CHANGING MOBILITY
DATA, INSIGHTS, AND DELIVERING INNOVATIVE PROJECTS DURING COVID RECOVERY

Regional Transportation Council
March 2021

Michael Morris, PE
Director of Transportation
TRAVEL BEHAVIOR BY MODE

Bicycle/Pedestrian (+36%, December)

Freeway Volumes (-7%, January)
Toll Road (-17%, December)
Airport Passengers (-47%, December)
Transit Ridership (-51%, January)
ROADWAY TRENDS

Regional Average Freeway Speeds

Average Weekday Speeds, Weighted by Traffic Volumes

Source: TxDOT Sidefire Devices
FINANCIAL IMPLICATIONS

+ Transit Sales Tax Allocations (-2%, December)
  Sales Tax (-0.3%, January)
  Motor Fuel Tax (-4.7%, January)
  Motor Vehicle Sales and Rental Tax (-13.4%, January)

0
Proposition 7 (Sale & Use/MV Sales & Rental Taxes)
Transfers to the State Highway Fund, Millions

Source: Texas Comptroller of Public Accounts
### Proposition 1 (Oil & Gas Severance Tax)

**Transfers to the State Highway Fund, Millions**

<table>
<thead>
<tr>
<th>Year</th>
<th>Projected Comptroller Certification Revenue Estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td>2018</td>
<td>734</td>
</tr>
<tr>
<td>2019</td>
<td>1,380</td>
</tr>
<tr>
<td>2020</td>
<td>1,660</td>
</tr>
<tr>
<td>2021</td>
<td>1,100</td>
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<tr>
<td>2022</td>
<td>1,025</td>
</tr>
<tr>
<td>2023</td>
<td>1,350</td>
</tr>
</tbody>
</table>

*Source: Texas Comptroller of Public Accounts*
Change in Tollway Transactions: 2019 vs 2020

March: -15% NTTA, -29% 360
April: -38% NTTA, -41% 360
May: -22% NTTA, -27% 360
June: -6% NTTA, -26% 360
July: -7% NTTA, -24% 360
August: -8% NTTA, -20% 360
Sept: -9% NTTA, -19% 360
October: -4% NTTA, -19% 360
November: -5% NTTA, -17.4% 360
December: -1.3% NTTA, -17.4% 360

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.
Construction Cost Changes
October 2019 to February 2021

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

COVID-19 Avg. Cost Change: -12.4%

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
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
<table>
<thead>
<tr>
<th>TYPE</th>
<th>CHAIR</th>
<th>MEMBERS</th>
</tr>
</thead>
<tbody>
<tr>
<td>In Person – Standard</td>
<td>Here</td>
<td>Here</td>
</tr>
<tr>
<td>Emergency Declaration – Phase 1</td>
<td>Remote</td>
<td>Remote</td>
</tr>
<tr>
<td>Flexibility in State Law – Phase 2</td>
<td>Here</td>
<td>Remote</td>
</tr>
<tr>
<td>In Person – Phase 3</td>
<td>Here</td>
<td>Here</td>
</tr>
</tbody>
</table>
COVID-19 Infrastructure Program #015: Transit Partnership

Regional Transportation Council
March 11, 2021
BACKGROUND

• Due to the recent COVID-19 outbreak, transit ridership has declined significantly.

• In response, the Regional Transportation Council (RTC) approved $25,000,000 in Surface Transportation Block Grant (STBG) funds for investments in transit in the COVID-19 Round 3 Infrastructure Program in November 2020.

• Since then, discussions have occurred regarding how the funding should be allocated at the project level.
## TRANSIT IMPACTS

### Weekday Ridership

<table>
<thead>
<tr>
<th>Month</th>
<th>Passenger Decrease</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mar</td>
<td>-27%</td>
</tr>
<tr>
<td>Apr</td>
<td>-59%</td>
</tr>
<tr>
<td>May</td>
<td>-55%</td>
</tr>
<tr>
<td>June</td>
<td>-54%</td>
</tr>
<tr>
<td>Jul</td>
<td>-55%</td>
</tr>
<tr>
<td>Aug</td>
<td>-57%</td>
</tr>
<tr>
<td>Sep</td>
<td>-57%</td>
</tr>
<tr>
<td>Oct</td>
<td>-56%</td>
</tr>
<tr>
<td>Nov</td>
<td>-50%</td>
</tr>
<tr>
<td>Dec</td>
<td>-49%</td>
</tr>
</tbody>
</table>

Source: DART, DCTA, and Trinity Metro
Scope: Specific scopes to be determined, but will focus on these areas:
• Response to COVID-19 impacts
• Insurance for passenger rail integration onto freight lines
• Engineering funds for passenger rail/roadway interfaces
• Next generation high-intensity bus expansion
• Review of bus stop amenities
• Partnership(s) with Class 1 Railroads on passenger rail corridors

RTC Policies/Federal Performance Measures Addressed: Transit, Air Quality, Freight
REGIONAL TRANSIT EDUCATIONAL CAMPAIGN PROGRAM

- During the COVID-19 pandemic, transit ridership has remained approximately 50% of what it was for the same period in 2019.
- Bringing riders back to the system will require targeted outreach.
- A two-phased education campaign is proposed:
  - Phase 1 - focus on growing consumer confidence
  - Phase 2 - focus on increasing ridership
- Program involves seeking out partnerships in the business community and local news networks.
- $1,000,000 CMAQ/STBG funds proposed for the program (to be matched with Regional Transportation Development Credits (TDC))
- In order to expedite funding, this program may be implemented by a funding exchange with the transit agencies.

Source: DCTA
INSURANCE FOR PASSENGER RAIL INTEGRATION

- Transit authorities are required to have insurance for passenger operations on freight rail lines.
- Agencies in our region have previously had sufficient revenue for annual premiums, but revenue decreases have presented an issue.
- Additionally, premiums in the industry have increased dramatically.
- $5,000,000 STBG funds are proposed to assist transit authorities in securing insurance until premiums level out.
- The funds would be matched with Regional TDCs.
REGIONAL RAILROAD DESIGN REVIEW

- In recent months, a need has been identified to facilitate the review of engineering plans for transportation projects crossing or utilizing Class 1 railroad lines.

- Proposed project/program involves:
  - Funding professional engineering agreements with railroads (e.g., Union Pacific, BNSF Railway, Fort Worth and Western Railroad, Kansas City Southern Railroad)
  - Agreements to expedite the design review of regionally significant projects throughout the region
  - $7,000,000 of STBG funds (to be matched with Regional TDCs)
REGIONAL BUS STOPS

- Many bus stops leave transit riders waiting in the grass and dirt.

- Proposed project involves:
  - Funding concrete foundations and/or overhead shelters
  - $1,000,000 STBG funds (to be matched with Regional TDCs) for bus stops in the Trinity Metro service area with specific locations to be identified by NCTCOG and Trinity Metro
  - Stops in the DCTA and DART service areas to be identified for future improvement
NEXT STEPS

- Add projects to the Transportation Improvement Program (TIP) and Statewide TIP
- Identify potential projects for the remaining $11,000,000 of funding
- Bring proposals back to STTC and RTC for consideration
REQUESTED ACTION

• RTC approval of:
  • The proposed COVID-19 Infrastructure Program: Transit Partnership investments
  • Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and amending other planning/administrative documents to incorporate these projects.
CONTACT/QUESTIONS?

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FEDERAL TRANSIT ADMINISTRATION FUNDING ALLOCATIONS IN RESPONSE TO COVID RELIEF 2.0 FUNDING AUTHORIZATION

REGIONAL TRANSPORTATION COUNCIL

MARCH 11, 2021

SHANNON STEVENSON, SENIOR PROGRAM MANAGER
TRANSIT MANAGEMENT & PLANNING
Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) of 2021

- Provides $14 billion nationwide in additional emergency funds to help alleviate funding shortfalls for the largest public transportation systems due to the COVID-19 health emergency through the Urbanized Area Formula Program (Section 5307) with a small amount of funding for the Enhanced Mobility of Seniors and Individuals with Disabilities Program (Section 5310)

- Second round of COVID-19 relief funding provided to the transit industry following the Coronavirus Aid, Relief and Economic Security (CARES) Act, which was signed at the end of March 2020 and provided $25 billion nationwide to the industry

- Primary objective is to ensure public transit agencies receive sufficient funding; under this bill, when combined with their CARES Act apportionments, to equal at least 75% of urbanized areas’ public transit operating costs based on 2018 expenses

- The Dallas-Fort Worth-Arlington Urbanized Area is receiving Urbanized Area Formula Program funding (Section 5307) because only DART falls below the 75% threshold

- Amount provided under the Enhanced Mobility of Seniors and Individuals with Disabilities Program (Sec Section 5310) will be awarded to qualifying projects and must be included or be consistent with the coordinated public transit-human services transportation plan (Access North Texas)

- NCTCOG will not retain any funds for administrative purposes
NCTCOG: Designated Recipient of FTA Urbanized Area (UZA) Formula funds for North Texas

Available Funding for North Texas

<table>
<thead>
<tr>
<th>UZA</th>
<th>Section 5307</th>
<th>Section 5310</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>DFW-Arlington</td>
<td>$128,511,228</td>
<td>$661,250</td>
<td>$129,172,478</td>
</tr>
<tr>
<td>Denton-Lewisville</td>
<td>$0</td>
<td>$41,938</td>
<td>$41,938</td>
</tr>
</tbody>
</table>

1McKinney UZA was not allocated any funding by the FTA
## 5307 ALLOCATION METHODOLOGY

<table>
<thead>
<tr>
<th>DFW-Arlington UZA</th>
<th>2018 Operating Expenses</th>
<th>75% of 2018 Operating Expenses</th>
<th>CARES Act Allocation</th>
<th>Recommended for CRRSAA Funding?</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of Arlington</td>
<td>$3,291,878</td>
<td>$2,468,909</td>
<td>$10,955,694</td>
<td>No</td>
</tr>
<tr>
<td>City of Grand Prairie</td>
<td>$801,084</td>
<td>$600,813</td>
<td>$3,852,375</td>
<td>No</td>
</tr>
<tr>
<td>City of Mesquite</td>
<td>Reported to NTD by STAR Transit</td>
<td>N/A</td>
<td>$3,442,401</td>
<td>No</td>
</tr>
<tr>
<td>City/County Transportation</td>
<td>$310,255</td>
<td>$232,692</td>
<td>$899,600</td>
<td>No</td>
</tr>
<tr>
<td>Community Transit Services</td>
<td>$193,513</td>
<td>$145,135</td>
<td>$1,781,036</td>
<td>No</td>
</tr>
<tr>
<td>Dallas Area Rapid Transit</td>
<td><strong>$527,011,156</strong></td>
<td><strong>$395,258,367</strong></td>
<td><strong>$229,627,520</strong></td>
<td>Yes</td>
</tr>
<tr>
<td>Trinity Metro/ Fort Worth Transportation Authority (FWTA)</td>
<td>$54,709,434</td>
<td>$41,032,076</td>
<td>$55,161,034</td>
<td>No</td>
</tr>
<tr>
<td>North Central Texas Council of Governments</td>
<td>N/A</td>
<td>N/A</td>
<td>$796,572</td>
<td>No</td>
</tr>
<tr>
<td>Northeast Transportation Services (NETS)</td>
<td>Reported to NTD by FWTA</td>
<td>N/A</td>
<td>$4,813,723</td>
<td>No</td>
</tr>
<tr>
<td>Public Transit Services</td>
<td>$472,239</td>
<td>$354,180</td>
<td>$396,081</td>
<td>No</td>
</tr>
<tr>
<td>Span, Inc.</td>
<td>$1,026,700</td>
<td>$770,025</td>
<td>$2,204,136</td>
<td>No</td>
</tr>
<tr>
<td>STAR Transit</td>
<td>$3,869,114</td>
<td>$2,901,836</td>
<td>$4,698,957</td>
<td>No</td>
</tr>
<tr>
<td>Denton-Lewisville UZA</td>
<td>2018 Operating Expenses</td>
<td>75% of 2018 Operating Expenses</td>
<td>CARES Act Allocation</td>
<td>Recommended for CRRSAA Funding?</td>
</tr>
<tr>
<td>Denton County Transportation Authority</td>
<td>$28,350,849</td>
<td>$21,263,137</td>
<td>$23,461,867</td>
<td>Not Available</td>
</tr>
</tbody>
</table>

Denton County Transportation Authority is reported to NTD by FWTA.
METHODICAL REVIEW OF FUNDING ALLOCATIONS
STEP 1: FORMULA ALLOCATIONS

Are annual formula allocations correct and accurately account for TRE?

Yes
STEP 2: CARES ACT ALLOCATIONS

Did the RTC correctly allocate CARES Act funding and account for TRE?

Yes
Did Congress allocate any CRRSAA funding to North Texas because any agencies were below the 75% threshold?

Yes
Was DART the only transit agency in North Texas below the 75% threshold?

Yes
STEP 5: RTC DISCRETION

Does the RTC have discretion on how to distribute CRRSAA funds?

Yes

Other than 2018 NTD
Authorities with Disparate Tools
Federal Awareness of TRE
### Step 5: RTC Discretion Continued

<table>
<thead>
<tr>
<th>Agency</th>
<th>2018 Operating Expenses*</th>
<th>75% of 2018 Operating Expenses</th>
<th>CARES Act Allocation</th>
<th>Percent of 2018 Operating Expenses (CARES Act Only)</th>
<th>Recommended CRRSAA Allocation</th>
<th>Total Recommended COVID-19 Relief Funding (CARES Act + CRRSAA)</th>
<th>Percent of 2018 Operating Expenses (Total COVID-19 Relief Funding)</th>
</tr>
</thead>
<tbody>
<tr>
<td>DART</td>
<td>$527,011,156 - $16,742,596 = $510,268,560</td>
<td>$382,701,420 - $395,258,367 = $382,701,420</td>
<td>$229,627,520</td>
<td>45%</td>
<td>$128,511,228</td>
<td>$358,138,748</td>
<td>70%</td>
</tr>
<tr>
<td>Trinity Metro</td>
<td>$54,709,434 + $16,742,596 = $71,452,030</td>
<td>$53,589,023 + $41,032,076 = $94,621,096</td>
<td>$55,161,034</td>
<td>77%</td>
<td>Not Recommended</td>
<td>$55,161,034</td>
<td>77%</td>
</tr>
</tbody>
</table>

*Adjustment for Trinity Metro’s TRE operating expenses ($16,742,596) shown in green, which are reported by DART to NTD.
CONTACT INFORMATION

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March 11, 2021

Regional Transportation Council – Action Item
FY 2021 INFRA Discretionary Grant Program – Proposed NCTCOG Projects

SOURCE: https://www.transportation.gov/buildamerica/financing/infra-grants/infrastructure-rebuilding-america
INFRA Discretionary Grant Program

FY 2021 Program Overview

- $1.039 billion available nationwide in FY 2021
  - Award request –
    - Maximum: 60% of total project cost (overall Federal funds – 80% maximum)
    - Minimum: $25 million for large project (> $100 million); $5 million for small project (< $100 million)
  - Distribution –
    - Maximum: ≤ 10% per State and for small projects only
    - 75% Urban / 25% Rural
  - Added merit criteria –
    - Climate change and environmental justice impacts
    - Racial equity and barriers to opportunity

- Application Submittal Deadline – March 19, 2021
- INFRA award announcements expected in August / September 2021
- Obligation Deadline – September 30, 2024
- “INFRA Extra” Program – Competitive projects may be authorized for Transportation Infrastructure Finance and Innovation Act of 1998 (TIFIA) loan ≤ 49% of total project cost
<table>
<thead>
<tr>
<th>YEAR</th>
<th>EAST/WEST</th>
<th>GRANT TYPE</th>
<th>PROJECT</th>
<th>TOTAL COST</th>
<th>GRANT FUNDS</th>
<th>UPDATED STATUS (VIA OTHER MEANS)</th>
<th>NEPA</th>
<th>FUNDING</th>
<th>DELIVERY</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2020</td>
<td>EAST</td>
<td>BUILD</td>
<td>Enhancing Mobility Within the Southern Dallas Inland Port</td>
<td>$12.0M</td>
<td>$9.3M</td>
<td>NO</td>
<td>YES (partial)</td>
<td>COVID-19 #00X Round 3 (partial)</td>
<td></td>
</tr>
<tr>
<td>2020</td>
<td>WEST</td>
<td>BUILD</td>
<td>DFW Airport East-West Connector</td>
<td>$48.9M</td>
<td>$13.3M</td>
<td>PENDING</td>
<td>YES (partial)</td>
<td>COVID-19 #00X Round 4</td>
<td></td>
</tr>
<tr>
<td>2020</td>
<td>WEST</td>
<td>INFRA</td>
<td>N. Texas Hyperloop Certification Center</td>
<td>$350.0M</td>
<td>$30.0M</td>
<td>NO</td>
<td>NO</td>
<td>Not selected by VHO RFP</td>
<td></td>
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<tr>
<td>2019</td>
<td>EAST</td>
<td>BUILD</td>
<td>US 80/IH 635 Reconstruction</td>
<td>$255.0M</td>
<td>$25.0M</td>
<td>FONSI</td>
<td>YES (partial)</td>
<td>2021 UTP (FY 2025-30 Let Date)</td>
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</tr>
<tr>
<td>2019</td>
<td>WEST</td>
<td>BUILD</td>
<td>SH 114 Frontage Road Gap</td>
<td>$46.1M</td>
<td>$25.0M</td>
<td>FONSI</td>
<td>YES</td>
<td>Under Construction</td>
<td></td>
</tr>
<tr>
<td>2019</td>
<td>EAST</td>
<td>INFRA</td>
<td>IH 30 Rockwall County – Lake Ray Hubbard Bridge</td>
<td>$214.0M</td>
<td>$100.0M</td>
<td>FONSI</td>
<td>YES</td>
<td>2021 UTP (FY 2021-24 Let Date)</td>
<td></td>
</tr>
<tr>
<td>2019</td>
<td>BOTH</td>
<td>INFRA</td>
<td>N. Texas Strategic National Highway System (NHS) Bridge Program</td>
<td>$228.7M</td>
<td>$113.1M</td>
<td>PENDING</td>
<td>YES (partial)</td>
<td>Partial INFRA ($8.8M) for partial program ($28.5M – 4 bridges)</td>
<td></td>
</tr>
<tr>
<td>2018</td>
<td>EAST</td>
<td>BUILD</td>
<td>IH 633 LBJ East</td>
<td>$1.56B</td>
<td>$25.0M</td>
<td>FONSI</td>
<td>YES</td>
<td>Under Construction</td>
<td></td>
</tr>
<tr>
<td>2017/8</td>
<td>EAST</td>
<td>INFRA</td>
<td>IH 635 LBJ East</td>
<td>$1.80B</td>
<td>$165.0M</td>
<td>FONSI</td>
<td>YES</td>
<td>Under Construction</td>
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<tr>
<td>2017/8</td>
<td>WEST</td>
<td>INFRA</td>
<td>IH 20 Y-Connection Upgrade</td>
<td>$1.23B</td>
<td>$100.0M</td>
<td>FONSI</td>
<td>YES</td>
<td>2021 UTP (FY 2021-24 Let Date)</td>
<td></td>
</tr>
<tr>
<td>2017/8</td>
<td>WEST</td>
<td>INFRA</td>
<td>DFW Connector N. Airport Interchange</td>
<td>$122.7M</td>
<td>$65.0M</td>
<td>FONSI</td>
<td>NO</td>
<td>Future (Mobility 2045 Plan)</td>
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<tr>
<td>2016/7</td>
<td>EAST</td>
<td>FASTLANE</td>
<td>IH 35E/35W Merge Interchange</td>
<td>$210.2M</td>
<td>$126.0M</td>
<td>FONSI</td>
<td>YES</td>
<td>2021 UTP (FY 2021-24 Let Date)</td>
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</tr>
<tr>
<td>2016/7</td>
<td>WEST</td>
<td>FASTLANE</td>
<td>DFW Connector N. Airport Interchange</td>
<td>$106.9M</td>
<td>$64.0M</td>
<td>FONSI</td>
<td>NO</td>
<td>Future (Mobility 2045 Plan)</td>
<td></td>
</tr>
<tr>
<td>2016</td>
<td>EAST</td>
<td>TIGER</td>
<td>Park Lane/Vickery Meadow Complete Streets</td>
<td>$20.6M</td>
<td>$13.0M</td>
<td>PENDING</td>
<td>YES</td>
<td>Under Design (NCTCOG/City of Dallas Partnership)</td>
<td></td>
</tr>
<tr>
<td>2016</td>
<td>WEST</td>
<td>TIGER</td>
<td>East Lancaster Ave. Complete Streets</td>
<td>$107.0M</td>
<td>$25.0M</td>
<td>NO</td>
<td>YES (partial)</td>
<td>2021 UTP (FY 2021-24 Let Date)</td>
<td></td>
</tr>
</tbody>
</table>
Proposed Projects for Submittal
FY2021 INFRA Grant Program
(Reference Item 7.2)

<table>
<thead>
<tr>
<th>YEAR</th>
<th>EAST/WEST</th>
<th>GRANT TYPE</th>
<th>PROJECT</th>
<th>TOTAL COST</th>
<th>GRANT FUNDS</th>
<th>UPDATED STATUS (VIA OTHER MEANS)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2016</td>
<td>WEST</td>
<td>TIGER</td>
<td>East Lancaster Ave. Complete Streets &amp; Transit Technology</td>
<td>$125.0M $150.0M</td>
<td>$50.0M $90.0M</td>
<td>NO (partial) 2021 UTP (FY2021-24 Let Date)</td>
</tr>
<tr>
<td>2020</td>
<td>EAST</td>
<td>BUILD</td>
<td>Enhancing Mobility Within the Southern Dallas Inland Port</td>
<td>$12.0M $12.8M</td>
<td>$7.2M $7.7M</td>
<td>NO (partial) COVID-19 #00X Round 3 (partial)</td>
</tr>
<tr>
<td>2021 (NEW)</td>
<td>EAST</td>
<td>INFRA</td>
<td>IH 30 Downtown (Co-Sponsor)</td>
<td>TBD $496.0M</td>
<td>TBD $146.0M</td>
<td>FONSI YES (partial) 2021 UTP (FY2021-24 Let Date)</td>
</tr>
</tbody>
</table>

1. Updated total cost and INFRA Grant request amounts shown (in red) along with original amounts from Reference Item 7.2.
# INFRA Discretionary Grant Program

## Proposed Submittal Timeline

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>February 17, 2021</td>
<td>INFRA Grant Notice of FY 2021 Opportunity Announced</td>
</tr>
<tr>
<td>February 26, 2021</td>
<td>STTC Information (Candidate NCTCOG Projects Identified)</td>
</tr>
<tr>
<td>March 11, 2021</td>
<td>RTC Action</td>
</tr>
<tr>
<td>March 19, 2021</td>
<td>INFRA Application Submittal Deadline - <a href="http://www.grants.gov">www.grants.gov</a></td>
</tr>
<tr>
<td>March 25, 2021</td>
<td>Executive Board Endorsement</td>
</tr>
</tbody>
</table>
INFRA Discretionary Grant Program

Requested RTC Action

- Recommend Regional Transportation Council (RTC) approval of:
  - Three proposed projects for the FY 2021 INFRA Discretionary Grant Program (as amended from Reference Item 7.2)
  - Administratively amending the Transportation Improvement Program (TIP), the Statewide TIP, and other planning/administrative documents to include the proposed projects, if selected for an FY 2021 INFRA Grant award
Contact Information

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Application Preparation

Regional Transportation Council – Action Item
FY 2021 INFRA Discretionary Grant Program – Proposed NCTCOG Projects
Air Quality Calls for Projects
Recommendations

Regional Transportation Council Meeting
March 11, 2021

Chris Klaus
Senior Program Manager
## Available Funding

**Funding Source:** Environmental Protection Agency (EPA) National Clean Diesel Funding Assistance Program

<table>
<thead>
<tr>
<th>Calls for Projects</th>
<th>Project Types</th>
<th>Available Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>Clean Fleets North Texas (CFNT) 2020 – <strong>Bucket 1</strong></td>
<td>Replace Heavy-Duty Diesel Vehicles and Equipment</td>
<td>$659,820*</td>
</tr>
<tr>
<td>North Texas Emissions Reduction Project (NTERP) 2020 – <strong>Bucket 2</strong></td>
<td>Replace High-Use Diesel Vehicles/Equipment, Rail/Switch Yard Idle Reduction Technologies</td>
<td>$2,350,000</td>
</tr>
<tr>
<td>North Texas Freight Terminal Electrification (NTFTE) 2020 – <strong>Bucket 3</strong></td>
<td>Installation of Transport Refrigerated Unit Electrified Parking Spaces, Connection Kits, Power Monitoring</td>
<td>$960,225</td>
</tr>
</tbody>
</table>

*Available from a prior EPA award. Some funding was previously awarded through CFNT 2018 and CFNT 2019 Calls for Projects.*
## Eligibility and Selection

<table>
<thead>
<tr>
<th>Bucket 1</th>
<th>Bucket 2</th>
<th>Bucket 3</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Eligibility</strong></td>
<td>Operate in Required Geographic Area</td>
<td></td>
</tr>
</tbody>
</table>
|  | Clean Fleet Policy Adoption  
Purpose: Reserve Funding for Fleets that are Engaged Beyond Grant Opportunities; Consistent with RTC Adoption of Clean Fleet Policy |  |  |
|  | Cost Per Ton NO\textsubscript{X} Emissions Reduced 75%  
Purpose: Maximize Emissions Reductions |  |  |
| **Scoring Criteria** | Subrecipient Oversight Criteria 25%  
Purpose: Balance Project Benefits with Administrative Burden |  | Location and Oversight Criteria 25%  
Purpose: Balance Project Benefits with Administrative Burden |
## Bucket 1 - Summary of Applications

<table>
<thead>
<tr>
<th>Applicant</th>
<th>Activities Requested</th>
<th>Applicant Eligible</th>
<th>Activities Eligible</th>
<th>Funds Requested</th>
<th>Recommended Activities</th>
<th>Recommended Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of Kennedale</td>
<td>1</td>
<td>Yes</td>
<td>1</td>
<td>$165,000</td>
<td>1</td>
<td>$165,000</td>
</tr>
<tr>
<td>City of Dallas*</td>
<td>6</td>
<td>Yes</td>
<td>0</td>
<td>$689,786</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td><strong>Funds Remaining after Recommended Subaward</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td><strong>$494,820</strong></td>
</tr>
</tbody>
</table>

Refer to Electronic Item 8.2 for more details.

* City of Dallas May Submit a New Application in Next Round

** Next Round of Calls for Projects Currently Open for Remaining Balances
# Bucket 2 and Bucket 3 - Summary of Applications

**Bucket 2**

<table>
<thead>
<tr>
<th>Applicant</th>
<th>Activities Requested</th>
<th>Applicant Eligible</th>
<th>Activities Eligible</th>
<th>Funds Requested</th>
<th>Recommended Activities</th>
<th>Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alliance Aviation Services</td>
<td>2</td>
<td>Yes</td>
<td>2</td>
<td>$108,770</td>
<td>2</td>
<td>$108,770</td>
</tr>
<tr>
<td>Paccar Leasing</td>
<td>1</td>
<td>Yes</td>
<td>1</td>
<td>$161,555</td>
<td>1</td>
<td>$161,555</td>
</tr>
<tr>
<td><strong>Funds Remaining after Recommended Subaward</strong>*</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td><strong>$2,079,675</strong></td>
</tr>
</tbody>
</table>

**Bucket 3**

No Applications Received; EPA Funds Remaining $960,225

Refer to Electronic Item 8.3 for more details.

*Next Round of Calls for Projects Currently Open for Remaining Balances*
<table>
<thead>
<tr>
<th>Milestone</th>
<th>Estimated Timeframe</th>
</tr>
</thead>
<tbody>
<tr>
<td>STTC Action to Recommend Subaward and Rebate</td>
<td>February 26, 2021</td>
</tr>
<tr>
<td>RTC Approval of Recommended Subaward and Rebate</td>
<td>March 11, 2021</td>
</tr>
<tr>
<td>Executive Board Authorization</td>
<td>March 25, 2021</td>
</tr>
<tr>
<td>Next Interim Application Deadline</td>
<td>April 9, 2021</td>
</tr>
<tr>
<td>(Rolling 90-Day Deadline until All Funds Awarded or Final Application Deadline Reached)</td>
<td></td>
</tr>
<tr>
<td>Final Application Deadline</td>
<td>October 8, 2021</td>
</tr>
<tr>
<td>Project Implementation Deadline</td>
<td>February 26, 2023*</td>
</tr>
</tbody>
</table>

*Deadline has been extended per EPA no cost time extension.
Action Requested

Request RTC Approval of Subaward and Rebate Recommended Awards:

**Bucket 1 - Clean Fleets North Texas 2020**
$165,000 to the City of Kennedale to Replace One Firetruck

Any Funds Released From Prior Awards to be Applied to Balance Available to Future Awards

**Bucket 2 - North Texas Emissions Reduction Project 2020**
$108,770 to Alliance Aviation Services to Replace Two Airport Support Equipment;

$161,555 to Paccar Leasing to Replace One Class 7 Service Truck
For More Information

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Senior Program Manager  
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Website  
www.nctcog.org/aqfunding
FEDERAL UPDATE

American Rescue Plan Act

• $1.9 trillion COVID-19 relief bill approved, President expected to sign
• $30.5 billion in funding for public transit relief; $25 billion for aviation sector

Earmarks

• House Appropriations Committee will accept “Community Project Funding” requests for FY 2022
  • Limited number of projects, transparency, ban on funding to for-profit entities
• House Transportation Committee will accept requests for highway and transit projects in surface transportation reauthorization bill
Recent Committee Hearings

**Senate Finance and House Appropriations**

- Article VI – Commission on Environmental Quality
  
  Discussion on TERP funds, energy/power issues
- Article VII – Transportation
  
  Discussion on Category 12 allocations, debt, road user fees, transit

**Senate and House Transportation**

- Discussion on Category 12 allocations, road user fees/overweight fees, TERP funds, Texas Mobility Fund
Bill Topics of Interest

Transportation Funding
- Increasing Fuel Tax
- Electric Vehicle Fee
- Usage of State Highway Fund
- Texas Mobility Fund

Tolling, CDAs
- Cessation of Tolls
- Toll Collection and Enforcement
- Toll Project Requirements
- CDAs for IH-35 in Austin, others
Bill Topics of Interest

Air Quality
• LIRAP/LIP Funds
• TERP
• Electric Vehicle Infrastructure
• Vehicle Emissions Inspection

Safety
• Reducing Speed Limits
• Bicycle/Pedestrian
• Cell Phone Usage While Driving
• Update on HB 442, HB 443, SB 42, SB 221
CONTACT INFORMATION

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www.nctcog.org/legislative
• Draft Preliminary Project Purpose
• Screening Process with Level 1 & 2 Results
• Public and Agency Engagement Opportunities
• Next Evaluation & Design Steps
• Technology Update
• Contract Status
• Project Schedule
Evaluate high-speed transportation alternatives (both alignments and technology) to:

- Connect Dallas-Fort Worth to other proposed high-performance passenger systems in the state
- Enhance and connect the Dallas-Fort Worth regional transportation system

Obtain federal environmental approval of the viable alternative
Study Area

31 miles

Trinity Railway Express

DFW International Airport

Fort Worth

Arlington

Grand Prairie

Dallas

Irving
DRAFT Preliminary Project Purpose

Connect downtown Dallas and downtown Fort Worth with high-speed intercity passenger rail service or an advanced high-speed ground transportation technology to:

- Provide an alternative to travel by automobile
- Advance the state high-performance rail transportation network
- Support economic development opportunities
- Enhance connectivity
Economic Development Focus

TRANSIT ORIENTED DEVELOPMENT

Source: Perkins + Will

SOUTHERN CROSS
Melbourne, Australia

Source: Perkins + Will
Initial Modes of Transportation

- Conventional
- Higher-Speed
- High-Speed
- Maglev
- Hyperloop
- Emerging Technologies

Imagery provided by NCTCOG Staff, Schon Noris Photography, Texas Central Partners, Ren Long/China Features Photos, AECOM, Virgin Hyperloop
Evaluation Methodology

DFW HIGH-SPEED TRANSPORTATION CONNECTIONS STUDY

INITIAL ALTERNATIVES

Identify & Develop Initial Alternatives

EVALUATION OF ALTERNATIVES

Level 1 (Purpose & Need)
Evaluate adherence to Purpose & Need for each alternative

43 alignments and 5 technologies

Level 2 (Fatal Flaw & Ranking)
Evaluate alternatives for fatal flaws and rank remaining alternatives

Level 3 (Detailed Evaluation)
Detailed evaluation of top alternatives

ALTERNATIVES CARRIED FORWARD

Draft Environmental Document
Limited number of technologies and alignments carried forward into Environmental Document

Ongoing Public, Stakeholder, and Agency Engagement

We are Here
Level 1 (Primary)

Serve downtowns of Dallas and Fort Worth?
   All 43 alignments pass

Faster Travel Time (20 mins or faster)?
   • Conventional Rail: No alignments pass; eliminated from further consideration
   • Higher-Speed Rail: 8 out of 43 alignments pass
   • High-Speed Rail: 39 out of 43 alignments pass
   • Maglev: All 43 alignments pass
   • Hyperloop: All 43 alignments pass

Level 1 (Secondary)

Recommended eliminating from further considerations:
   • All Trinity Railway alignments
   • All West Fork Trinity River alignments
   • All SH 303 alignments
   • Five IH 30 alignments
   • Two SH 180 alignments

 Recommending only IH 30 (12 alignments) and SH 180 (11 alignments) corridors be carried forward into Level 2 screening
Alignment/Corridor Recommendations Based on Level 1 Screening

December 2020
Alignment/Corridor Recommendations Based on Level 1 Screening

- Conventional
- Higher-Speed
- High-Speed
- Maglev
- Hyperloop
- Emerging Technologies

Imagery provided by NCTCOG Staff, Schon Noris Photography, Texas Central Partners, Ren Long/China Features Photos, AECOM, Virgin Hyperloop
Alignments

- IH 30 Alignments
  7 of 12 alignments recommend carrying forward into Level 3 screening

- SH 180 Alignments
  3 of 11 alignments carried forward into Level 3 screening

Modes

- Higher-speed rail and emerging technologies recommend eliminating from further consideration

- High-speed rail, maglev, and hyperloop recommend carrying forward into Level 3 evaluation

For more detailed information on Level 1 and Level 2 screenings go to:
www.nctcog.org/dfw-hstcs

>> Project Information

>> Level 1 & 2 Screening Results
Alignment/Corridor Recommendations Based on Level 2 Screening

January 2021
Alignment/Corridor Recommendations Based on Level 2 Screening

Conventional

Higher-Speed

High-Speed

Maglev

Hyperloop

Emerging Technologies

Imagery provided by NCTCOG Staff, Schon Noris Photography, Texas Central Partners, Ren Long/China Features Photos, AECOM, Virgin Hyperloop
## Evaluation Methodology

**DFW HIGH-SPEED TRANSPORTATION CONNECTIONS STUDY**

<table>
<thead>
<tr>
<th>INITIAL ALTERNATIVES</th>
<th>EVALUATION OF ALTERNATIVES</th>
<th>ALTERNATIVES CARRIED FORWARD</th>
</tr>
</thead>
<tbody>
<tr>
<td>Identify &amp; Develop Initial Alternatives</td>
<td>Level 1 (Purpose &amp; Need)</td>
<td>Level 3 (Detailed Evaluation)</td>
</tr>
<tr>
<td>Evaluate adherence to Purpose &amp; Need for each alternative</td>
<td>Level 2 (Fatal Flaw &amp; Ranking)</td>
<td>Detailed evaluation of top alternatives</td>
</tr>
<tr>
<td>43 alignments and 5 technologies</td>
<td>10 alignments and 3 technologies</td>
<td>Limited number of technologies and alignments carried forward into Environmental Document</td>
</tr>
</tbody>
</table>

**Ongoing Public, Stakeholder, and Agency Engagement**
<table>
<thead>
<tr>
<th>Screening Criteria by Levels</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Level 1 (Ability to Meet Purpose and Need)</strong></td>
</tr>
<tr>
<td><strong>Primary</strong></td>
</tr>
<tr>
<td>• Serves Downtown Dallas and Fort Worth Central Station (fatal flaw)</td>
</tr>
<tr>
<td>• Travel Time (fatal flaw)</td>
</tr>
<tr>
<td><strong>Secondary</strong></td>
</tr>
<tr>
<td>• Safe</td>
</tr>
<tr>
<td>• Reliable</td>
</tr>
<tr>
<td>• Convenient</td>
</tr>
<tr>
<td>• Linkages to Other High-Performance Systems in Texas</td>
</tr>
<tr>
<td>• Connect to Existing Regional/Light Rail in Dallas-Fort Worth</td>
</tr>
<tr>
<td>• Improved Access to Major Activity Centers</td>
</tr>
<tr>
<td><strong>Level 2 (Fatal Flaws and Ranking)</strong></td>
</tr>
<tr>
<td>• Proximity to Sensitive Social, Biological, or Cultural Areas</td>
</tr>
<tr>
<td>• Potential Community Impacts</td>
</tr>
<tr>
<td>• Technology Maturity, Design Criteria, Regulatory Approval</td>
</tr>
<tr>
<td>• Capacity, Travel Time, Compatibility with Existing Infrastructure</td>
</tr>
<tr>
<td>• Operational Considerations</td>
</tr>
<tr>
<td><strong>Level 3 (Detailed Evaluation)</strong></td>
</tr>
<tr>
<td>• Costs</td>
</tr>
<tr>
<td>• Potential Impacts to Sensitive Social, Biological, or Cultural Areas</td>
</tr>
<tr>
<td>• Potential Community Impacts</td>
</tr>
<tr>
<td>• Constructability/Operability</td>
</tr>
</tbody>
</table>
## Level 3 Screening – Draft Criteria

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Costs</td>
<td></td>
</tr>
<tr>
<td>Construction (capital) cost per mile</td>
<td>Construction cost for the guideway, ancillary facilities, maintenance facilities, and vehicles</td>
</tr>
<tr>
<td>Annual operations and maintenance cost per mile</td>
<td>Annual operations and maintenance cost per mile, based on industry information</td>
</tr>
<tr>
<td>Modifications to existing infrastructure</td>
<td>Capital costs associated with modifications to existing infrastructure to accommodate the alternative</td>
</tr>
<tr>
<td>Potential Impacts to Sensitive Social, Biological, or Cultural Areas</td>
<td></td>
</tr>
<tr>
<td>Total length of water body and floodplain crossings</td>
<td>Total length (linear feet) of alignment that crosses a water body or floodplain</td>
</tr>
<tr>
<td>Acres of wetland within proposed right-of-way</td>
<td>Total acres of wetland within the proposed right-of-way</td>
</tr>
<tr>
<td>Number of potential structures displaced</td>
<td>Number of potential structures displaced (house, outbuildings, business, billboards, etc.)</td>
</tr>
<tr>
<td>Acres of parks impacted</td>
<td>Total acres of parks within proposed right-of-way</td>
</tr>
<tr>
<td>National and state historic sites potentially impacted</td>
<td>Number of national and state historic sites potentially impacted</td>
</tr>
</tbody>
</table>
## Level 3 Screening – Draft Criteria

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Potential Community Impacts</strong></td>
<td></td>
</tr>
<tr>
<td>Noise &amp; Vibration</td>
<td>Number of sensitive receivers within 500 feet (250 feet on each side of centerline)</td>
</tr>
<tr>
<td>Visual/Aesthetics</td>
<td>Number of potential visual/aesthetic impacts within 500 feet (250 feet on each side of centerline)</td>
</tr>
<tr>
<td>Community Facilities</td>
<td>Number of potential community facilities impacted (positive or negative)</td>
</tr>
<tr>
<td>Environmental Justice</td>
<td>Potential impacts on minority or low-income populations (positive or negative)</td>
</tr>
<tr>
<td><strong>Constructability/Operability</strong></td>
<td></td>
</tr>
<tr>
<td>Constructability</td>
<td>Potential impact to existing parallel transportation systems during construction</td>
</tr>
<tr>
<td>Travel Time</td>
<td>Travel time between downtown Dallas (high-speed rail station) and downtown Fort Worth (Central Station) for each alignment/mode combination</td>
</tr>
<tr>
<td>Required non-public right-of-way</td>
<td>Total acres of new or non-public right-of-way needed</td>
</tr>
<tr>
<td>Technology maturity (safety systems)</td>
<td>Technology Readiness Levels for safety systems requirements, including emergency response, ventilation, fire life safety, etc.</td>
</tr>
<tr>
<td>Technology maturity (operations systems)</td>
<td>Technology Readiness Levels for operational systems requirements, including signaling, autonomous vehicle operations, control systems, etc.</td>
</tr>
</tbody>
</table>
Initial Design Process

- Develop initial design for corridors advancing to Level 3 Screening
- Develop alignments within each corridor for Transportation Technology Modes advancing through Level 2 Screening
- Anticipated completion by the end of March 2021
- Used to support Level 3 Screening
Technology Update

- Technology Forum Workshop
  December 9, 2020
- Held 11 One-on-One Meetings with Technology Providers
- Technology Peer Review Complete
  Peer Group Agrees with Process and Findings
Public and Agency Engagement

2020

- FRA/FTA Coordination Meeting – July 16
- Elected Officials Briefing – July 17
- Technical Work Group – July 21
- Meeting with The Boring Company – August 4
- Arlington Councilmember Dr. Ignacio Nunez – August 8
- Meeting with Virgin Hyperloop – August 14
- FRA/FTA Coordination Meeting – August 20
- Technical Work Group – August 21
- East Arlington Renewal Group, Sue Philips – September 2
- Heart of Arlington Group, Alicia Gray – September 3
- FRA/FTA Coordination Meeting – September 3
- Meeting with Hardt Hyperloop – September 3
- Arlington Tomorrow Fund, Jo Ann Cardoza – September 9
- Fort Worth Councilmember Cary Moon – September 10
- Dallas Councilmember Chad West – September 14
- Greater Community Missionary Baptist Church, Kennedy Jones – September 14
- Dallas Councilmember Omar Narvaez – September 17
- Tarrant Asian-American Chamber of Commerce, Yes Nguyen – September 17

- US Pan Asian American Chamber of Commerce, Grace McDermott – September 18
- Public Meeting – September 23
- Public Meeting – September 24
- FRA/FTA Coordination Meeting – October 2
- Union Pacific Railroad Briefing – October 12
- Downtown Fort Worth, Inc. Board of Directors – October 15
- Technical Work Group – October 16
- Surface Transportation Technical Committee – October 23
- FRA/FTA Coordination Meeting – November 5
- Fort Worth City Council Transportation Committee – November 10
- Downtown Fort Worth, Inc. Transportation Committee – November 11
- Regional Transportation Council – November 12
- Technical Work Group – November 20
- FRA/FTA Coordination Meeting – December 3
- Technology Forum Workshop – December 9
- Technical Work Group – December 18
- Resource Agency Meeting – December 18
Public and Agency Engagement

2021

Technology Forum Meeting with Talgo – January 4
Technology Forum Meeting with Hardt Hyperloop – January 6
FRA/FTA Coordination Meeting – January 7
Technology Forum Meeting with Virgin Hyperloop – January 7
Technology Forum Meeting with AirTrac – January 8
Technology Forum Meeting with Alstom – January 11
Technology Forum Meeting with The Boring Company – January 11
North Dallas Chamber of Commerce, Surface Transportation Committee – January 12
Technology Forum Meeting with SNCF – January 12
City of Arlington Mayor and Staff – January 13
Elected Officials Briefing – January 15
City of Fort Worth Staff – January 15
Technology Forum Meeting with Texas Central Railroad – January 20
Technology Forum Meeting with Hyperloop TT – January 20
US Army Corps of Engineers – January 22
Surface Transportation Technical Committee – January 22
Union Pacific Railroad Briefing – January 25
Public Meeting – January 27
Public Meeting – January 28

Dallas College Staff Briefing – February 2
FRA/FTA Coordination Meeting – February 4
NCTCOG Agency Public Meeting – February 4
DART and TRE Staff – February 10
Meeting with Virgin Hyperloop – February 11
TxDOT Dallas District staff – February 25
Greater Dallas Planning Council – March 4
Technology Forum Meeting with Stadler – February 26
Technology Forum Meeting with Nine AI – March 3
TxDOT Fort Worth District staff – March 9
Regional Transportation Council – March 11
Contract Status

• On Schedule

• Phase 1 – Under Budget
  
  38% Spent

  Approximately 60% Complete

• Total Contract Amount – $11 million
April 23 – STTC Briefing
May 13 – RTC Briefing
May 14 – Elected Officials Briefing
May 19 – Public Meeting, 12:00 noon
May 20 – Public Meeting, 6:00 pm
May 27 – Resource Agency Meeting
June 25 – STTC Action
July 8 – RTC Action
August – Complete Phase 1
Contacts

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