2020	01/2020	SILVERON BLVD AT FM 2499	SIGNAL INSTALLATION	\$405,000	LOCAL CONTRIBUTION	YES	YES	YES	PROJECT COMPLETED APRIL 2020	N/A
2008 REGIONAL TOLL REVENUE FUNDING INITIATIVE	20261	0918-47-064	GARLAND	GARLAND	07/2020	2020	05/2020	MGR BIKEWAY FROM JUPITER & APOLLO TO SOUTH CITY LIMITS AT DUCK CREEK	CONSTRUCT BIKEWAY/TRAIL CONNECTING MESQUITE AND RICHARDSON, BRIDGE OVER DUCK CREEK, TRAIL CONNECTOR UNDER IH 30, DUCK CREEK GREENBELT, DUCK CREEK BRIDGE ADJACENT TO CENTERVILLE, ON/OFF STREET GLENBROOK/KINGS BRIDGE/APOLLO CONNECTOR, LINKS TO VELOWEB	\$3,620,086	RTR, LOCAL CONTRIBUTION	YES	YES	YES	PROJECT LET IN MAY 2020; CONSTRUCTION BEGAN NOVEMBER 2020	N/A
2008 REGIONAL TOLL REVENUE FUNDING INITIATIVE	20058	0918-24-156	PLANO	PLANO	07/2020	2020	09/2020	PARKER ROAD AT COIT ROAD AND ALMA ROAD	ADD DUAL LEFT AND RIGHT TURN LANES	\$1,734,842	RTR	YES	YES	YES	PROJECT LET IN SEPTEMBER 2020; CONSTRUCTION IS EXPECTED TO BEGIN-BEGAN IN NOVEMBER 2020	N/A
2008 REGIONAL TOLL REVENUE FUNDING INITIATIVE	20059	0918-24-155	PLANO	PLANO	06/2020	2020	05/2020	PARK BOULEVARD FROM COIT ROAD TO JUPITER ROAD	INTERSECTION IMPROVEMENTS TO INCLUDE SIGNAL MODIFICATIONS, REMOVAL OF ROAD HUMP, MAXIMIZING LEFT LANE LENGTHS, RIGHT TURN LANES AND DUAL LEFT TURN LANES ALONG PARK BLVD AT COIT RD, CUSTER RD, ALMA DR, K AVE AND JUPITER RD	\$3,247,097	RTR	YES	YES	YES	PROJECT LET IN MAY 2020 AND CONSTRUCTION BEGAN IN AUGUST 2020	N/A
PROJECTS LOCAL AGENCIES INDICATED WOULD BE IMPLEMENTED IN FY 2021																
2008 REGIONAL TOLL REVENUE FUNDING INITIATIVE	20060	0918-24-154	PLANO	PLANO	10/2020	2021	05/2021 02/2021	LEGACY DRIVE FROM INDEPENDENCE PARKWAY TO K AVENUE	ADD RIGHT TURN LANES AND DUAL LEFT TURN LANES	\$2,015,500	RTR, LOCAL CONTRIBUTION	YES	YES	YES		CONFIRM FUNDING IN FY 2021
2008 REGIONAL TOLL REVENUE FUNDING INITIATIVE	20066	2374-03-074	TXDOT DALLAS	DALLAS	05/2021	2021	05/2021	IH 20 AT BONNIE VIEW RD	IMPROVE APPROACH, WIDEN BRIDGE TO ADD TURN LANES, AND REPLACE TRAFFIC SIGNAL SYSTEM	\$2,988,645	STBG, LOCAL CONTRIBUTION	YES	YES	YES	CITY OF DALLAS RESPONSIBLE FOR ANY COST OVERRUNS	CONFIRM FUNDING IN FY 2021
2009 SUSTAINABLE DEVELOPMENT CFP	20240	0918-47-027	DALLAS	DALLAS	11/2020	2021	06/2021	COLLECTIVE MIXED USE DEVELOPMENT	BICYCLE LANES, SIDEWALKS, PEDESTRIAN AND INTERSECTION IMPROVEMENTS BOUNDED BY FORT WORTH AVE, BAHAMA DR, IH 30, AND PLYMOUTH ROAD; AND CONNECTION TO COOMBS CREEK TRAIL ALONG PLYMOUTH RD	\$2,482,813	RTR	NO	YES	YES	PHASE 1 OF PROJECT HAS BEEN COMPLETED (NO INVOICES RECEIVED YET); DESIGN FOR PHASE 2 EXPECTED TO BE COMPLETED IN DECEMBER 2020; PHASE 2 CONSTRUCTION ANTICIPATED TO BEGIN SUMMER 2021	CONFIRM FUNDING IN FY 2021

REGIONAL TRANSPORTATION COUNCIL MILESTONE POLICY (ROUND 2) RECOMMENDATION LIST

DRAFT

CALL FOR PROJECTS/ SELECTION TIMEFRAME	TIP CODE	CSJ	PROJECT SPONSOR	CITY	EST. START DATE	FISCAL YEAR	NEW ESTIMATED/ ACTUAL START DATE	LIMITS	PROJECT DESCRIPTION	TOTAL FUNDING	FUNDING CATEGORY	RECENT POLICY BOARD ACTION SUPPORT?	MATCH AVAILABLE?	UPDATED PROJECT SCHEDULE?	COMMENTS	RECOMMENDATION
PROJECTS LOCAL AGENCIES INDICATED WOULD BE IMPLEMENTED IN FY 2022																
2004 PARTNERSHIP PROGRAM	11237.2	0918-45-812	IRVING	IRVING	02/2021	2023	03/2022	CONFLANS RD FROM SH 161 TO VALLEY VIEW LANE	CONSTRUCT 0 TO 4 LANE DIVIDED FACILITY WITH NEW SIDEWALKS AND SHARED USE PATH	\$13,057,834	STBG, LOCAL CONTRIBUTION	YES	YES	YES	NEED TO FINALIZE TIMELINE AND FUNDING SOURCE FOR SHORTFALL; <u>PROJECT HAS A FUNDING GAP OF \$17,819,887</u>	CONFIRM EXISTING FUNDING IN FY 2022; CITY IS REQUESTING THAT THE RTC COVER THE FUNDING GAP; <u>A FUNDING INCREASE WILL BE BROUGHT BACK TO THE RTC FOR CONSIDERATION IN THE NEXT TIP MODIFICATION CYCLE</u>
2005-2006 PARTNERSHIP PROGRAM 3	11726.4	0918-47-168	DALLAS COUNTY	DALLAS	02/2021	2021	06/2022 04/2024	RIVERFRONT BLVD FROM CADIZ STREET TO UNION PACIFIC RAILROAD	RECONSTRUCT 6/8 LANE TO 6 LANE WITH BIKE/PEDESTRIAN IMPROVEMENTS AND INTERSECTION IMPROVEMENTS	\$49,400,000	RTR, LOCAL CONTRIBUTION	YES	YES	YES	DESIGN IS NEARING COMPLETION AND THE CONSTRUCTION LET DATE IS JANUARY 2021 CONTINGENT ON THE ONGOING EMINENT DOMAIN PROCESS BETWEEN THE CITY OF DALLAS AND UNION PACIFIC RAILROAD. PROJECT IS SCHEDULED TO BEGIN IN MAY 2021; <u>PROJECT HAS EXPERIENCED DELAYS AND IS NOW EXPECTED TO LET JUNE 2022</u>	CONFIRM FUNDING IN FY 2024 <u>2022</u>
2006-2008 LOCALLY FUNDED	83129.1	0000-18-030	FLOWER MOUND	FLOWER MOUND	07/2020	2020	07/2022	DENTON CREEK BLVD AT GRAHAM BRANCH	BUILD NEW LOCATION 0 TO 4 LANE BRIDGE	\$7,000,000	LOCAL CONTRIBUTION	YES	YES	YES		CONFIRM FUNDING IN FY 2022
2008 REGIONAL TOLL REVENUE FUNDING INITIATIVE	20111	0918-46-239	LEWISVILLE	LEWISVILLE	11/2020	2021	05/2022 04/2024	CORPORATE DR FROM HOLFORD'S PRAIRIE RD TO FM 2281	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 5	\$6,843,921	RTR, LOCAL CONTRIBUTION	YES	YES	YES	<u>PROPOSED LET DATE UPDATED FROM WHAT WAS ORIGINALLY SUBMITTED AFTER DISCUSSIONS WITH CITY OF LEWISVILLE</u>	CONFIRM FUNDING IN FY 2024 <u>2022</u>
2008 REGIONAL TOLL REVENUE FUNDING INITIATIVE	20261.2	0918-47-297	MESQUITE	MESQUITE	07/2020	2020	09/2021 04/2024	MGR TRAIL AT MESQUITE CITY LIMITS NEAR DUCK CREEK TO MESQUITE HERITAGE TRAIL NEAR NORTHWEST DR	CONSTRUCT NEW HIKE/BIKE TRAIL FROM MESQUITE HERITAGE TRAIL TO CONNECTING MGR TRAIL IN GARLAND; CONNECTS ACROSS IH 30 AND DUCK CREEK	\$827,115	RTR, LOCAL CONTRIBUTION	YES	YES	YES		CONFIRM FUNDING IN FY 2024 <u>2022</u>
DECEMBER 2009 EMERGENCY RTR FUNDING CHANGES	20213	0918-47-051	DALLAS COUNTY	GRAND PRAIRIE	12/2020	2021	06/2022 04/2024	WILDLIFE PARKWAY FROM SH 161 TO BELT LINE RD	CONSTRUCT 0/2 LANE RURAL TO 2/4 LANE DIVIDED INCLUDING BRIDGE OVER TRINITY RIVER	\$44,510,339	RTR, LOCAL CONTRIBUTION	YES	YES	YES	<u>PROJECT HAS EXPERIENCED DELAYS AND IS NOW EXPECTED TO LET JUNE 2022</u>	CONFIRM FUNDING IN FY 2024 <u>2022</u>
PROJECTS LOCAL AGENCIES INDICATED WOULD BE IMPLEMENTED IN FY 2023																
2004 PARTNERSHIP PROGRAM 1	11572	0902-48-579	TXDOT FORT WORTH	VARIOUS	10/2022	2023	01/2023	US 81/US 287 AT FM 3479/HARMON ROAD/NORTH TARRANT PARKWAY	CONSTRUCT NORTH TARRANT PARKWAY OVER US 287 WITH TURNAROUND ON EASTSIDE; CONSTRUCT HARMON RD OVER US 287; RECONSTRUCT EXISTING SB ENTRANCE RAMP TO US 287 W/AUXILIARY LANE	\$7,553,702	STBG, LOCAL CONTRIBUTION	YES	YES	YES	PROJECT IS RELATED TO TIP 53029, 53030, 53031, AND 53032; PROJECT IS PARTIALLY FUNDED; PROJECT HAS AN \$8,333,204 FUNDING GAP	CONCURRENTLY REQUESTING RTC APPROVAL TO COVER COST OVERRUN AMOUNT VIA TIP MODIFICATION <u>HAS BEEN RECEIVED</u> ; CONFIRM FUNDING IN FY 2023
2004 PARTNERSHIP PROGRAM 1	53029	0014-15-033	TXDOT FORT WORTH	FORT WORTH	10/2022	2023	01/2023	US 81/US 287 FROM FM 3479 (HARMON ROAD) TO SOUTH OF NORTH TARRANT PARKWAY CROSSOVER	RECONSTRUCT NORTHBOUND FRONTAGE ROAD AND EXIT RAMP SOUTH OF FM 3479	\$2,041,669	SW PE, CAT 2M	YES	YES	YES	PROJECT IS RELATED TO TIP 53029, 53030, 53031, AND 53032; PROJECT IS PARTIALLY FUNDED; PROJECT HAS A \$6,016,331 FUNDING GAP	CONCURRENTLY REQUESTING RTC APPROVAL TO COVER COST OVERRUN AMOUNT VIA TIP MODIFICATION <u>HAS BEEN RECEIVED</u> ; CONFIRM FUNDING IN FY 2023
2004 PARTNERSHIP PROGRAM 1	53030	0014-15-034	TXDOT FORT WORTH	FORT WORTH	10/2022	2023	01/2023	US 81/US 287 FROM FM 3479 (HARMON ROAD) TO SOUTHBOUND ENTRANCE RAMP	CONSTRUCT TURNAROUND FROM NB TO SB AT NORTH TARRANT PARKWAY; RECONSTRUCT EXISTING SOUTHBOUND FRONTAGE ROAD FROM FM 3479 TO US 287	\$2,038,179	SW PE, CAT 2M	YES	YES	YES	PROJECT IS RELATED TO TIP 53029, 53030, 53031, AND 53032; PROJECT IS PARTIALLY FUNDED; PROJECT HAS A \$7,227,821 FUNDING GAP	CONCURRENTLY REQUESTING RTC APPROVAL TO COVER COST OVERRUN AMOUNT VIA TIP MODIFICATION <u>HAS BEEN RECEIVED</u> ; CONFIRM FUNDING IN FY 2023

REGIONAL TRANSPORTATION COUNCIL MILESTONE POLICY (ROUND 2) RECOMMENDATION LIST

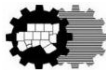
DRAFT

CALL FOR PROJECTS/ SELECTION TIMEFRAME	TIP CODE	CSJ	PROJECT SPONSOR	CITY	EST. START DATE	FISCAL YEAR	NEW ESTIMATED/ ACTUAL START DATE	LIMITS	PROJECT DESCRIPTION	TOTAL FUNDING	FUNDING CATEGORY	RECENT POLICY BOARD ACTION SUPPORT?	MATCH AVAILABLE?	UPDATED PROJECT SCHEDULE?	COMMENTS	RECOMMENDATION
2004 PARTNERSHIP PROGRAM 1	53031	0014-15-035	TXDOT FORT WORTH	FORT WORTH	10/2022	2023	01/2023	US 81/US 287 FROM NORTH ENTRANCE/EXIT RAMP NORTH TO FM 3479 (HARMON ROAD)	RECONSTRUCT NB FRONTAGE ROAD FROM FM 3479 TO RAMP AND SOUTHBOUND FRONTAGE ROAD FROM RAMP TO FM 3479	\$2,038,179	SW PE, CAT 2M	YES	YES	YES	PROJECT IS RELATED TO TIP 53029, 53030, 53031, AND 53032	CONFIRM FUNDING IN FY 2023
2004 PARTNERSHIP PROGRAM 1	53032	0014-15-036	TXDOT FORT WORTH	FORT WORTH	10/2022	2023	01/2023	US 81/US 287 FROM NORTH OF FM 3479 TO NORTH OF IH 35W INTERCHANGE	CONSTRUCT AUXILIARY LANE FROM NORTHBOUND ENTRANCE FROM FM 3479 AND IH 35W TO NORTH TARRANT PARKWAY; AUXILIARY LANE FOR SOUTHBOUND EXIT TO FM 3479 AND ENTRANCE FROM NORTH TARRANT PKWY	\$2,056,479	SW PE, CAT 2M	YES	YES	YES	PROJECT IS RELATED TO TIP 53029, 53030, 53031, AND 53032	CONFIRM FUNDING IN FY 2023
2006-2008 LOCALLY FUNDED	82384	0000-18-019	FLOWER MOUND	FLOWER MOUND	06/2022	2022	10/2022	KIRKPATRICK LN (PHASE III) FROM FM 1171 TO BELLAIRE BLVD	CONSTRUCT 0 TO 4 LANE ROADWAY	\$9,500,000	LOCAL CONTRIBUTION	YES	YES	YES	DESIGN ON PROJECT IS SCHEDULED FOR OCTOBER 2021 WITH CONSTRUCTION FOLLOWING IN OCTOBER 2022.	CONFIRM FUNDING IN FY 2023
2008 REGIONAL TOLL REVENUE FUNDING INITIATIVE	20108	0918-46-238	LEWISVILLE	LEWISVILLE	01/2021	2021	12/2022 05/2024	CORPORATE DR FROM HOLFORD'S PRAIRIE RD TO ELM FORK TRINITY RIVER BRIDGE	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 4	\$15,502,609	RTR, LOCAL CONTRIBUTION	YES	YES	YES	PROPOSED LET DATE UPDATED FROM WHAT WAS ORIGINALLY SUBMITTED AFTER DISCUSSIONS WITH CITY OF LEWISVILLE	CONFIRM FUNDING IN FY 2024 2023
2008 REGIONAL TOLL REVENUE FUNDING INITIATIVE	20113	0918-46-240	LEWISVILLE	LEWISVILLE	11/2020	2021	12/2022 03/2024	CORPORATE DRIVE FROM FM 544 TO JOSEY LANE	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 6	\$19,164,449	RTR	YES	YES	YES	PROPOSED LET DATE UPDATED FROM WHAT WAS ORIGINALLY SUBMITTED AFTER DISCUSSIONS WITH CITY OF LEWISVILLE	CONFIRM FUNDING IN FY 2024 2023
2008 REGIONAL TOLL REVENUE FUNDING INITIATIVE	20131	0918-46-236	LEWISVILLE	LEWISVILLE	11/2020	2021	12/2022 05/2024	CORPORATE DRIVE FROM ELM FORK TRINITY RIVER BRIDGE TO DGNO RR	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 2	\$11,812,679	RTR, LOCAL CONTRIBUTION	YES	YES	YES	PROPOSED LET DATE UPDATED FROM WHAT WAS ORIGINALLY SUBMITTED AFTER DISCUSSIONS WITH CITY OF LEWISVILLE	CONFIRM FUNDING IN FY 2024 2023
2008 REGIONAL TOLL REVENUE FUNDING INITIATIVE	20152	0918-46-237	LEWISVILLE	LEWISVILLE	01/2021	2021	12/2022 05/2024	CORPORATE DRIVE AT ELM FORK TRINITY RIVER BRIDGE	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 3	\$21,844,715	RTR; LOCAL CONTRIBUTION	YES	YES	YES	PROPOSED LET DATE UPDATED FROM WHAT WAS ORIGINALLY SUBMITTED AFTER DISCUSSIONS WITH CITY OF LEWISVILLE	CONFIRM FUNDING IN FY 2024 2023
PROJECTS LOCAL AGENCIES INDICATED WOULD BE IMPLEMENTED IN FY 2024 OR BEYOND																
2005-2006 PARTNERSHIP PROGRAM 3	11734	0902-90-034	DFW AIRPORT	VARIOUS	10/2021	2022	12/2023 12/2022	EAST-WEST CONNECTOR FROM SH 360 TO RENTAL CAR DRIVE	CONSTRUCTION OF EAST-WEST CONNECTOR 0 TO 2 LANES DIVIDED URBAN WITH INTERSECTIONS AT SH 360, 20TH AVE, AND RENTAL CAR DRIVE	\$37,597,032	STBG, LOCAL CONTRIBUTION	YES	YES	YES	PROPOSED LET DATE UPDATED FROM WHAT WAS ORIGINALLY SUBMITTED AFTER DISCUSSIONS WITH TXDOT	CONFIRM FUNDING IN FY 2024 2023
2008 REGIONAL TOLL REVENUE FUNDING INITIATIVE	20084	0047-14-053	TXDOT DALLAS	VARIOUS	08/2025	2028	09/2023	US 75 FROM NORTH OF CR 370 TO CR 375 (GRAYSON COUNTY LINE)	RECONSTRUCT AND WIDEN FROM 4 LANE TO 6 LANE FREEWAY AND RECONSTRUCT EXISTING 4 LANE TO 4/6 LANE FRONTAGE ROADS	\$27,000,000	SW PE, S102, RTR	YES	YES	YES	PROJECT IS PARTIALLY FUNDED; CATEGORY 12 FUNDS HAVE BEEN REQUESTED IN THE PAST FOR THIS PROJECT, BUT NOT RECEIVED; DESIGN IS COMPLETE AND RIGHT-OF-WAY HAS BEEN ACQUIRED; UTILITIES WILL BE RELOCATED UPON CONFIRMATION OF FUNDING COMMITMENT; PROJECT IS PARTIALLY FUNDED WITH \$5,000,000 RTR ACCT 1 FUNDS	CONTINUE MONITORING PROJECT PROGRESS AND CONTINUE TO REQUEST TTC APPROVAL OF CATEGORY 12 FUNDS FOR THIS PROJECT
2008 REGIONAL TOLL REVENUE FUNDING INITIATIVE	20115	0081-03-047	TXDOT DALLAS	ARGYLE	09/2024	2025	09/2024	US 377 FROM SOUTH OF FM 1171 TO CRAWFORD ROAD	RECONSTRUCT AND WIDEN ROADWAY FROM 2 LANE RURAL TO 4 LANE DIVIDED URBAN	\$52,007,246	RTR, SW PE, SW ROW, LOCAL CONTRIBUTION	YES	YES	YES	PROJECT IS ENVIRONMENTALLY CLEARED AND RIGHT-OF-WAY IS BEING PURCHASED; CONSTRUCTION IS NOT FULLY FUNDED; READY TO LET DATE IS 01/2022 ONCE FUNDING IS SECURED; APPROXIMATELY \$76M IS NEEDED TO FULLY FUND CONSTRUCTION ON THIS PROJECT	KEEP PROJECT IN APPENDIX D (ENVIRONMENTAL CLEARANCE SECTION OF TIP) UNTIL FUNDING IS SECURED CANCEL PROJECT AND RETURN FUNDS TO THE RTR POOL
2010 CONGRESSIONAL EARMARK	53079	0902-50-104	BURLESON	BURLESON	05/2022	2025	09/2023 03/2023	ALSBUARY FROM HULEN ST TO CR 1020 (APPROXIMATELY 0.2 MILES)	CONSTRUCTION OF A 4 LANE EXTENSION OF ALSBUARY BOULEVARD	\$1,287,880	CAT 10 (CONGRESSIONAL EARMARK), LOCAL CONTRIBUTION	YES	YES	YES	EARMARK FUNDS ARE AT RISK OF RESCISSION BY FHWA; PROPOSED LET DATE UPDATED FROM WHAT WAS ORIGINALLY SUBMITTED AFTER DISCUSSIONS WITH TXDOT	CONFIRM FUNDING IN FY 2024 2023
TOTAL FUNDING										\$610,527,034						

METROPOLITAN PLANNING ORGANIZATION (MPO) MILESTONE POLICY IMPLEMENTATION (ROUND 2)

Regional Transportation Council

February 11, 2021



North Central Texas
Council of Governments
Transportation Department

BACKGROUND

- ❖ The Regional Transportation Council (RTC) has been selecting projects since 1992.
- ❖ The first round of the MPO Milestone Policy was adopted by the RTC in June 2015, and it reviewed projects selected from 1992 to 2005 that had not yet gone to construction.
- ❖ That initiative was successful in getting 51 out of 57 projects to construction.
- ❖ A second round of the Milestone Policy was initiated to review projects currently over 10 years old that have not been implemented.
- ❖ In November 2019, the second round of Milestone Policy Projects was introduced.

INTENDED OUTCOMES OF THE MILESTONE POLICY

- ❖ Providing a realistic assessment of project status for decision-making
- ❖ Balancing project construction schedule capacity within the current financial constraints
- ❖ Increasing the amount of available funds for priority, “ready-to-go” projects, rather than long delayed projects
- ❖ Getting old projects to construction/implementation

MILESTONE POLICY ROUND 2 OVERVIEW

❖ Affected projects:

- Funded between 2006 and 2010 that had not let or obligated as of December 2019
- Funded prior to 2006 that had let, but have had implementation issues (e.g., re-bid, utility delays)
- Funded with RTC-selected sources
- Locally funded and added to the Transportation Improvement Program (TIP) prior to 2010
- Funded with Congressional Earmarks that are subject to rescission

❖ 41 projects needed to be reconfirmed or cancelled

THE REAPPROVAL PROCESS

- ❖ Agencies with projects on the Milestone Policy Project List were notified via letter (in addition to STTC & RTC agenda items in 2019)
- ❖ Agencies were required to reconfirm the projects as a priority by:
 - Providing a realistic and achievable schedule, which must receive NCTCOG & TxDOT concurrence
 - Providing documentation of policy board support
 - If projects are advancing imminently or have policy board approval within the last six months, new action was not needed (just submit latest approval documentation)
 - If policy support documentation is greater than six months old, new action was requested
 - Documenting the availability of local matching funds

PROJECTS SUMMARY

PROJECT CATEGORIES	NUMBER OF PROJECTS	TOTAL FUNDING OF PROJECTS
Proposed for Cancellation	10	\$23,782,958
Under Construction or Complete	8	\$246,173,091
Scheduled Letting FY 2021	3	\$7,486,958
Scheduled Letting FY 2022	6	\$121,639,209
Scheduled Letting FY 2023	10	\$93,552,660
Scheduled Letting FY 2024 or Beyond	4	\$117,892,158
Total	41	\$610,527,034

Note: Some projects have let but actual construction has not begun. Staff will continue to monitor those projects.

UPDATES TO THE MILESTONE POLICY PROCEDURES

- ❖ In the Round 1 effort, the action included a one-year grace period after the fiscal year in which each agency indicated their project would be ready.
 - Now that the program is established and agencies understand the implications of setting their schedules, staff suggests that this grace period is no longer needed.
- ❖ Also, when NCTCOG staff briefed STTC and RTC about the status of projects in Round 1, further extensions were offered to projects that had missed their deadlines.
 - Staff's original recommendation was that failure to meet the schedules set forth will result in automatic removal of funding from a project.
 - Based on feedback received from STTC members, staff is proposing a compromise position to enable reconsideration of individual project details prior to cancellation (vs. facing automatic cancellation when deadlines are not met).

PROPOSED MILESTONE POLICY TRACKING PROCESS

- ❖ Quarterly status reports will be required on all projects on the Milestone Policy list until they go to letting.
- ❖ Reports would 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 will evaluate the reports and “rate” the projects based on how well the project sponsor is implementing the project(s). The rating system will be 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 missed and the project has been graded as red/high risk, the project will likely be recommended for cancelation.

TIMELINE

- ❖ January 2020 – Notification to project sponsors
- ❖ July 31, 2020 – Formal responses due to NCTCOG staff
- ❖ December 4, 2020 – STTC Information Item
- ❖ December 10, 2020 – RTC Information Item
- ❖ December 2020 – Public Meeting
- ❖ January 22, 2021 – STTC Action Item
- ❖ February 11, 2021 – RTC Action Item

ACTION REQUESTED

- ❖ RTC approval of:
 - The proposed recommendations outlined in the electronic item including:
 - Cancellation of certain projects
 - Established timeframes for each project (i.e., the fiscal year in which projects are scheduled to let)
 - Revised Milestone Policy procedures
 - Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other administrative/planning documents as needed

QUESTIONS?

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DRAFT

**RESOLUTION SUPPORTING THE SAFE AND EFFICIENT
INTEGRATION OF UNMANNED AIRCRAFT SYSTEMS INTO THE DFW REGIONAL
TRANSPORTATION SYSTEM
(R21-01)**

WHEREAS, the North Central Texas Council of Governments (NCTCOG) has been designated as the Metropolitan Planning Organization (MPO) for Dallas-Fort Worth Metropolitan Area by the Governor of Texas in accordance with federal law; and,

WHEREAS, the Regional Transportation Council (RTC), comprised primarily of local elected officials, is the regional transportation policy body associated with the North Central Texas Council of Governments and has been and continues to be the regional forum for cooperative decision on transportation; and,

WHEREAS, the Fixing America's Surface Transportation (FAST) Act assigns the MPO the responsibility for carrying out the metropolitan planning process, in cooperation with the State and public agencies; and,

WHEREAS, 23 USC §134 encourages MPOs to consult with officials responsible for other types of planning activities that are affected by transportation in their metropolitan area; and,

WHEREAS, 23 USC §134(h) provides support for coordination of UAS (Unmanned Aircraft Systems) planning activities into the MPO process by supporting the economic vitality, increasing the safety of motorized and nonmotorized users, increasing the accessibility and mobility of people and for freight, and enhancing the integration and connectivity of the transportation system, across and between modes, for people and freight; and,

WHEREAS, Unmanned Aircraft Systems (UAS) are an unmanned aircraft and associated elements, including communication links and the components that control the unmanned aircraft, that are required for the pilot in command to operate safely and efficiently in the national airspace system; and,

WHEREAS, Approximately 1.32 million recreational UAS aircraft and 990,000 recreational pilots are registered in the United States; and,

WHEREAS, Over 900,000 commercial UAS aircraft are registered in the United States; and,

WHEREAS, the initial Air Taxi Operations are projected to begin in 2023; and,

WHEREAS, the integration of surface transportation with air transportation is essential to provide seamless transfers and safe and reliable transport for regional travelers; congestion mitigation is an integral element of a reliable and safe transportation system; and,

WHEREAS, UAS technology is integral to the development of smart cities, systems, and environments.

NOW THEREFORE, BE IT RESOLVED THAT:

Section 1. The RTC supports a continuous, comprehensive, and cooperative transportation planning process to integrate land-based and aerial-based transportation systems in a safe and cost-effective fashion to maximize economies of scale and improve mobility.

- Section 2.** The RTC supports safe and responsible UAS activity within the region, including, but not limited to, medical supplies and package delivery, air taxi, public safety use, accident reconstruction, surveying, and other activities as identified in the future.
- Section 3.** The RTC encourages agencies to support their public safety services use of Unmanned Aircraft Systems.
- Section 4.** The RTC encourages agencies to work with the UAS industry to adopt “pilot” programs to demonstrate the technologies properly operated in and around a metropolitan area.
- Section 5.** The RTC encourages educational institutions in North Texas to provide UAS-oriented educational offerings to help prepare the transportation workforce of the future.
- Section 6.** The RTC supports the development of UAS aircraft pilot certification standards and efforts to position North Texas as a center for UAS aircraft pilot training.
- Section 7.** The RTC encourages agencies to participate in the North Texas UAS Safety and Integration Task Force. This working group provides a forum that will allow cities to share their current use cases and policies, and also learn about other UAS use cases that can be employed by cities.
- Section 8.** This Resolution shall be transmitted to the Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, National Aeronautics and Space Administration, Texas Department of Transportation, and counties and cities within the Metropolitan Planning Organization planning boundary.
- Section 9.** This resolution shall be in effect immediately upon its adoption.

Roger Harmon, Chair
Regional Transportation Council
County Judge, Johnson County

I hereby certify that this resolution was adopted by the Regional Transportation Council of the North Central Texas Council of Governments for the Dallas-Fort Worth Metropolitan Area on February 11, 2021.

Ann Zadeh, Secretary
Regional Transportation Council
Councilmember, City of Fort Worth



Regional Transportation Council

February 11, 2021

**Ernest Huffman
Aviation Planning and Education
Program Manager**



Proposed Regional Transportation Council Resolution

A Resolution Supporting the Safe and Efficient Integration
of Unmanned Aircraft Systems into the Dallas-Fort Worth
Metropolitan Area's Existing Transportation Ecosystem



Draft Resolution

Section 1. The RTC supports a continuous, comprehensive, and cooperative transportation planning process to integrate land-based and aerial-based transportation systems in a safe and cost-effective fashion to maximize economies of scale and improve mobility.

Section 2. The RTC supports safe and responsible Unmanned Aircraft Systems (UAS) activity within the region including, but not limited to, medical supplies and package delivery, air taxi, public safety use, accident reconstruction, surveying, and other activities as identified in the future.

Section 3. The RTC encourages agencies to support their public safety services use of UAS.

Section 4. The RTC encourages agencies to work with the UAS industry to adopt “pilot” programs to demonstrate the technologies properly operated in and around a metropolitan area.

Section 5. The RTC encourages educational institutions in North Texas to provide UAS-oriented educational offerings to help prepare the transportation workforce of the future.



Draft Resolution(*cont'd*)

Section 6. The RTC supports the development of UAS aircraft pilot certification standards and efforts to position North Texas as a center for UAS aircraft pilot training.

Section 7. The RTC encourages agencies to participate in the North Texas UAS Safety and Integration Task Force “Community Integration Working Group.” This working group provides a forum that will allow cities to share their current use cases and policies, and also learn about other UAS use cases that can be employed by cities.



Community Integration Working Group

- Characterize community concerns
- Inventory available applications for city use
- Inventory funding mechanism for city use
- Inventory training available to cities
- Identify how small UAS and UAS operations can supplement existing transportation methods
- Identify how UAS can replace existing transportation methods in emergency situations



Contact Information

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

Chris Klaus, Senior Program Manager

Regional Transportation Council



February 11, 2021



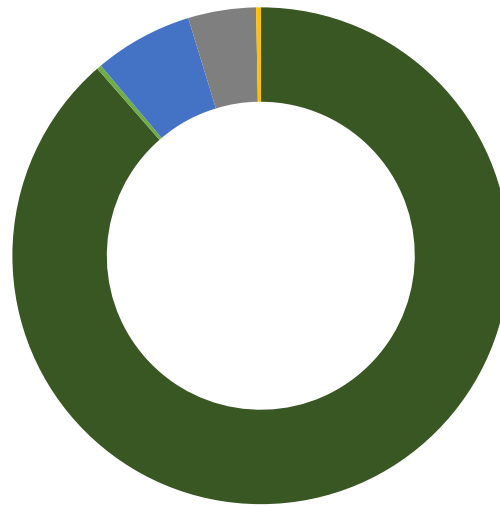
DFW Clean Cities Impacts – Results from 2019 Survey

42 Fleets Reporting
9,871 Alternative Fuel Vehicles and Equipment

*Impacts Over Calendar Year 2019

dfwcleancities.org/annualreport

~26.03 Million Gasoline Gallon Equivalent (GGE) Reduced*



- Alternative Fuel Vehicles
- Hybrid Vehicles
- Fuel Economy Improvements
- Idle Reduction
- Alt Fuel Non-Road Equipment

~420.104 Tons Ozone-Forming Nitrogen Oxides (NO_x) Reduced*



~1.6 Tons/Day
For Comparison: RTC Initiatives Credited in Conformity = ~2.12 Tons/Day

72,094 Tons Greenhouse Gas (GHG) Emissions Reduced*

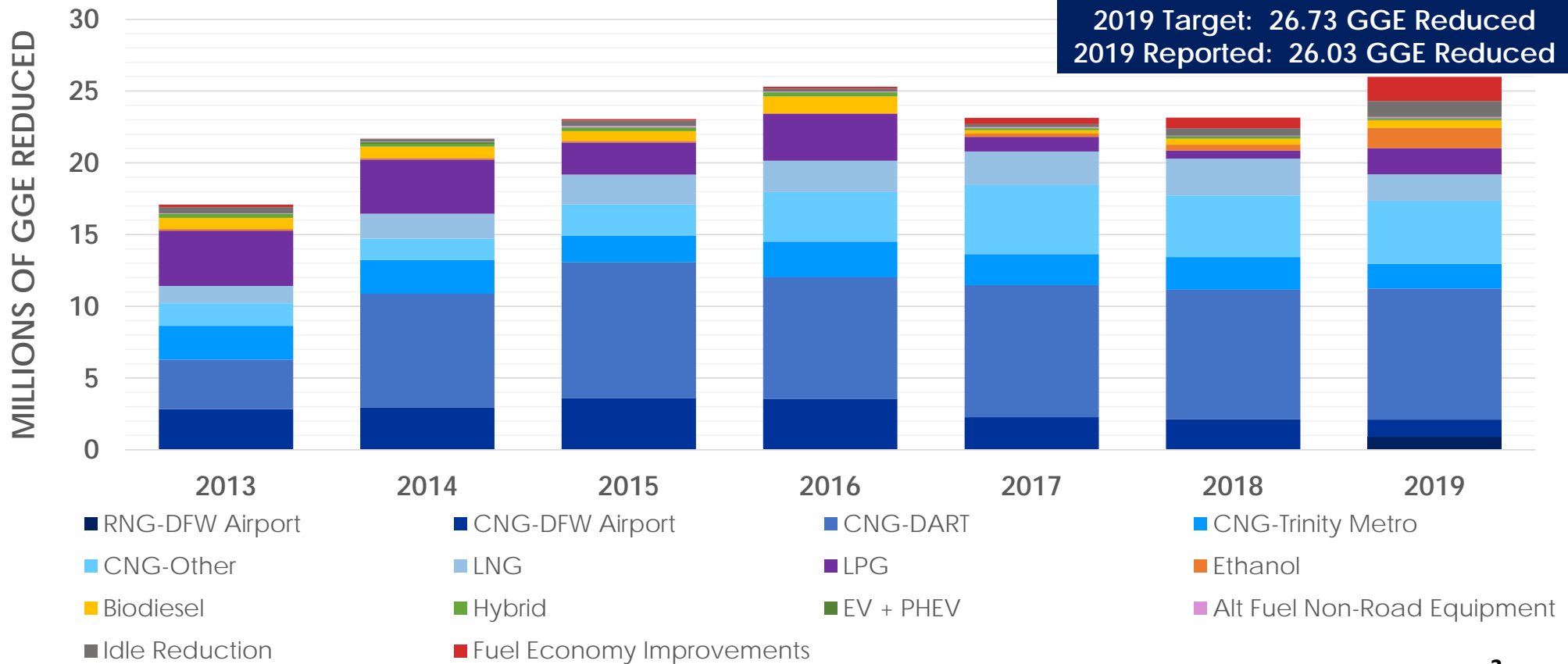
Equivalent to Eliminating



Tanker Trucks of Gasoline

Trends in Annual Energy Impact

Goal per Department of Energy: Increase Reductions 15% Year Over Year



RNG-Renewable Natural Gas; CNG- Compressed Natural Gas; LNG- Liquefied Natural Gas; LPG- Liquefied Propane Gas; EV- Electric Vehicle; PHEV-Plug-In Hybrid Electric Vehicle

Fleet Recognition Awards

Based on 2019 Report



Bronze Fleet Winners

City of Arlington
City of Frisco
City of North Richland Hills
City of Watauga
Tarrant County
Town of Addison
Town of Flower Mound
Trinity Metro



Silver Fleet Winners

City of Bedford
City of Coppell
City of Irving
City of Mesquite
Denton ISD
Prosper ISD



Gold Fleet Winners

City of Carrollton
City of Dallas
City of Denton
City of Euless
City of Lewisville
City of Southlake
Dallas Area Rapid Transit (DART)
DFW Airport



City of Lewisville

City of Southlake



Shining Stars

Greatest Progress in NO_x Reduction



DFW Airport
27.5 tons of NO_x Reduced



North Richland Hills
93% Increase in Reductions

Greatest Progress in GGE Reduction



City of Denton
698,000 GGE Reduced



SPAN Transit
97% Increase in Reductions

Greatest Progress in Transitioning to Alternative Fuels



Trinity Metro
79% Alternative Fuel Vehicles



Denton ISD
+36 LPG Vehicles

25th Anniversary in 2020

dfwcleancities.org



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Amy Hodges

Senior Air Quality Planner

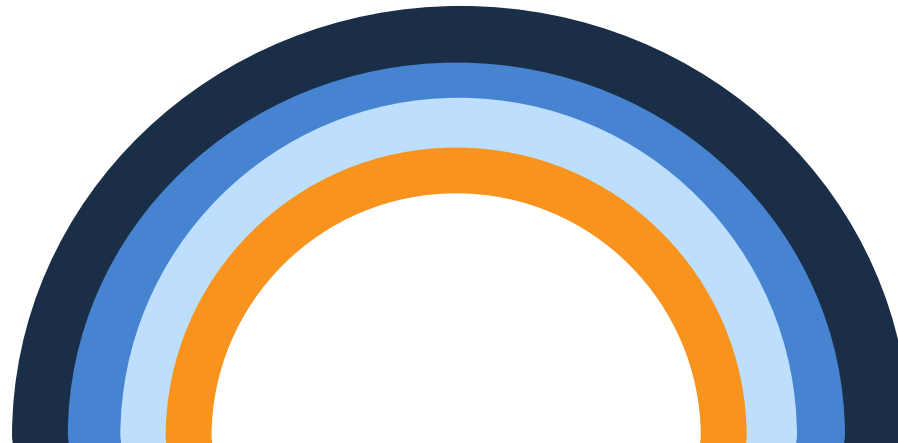
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North Central Texas
Council of Governments



Dallas-Fort Worth
CLEAN CITIES

Regional Transportation Council Attendance Roster
February 2020 - January 2021

RTC MEMBER	Entity	2/27/20	3/12/20	4/9/20	5/14/20	6/11/20	7/9/20	8/13/20	9/10/20	10/8/20	11/12/20	12/10/20	1/14/21
Tennell Atkins (09/17)	Dallas	P	E	P	A	P	P	P	P	P	P	P	P
Richard E. Aubin (06/18)	Garland	E	P	P	P	P	P	P	P	P	P	P	P
Mohamed Bur (06/18)	TxDOT, Dallas	P	P	P	P	E(R)	P	E(R)	P	P	P	P	P
Dianne Costa (10/19)	DCTA	E	P	P	P	P	P	P	P	P	E	E	P
Theresa Daniel (11/18)	Dallas Cnty	P	P	P	P	P	P	P	P	P	P	P	P
Jeff Davis (11/19)	Trinity Metro	E(R)	A	P	P	P	P	A	P	P	P	P	P
Pat Deen (08/19)	Parker County	P	P	A	P	P	P	P	P	P	P	P	P
Rudy Durham (7/07)	Lewisville	P	E	P	P	P	P	P	P	P	P	P	P
Andy Eads (1/09)	Denton Cnty	P	P	P	P	P	P	P	P	P	P	P	P
Kevin Falconer (07/17)	Carrollton	A	A	P	P	P	P	P	P	A	P	P	P
Gary Fickes (12/10)	Tarrant Cnty	P	P	P	E	P	P	P	P	E(R)	E(R)	P	P
George Fuller (07/17)	McKinney	P	P	P	P	P	P	P	P	A	P	P	P
Barry Gordon (12/20)	Duncanville	--	--	--	--	--	--	--	--	--	--	--	E(R)
Rick Grady (09/18)	Plano	P	P	P	P	P	P	P	P	P	P	E	P
Lane Grayson (01/19)	Ellis Cnty	P	P	P	P	P	P	P	P	P	P	P	P
Mojoy Haddad (10/14)	NTTA	P	E	P	P	E	P	P	P	E	P	P	P
Roger Harmon (1/02)	Johnson Cnty	P	P	P	P	P	P	P	P	P	P	P	P
Ivan Hughes (09/19)	Addison	P	P	P	P	P	P	P	P	P	P	P	P
Clay Lewis Jenkins (04/11)	Dallas Cnty	P	E	E(R)	E(R)	P	P	P	P	P	P	P	P
Ron Jensen (06/13)	Grand Prairie	E(R)	E(R)	P	P	P	P	P	P	P	P	P	A
Carl L. Johnson (09/22)	TxDOT, FW	--	--	--	--	--	--	--	P	P	P	E(R)	P
Jungus Jordan (4/07)	Fort Worth	P	P	P	P	P	P	P	P	P	P	P	P
John Keating (12/19)	Frisco	E(R)	E(R)	P	P	E(R)	E(R)	P	P	P	P	P	P
Mike Leyman (09/19)	Mansfield	P	P	P	P	P	P	P	P	P	P	P	P
B. Adam McGough (07/20)	Dallas	--	--	--	--	--	P	P	P	P	P	P	P
William Meadows (02/17)	DFW Airport	P	E(R)	A	A	P	P	A	A	A	A	A	A
Allen E. Meagher (12/20)	Irving	--	--	--	--	--	--	--	--	--	--	--	E(R)
Cara Mendelsohn (07/20)	Dalals	--	--	--	--	--	P	P	P	P	P	P	P
Robert Miklos (12/19)	Mesquite	E	P	P	P	P	P	P	P	P	P	P	A
Cary Moon (06/15)	Fort Worth	P	P	P	P	P	P	P	P	E(R)	P	P	P
Ignacio Nuñez (12/20)	Arlington	--	--	--	--	--	--	--	--	--	--	P	P
Philip J. Ritter (07/20)	Dallas	--	--	--	--	--	P	P	P	P	P	P	P
John Ryan (05/18)	Denton	P	E	P	P	P	P	P	P	P	P	P	P
Chris Schulmeister (07/20)	Allen	--	--	--	--	--	P	P	P	P	P	P	P
Casey Thomas II (07/20)	Dallas	--	--	--	--	--	A	P	E(R)	P	E(R)	P	E(R)
Jeremy Tompkins (10/19)	Eules	P	P	P	P	P	P	P	P	P	P	P	P
T. Oscar Trevino Jr. (6/02)	Nrth Rch Hills	P	P	P	P	P	P	P	P	P	P	P	P

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 2020 - January 2021**

RTC MEMBER	Entity	2/27/20	3/12/20	4/9/20	5/14/20	6/11/20	7/9/20	8/13/20	9/10/20	10/8/20	11/12/20	12/10/20	1/14/21
William Tsao (3/17)	Dallas	P	P	P	P	P	P	P	P	P	P	P	P
Paul Wageman (10/19)	DART	P	P	P	P	P	P	P	P	P	P	P	P
Duncan Webb (6/11)	Collin Cnty	P	P	P	P	P	P	P	P	P	P	P	P
B. Glen Whitley (2/97)	Tarrant Cnty	P	P	P	P	P	P	P	P	P	P	P	P
W. Jeff Williams (10/15)	Arlington	E	P	P	P	P	P	P	P	P	P	P	P
Ann Zadeh (06/17)	Fort Worth	P	P	P	P	P	P	P	P	P	P	P	P

Note: Date in parenthesis indicates when member was 1st eligible to attend RTC meetings

P= Present

A= Absent

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
December 2019 - December 2020

STTC MEMBERS	Entity	12/6/19	1/24/20	2/28/20	3/27/20	4/24/20	5/22/20	6/26/20	7/24/20	8/28/20	9/25/20	10/23/20	12/4/20
Joe Atwood	Hood County	A	P	P	*	*	*	*	*	*	*	*	*
Melissa Baker	Irving	P	P	E	*	*	*	*	*	*	*	*	*
Micah Baker	Dallas County	P	P	A	*	*	*	*	*	*	*	*	*
Bryan Beck	Grapevine	P	P	P	*	*	*	*	*	*	*	*	*
Katherine Beck	Fort Worth	P	P	P	*	*	*	*	*	*	*	*	*
Marc Bentley	Farmers Branch	A	A	A	*	*	*	*	*	*	*	*	*
David Boski	Mansfield	P	P	P	*	*	*	*	*	*	*	*	*
Keith Brooks	Arlington	A	A	A	*	*	*	*	*	*	*	*	*
Shon Brooks	Waxahachie	P	P	A	*	*	*	*	*	*	*	*	*
Tanya Brooks	Fort Worth	P	P	E	*	*	*	*	*	*	*	*	*
Ceason Clemens	TxDOT Dallas	P	P	P	*	*	*	*	*	*	*	*	*
Robert Cohen	Southlake	A	A	A	*	*	*	*	*	*	*	*	*
Kent Collins	Coppell	P	A	A	*	*	*	*	*	*	*	*	*
John Cordary, Jr.	TxDOT FW	P	P	P	*	*	*	*	*	*	*	*	*
Rick Cortez	Mesquite	P	P	P	*	*	*	*	*	*	*	*	*
Hal Cranor	Euless	P	A(R)	P	*	*	*	*	*	*	*	*	*
Fred Crosley	Trinity Metro	--	--	--	--	--	--	--	--	--	--	*	*
Clarence Daugherty	Collin County	P	P	A(R)	*	*	*	*	*	*	*	*	*
Chad Davis	Wise County	A	P	A	*	*	*	*	*	*	*	*	*
Inga Dedow	NTTA	--	--	--	--	--	--	*	*	*	*	*	*
Arturo Del Castillo	Dallas	A(R)	P	P	*	*	*	*	*	*	*	*	*
Caryl DeVries	Grand Prairie	--	--	--	--	--	--	*	*	*	*	*	*
Greg Dickens	Hurst	A(R)	A(R)	A(R)	*	*	*	*	*	*	*	*	*
David Disheroon	Johnson County	A	P	A	*	*	*	*	*	*	*	*	*
Phil Dupler	FWTA	P	A(R)	P	*	*	*	*	*	*	*	*	*
Chad Edwards	Fort Worth	P	P	P	*	*	*	*	*	*	*	*	*
Claud Elsom	Rockwall County	P	P	A	*	*	*	*	*	*	*	*	*
Eric Fladager	Fort Worth	P	A	P	*	*	*	*	*	*	*	*	*
Chris Flanigan	Allen	P	P	A	*	*	*	*	*	*	*	*	*
Ann Foss	Arlington	A(R)	P	P	*	*	*	*	*	*	*	*	*
Mike Galizio	Tarrant County	P	P	P	*	*	*	*	*	*	*	*	*
Ricardo Gonzalez	TxDOT FW	P	P	P	*	*	*	*	*	*	*	*	*
Gary Graham	McKinney	A(R)	P	P	*	*	*	*	*	*	*	*	*
Tom Hammons	Carrollton	P	A	P	*	*	*	*	*	*	*	*	*
Ron Hartline	The Colony	P	P	A(R)	*	*	*	*	*	*	*	*	*
Shannon Hicks	Addison	--	--	--	--	--	--	--	--	--	*	*	*
Matthew Hotelling	Flower Mound	P	P	P	*	*	*	*	*	*	*	*	*
John Hudspeth	TxDOT Dallas	--	--	P	*	*	*	*	*	*	*	*	*
Terry Hughes	Weatherford	P	P	P	*	*	*	*	*	*	*	*	*
Jeremy Hutt	Cleburne	--	--	--	--	--	--	--	*	*	*	*	*
Thuan Huynh	McKinney	--	--	--	--	*	*	*	*	*	*	*	*
Tony Irvin	DeSoto	A	A	A	*	*	*	*	*	*	*	*	*

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-- =Not yet eligible to attend *Meeting held by WebEx/Audio Conference. Individual attendance not taken.

Surface Transportation Technical Committee Attendance Roster
December 2019 - December 2020

STTC MEMBERS	Entity	12/6/19	1/24/20	2/28/20	3/27/20	4/24/20	5/22/20	6/26/20	7/24/20	8/28/20	9/25/20	10/23/20	12/4/20
Brian Jahn	Denton	--	--	--	--	--	--	--	--	--	*	*	*
Kelly Johnson	NTTA	A	A	A	*	*	*	*	*	*	*	*	*
Gus Khankarli	Dallas	P	P	P	*	*	*	*	*	*	*	*	*
Paul Knippel	Frisco	A	A	A	*	*	*	*	*	*	*	*	*
Chiamin Korngiebel	Dallas	P	P	A	*	*	*	*	*	*	*	*	*
Alonzo Liñán	Keller	A	A(R)	E(R)	*	*	*	*	*	*	*	*	*
Eron Linn	DART	A	P	A	*	*	*	*	*	*	*	*	*
Clay Lipscomb	Plano	P	P	P	*	*	*	*	*	*	*	*	*
Paul Luedtke	Garland	P	A	P	*	*	*	*	*	*	*	*	*
Stanford Lynch	Hunt County	A(R)	P	P	*	*	*	*	*	*	*	*	*
Alberto Mares	Ellis County	A	P	P	*	*	*	*	*	*	*	*	*
Wes McClure	Mesquite	P	P	P	*	*	*	*	*	*	*	*	*
Brian Moen	Frisco	P	P	P	*	*	*	*	*	*	*	*	*
Mark Nelson	Richardson	P	P	E(R)	*	*	*	*	*	*	*	*	*
Jim O'Connor	Irving	P	P	P	*	*	*	*	*	*	*	*	*
Kenneth Overstreet	Bedford	A	A	A	*	*	*	*	*	*	*	*	*
Kevin Overton	Dallas	A	A	P	*	*	*	*	*	*	*	*	*
Tim Palermo	DCTA	P	P	P	*	*	*	*	*	*	*	*	*
Dipak Patel	Lancaster	P	P	P	*	*	*	*	*	*	*	*	*
Todd Plesko	DART	P	A	P	*	*	*	*	*	*	*	*	*
Shawn Poe	Richardson	P	P	P	*	*	*	*	*	*	*	*	*
John Polster	Denton County	P	P	P	*	*	*	*	*	*	*	*	*
Tim Porter	Wylie	P	P	P	*	*	*	*	*	*	*	*	*
Bryan G. Ramey II	Duncanville	A	A	A(R)	*	*	*	*	*	*	*	*	*
Greg Royster	DFW Int. Airport	P	A	P	*	*	*	*	*	*	*	*	*
Kathryn Rush	Dallas	--	--	--	--	*	*	*	*	*	*	*	*
Moosa Saghian	Kaufman County	P	P	P	*	*	*	*	*	*	*	*	*
David Salmon	Lewisville	P	A(R)	P	*	*	*	*	*	*	*	*	*
Brian Shewski	Plano	P	P	P	*	*	*	*	*	*	*	*	*
Walter Shumac, III	Grand Prairie	P	P	P	*	*	*	*	*	*	*	*	*
Ray Silva-Reyes	Colleyville	P	A	P	*	*	*	*	*	*	*	*	*
Randy Skinner	Tarrant County	P	P	A	*	*	*	*	*	*	*	*	*
Caleb Thornhill	Plano	P	A	A	*	*	*	*	*	*	*	*	*
Dave Timbrell	Garland	A	A	A	*	*	*	*	*	*	*	*	*
Press Tompkins	Greenville	--	P	P	*	*	*	*	*	*	*	*	*
Gregory Van Nieuwenhuize	Haltom City	P	P	P	*	*	*	*	*	*	*	*	*
Daniel Vedral	Irving	P	P	A	*	*	*	*	*	*	*	*	*
Caroline Waggoner	North Richland Hills	P	P	P	*	*	*	*	*	*	*	*	*
Robert Woodbury	Cedar Hill	P	P	A	*	*	*	*	*	*	*	*	*
Jamie Zech	TCEQ	A	A	A	*	*	*	*	*	*	*	*	*

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MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE December 4, 2020

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, December 4, 2020, at 1:30 pm, by videoconference. The Regional Transportation Council Bylaws establish that the Technical Committee approved membership in attendance at a meeting shall constitute a quorum for action to be taken, therefore individual attendance was not taken for committee members or other attendees.

1. **Approval of October 23, 2020, Minutes:** The minutes of the October 23, 2020, meeting were approved as submitted in Electronic Item 1. Jim O'Connor (M); Bryan Beck (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 2.1. **Transportation Improvement Program Modifications:** A recommendation for Regional Transportation Council (RTC) approval of revisions to the 2021-2024 Transportation Improvement Program (TIP) was requested. Action included a recommendation to also direct staff to amend the Unified Planning Work Program and other planning documents with TIP-related changes. February 2021 revisions to the 2021-2024 TIP were provided in Electronic Item 2.1 (revised). The revised listings were transmitted to members and posted on the North Central Texas Council of Governments website.
 - 2.2. **Endorsement of Regional Transportation Council Ratification of Emergency Funding Authorization for McKinney Avenue Transit Authority for Rail Liability Insurance:** Endorsement of Regional Transportation Council ratification of emergency funding authorization to the McKinney Avenue Transit Authority (MATA) utilizing existing Regional Toll Revenue funds previously authorized by the Regional Transportation Council for transit projects in an amount not to exceed \$400,000 was requested. Funding will ensure continuation of transit services and enhanced connectivity between Uptown and Downtown Dallas. A copy of correspondence to MATA was provided in Electronic Item 2.2.1 and additional details were provided in Electronic Item 2.2.2.

A motion was made to approve the items on the Consent Agenda. Bryan Beck (M); Clarence Daugherty (S). The motion passed unanimously.

3. **Federal Highway Administration – Pavement/Bridge Condition Target Reaffirmation or Revisions:** Jeff Neal presented a recommendation for Regional Transportation Council (RTC) approval to reaffirm support for adjusted statewide pavement and bridge condition (PM2) targets on National Highway System (NHS) facilities. The status of the various federally required performance measures was highlighted, and it was noted that 2020 marks the mid-point of the performance period for PM2 with reports from state Departments of Transportation (DOT) due October 1, 2020. When submitting its report, the Texas Department of Transportation (TxDOT) changed five out of six of its targets reopening the review period for the North Central Texas Council of Governments (NCTCOG). Mr. Neal highlighted NHS pavement good condition targets noting an increasing trend reflects improvement. TxDOT has updated the statewide targets for good pavement condition on both interstate and non-interstate NHS facilities from 66.4 percent to 66.5 percent, and 52.3 percent to 54.1 percent, respectively. Mr. Neal also highlighted NHS pavement poor

condition targets noting a decreasing trend reflects improvement. TxDOT has updated the statewide targets for poor pavement condition on both interstate and non-interstate NHS facilities from 0.3 percent to 0.2 percent, and 14.3 percent to 14.2 percent, respectively. While NCTCOG staff's evaluation of regional NHS pavement data and linear trend projections suggest conditions contradictory to statewide performance, Mr. Neal did note the continued high percentage of off-system NHS pavements in poor condition. Mr. Neal also highlighted NHS bridge good and poor condition targets. For good condition targets, an increase is considered improvement and in poor condition targets, a decrease is the desired trend. TxDOT did not revise its statewide good bridge condition target for 2020, which means reevaluation by the Metropolitan Planning Organization for this target was not opened. However, TxDOT did change its statewide poor bridge condition target from 0.8 percent to 1.5 percent. In the region, 34 bridges have been identified as in poor condition. After review of projects included in the Transportation Improvement Program (TIP), Statewide TIP, and Unified Transportation Program, approximately 25 bridges will be addressed through a maintenance or construction project within the next 10 years, leaving 9 bridges remaining in poor condition in the region. Considering received public/agency feedback, analysis of observed regional and statewide performance trends, trends, and potential effects on project development and implementation, staff recommended reaffirmation of support for TxDOT's adjusted statewide PM2 targets, as well as consensus for ongoing collaborative activities with partners that would further contribute toward accomplishment of NHS pavement and bridge performance goals. Electronic Item 3 included additional details on PM2 information, and the recommendation proposed by staff. The schedule for this effort was reviewed. A motion was made to recommend Regional Transportation Council approval reaffirming North Central Texas Council of Governments support for adjusted Texas Department of Transportation statewide 2022 good condition National Highway System pavement and bridge targets, as well as adjusted statewide 2022 poor condition NHS pavement and bridge targets. North Central Texas Council of Governments staff will work with local governments to expedite improvements for NHS off-system arterials in poor condition and with TxDOT/local governments to expedite improvements to NHS bridges in poor condition. Mark Nelson (M); Mike Galizio (S). The motion passed unanimously.

4. **2020 Metropolitan Planning Organization Milestone Policy Implementation (Round 2):** Brian Dell presented next steps for implementing the second round of the Metropolitan Planning Organization (MPO) Milestone Policy. The MPO Milestone Policy was adopted by the Regional Transportation Council (RTC) in 2015 to ensure that funded projects are being implemented in a timely manner and funding is available for other projects in the region. Round 1 of the policy reviewed projects selected from 1992 to 2005 that had not yet gone to construction and was successful in getting 51 out of 57 projects to construction. Mr. Dell provided an update on the one remaining project from the first round, which was granted a deadline extension by the RTC in November 2019. The project's funding was obligated in October and letting scheduled for December 2020. All projects from Round 1 have either advanced to construction or were canceled at the request of the project sponsor. A second round of the Milestone Policy was initiated in October 2019 to review projects currently over ten years old that have not been implemented. The initiative is intended to provide a realistic assessment of project status, balance project construction schedule capacity within the current financial constraints, increase the amount of available funds for ready-to-go projects, and get older projects to construction/implementation. Round 2 affects projects that were funded between 2006 and 2010 and had not let or obligated as of December 2019; funded prior to 2006 that have let but have had implementation issues (e.g., re-bid, utility delays); funded with RTC-selected sources; are locally funded and were added to the Transportation Improvement Program (TIP) to be tracked prior to 2010; and funded with Congressional Earmarks that are subject to rescission for a total of 41 projects that need to be reconfirmed

or cancelled. Agencies with projects on the Milestone Policy Project List were notified via letter. Project information was also presented to members at Surface Transportation Technical Committee (STTC) and RTC meetings in 2019. In order to prevent cancellation of projects, agencies are required to reconfirm projects as a priority by providing a realistic and achievable schedule, documentation of policy board support, and documentation of availability of local matching funds. If projects were advancing imminently or had policy board approval within the last six months, new action was not needed and documentation of that old action was acceptable. A summary of the number of projects and funding proposed for cancellation, as well as projects under construction/complete or letting in the future was provided. The draft list of proposed recommendations for these projects were provided in Electronic Item 4.1, and additional details of the Milestone Policy were included in Electronic Item 4.2. In the Round 1 effort, the action included a one-year grace period after the fiscal year in which each agency indicated their project would be ready. Now that the program is established and agencies understand the implications of setting their schedules, staff proposed the grace period is not continued. Also, when North Central Texas Council of Governments staff briefed STTC and RTC about the status of projects in Round 1, further extensions were offered to projects that had missed their deadlines. Now that the program is fully understood, staff proposed that failure to meet the schedules set forth will result in automatic removal of funding from a project. The schedule for this effort was highlighted, with action to cancel projects and establish deadlines for projects to go to construction proposed at the January 22, 2021, STTC meeting and February 11, 2021, RTC meeting.

5. **Executive Summary of Changing Mobility: Data, Insights, and Delivering Innovative Projects During COVID Recovery:** Michael Morris presented a summary of performance metrics to help understand the impacts of COVID-19 to the transportation system. Four performance metrics being tracked through the COVID-19 pandemic and recovery process include: 1) travel behavior response to COVID-19; 2) financial implications to traditional revenue sources; 3) benefits of travel behavior responses to areas of RTC responsibility; and 4) prioritization of infrastructure improvements that offset unemployment increases. Roadway trends, transit ridership impacts, and financial implications were highlighted. In addition, Mr. Morris discussed lower construction costs and efforts to advance projects during this time. Additional details were included in Electronic Item 5 and more comprehensive material is available at the newly launched online dashboard at www.nctcog.org/pm/covid-19.
6. **Regional Transportation Council Legislative Program, Legislative Update, and New Partnership Program with the Texas Transportation Commission:** Michael Morris presented an overview of a new Regional Transportation Council (RTC)/Texas Transportation Commission (TTC) partnership program. Candidate elements of the partnership include additional conversations about the benefits of formula allocation and how it produces more revenue that can offset the losses of Proposition 1. The second element is increased partnerships with Texas Department of Transportation (TxDOT) districts in the region to program Surface Transportation Block Grant Program (STBG) funds for mobility, safety, and job creation benefits. The third element is to create a new integrated project delivery team in anticipation of a new federal infrastructure program with the new Administration. A fourth candidate element is to create an improved, more integrated communication with the Governor's Office or the TTC on a new economic development program for corporate relocations to the State. The next candidate element is to review the "no toll environment" policy which has opened as a result of the proposed addition to the 2021 Unified Transportation Program. The last proposed element is to advance a conversation with the State regarding the development of a new passenger rail/freight logistics program. The effort would build on recent successes between public-sector passenger rail and the private sector Class I freight providers. In addition, he also presented

information on the RTC 2021 Legislative Program for the 87th Texas Legislature. RTC Legislative Program elements are to adequately fund transportation and utilize tools, expand transportation options in mega-metropolitan regions, pursue innovation, technology, and safety, and improve air quality. The RTC approved the Legislative Program during the November RTC meeting, including the proposed partnership with the TTC. A copy of the RTC Legislative Program was provided in Electronic Item 6. Prefiling for bills began on November 9, 2020, with the 87th Legislature set to convene on January 12, 2021. Approximately 1,000 bills have been filed and bills of interest include transportation funding, safety, high-speed rail, and air quality. Staff will continue to monitor and analyze legislation related to the RTC Legislative Program. Mr. Morris also provided an update on federal legislative actions related to transportation and air quality issues affecting the Dallas-Fort Worth area. Current Fiscal Year 2021 appropriations expire on December 11, 2020. To avert government shutdown, Congress must pass a FY2021 appropriations bill or continuing resolution to extend current funding. In addition, Congressional leaders are interested in passing a second COVID-19 relief bill in December. Staff will continue to provide updates to members regarding State and federal legislative actions.

7. **Overview of General Workshop on the Transportation Improvement Program**

Training: Ken Bunkley provided an overview of the Transportation Improvement Program (TIP) training held prior to the Committee meeting. During the workshop, held in conjunction with the Texas Department of Transportation, a general overview was given of the TIP and project implementation, including the TIP development and modification processes, project selection, and steps necessary after projects are selected. A refresher on the Regional And Project Tracking System (RAPTS) for Regional Toll Revenue projects was also provided, as well as information on agreements, funding obligation, and project delivery.

8. **Success of SH 161 Pilot Project and Introduction of Wrecker Service on SH 121:**

Natalie Bettger briefed the Committee on the State Highway (SH) SH 121 technology lane. An overview of the successful bottleneck improvement implemented on SH 161 was highlighted. Lanes opened to traffic September 2015. Irving Police Department assisted in expediting vehicle removal and tow trucks were staged in the corridor. Directional hourly volume by lane was highlighted, as well as before and after speed data. The peak-hour lane increased traffic volume through the bottleneck portion of SH 161 and faster speeds were observed after the opening of the lane but as volume increased, speeds normalized. Violations, such as driving in the lane while closed, occurred frequently right before or after the lane was open. In addition, no increase in crashes occurred. Similar to the SH 161 improvement, a bottleneck improvement for SH 121 between Glade Road and SH 183 in Euless and Bedford is planned to open for traffic December 7, 2020. The improvement consists of shoulder restriping to enable three lanes of traffic during peak travel times for a total of four general purpose lanes and two technology lanes. The additional capacity will provide congestion relief for travelers within and adjacent to this three-mile section. The improvement will be accompanied by staged tow trucks to respond quickly to incidents along the project location. Additional information summarizing the success of SH 161 and project improvement details on SH 121 was provided in Electronic Item 8.

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

Jenny Narvaez presented a summary of the 2020 ozone season activity and other air quality updates for the Dallas-Fort Worth (DFW) region. The region remains in nonattainment for both the 2008 and 2015 National Ambient Air Quality Standards (NAAQS) for ozone. The attainment dates for both standards are in 2021 and will be based on ozone data from 2018, 2019, and 2020. Exceedance days at each monitor were tracked for the 2020 ozone season and design value data was summarized at the meeting. Reclassification due to failure of attaining the ozone standards was also highlighted. North Central Texas Council of

Governments staff are continuing to assess the regional implications of stricter standards, including whether vehicle miles of travel (VMT) growth offset is an additional analysis required due to reclassification, if existing transportation control strategies are sufficient to offset anticipated emission increases, and if additional transportation control strategies will be required. Ms. Narvaez highlighted impacts of COVID-19 restrictions in the region, which have included increased bicycle/pedestrian trips and reduced congestion. However, despite the reduction in vehicle traffic and congestion, improvements to air quality were not as significant as expected. In fact, in a comparison of 2019 and 2020 ozone exceedance data, more exceedances were experienced in May 2020 versus May 2019. Staff is looking into reasons behind inaccurate ozone alerts for predicted exceedances, impacts of background emissions, the accuracy of nonattainment boundaries, comprehensive multipollutant interactions, unexplained emission increases in May, June, and August 2020, and potential changing of NOx/VOC ratios. Staff is also researching COVID-19 literature from the Transportation Research Board, Texas Commission on Environmental Quality, and Texas Department of Transportation and is dedicated to continuing the pursuit of additional and innovative transportation and emission control strategies. Ms. Narvaez noted that March 1, 2021, marks the beginning of the 2021 ozone season. Official reclassification of both the 2008 and 2015 standards is yet to be determined and compliance with VMT offsets must be determined before submittal of the State Implementation Plan. It is anticipated that the deadline for the 2008 standard will be no later than July 20, 2027 (severe classification) and August 3, 2024 (moderate classification) for the 2015 standard. Details were provided in Electronic Item 9. Additional updates will be provided to members in the future. Members discussed ozone attainment in the region.

10. **Fast Facts:** Staff presentations were not given. Information was provided to members electronically for the following items.
 1. 2021 Surface Transportation Technical Committee (STTC) and Regional Transportation Council Meeting Schedules (Electronic Item 10.1)
 2. STTC Survey on Virtual Work and Public Meetings (Electronic Item 10.2)
 3. Air Quality Funding Opportunities for Vehicles (<https://www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle>)
 4. Dallas-Fort Worth Clean Cities Upcoming Events (<https://www.dfwcleancities.org/dfw-clean-cities-meetings>)
 5. Reminder: Local Government Energy Reporting Coming Soon (Electronic Item 10.3)
 6. Status of Volkswagen Environmental Mitigation Funding Program (Electronic Item 10.4)
 7. October Online Input Opportunity Minutes (Electronic Item 10.5)
 8. December Online Input Opportunity Notice (Electronic Item 10.6)
 9. Public Comments Report (Electronic Item 10.7)
 10. Written Progress Reports:
 - Local Motion (Electronic Item 10.8)
 - Partner Progress Reports (Electronic Item 10.9)
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 22, 2021.

The meeting adjourned at 2:45 pm.



A monthly update on activities of the Regional Transportation Council and the North Central Texas Council of Governments Transportation Department

February 2021

INSIDE

Help improve mobility by sharing experience

Residents who want to participate in the transportation planning process may find it easier than ever – even though in-person meetings and outreach events remain on hold.

NCTCOG has launched a new interactive mapping tool that allows North Texans to provide feedback on transportation needs virtually.

Map Your Experience is user-friendly and designed to help NCTCOG staff use public input to collaborate with partners and develop innovative solutions for transportation issues in the Dallas-Fort Worth area. Read more on page 3.

Dallas secures \$4M grant for SM Wright project

The City of Dallas has secured a \$4 million federal grant for transit and bicycle-pedestrian improvements intended to improve comfort, safety and reliability in the SM Wright corridor, the US Department of Transportation has announced. The Regional Transportation Council and the City of Dallas will contribute an additional \$4 million toward the project.

A series of smart signals to be added at intersections along SM Wright will include technology extending green lights for transit vehicles, allowing transit passengers improved reliability through the area. The current six-lane divided highway and access roads are being replaced by a six-lane arterial street.

Buses using this corridor will be equipped with bicycle and pedestrian warning technology, which strategically places camera-based smart sensors around the buses and intersections. This technology monitors the driving environment and warns the bus drivers of pedestrians and cyclists with visual and audible messages. As an additional benefit, the warnings and alerts issued can help identify areas in the corridor where transit vehicles are involved in hot spots. The technology will be paired with new sources of data to transform the corridor across multiple transportation modes. Dallas plans to use the existing Advanced Traffic Management exchange between the city and regional operating agencies. The integration of data sources will allow optimization of multimodal system performance and testing of new technologies, which will be scalable toward future expansion and sustainable to the continually evolving industry.

Dallas is partnering with the North Central Texas Council of Governments to bring the transit and bicycle-pedestrian improvements and technologies to the corridor. The Texas A&M Transportation Institute and private-sector partners are also involved in this effort.



North Central Texas
Council of Governments

For more information about Local Motion topics, contact Brian Wilson at 817-704-2511 or bwilson@nctcog.org. Visit www.nctcog.org/trans for more information on the department.

DFW Clean Cities recognizes 22 fleets for impact on energy, air quality

The Dallas-Fort Worth Clean Cities Coalition recently announced the winners of its Fleet Recognition Awards, highlighting 22 public-sector fleets for their efforts to reduce petroleum use and improve air quality in North Texas. This year, the winners included eight Gold Level, six Silver Level and eight Bronze Level recipients.

Awards were presented based on entities' scores on the DFW Clean Cities Annual Survey.

The cities of Euless and Southlake, and Dallas Area Rapid Transit brought home the Gold for the second year in a row.

Joining these repeat winners were first-time Gold recipients the cities of Carrollton, Dallas, Denton and Lewisville, as well as Dallas Fort Worth International Airport.

The winners of Silver recognition were the cities of Bedford, Coppell, Irving and Mesquite, and Denton and Prosper independent school districts.

The following were recognized with Bronze status: Arlington, Addison, Frisco, Flower Mound, North Richland Hills and Watauga, along with Tarrant County and Trinity Metro. Arlington, Bedford and Frisco were first-time clean fleet honorees.

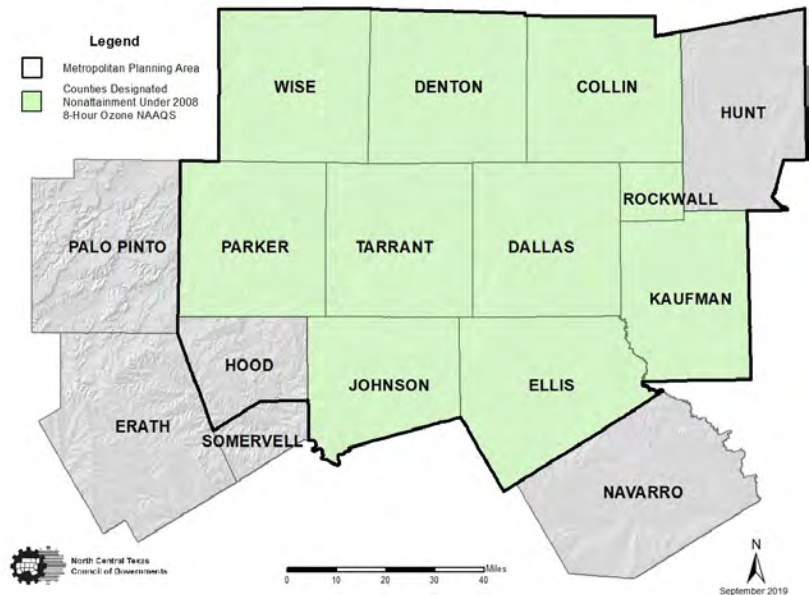
This year's winners were instrumental in helping the region reduce:

- 26,029,278 gallons of gasoline equivalent
- 840,208 pounds of ozone-forming nitrogen oxides
- 72,094 tons of greenhouse gas emissions

In addition to the fleet recognition, Clean Cities also highlighted significant improvements in areas such as the reduction of NO_x, transition to alternative fuels and gasoline gallon equivalent savings through the new Shining Stars Awards. Six entities – the cities of Denton and North Richland Hills, Denton ISD, DFW Airport, Span Transit and Trinity Metro – were named Shining Stars. Entities were eligible for both categories of awards.

The Clean Cities initiative is a locally based, public-private partnership that promotes practices and decisions to reduce petroleum consumption and improve air quality in the transportation sector. For more information, visit www.dfwcleancities.org.

2008 8-Hour Ozone NAAQS Nonattainment Area



TRANSIT

Via Arlington expands on-demand rideshare citywide

Via Arlington, the city's on-demand rideshare service, expanded citywide in January.

Residents can now schedule rides to businesses, school, medical facilities, shopping centers, restaurants and more throughout Arlington on one of the service's six-passenger vans. They can even take Via to a special event.

Passengers schedule rides on the Via mobile app, entering their starting point and destination. They are then picked up at a nearby location.

More than 470,000 rides have been taken on Via Arlington since the service was introduced in North Texas.

This is the latest expansion of Via Arlington, which was launched in 2017. It began by serving primarily the city's Entertainment District and the Trinity Railway Express CentrePort DFW Station.

Prior to the service's January 19 expansion, it covered 41% of the city. Via Arlington will continue providing customers access to the region's passenger rail network by way of the CentrePort DFW Station.

Arlington has been a leader in innovative transportation solutions, having also tested autonomous vehicles in the Entertainment District. For more, visit www.arlingtontx.gov and search: "Via rideshare."

REGIONAL News

Help us improve mobility by sharing experience

Residents who want to participate in the transportation planning process may find it easier than ever – even though in-person meetings and outreach events remain on hold.

NCTCOG has launched a new interactive mapping tool that allows North Texans to provide input on transportation needs virtually.

Map Your Experience is user-friendly and designed to help NCTCOG staff use public input to collaborate with partners and develop innovative solutions for transportation issues in the Dallas-Fort Worth area. The website gathers continuous public input on transportation, allowing residents to share observations based on their own travel experiences, whether they use the roads, public transit or bicycle-pedestrian facilities, or a combination of the modes.

Comments will be used to guide upcoming planning efforts, including an update to Mobility 2045, the region's long-range Metropolitan Transportation Plan. Help NCTCOG plan for the future by sharing ideas of how the region's transportation system could better serve you. Whether it's a roadway, bicycle-pedestrian or transit need, you can share it on the website and the tool. A video demonstrating how to use it is available at

www.nctcog.org/mapyourexperience.

Legislature begins 87th Session in Austin

The 87th Texas Legislature is underway, as lawmakers convened in Austin January 12 for the 140-day session. Although much of the focus will likely be on issues such as public health, transportation remains important to North Texas and other growing regions.

In December, the Regional Transportation Council approved the 2021 Legislative Program, outlining its goals for the session.

The RTC is focused on measures that do the following:

- Adequately fund transportation and utilize tools
- Expand transportation options in mega-metropolitan regions
- Pursue innovation, technology and safety
- Improve air quality

Read more about the RTC's legislative priorities at www.nctcog.org/trans/legislative.

Transportation Resources

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Facebook.com/nctcogtrans

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Twitter.com/nctcogtrans

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YouTube.com/nctcogtrans

Instagram

Instagram.com/nctcogtrans

Publications

NCTCOG.org/trans/outreach/publications.asp

Partners

Dallas Area Rapid Transit
DART.org

**Denton County
Transportation Authority**
DCTA.net

North Texas Tollway Authority
NTTA.org

**Texas Department
of Transportation**
TxDOT.gov

Trinity Metro
RideTrinityMetro.org

By the Numbers

470,000+

Rides taken on Arlington Via since the on-demand ride-sharing service debuted in 2017.

PUBLIC *Involvement*

Review high-speed transportation initiative online

Residents are invited to review and comment on information related to transportation projects during the next online input opportunity, which will begin February 8.

NCTCOG staff will provide information regarding the DFW High-Speed Transportation Connections Study, which is examining alternatives for a proposed high-speed system between Dallas and Fort Worth. A project description, results of corridor analyses, public involvement opportunities and next steps will be presented.

NCTCOG conducted a second round of virtual public meetings in January to discuss the study. The resulting technology would connect passengers to the high-speed rail line planned to link Dallas and Houston, as well as future service from Fort Worth to South Texas.

Additionally, modifications to the Unified Planning Work Program (UPWP) for Fiscal Years 2020 and 2021 will be posted for review and comment, during the online input opportunity. The UPWP provides a summary of transportation and related air quality planning tasks to be conducted by NCTCOG.

Administrative revisions to the current Metropolitan Transportation Plan, Mobility 2045, information on the Regional Smoking Vehicle Program (RSVP) and vehicle incentive opportunities will also be highlighted. Comments can be made by visiting the following: www.nctcog.org/input.

To request printed copies of the information, call 817-608-2365 or email cbaylor@nctcog.org.

Drone workshop to focus on flight rules Feb. 6

NCTCOG and the North Texas UAS Task Force are holding a virtual workshop from 10 a.m.-noon Saturday, February 6 highlighting the rules for the operation of drones over people and remote identification. Additionally, speakers will discuss Federal Aviation Administration regulations, best practices and available careers.

The FREE workshop is open to all experience levels. This is the latest monthly workshop to provide information on the safe operation of drones in North Texas. For information and to register for the virtual workshop, visit www.northtexasuas.com.