

## AGENDA

**Regional Transportation Council  
Thursday, September 9, 2021  
North Central Texas Council of Governments**

**10:00 am- 11:45 am**      **RTC Member Orientation**

**RTC Member Orientation will be conducted as a videoconference meeting via Zoom.** Members of the public may view a livestream of the RTC Member Orientation at [www.nctcog.org/video](http://www.nctcog.org/video) under the "live" tab.

**1:00 pm**      **Full RTC Business Agenda**

**The RTC Business meeting on September 9, 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 833 8547 0071#** when prompted or in person at the NCTCOG Office. Following conclusion of the Opportunity for the Public to Speak in Agenda Item 1, the audio line will be disconnected. Members of the public may view a livestream of the RTC meeting at [www.nctcog.org/video](http://www.nctcog.org/video) under the "live" tab.

- 1:00 – 1:10**      1.    **Opportunity for Public Comment on Today's Agenda**      Minutes:      10
- Information
- 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 833 8547 0071# when prompted or in person at the NCTCOG Office. Speakers should state their name, city of residence, the agenda number they are speaking on, and whether they are speaking on/for/against the item. Members of the public are not permitted to provide comments after the conclusion of this agenda item; therefore, the audio line will be disconnected, and members of the public may view the livestream of the meeting at [www.nctcog.org/video](http://www.nctcog.org/video).
- Background:      N/A
- 1:10 – 1:15**      2.    **Approval of August 12, 2021, Minutes**      Minutes:      5
- Action       Possible Action       Information
- Presenter:      Theresa Daniel, RTC Chair
- Item Summary: Approval of the August 12, 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. **Air Quality Funding Recommendations Related to the Environmental Protection Agency National Clean Diesel Funding Assistance Program**

Presenter: Jason Brown, NCTCOG

Item Summary: Regional Transportation Council approval of funding recommendations for the North Texas Emissions Reduction Project 2020 Call for Projects (CFP) and North Texas Freight Terminal Electrification 2020 CFP will be requested.

Background: The North Central Texas Council of Governments (NCTCOG) opened three different calls for projects, under three separate Environmental Protection Agency (EPA) National Clean Diesel Funding Assistance Program awards; Clean Fleets North Texas 2020 CFP, North Texas Emissions Reduction Project 2020 CFP, and North Texas Freight Terminal Electrification 2020 CFP. These CFPs award grant funds for diesel vehicle or equipment replacement projects and installation of EPA-verified electrified parking spaces and related infrastructure in North Central Texas. The most recent application deadline was July 9, 2021. For those applications received, staff has completed review, quantified emissions, and developed project funding recommendations. This initiative is an extension of clean vehicle efforts listed as Weight-of-Evidence in the current State Implementation Plan. [Electronic Item 3.1.1](#) provides an overview of the calls for projects and staff recommendations. [Electronic Item 3.1.2](#) and [Electronic Item 3.1.3](#) provide detailed project listings.

Performance Measure(s) Addressed: Air Quality

3.2. **Ratification of Emergency Funding Authorization to Dallas Area Rapid Transit for Interim Funding for the Regional Vanpool Program**

Presenter: Michael Morris, NCTCOG

Item Summary: Ratification of emergency funding authorization to Dallas Area Rapid Transit (DART) for interim funding for the Regional Vanpool Program until new agreements are fully executed and funding is in place will be requested.

Background: The North Central Texas Council of Governments (NCTCOG) is currently working to expediate a new agreement with the Texas Department of Transportation (TxDOT) for the continuation of the Regional Vanpool Program, which is administered by DART as a subrecipient of NCTCOG. The agreement process was delayed resulting in a gap in funding for DART's vanpool program until new agreements are fully executed. NCTCOG anticipates all agreement delays will be

resolved within 90 days, but interim funding is needed to continue vanpool service. This service is part of the air quality commitments by the Regional Transportation Council to comply with air quality requirements.

Staff requests ratification of emergency funding to DART utilizing Regional Transportation Council Local funds in an amount not to exceed \$45,000 to ensure continuation of vanpool services for DART participants.

Performance Measure(s) Addressed: Administrative, Transit

1:20 – 1:30

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

Action       Possible Action       Information      Minutes: 10

Presenter: Michael Morris, NCTCOG

1. Fiscal Year 2021 Closeout Comments
2. Review of Latest State Requirements for Regional Transportation Council (RTC) Meetings, James Powell, Deputy Counsel for Transportation, NCTCOG
3. Format of Future RTC Meetings Working with RTC Chair Theresa Daniel
4. Follow Up from RTC Member Orientation
5. D2 Light Rail Update/IH 345 Depressed Alignment ([Electronic Item 4.1](#))
6. Electric Vehicle Manufacturing Facility ([Electronic Item 4.2](#))
7. IH 635/IH 35E “Y” Connector Revenue Tracking
8. Economic Development Administration (EDA) Grant Opportunities (including “Equal Access to the Internet,” Geometric Design for Autonomous Vehicles, Electric Vehicle Charging on the Move, and Next Generation Transit Signal Preemption) Versus Funding Directly to Cities or New Infrastructure Bill
9. RTC Meeting at the Irving Transportation Summit on August 18, 2022
10. North Texas Center for Mobility Technologies Project Tracking ([Electronic Item 4.3](#))
11. Update Regarding August 2021 and November 2021 Revisions to the 2021-2024 Transportation Improvement Program (TIP) and Statewide TIP ([Electronic Item 4.4](#))
12. Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/events>)
13. Dallas-Fort Worth Clean Cities Annual Fleet Recognition ([Electronic Item 4.5](#))
14. Air Quality Funding Opportunities for Vehicles (<https://www.nctcog.org/trans/quality/air/funding-and-resources>)
15. Status Report on Ozone ([Electronic Item 4.6](#))
16. Status Report on Texas Volkswagen Environmental Mitigation Program Funding ([Electronic Item 4.7](#))
17. Monthly Know Before You Fly Your Drone Workshops (<https://www.northtexasuas.com/UAS-Taskforce#Workshops>)
18. August Online Input Opportunity Minutes ([Electronic Item 4.8](#))
19. September Online Input Opportunity Notice ([Electronic Item 4.9](#))
20. Public Comments Report ([Electronic Item 4.10](#))
21. Recent Correspondence ([Electronic Item 4.11](#))

- 22. Recent News Articles ([Electronic Item 4.12](#))
- 23. Recent Press Releases ([Electronic Item 4.13](#))

1:30 – 1:40

5. **SH 183 Segment 2 East: Request to the Texas Department of Transportation to Formally Initiate a Change Proposal for Cintra and Request to Cintra to Extend an RTC Financial Backstop for Design Costs**

Action       Possible Action       Information      Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will seek approval for a Regional Transportation Council (RTC) request to the Texas Department of Transportation (TxDOT) to formally initiate a Change Proposal for Cintra on SH 183 Segment 2E and request to Cintra to extend an RTC financial backstop for design costs.

Background: Staff has been working to advance SH 183 Segment 2E as the next phase of the North Tarrant Express (NTE). Cintra has an interest in certain capacity improvements to Segment 2E as a changer order under the Comprehensive Development Agreement for the NTE. In June 2020, the RTC approved a \$3 million financial backstop to permit Cintra to proceed with the design elements for Segment 2E, pending TxDOT formally issuing a "Request for Change Proposal." If TxDOT does not issue a Request for Change Proposal by August 31, 2021, the RTC financial backstop will be triggered absent an extension by Cintra. A map and latest financial information for the project is provided in [Electronic Item 5](#).

Performance Measure(s) Addressed: Roadway, Safety

1:40 – 1:50

6. **2021 Population Estimates and New North Central Texas Council of Governments Demographic Forecast Process**

Action       Possible Action       Information      Minutes: 10

Presenter: Dan Kessler, NCTCOG

Item Summary: Results of the North Central Texas Council of Governments (NCTCOG) 2021 Current Population Estimates will be highlighted as well as ongoing efforts to develop revised 2045 Population and Employment for the Metropolitan Area.

Background: NCTCOG annually develops estimates of population by city as of January 1 for each year which are used by local governments and agencies. This data supplements estimates done by the US Census. NCTOG is also currently developing new forecasts of demographic activity out to the year 2045, which will be used to support the ongoing update of Mobility 2045: the Metropolitan Transportation Plan for North Central Texas. A summary of these estimates and forecasts will be provided. Additional information is provided in [Electronic Item 6](#).

Performance Measure(s) Addressed: Roadway, Transit



1:50 – 2:00

7. **Comprehensive Map of Projects in the Region and Update on the 2022 Unified Transportation Program**

Action       Possible Action       Information      Minutes: 10

Presenter: Christie Gotti, NCTCOG

Item Summary: Staff will provide information on active and recently completed transportation projects across the region and the latest status of the 2022 Unified Transportation Program (UTP).

Background: In response to a request from a Council member, a series of maps that show all active projects in the region, as well as those that have been completed within the past five years, will be presented. An update on the 2022 UTP will also be provided. These maps, along with additional information about resources available to the public for viewing projects throughout the region and the UTP, are available in [Electronic 7.1](#). [Electronic 7.2](#) contains the project listings from the 2022 UTP for the Texas Department of Transportation Dallas, Fort Worth, and Paris (Hunt County) districts. A more detailed update to the 10-Year Plan based on the 2022 UTP listings will be provided at a future meeting.

Performance Measure(s) Addressed: Roadway, Transit

2:00 – 2:20

8. **Metropolitan Transportation Plan: Project Selection Overview and Implications for New Passenger Rail Projects in a Post-COVID-19 Environment**

Action       Possible Action       Information      Minutes: 20

Presenters: Brendon Wheeler and Michael Morris, NCTCOG

Item Summary: Mobility 2045 was adopted by the Regional Transportation Council (RTC) on June 14, 2018. As part of updating Mobility 2045, staff will provide an overview of the process for projects to be included in the plan, and once selected, the various pathways to funding through prioritization efforts.

Background: Following RTC adoption of Mobility 2045, staff and partner agencies have been working toward implementing the plan. These efforts include planning and project development tasks, projects in construction, and coordination with the public and our transportation partners. Federal guidelines require the Dallas-Fort Worth region to update the long-range transportation plan a minimum of every four years. In addition, the Mobility 2045 Update must demonstrate transportation conformity. The updated plan will include a new financial plan and necessary refinements to projects in the current Mobility 2045 plan.

Staff will discuss the possible staging of future passenger rail projects as part of the air quality and transportation conformity process. This topic is timely due to upcoming decisions related to the D2 Dallas Area Rapid Transit rail line. Transportation policy officials in the region should consider recent transit ridership trends, recent demographic trends (as discussed in Item 6), new national legislation anticipated by the end of the

month, and next generation traffic signal improvements aiding roadway bus operations.

During the RTC meeting on July 14, 2021, staff was asked to provide an overview of the plan update process so new members can understand how projects are selected for Mobility 2045.

Performance Measure(s) Addressed: Roadway, Transit

2:20 – 2:25

9. **US 75 Implementation/Policy Position**

Action       Possible Action       Information      Minutes: 5

Presenter: Dan Lamers, NCTCOG

Item Summary: Staff will provide an update on the US 75 corridor implementation and policy position.

Background: The Texas Department of Transportation (TxDOT), in partnership with local jurisdictions and the North Central Texas Council of Governments, has been working to determine an option for the traditional high-occupant vehicle (HOV) lane along the US 75 corridor. TxDOT recently received grant funding to implement a pilot project on the corridor to evaluate the effectiveness of allowing single-occupant vehicles to utilize the HOV lane while providing an incentive to HOVs. The HOV incentive would be provided via the existing GoCarma application that is currently utilized on the TEXpress Lanes. Staff will provide an overview of the project, schedule and policy positions to support this effort. Additional information can be found in [Electronic Item 9](#).

Performance Measure(s) Addressed: Air Quality, Congestion

2:25 – 2:30

10. **Update Regarding Lapsing Federal Funding**

Action       Possible Action       Information      Minutes: 5

Presenter: Christie Gotti, NCTCOG

Item Summary: Staff will brief the Council on the lapse of Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds in Fiscal Year (FY) 2020 and the potential lapse of Transportation Alternatives Set-Aside (TASA) funds that was discussed with the Council earlier in the year.

Background: In April 2021, the Texas Department of Transportation (TxDOT) informed the North Central Texas Council of Governments (NCTCOG) that \$23,940,109 of CMAQ funding had lapsed at the end of FY2020. At the time, NCTCOG was under the impression that \$16 million in carryover funds were available from FY2020 for obligation in FY2021. Staff will brief the Council on discussions that have occurred with TxDOT since that time and implications to the region moving forward.

Earlier in the year, TxDOT indicated that \$7,095,497 in TASA funds were at risk of lapsing if not obligated by August 31, 2021. Through the efforts of TxDOT and awardees, sufficient

funding was obligated to avoid a lapse in FY2021. The risk continues for FY2022, so project tracking efforts will continue. Additional information is available in [Electronic Item 10](#).

Performance Measure(s) Addressed: Roadway, Air Quality

- 2:30 – 2:35**    11.    **State and Federal Legislative Update**  
 Action             Possible Action     Information            Minutes:        5  
Presenter:        Rebekah Hernandez, NCTCOG  
Item Summary:    Staff will provide an update on State and federal legislative actions related to transportation and air quality issues affecting the Dallas-Fort Worth area. Legislative actions to be covered include the following:
- Summary of Approved Bills in the 87<sup>th</sup> Texas Legislature ([Electronic Item 11](#))
  - Update on Special Session of the Texas Legislature
  - Federal Infrastructure Bill Update
- Background:        This item will allow staff to provide updates on key positions of the Regional Transportation Council. The regular session of the 87<sup>th</sup> Texas Legislature concluded on May 31, 2021, and was followed by two special legislative sessions called by the Governor. The 117<sup>th</sup> US Congress convened on January 3, 2021, and continues to make progress on an infrastructure bill.

Performance Measure(s) Addressed: Roadway, Air Quality

- 2:35 – 2:40**    12.    **Status Report on Electric Vehicles and National Drive Electric Week**  
 Action             Possible Action     Information            Minutes:        5  
Presenter:        Lori Clark, NCTCOG  
Item Summary:    Staff will provide an update on the status of the electric vehicle (EV) industry, as well as adoption in North Texas. Upcoming National Drive Electric Week (NDEW) events will also be highlighted.
- Background:        The North Central Texas Council of Governments (NCTCOG) continues to encourage EV adoption as a strategy to improve local air quality by reducing transportation system emissions. As the industry matures, availability and adoption of this technology continues to grow in both the passenger vehicle and heavy-duty sectors. Staff has also begun planning National Drive Electric Week activities, including both in-person and virtual opportunities for consumers and fleets to learn more about current options. NDEW is between September 25-October 3, 2021. Additional details are available in [Electronic Item 12](#).

Performance Measure(s) Addressed:

13. **Progress Reports**

Action       Possible Action     Information

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

- RTC Attendance ([Electronic Item 13.1](#))
- STTC Attendance and Minutes ([Electronic Item 13.2](#))
- Local Motion (<https://nctcog.org/trans/about/publications/locmo/local-motion-september-1>)

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

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

16. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for ***1:00 pm, Thursday, October 14, 2021.***

**REGIONAL TRANSPORTATION COUNCIL**  
**August 12, 2021**

In accordance with the Texas Governor's March 13, 2020, Disaster Declaration which was renewed through August 29, 2021, and subsequent suspension of certain Texas Open Meetings Act provisions, the August 12, 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 E. Aubin, Dennis Bailey, Elizabeth M. Beck, Gyna Bivens, Mohamed Bur, Dianne Costa, Theresa Daniel, Jeff Davis, Pat Deen, Andy Eads, Kevin Falconer, Gary Fickes, George Fuller, Barry L. Gordon, Rick Grady, Lane Grayson, Mojoy Haddad, Roger Harmon, Clay Lewis Jenkins, Ron Jensen, Carl L. Johnson, Brandon Jones, Ray Smith (representing John Keating), Mike Leyman, Alison Maguire, B. Adam McGough, Raj Narayanan (representing William Meadows), Allan E. Meagher, Cara Mendelsohn, Cary Moon, Philip J. Ritter, Barbara Odom-Wesley (representing Jim R. Ross), Chris Schulmeister, Jeremy Tompkins, T. Oscar Trevino Jr., William Tsao, Paul N. Wageman, Duncan Webb, and B. Glen Whitley. 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 Theresa M. Daniel asked if there were any public comments. No members of the public chose to speak.
2. **Approval of the July 8, 2021, Minutes:** The minutes of the July 8, 2021, meeting were approved as submitted in Electronic Item 2. B. Glen Whitley (M); Rick Grady (S). The motion passed unanimously.
3. **Consent Agenda:** There were no items included on the Consent Agenda.
4. **Orientation to the Agenda/Director of Transportation Report:** Michael Morris reviewed items in the Director of Transportation Report. He introduced Nadine Lee, the new President and Executive Director of Dallas Area Rapid Transit (DART), to the Regional Transportation Council (RTC). Paul N. Wageman, DART Chairman, welcomed Ms. Lee to her first RTC meeting. Ms. Lee thanked the region for its warm welcome and noted she was happy to be a part of a true partnership to improve transportation for everyone. Mr. Morris also noted the Texas Department of Transportation (TxDOT) recently named Brian Barth, P.E., as Deputy Executive Director for Program Delivery. In addition, he noted that members who recently left service on the RTC would like to attend a future meeting in person for their recognition. RTC Chair Theresa M. Daniel will coordinate with staff each month regarding the format of the next meeting and planned to hold RTC Member Orientation the morning of the next RTC business meeting, September 9, 2021. Additional details will be provided to members. He discussed a recent request by members to present a comprehensive list of projects, as well as an update on the east/west equity process and noted that the information was being developed and would be presented at a future meeting. Mr. Morris also discussed a news release regarding a potential electric vehicle manufacturing site in the region and noted that staff would bring back to the Council information about funding improvements that may help the company select the Dallas-Fort Worth region as the location for its manufacturing facility. As follow up on letter to the Secretary of Transportation, he noted the 2021-2024 Transportation Improvement Program had been approved. All projects in the state were permitted to proceed except IH 45 in Houston. In addition, at the July 8, 2021, RTC meeting, members approved a letter to the Texas Transportation Commission on Phase 2 of the IH 35E project. He noted that project was able to proceed, and Texas Department of

Transportation meetings have begun on SH 183. A letter to the region on the Margaret McDermott Bridge was provided in Electronic Item 4.1. In addition, it was noted that progress continued on the Fort Worth Bypass Channel and information about the project was included in Electronic Item 4.2. A press release regarding the early completion of IH 635/SH 121 was provided in Electronic Item 4.3. Electronic Item 4.4 included information on a Green Transportation Infrastructure Workshop scheduled for August 24, 2021, and he also noted that the deadline for Blue-Green-Grey proposal submittals was 5:00 pm on Friday, August 13, 2021. RTC Chair Daniel recognized Transportation Department Air Quality staff for their commitment to the region and presented a resolution passed at the August 4 Dallas County Commissioners' Court meeting supporting Clean Air Action Day. A copy of the resolution was provided as an electronic handout in Electronic Item 4.13. Chair Daniel noted the importance of taking a moment periodically to recognize actions of the region, communities, and individuals that impact the region. Current Dallas-Fort Worth Clean Cities events were provided in <https://www.dfwcleancities.org/events> and air quality funding opportunities for vehicles in <https://www.nctcog.org/trans/quality/air/funding-and-resources>. Electronic Item 4.5 contained a status report for the current ozone season. Information on the North Texas Unmanned Aircraft Systems Safety and Integration Initiative's Community Integration Working Group was provided in Electronic Item 4.6 and opportunities to attend a monthly Know Before You Fly Your Drone Workshops were provided at <https://www.northtexasuas.com/UAS-Taskforce#Workshops>. The most recent Auto Occupancy/High-Occupancy Vehicle Subsidy Report was provided in Electronic Item 4.7, and Electronic Item 4.8 contained the August online input opportunity notice. The current Public Comments Report was provided in Electronic Item 4.9, recent correspondence in Electronic Item 4.10, recent new articles in Electronic Item 4.11, and recent press releases in Electronic Item 4.12.

- 5. Ensuring Equity: Dallas Opportunity Zone 1 Funding Partnership and Federal Transit Administration Areas of Persistent Poverty Grant:** Michael Morris presented details of the Dallas Opportunity Zone 1 funding partnership to address transportation investment equity in the region. As part of its action on the Assessment Policy in April 2019, the Regional Transportation Council (RTC) committed to additional funding for improvements in the opportunity zone. This funding would continue the RTC's investments to promote community revitalization in Environmental Justice neighborhoods and improve various deficiencies. The first proposed project was Lancaster Road from Keist Boulevard to Ledbetter Drive to improve pedestrian connections along the Dallas Area Rapid Transit light-rail line and near the Veteran's Administration hospital. Approximately \$2 million in Surface Transportation Block Grant Program (STBG) funds were proposed. The second proposed project would include reconstruction, sidewalks, drainage improvements, and streetlights on Eads/Hutchins Avenue from Eads/Colorado to Hutchins/8<sup>th</sup> Street in the historic Bottoms neighborhood. Proposed funding included approximately \$5.6 million in Regional Toll Revenue funds matched with local funds. The final Dallas Opportunity Zone 1 proposed project would extend from IH 35E along 10<sup>th</sup> Street to Clarendon Drive. Staff proposed \$2.4 million in Regional Toll Revenue funds plus local match to construct roadway and drainage improvements in the historic 10<sup>th</sup> Street neighborhood. In addition, approximately \$500,000 in STBG funds was proposed to initiate a study to identify transportation and rehabilitation improvements in the South Boulevard/Park Row historic district. Mr. Morris also highlighted the Federal Transit Administration Fiscal Year 2021 Areas of Persistent Poverty Grant. Details of the funding opportunity were provided in Electronic Item 5.1. He noted funding was available to improve transit service to increase job accessibility and healthcare, as well as access to food and other services for environmental justice communities. Staff proposed submittal of a grant application to study transit access to food, jobs, healthcare, affordable housing, and other needs as identified by the residents of the

76104 zip code in southeast Fort Worth. This zip code is an area of persistent poverty as well as a food desert and was identified by University of Texas Southwestern Medical Center as having the lowest life expectancy of any zip code in the state. The schedule for these efforts was highlighted. Details were provided in Electronic Item 5.2. Cara Mendelsohn thanked staff for their efforts and advocacy to ensure citizens in areas of persistent poverty and the Dallas Opportunity Zone 1 receive the resources needed to improve their quality of life. Gyna Bivens also noted that while the designation of the 76104 zip code has not been uplifting to the community, the attention focused on the community through the grant proposal was worth celebrating. Rick Grady also thanked staff and members for their focus on underserved areas and the elimination of barriers. A motion was made to approve the partnership with the City of Dallas for Opportunity Zone 1 and the proposed Federal Transit Administration Area of Persistent Poverty Program grant application, including the use of Regional Transportation Development Credits as match, outlined in Electronic Item 5.2. Action also included approval for staff to bring back Phase 2 recommendations in Fort Worth zip code 76104 to the Regional Transportation Council and to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program and other administrative /planning documents as needed. Gyna Bivens (M); Rick Grady (S). The motion passed unanimously.

6. **2021 Incident Management Freeway Blocking Equipment Call for Projects:** Sonya Landrum presented a request to fund the regional Incident Management Freeway Blocking Equipment Call for Projects (CFP). This proposed CFP is an extension of the Incident Blocking Pilot Project that was a part of the 2020 Incident Management Equipment Purchase Call for Projects approved by the Regional Transportation Council (RTC) in July 2020. As part of the pilot project, three agencies received a total of \$132,000 in Regional Toll Revenue (RTR) funds to purchase blocking equipment that would assist in improving the safety of first responders at crashes along high-speed roadways. Based on local government interest and new requests received since the pilot project was initiated, staff proposed that \$1 million be made available through a new 2021 Incident Management Freeway Blocking Equipment Call for Projects. Public sector agencies in the 10-county nonattainment area are eligible to submit applications for the purchase of scene management blocking equipment such as crash attenuators, barriers, and cushions. Personnel, staff chargers and the purchase of fire trucks/engines are not eligible. As standard practice, fire trucks have been used for blocking purposes when first responders are responding to crashes along high-speed roadways, however the use of blocking equipment should minimize the need for the use of fire trucks in the incident scene strictly for blocking purposes. As part of the call, projects submittals that place blocking equipment on non-fire truck vehicles will be scored higher than equipment placed on fire trucks when ranking projects. Project scoring criteria included Traffic Incident Management (TIM) training attendance, crash data jurisdiction, adoption of an incident management resolution, adoption/implementation of regional performance measure standard definitions, and explanation of how equipment will be used to mitigate crashes. The schedule for this effort was highlighted. Based on the schedule, it was anticipated that agencies would be able to purchase equipment by winter 2022. Details were provided in Electronic Item 6. A motion was made to approve the allocation of \$1 million in Regional Toll Revenue funding to implement the 2021 Incident Management Freeway Blocking Equipment Call for Projects. Action included approval directing staff to administratively amend the Transportation Improvement Program, Statewide Transportation Improvement Program and other administrative/planning documents as needed. Rick Grady (M); Richard E. Aubin (S). The motion passed unanimously.



7. **Supplemental Environmental Project Funding Recommendation for Comprehensive Air Quality Planning:** Lori Clark presented funding recommendations for the North Central Texas Clean School Bus Program which is approved by the Texas Commission on Environmental Quality (TCEQ) as a third-party initiative under its Supplemental Environmental Project (SEP). Contributions are received as a result of TCEQ enforcement actions against an organization that commits an air quality violation and are received for the region's Clean School Bus Program for the replacement of 2002 or older diesel school buses. She noted approximately \$275,000 was available for school districts operating in the 10-county Dallas-Fort Worth ozone nonattainment area. Staff identified 12 independent school districts (ISDs) in the 10-county ozone nonattainment area who had eligible model year diesel school buses and solicited interest in school bus replacement projects. Requests were received from Kemp ISD and Cedar Hill ISD. A total of three school bus replacements met funding requirements and staff recommended award of up to \$89,600 in SEP funds for Kemp ISD to replace one diesel school bus with one new diesel school bus and up to \$216,000 in SEP funds for Cedar Hill ISD to replace two diesel school buses with two new propane school buses. Ms. Clark noted that a slightly higher level of funding was proposed for propane buses because of their increased emission reduction. In addition, she noted that the available \$275,000 falls short of fully funding the proposed projects and that SEP contributions are received on a regular basis. Staff recommended assigning any additional SEP funds received to cover the shortfall in funding. She also noted staff would be negotiating a new SEP agreement with the TCEQ to allow the region to continue to take advantage of this type of funding in a way that benefits a broader spectrum of the region. The schedule for this effort was reviewed and Ms. Clark noted this effort supports the air quality emphasis areas for high emitting vehicles/equipment and energy/fuel use, the federal performance measure for air quality, as well as Mobility Plan policies. Details were provided in Electronic Item 7. A motion was made to fund up to \$89,600 in Supplemental Environmental Projects funds for Kemp ISD to replace one diesel school bus and up to \$216,000 in SEP funds for Cedar Hill ISD to replace two diesel school buses. Action included approval to apply additional SEP contributions to the awards to cover the shortfall in currently available funds. Barry L. Gordon (M); Clay Lewis Jenkins (S). The motion passed unanimously.
8. **Advanced Transportation and Congestion Management Technologies Deployment Initiatives Grant Program:** Thomas Bamonte provided an overview of a request for regional support for the City of Fort Worth's application for a grant under the United States Department of Transportation (US DOT) 2021 Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) Grant Program. Through the grant program, \$60 million is available for transportation technology projects. Details of the grant opportunity were provided in <https://www.grants.gov/web/grants/view-opportunity.html?oppld=334272>. The City of Fort Worth has proposed submittal of a grant application for a project on the North Tarrant Express (NTE) corridors (I-35W/SH 180), which will include a variety of connected vehicle technologies and infrastructure upgrades to improve safety and operations for all road users and provide a supportive operational environment for the operation of automated and connected vehicles. He highlighted the proposed budget of \$14 million and noted that \$2 million in regional support was requested. The project extends on IH 35W from north of IH 30 to US 81/US 287 and eastwards on IH 820 and SH 121/SH 183. Communication technology will be included in the corridor with a goal to provide information about roadway hazards to motorists and the driving systems of automated vehicles. The project will include all lanes (managed, general purpose, and frontage) with emphasis on several intersecting arterials with bike/pedestrian improvements. In addition to technology elements, there will be emphasis on infrastructure improvements such as enhanced striping, enhancements to dynamic message signs, and the use of

sensors in various barriers and guiderails that will detect incidents faster, improving operations and safety. A motion was made to approve up to \$2 million in Regional Toll Revenue funds in support of the City of Fort Worth's application for the FY2021 ATCMDT Grant Program, if selected. Action also included approval to authorize staff to take all necessary and appropriate steps to advance funding and provide technical support to the City of Fort Worth and other project partners to help ensure successful delivery of the project for the region. T. Oscar Trevino Jr. (M); Mike Leyman (S). The motion passed unanimously.

9. **Regional Automated Transportation System Guidelines Development:** Brendon Wheeler provided information on the Regional Automated Transportation System (ATS) Guidelines Development Project, part of the regional people mover initiative in Mobility 2045. The purpose of this initiative is to develop homogenous regional infrastructure and next generation ATS technologies that will provide first and last mile applications for both passengers and goods. Previous and current generation infrastructure in the region include Skylink at the Dallas Fort Worth International Airport and the Las Colinas Area Personal Transit system. Next generation people movers are expected to be systems that are not confined to proprietary guideway systems and that have the flexibility for expansion and change in operation opportunities. As part of Mobility 2045, staff has analyzed and compiled potential sites for ATS deployment throughout the region. The people movement side will focus on passenger circulator systems in denser urbanized developments and goods movement may focus more on sites such as inland ports, intermodal centers or other type of industrialized applications. Previous work by North Central Texas Council of Governments staff was highlighted, which included two studies that helped provide the foundation for the ATS Guidelines Development Project. Key elements of the ATS Guidelines Development Project are to evaluate and short list ATS technologies focused on people and goods, develop standardized designs and guidelines for an elevated guideway system, and to evaluate wireless vehicle charging technologies that could be incorporated into the pavement to charge vehicles as they are moving. As part of the project, staff has procured consultant assistance through Lea + Elliot. This guidelines development project provides the foundation for follow-on, site-specific efforts such as those identified in the COVID-19 Infrastructure Round 3 funding program approved in November 2020 as part of \$11 million set aside for Tarrant County goods movement ATS engineering and construction, as well as \$10 million for a Midtown People Mover system. Staff will continue to provide updates to the Council and the technical committee in the future. Michael Morris discussed two previous pilot studies and noted focus is now on the new Mobility Plan and future potential sites. Technology to recharge vehicles while traveling may be brought back to the Council in the near future. He encouraged members to work with North Central Texas Council of Governments staff as it works to advance the new locations as part of the Mobility 2045 Update. RTC Vice Chair Duncan Webb noted he was supportive of this initiative and mentioned areas in Collin County at which the technology may be beneficial. Mr. Morris requested that RTC Vice Chair Webb contact Mobility Plan staff about future locations.
10. **Status Report on Texas Volkswagen Environmental Mitigation Program Funding:** Lori Clark provided an update on the progress of Volkswagen Settlement activities. As a reminder, the State of Texas received approximately \$200 million through the Texas Volkswagen Environmental Mitigation Program, which was split among seven geographic areas of the state with the Dallas-Fort Worth (DFW) region being one of them. In addition, some funding was set aside for statewide distribution of electric vehicle charging stations. An overview of Volkswagen Settlement funding programs that recently closed was provided. Ms. Clark noted that for each of the programs, the DFW region submitted the greatest number of applications and requested all funding made available to the region. Additional information was provided in Electronic Item 10.1. Nearly \$40 million was left available in

other parts of the state and the North Central Texas Council of Government has been vocal that the region was not allocated its fair share of the funding based on the State's proposal to allocate funding. Comments were recently submitted to the Texas Commission on Environmental Quality (TCEQ) as it anticipates the next cycles of funding under this program, including criteria that may help ensure the best projects are selected, encouraging how TCEQ may distribute remaining funds from previous funding cycles, and also encouraging funds to be used for zero emission vehicle projects. A copy of the correspondence and accompanying analyses was provided in Electronic Item 10.2. Ms. Clark also highlighted an ongoing funding opportunity for Level 2 electric vehicle charging stations. She noted the number of applications submitted statewide and that access to this type of infrastructure is increasing. The deadline for funding is September 9 and more than \$6 million remained available. Members were asked to share information with their workplaces and to help ensure that property owners are aware of the opportunity. Most of the electric vehicle charging happens at home and those living in multifamily properties must rely on the property owner or workplace to provide an opportunity for vehicle charging. Additional information was available at [www.dfwcleancities.org/workplacecharging](http://www.dfwcleancities.org/workplacecharging) and [www.dfwcleancities.org/multifamily](http://www.dfwcleancities.org/multifamily). Members were also encouraged to consider properties where these types of charging stations could add value within their organizations such as libraries, parks, community centers, etc.

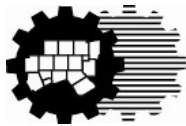
11. **North Texas Regional Integration of Sustainability Efforts Coalition:** Tamara Cook presented information regarding the North Texas Regional Integration of Sustainability Efforts (RISE) Coalition, an advisory committee of the North Central Texas Council of Governments (NCTCOG) focused on regional sustainability and environmental initiatives. Key topics for Fiscal Year 2021 were highlighted and it was noted that NCTCOG and member cities have focused their efforts and resources on two programs. The first effort, Regional Emissions Assessment, is a regional greenhouse gas (GHG) inventory being developed in conjunction with ICLEI and Jenny Narvaez of the Transportation Department is leading efforts to develop the first GHG inventory in the region. Ms. Narvaez is also leading the effort to develop a tool kit of strategies to reduce various emissions in the region through the Emissions Impact Analysis and Mitigation/Adaption Strategy Development effort. Ms. Cook noted focus on the Urban Heat Island Reduction Strategy and Food Diversion and Waste Reduction Programs will begin in the next fiscal year. Current voting members of the RISE Coalition were highlighted, and local governments interested in discussing sustainability on a region level were encouraged to join. Participation is open to local governments eligible for membership in NCTCOG. She noted that the Bylaws are structured to include non-voting membership options for the private sector, universities, non-profits, and others. In-person meetings are held quarterly, with the next meeting schedule for October 15, 2021. Ms. Cook presented some additional information on the NCTCOG Greenhouse Gas Emissions Inventory Program. A regional call for cities interested in participating in a GHG emissions inventory cohort was recently completed. The call was opened to cities only because the ICLEI software (ClearPath) is not designed for operational formats other than that of a city government. Ten cities submitted interest and will begin training in August/September. Additional information was provided in Electronic Item 11 and at <https://www.nctcog.org/envir/development-excellence/rise-coalition>. Michael Morris noted this would be a great opportunity for the region to lead in sustainability efforts and encouraged members interested in joining to contact staff. Gyna Bivens asked if collateral pieces were available to local governments. Mr. Morris noted that staff would provide information to Ms. Bivens.

12. **Fiscal Year 2021 Project Tracking Initiative:** Brian Dell provided an update on the Fiscal Year (FY) 2021 Project Tracking Initiative. Due to implementation delays on projects across the region, a more robust project tracking effort was initiated to help highlight and prevent delays on projects and help reduce existing carry over balances due to funding that does obligate in the year it was programmed. At the beginning of the fiscal year, the Regional Transportation Council (RTC) and Surface Transportation Technical Committee (STTC) were provided a list of projects by phase scheduled to advance during the coming year and since that time North Central Texas Council of Governments staff have been providing quarterly updates on the statuses of those projects. This process provides opportunities for sponsors to raise issues that may hold up a project's progress and prevent additional issues. A summary of FY2021 Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds was provided. Approximately \$75 million of the \$110 million in CMAQ funds allocated in FY2021 has obligated, including 19 out of 43 project phases. For FY2021 Surface Transportation Block Grant Program (STBG) funds, of the \$205 million allocated approximately \$190 million has obligated, totaling 26 phases out of 53. In addition, the status of Transportation Alternatives Set-Aside funds was highlighted. Of the \$12.4 million programmed, approximately \$8.8 million has obligated, including 15 of 25 project phases. Mr. Dell noted that approximately six weeks remained in the fiscal year and highlighted the recent STBG/Category 2 funding partnership that helped to rapidly reduce the balance of STBG funds. In addition, he noted that as of August 2, 2021, sufficient Transportation Alternative Set Aside funds have obligated to prevent lapse of any funds for FY2021. Staff will continue to monitor project progress and provide quarterly updates, as well as begin tracking of FY2022 funds.
13. **Progress Reports:** Regional Transportation Council attendance was provided in Electronic Item 13.1 and the current Local Motion was provided in Electronic Item 13.2.
14. **Other Business (Old or New):** William Tsao noted that in review of the agenda, many items have an overlapping relationship such as technology and efforts to improve persistent poverty, availability of food, access to medical care, and others which could be mitigated by the use of technology and asked if there may be some way to provide benefits across several efforts. Michael Morris noted that he and the Regional Transportation Council (RTC) Chair have met about this focus area of equal access to the internet, food deserts, and transportation needs in low-income neighborhoods, and that staff has worked with the North Central Texas Council of Governments Executive Director on a related funding program. He noted that RTC Chair Theresa M. Daniel would like to hold a conference or workshop with the RTC on these topics in the future. He noted staff is engaged with the Secretary of Transportation's office and the idea that internet may be the next generation transportation mode. Mr. Morris noted that many strategies will be presented to determine the best options for many different situations and may include both traditional and innovative transportation elements. RTC Chair Daniel discussed the interrelationship of many items discussed by the RTC and the importance of being open minded and using the insight of others.
15. **Future Agenda Items:** There was no discussion on this item.
16. **Next Meeting:** The next meeting of the Regional Transportation Council (RTC) is scheduled for 1:00 pm, Thursday, September 9, 2021.

The meeting adjourned at 2:45 pm.

# **Air Quality Funding Recommendations Related to the Environmental Protection Agency National Clean Diesel Funding Assistance Program**

**Regional Transportation Council Meeting  
September 9, 2021**



**North Central Texas  
Council of Governments**

**Jason Brown  
Principal Air Quality Planner**



# Relevance to Regional Planning

## Air Quality Emphasis Areas:

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

## Performance Measure: Air Quality

### Mobility 2045 Air Quality Policies:

AQ3-003: Support and implement educational, operational, technologies, and other innovative strategies that improve air quality in North Central Texas, including participation in collaborative efforts with local, regional, state, federal, and private sector stakeholders.

AQ3-004: Support and implement strategies that promote energy conservation, reduce demand for energy needs, reduce petroleum consumption, and/or decrease greenhouse gas emissions.

### Mobility 2045 Chapter 4 – Environmental Considerations

# Available Funding

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

<b>Calls for Projects</b>	<b>Project Types</b>	<b>Available Funding</b>
Clean Fleets North Texas (CFNT) 2020 – <b>Bucket 1</b>	Replace Heavy-Duty Diesel Vehicles and Equipment	\$109,116
North Texas Emissions Reduction Project (NTERP) 2020 – <b>Bucket 2</b>	Replace High-Use Diesel Vehicles/Equipment, Rail/Switch Yard Idle Reduction Technologies	\$1,321,690
North Texas Freight Terminal Electrification (NTFTE) 2020 – <b>Bucket 3</b>	Installation of Transport Refrigerated Unit Electrified Parking Spaces, Connection Kits, Power Monitoring	\$960,225



# Bucket 1 and Bucket 3 – Summary of Applications

## Bucket 1

No Applications Received; EPA Funds Remaining \$109,116\*

## Bucket 3\*\*

Applicant	Activities Requested	Applicant Eligible	Activities Eligible	Funds Requested	Recommended	
					Activities	Funds
McLane Company	135	Yes	135	\$95,951	135***	\$95,951
Funds Remaining after Recommended Rebate*						\$864,274

\*Next Round of Calls for Projects Currently Open for Remaining Balances.

\*\*Refer to Electronic Item 3.1.3 for more details.

\*\*\*Each activity includes one electrified parking space and one electric power kit.

# Bucket 2\* – Summary of Funded and Unfunded Applications

FUNDED Applicant	Activities Requested	Applicant Eligible	Activities Eligible	Funds Requested	Recommended	
					Activities	Funds
Lazer Spot Inc.	8	Yes	8	\$1,197,194	4	\$590,476
McLane Company	4	Yes	2	\$270,036	2	\$270,036
Romark Texas LLC	2	Yes	2	\$288,914	2	\$288,914
Bimbo Bakeries USA, Inc.	1	Yes	1	\$172,264	1	\$172,264
<b>Total</b>					<b>9</b>	<b>\$1,321,690</b>
Funds Remaining after Recommended Rebates					<b>\$0</b>	

UNFUNDED Applicant	Activities Requested	Applicant Eligible	Activities Eligible	Funds Requested	Recommended		
					Activities	Funds	
Lazer Spot Inc.	8	Yes	8	\$1,197,194	4	\$0	
Bradford Airport Logistics	1	Yes	1	\$212,916	1	\$0	
Five activities are recommended but no EPA Bucket 2 funds are available*					<b>Total</b>	<b>5</b>	<b>\$0</b>

\*Refer to Electronic Item 3.1.2 for More Details Including Unfunded Recommendations and Ineligible Projects.

# Schedule

Milestone	Estimated Timeframe
STTC Action to Recommend Rebates	August 27, 2021
RTC Approval of Recommended Rebates	September 9, 2021
Executive Board Authorization	September 23, 2021
Final Application Deadline	October 8, 2021
Project Implementation Deadline	February 26, 2023*

\*Project implementation deadline has been extended per EPA no cost time extension.

# Action Requested

## Recommend RTC Approval of Rebate Recommended Awards:

### **Bucket 2 - North Texas Emissions Reduction Project 2020**

\$1,321,690 to Lazer Spot Inc., McLane Company, Romark Texas LLC, and Bimbo Bakeries USA for New, All-Electric Vehicle and Equipment Replacements

If Funds Become Available From Prior Awards, Apply Available Funds to Remaining Recommendations on List at a Funding Level Not to Exceed 45%

### **Bucket 3 - North Texas Freight Terminal Electrification 2020**

\$95,951 to McLane Company for Electrified Parking Spaces and Electric Power Kits

# For More Information

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**Website**

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

## North Texas Emissions Reduction Project Call For Projects Funding Recommendations

Projects Recommended for Funding - NTERP 2020 (Round 3, September 2021)																																		
Applicant	Activity	Old Vehicle/Equipment Information							New Vehicle/Equipment Information (Model Year 2019 or Newer)			Maximum Allowed Funding Level	Recommended Grant Amount				Amount Reduced per Year (NOx, short tons)	Lifetime Baseline of Vehicles Retrofit (NOx, short tons)	Lifetime Amount Reduced (NOx, short tons)	Lifetime Amount Emitted After Retrofit, Retrofitted Vehicles (NOx, short tons)	Capital Cost Effectiveness (\$/short ton), Retrofitted Vehicles (NOx)	NO <sub>x</sub> Benefits		Scoring Criteria					Other Environmental Benefits					
		Type	Class/Equipment	Engine Year	Fuel Type	Annual Fuel Usage (gal)	Annual Mileage	Annual Usage Hours	Model Year	Fuel Type	Total Cost		Requested Rebate Amount	EPA 2019 Funds	Total Rebate Award	Local Match						NO <sub>x</sub> Tons Reduced Over 6 Years*	Cost Per Ton of NO <sub>x</sub> Reduced	Cost per Ton Rank	Cost Per Ton NO <sub>x</sub> Tier (Max 64 Points)	Score: Cost Per Ton NO <sub>x</sub> Reduced (Weighted Formula)	Score: Subrecipient Oversight (Max 25 Points)	Total Score	HC Reduced Over 6 Years*	CO Reduced Over 6 Years*	CO <sub>2</sub> Reduced Over 6 Years*			
Lazer Spot Inc.	5	Nonroad	Class 8	2011	Diesel	7,455	12,474	4,260	2021	Electric	\$332,554	45%	\$149,649	\$149,649	\$149,649	\$182,905	1.887874423	20.76661865	20.76661865	0	\$14,210	11.33	\$13,211	14	64	75	24.5	99.5	0.86	5.69	503			
Romark Texas LLC	1	Nonroad	Class 8	2015	Diesel	5,976	NA	5,394	2022	Electric	\$321,015	45%	\$144,457	\$144,457	\$144,457	\$176,558	1.700876677	8.504383385	8.504383385	0	\$38,599	10.21	\$14,155	13	55	65	24.5	89.9	0.77	5.13	403			
Romark Texas LLC	2	Nonroad	Class 8	2015	Diesel	5,724	NA	5,204	2022	Electric	\$321,015	45%	\$144,457	\$144,457	\$144,457	\$176,558	1.640964447	8.204822235	8.204822235	0	\$39,217	9.85	\$14,672	12	55	64	24.5	88.9	0.74	4.95	386			
Lazer Spot Inc.	2	Nonroad	Class 8	2011	Diesel	5,608	8,526	3,205	2021	Electric	\$332,554	45%	\$149,649	\$149,649	\$149,649	\$182,905	1.420167	17.042004	17.042004	0	\$17,315	8.52	\$17,562	11	64	72	24.5	96.6	0.64	4.28	379			
McLane Company	1	Nonroad	Class 8	2010	Diesel	6780**	NA	3,140	2021	Electric	\$300,040	45%	\$135,018	\$135,018	\$135,018	\$165,022	0.905730791	5.434384745	5.434384745	0	\$110,422.80	5.43	\$24,845	10	55	63	24.5	87.0	0.04	1.39	915			
McLane Company	2	Nonroad	Class 8	2010	Diesel	6780**	NA	3,140	2021	Electric	\$300,040	45%	\$135,018	\$135,018	\$135,018	\$165,022	0.905730791	5.434384745	5.434384745	0	\$110,422.80	5.43	\$24,845	9	55	62	24.5	86.0	0.04	1.39	915			
Bimbo Bakeries USA, INC	1	On-Road	Class 8	2006	Diesel	6,818	15,649	4,200	2021	Electric	\$382,809	45%	\$172,264	\$172,264	\$172,264	\$210,545	0.214947763	1.074738817	1.074738817	0	\$356,189	1.29	\$133,570	8	50	56	24.5	80.3	0.12	0.46	460			
Lazer Spot Inc.	6	On-Road	Class 8	2012	Diesel	7,120	13,269	4,069	2021	Electric	\$332,554	45%	\$149,649	\$149,649	\$149,649	\$182,905	0.109946016	1.319352191	1.319352191	0	\$223,659	0.66	\$26,853	7	40	45	24.5	69.7	0.02	0.43	481			
Lazer Spot Inc	7	On-Road	Class 8	2012	Diesel	7,120	13,269	4,069	2021	Electric	\$332,554	45%	\$149,649	\$149,649	\$149,649	\$182,905	0.109946016	1.319352191	1.319352191	0	\$223,659	0.66	\$214,543	6	40	44	24.5	68.7	0.02	0.43	481			
Activities Below are Recommended but no EPA NTERP Funds Remain - If Funds Become Available From Prior Awards, Apply Available Funds to Remaining Recommendations in Order as Listed at a Funding Level Not to Exceed 45%																																		
Lazer Spot Inc.	8	On-Road	Class 8	2012	Diesel	7,120	13,269	4,069	2021	Electric	\$332,554	45%	\$149,649	\$149,649	\$149,649	\$182,905	0.109946016	1.319352191	1.319352191	0	\$223,659	0.66	\$26,853	5	40	43	24.5	67.8	0.02	0.43	481			
Lazer Spot Inc.	4	On-Road	Class 8	2012	Diesel	7,455	12,474	4,260	2021	Electric	\$332,554	45%	\$149,649	\$149,649	\$149,649	\$182,905	0.109304632	1.311655583	1.311655583	0	\$224,971	0.66	\$28,184	4	40	42	24.5	66.8	0.02	0.43	503			
Bradford Airport Logistics	1	On-Road	Class 6-7	2004	Diesel	1,463	3,226	NA	2021	Electric	\$473,146	45%	\$212,916	\$212,916	\$212,916	\$260,230	0.1192599	0.954031203	0.954031203	0	\$402,617	0.72	\$297,566	3	30	32	24.5	56.2	0.18	0.56	99			
Lazer Spot Inc.	1	On-Road	Class 8	2012	Diesel	5,608	8,526	3,205	2021	Electric	\$332,554	45%	\$149,649	\$149,649	\$149,649	\$182,905	0.078706508	0.944478092	0.944478092	0	\$312,432	0.47	\$316,893	2	30	31	24.5	55.3	0.01	0.30	379			
Lazer Spot Inc.	3	On-Road	Class 8	2012	Diesel	5,608	8,526	3,205	2021	Electric	\$332,554	45%	\$149,649	\$149,649	\$149,649	\$182,905	0.078706508	0.944478092	0.944478092	0	\$312,432	0.47	\$316,893	1	30	30	24.5	54.3	0.01	0.30	379			
Total Projects												\$4,758,495		\$2,133,203	\$2,133,203	\$2,625,293										56.35	\$2,070,646					3.50	26.18	6,763

Ineligible Projects - NTERP 2020 (Round 3, September 2021)																					
																			Eligibility Comments		
McLane Company	3	Idle Reduction	NA							NA			NA	NA	NA					The project proposed was intended to monitor electric pull of electrified parking spaces which is not an eligible activity type as described in NTERP 2020 guidelines.	
McLane Company	4	Idle Reduction	NA							NA			NA	NA	NA					The project proposed was intended to monitor electric pull of electrified parking spaces which is not an eligible activity type as described in NTERP 2020 guidelines.	

Awarded Projects - NTERP 2020 (Round 2, June 2021)																																				
Applicant	Activity	Old Vehicle/Equipment Information							New Vehicle/Equipment Information (Model Year 2019 or Newer)			Maximum Allowed Funding Level	Recommended Grant Amount				Amount Reduced per Year (NOx, short tons)	Lifetime Baseline of Vehicles Retrofit (NOx, short tons)	Lifetime Amount Reduced (NOx, short tons)	Lifetime Amount Emitted After Retrofit, Retrofitted Vehicles (NOx, short tons)	Capital Cost Effectiveness (\$/short ton), Retrofitted Vehicles (NOx)	NO <sub>x</sub> Benefits		Scoring Criteria					Other Environmental Benefits							
		Type	Class/Equipment	Engine Year	Fuel Type	Annual Fuel Usage (gal)	Annual Mileage	Annual Usage Hours	Model Year	Fuel Type	Total Cost		Requested Grant Amount	EPA 2019 Funds	Total Grant Award	Local Match						NO <sub>x</sub> Tons Reduced Over 6 Years*	Cost Per Ton of NO <sub>x</sub> Reduced	Cost per Ton Rank (Max 1 Points)	Cost Per Ton NO <sub>x</sub> Tier (Max 64 Points)	Score: Cost Per Ton NO <sub>x</sub> Reduced (Max 75 Points)	Score: Subrecipient Oversight (Max 25 Points)	Total Score	HC Reduced Over 6 Years*	CO Reduced Over 6 Years*	CO <sub>2</sub> Reduced Over 6 Years*					
Exel Inc., dba DHL Supply Chain	1	Nonroad	Terminal Tractor	2001	Diesel	7,791	8,645	4,368	2021	Electric	\$349,266	45%	\$157,170	\$157,170	\$157,170	\$192,096	4.2842	12.8526	12.8526	0	25.71	27,174.65	1	64	65	24.5	89.9	0.05	0.53	294						
Exel Inc., dba DHL Supply Chain	2	Nonroad	Terminal Tractor	2010	Diesel	5,194	NA	6,112	2021	Electric	\$349,266	45%	\$157,170	\$157,170	\$157,170	\$192,096	1.766	10.5963	10.5963	0	32,961.17	10.60	\$14,893	1	64	65	24.5	89.5	0.05	0.46	294					
Jack Cooper Transport Company, LLC	1	On-Road	Class 6-7 Truck	2005	Diesel	5,019	NA	NA	2021	Electric	\$641,622	45%	\$288,730	\$288,730	\$288,730	\$352,892	0.3375	1.6873	1.6873	0	225,281.92	2.03	\$142,583	1	50	51	24.5	75.5	0.17	0.46	294					
Paccar Leasing Company	1	On-Road	Class 6-7 Truck	2015	Diesel	2,500	20,000	NA	2021	Electric	\$344,256	45%	\$154,915	\$154,915	\$154,915	\$189,341	0.0217	0.1083	0.1083	0	2,577,490.30	0.13	\$1,189,825	1	10	11	24.5	35.5	0.01	0.05	169					
Total Projects												\$1,684,410		\$757,985	\$757,985	\$926,426													38.46	\$1,353,355				0.29	1.50	1,050.44

Awarded Projects - NTERP 2020 (Round 1, March 2021)																																				
Applicant	Activity	Old Vehicle/Equipment Information							New Vehicle/Equipment Information (Model Year 2019 or Newer)			Maximum Allowed Funding Level	Recommended Grant Amount				Amount Reduced per Year (NOx, short tons)	Lifetime Baseline of Vehicles Retrofit (NOx, short tons)	Lifetime Amount Reduced (NOx, short tons)	Lifetime Amount Emitted After Retrofit, Retrofitted Vehicles (NOx, short tons)	Capital Cost Effectiveness (\$/short ton), Retrofitted Vehicles (NOx)	NO <sub>x</sub> Benefits		Scoring Criteria					Other Environmental Benefits							
		Type	Class/Equipment	Engine Year	Fuel Type	Annual Fuel Usage (gal)	Annual Mileage	Annual Usage Hours	Model Year	Fuel Type	Total Cost		Requested Grant Amount	EPA 2019 Funds	Total Grant Award	Local Match						NO <sub>x</sub> Tons Reduced Over 6 Years*	Cost Per Ton of NO <sub>x</sub> Reduced	Cost per Ton Rank (Max 1 Points)	Cost Per Ton NO <sub>x</sub> Tier (Max 64 Points)	Score: Cost Per Ton NO <sub>x</sub> Reduced (Max 75 Points)	Score: Subrecipient Oversight (Max 25 Points)	Total Score	HC Reduced Over 6 Years*	CO Reduced Over 6 Years*	CO <sub>2</sub> Reduced Over 6 Years*					
Alliance Aviation Services	1	Nonroad	Support Equipment	2005	Diesel	4354	NA	558	2020	Electric	\$120,856	45%	\$54,385	\$54,385	\$54,385	\$66,471	0.0982	0.5893	0.5893	0	205,099.43	0.59	\$92,303	1	55	56	25	81	0.05	0.53	293.90					
Alliance Aviation Services	2	Nonroad	Support Equipment	2007	Diesel	4354	NA	500	2020	Electric	\$120,856	45%	\$54,385	\$54,385	\$54,385	\$66,471	0.0878	0.6147	0.6147	0	196,619.22	0.53	\$103,237	1	50	51	25	76	0.05	0.46	293.90					
Paccar Leasing Company	1	On-Road	Class 6-7 Service Truck	2001	Diesel	1,500	5000	NA	2021	Electric	\$359,011	45%	\$161,555	\$161,555	\$161,555	\$197,456	0.0608	0.3042	0.3042	0	1,180,154.96	0.36	\$442,859	1	10	11	25	36	0.08	0.18	101.25					
Total Projects												\$600,723		\$270,325	\$270,325	\$330,398													1.48	\$638,399				0.18	1.17	689.04

Funds Available for Call for Projects	\$2,350,000
Total Funds Recommended for Award	\$2,350,000
Balance Available for Future Project Solicitation	\$0

EPA = Environmental Protection Agency  
 NO<sub>x</sub> = Nitrogen Oxides; PM<sub>2.5</sub> = Particulate Matter Less Than 2.5 Micrometers; HC = Hydrocarbons; CO = Carbon Monoxide; CO<sub>2</sub> = Carbon Dioxide  
 BS = 5% Biodiesel Blend; B20 = 20% Biodiesel Blend; ULSD = Ultra-Low Sulfur Diesel; CNG = Compressed Natural Gas

\*Emissions Impacts Quantified Using EPA Diesel Emissions Quantifier (DEQ)  
 \*\*Default DEQ value used in place of unknown information.  
 \*\*\*Applicant activity funded at \$141,529 or 42.55%. \$141,529 was the remaining amount of EPA 2019 funds after summing the top eight projects.  
 \*\*\*\*The Federal Highway Administration (FHWA) produced cost effectiveness tables for projects funded by Congestion Mitigation Air Quality funds. The values used in the tiers reference data related to the low, median, and high cost-effectiveness projects for nitrogen oxide emissions reduction. See [https://www.fhwa.dot.gov/environment/air\\_quality/cmaq/reference/cost\\_effectiveness\\_tables/](https://www.fhwa.dot.gov/environment/air_quality/cmaq/reference/cost_effectiveness_tables/).

Cost Effectiveness Tiers Based On Data Produced By FHWA****	Point Scale for Cost per Ton Tier
Tier 1 < \$20,000	64
Tier 2 \$20,001 - \$90,999	55
Tier 3 \$91,000 - \$168,000	50
Tier 4 \$168,001 - \$248,999	40
Tier 5 \$249,000 - \$367,000	30
Tier 6 > \$367,001	10 or less

North Texas Freight Terminal Electrification 2020 Call for Projects Funding Recommendations

Projects Recommended for Funding - NTFTE 2020 (Round 3, September 2021)																							
Applicant	Activity	Type	Number of Units	Cost per unit	Total Cost	Maximum Allowed Funding Level 30%	Recommended Grant Amount				Amount Reduced per Year(NOx, short tons)	Lifetime Amount Reduced (NOx, short tons)	Capital Cost Effectiveness (\$/short ton), Retrofitted Vehicles (NOx)	NO <sub>x</sub> Benefits		Scoring Criteria							
							Requested Rebate Amount Per Activity	EPA 2018 Funds	Total Rebate Award	Local Match				NO <sub>x</sub> Tons Reduced Over 4 Years*	Cost Per Ton of NO <sub>x</sub> Reduced	Cost per Ton Rank (Max 2 Points)	Cost Per Ton NOX Tier (Max 64 Points)	Score: Cost Per Ton NOX Reduced (Max Score 75)	Location Points	Score: Location (Max Score 5)	Subrecipient Oversight Points	Score: Subrecipient Oversight (Max Score is 20)	Total Score
McLane Company	1 thru 58	Electrified Parking Space with electric power kit	58	\$ 2,680	\$ 155,440	\$ 46,632	\$ 804	\$ 46,632	\$ 46,632	\$ 108,808	10.279	256.9873	604.85	41.11797035	\$ 1,134.10	1	64	73.9	2	2.5	24.5	19.6	96.0
McLane Company	59 thru 135	Electrified Parking Space with electric power kit	77	\$ 2,135	\$ 164,395	\$ 49,319	\$ 641	\$ 49,319	\$ 49,319	\$ 115,077	14	341	481.85	55	\$ 903.47	2	64	75	2	2.5	24.5	19.6	97.1
<b>Total Projects</b>			<b>135</b>		<b>\$ 319,835</b>			<b>\$ 95,951</b>	<b>\$ 223,885</b>					<b>\$ 95.71</b>									

Awarded Projects - NTFTE 2020 (Round 2, June 2021)																							
Applicant	Activity	Type	Number of Units	Cost per unit	Total Cost	Maximum Allowed Funding Level 30%	Recommended Grant Amount				Amount Reduced per Year(NOx, short tons)	Lifetime Amount Reduced (NOx, short tons)	Capital Cost Effectiveness (\$/short ton), Retrofitted Vehicles (NOx)	NO <sub>x</sub> Benefits		Scoring Criteria							
							Requested Rebate Amount Per Activity	EPA 2018 Funds	Total Rebate Award	Local Match				NO <sub>x</sub> Tons Reduced Over 4 Years*	Cost Per Ton of NO <sub>x</sub> Reduced	Cost per Ton Rank (Max 2 Points)	Cost Per Ton NOX Tier (Max 64 Points)	Score: Cost Per Ton NOX Reduced (Max Score 75)	Location Points	Score: Location (Max Score 5)	Subrecipient Oversight Points	Score: Subrecipient Oversight (Max Score is 20)	Total Score
None																							
<b>Total Projects</b>			<b>0</b>		<b>\$0</b>			<b>\$0</b>	<b>\$0</b>														

Awarded Projects - NTFTE 2020 (Round 1, March 2021)																							
Applicant	Activity	Type	Number of Units	Cost per unit	Total Cost	Maximum Allowed Funding Level 30%	Recommended Grant Amount				Amount Reduced per Year(NOx, short tons)	Lifetime Amount Reduced (NOx, short tons)	Capital Cost Effectiveness (\$/short ton), Retrofitted Vehicles (NOx)	NO <sub>x</sub> Benefits		Scoring Criteria							
							Requested Rebate Amount Per Activity	EPA 2018 Funds	Total Rebate Award	Local Match				NO <sub>x</sub> Tons Reduced Over 4 Years*	Cost Per Ton of NO <sub>x</sub> Reduced	Cost per Ton Rank (Max 2 Points)	Cost Per Ton NOX Tier (Max 64 Points)	Score: Cost Per Ton NOX Reduced (Max Score 75)	Location Points	Score: Location (Max Score 5)	Subrecipient Oversight Points	Score: Subrecipient Oversight (Max Score is 20)	Total Score
None																							
<b>Total Projects</b>			<b>0</b>		<b>\$0</b>			<b>\$0</b>	<b>\$0</b>														

Funds Available for Call for Projects	\$ 960,225
Total Funds Recommended for Award	\$ 95,951
Balance Available for Future Project Solicitation	\$ 864,274

EPA = Environmental Protection Agency  
 NO<sub>x</sub> = Nitrogen Oxides

\*Emissions Impacts Quantified Using EPA Diesel Emissions Quantifier (DEQ)










\*\*Default DEQ value used in place of unknown information.

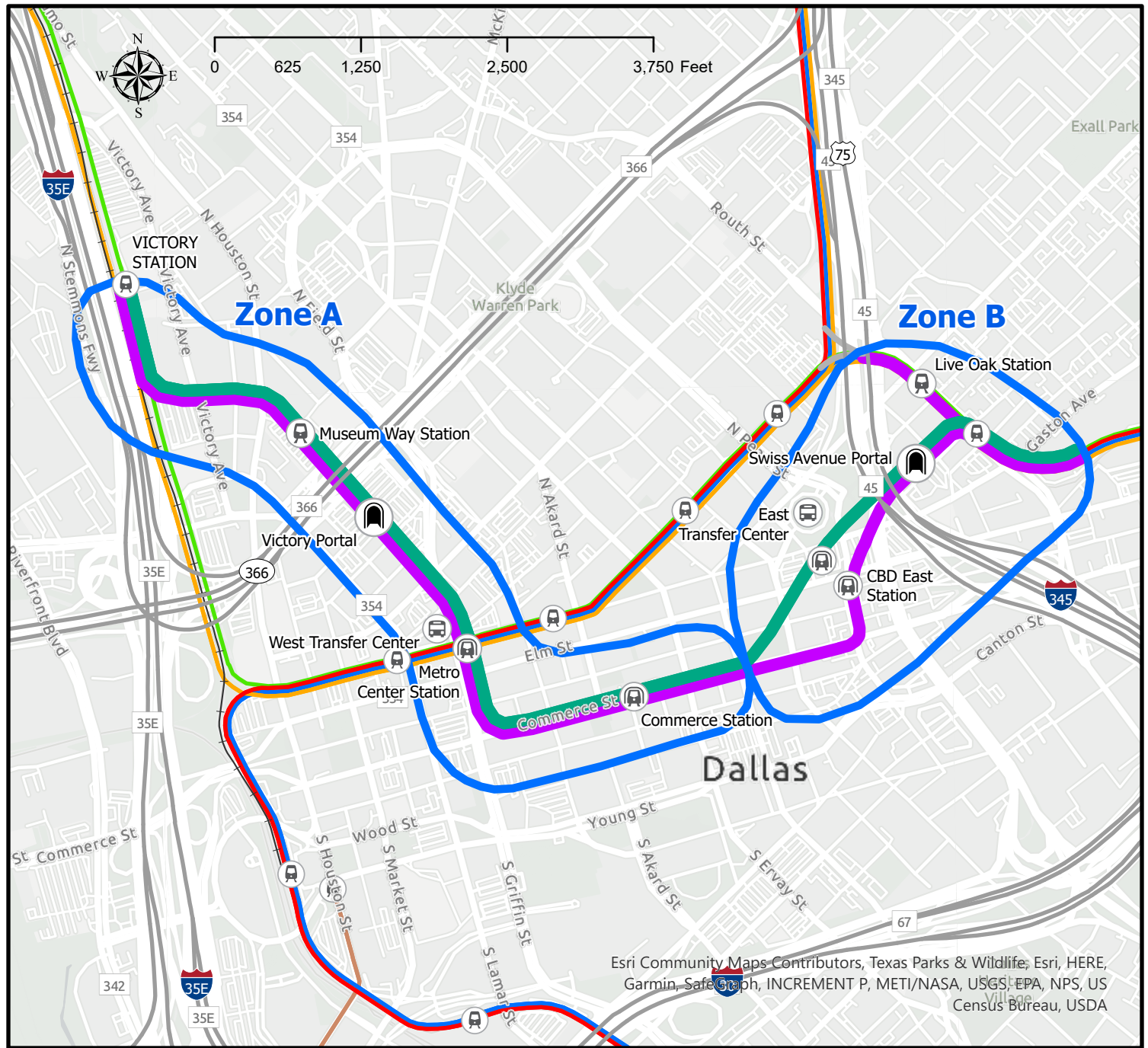
\*\*\*The Federal Highway Administration (FHWA) produced cost effectiveness tables for projects funded by Congestion Mitigation Air Quality funds. The values used in the tiers reference data related to the low, median, and high cost-effectiveness projects for nitrogen oxide emissions reduction. See [https://www.fhwa.dot.gov/environment/air\\_quality/cmaq/reference/cost\\_effectiveness\\_tables/](https://www.fhwa.dot.gov/environment/air_quality/cmaq/reference/cost_effectiveness_tables/).

Cost Effectiveness Tiers Based On Data Produced By FHWA***	Point Scale for Cost per Ton Tier
Tier 1 < \$20,000	64
Tier 2 \$20,001 - \$90,999	55
Tier 3 \$91,000 - \$168,000	50
Tier 4 \$168,001 - \$248,999	40
Tier 5 \$249,000 - \$367,000	30
Tier 6 > \$367,001	10 or less



# Attachment 1 DART D2 Project Council District 2, 14

-  Locally Preferred Alternative - City Council Resolution September 2017
-  DART's Current Proposed Alternative
-  BLUE LINE
-  GREEN LINE
-  ORANGE LINE
-  RED LINE
-  MCKINNEY AVENUE TROLLEY
-  DALLAS STREETCAR
-  TRINITY RAILWAY



Esri Community Maps Contributors, Texas Parks & Wildlife, Esri, HERE, Garmin, SafeGraph, INCREMENT P, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA



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

August 3, 2021

Mr. Chris Strayer  
Executive Vice President  
Fort Worth Chamber of Commerce  
777 Taylor Street, Suite 900  
Fort Worth, TX 76102

Dear Mr. Strayer:

The Regional Transportation Council (RTC) is the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth area. A membership roster is attached. In this role, the RTC is responsible for developing transportation plans and selecting transportation improvements to receive funding for additional capacity. Factors such as safety, congestion relief, providing multimodal options and the potential for economic development are all considered by the RTC when making these funding decisions.

It has recently come to my attention that a manufacturing facility is in the process of selecting a location possibly in western Tarrant County. A final decision has not been made and it is my understanding this is the sole site under consideration in the DFW region.

If thoroughfare or freeway interchange needs are requested, the Regional Transportation Council pledges transportation revenues on our own or in partnership with TxDOT and other partners. At this time, we don't have a specific request. Due to the proprietary nature of this process, we will not be contacting TxDOT without a formal request. This letter is standard practice for large economic development opportunities in our region.

Bringing a new manufacturing facility to our region represents a great opportunity for the RTC. I look forward to working with you as we continue to make transportation improvements in this part of the region.

Sincerely,

A handwritten signature in black ink that reads "Michael Morris". The signature is written in a cursive style with a prominent loop at the end.

Michael Morris, P.E.  
Director of Transportation

MM:aa  
Attachment

cc: Ms. Adriana Cruz, Executive Director, Economic Development and Tourism, Office of  
the Texas Governor  
Mr. G.K. Maenius, County Administrator, Tarrant County

North Texas Center for Mobility Technologies  
Sponsored Research Project Funding

**Background**

In 2020, as part of the region’s effort to host a hyperloop certification center, the RTC approved \$2.5 million in seed money to help support local university research projects advancing mobility solutions. Four DFW research universities—UTA, UNT, UTA, and SMU—established the [North Texas Center for Mobility Technologies](#) in conjunction with the [Texas Research Alliance](#), a project of the Richardson and Dallas Regional Chambers.

Typically, a research project is proposed by a company and a university research partner. The project is vetted through the NTCMT advisory board and, if deemed worthy, advanced to NCTCOG with a recommendation for NCTCOG seed funding. Subject matter experts on NCTCOG staff review each proposal before NCTCOG funding is approved. The model is for research projects sponsors to contribute 50 percent of the cost of approved projects, with NCTCOG and the university research project lead each contributing 25 percent. The RTC directed the Transportation Director to report to the Surface Transportation Technical Committee and the Regional Transportation Council on research projects for which NCTCOG funding was approved.

Below is a description of two projects that have been approved for NCTCOG funding.

**Project Descriptions**

**1. Airspace Hazard Identification and Alerting Service (AHAS) for Advanced Air Mobility:**

Summary: Airspace Hazard Identification and Alerting Service for Air Mobility (AHAS) is a comprehensive framework to acquire, process and share information related to static and dynamic characteristics and events in the relevant airspace. Test and evaluate AHAS as part of NASA’s ARMD Advanced Air Mobility National Campaign. Team UNT will introduce simulated geofence, weather, communication and other infrastructure failure hazards to test vehicle re-routing and diversion decisions. This exercise will 1) mature notification services, 2) standardize formats, protocols, and nomenclature of hazard notifications and 3) allow UAS operators to develop and evaluate processes and procedures to respond to such hazard notifications.

Research sponsor: Hermes Autonomous Air Mobility Solutions Corporation

University lead: UNT

Project budget: \$400,000

NCTCOG Contribution: \$100,000

Goals advanced: Technology leadership in UAS; safety

**2. Automotive Millimeter Wave Radar Sensor-Enabled Safety Enhancement Technologies for Cyclists:**

Summary: Next-stage research and validation testing that builds upon a recent Emobilus-UNT joint project to evaluate the enhanced object detection capabilities of a B2V cyclist safety device that is based on a patent-pending geometrically-engineered radar reflector. It is commonly understood that detecting small aspect ratio targets such as cyclists and pedestrians is a particularly difficult “edge case” that routinely confounds the automotive CAS driven by various imaging sensors such as camera, lidar, and radar. The Emobilus cyclist safety device has shown great promise in overcoming the edge case challenges by significantly amplifying the Radar Cross Section (RCS) of cyclists to vehicles’ CAS, and thereby improving its object detection capabilities.

Research sponsor: Emobilus

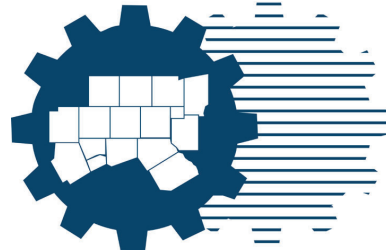
University lead: UNT

Project budget: \$200,000

NCTCOG Contribution: \$50,000

Goals advanced: Technology leadership; vulnerable road user safety; economic development

Please feel free to contact [Thomas Bamonte](#) if you have any questions.



# **UPDATE REGARDING AUGUST 2021 AND NOVEMBER 2021 REVISIONS TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TIP (STIP)**

Regional Transportation Council  
September 9, 2021

# CANCELLATION OF THE AUGUST 2021 TIP/STIP MODIFICATION CYCLE

**Due to the late approval of the 2021-2024 TIP/STIP, the Texas Department of Transportation (TxDOT) determined that the August 2021 STIP Revision Cycle would be cancelled.**

- The 2021-2024 STIP approval letter is attached for reference.

**Therefore, any August 2021 TIP/STIP modifications requiring United State Department of Transportation (US DOT) approval will be processed as a part of the upcoming November 2021 TIP/STIP Revision Cycle.**

- Projects that do not require US DOT approval are approved and TIP modification transmittal letters will be mailed soon. The included list contains August 2021 TIP modification requests that do not require US DOT approval.
- Projects originally submitted in late July for the November 2021 STIP Revision Cycle will proceed as normal and August modifications will be sent down to TxDOT with the November modifications.

**Anticipated timeline for submission to the State and for approval of August 2021 and November 2021 revisions:**

- Submission of STIP revisions to the State: Late September 2021
  - US DOT approval: Mid to late January 2022
-

# August 2021 Modifications to Highway Projects that Do Not Require US DOT Approval

PROJECT SPONSOR	City	MODIFICATION NUMBER	TIP CODE	CSJ	Modification Request	HIGHWAY NUMBER	LIMITS FROM	LIMITS TO	PROJECT DESCRIPTION
ARLINGTON	ARLINGTON	2021-0219	55166	0918-47-177	REMOVE RTR FUNDING IN FY2018 AND MOVE FUNDS TO TIP 54085/CSJ 0261-03-030; REMOVE LOCAL CONTRIBUTION FUNDING IN FY2018 AND MOVE FUNDS TO TIP 54008/CSJ 0442-02-088	CS	SOUTH OF MASALIS AVENUE, OVER IH 35E	NORTH OF EWING AVENUE	CONSTRUCT LOCAL ENHANCEMENTS
CARROLLTON	CARROLLTON	2021-0220	54085	0261-03-030	DECREASE STBG FUNDING IN FY2018 AND MOVE FUNDS TO TIP 54008/CSJ 0442-02-088; INCREASE RTR FUNDING IN FY2018 WITH FUNDS TRANSFERRED FROM TIP 55166/CSJ 0918-47-177	US 67	IH 20	IH 35E	WIDEN 4 TO 6 MAINLANES, RECONSTRUCT EXISTING 2 LANE CONCURRENT HOV TO 1 REVERSIBLE EXPRESS LANE
DALLAS	DALLAS	2021-0285	13008	2266-02-148	INCREASE CONSTRUCTION FUNDING IN FY2025 AS APPROVED BY THE RTC ON JUNE 11, 2020	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
DALLAS	DALLAS	2021-0287	40065	0902-90-085	DELAY CONSTRUCTION AND CONSTRUCTION ENGINEERING PHASES TO FY2023	VA	JULIA BURGEN LINEAR PARK TRAIL SYSTEM; FROM THE EXISTING PATH EAST OF MARY STREET	S. PECAN STREET	CONSTRUCT NEW SHARED-USE PATH FOR BICYCLISTS AND PEDESTRIANS OVER TRADING HORSE TRIBUTARY
DALLAS	DALLAS	2021-0294	40017	0918-46-282	DELAY CONSTRUCTION PHASE TO FY2022	VA	DUDLEY BRANCH TRAIL FROM NORTH CARROLLTON/FRANKFORD DART STATION	OLD DENTON RD	CONSTRUCT APPROX 2.1 MILES BIKE/PEDESTRIAN TRAIL
DALLAS	DALLAS	2021-0301	25091	0918-24-266	ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) AS A GROUPED PROJECT	VA	SPRING VALLEY/SHERMAN, BUCKINGHAM/COLLEGE PARK, BELT LINE/PLANO, CAMPBELL/GREENVILLE, CENTENNIAL/ABRAMS	CENTENNIAL/GREENVILLE, RENNER/SHILOH, COIT/SPRING VALLEY	TRAFFIC SIGNAL IMPROVEMENTS
DALLAS	DALLAS	2021-0318	21078	N/A	ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AS APPROVED BY THE RTC ON APRIL 8, 2021	VA	EVERMAN CITYWIDE INTEGRATED STORMWATER/FLOODING MANAGEMENT STUDY		CONDUCT PLANNING STUDY TO IDENTIFY AREAS AT RISK OF FLOODING; INTEGRATION OF STORMWATER MANAGEMENT AND TRANSPORTATION PLANNING
DALLAS	DALLAS	2021-0324	14000	0918-47-244	ADD CMAQ FUNDING TO CONSTRUCTION PHASE AND EXCHANGE \$187,000 LOCAL CONTRIBUTION FOR FEDERAL FUNDING AWARDED TO THE DALLAS BICYCLE MASTER PLAN (TIP 21030) THROUGH COVID ROUND 3 APPROVED BY THE RTC ON NOVEMBER 12, 2020 IN ORDER TO DEFEDERALIZE THE SMALLER PROJECT; DELAY ROW AND UTILITIES TO FY2022 AND CONSTRUCTION TO FY2024	CS	ON PRAIRIE CREEK RD FROM N OF MILITARY PKWY	NORTH OF FORNEY ROAD	CONSTRUCT GRADE SEPARATION OVER UPRR
DALLAS CO	VARIOUS	2021-0335	21030	0000-18-122	ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AS APPROVED BY THE RTC ON NOVEMBER 12, 2020; EXCHANGE STBG FUNDING FOR LOCAL CONTRIBUTION ON TIP 14000/CSJ 0918-47-244 AFTER RTC ACTION TO DEFEDERALIZE PROJECT AND EXPEDITE IMPLEMENTATION	VA	DALLAS BICYCLE MASTER PLAN	CITYWIDE	UPDATE CITYWIDE BICYCLE MASTER PLAN; INCLUDES CONSULTANT ASSISTANCE
DENTON	DENTON	2021-0340	21087	N/A	ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AS APPROVED BY THE RTC ON APRIL 8, 2021	VA	REGION WIDE NATIONAL PARK SERVICE PARTNERSHIP (PHASE 1)		CREATE AND CONVENE COMMITTEE TO COORDINATE BETWEEN VARIOUS STAKEHOLDERS SEEKING TO FACILITATE TOURISM AND RECREATION ALONG THE TRINITY RIVER NATIONAL WATER TRAIL; INCLUDES NCTCOG STAFF TIME
DENTON	DENTON	2021-0370	25094	N/A	ADD NEW PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)	VA	AGILE CURRICULUM PROGRAM		AGILE CURRICULUM PROGRAM
DFW AIRPORT	VARIOUS	2021-0373	11237.2	0918-45-812	INCREASE CONSTRUCTION AND CONSTRUCTION ENGINEERING FUNDING IN FY2025; DECREASE LOCAL CONTRIBUTION FOR ROW PHASE IN FY2019	CS	ON CONFLANS RD FROM SH 161	VALLEY VIEW LANE	CONSTRUCT 0 TO 4 LANE DIVIDED FACILITY WITH NEW SIDEWALKS AND SHARED USE PATH



# August 2021 Modifications to Highway Projects that Do Not Require US DOT Approval

PROJECT SPONSOR	City	MODIFICATION NUMBER	TIP CODE	CSJ	Modification Request	HIGHWAY NUMBER	LIMITS FROM	LIMITS TO	PROJECT DESCRIPTION
FORT WORTH	VARIOUS	2021-0392	11668	2964-01-050	CHANGE LIMITS AND SCOPE TO TECHNOLOGY OR CONSTRAINED CORRIDORS; PROVIDE STAGING OF WRECKERS FOR NORMAL HOURS OF OPERATION AND AS REQUESTED FOR SPECIAL EVENTS IN ORDER TO CLEAR; NON-RECURRENT CONGESTION QUICKLY; INCLUDES NCTCOG STAFF TIME TO PARTNER WITH THE CITY TO CONTRACT WITH AUTHORIZED WRECKER SERVICE TO CLEAR INCIDENTS AND DEBRIS ALONG PEAK PERIOD LANES; CHANGE CITY AND COUNTY TO VARIOUS AS APPROVED BY THE RTC ON NOVEMBER 12, 2020	VA	TECHNOLOGY OR CONSTRAINED CORRIDORS	PROVIDE STAGING OF WRECKERS FOR NORMAL HOURS OF OPERATION AND AS REQUESTED FOR SPECIAL EVENTS IN ORDER TO CLEAR	NON-RECURRENT CONGESTION QUICKLY; INCLUDES NCTCOG STAFF TIME TO PARTNER WITH THE CITY TO CONTRACT WITH AUTHORIZED WRECKER SERVICE TO CLEAR INCIDENTS AND DEBRIS ALONG PEAK PERIOD LANES
GARLAND	GARLAND	2021-0402	14018	0918-47-281	DELAY ENGINEERING PHASE TO FY2022; DELAY ROW PHASE TO FY2023; DELAY CONSTRUCTION PHASE TO FY2024; MOVE \$721,250 TOTAL FROM ROW TO CONSTRUCTION	CS	BOUNDED BY US 75 TO THE WEST, GREENVILLE AVE TO THE EAST,	LOVERS LN TO THE NORTH, AND MOCKINGBIRD LN TO THE SOUTH	PEDESTRIAN IMPROVEMENTS INCLUDING TRAFFIC SIGNALS, SIDEWALKS, CROSSWALKS, LIGHTING, AND INTERSECTION IMPROVEMENTS
GRAPEVINE	GRAPEVINE	2021-0403	53030	0014-15-034	INCREASE ROW FUNDING IN FY2021; INCREASE OFFSET BY A DECREASE ON TIP 11572/CSJ 0902-48-579; DELAY CONSTRUCTION PHASE TO FY2023	US 81	NORTH OF HARMON ROAD	NORTH OF IH 35W	RECONSTRUCT 2 TO 2 LANE EXISTING SOUTHBOUND FRONTAGE ROAD
GRAPEVINE	GRAPEVINE	2021-0415	21094	0902-20-232	ADD PROJECT AS A GROUPED PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) AS APPROVED BY THE RTC ON APRIL 8, 2021	CR 4668	AT BOBO'S CROSSING		RECONSTRUCT BRIDGE TO ELEVATE OUT FLOOD PLAIN FOR SAFETY
IRVING	IRVING	2021-0416	11217.2	091846298	REVISE FUNDING FOR UTILITY AND CONSTRUCTION PHASES WITH NO CHANGE TO TOTAL FUNDED AMOUNT	CS	ON MCKINNEY ST (OLD FM 426) FROM	1.4 MI W SL 288 TO 1.1 MI E SL 288	WIDEN 2 LANE ROADWAY TO 4 LANE DIVIDED URBAN
NCTCOG	DALLAS	2021-0423	21009.1	0918-47-328	DELAY FUNDING TO FY2022	VA	BACHMAN LAKE AREA PLANNING STUDY; BOUNDED BY MOCKINGBIRD LANE TO THE SOUTH, IH 35E TO THE WEST,	INWOOD ROAD TO THE EAST, AND ROYAL LANE TO THE NORTH	CONDUCT PLANNING STUDY TO IDENTIFY SAFE PEDESTRIAN ACCESS/FACILITIES ALONG MAJOR ROADWAYS TO CREATE CONNECTIONS TO NEARBY TRAILS AND THE DART BACHMAN STATION, AND EVALUATE LOVE FIELD ACCESS; INCLUDES NCTCOG STAFF TIME & CONSULTANT ASSISTANCE
NCTCOG	EVERMAN	2021-0477	13060	0172-10-013	REVISE FUNDING TO REFLECT PROPOSED CAT 2 TO CAT 7 FUNDING EXCHANGE AS PART OF THE 10-YEAR PLAN ACTION ON JULY 8, 2021	US 287	TARRANT COUNTY LINE	LONE STAR ROAD/FM 157	CONST FRWY AUX LNS, NEW 0 TO 2 LN FR, RAMPS, TX TURN AT LONE STAR BRDG AND WIDEN FRM 2 TO 3 LNS, LONE STAR RD WIDEN 2 TO 3 LNS, SHARED USE PATH, INTERSECTION IMPS AT US 287 & LONE STAR RD/FM 157, RETAINING WALL, DRAINAGE STRUC, SIDEWALKS & SIGNALS
NCTCOG	IRVING	2021-0483	14002	0918-47-208	DELAY CONSTRUCTION PHASE TO FY2024	CS	ON WINTERGREEN RD FROM JEFFERSON STREET	WEST OF CARPENTER ROAD	RECONSTRUCT AND WIDEN 2 LANE UNDIVIDED RURAL TO 4 LANE DIVIDED URBAN
NCTCOG	VARIOUS	2021-0484	14026.2	0902-38-139	DELAY ENGINEERING PHASE TO FY2022 DUE TO PROJECT DELAYS; DELAY CONSTRUCTION PHASE TO FY2024 DUE TO FINANCIAL CONSTRAINTS	VA	NEW BYPASS ROUTE FROM FM 2552/US 180 NORTHWEST TO FM 51/MAIN ST	FM 51/MAIN ST SOUTHWEST TO US 180/WACO ST	RECONSTRUCT 2/4 LANE ROADWAY TO 4 LANE BYPASS INCLUDING NEW BICYCLE LANES AND SIDEWALKS
NCTCOG	VARIOUS	2021-0485	14061	0918-47-271	DELAY CONSTRUCTION PHASE TO FY2024	CS	ON SHILOH ROAD FROM KINGSLEY ROAD	MILLER ROAD	WIDEN FROM 4 TO 6 LANES WITH SIDEWALKS
RICHARDSON	RICHARDSON	2021-0489	25066.1	0918-47-309	DELAY ENGINEERING PHASE TO FY2022; DELAY CONSTRUCTION PHASE TO FY2023	CS	ON LINFIELD RD OVER UPRR RAIL YARD FROM SH 310 TO CARBONDALE ST	AND ON CARBONDALE ST FROM LINFIELD RD TO SL 12	CONSTRUCT BICYCLE AND PEDESTRIAN BRIDGE ON LINFIELD ROAD OVER THE UPRR RAIL YARD; ADD LANDSCAPING TO THE PROJECT AREA INCLUDING ALONG CARBONDALE STREET
TXDOT-DALLAS	DALLAS	2021-0490	25066.2	0581-01-157	DELAY ENGINEERING PHASE TO FY2022; DELAY CONSTRUCTION PHASE TO FY2023	SL 12	AT CARBONDALE		CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING REGRADING, REPAVING, AND SIDEWALKS
TXDOT-DALLAS	DALLAS	2021-0492	14013.3	0902-00-235	DELAY CONSTRUCTION PHASE TO FY2023	CS	CENTREPORT TRAIL FROM CENTREPORT STATION	CITY LIMITS	CONSTRUCT 12' WIDE SHARED-USE PATH
TXDOT-DALLAS	VARIOUS	2021-0493	21024	0718-02-076	DELAY CONSTRUCTION PHASE TO FY2024	FM 156	AT INDUSTRIAL BLVD		CONSTRUCT INTERSECTION IMPROVEMENTS, INCLUDING LEFT AND RIGHT TURN LANES, AND SIDEWALKS
TXDOT-FORT WORTH	ALEDO	2021-0495	14041	0008-09-037	DELAY CONSTRUCTION PHASE TO FY2024	FM 1187	MAVERICK ST	FM 5	RECONSTRUCT AND WIDEN FROM 2/3 LANES TO 5 LANE URBAN; INTERSECTION IMPROVEMENTS INCLUDING A ROUNDABOUT

# August 2021 Modifications to Highway Projects that Do Not Require US DOT Approval

PROJECT SPONSOR	City	MODIFICATION NUMBER	TIP CODE	CSJ	Modification Request	HIGHWAY NUMBER	LIMITS FROM	LIMITS TO	PROJECT DESCRIPTION
TXDOT-FORT WORTH	ARLINGTON	2021-0496	14048	0902-90-144	DELAY CONSTRUCTION PHASE TO FY2024	CS	ON FAIRWAY DRIVE FROM SH 26	MARINA DRIVE	WIDEN FROM 2 TO 3 LANES WITH NEW MINIMUM 10' SHARED-USE PATH
TXDOT-FORT WORTH	FORT WORTH	2021-0497	14050	0902-90-145	DELAY CONSTRUCTION PHASE TO FY2024	CS	EULESS-GRAPEVINE ROAD FROM SH 360	HUGHES ROAD	WIDEN FROM 2 TO 4 LANES WITH NEW SIDEWALK AND INSTALL NEW TRAFFIC SIGNAL AT THE INTERSECTION OF SH 360 FRONTAGE ROAD AND EULESS-GRAPEVINE ROAD
TXDOT-FORT WORTH	FORT WORTH	2021-0501	14079	0918-47-295	DELAY ENGINEERING PHASE TO FY2022 AND DELAY ROW TO FY2023	CS	PARK LANE FROM GREENVILLE AVENUE	HEMLOCK AVENUE	RECONSTRUCT ROADWAY TO ACCOMMODATE BICYCLE LANE AND SIDEWALKS FROM GREENVILLE AVE TO HEMLOCK AVE; INTERSECTION IMPROVEMENTS AT SHADY BROOK AND 5-POINT INTERSECTIONS; RESTRIPE PAVEMENT TO ACCOMMODATE 4 THROUGH LANES WITH LEFT TURN LANES AND BICYCLE LANES
TXDOT-FORT WORTH	FORT WORTH	2021-0502	53029	0014-15-033	DELAY CONSTRUCTION PHASE TO FY2023	US 81	NORTH OF HARMON ROAD	NORTH OF IH 35W	RECONSTRUCT 2 TO 2 LANE NORTHBOUND FRONTAGE ROAD
TXDOT-FORT WORTH	FORT WORTH	2021-0503	53031	0014-15-035	DELAY CONSTRUCTION PHASE TO FY2022	US 81	NORTH OF HARMON ROAD	NORTH OF IH 35W	RECONSTRUCT NB AND SB EXIT RAMP TO HARMON ROAD/NORTH TARRANT PARKWAY AND SB ENTRANCE RAMP FROM HARMON ROAD
TXDOT-FORT WORTH	MANSFIELD	2021-0504	53032	0014-15-036	DELAY CONSTRUCTION PHASE TO FY2023	US 81	ON US 81/US 287 FROM NORTH OF FM 3479	NORTH OF IH 35W INTERCHANGE	CONSTRUCT AUXILIARY LANE FOR NORTHBOUND EXIT TO NORTH TARRANT PARKWAY; AUXILIARY LANE FOR SOUTHBOUND ENTRANCE FROM NORTH TARRANT PKWY
TXDOT-FORT WORTH	VARIOUS	2021-0510	54119.6	0442-03-044	DELAY CONSTRUCTION PHASE TO FY2023 AND INCREASE CAT 2 FUNDING AS APPROVED BY THE RTC ON JULY 8, 2021	IH 35E	REESE DRIVE	DALLAS COUNTY LINE	CONSTRUCT INTERCHANGE AT LOOP 9 AND IH 35E
TXDOT-FORT WORTH	VARIOUS	2021-0511	11734	0902-48-712	DELAY CONSTRUCTION AND CONSTRUCTION ENGINEERING PHASES TO FY2023	CS	EAST-WEST CONNECTOR FROM SH 360	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
WEATHERFORD	WEATHERFORD	2021-0512	14074	0918-46-319	DELAY UTILITIES PHASE AND CONSTRUCTION PHASE TO FY2023	CS	BONNIE BRAE STREET FROM WINDSOR DRIVE	US 77	WIDEN FROM 2/4 LANES TO 4 LANES DIVIDED WITH SIDEWALKS AND SHARED-USE PATH (SEGMENT 6B)



**U.S. DEPARTMENT OF TRANSPORTATION**  
**FEDERAL TRANSIT ADMINISTRATION    FEDERAL HIGHWAY ADMINISTRATION**  
**819 TAYLOR STREET, ROOM 14A02                      300 E. 8TH STREET, ROOM 826**  
**FORT WORTH, TEXAS 76102-9003                      AUSTIN, TEXAS 78701**

July 22, 2021

Refer to: HPP-TX

Joint Approval of FY 2021-2024 Statewide  
Transportation Improvement Program (STIP)

Marc D. Williams  
Executive Director  
Texas Department of Transportation  
125 E. 11<sup>th</sup> Street  
Austin, Texas 78701

Dear Mr. Williams:

We have reviewed the FY 2021-2024 Statewide Transportation Improvement Program (STIP) received electronically on April 12, 2021.

In accordance with 23 CFR §450.218, the FY 2021-202 STIP includes the Transportation Improvement Programs (TIP) for each of Texas' Metropolitan Planning Organizations (MPO). We jointly find that the State of Texas and its twenty-three MPOs have generally complied with the joint statewide and metropolitan planning regulations issued by FTA and FHWA pursuant to Title 23 United States Code (USC) §134 and 135, and the Federal Transit Act under Title 49 USC, as certified within the STIP documentation.

Based upon our review, the FY 2021-2024 STIP is hereby approved subject to the enclosed comments. Please note that individual project comments are reflected within the e-STIP portal and a listing of these comments will be provided separately. Also, please note that STIP approval for projects that are not federally funded is not intended to provide federal endorsement or action. The Federal partners look forward to continuing to work with TxDOT and Texas MPOs on the successful implementation of this STIP. We thank TxDOT-TTP staff for their effort to complete the review and approval of the FY 2021-2024 STIP.

Finally, nothing in the approval of the Texas 2021 to 2024 Statewide Transportation Improvement Program, impacts or overrides the pause described in FHWA's June 14, 2021

letter to the Texas Department of Transportation. Additionally, this approval does not impact and is not a decision on the on-going Title VI investigation and NEPA Assignment MOU compliance review of the North Houston Highway Improvement Project. These actions are separate and distinct. The investigation and review of the NHIPP will continue until determinations are made.

Please contact Ms. Lynn Hayes, FTA at (817) 978-0565, or Ms. Genevieve Bales, FHWA at (512) 536-5941 should you have any questions concerning this action.

Sincerely yours,

**DONALD R  
KOSKI**

Digitally signed by DONALD R  
KOSKI  
Date: 2021.07.23 09:37:57  
-05'00'

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Donald R. Koski, Acting Regional Administrator  
Federal Transit Administration  
Region VI

**ACHILLE  
ALONZI**

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ACHILLE ALONZI  
Date: 2021.07.23 09:59:35  
-05'00'

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Achille Alonzi, Division Administrator  
Federal Highway Administration  
Texas Division

Enclosure

cc:

Lynn Hayes, FTA, Region VI  
Lori Morel, TxDOT TPP  
Karen Burkhard, TxDOT PTN  
FHWA-TX-Planning, TX-Finance, TX-Operations

# TIP Team Contact Information

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# Dallas-Fort Worth Clean Cities Annual Fleet Recognition

Regional Transportation Council



Dallas-Fort Worth  
CLEAN CITIES



North Central Texas  
Council of Governments

September 9, 2021



# DFW Clean Cities Impacts – Results from 2020 Survey

55 Fleets Reporting

10,165 Alternative Fuel Vehicles and Equipment

\*Impacts Over Calendar Year 2020

[dfwcleancities.org/annualreport](https://dfwcleancities.org/annualreport)

**~23.95 Million Gasoline Gallon Equivalent (GGE) Reduced\***



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

**~367 Tons Ozone-Forming Nitrogen Oxides (NO<sub>x</sub>) Reduced\***



**~1 Ton/Day**

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

**125,058 Tons Greenhouse Gas (GHG) Emissions Reduced\***

**Equivalent to Eliminating**



**Tanker Trucks of Gasoline<sup>2</sup>**

# Fleet Challenge

Organization	2020 Fleet Challenge Goal	2020 Fleet Challenge Achievements
City of Bedford*	Increase Overall Fuel Economy by <b>10%</b>	Increased Fuel Economy by <b>33%</b> on 42 Vehicles
City of Carrollton*	Increase Number of Alternative Fuel Vehicles by <b>10%</b>	Increased Number of Alternative Fuel Vehicles by <b>21%</b>
City of Frisco	Increase Overall Fleet Fuel Economy by <b>2%</b>	Increased Fuel Economy by <b>8%</b> on 200 Vehicles
DFW Airport	Increase Renewable Natural Gas Volume to <b>&gt;50%</b> of Natural Gas Usage	Renewable Natural Gas Reached <b>55%</b> of Natural Gas Usage

\*COVID-19 drastically changed vehicle usage, so while these fleets set fuel consumption goals, staff has not included this metric due to the overall reduction in fleet activity throughout 2020, which substantially cut fuel consumption of many fleets.



# Shining Stars

## Greatest Progress in NO<sub>x</sub> Reduction

DART

City of Carrollton

City of Coppell

City of Dallas

Span Transit

## Greatest Progress in GGE Reduction

DART

City of Coppell

City of Dallas

City of Grapevine

## Greatest Progress Transitioning to Alternative Fuels

City of Carrollton

City of Plano

Denton ISD

Prosper ISD

# Bronze Fleet Winners

City of Arlington
City of Benbrook
City of Frisco
City of McKinney
City of Mesquite
Kaufman County
Prosper ISD
Span Transit
Trinity Metro



# Silver Fleet Winners

City of Coppell
City of Irving
Denton County
Town of Addison



# Gold Fleet Winners

City of Carrollton
City of Dallas
City of Denton
City of Grapevine
City of Lewisville
City of Southlake
Dallas Area Rapid Transit (DART)
Denton ISD
DFW Airport



LEWISVILLE  
Deep Roots. Broad Wings. Bright Future.



# CONTACT

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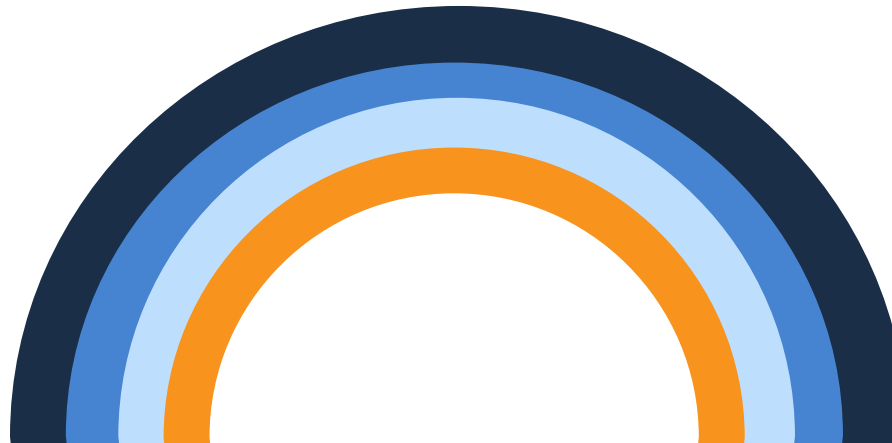
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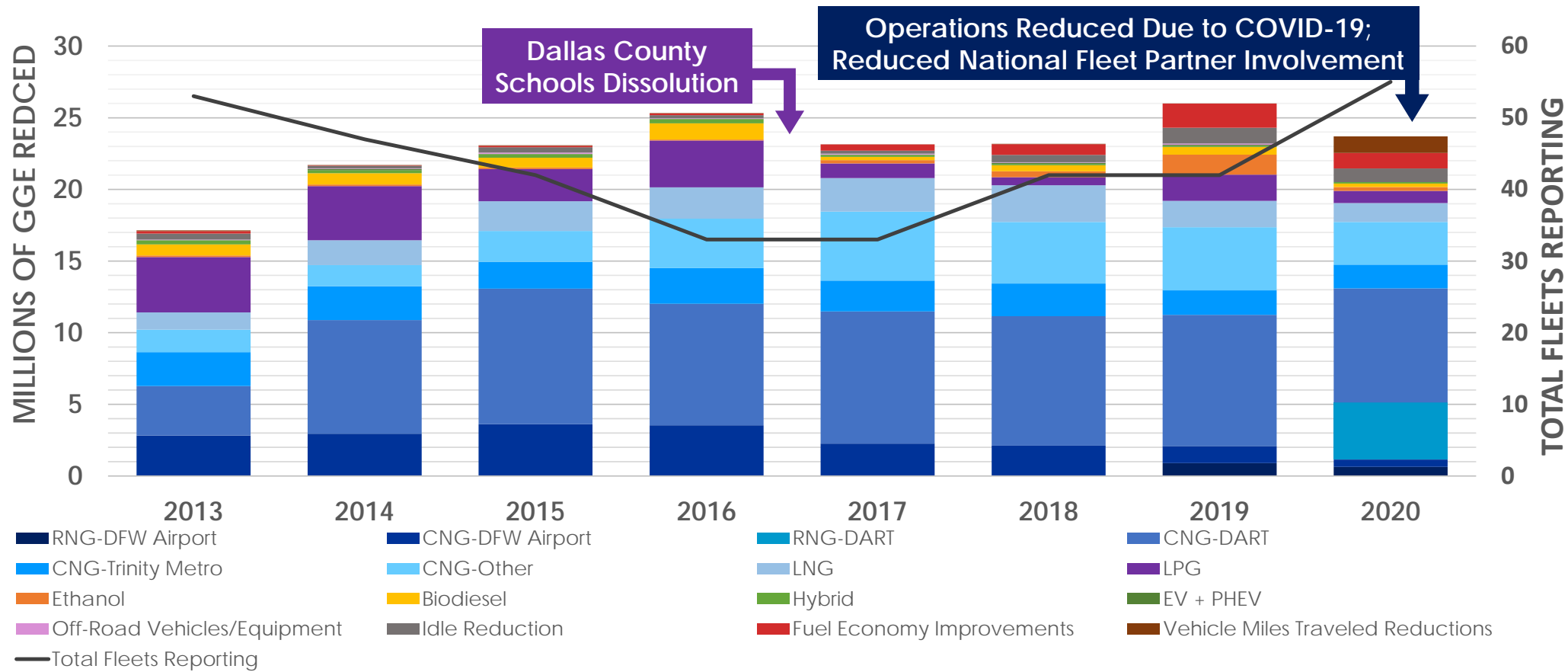
[cleancities@nctcog.org](mailto:cleancities@nctcog.org)

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



# Trends in Annual Energy Impact

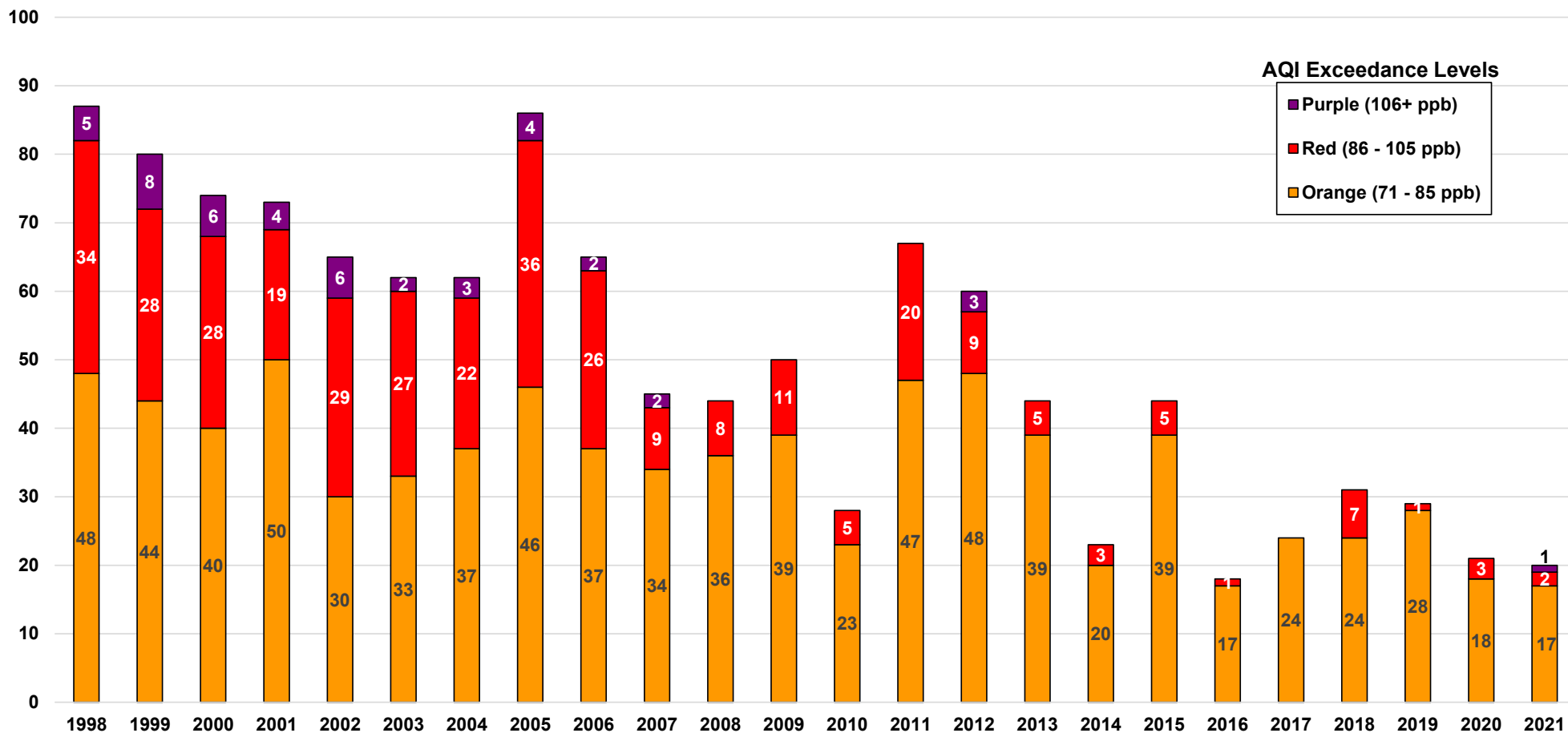
Department of Energy Goal: Increase GGE Reductions 15% Year Over Year  
 2020 Target: 29.93M, 2020 Reported: 23.95M



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

# 8-HOUR OZONE NAAQS HISTORICAL TRENDS

Based on  $\leq 70$  ppb (As of September 3, 2021)



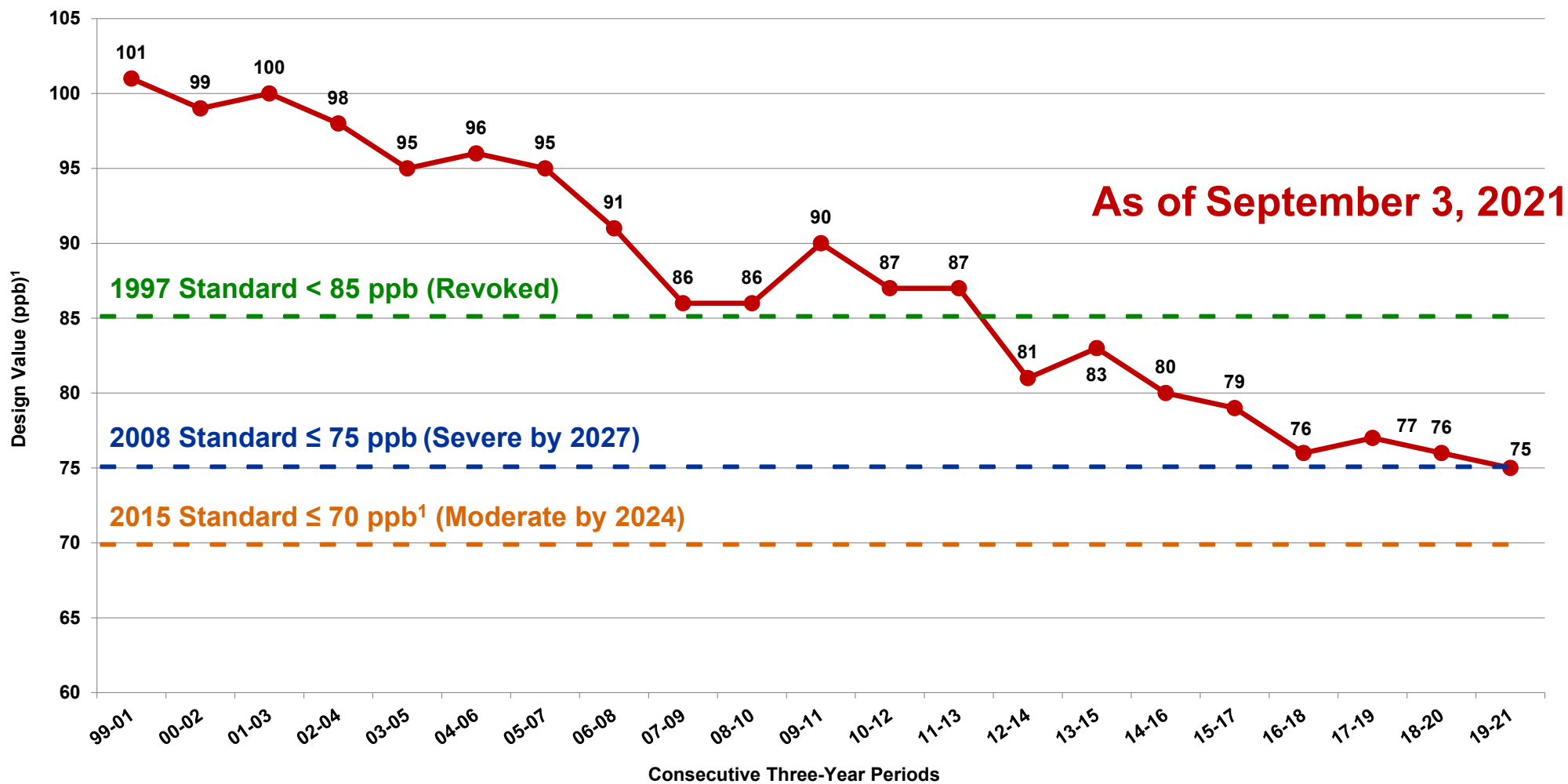
AQI Exceedance Levels

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

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

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

# 8-HOUR OZONE NAAQS HISTORICAL TRENDS



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



## FOR MORE INFORMATION

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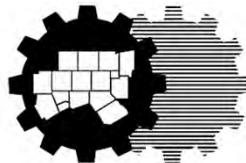
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<https://www.nctcog.org/trans/quality/air/ozone>

# STATUS REPORT ON TEXAS VOLKSWAGEN ENVIRONMENTAL MITIGATION PROGRAM FUNDING

**Regional Transportation Council  
September 9, 2021**



**North Central Texas  
Council of Governments**

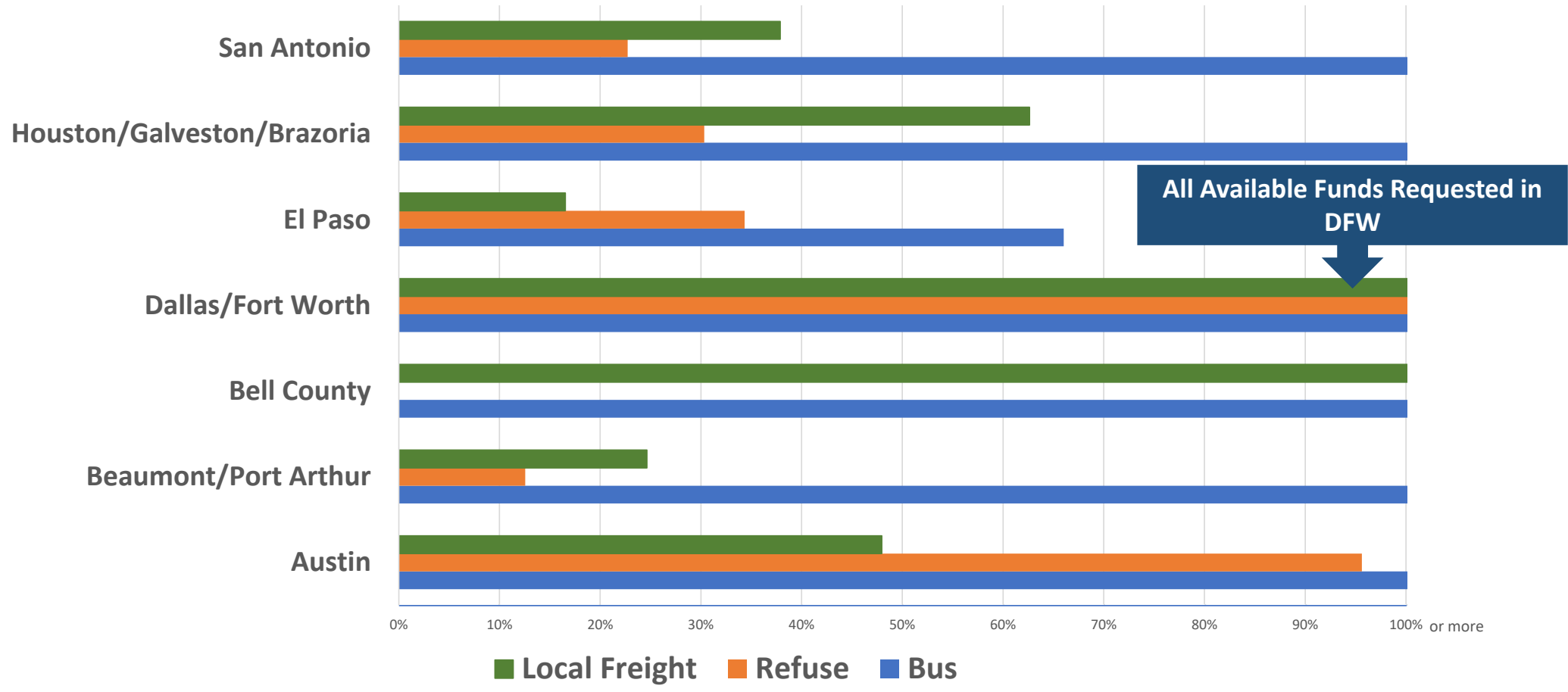
# OVERVIEW OF TEXAS VOLKSWAGEN ENVIRONMENTAL MITIGATION PROGRAM (TXVEMP) FUNDING

Statewide Allocation	Program	DFW Area Allocation	Schedule	Status*
~\$169.5 Million	School, Shuttle, and Transit Buses	\$11,684,806	Closed	>\$17.3 Million Requested All Available Funds Awarded
	Refuse Vehicles	\$8,346,290	Closed	\$9,448,544 Requested \$4,741,259 Awarded
	Freight & Port Drayage Vehicles	\$6,677,032	Closed	\$8,876,816 Requested \$5,619,030 Awarded
	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	\$4,305,000 Requested \$1,775,000 Awarded
	ZEV Infrastructure – DC Fast Charge and Hydrogen Refueling	~\$25 Million (Statewide)	Opening Fall 2021	Up to \$150,000 per DC Fast Charge, Up to \$600,000 for hydrogen fuel cell supply equipment

\*Data reflects information posted at [www.texasvwfund.org](http://www.texasvwfund.org) as of August 27, 2021

# PERCENT FUNDING REQUESTED BY REGION

Percent Available Funds Requested by Funding Round



All Available Funds Requested in DFW

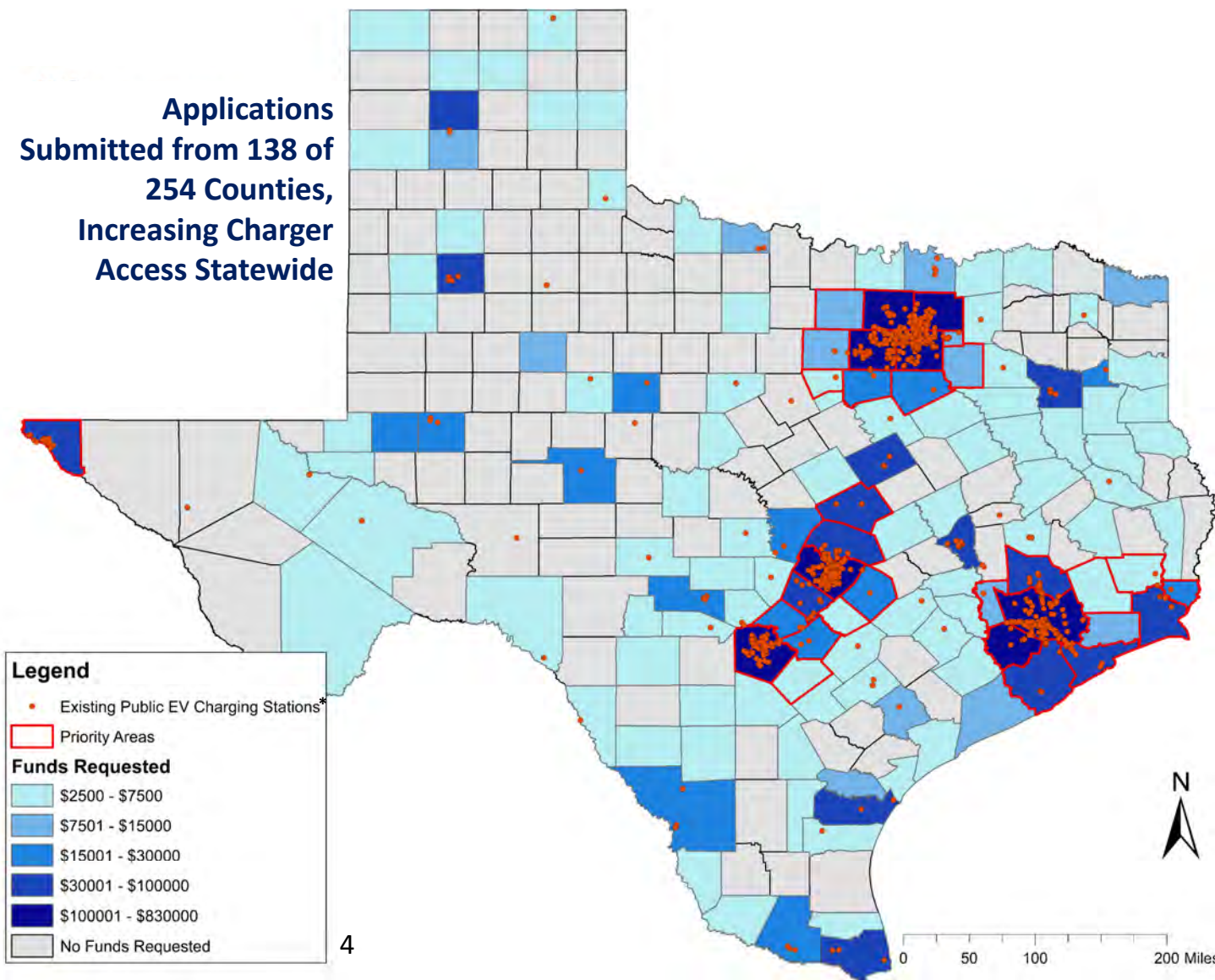
Data reflects information posted at [www.texasvfwfund.org](http://www.texasvfwfund.org) as of August 27, 2021

# GEOGRAPHIC DISTRIBUTION OF ZEV LEVEL 2 FUNDING REQUESTS

Applications Submitted from 138 of 254 Counties, Increasing Charger Access Statewide

## 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



\*Existing Station Data from Department of Energy Alternative Fuel Station Locator, January 2021

# TXVEMP ZEV INFRASTRUCTURE LEVEL 2 REBATE

Funding Awarded on a First Come, First Served Basis

DEADLINE: **9/9/2021** or When Funds Run Out, Whichever is First

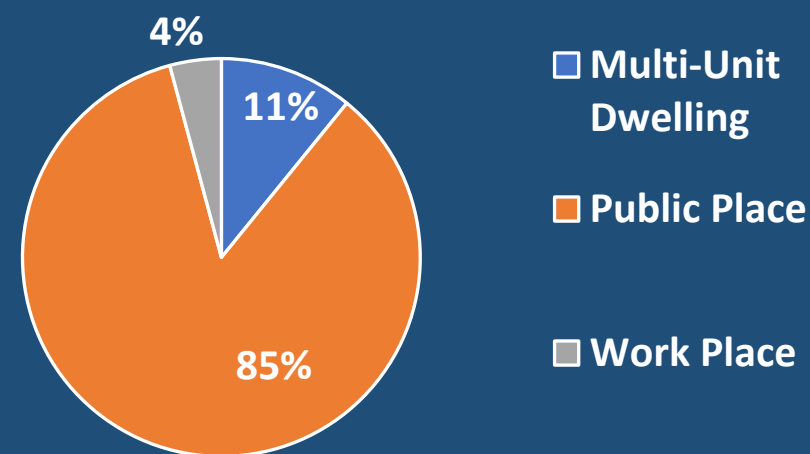
Total Statewide Allocation = \$10,465,958



Funds Remaining      Funds Requested

2446 Sites Requested Statewide

Distribution by Site Type



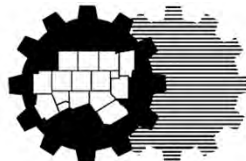
DFW Area Has Requested 27% of All Funds to Date

## FOR MORE INFORMATION

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**Chris Klaus**  
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**cklaus@nctcog.org**

See [www.nctcog.org/aqfunding](http://www.nctcog.org/aqfunding), Click on  
“Volkswagen Settlement” Under “Hot Topics”



**North Central Texas  
Council of Governments**

**MINUTES**

**REGIONAL TRANSPORTATION COUNCIL  
ONLINE INPUT OPPORTUNITY**

**Interactive Public Input: Map Your Experience**

**Progress North Texas: Transportation for All**

**Engine Off North Texas Update**

**Regional Electric Vehicle Infrastructure Opportunities**

**NCTCOG Strategic Plan for Downtown Wylie**

**Online Public Input Opportunity Dates**

Monday, August 9, 2021 - Tuesday, September 7, 2021 – The North Central Texas Council of Governments (NCTCOG) posted information at [www.nctcog.org/input](http://www.nctcog.org/input) for public review and comment.

**Purpose and Topics**

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

1. Interactive Public Input: Map Your Experience
2. Progress North Texas: Transportation for All
3. Engine Off North Texas Update
4. Regional Electric Vehicle Infrastructure Opportunities
5. NCTCOG Strategic Plan for Downtown Wylie

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

**Summary of Presentations**

***Interactive Public Input: Map Your Experience presentation:***

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2021/08/MYE.pdf>

Map Your Experience is an online mapping tool designed to gather public input on planning initiatives. This tool was initially created to engage the public at in-person community events but has become an important online public engagement tool throughout the pandemic.



A beta test was conducted from May 2020 through August 2020, and NCTCOG staff publicized this new tool through multiple public involvement channels, including online input opportunities, social media, newsletter articles and press releases.

Fifty-five percent of public comments received through the tool to date have been related to bicycle and pedestrian initiatives, 33 percent to roadway initiatives, and 12 percent to transit initiatives. NCTCOG Transportation Department staff utilize these comments to evaluate policy, program, and project recommendations in plans and also shares them with other local entities and stakeholders like transit agencies and cities.

For more information on the MYE tool or to submit a comment, visit [www.nctcog.org/mapyouexperience](http://www.nctcog.org/mapyouexperience).

***Progress North Texas: Transportation for All presentation:***

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2021/08/PNT.pdf>

*Progress North Texas* is an annual report on how the regional transportation system is meeting the needs of almost 8 million people. It highlights challenges, opportunities and developments faced and how NCTCOG staff is communicating these changes with residents and partners.

For more information on this publication or to request printed copies, visit <https://www.nctcog.org/trans/about/publications/pnt/2021>

***Engine Off North Texas Update presentation:***

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2021/08/EOntx.pdf>

The purpose of the Engine Off North Texas program is to improve air quality by decreasing emissions associated with unnecessary idling. Strategies for this program include the following:

- Help facilities adopting an ordinance or resolution and/or signing agreement with Texas Commission on Environmental Quality
- Encourage the public to report idling heavy-duty vehicles
- Educate drivers and fleets on local idling restrictions and idle reduction strategies

Members of the public can report a heavy-duty idling vehicle by calling toll free at 1-877-NTX-IDLE. Educational resources, including brochures, posters, and local government guides, can be requested via the program website at [www.engineoffnorthtexas.org](http://www.engineoffnorthtexas.org). Next steps for this program include partnering with local governments and businesses, sharing resources, and encouraging implementation of an idling restriction policy.

More information about Engine Off North Texas can be found at [www.engineoffnorthtexas.org](http://www.engineoffnorthtexas.org).

***Regional Electric Vehicle Infrastructure Opportunities presentation:***

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2021/08/Regional-EV-Infrastructure-Opportunities.pdf>

This presentation provides information related to funding for electric vehicle (EV) infrastructure as well as other clean vehicle incentives.

Electric vehicles produce no emissions, so higher EV adoption rates can help decrease ozone trends. As of August 2021, there are approximately 17,389 EVs in North Texas, and the average annual growth rate in North Texas from 2015 to 2020 was 32.5 percent.

The deadline to apply for funding for the purchase and installation of new light-duty electric vehicle level 2 charging equipment via the Volkswagen Settlement Texas Mitigation Plan (TxVEMP): Zero Emissions Vehicle Infrastructure is September 9, 2021. The awards may not exceed 70 percent for publicly available EV chargers or 60 percent for EV chargers at a workplace or multi-unit dwelling.

Additionally, members of the public can take the following steps to help obtain EV infrastructure in their jurisdiction:

- Share funding information and encourage applications
- Share funding information with city staff, local businesses, and workplaces
- Distribute charging benefits information and free flyers to multi-unit properties

Other clean vehicle incentives that will be available soon include the Alternative Fueling Facilities Program (AFFF) and funding for DC Fast Chargers via the Volkswagen Settlement Texas Mitigation Plan (TxVEMP): Zero Emissions Vehicle Infrastructure.

To sign up for email alerts and for a full list of funding opportunities, visit [www.nctcog.org/aqfunding](http://www.nctcog.org/aqfunding).

***NCTCOG Strategic Plan for Downtown Wylie presentation:***

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2021/08/Wylie-Plan.pdf>

The City of Wylie Comprehensive Master Plan calls for a detailed plan to protect downtown residences and businesses and to strengthen downtown's critical role in the city.

Initiated by a Unified Planning Work Program (UPWP) request that provides free technical assistance, the goal of NCTCOG's strategic plan for Downtown Wylie is to strengthen downtown's role as a destination, improve multimodal connectivity and establish more economic development opportunities.

The strategic plan contains four elements: existing conditions, stakeholder outreach, recommendations, and implementation and funding strategies. NCTCOG staff assessed the existing conditions of traffic and pedestrian safety, sidewalk and curb ramp conditions, roadway cross-sections, parking conditions, wayfinding, zoning, and lighting.

Four stakeholder meetings were held throughout 2019 and 2020 to explore issues and receive feedback. An online community survey was also available between September 11 and October 31, 2019, and 586 responses were received. Staff utilized responses from the survey to prioritize goals and form the following recommendations:

- Pursue roadway and parking reconfigurations
- Prioritize sidewalk improvements and ADA compliance
- Develop signage and wayfinding branding package
- Install additional pedestrian-oriented lighting

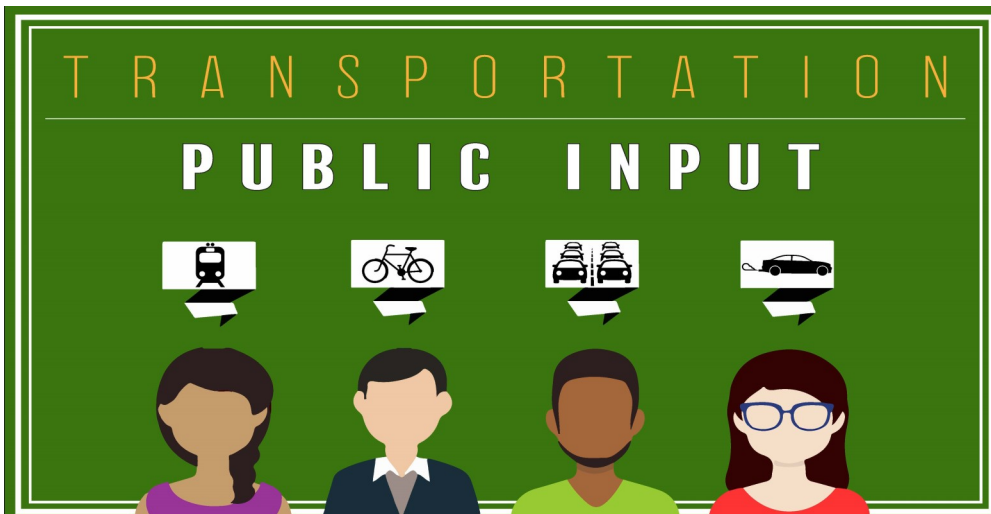
- Additional outreach to the broader public regarding recommendations

Next steps for the strategic plan include parking considerations, zoning considerations and funding strategies.

For more details on the strategic plan for Downtown Wylie and to view the full presentation, visit [www.nctcog.org/input](http://www.nctcog.org/input).

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

No comments were submitted via website, mail, email, or social media.



## WHAT DO YOU THINK? TELL US.

Information will be posted online at [www.nctcog.org/input](http://www.nctcog.org/input) for public review and comment **September 13 - October 12, 2021**. To request printed copies of the information, call 817-608-2365 or email [cbaylor@nctcog.org](mailto:cbaylor@nctcog.org).

### HOV Pilot Project Along US 75 Corridor

In partnership with NCTCOG staff and local jurisdictions, the Texas Department of Transportation has been working to determine an option for the high-occupancy vehicle (HOV) lane along the US 75 corridor. Staff will provide details on a pilot project along this corridor that will evaluate the effectiveness of allowing single-occupant vehicles to utilize the HOV lane while providing an incentive to HOVs.

### Public/Private Partnership: SH 183 Segment 2 East

Staff has been working to advance SH 183 Segment 2 East as the next phase of the North Tarrant Express (NTE) and will provide the latest funding information for the project.

### National Drive Electric Week

Join NCTCOG and DFW Clean Cities for National Drive Electric Week (NDEW) on Sunday, October 3 in celebration of all things electric. This year's outdoor event will include a showcase of all makes and models of EVs, opportunities to visit with both EV owners and technology vendors, and an EV-related film screening. For more information and to register for the event, please visit our website at [www.dfwcleancities.org/events](http://www.dfwcleancities.org/events).

### Regional Comprehensive Emissions Reduction Program

NCTCOG staff will provide Information on recent and ongoing efforts to reduce regional emissions to help improve air quality. Updates on various projects, including public involvement opportunities and next steps, will be presented.

### Locally Enforced Motor Vehicle Idling Restrictions

NCTCOG is proposing a revision to the Regional Transportation Council (RTC) Resolution Supporting Locally Enforced Motor Vehicle Idling Limitations in North Central Texas (R08-03). This revision, which would be included in the upcoming Mobility Plan 2045 policy bundle, allows more flexibility for local governments intending to implement an enforced idling restriction.

### (ONLINE REVIEW & COMMENT; NO AUDIO PRESENTATION)

Proposed Modifications to the List of Funded Projects: [www.nctcog.org/input](http://www.nctcog.org/input)

### RESOURCES AND INFORMATION

Interactive Public Input: Map Your Experience: [www.nctcog.org/mapyourexperience](http://www.nctcog.org/mapyourexperience)

Regional Smoking Vehicle Program (RSVP): [www.smokingvehicle.net](http://www.smokingvehicle.net)

Vehicle Incentive & Funding Opportunities: [www.nctcog.org/aqfunding](http://www.nctcog.org/aqfunding)

## 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](mailto:transinfo@nctcog.org)

Website: [www.nctcog.org/input](http://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](mailto: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](mailto:cbaylor@nctcog.org).

Se harán las adaptaciones razonables.



NCTCOGtrans



North Central Texas  
Council of Governments

**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 Tuesday, July 20, through Thursday, August 19. Comments and questions are submitted for the record and can be submitted via Facebook, Twitter, fax, email and online.

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

In addition, comments were accepted through a new, online map tool. Users can drop a pin on a location in the region and leave a detailed comment. This month, there were 15 bicycle and pedestrian comments, 10 transit comment and 31 roadway comments. To read them, visit: <http://nctcoggis.maps.arcgis.com/apps/CrowdsourcingReporter/index.html?appid=b014e6d39b604b3ca329d9094ed1e9e2>.

**Air Quality**

**Twitter –**

1. How can we incorporate #equity in transportation projects selection? Lily Lowder points out @NCTCOGtrans, Boston MPO, and Oregon's focus on GHG emissions. Gloria Jeff noted @MetCouncilNews.

#HowWeMoveMatters #EnviroHealthMatters

Watch now: <https://nationalacademies.org/event/07-21-2021/how-we-move-matters-exploring-the-connections-between-new-transportation-and-mobility-options-and-environmental-health-a-workshop-session-5-and-6> – TRB (@NASEMTRB)



2. Want to make a difference in our community? Help us make a commitment to clean air on Clean Air Action Day, August 4! Visit <http://airnorthtexas.org/cleanairactionday> and learn how some simple steps can make the world of a difference in the North Texas region. #AirNTx #CAAD2021 – UTA Office of Sustainability (@GoGreenUTA)



3. proud to biked most of my journey in FW today as opposed to driving

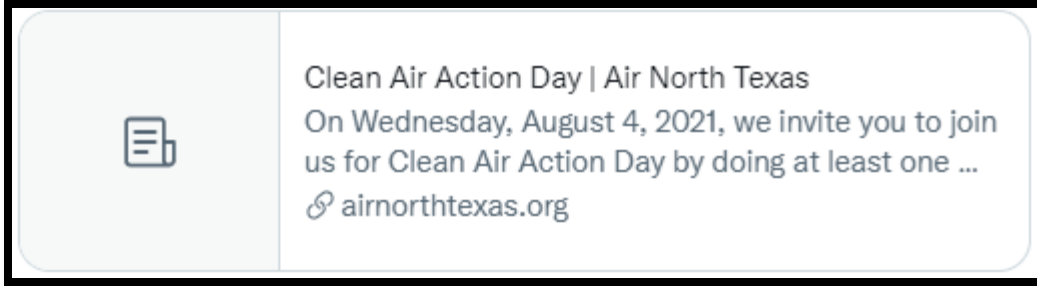
not as proud for the rest of my commuting trips, though... – Tony Pham (@TonyAtCAPPA)



It's OK, Tony. We're proud you biked today, too! Every little bit counts. Stay safe. 😊 – NCTCOGTransportation (@NCTCOGtrans)

4. @NCTCOGtrans has declared Wednesday, August 4, as North Texas Clean Air Action Day - urging everyone to do one thing to help improve our air quality. We suggest...going solar! See more ideas here. – Sunfinity Renewable Energy (@SunfinityRE)





Clean Air Action Day | Air North Texas  
 On Wednesday, August 4, 2021, we invite you to join us for Clean Air Action Day by doing at least one ...  
[airnorthtexas.org](http://airnorthtexas.org)

**Bicycle & Pedestrian**

**Twitter –**

1. Join us today for lunch from 12-1 for our monthly virtual Lunch & Learn series. Our guest this month is Brenden Wheeler with the @NCTCOGtrans who is coming to talk about the DFW High Speed Rail Project. Register at
2. Let @CityOfArlington know that pedestrian and bicycle infrastructure needs to be a priority!! – BikeDFW (@BikeDFW)



3. Since our world changed last year, North Texans were looking for ways to stay active. Today we're featuring The Santa Fe Trail in Dallas. It stretches 5.3 miles and goes from Deep Ellum to White Rock Lake. Stay tuned for more! @CityOfDallas @BikeDFW @DallasParkRec @GreenDallas – NCTCOGTransportation (@NCTCOGtrans)

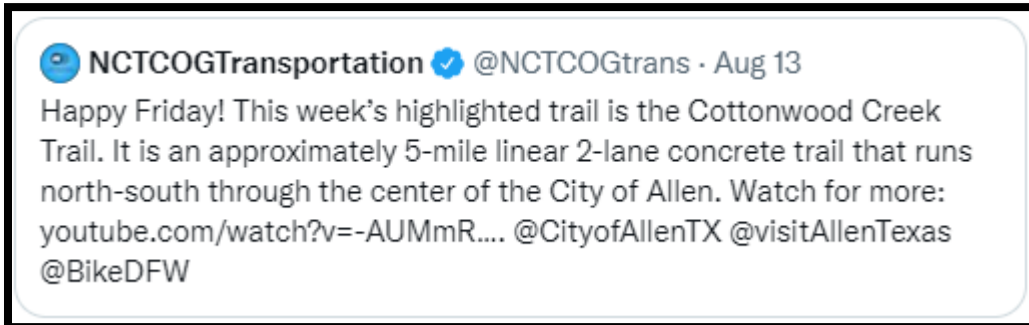


Wow - this is awesome. Please do more of these!

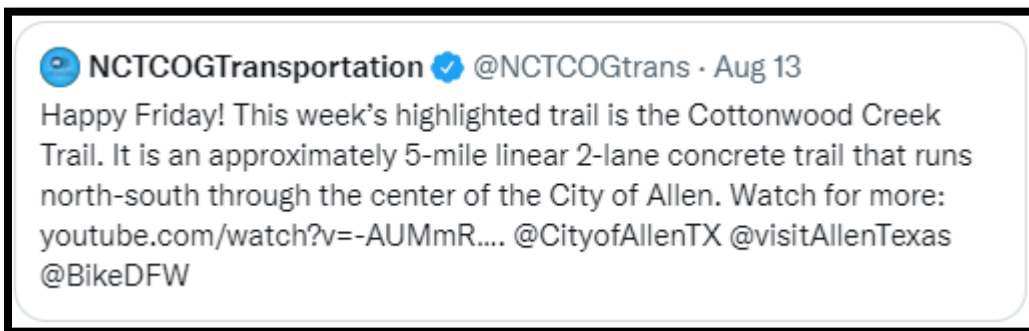
Are you allowed to ride e-bikes on the trail(s)? – Clayton Meeker (@CIm1403)

Hi, Clayton! Per state law, e-bikes are allowed on trails unless posted otherwise.  
– NCTCOGTransportation (@NCTCOGtrans)

4. Thank you for highlighting Cottowood Creek Trail, @NCTCOGtrans! – City of Allen (@CityofAllenTX)



5. My favorite trail! Just rode my bike there today 🚲 – Emily (@EmilyMcCannPIO)





6. More progress on the @NorthavenTrail bridge connection. @TxDOT crews working on the girders today. Excited about this connection! #DallasTrails – Jeff Kitner (@JeffKitner)



Can't wait to pedal over Central instead of going under! – Dena Jackson (@DenaJ707)

Spring 2023 (maybe sooner with the pace @TxDOTDallas is at now)! – Jeff Kitner (@JeffKitner)

### Committees

#### Twitter –

1. Thank you @DallasMayor @Johnson4Dallas for appointing me to @NCTCOGtrans and reappointing to RTC! These organizations provide important, long-term planning in our area and I am honored to represent @CityOfDallas in this way. – caraathome (@🏠) (@caraathome)

FOR IMMEDIATE RELEASE

Aug. 18, 2021

FOR MORE INFORMATION CONTACT

Tristan Hallman

Chief of Policy and Communications

tristan.hallman@dallascityhall.com | 469.785.1421

## Mayor Johnson announces appointments to key organizations

DALLAS — Mayor Eric Johnson on Wednesday announced he has appointed City Councilmembers to represent the city's interests at the Regional Transportation Council (RTC), the North Central Texas Council of Governments (NCTCOG), VisitDallas, and the North Texas Commission.

The City of Dallas will be represented at the **RTC** — the independent transportation policy body of the **NCTCOG** — by the following appointees:

- Adam Bazaldua
- Adam McGough
- Cara Mendelsohn
- Omar Narvaez
- Chad West (City Council alternate)
- Mark Aldredge (University Park councilmember/council alternate)
- Phil Ritter (citizen representative)
- William Tsao (citizen representative)
- Dan Micciche (citizen alternate)

Aldredge, Ritter, Tsao, and Micciche were previously appointed to their positions.

Mayor Johnson appointed **Mendelsohn** to represent Dallas on the **NCTCOG's** Executive Board. Then-City Councilmember Lee Kleinman had previously served on the board.

In addition, to the **VisitDallas** Board of Directors, Mayor Johnson appointed City Councilmember **Gay Willis**. She will take the seat previously held by then-Mayor Pro Tem Adam Medrano. VisitDallas, which receives a portion of the city's Hotel Occupancy Tax revenue, is responsible for marketing the city nationally and internationally.

And the mayor appointed City Councilmember **Carolyn King Arnold** to serve on **North Texas Commission's** executive committee. The North Texas Commission is a public-private partnership that provides a forum for cities and businesses to discuss regional issues and advocate for policies.

"Dallas is the economic engine of this region, and our city's vital interests must be well-represented with these vital organizations," Mayor Johnson said. "I look forward to working with our representatives to help Dallas obtain crucial funding, provide oversight, and build for the future."

All of the positions are determined at the mayor's sole discretion and do not require City Council approval. The appointments are effective immediately.

####

## Electric Vehicles

### Email –

#### 1. Gregory Clayton

To whom it may concern, I am very interested in participating in the Texas clean air act and would like to purchase a 2012 to 14 Nissan leaf but in order to achieve the driving range of 100 said miles the car will require a newer battery. The cost for a new lithium ion battery for this vehicle is at least \$10,000.. thus making the car reliable but unaffordable for me. Are there any programs out there that can help with this type of situation.

#### **Response by NCTCOG Transportation Staff**

Hi Gregory-

Thank you for reaching out. Unfortunately there are no programs I am aware of that help with battery replacement costs at this time. I would encourage you to reach out to Nissan, as many EVs have battery warranties up to 10 years or up to a certain milage.

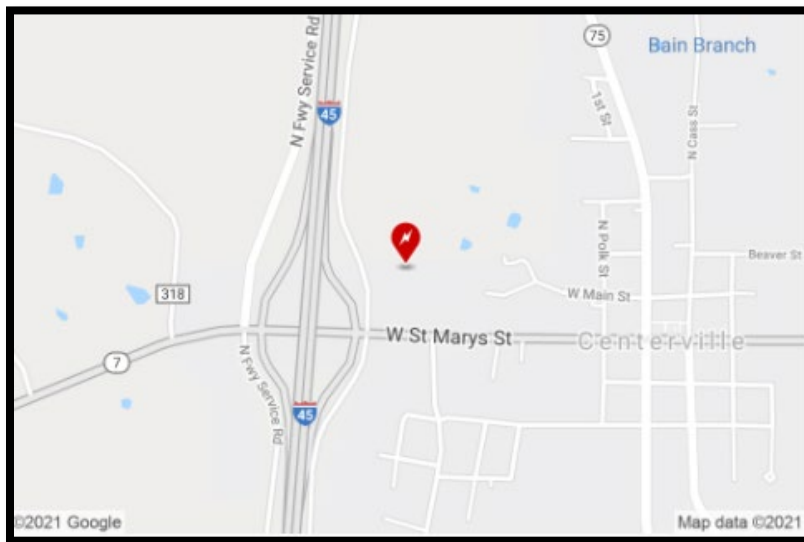
Let me know if have any other questions.

### **Twitter –**

1. Four new Tesla supercharger stalls were added in Centerville, TX before the 4th of July weekend at Woody’s Smokehouse, thanks to the swift help of Oncor Electric. The new site provides relief to the Tesla network along I-45 between Dallas and Houston:

<https://tesla.com/findus/location/supercharger/centervilletxsupercharger>. –

NCTCOGTransportation (@NCTCOGtrans)



Great job, everyone! How do we get a few more of these dotted around DFW? The more the merrier! – Clayton Meeker (@CIm1403)

### **Innovative Vehicles & Technology**

### **Twitter –**

1. We are proud to be working with @NCTCOGtrans, a leader in #AutomatedVehicle testing and deployment, to adapt their planning processes for emerging technologies. If you’re in the Dallas/Fort Worth area, take NCTCOG’s survey here! – Kittleson (@kittleson)



## Project Planning

### Twitter –

1. @NCTCOGtrans wants your input! The Map Your Experience tool will help NCTCOG develop innovative solutions for transportation issues in the DFW area.

Input will help guide updates to DFW's long-range Metropolitan Transportation Plan

<https://nctcog.org/trans/plan/mtp/map-your-experience>

#Denton #DentonTX – Alison Maguire - Denton City Council District 4 (@AlisonforDenton)

2. @NCTCOGtrans quiere tu opinión! La herramienta Map Your Experience ayudará al NCTCOG a desarrollar soluciones innovadoras para problemas de transporte en el área de DFW.

<https://nctcog.org/trans/plan/mtp/map-your-experience/participacion-publica-interactiva>

#Denton #DentonTexas #DentonTX #DFW #DFWtransporte – Alison Maguire - Denton City Council District 4 (@AlisonforDenton)

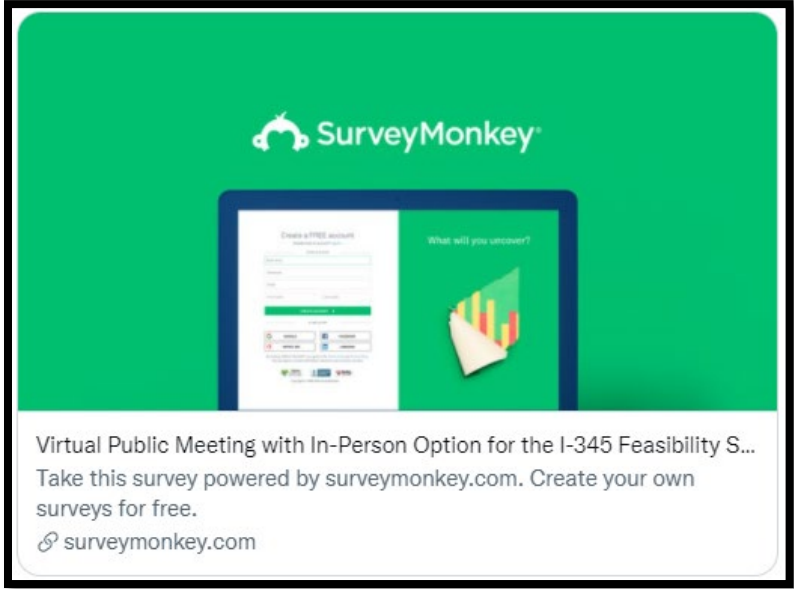
3. My DFW folks please share this with your family friends and neighbors! This is crucial if we want to see changes in our roads, bike lanes, and sidewalks ! – Anna Laura Harmjanz (@alharmjanz)



4. Give your input on the future of I-345! (the connection of Central Expwy & I-45) @TxDOT is still accepting comments on the feasibility study through Sun 8/22.

For more info: <http://345study.com>

Give comments here: <https://surveymonkey.com/r/i345PM2> @CityOfDallas @NCTCOGtrans – caraathome (@🏠) (@caraathome)



## Safety

### Email –

#### 1. **Joe Wilkinson**

I drive daily throughout parts of Tarrant County. There are several areas where I typically see traffic backing up. One is a bottleneck westbound on North Loop 820 at intersection with northbound East Loop 820. There are several bad areas on I35W. One is headed north out of downtown near intersection with 121 going east. Another is heading south into downtown near Belknap. And another is heading south on I35 near Western Center Blvd.

I don't know if this is something you guys have any say-so on, but the speed limits are very poorly enforced. I see multiple examples of very fast, aggressive, and dangerous driving every day. And there seem to be no consequences for those drivers. It does make the experience of driving the freeways anxiety provoking. Kind of like being in a Mad Max movie at times!

## Transit

### Email –

#### 1. **Brian Woods**

I had good transportation service to my appointments Amerigroup now does the reservations and use Logisticare van service for transportation must be another company they are using. The van service arrived at my house early and had to go to the infusion center in Fort Worth, Texas for both appointments and we arrived early yet I had the same driver and knew where I was going. I think I solved the transportation problem and I will be getting a bus pass from Trinity Metro van service/ ACCESS paratransit van service thank you for your help trying to solve the problems.

#### 2. **Karen Roberts**

Can you share with the city council my idea that expanded public transportation efforts should be focused around the Lancaster area train station. Buses to and from the train depot could transport passengers to business districts in the city. Late buses could facilitate after hour work related meetings and late work shifts. My dream is to have the commuter passenger line reopen in Granbury. It used to go from there to Fort Worth. We could incorporate stops along the way, for example, Cresson, and maybe Benbrook.



August 6, 2021

Mohamed "Mo" Bur, P.E.  
District Engineer, Dallas  
Texas Dept. of Transportation  
4777 E. Highway 80,  
Mesquite, TX 75150

Michael Morris  
Director of Transportation  
NTCOG Transportation Department  
616 Six Flags Drive  
Arlington, TX 76011

***Re: Request for Feasibility Study, FM 2449, Ponder, Texas***

Gentlemen:

Dr. Jeremy Thompson, Superintendent, Ponder ISD, and I recently met with Travis Campbell and Chris Rocha of the Denton Area Office of TXDOT to discuss the unprecedented growth that we are experiencing here in Western Denton County. Moreover, within the Town of Ponder and our surrounding area, and how it is affecting highway safety for our parents and students who are attempting to access the Ponder ISD campus adjacent to FM 2449 (west of FM 156).

It is my understanding that TXDOT is in the early planning stages for major improvements to FM 2449. We are also in the early stages of significant roadway improvements in this area; however, it has become clear that neither of these improvements will be constructed within a timeframe that could provide a timely resolution to our immediate safety concerns. It was the general consensus of those in the meeting that there needs to be an interim and immediate solution to this unsafe stretch of FM 2449 which could include turn lanes, possibly left and right, at the main access drive to the Ponder ISD Campus.

The purpose of this letter is to request on behalf of the Town of Ponder and the Ponder ISD that TXDOT and NTCOG begin a feasibility study to investigate safety and traffic flow

***THE TOWN OF PONDER A Great Place to Live***

***102 W Bailey St, Ponder, TX 76259 • Office: 940-479-2396 • Fax: 940-479-2100***

Mohamed "Mo" Bur, P.E.  
Michael Morris  
August 6, 2021  
Page 2 of 2

improvements of this stretch of FM 2449, and hopefully find that more immediate improvements might be funded and constructed in the near term by TxDOT.

I very much look forward to your timely assistance in helping our community resolve this very concerning safety issue.

Sincerely,

Matthew B. Poole  
Mayor  
Ponder, Texas

CC: Council Members, Town of Ponder  
Jeremy Thompson, Superintendent, Ponder ISD  
Travis Campbell, Area Engineer, Denton County, TxDOT  
Sheri Clearman, Town Secretary  
Gary Morris, Director of Public Works  
George Belcheff III, PE, Town Engineer





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

August 9, 2021

Texas Department of Transportation (TxDOT)  
Attn: TPP – UTP  
PO Box 149217  
Austin, TX 78714-9217  
RE: Draft 2022 UTP Public Comments

To Whom it May Concern:

This letter serves as the Regional Transportation Council's (RTC) formal public comments in response to the draft 2022 Unified Transportation Program (UTP). The RTC appreciates the Category 12 funding proposed for award to projects in the Dallas-Fort Worth region by the Texas Transportation Commission (TTC), as well as the support for our Category 2 project selections in the 2022 UTP. We look forward to partnering with the Commission in the future as both of our agencies continue to work towards implementing transportation projects in the statewide interest.

The RTC staff and the three TxDOT Districts in our region have been working hard to expedite roadway projects that are ready for letting. This is standard practice in our region. With potential changes to TxDOT priorities Statewide, a new Federal transportation bill, as well as a new national focus on infrastructure stimulus projects, our region is ready to assist, if requested.

If you have any questions or concerns, please contact me at (817) 695-9241 or [mmorris@nctcog.org](mailto: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, sweeping "M" and "M".

Michael Morris, P.E.  
Director of Transportation

CD:aa

cc: J. Bruce Bugg, Jr., Chairman, Texas Transportation Commission  
Dr. Theresa Daniel, RTC Chair, County Commissioner, Dallas County  
Marc Williams, P.E., Executive Director, TxDOT Austin  
Brandye Hendrickson, Deputy Executive Director, TxDOT Austin  
Brian Barth, P.E., Deputy Executive Director of Program Delivery, TxDOT Austin  
Bill Hale, P.E., Chief Engineer, TxDOT Austin  
Jessica Butler, P.E., Director of Transportation Planning and Programming, TxDOT Austin  
Mo Bur, P.E., District Engineer, TxDOT Dallas District  
Carl L. Johnson, P.E., District Engineer, TxDOT Fort Worth  
Noel Paramanatham, P.E., District Engineer, TxDOT Paris

## After voted 'Most Dangerous City for Driving,' Dallas embraces Vision Zero goal to eliminate fatal crash

By Stacy Rickard, Spectrum News

Cities in Texas, like Dallas, are embracing the anti-crash strategy called Vision Zero. The city is asking for residents' help improving safety on the road by giving feedback on the most critical areas where safety should be addressed.

Dallas is committed to becoming a Vision Zero city, one that has a goal of eliminating traffic deaths and cutting severe injury crashes in half by 2030. Other major Texas cities like Austin, San Antonio, Houston and Laredo have all committed to Vision Zero. The strategy is recognized nationwide to eliminate traffic fatalities, and it's based on the belief that no loss of life is acceptable. Vision Zero cannot be achieved without a focus on the 5 E's: Engineering, Enforcement, Education, Evaluation and Equity.

The city has established a Vision Zero Task Force consisting of representatives of multiple city departments and external agencies who all have a stake or role in improving how everyone travels around Dallas. The external agencies taking part in this task force are TxDOT, Baylor University Medical Center, Parkland Injury Prevention Center, Mothers Against Drunk Driving, AARP, BikeDFW, Dallas County Health Dept., Dallas ISD and NCTCOG.

"In 2019 Dallas City Council set a goal of eliminating traffic fatalities and cutting severe injuries in half by 2030," a city statement reads. "Vision Zero is an internationally recognized strategy used by cities all over the world that helps work towards this goal. The City of Dallas has committed to creating a Vision Zero Action Plan that will be data driven based on community input."

That community input is being collected through a Vision Zero survey, available until mid-August. This public feedback will help guide the development of the Vision Zero Action Plan, which is being worked on with only internal staff resources. However, residents can also identify locations and upload pictures of a particular safety concern using this form. The plan's scope of work is as follows — using public and stakeholder engagement, crash data analysis and identification of focus areas, a review of best practices (the 5 E's), assessment of existing practices and policies. This work will ultimately be used to formulate new strategies, policies and an implementation plan to finalize the Vision Zero Action Plan by December 2021.

A presentation from the Dallas Department of Transportation from early June briefed city council on the progress in developing the Vision Zero Action Plan. Since Vision Zero is a data-driven approach, the first step was crash data analysis intended to answer questions about what locations, times of day and factors lead to severe crashes, and if they are more likely to occur based on the characteristics of the built environments.

## Number of Fatal and Severe Injury Crashes in Dallas



## Dallas has the second highest traffic fatality rate among the 15 largest cities in the U.S. (2015-2018 average)

#1	Jacksonville	15.66
#2	<b>Dallas</b>	<b>14.25</b>
#3	Phoenix	14.09
#4	<b>Fort Worth</b>	<b>10.94</b>
#5	<b>San Antonio</b>	<b>10.72</b>
#6	<b>Houston</b>	<b>9.83</b>
#7	<b>Austin</b>	<b>9.03</b>
#8	Columbus	6.72
#9	Los Angeles	6.71
#10	San Diego	6.38
#11	Philadelphia	6.19
#12	San Jose	5.56
#13	Chicago	4.81
#14	San Francisco	3.29
#15	New York	2.56

Sources: NHTSA,  
<https://demographics.texas.gov/Data/PEPP/Estimates/>

### Crash data analysis. (Photo Credit: City of Dallas)

The presentation showed that between 2015 and 2019, on average, Dallas had 114 fatality crashes and 687 severe injury crashes each year. Dallas is listed as having the second highest traffic fatality rate looking at NHTSA's data from 2015 to 2018. The list also included four other major Texas cities. Fort Worth was number 4, San Antonio was listed as number 5, Houston was number 6 and Austin was number 7.

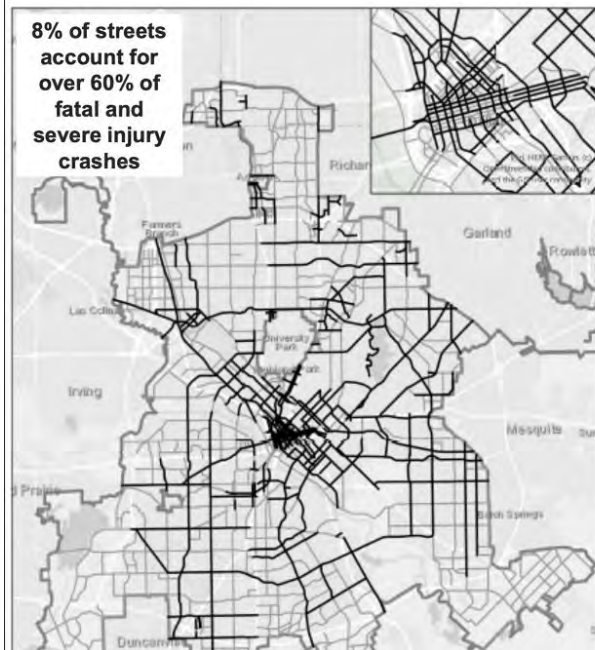
Also of note, the city identified the streets and intersections where high numbers of people have been killed or severely injured. The High Injury Network showed that 51% of fatal and severe injury crashes occurred on Principal Arterial streets. Crashes also occur more frequently during the sunset hours and looking at data from TxDOT between 2013 and 2017, 86% of fatal and severe crashes occurred at or around intersections. Of the top 20 intersections with the most fatal and severe injury crashes, all but one has received funding for signal improvements. For 16 of them, the Department of Transportation applied and was awarded funding through the state Highway Safety Improvement Program (HSIP).



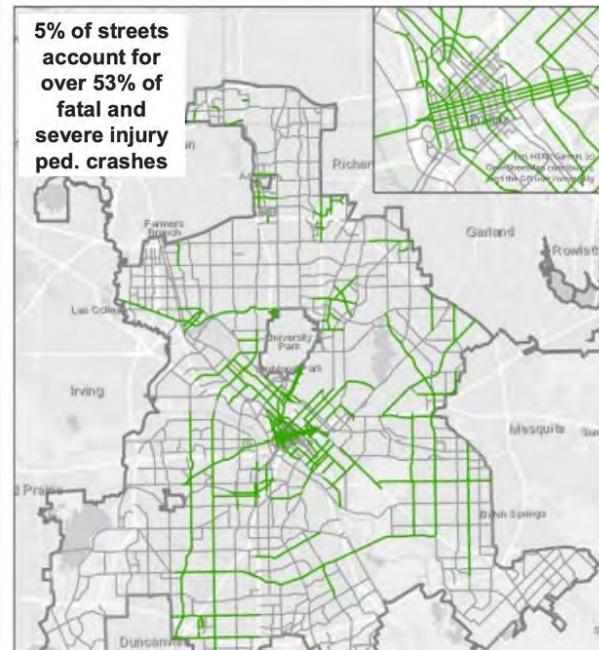
*Intersections. (Photo Credit: City of Dallas)*

The analysis also showed 8% of streets in Dallas account for more than 60% of fatal and severe injury crashes and 5% of streets in Dallas account for more than 53% of fatal and severe injury pedestrian crashes. The top factors that contribute to crashes are speed related, under the influence, failure to drive in a single lane, pedestrian failure to yield to vehicles and failure to yield when turning left. According to the Connect Dallas Strategic Mobility Plan released in January 2021, "although walking trips account for less than 2 percent of work trips in Dallas, pedestrian fatalities represented 27% of all traffic fatalities in 2017."

## All Modes High Injury Network (Draft)



## Pedestrian High Injury Network (Draft)



Two maps. (Photo Credit: City of Dallas)

When it comes to getting around Dallas, it's not always the easiest whether you're driving, using micromobility, or walking. In spring 2021, an RV rental company called Outdoorsy wrote on its blog that Dallas had the most dangerous drivers, listing the city as the "most dangerous city for driving." The company used data from NHTSA to identify the city's collision likelihood relative to the U.S. average, the total vehicle fatalities per 100,000 people, and the percentage of fatal collisions involving a drunk driver. The blog listed Dallas as having a composite index score of 88.48. For comparison, Fort Worth was listed at number 6 with a score of 77.84, Houston was number 8 with a score of 76.20.

No Texas city made the company's "safest cities for driving" list.

After living in the Dallas area more than four decades, cyclist Emily Goode has her fair share of experiences getting around the metroplex. She's seen where Dallas has improved its roads, but knows there's still a ways to go, not only for drivers but for bicyclists like herself, and pedestrians.

"[Roads in Dallas] have definitely come a long way. I'm really impressed with the changes that I have seen the last decade or so as a cyclist. I really do see where Dallas is trying where they didn't before. So, I appreciate it," Goode said. "One thing I really see a lot of is, for one, distracted drivers. It's amazing how many people are just on their phone. I am amazed."

Goode is excited Dallas is taking on the goal of committing to becoming a Vision Zero city.

"We already have cars that are aware of what's near them and if we have drivers that are also aware of what's near them, maybe we wouldn't kill each other out on the roads," Goode said. "I really do intend to be more part of the conversation as decisions are made. Because we've got really great people making decisions, and the more we



are having open ongoing conversation of what infrastructure works and we get feedback quickly of like, 'Oh, that sounded good in theory, but it actually created a problem.' So, the sooner we can have a feedback loop on that, the better."

Goode said she has to always keep her head on a swivel when she's biking and over-communicate with the vehicular traffic around her. She said she wants drivers to change their thinking when it comes to bicyclists and create more awareness.

"We act like it's driver versus cyclist when I am both. Many of us are both. And so I don't hate cars, I don't despise drivers, I understand. I am one. As a cyclist, I don't fault drivers for wanting to get where they want to go," Goode said. "Roads are not just for drivers or cars, roads are for everybody. And so, what I'd like to see is a mentality shift in what we think of is 'what are roads for.' And instead of thinking it's for cars, it's for mobility, for people."

In order for Dallas to become safer for everyone to get where they want to go, adopting a Vision Zero plan is a step in the right direction. Click [here](#) to take the Vision Zero survey and make your voice heard by August 13.

## Officials celebrate I-635/SH 121 interchange project

By Star Local Media

On Monday, the Texas Department of Transportation (TxDOT) and NorthGate Constructors hosted a virtual ribbon cutting ceremony for the I-635/SH 121 Interchange Project.

To see the ceremony, go to the [Virtual Link to Pre-Recorded Video](#).

This \$370 million project widened SH 121 to accommodate a new interchange and new direct connectors for FM 2499 and SH 26 to reduce congestion and improve safety in the area.

The I-635/SH 121 Interchange is part of TxDOT's Texas Clear Lanes initiative to reduce gridlock in some of the state's most congested areas, as directed by Governor Greg Abbott. Nearly \$25 billion has been assigned to Texas Clear Lanes non-tolled projects in metro districts.

"This project is good news for drivers and is proof of our commitment to keep traffic moving in the region," said Chairman Bugg. "Reducing congestion in our metro areas is an ambitious task, but we're committed through the Texas Clear Lanes initiative to work with our state and local leaders to make a difference for drivers."

Improvements for the I-635/SH 121 Interchange were included in the original DFW Connector project, but funds were not available at the time to deliver the entire scope. Once congestion funding became available in 2017, TxDOT and NorthGate negotiated a plan to rebuild this portion of the original project.

The video shows the progression of the project from the beginning to now and what drivers currently see driving on SH 121, I-635, SH 26 and FM 2499. Various project leaders and officials speak on the impact and success of the project. See list of speakers below:

- Carl Johnson, P.E – TxDOT Fort Worth District Engineer
- J. Bruce Bugg, Jr. – Chairman of the Texas Transportation Commission
- B. Glen Whitley – Tarrant County Judge
- Michael Morris, P.E – North Central Texas Council of Governments Director of Transportation
- Tom Grim – NorthGate Constructors Project Sponsor

For information on how TxDOT and local partners are further addressing congestion, go to: [texasclearlanes.com](http://texasclearlanes.com).

## **Arlington residents, what do you want for the State Highway 360 corridor?**

City officials want to position the highway corridor as a southeastern gateway.

By Sarah Bahari, Dallas Morning News

Arlington officials are asking for input as the city prepares to develop the State Highway 360 corridor.

The city is creating a strategy to position the highway corridor — from Interstate 20 on the north to the city limits on the south — as a southeastern gateway to the community.

City leaders said in a [press release](#) they are creating a plan to strengthen neighborhoods, improve transportation and safety and enhance economic development.

Residents can give their input at a public meeting scheduled for Aug. 9 from 6:30 to 8 p.m. at Bowie High School, 2101 Highbank Drive.

People can also complete an online survey, which is available in [English](#), [Spanish](#) and [Vietnamese](#).

Additional meetings will be in October 2021 and January 2022, with the city scheduled to adopt a plan in April 2022.



## Why It Is Time to End Mandatory Parking Minimums in Dallas

Parking policies hide the cost of car travel by making it more difficult to build vibrant urban places. Until they are abolished, Dallas will never regrow its core.

By Peter Simek, D Magazine

As you [may have heard](#), the city of Dallas is currently [reviewing its parking ordinances](#) with an eye toward relaxing or eliminating regulations that force businesses to create way too much parking. The process has been in the works for more than a year, and back in June, the Zoning Ordinance Advisory Committee received a briefing about feedback the city solicited at a few public forums about the proposal. “Public,” however, may a bit of an overstatement.

A grand total of 33 people spoke at the online meetings, representing a whopping 0.0025 percent of the city’s population. That low turnout is understandable given how wonky an issue parking policy is, but parking policy also has an outsized impact on shaping the environments every one of us interacts with every day. Despite the low turnout, the feedback did include some common fears and misconceptions about parking and how we use it, including arguments that public transit needs to improve dramatically before we can even talk about parking as well as fears that changing mandated parking minimums will somehow going to magically make all the parking disappear (if only!).

Those fears suggest that it is a good time to step back for a moment and take a broader look at why there is a push to revisit the parking codes and the role parking has played in destroying American cities.

I don’t use the word “destroy” lightly. As Michael Manville, an associate urban-planning professor at the UCLA Luskin School of Public Affairs [argues in this piece in \*The Atlantic\*](#), there are lots of bad policies that helped turn once-vibrant, walkable, transit-connected American downtowns into empty sprawls of concrete. But parking – and mandated parking minimums in particular – is a big one, in part because its code requirements are so insidious and invisible:

American urban history is stained with tragic missteps and shameful injustices, so parking requirements are hardly the worst policy cities have tried. But they are notable for how much needless damage they have caused, over a long period, with few people even noticing

The trouble with parking requirements is twofold. First, they don’t do what they’re supposed to, which is prevent curb congestion. Because curb parking is convenient and usually free, drivers fill up the curb first, no matter how much off-street space exists nearby. Second—and more consequential—parking requirements attack the nature of the city itself, by subordinating density to the needs of the car.

Cars create a spatial challenge that is particularly acute in cities. Vibrancy in cities, as Jane Jacobs argued in *The Death and Life of Great American Cities*, is a function of exchange, interaction, and kinetic energy. But cars place a heavy burden on urban places to create space precisely designed for inaction:

The price of the car’s convenience, then, is the space it consumes when it isn’t in motion, and indeed even when it isn’t there. Cities designed for cars must set aside space: space to wait for cars, and space to hold them while they wait for their drivers to come back.

Prioritizing space for cars is the first mistake of parking policy. The second is taking the cost of parking and hiding it from drivers. Parking minimums place the cost burden of providing parking spaces on developers, and that either makes it more expensive to build in cities, or it makes building cost prohibitive. In some cases, like downtown Dallas for decades, it also makes destroying buildings and replacing them with parking lots more profitable than rehabbing historic structures. Parking minimums skew the economy around urban space toward providing dead space for cars instead of creating uses for the people who drive them.

The result: driving is cheap, building is expensive. The market has dealt with this policy-driven cost differential by building more housing on cheaper land on the fringes of cities and forcing people to require cheap, car-centric transportation to navigate daily life. This isn't simply the policy that drove post-World War II American growth, it is still driving today's market where walkable "new urban" districts are in high demand:

Many mayors today declare their support for walkable downtowns and affordable units. But cities are built at the parcel, not from mayors' podiums. And parcel by parcel, the zoning code quietly undermines the mayors' grand vision. A commercial requirement of one parking space per 300 square feet means developers will put new retail in a car-friendly, pedestrian-hostile strip mall. And a requirement of one parking space per 100 square feet for restaurants means the typical eating establishment will devote three times as much space to parking as it will to dining. America did not become a country of strip malls and office parks because we collectively lost aesthetic ambition. These developments are ubiquitous because they are the cheapest way to comply with regulations.

Something else happens with this dynamic over time. What begins as an economic, market-based solution to policy-driven mandates becomes a cultural imperative. As some of the public feedback in Dallas parking ordinance forums shows, people have come to see the wide availability of free parking as a basic necessity of urban life. This assumption is oxymoronic. The things we love about urban places – in fact, the very things that make them urban – are rendered impossible because of parking. Take, for example, Bishop Arts, where people have been demanding more parking ever since the first leases were signed after decades of dormancy to reuse the storefronts that were originally built around an old trolley stop. The kinds of urban forms that are most attractive, Manville points out, are also the kinds of urban forms that parking policies have made nearly impossible to create today:

This city, the parking city, can't have rowhouses and townhouses that sit flush with one another and come right up to the street. It can't [reuse handsome old buildings](#) that come straight to their lot line, so those buildings stay empty. It can't tuck quirky buildings onto irregularly shaped parcels, so those parcels stay vacant. (Manhattan's famous [Flatiron Building](#) is an impossibility in a city with parking requirements.) The parking city is one where [people drive into or under buildings](#), rather than walk up to them. It is a city with listless streets, one that [encourages vehicle ownership](#), [depresses transit use](#), and exudes antagonism [toward people without cars](#).

This is not to dismiss fears that residents have over cars crowding-out neighborhoods or Dallas' public transit being an insufficient substitute to driving. There is no magic fix to undoing more than a half-century of bad urban development policy. Sure, public transit needs to improve substantially, but we also need to stop presuming that every one of Dallas' 1.3 million residents requires a free, 11-foot x 8-foot patch of concrete to be available wherever they chose to go. As Manville argues, it is not a question of outlawing parking, but changing the way we mandate it:

Cars do need parking. But cars need many things, and most get supplied without being mandated. Suppose that tomorrow a mayor proposed minimum gasoline requirements: a set number of fuel pumps on every parcel. Most people would consider that outrageous. They'd observe that the private market supplies gas just fine, that it's not a big deal to travel a small distance for fuel, and that putting pumps on every parcel would just squander valuable land and encourage driving.

They'd be right. But what's true of gas is true of parking too. Sometimes the hardest damage to see is the damage we are already doing. America's disastrous experiment with parking requirements should end.

Keep an eye out later this month for a story by Matt Goodman, which will detail the process ZOAC is using to consider reforming its parking codes.

## Have you noticed the haze hanging over Fort Worth? August will bring even more air pollution as officials urge residents to clear the air

By Rachel Behrndt, Fort Worth Report

The stars at night are usually big and bright, but not during the summer in North Texas. Ozone season runs from March through November when hot air mixes with other pollutants to create dangerous air conditions. [In 2020](#), North Texas experienced 46 days with eight hours of high ozone levels. [Just seven months into 2021](#), the area already has experienced a 32% increase in bad air days.

All of 2021's high ozone days occurred in the summer months, and August promises to bring even more. Last year, 29 of the year's high-ozone days occurred in August.

The good news is long-term trends show ozone levels falling yearly. Even as more cars get onto the road, they're becoming increasingly efficient with fewer emissions. But [experts](#) said that path is not sustainable in the long term without a major investment in public transportation and dramatically more efficient automobiles.

Local governments often prioritize other concerns over making efforts to cut emissions, resulting in a recurring ozone problem, said Chris Klaus, senior program manager of Air Quality Planning and Operations for [The North Central Texas Council of Governments](#).

"Funding is limited," Klaus said. "And local governments have a zillion things that they're all having to focus on. ... That's why we're here, we continue to try to be an advocate and champion for air quality."

One of those efforts is to remind individuals what they can do to improve ozone levels.

To encourage individual action, [The North Central Texas Council of Governments](#) operates [Air North Texas](#), which marks Clean Air Action Day on Aug. 6. The purpose of the day is to encourage North Texans to "make simple changes to their daily routines that collectively can have a significant impact on the air they breathe."

Fort Worth has never met federal standards for ozone levels in the air, but ozone levels have steadily decreased since the passage of the [Clean Air Act in 1990](#).

"We've got data that suggests we've got some of the cleanest air that we've experienced since the 1990s," Klaus said. "And it's still not good enough."

The North Central Texas Council of Governments works to be sure transportation projects don't hurt air quality and push a region further out of compliance with EPA standards. The agency also develops projects that help city governments achieve their emissions goals.

When [ozone](#) gets into the lungs, it chemically reacts with the tissue and poses a public health risk. The elderly, children and people with respiratory conditions fare worse when ozone is high.

### Different types of pollutants

Ozone, particulate matter is any particle small enough to get into your lungs, Air nuisances include anything that isn't a threat to health but impacts quality of life, including odor, biological threats and greenhouse gases

### Layers of the air

The earth's atmosphere includes the troposphere (containing bad ozone, also known as ground-level ozone), the stratosphere and above that a protective layer of ozone (good ozone) Ozone is created by mixing oxides of nitrogen (burning fuel) and volatile organic compounds (naturally occurring) with sunlight.







To cut down ozone, cars have to burn less gas. When a power plant opens, the government is able to effectively regulate the emissions it produces.

Every car in DFW driving down a freeway is like a tiny, unregulated power plant, Klaus said.

Because cars have gotten remarkably efficient, they don't emit a lot on their own. When combined with all the other cars on the road, in 2020, transportation caused over 88 tons of emissions per day in North Texas.

When air is hot and still, ozone settles and cooks in the Metroplex. Sometimes pollution will be carried here from other places, but weather conditions make it stick and stay in North Texas.

### Exhibit 1: Air Quality Index

Color	Air Quality	Actions to Protect Your Health
	Good	None necessary
	Moderate	Unusually sensitive people should consider limiting prolonged outdoor exertion
	Unhealthy for Sensitive Groups	Active children and adults and people with respiratory disease, such as asthma, should limit prolonged outdoor exposure
	Unhealthy	Active children and adults and people with respiratory disease, such as asthma, should avoid prolonged outdoor exertion; everyone else, especially children, should limit prolonged outdoor exertion
	Very Unhealthy	Active children and adults and people with respiratory disease, such as asthma, should avoid all prolonged outdoor exertion; everyone else, especially children, should limit prolonged outdoor exertion
	Hazardous	The entire population is more likely to be affected

This chart shows which people are impacted by different levels of ozone exposure.

Dallas-Fort Worth also has a culture of commuting by car. More drivers on the road mean more congestion and worsening air quality, especially as the suburbs expand.

To make sure ozone levels continue to fall, Klaus said, there are individual, collective and creative changes North Texans and their governments can make to reduce emissions.

## City of Fort Worth

In 2021, the city published an [environmental master plan](#) that outlines how the city monitors air quality with the help of the Council of Governments and the Texas Commission on Environmental Quality. Fort Worth also works with the Council of Governments on regional air quality planning, focused on limiting emissions from transportation.

The report notes that significant development in the city creates challenges for addressing air quality as land is developed.

The plan also notes future goals that could reduce emissions and help the city “minimize Fort Worth’s contribution to air pollution and carefully monitor key air contaminants to promote a safe city,” one of the stated goals of the plan.

The city’s compliance team works with local transportation and energy production companies to make sure they are compliant with emission standards. The city also partners with the Council of Governments on outreach programs to encourage public participation and encourages city employees to rideshare and bring lunch to reduce their emissions.

Improving infrastructure is a key part of reducing emissions. When roads are made more efficient and public transportation carries more people, it decreases emissions. The city didn’t identify projects that would decrease emissions directly, but as transportation gets more efficient emissions also drop.

Klaus points to the city’s efforts to develop bike lanes and walking trails.

“The next thing to think about is how to develop or integrate or grow your land use around different types of modes of transportation, rather than just a road.

The North Central Texas Council of Governments created a [mobility plan](#) for development up to 2045. The plan has a two-pronged approach with maintaining existing infrastructure and investing in new, efficient infrastructure.

The multi-billion-dollar plan includes expansion of bus and rail service, maintenance to existing roadways and technological improvements to things like stoplights to improve the efficiency of cars as they drive down the road.

The Council of Government’s mobility plan asks municipalities to use [policies](#) like asking city employees to drive less, idling restrictions and roadway improvements in exchange for receiving federal grant money.

Community outreach and education are a part of both Fort Worth and the Council of Government emissions reduction strategies.

“We just can’t stop having those discussions. We have to work continually to look to the future and make sure that our messaging hasn’t stopped,” Cody Whittenburg Fort Worth’s Assistant Director with the Code Compliance Department – Environmental Health Services, said.

## Individual actions

On Clean Air Action Day, Klaus encourages people to experiment with new routines that save emissions. [Air North Texas' website provides actions](#) to reduce emissions for the day, with the hope that North Texans might pick up a habit that reduces consumption long term. "We try to provide at least a piece of encouragement, education and financial availability to allow that to happen," Klaus said.

### What you can do to clean the air

- Reduce the number of trips you have to make during the day
- Mow your lawn early in the morning or late in the evening
- Carpool with family, friends and co-workers to reduce the number of trips
- Bring your lunch to work to avoid mid-day trips

Taking public transportation or carpooling is the best way to reduce emissions from a commute. But if sharing transportation isn't an option, reducing idle time and making sure vehicles are receiving regular maintenance is a good step toward reducing personal emissions.

Another way to reduce the health risks associated with ozone is by signing up for pollution alerts, which prompt people to limit outdoor activity.

### Innovation

When the Clean Air Act created stringent standards for automobile emissions, it forced the industry to rapidly make cars more efficient. The change dramatically increased air quality in North Texas.

The next generation of technological advancements creates exciting opportunities for emissions to further drop. North Texas has built a sprawling, expanding Metroplex based on a system of highways, Klaus said.

"We can't build our way out of congestion," he said. There isn't enough money to expand our infrastructure enough to make sure everyone with a car can get from point A to point B with the maximum amount of efficiency.



This chart shows how development could impact congestion in North Texas up to 2045.

Instead, the North Central Texas Council of Governments points to [innovative solutions](#) and [prioritizing investments](#) to make up for lacking funds.

The council of governments has \$56.6 billion in available funds to improve transportation. The agency estimates it would need nearly \$400 billion to completely eliminate congestion.

More money could be coming through federal funds from the [bipartisan infrastructure plan](#) working its way through Congress in Washington.

“It’s actually exciting. Of course, there is roadway maintenance that we have to do,” Klaus said. “But there are other... alternatives that are being planned that just take a lot of money.” Some of those alternatives include high-speed rail, widespread use of electric cars, streets that charge electric vehicles as they drive on them, and more.

“There’s a lot of huge opportunities within the next couple of years, and there’s going to be some significant infusions that we’ll try to take advantage of here,” Klaus said. And instead of going and doing pilots in other places in the country, why can’t we do it here?”



## Fort Worth's Panther Island Project opens a bridge but still faces hurdles

By Eric Griffey, Spectrum Local News

FORT WORTH, Texas — On a recent sunny and humid Saturday morning, city leaders gathered on a bridge on Main Street just west of downtown for a ribbon-cutting ceremony. A mariachi band provided the soundtrack to back patting and general revelry. While most large cities may not celebrate a small bridge that took more than seven years to complete like it's a Super Bowl victory, nothing about the Trinity River Central City Uptown Panther Island District Vision has been normal by development standards.

The words "Panther Island" elicit different responses among Fort Worth residents. Since the Trinity River Vision was pitched more than a decade ago as a flood control project, the TRVA has faced a funding shortage, accusations of cronyism and dealt with countless delays. Now, the Tarrant Area Regional Water District, the body that oversees the project, is being sued by its former general manager.

Original cost estimates in 2006 for the project were \$435 million. A consulting firm now estimates the project will likely cost nearly \$1.2 billion to complete — roughly three times the original estimate.

So far, local entities have contributed over \$265 million to the project, while the state and federal governments have added about \$60 million.

Critics of the TRVA have long decried the project as a development boondoggle disguised as flood control. Creating a physical island, observers point out, has been costly, offers little relief in terms of flooding and has taken years longer than expected.

In 2014, the Texas Department of Construction began building the three bridges, which currently span dry land. At the time, officials said the bridges would be completed by 2018. As of now, only two of the three have been completed.

Officials have long said that it was cheaper and easier to build the bridges over dry land, and that the federal government would pay for the channel construction because it's a flood control project.

But even once the final bridge opens to traffic later this year, the Panther Island project will be far from complete. Most notably — and noticeably — digging has not begun on the river channel that would run under the new bridges.

Without federal funding, the bypass channel, or canal, over which the bridges pass will be dry, and the bridges are likely to provide no real function for years to come.

In 2016, the U.S. Congress authorized the funds for the project, but the money was never appropriated nor actually sent to Fort Worth.

U.S. Rep. Kay Granger, R-Fort Worth, who has led the push for federal funding, initially planned to funnel funds to the project through earmarks in congressional appropriations bills, the Star-Telegram previously reported.

Then, because of a Trump-era policy change, appropriations earmarks were banned, which meant that projects had to be vetted and approved by the White House. The Trump administration never gave the green light to the Panther Island/Central City project, pointing to the project's lack of a comprehensive cost-benefit study and labeling it "not policy compliant."

### **Will this project actually guard against flooding?**

At the heart of the debate over the TRVA is the role of the project as it relates to flood control. The island's channel would connect the Clear and West forks of the Trinity River and then connect the ends of a U-shaped bend in the river, as well. The new channel would effectively create two islands, together called Panther Island.

Those spearheading the project have long touted the canal's functional purpose — to serve as the main stormwater arterials for the City of Fort Worth and allow for the removal of outdated levees, replacing them with better flood protection.

As officials wait for money to trickle in, the TRVA is funding current operations, like basic administration costs and some environmental clean-up and demolition work from the \$6 million in tax-increment finance district funding it received in July. An attorney for the project said she expects that funding to last through the fall, after which TRVA will draw its funding from issuing commercial paper, a short-term debt instrument.

The attorney for the water district pointed out that TRVA is maintaining functions at a level that keeps them "eligible for federal funding." Environmental clean-up work has been ongoing.

According to the Panther Island project's executive director J.D. Granger, whose mother is the aforementioned Kay Granger, funding for the Panther Island Riverwalk is coming from investors and developers who are paying the Tarrant Regional Water District the amount they would essentially pay to mitigate the stormwater runoff they would create. On the amount of time it's taken to see things go vertical, Granger cites, in part, the need to clean up the "environmental hot mess" that the formerly industrial property used to be, previously filled with hazardous chemicals like lead and ammonia.

Two years ago, the Panther Island project was reviewed by a third-party advisory firm, Riveron. The [report cited myriad problems](#) within the project's financial management, governance, and transparency and recommended significant changes.

## The Water District's former GM is suing

“This bridge opening is just another expected milestone towards the completion of a project that makes the old guard in Fort Worth uncomfortable. ... And at the finish line everyone will think it was easy and take all the credit.”

On his way out the door, former Water District GM Jim Oliver unleashed an email tirade that at least one water board member called “inappropriate.” In emails obtained by [The Fort Worth Report](#) through an open records request, Oliver defended Granger’s social media post and heaped criticism on former mayor and current candidate for county judge, Betsy Price. “Before you condemn JD for speaking his mind, let’s review some facts that influence his outlook,” Oliver wrote in a May 25 email to King; board members Marty Leonard, Jim Lane and James Hill; then-deputy GM Dan Buhman, and attorney Lee Christie.

“When the project was conceived, despite dozens of community meetings and a citizens steering committee, the project was dubbed ‘fantasy island’ by many so-called community leaders. (I could name names.) Some years later, the local part of the project steamed along on time and under budget, yet Mayor (Betsy) Price publicly called for an audit (which implies suspected financial and management improprieties). She personally called (former water board president) Jack (Stevens) and told him that JD and I should be fired. As a result, her negative comments...were used as justification by the OMB (Office of Budget and Management) to kill USACE (Army Corps of Engineers) recommended funding for the project for the next few years,” Oliver wrote.

In the emails, Oliver added that Price’s “outburst” ultimately resulted in the transferring of the marketing of Panther Island for development from the water district to the city.

“I have yet to find anything the city has done in this area,” Oliver wrote.

“Next, the mayor went to D.C., supposedly to meet with White House officials, came back, called the press and proclaimed that she had secured \$250 million for the project. To date, the money has never materialized. Yet no one, not community leaders or the press, have ever asked her what happened. However, they continually blame JD and TRWD for the last few years of funding failure.”

Before Oliver retired, former board president Jack Stevens had directed staff to exempt Oliver and another employee from the district’s paid leave policy. This exemption could have resulted in Oliver being paid about an additional year’s salary had it not been [revoked](#) by the board.

Oliver is now suing his former employers for that payment. In an interview with The Fort Worth Report, his attorney Jason Smith asserted that his client is still owed the sum, totaling roughly \$300,000.

“The policy expressly states that board members may issue paid leave,” he said. “That may be a good policy or a bad policy, but the board is charged with making policy and changing policy when they don’t think it’s appropriate, and they haven’t changed the policy.”

## **There is reason for optimism**

A couple of key changes are giving hope to Panther Island/Central City officials.

A Tarrant County administrator said the newfound optimism comes down to three primary shifts: [the new Biden administration](#) (which he hopes will look more favorably on the Fort Worth project), the resurrection of appropriations earmarks and the bipartisan push for a large federal infrastructure bill.

One thing that hasn't changed is that the project still does not have a comprehensive cost-benefit study. The Star-Telegram previously reported that this type of study is typically done before U.S. Congress authorizes funding for a project — which is a step that the Panther Island/Central City project has already moved past, with the aid of a 2014 University of North Texas study.

Federal funding would mean that workers could begin on the new channel — first with final planning and then actual digging and construction.

Even after federal funding comes through, it would likely be another eight to 10 years until the channel was actually completed. That means that the channel would be finished — and Panther Island would actually become a full island — by 2030 at the earliest.

## Seniors, ridesharing can make giving up the keys a little easier. Here is what you need to know

There are options for getting around without a car, from DART to concierge services.

By Jim Rossman, Dallas Morning News

*This is part of an occasional series on how technology can help seniors age in place.*

For some seniors, there will come a day when you need to give up the car keys.

That might not be so bad if there are other drivers in the house, but what about seniors who live alone?

Dallas Area Rapid Transit offers regular bus service to many neighborhoods, but it also offers neighborhood-based rides on demand called [GoLink to 17 areas around town](#).

You can check DART's website for the available neighborhoods. Rides must begin and end inside the boundaries of each neighborhood zone.

You can upload DART's GoPass app to a smartphone, or seniors without smartphones can arrange for a ride with a phone call.

I urge all seniors to get a smartphone and learn how to use it, but I'm glad DART offers a telephone option.

Another option is a ride-sharing service like Uber or Lyft. Both offer easy ways for seniors to get where they need to go. You can also travel more "spur of the moment" with these services.

Of course, you'll need a smartphone app to use most ride-sharing services, but did you know it is possible to use those apps to arrange a ride for another person? I did not.

In Uber's app, when you touch the icon to arrange for a Ride, at the top of the page is the name of the person who's logged into the app. If you touch that name, you'll see the [option Change to Switch Rider](#).

You can then choose a new rider. You'll want to put that person in your contacts because that's where Uber's app will get their name and cellphone number.

You then choose the pickup and drop-off locations and pick the level of service you'd like to be dispatched.

When you arrange for a ride for another person, that person will get a text with information about the arrival time, driver's identity and car, as well as the destination. The rider can also text directly with the driver. The charge for the ride will appear on your account.

In Lyft, when you set a ride destination, you'll see a spot at the top of the page to [change who's riding](#). Lyft says that if the rider does not have a Lyft account, he or she will receive a link via SMS message to create an account.

If the rider doesn't have a smartphone, you can bypass switching the rider and instead proceed as if they were choosing a ride for themselves and choose the pickup and drop-off destinations.

On the ride confirmation page, there is an option to leave a note for drivers that they will be picking up a different person.

If you live in Dallas/Fort Worth, Houston or Los Angeles, you might want to look at Dallas-based premium rideshare service Alto ([ridealto.com](http://ridealto.com)).

Alto offers a different type of rideshare — it employs its drivers, and the vehicles are owned by Alto.

There is a monthly membership fee — \$12.95 per month or \$99 per year — but members receive a discount on each ride. You can book a ride as a guest, but you'll pay more.

You can use Alto's smartphone app to set up an on-demand ride or schedule a ride in advance. It is also possible to arrange and pay for a ride for another person.

Alto's business model brings a higher level of rider security, which is helpful for seniors. The service area and hours are limited (no rides past midnight during the week), so check the website for details.

There is also a service called [GoGoGrandparent.com](http://GoGoGrandparent.com) with [subscriptions starting at \\$9.99 per month](#). With this service, you can use a phone to arrange for Uber or Lyft rides, arrange for grocery, meal or pharmacy delivery and more.

It is like having your own concierge, but there are fees for each transaction on top of the monthly subscription costs, so do your homework.

This isn't a comprehensive list but just a starting point. Where you live has everything to do with the choices available to you. Having your own smartphone and knowing how to use it is very helpful, but not entirely necessary.

If you have any transportation tips you'd like to pass along to other seniors or their caregivers, send them to me at [jrossman@dallasnews.com](mailto:jrossman@dallasnews.com), and I'll collect them for a future column.

## Transit agencies respond to needs of community amid COVID-19

City of Fort Worth

As the world continues to navigate the COVID-19 pandemic, the region's public transit agencies are prepared to get people where they need to go – when they are ready.

While ridership has been greatly affected by the pandemic, transit has continued to serve an essential function for those who need it to get to work, school and other spots throughout the region.

Trinity Metro, Dallas Area Rapid Transit and the Denton County Transportation Authority are working with the North Central Texas Council of Governments to develop educational initiatives to help improve North Texans' comfort level with transit.

"Our teams have worked tirelessly to create a clean and secure environment, with a focus on providing the highest level of safety for our customers and employees throughout this pandemic," said DART President and CEO Nadine Lee. "As the region continues to reopen, we want all of the residents of North Texas to know that DART is ready to serve them, and that we remain committed to keeping our customers and employees safe."

Since the beginning of the pandemic, transit vehicles have provided transportation to health care professionals, first responders, service industry professionals and other essential workers. Transit has also helped seniors and people with disabilities who require assistance getting meals, medicine, necessities and life-sustaining services.

For example, Trinity Metro provided thousands of trips to medical appointments and grocery stores, as well as trips for dialysis treatment. During the pandemic, the agency also added two ZIPZONE on-demand rideshare programs and expanded ZIPZONE service areas to provide increased mobility options for the community. In addition, Trinity Metro has provided nearly 50,000 free rides to job seekers since September 2020. The agency also partnered with the Tarrant Area Food Bank to host a food drive that served 268 households and 1,151 individuals.

All three transit agencies have assisted in keeping people well, providing transportation to vaccine sites in their service areas. In addition to helping keep their communities healthy, Trinity Metro, DART and DCTA have followed strict cleaning protocols since the pandemic began to keep riders and transit employees safe. All three providers signed on to the American Public Transit Association's Health and Safety Commitments Program, signifying their pledge to instill confidence in customers and to protect their health and safety.

The federal government is also requiring masks on public transit vehicles through Sept. 13. And there are dividers between drivers and riders to promote health and safety of both customers and employees. Riders are asked to share the responsibility by doing things everyone has become accustomed to since March 2020:

- Wear a mask.
- Wash or sanitize your hands.
- Practice social distancing on board.
- Do not ride when you are ill.

"By adhering to strict protocols, we have been able to maintain safe, healthy operations to assist essential workers, first responders, seniors and others who rely on public transportation to get where they need to go," said Bob Baulsir, president and CEO of Trinity Metro. "As the region continues to open and residents return to their offices, Trinity Metro and our North Texas transit partners have an important role to play to get us moving again."

## WHAT IS AN OZONE ACTION DAY?

Richardson Today

Though March-November is considered “ozone season” in the DFW area, hot temperatures and the resulting higher ozone concentrations in our air usually make August the month with the most “high-level” days, and you may hear a lot of news or weather reports that include the words “Ozone Action Day” or “Ozone Alert.”

Here is some information to help better understand what that means:

- Every day during ozone season, the Texas Commission on Environmental Quality (TCEQ) makes Ozone Action Day forecasts for nine metropolitan areas including DFW, so people can take precautions if necessary and take steps to reduce pollutants. A color-coded air quality index is used to identify the severity of pollution and the precautions advised, with green indicating the best air quality and purple the worst. For example, on Orange Level ozone days, sensitive groups should limit outdoor activity and on Red Level days, all persons should limit outdoor activities.
- Ozone forms when nitrogen oxides (NO<sub>x</sub>) and/or volatile organic compounds (VOCs) combine with sunlight and intense heat. Primary emission sources of NO<sub>x</sub> and VOCs include cars and trucks.
- Inhaling ground-level ozone is especially dangerous for young children and people who have respiratory diseases such as asthma. People without respiratory problems can also experience health effects such as coughing, shortness of breath and chest tightening.

Website: [www.airnorthtexas.org/ozone](http://www.airnorthtexas.org/ozone)

Website: [www.nctcog.org/trans/quality/air/ozone](http://www.nctcog.org/trans/quality/air/ozone)



# Public Input Sought on Regional Transportation Planning Efforts

By News Staff, Focus Daily News

Comments accepted online through Sept. 7

Aug. 9, 2021 (Arlington, Texas) — North Texans can review and comment on several transportation planning efforts taking place across the region during the next public input opportunity, which begins August 9 and continues through September 7. North Central Texas Council of Governments staff will provide details on Map Your Experience, the Transportation Department's online input mapping tool. Comments from the tool will be used to guide the update to Mobility 2045, the region's long-range metropolitan transportation plan.

Staff will also present the details of the Strategic Plan for Downtown Wylie. This plan, for which NCTCOG provided technical support, was completed in May 2020 and outlines infrastructure and policy recommendations promoting bicycle and pedestrian infrastructure and economic development.

Additionally, staff will introduce this year's state of the region report, Progress North Texas: Transportation For All. Progress North Texas highlights challenges, opportunities and developments in regional transportation in the past year. The report utilizes performance measures to tell the story of how the transportation system is meeting the needs of the growing region.

Finally, information on several regional air quality programs will be posted. Electric vehicles continue to grow in popularity as a sustainable alternative to traditional automobiles. Staff will present information examining various funding opportunities for EV charging station infrastructure.

Engine Off North Texas focuses on reducing unnecessary idling from heavy-duty trucks. Staff will present information on alternatives to idling and tactics that assist local governments in implementing and enforcing idle reduction policies within their jurisdictions.

Information on mobility plan administrative revisions, the Regional Smoking Vehicle Program and vehicle incentive opportunities will also be highlighted.

For more information and a recording of the presentations, visit [www.nctcog.org/input](http://www.nctcog.org/input). To request hard copies of the information, call 817-608-2365 or email Carli Baylor at [cbaylor@nctcog.org](mailto:cbaylor@nctcog.org)

## About the North Central Texas Council of Governments:

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

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

#### About the Regional Transportation Council:

The Regional Transportation Council (RTC) of the North Central Texas Council of Governments has served as the Metropolitan Planning Organization (MPO) for regional transportation planning in the Dallas-Fort Worth area since 1974. The MPO works in cooperation with the region's transportation providers to address the complex transportation needs of the rapidly growing metropolitan area. The Dallas-Fort Worth metropolitan area includes Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties. The RTC's 44 members include local elected or appointed officials from the metropolitan area and representatives from each of the area's transportation providers. More information can be found at [www.nctcog.org](http://www.nctcog.org).

## Smart Solution: Jacobs Launches Cloud-Based App to Help Maximize Infrastructure Planning

Running on any device from iPad to Mac or PC, the "spatially enabled" solution from Dallas-based Jacobs is a predictive analytics app that helps communities assess their infrastructure vulnerabilities.

Beyond cities and municipalities, it's a smart tool that can help campuses, military installations, and others pave the way to building resilient, cost-efficient infrastructure.

By David Seeley, Dallas Innovates

**With President Biden's \$1 trillion infrastructure deal nearing completion, "infrastructure" is at the top of everyone's news feed—and on the lips of big decision-makers nationwide. Showing perfect timing, Dallas engineering giant Jacobs has launched an app to help cities and municipalities identify the threats and costs of their own infrastructure challenges.**

Jacobs believes "aging infrastructure not only threatens assets, but also threatens the viability of our cities, campuses, and military installations." With stakes that high, it believes assessing vulnerabilities is critical.

**That's just what its new app does**, by using predictive analytics to help cities identify unexpected hazards that can be addressed before it's too late—and while fixing them may be much less costly.

The new tool is designed to help build smart infrastructure for a smart future.

### **"Spatially enabled solution" runs on any device**

The new, cloud-based app runs on any device from iPad to Mac to PC, using a one-of-a-kind predictive algorithm to run vulnerability assessments across interdependent networks.

Roadways, water lines, utilities, energy, and other horizontal infrastructure overlaying a place, campus, or community are examples of what Kaleidoscope explores.

### **Preventing disruptions before they become hazards**

Jacobs may have said it best on Twitter: "Unlike a fine wine, infrastructure doesn't grow better with age."

Kaleidoscope identifies how vulnerabilities could impact a community's resilience. The goal: preventing disruptions before they become hazards.

"Municipalities and cities are facing big challenges, such as rapid urbanization and climate variability, and those challenges are taking their toll on aging infrastructure," said Jacobs president and COO Bob Pragada, in a statement. "Kaleidoscope helps our clients better understand true threats and costs associated with infrastructure failure and helps them communicate with stakeholders in meaningful ways, such as prioritizing projects by vulnerabilities and the number of assets and sectors involved."

Kaleidoscope also identifies vulnerabilities and how they could potentially impact a community's resilience, helping to curtail expensive, unplanned, and reactive maintenance, with a goal of preventing disruptions before becoming hazards.

## **Tacking systemic issues**

Jacobs' Director of Resilient Infrastructure Mark Reiner helped develop the Kaleidoscope tech. The idea for the technology was spawned by "thinking from a city's perspective of aging infrastructure or quantifying how a city's vitality and viability could be impacted," he said in a recent Jacobs Q&A.

When Reiner first read in 2013 that the U.S. had an infrastructure crisis, he assumed, like others, that engineers were constrained by a lack of funding. Over the years, that thinking changed: "I began to think that more systemic issues might be involved than simply a lack of funding."

Today the Kaleidoscope tech lets urban planners and city decision-makers "communicate the status of all infrastructure assets" better (even the ones you can't see) to a community that needs them to live their daily lives, he says.

## **Kaleidoscope in action**

Reiner cites an example of the tech in action: "An engineering firm was asked to provide safety ratings for the bridges in a town. Because Kaleidoscope looks at all infrastructure, we predicted a failure for a bridge that the engineering firm had given an excellent rating because there was an aging water main was embedded in the bridge." he said.

"About three months after the bridge had been given that excellent rating, the 110-year-old water main broke, and the bridge couldn't be used until it was repaired."

## **Delivering greater infrastructure resilience**

Once Kaleidoscope identifies a challenge, it goes a big step further. The app's output frames what projects should be done, who will be impacted, and where they're located.

Reiner stresses the importance of thinking broadly. "We tend to discuss one sector at a time, such as transportation or water," he says.

"Starting from the top down, Kaleidoscope is for any entity that depends on infrastructure for viability, such as a military installation or a campus, and of course, a city."

The app both identifies problems and points to a solution. "Part of arriving at a solution involves communicating in a clear, concise, and logical way," Reiner said in the Q&A.

## **Multi-stakeholder solutions**

Kaleidoscope helps senior planners, administrators, public works directors, emergency managers, and other leaders rapidly spot unknown, potentially catastrophic threats to planning, funding, and sustainability.

The app is "one more piece of the puzzle that helps initiate broader solution discussions," Reiner said.

With the information provided by Kaleidoscope, leaders can prioritize capital expenditures to achieve greater infrastructure resilience. That proactive approach can lead to more resilient outcomes.

The payoff? Cost savings, social benefits, and smarter, more sophisticated approaches to keeping cities running smoothly.

## **U.S. Transportation Secretary Pete Buttigieg to visit D-FW Wednesday to promote infrastructure bill**

Buttigieg will tour DART construction sites and the Dallas-Fort Worth airport along with Texas congressional members.

By Raga Justin, Dallas Morning News

WASHINGTON — U.S. Secretary of Transportation Pete Buttigieg is set to visit Dallas-Fort Worth on Wednesday, joining U.S. Rep. Colin Allred for meetings with local transportation officials after a \$1 trillion infrastructure bill passed the Senate early Tuesday.

Much of the focus of Buttigieg's visit Wednesday will be on how Dallas could benefit from spending windfalls, according to a release. The city already has numerous high-profile transportation projects in the works, including a [high-speed rail line](#) stretching from Dallas to Houston.

According to Allred's office, the Dallas Democrat and Buttigieg will speak with officials from the DFW International Airport and Dallas Area Rapid Transit. Dallas Reps. Mark Veasey, D-Fort Worth, and Eddie Bernice Johnson, D-Dallas, are also expected to attend. Politicians will discuss how local projects funded by the bipartisan infrastructure bill — which had been slowly making its way through the Senate for several weeks — could create more jobs and boost transportation within North Texas.

Dallas is the latest destination for Buttigieg, who has been traversing the country to promote the infrastructure bill, one of President Joe Biden's top priorities. Allred's office said the congressman, who sits on the House Transportation and Infrastructure Committee, has long been interested in developing more efficient means of transportation in the city.

The bill would free up billions of dollars for a host of projects, including upgrading bridges, roads and many other public works systems.

The fate of the infrastructure bill, meanwhile, is left in the hands of the U.S. House, which recently adjourned for its summer recess. The Senate, which has been tied up for weeks in laborious negotiations on the bill, is largely expected to wrap up final votes by midday Tuesday.

## Amazon-backed electric vehicle startup could bring 7,500 jobs, \$5 billion investment to Fort Worth

The 2,000-acre Walsh Ranch site being considered is 12 miles southwest of downtown Fort Worth.

By Dom DiFurio and Maria Halkias - The Dallas Morning

Rivian Automotive Inc., the electric-vehicle startup backed by [Amazon.com](https://www.amazon.com) Inc., is in talks to invest at least \$5 billion to build a factory near Fort Worth, according to city documents.

The factory — code-named “Project Tera,” according to the documents — would be able to produce 200,000 vehicles a year and would create at least 7,500 jobs by 2027. Rivian would ensure minimum average annual salaries of \$56,000.

The proposed 2,000-acre Walsh Ranch site is 12 miles southwest of downtown Fort Worth. Upon completion, the plant would include 12 million square feet of construction. The entire Walsh Ranch development spans more than 7,000 acres of ranch land and will be [built out over the next few decades](#) with thousands of homes, businesses, schools and parks.

The Rivian site would sit separately from the residential community already being developed, said Greg Miller, a spokesman for the Walsh family that owns the land.

In a presentation Tuesday to Fort Worth City Council, the city’s economic development department proposed awarding the company grants and tax abatement totaling as much as \$440 million. Bloomberg was the first to report Wednesday on the presentation.

The presentation said known competitors for the project are “offering aggressive state and local incentives,” which are important in Rivian’s site selection.

If the EV maker chooses Fort Worth, it would be one of the largest economic development projects in Texas history, according to the city. It ultimately would bring nearly twice as many jobs and five times as much investment as Toyota North America’s headquarters relocation from California to Plano.

The proposed welcome basket shows the extent to which economic development officials are eager to court companies in the fast-growing EV market — even those like Rivian that have yet to produce a single vehicle for sale.

The Irvine, Calif.-based automaker is among the most promising of a large pool of EV startups trying to catch up with Tesla Inc., which is building a sprawling factory in Austin that’s nearing completion.

North Texas is one of the first markets where Amazon deployed electric vehicles. The van, which can drive up to 150 miles on a single charge, was unveiled last October.

The city also proposes to nominate Rivian’s plans as a Texas Enterprise Zone Project, making it eligible for further state tax incentives, as well as seek other incentives from Tarrant County.

The \$5 billion capital investment commitment from Rivian includes at least \$2 billion in property improvements and \$1.6 billion in construction costs, the document shows. Initial investments would occur by the end of 2024.

While a number of states and cities are still under consideration, the Texas site has become the front-runner for Rivian, Bloomberg reported, citing people familiar with the matter.

Rivian, particularly CEO R.J. Scaringe, had previously been keen on a location in Arizona but concerns surfaced around the available infrastructure, Bloomberg's sources said.

No final decision has been made and it could be some weeks before a deal is agreed with one of the cities or states, Bloomberg reported.

"Rivian is in discussions with multiple locations as part of a competitive process for siting a second manufacturing facility," Jim Chen, the automaker's vice president of public policy, said in an emailed statement Wednesday. "This may include Rivian being involved in certain public-facing processes at potential locations. Involvement in these processes does not indicate a final decision."

Fort Worth's director of economic development Robert Sturns told City Council members in Tuesday's presentation that Fort Worth's competitive advantages include a skilled workforce and an "ability to stand up production fast," according to the 11-page document.

"For the past decade, Fort Worth has quietly been evolving from a conventional energy city into a city of new, technology-driven energy, so it goes without saying that we are thrilled to be a finalist for this particular project," Sturns said in a statement to *The Dallas Morning News*.

Texas [recently lost a bid](#) for electric vehicle company Canoo's first manufacturing facility. The company instead chose to base its U.S. production at a custom-built 400-acre assembly plant 45 minutes outside Tulsa, creating 2,000 jobs.

Rivian has caught attention with its planned battery-electric pickup and SUV and a deal to build 100,000 electric delivery vans for Amazon by the end of the decade.

It has raised more than \$10.7 billion from investors, according to [tracking site Crunchbase](#). Its high-profile backers include Amazon, Ford Motor Co. and T. Rowe Price. The company already operates a factory in Normal, Ill., but recently delayed the start of production on its debut EV due to supply-chain disruptions.

Rivian's R1T electric trucks are made at the Illinois plant. It's in a rural college town more than 100 miles south of Chicago in a former Mitsubishi production facility that it converted, according to the *Chicago Tribune*. The plant employs 2,200 and is on a 503-acre site.

Rivian has purchased 380 acres of adjacent farmland for an expansion. That is still on track, a Rivian spokesman told the *Tribune*.

The second plant that Fort Worth is vying for is separate from any expansion at the Illinois facility, the Rivian spokesman said.



# Everything's Bigger in Texas: Bringing Vertical Mobility to the Dallas Metroplex

By Miriam McNabb, Drone Life

They say everything is bigger in Texas. When it comes to drones and advanced aerial mobility (AAM), nothing could be more accurate. The state has put itself high up on the leaderboard in terms of opportunities and forward-leaning initiatives. And Ernest Huffman, Aviation Planning and Education Program Manager for the North Central Texas Council of Governments (NCTCOG) has put it there.

The NCTCOG is a voluntary association of, by and for local governments, to assist in regional planning. Serving a 16-county region of North Central Texas, centered on the two urban centers of Dallas and Fort Worth (DFW), the COG is the Metropolitan Planning Organization (MPO) for regional planning for all modes of transportation. It spans across 44 cities, with a combined population of more than seven million people. Its swim lanes include connected and automated vehicles, freight, emergency management and transit operations, in addition to aviation.

On the aviation front specifically, over 900 companies in the aerospace and transportation industry call this area home and provide about one out of every six jobs in the area. The COG's area of responsibility is also home to over 400 aviation facilities, including 31 national, public and internationally accepted airports.

Originally from New York, Huffman now spends his time in the DFW area managing numerous programs for the COG including the Aviation Education Initiative, Regional Aviation System Plan and the North Texas UAS Safety and Integration Initiative. Huffman created the Initiative to mitigate reckless UAS operations around the high-volume DFW airport and to promote the safe integration of UAS technology into its regional airspace. The group has now grown to over 300 public and private members including government representatives at the federal, state, and local levels as well as members of global private aviation, UAS industry, nonprofits, academia and others.

The UAS Safety and Integration Task Force has four distinct working groups including Education and Public Awareness, Legislation and Policy, Training and Workforce and Testing and Integration (more on this later...). The Education and Public Awareness group hosts the popular monthly virtual [Know Before You Fly Your Drone Workshops](#). Maggie Schuster, CEO of Your Aerial View, leads this project (See previous coverage of Schuster [here](#)).

But bigger is better and Huffman, who received his Bachelors in Aeronautical Science from Dowling College and his Master's in aviation from Florida Institute of Technology and has 19 plus years in the aviation industry, has directed his team to now also focus on vertical mobility.

This May, under Huffman's leadership, the [NCTCOG entered into an agreement with NASA](#), "to study the potential of drone technology and integrate it into future transportation plans." The NCTCOG was one of only five groups selected to conduct a review of cargo-carrying drones and automated air taxis during a series of at least four future workshops. "NASA will help us with all of these programs," Huffman explained "They will provide lessons learned on intellectual property, provide us with subject matter experts to connect the dots, guide us in our funding efforts and all other elements we need to succeed in the AAM space."

This is big news because Porche Consulting projects the vertical mobility market to be worth billions of dollars by 2035 in the form of inspections (\$34B), goods (\$4B), passenger travel

(intracity \$21B and city-to-city \$11B) and supporting services (\$4B). Texas hopes to tap into all of this and reap many other benefits from vertical mobility in the next five years as well. Huffman and his team cite an Airspacelink Case Study that provides impressive statistics on the pluses of AAM, such as recovering up to \$592.5M per year in consumer time savings, helping 22,000 people with mobility challenges obtain prescription medications, avoiding up to 294M miles on the road/averting up to 580 vehicle accidents annually and reducing up to 113,900 tons of carbon emissions per year, among other things.

The NCTCOG has planned the future of its vertical mobility ecosystem around four supply chains, a concept they borrowed from Porche: Supply Chain 1 – AAM Ground Infrastructure – Building Vertiports and Multiports; Supply Chain 2 – Managing the Air Traffic Flow; Supply Chain 3 – eVTOL Aircraft Manufacturers; and Supply Chain 4 – Operators of eVTOLS and sUAS.

“We were not thinking about integrating by focusing on supply chain development, in the beginning,” Huffman admitted. “But we are now.”

Huffman and his team drafted a Resolution Supporting the Safe and Efficient Integration of Unmanned Aircraft Systems into the Dallas-Fort Worth Metropolitan Area’s Existing Transportation Ecosystem to get the COG’s cities onboard for adopting UAS and AAM tech. The 44 cities signed this in early 2021.

Within the next year, Huffman plans on launching public safety beyond visual line of sight (BVLOS) operations, remote operations of people and instituting a BVLOS training program for the COG’s Public Safety Unmanned Response Team (PSURT). In 2022, he also plans to incorporate BVLOS operations and synergies with other smart cities initiatives, such as university BVLOS operations, package delivery and integration with the COG’s Automated Vehicle Pilot Program. This last effort Huffman also refers to as the “Automated Vehicle 2.0 Program.” The COG recently allocated approximately \$30M in funding to create pilot programs for driverless cars around the metroplex.

The City of Arlington AAM Pilot Program, in the entertainment district near AT&T Stadium, will incorporate all of the previously mentioned BVLOS initiatives through aircraft detection systems, networked low altitude micro weather data, airspace management, and ground/airspace situational awareness systems. The weather system will be part of a Collaborative Adaptive Sensing of Atmosphere Weather Radar System, consisting of seven large radar towers that provide up-to-the minute details to benefit the drone and AAM communities. The end game is not only to holistically network systems, but to integrate multimodal transportation. “We hope to link DFW Airport with the Dallas Vertiport and tie in one of the automated vehicle pilots in Dallas,” said Huffman.

“Community engagement will also be a big part of this,” he noted. “Social equity, inclusivity and accessibility will be a primary focus for us.” His team just created a new Community Integration Working Group (add that to the 4 above) to characterize community concerns, identify legal and policy hurdles to clear for AAM and UAS, facilitate complex operations and funding. As part of this, North Texas plans to conduct an Environmental Justice Analysis for its vertiports, and from that, create a scalable public engagement program that can assist other states and countries.

For more information about the North Central Texas Council of Governments visit [www.nctcog.org/trans](http://www.nctcog.org/trans)

## North Texas launches campaign to enhance CAV readiness

By Lauren Dyson, Traffic Technology Today

The North Central Texas Council of Governments (NCTCOG) has launched a new program that will help local governments plan for transportation-related technologies, including automated and connected vehicles.

The Automated Vehicles 2.0 (AV2.0) program will build on the region's national leadership in automation and technology and recent public-private partnerships to support its growth and readiness. The AV2.0 program seeks to make mobility planning resources available region-wide, help communities prepare for the implementation of transportation technology and look toward future uses of technology in transportation.

The US\$31 million program is divided into three parts: AV2.1, AV2.2 and AV2.3. With the recent launch of the US\$1 million 'Connecting North Texas Communities with Emerging Transportation Technologies' initiative, also known as AV2.1, NCTCOG will provide short- and long-term planning support to local governments.

The second element, AV2.2 (US\$10 million) supports the costs for near-term technology deployments over the next two to four years. For the same timeframe, AV2.3 will make US\$20 million available for the implementation of regionally strategic investments.

The AV2.1 planning phase, led by Kittelson & Associates, will provide expertise to local governments interested in preparing for and deploying the technologies. AV2.1 planning support is designed to build a broad base of agency and community understanding of opportunities and communicate ways emerging technologies can be used to address transportation challenges. AV2.1 has four project phases:

- May 2021-August 2021: Gather and assess the region's future mobility needs
- August 2021-February 2022: Develop and evaluate potential future scenarios
- February 2022-April 2022: Identify best practices and funding opportunities
- April 2022-June 2022: Inform guidance and prepare a final report.

The public is encouraged to participate in the project and share perspectives about the region's transportation needs and opportunities to address those needs using automated transportation technologies.

## **U.S. transportation secretary pledges more federal support for public transit during Dallas visit**

Pete Buttigieg promotes the \$1.2 trillion infrastructure bill that the Senate passed Tuesday.

By Hojun Choi, Dallas Morning News

U.S. Transportation Secretary Pete Buttigieg on Wednesday promised more robust federal support for public transit agencies like Dallas Area Rapid Transit.

Buttigieg visited Dallas-Fort Worth to promote the \$1.2 trillion infrastructure bill the Senate passed Tuesday. President Joe Biden has pitched the bill, which now awaits a House vote, as the largest-ever federal investment in public transportation.

“We have to face the fact that our federal government has not provided enough support for transit agencies like DART; that’s changing,” Buttigieg said during a news conference at the Lovers Lane light-rail station in northeast Dallas.

As part of his visit, Buttigieg went to DFW International Airport and also toured a DART construction site.

Dallas Reps. Eddie Bernice Johnson and Colin Allred, both of whom sit on the House Committee on Transportation and Infrastructure, accompanied Buttigieg during his visit. The transportation secretary also met with another Democratic representative, Marc Veasey of Fort Worth, as well as officials from the Texas Department of Transportation.

Allred said the federal infrastructure bill — which the Biden administration has projected would create 2 million jobs a year through the next 10 years — will be “enormously beneficial” for North Texas.

The bill passed with the support of 19 Republican senators, but Texans John Cornyn and Ted Cruz voted against it.

“After reviewing the [Congressional Budget Office]’s analysis, which estimates the bill will increase the deficit by a quarter-trillion dollars ... I cannot support the final bill,” Cornyn said in a written statement after the vote. “It isn’t paid for, will add too much to the debt and was rushed through the Senate.”

His proposed amendment, which would have allowed state and local governments to spend unused coronavirus relief money on infrastructure, was left out of the final package, though it had support from Democrats and Republicans.

According to a White House fact sheet, Texas is expected to get \$26.9 billion in federal aid for highway programs, along with \$537 million to repair and replace bridges over the next five years.

“North Texas is going to get a large percentage of that money that is coming to the state, so the job growth for us is also going to be in terms of not only creating new infrastructure but maintaining what we have,” Allred said.

Johnson expressed confidence in the federal bill’s ability to help finance Texas’ transportation needs, but she added that lawmakers need to make sure work to improve infrastructure also serves historically disenfranchised communities.

“We have our money set up for transportation; we are a transportation state,” she said. “But in all fairness, we’ve got to balance that responsibility and make sure that all the people are included.”

Lawmakers are also considering a \$3.5 trillion bill aimed at increasing investments in social programs, including childcare, universal pre-kindergarten and paid family leave. That bill has drawn strong opposition from Republicans.

Allred said the \$1.2 trillion bipartisan infrastructure bill and the \$3.5 trillion spending bill would work together.

“Those are all programs that make workers more productive at their jobs, and it leads to an overall more productive economy,” he said. “So I really do think they work in concert, and I’m going to work on making sure that we can get both of them passed.”

## What's In the \$1 Trillion Senate Infrastructure Bill For North Texas?

By Bret Jaspers, KERA

The bill gives transportation agencies "more hope" of getting their future plans funded.

A massive infrastructure bill passed in the U.S. Senate on Tuesday, prompting politicians like Rep. Colin Allred (D-Dallas) to hail [the measure](#) as a "once in a generation investment in our roads, bridges, mass transit, broadband and clean energy technology."

The White House [said](#) Texas' share of the money would be at least \$26.9 billion for highways, \$537 million for bridge replacement, \$3.3 billion for public transit improvements, \$100 million for broadband access and \$408 million over five years to expand electric vehicle charging infrastructure.

Transit experts in North Texas agree the bill — if it passes the House — would be a big deal. But we'll have to wait to know where exactly the money is going in Dallas-Fort Worth. The [Infrastructure Investment and Jobs Act](#) doesn't list specific projects, only dedicated money for new and existing grant programs. And many of them are competitive.

"It's not a raise your hand and they send you a check kind of thing," said Steve Montgomery, director of government relations for Trinity Metro, which provides public transportation services in Tarrant County. "There is competition for these funding programs, and you really do have to show the benefit of your project in order to be eligible for the funding."

Trinity Metro wants to expand its TEXRail commuter rail from downtown Fort Worth to the near South Side, and also launch a bus rapid transit program that at least goes out to the East Lancaster neighborhood of the city.

"This additional funding ... just gives us more hope that there would be funding available for our projects as we're competing against all the other projects that have merit around the country," Montgomery said.

The bill is a big boon for metropolitan regions like Dallas-Fort Worth, according to Michael Morris, director of transportation at the North Central Texas Council of Governments. Some of the money is allocated by formula, and the Senate bill also sets authorizing language that outline principles for dispensing the funds.

"It's a very comprehensive policy," Morris said.

If it passes the House in a similar form, he said he will be able to move quickly on projects like Rt. 380 in Collin County, finishing the airport freeway in Irving, and putting I-30 at Fair Park underground.

"These are no longer theoretical conversations," he said. "If you're interested in technology, if you're interested in bike paths, if you're interested in safety, if you're interested in traditional [infrastructure], if you're interested in reknitting communities, there's a home for all of you in this new focus."

Morris is keenly watching whether the final law will apportion money based on the most recent census numbers. That, he said, would be more fair to states like Texas that have seen significant population growth in recent years.

The [bill's total expenditure](#) is about \$1.2 trillion, including \$550 billion of new spending over five years.

Though the infrastructure bill garnered 19 Republican votes in the Senate, neither Texas senator voted for the measure. John Cornyn [objected to the \\$256 billion](#) the Congressional Budget Office [estimated](#) the bill would add to the deficit over the next decade. Ted Cruz, widely expected to run for president in 2024, also [criticized](#) the bill for its price tag.

“The \$1.2 trillion infrastructure bill that passed today contained only about \$100 billion for roads and bridges,” Cruz said in a statement Tuesday. “If the Democrats wanted to pass a bill just to fix and expand our roads and bridges, they could have done it with near-unanimous support.”

The Biden Administration is hoping to enact both the bipartisan infrastructure bill and a separate, \$3.5 trillion budget bill that boosts things like health care, pre-school and climate change response. The larger measure has no GOP support in the Senate.

## High-speed transportation study moving ahead

By City of Fort Worth

The Dallas-Fort Worth High-Speed Transportation Connections Study is moving into its second phase of analysis. The Regional Transportation Council recently approved the study's Phase 1 recommendations.

[The current study](#) is evaluating high-speed transportation alternatives to modernize and enhance mobility between Dallas and Fort Worth. The RTC adopted a high-speed corridor policy, which gave staff the go-ahead to proceed with the Phase 1 recommendations, coordinate with federal partners on environmental requirements and integrate alignment and mode recommendations into other planning activities.

Having met the Phase 1 goals of identifying technology modes and alignments, two modes are proposed to be carried forward: high-speed rail and hyperloop. Forty-three alignments were studied in the 230-square-mile study area, and a route in the I-30 corridor with a few options for navigating major highway interchanges is recommended to move into Phase 2.

The addition of high-speed transportation alternatives would accommodate the current growth and provide residents with safe, reliable and efficient travel. The final recommended solution will connect to local transportation systems and could link the region to future high-speed services.

The North Central Texas Council of Government's Metropolitan Transportation Plan, Mobility 2045, includes high-speed transportation between Dallas and Fort Worth as a future transportation choice, to accommodate an expected population exceeding 11 million by 2045.

The purpose of Phase 2 is to gain federal environmental approval of the preferred alignment and technology for the project. This includes conceptual and preliminary engineering, financial and project management plans.

The National Environmental Policy Act requires detailed studies of all aspects of the study area, including all potential social, biological and cultural impacts, both positive and adverse.

Four open houses in the study area are being planned for late September and October to provide an overview of Phase 1 recommendations.



# TxDOT Starts New Safety Campaign As Pedestrian And Bicyclist Deaths Continue To Climb

By CBSDFW

Texas has seen a dramatic rise in the number of people killed walking and biking on roadways — this despite a decrease in traffic crashes in 2020.

According to the Texas Department of Transportation (TxDOT), last year 731 people died in pedestrian-related crashes, an increase of 9% from 2019. Crashes involving bicyclists claimed the lives of 82 people, up from 68 deaths the previous year.

During 2020, 25% of fatalities in pedestrian and bicyclist-related crashes involved alcohol. The numbers reflect a trend of pedestrian and bicyclist fatalities increasing over the last five years.

Pedestrian and bicyclist deaths account for one in five of all traffic fatalities in the state. Safety officials attribute the growing problem to people's widespread failure to follow state laws designed to protect pedestrians and bicyclists. To that end, TxDOT is kicking off a public awareness campaign this month that urges all Texans to walk smart, bike smart and drive smart.

"Whether you're behind the wheel, on foot or riding a bicycle, we're reminding all Texans that they need to be safe and smart, and that starts with obeying traffic laws," said TxDOT Executive Director Marc Williams.

Drivers are required to take specific steps to protect pedestrians and bicyclists. State laws mandate stopping for pedestrians in crosswalks, yielding the right of way to pedestrians and bicyclists when turning, and passing bicyclists at a safe distance and giving them room to ride.

Like drivers, bicyclists are required to obey all traffic signs and signals, including stopping at red lights and stop signs. State laws also dictate that those who ride bicycles must use hand signals when turning or stopping, ride with traffic, use bike lanes or ride as near as possible to the right-hand curb, and when riding at night, make sure their bikes have a white light on the front and a red light or reflector on the back.

Pedestrians must cross the street only at intersections and crosswalks, obey all traffic and crosswalk signals and always use sidewalks. If there isn't a sidewalk, pedestrians should walk on the left side of the street or road, facing oncoming traffic.

TxDOT's "Be Safe. Drive Smart." campaign and pedestrian and bicycle safety initiative are key components of #EndTheStreakTX, a broader social media and word-of-mouth effort that encourages drivers to make safer choices while behind the wheel such as wearing a seat belt, driving the speed limit, never texting and driving and never driving under the influence of alcohol or other drugs.

## How it works: Asphalt overlay on Plano roads aims to give drivers a smoother ride

Ultra-thin asphalt is being overlaid on various streets in Plano to improve road quality around the city.

City officials said repairing concrete pavement typically requires the entire section of road to be removed and replaced. By using the **overlay**, workers only need to repair and seal cracks in the concrete to maintain the road's structural integrity before applying an ultra-thin layer of asphalt on top.

Officials said this method is a faster, more cost effective way of repairing the city's concrete roads.

The overlay was first tested in 2017 on Independence Parkway from Parker Road to West 15th Street, according to Dan Prendergast, assistant director of public works. The lasting condition of the road and feedback from Plano residents prompted officials to move forward with more overlay projects, Prendergast said.

"At first we had a lot of negative feedback," Prendergast said. "But that quickly turned to positive feedback when people drove on that section ... because it was the smoothest road in town."

The overlay improves driving quality, but Prendergast said the asphalt also keeps water from leaking into cracks in the concrete, which prevents further damage.

"Water is really our biggest culprit when it comes to road degradation," he said. "[The overlay] helps protect and preserve the pavement much longer. The construction time is much faster than doing a full replacement [of the concrete]."

Prendergast estimates full concrete replacement of a six-lane divided section of road can cost between \$11 million and \$13 million per mile and take about two-to-three years. He said minor concrete repairs followed by the ultra-thin overlay costs around \$1.5 million per mile and can be done in a few months.

The city is also placing the overlay on Windhaven Parkway from western city limits to the Dallas North Tollway and on Parker Road from Preston Road to Independence.

Streets that will receive the overlay include:

- Jupiter Road from Park Boulevard to Chaparral Drive;
- Coit Road from Parker Road to Sam Rayburn Tollway;
- Hedgcoxe Road from Legacy Drive to Custer Road;
- Legacy Drive from Custer Road to US 75;
- Plano Parkway from Park Boulevard. to Preston Road; and
- Parker Road from Preston Road to western city limits.

Construction costs are funded through the \$364 million [bond](#) package passed in the May 1 election. Officials said the city will continue to monitor for additional streets that could use the overlay.

[How it works: Asphalt overlay on Plano roads aims to give drivers a smoother ride | Community Impact](#)

## Fort Worth Offers Over \$400 Million Tax Break to Attract Electric Vehicle Manufacturer

Fort Worth is part of a competitive nationwide selection process to persuade Rivian electric vehicle manufacturing to come to the city.

By Kim Roberts, The Texan

The City of Fort Worth is currently in negotiations to bring Rivian, an American electric vehicle manufacturer, to the city.

The manufacturer, which currently has over 7,000 employees and is growing, has a contract with Amazon to provide 100,000 delivery vans, according to a presentation given to the city council by Economic Development Director Robert Sturns.

The competitive process to woo Rivian to Fort Worth involves a 2,000-acre site location upon which up to 12 million square feet of buildings will be located. The currently proposed site would be 12 miles from downtown Fort Worth and south of Interstate 20.

According to the city, the project would generate 1,875 jobs by the end of 2025 and over 7,500 jobs by the end of 2027 with minimum average annual salaries of \$56,000.

In an effort to lure Rivian to the city, Fort Worth is offering tax abatements and grants that will be capped at \$440,000,000. One incentive is a 15-year economic development program agreement grant which would reduce the company's tax burden by 85 percent of the taxes on real and business personal property.

During her campaign, newly elected Mayor Mattie Parker supported the use of tax abatements and economic incentives to attract corporations to Fort Worth. "We need every tool to roll out the red carpet," she said [during a candidate forum](#).

Some have [criticized](#) tax abatement programs as subsidizing certain businesses over others and for lacking transparency before taxpayers.

Additionally, the city plans to nominate the project for funding through the Texas Enterprise Zone program, a "state sales and use tax refund program designed to encourage private investment and job creation in economically distressed areas of the state," according to the Office of the Governor's [website](#).

In his presentation to the city council, Sturns pointed out that "known competitors [are] offering aggressive state and local incentives."

As part of its "transportation innovation" fact sheet, Fort Worth's economic development department posits that "for the past decade, Fort Worth has been quietly evolving away from conventional energy (oil/gas) into new technology-driven energy production and downstream applications."

The city's proposed Fiscal Year 2022 budget includes a reduction in the tax rate of 1.5 cents, from 74.75 cents per \$100 valuation to 73.25 cents. According to the city's news release, the budget would "establish an annual allocation for economic development incentives laid out in the Economic Development Strategic Plan."

## **To reduce emissions, Arlington welcomes first fleet of electric vehicles**

An environmental task force launched by City Council recommended the city transition its fleet to improve air quality.

By Sarah Bahari, Dallas Morning News

A fleet of electric vehicles is hitting the streets in Arlington as part of the city's plan to transition from gasoline and diesel and reduce emissions of pollutants.

The city purchased six electric Chevrolet Bolts to replace older vehicles used by the Arlington police, code compliance and fleet services. Total cost was \$166,150, [according to a press release](#).

An environmental task force launched by City Council recommended the city transition its fleet to improve air quality in North Texas.

According to the [U.S. Environmental Protection Agency](#), both Tarrant and Dallas counties do not meet federal standards for air quality.

Transportation generates the largest share of emissions of nitrogen oxides in Dallas/Fort Worth, [according](#) to the North Central Texas Council of Governments.

# Denton County Transportation Authority's switch in service aims to 'move more people'

By Valerie Wigglesworth, Community Impact Newspaper

A new era of public transit is coming to Denton County with the shift away from buses and the launch of an on-demand rideshare service called GoZone.

The Denton County Transportation Authority board voted unanimously July 22 to adopt the service in Highland Village and parts of Lewisville and Denton. GoZone will launch Sept. 7 with a fleet of 32 vans operated by New York-based River North Transit through its Via on-demand service.

DCTA Chair Chris Watts said the GoZone service fulfills the agency's mission to "move more people" in a fiscally responsible way.

"This program is expanding services," he said.

DCTA will pay up to \$5.34 million for the first year of service. The agency is charged only for the service hours used. If rider demand is low, fewer vehicles will be on the road. That differs from the current fixed bus routes, which operate continuously regardless of ridership.

## Moving away from buses

DCTA officials say they began looking at alternatives to the fixed-route buses in 2018. Low ridership was one factor, but not the only one, officials said. The goal with this switch is to improve the overall rider experience, add efficiencies to the transit system and better meet the travel needs of users, among other reasons.

"Fixed-route service has a static schedule with designated stops, and that doesn't work for everyone," DCTA officials said in an emailed statement. "People are accustomed to using their personal vehicle to get where they need to go, when they need to go there."

The GoZone service is one step in that direction by allowing people to request rides that better fit their schedule, DCTA stated.

The new service also means no longer needing to consult a bus schedule or find the nearest bus stop. That information will be available through the mobile app.

The average wait time for a GoZone ride will be 10-15 minutes, according to the agreement. This is shorter than the fixed-route buses such as Lewisville Connect that operate on a 30-minute schedule.

## Changing ridership habits

The number of people using public transit in Denton County plummeted during the pandemic.

And while ridership numbers are on the rise, they have yet to return to pre-pandemic levels, data shows.

In June 2019, for example, DCTA recorded 82,401 passenger trips across all of its bus routes. This June's bus ridership totaled 28,262 trips, a 65.7% decline.

Lewisville Mayor TJ Gilmore, who is also a DCTA board member, said the new service will expand public transit options in his city.

"When you look at Lewisville's numbers, we're serving less than a tenth of a percent of our population," Gilmore said of the current bus system. "Transit should be for everybody. And Via gets us there in Lewisville."

He said when comparing the number of people living within a quarter-mile of the fixed bus routes and the number covered by the GoZones, the new service is a 50% increase in coverage for Lewisville. Riders would have more options to go to more places, which means access to more jobs, he said.

"When I talk to my business community and they see some of the options available with the Via, it's amazing," Gilmore said.

The coverage area in Highland Village remains the same with the shift to the new service. But the expanded hours of operation and added service on Sundays and holidays will provide more options.

The GoZone service will also deliver riders in Lewisville and Highland Village to Dallas Area Rapid Transit stations in Carrollton, expanding connectivity for riders beyond Denton County.

On Sundays, when DCTA's A-train service between Lewisville and Denton is not running, GoZone riders can travel between the Lewisville/Highland Village zones and the Denton zone.

DCTA board member Dianne Costa, who represents Highland Village, said her city also supports the changes. "We feel like it is a win-win," she said.

### **Making the transition**

The fixed-route bus services in Lewisville and Denton will continue for 90 days beyond Via's start date to educate riders about the changes. That extension also allows time for troubleshooting any issues, according to DCTA board discussion with staff.

"We're doing everything we can to make this a success," Watts said.

DCTA's partnership with Lyft, which provides on-demand service in Highland Village as well as access from Lewisville to Flower Mound, will end on Sept. 6, according to a July 22 board vote. Also ending are rides within the Downtown Denton Transit Center Evening On-Demand Zone and the Lewisville Lakeway On-Demand Zone. Those who use those services will be notified of the switch to the new Via service.

Flower Mound is not a member of the Denton County Transportation Authority and is not included in the new services.

Giselle Ruiz regularly uses the Lewisville Connect bus to get around town. She said she is not looking forward to the switch to on-demand shuttles. While she said she can access the Via mobile app with her smartphone, some of her fellow riders cannot.

“There’s people who don’t have access to phones, specifically older people or those who are not tech savvy, and some people can’t afford them either,” Ruiz said.

A DCTA report summarizing public comment on the service switch stated that lack of smartphone access was a common concern among riders as well as stakeholders. About 12% of respondents to DCTA’s online surveys between April and June reported no access to smartphone apps.

Officials said they plan to set up a phone number so people can call for a ride. Passengers will have the option to pay the driver with exact change. A system will also be set up to allow social service agencies, for example, to book rides on behalf of clients.

Setting up ticket counters to purchase rides are also part of the plan. DCTA is also studying other options for people without access to a bank or credit card.

As part of the change, DCTA hired a consultant do to a Title VI analysis. That review found the change in service would have “no disproportionate impact on low-income, minority or LEP [limited English proficient] populations,” according to a DCTA summary.

For DCTA, ridership numbers will be a key indicator for success of the GoZone service but not the only one. The agency said it will also review the transition from fixed-route service to GoZone service, which pickup and drop off locations are being requested, and which fares are being purchased. How passengers feel about GoZone will also be an important metric, the agency said.

“DCTA is dedicated to enhancing the entire trip process for passengers,” the agency said in a statement.●●Ruiz, who has lived in the Dallas-Fort Worth area her whole life, said that she has been using public transit since she was a child. “I’m on my journey to get a car, but the bus and the DCTA are just very convenient to get around,” she said.



## Improve your commute with Try Parking It

The rideshare app helps North Texans go green while earning rewards.

By Nicole Cormier, Dallas Morning News

According to the [North Central Texas Council of Governments](#), ten counties in the region fall under the non-attainment designation per the Environmental Protection Agency (EPA). This means that the air quality in Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties is worse than the National Ambient Air Quality Standards as defined by the Clean Air Act Amendments of 1970. Lower air quality presents significant dangers to sensitive groups such as children, older adults and those with lung disease.

While this region has made considerable strides to offset the harmful effects human activity has made on the ozone, North Texas is still battling a myriad of environmental problems — and is a primary reason [Try Parking It](#) launched in July 2019. An alternative commute and rideshare resource launched by the North Central Texas Council of Governments; Try Parking It has already prevented 1,331 tons of emissions from being released into the ozone.

The goal of the Try Parking It program is to minimize how much driving people do by themselves. Instead of riding in an empty car, this initiative aims to match people for carpooling and vanpooling opportunities. The app also has recommendations for cycling, walking or public transportation. Most importantly, every time users ride with Try Parking It, they earn rewards for restaurant coupons, retailer discounts and tickets to shows and attractions. Users can also track how much money they save by using the app instead of driving alone.

Once users have downloaded the free app to their smart device, they can start searching for rides nearby to find greener transportation options. Try Parking It is available for those who commute daily to work or those who need assistance for a single trip, such as a doctor's appointment, going to the grocery store or going to a specific event.

Another key benefit to Try Parking It is reducing overall traffic throughout the Dallas-Fort Worth metropolitan area. [Thousands of new residents](#) moved to North Texas in 2020, which directly correlates to the increase of vehicles on the road — and anyone who has had to sit through rush hour traffic knows how aggravating it is to commute day in and day out.

“We’re not asking people not to travel period,” said [Sonya Landrum](#), program manager for the North Central Texas Council of Governments’ transportation department. “We’re not saying ‘don’t go places,’ just change the way that you go to those places.”

To increase the efficacy of the Try Parking It program, NCTCOG is working with public employers to encourage their employees to reduce drive-alone trips on roadways, including by offering free public transit passes. The organization is also working on promoting the adoption of the program within the private sector.

“We want to make it easier for them to continue with the practice of doing something other than driving by themselves,” Landrum said. “We know that habits are hard to break, so once you actually get into the habit of driving by yourself, it’s harder to convince somebody to go back.”

Finding that ease is why the Try Parking It rewards program is so vital to the initiative’s success. To encourage drivers to vanpool, take public transportation or walk to wherever they need to go, local favorites such as Twisted Root Burger Co., iFly Indoor Skydiving, Smoothie King, Vaquero Coffee and more offer discounts to Try Parking It users.

Minimizing the amount of time spent behind the wheel directly impacts traffic and air quality in North Texas, seen particularly in March and April 2020 at the height of COVID-19 restrictions. During this period, traffic congestion decreased by [42%](#) compared to the same period in 2019. North Texas also experienced [improved air quality](#) due to less cars on the road.

Taking action to find greener commutes now helps offset the impact of forecasted growth for Dallas-Fort Worth and surrounding communities. According to [Conserve North Texas](#), the region is expected to grow by 48% by 2040, increasing the population to 10.7 million. By using Try Parking It, communities can work together today to decrease roadway congestion, improve travel behavior and promote alternatives to commuting alone — all while earning rewards like retail discounts, gift cards, event tickets and more.

Get started with Try Parking It by visiting [tryparkingit.com](https://tryparkingit.com) or downloading the app now.

# Waymo Building Robot Truck Hub In Texas, Partners With Ryder To Keep Big Rigs Rolling

By Alan Ohnsman, Forbes Staff

Waymo, Alphabet's [heavily funded autonomous driving tech unit](#), is expanding its Via robot semi operations with plans to build a dedicated trucking hub in Dallas and has partnered with Ryder to keep its expanding fleet of big rigs running.

The Mountain View, California, company is building a 9-acre hub in the Dallas-Fort Worth area designed "from the ground up uniquely for Waymo Via and our autonomous driving operations," Rocky Garff, who leads Waymo's trucking operations, said in a blog post. "It will be our primary operations center in Texas designed for commercial use with our carrier partners and be able to accommodate hundreds of trucks and personnel as we scale our presence in the region and enable increasingly large and complex testing needs on our path to fully autonomous operations."

Closely held Waymo isn't sharing cost and financial details for the new Texas facility that opens in early 2022.

Ryder, a top provider of truck services and rentals, will help manage Waymo's fleet by providing vehicle maintenance and inspections and roadside assistance from its more than 500 facilities across the U.S. Currently, Waymo runs trucks mainly through the U.S. Southwest, between Arizona and Texas, but says it's scaling up to eventually operate nationwide.

Waymo has been expanding robotic truck plans over the past year, forming partnerships with UPS, [Daimler Trucks](#), [J.B. Hunt](#) and [Stellantis](#) aimed at beefing up its Via logistics business to stay ahead of competitors including TuSimple, Embark and Aurora. While it continues to refine its Waymo One robotaxi program in suburban Phoenix and the San Francisco Bay region, robotic trucking is generally viewed as having greater revenue-generating potential in the next few years.

That's because U.S. demand for commercial trucking, a market worth [nearly \\$800 billion annually](#), continues to grow, as does the shortage of long-haul commercial truck drivers. The American Trucking Associations estimates the industry needs at least [60,000](#) additional drivers, creating an opportunity for Waymo and its competitors—assuming they can actually commercialize their autonomous big rigs in the next few years.

Beyond the 12 years of funding received from Alphabet and Google, Waymo has raised at least \$5.75 billion in investment rounds since 2020. Its robot truck fleet in the U.S. totals [47 vehicles](#) currently, according to Department of Transportation registration data, that's second only to San Diego-based TuSimple's 50. (TuSimple also [partnered with Ryder](#) to support its plans for a nationwide autonomous freight network by using Ryder facilities.)

Beyond fleet maintenance, "We see many opportunities to collaborate on autonomous trucking operations in order to successfully deploy these trucks at scale," Karen Jones, Ryder's chief marketing officer and head of new product development, said in a statement. "Already, we've collaborated on the layout and design of Waymo's new Dallas facility to ensure it's optimized for serviceability of trucks and for the transfer hub model they plan to pursue in the near future."

## TxDOT renews call for residents to give thoughts on future of I-345 east of downtown Dallas

Five options are on the table for the short highway connecting southern and northern Dallas. This comment period — the second of three — ends Sunday.

By Hojun Choi, Dallas Morning News

The Texas Department of Transportation is urging residents to keep sharing their thoughts on the future of Interstate 345 as part of the agency's feasibility study on the project.

The deadline for the public to provide comments to TxDOT on the project, which is still in its early stages, was recently extended from July 22 to Sunday.

TxDOT spokesman Tony Hartzell said the agency has received more than 500 comments since mid-June but is hoping to collect even more.

This is the second of three public comment periods planned as part of the feasibility study, according to TxDOT. During the first round, 849 responses were received.

"The more comments and more input we get, the better the information we have to move forward," Hartzell said.

Over 180,000 cars a day drive from south to north on I-345, which at 1.4-miles is one of the shortest highways in the nation. The [road also acts as a barrier](#) between downtown's central business district and Deep Ellum.

The area covered by the feasibility study includes an array of properties that could pose challenges, according to a [TxDOT fact sheet](#) on the project. Those include a cemetery; two schools; two Dallas Area Rapid Transit light-rail stations and three DART crossings; two sites on the National Register of Historic Properties and four properties with Texas historical markers; six existing parks and the site of one future park; and 18 sites with potentially hazardous materials.

TxDOT has presented [five options](#) for I-345, including leaving the highway as is; replacing it with a network of boulevards; rebuilding it as a "depressed" highway, similar to portions of North Central Expressway; improving the current elevated highway with the addition of bridges, ramps and other features to improve access; and building a hybrid version.

"What we hope to do is to narrow down the number of options," Hartzell said. "This is really just one of the starting steps of a long process."

People can submit comments about the project at [keepitmovingdallas.com/I345](https://keepitmovingdallas.com/I345). Comments can also be mailed to TxDOT's Dallas District office at 4777 U.S. Highway 80, Mesquite, TX 75150 or by leaving a voicemail at 833-933-0432.

## Decades after closure of lead smelter, voices rise against other West Dallas polluters

Residents say a shingle plant located near homes, a school and a library branch pose potential risks.

By Sophie Austin, Dallas Morning News

When Janie Cisneros was pregnant with her now 22-month-old daughter, she had a heightened sense of smell, making odors similar to rotten eggs and burning tires more pungent.

The West Dallas native, who lives a few hundred feet away from an asphalt shingle plant and in a region crowded with industrial facilities, said she could tell by the smell when leaving her home whether it would be a good day to walk in her neighborhood. Now that outside groups have placed air monitors near the shingle plant, Cisneros is also more concerned about what impact pollution from facilities may be having on residents' health.

"That adds a whole other layer," she said.

The ZIP code where Cisneros lives, 75212, is home to the largest amount of permitted air pollution in Dallas, according to an assessment of Texas Commission on Environmental Quality and Environmental Protection Agency data published last year by researchers at Paul Quinn College. For decades, residents have voiced concerns about the health impacts of industries in the region, culminating in the EPA adding a lead smelter to its list of most contaminated sites in the country in the 1990s.

GAF, a roofing materials company headquartered in New Jersey, operates its West Dallas facility at 2600 Singleton Blvd., near a library branch, homes and the Thomas A. Edison Middle Learning Center building, where Thomas Jefferson High School students attend classes after being displaced by tornado damage in 2019. GAF recently applied to renew a federal air quality permit, but residents are concerned about the odors, noises and pollutants that come from the roofing manufacturer and other facilities in the area.

The site was formerly operated by roofing material manufacturer Ruberoid Co. until the company merged with GAF and acquired its name in 1967.

Since 2016, the TCEQ has tracked five complaints regarding the GAF site, including three this year. Of those complaints, the agency has not cited the company for violations, but investigations are set to take place for the most recent ones.

TCEQ contracts with the city of Dallas' Air Pollution Control program to investigate complaints within city limits, according to commission spokesperson Gary Rasp. In addition, the city investigates cases outside of the state agency's authority.

GAF declined requests for an interview with *The Dallas Morning News* but responded in an emailed statement.

"For each complaint, GAF conducts an internal investigation, and the local air pollution control agency conducts an investigation," the email said. "None of these investigations have identified any evidence to corroborate any of the complaints."

In 2019, the GAF plant was the top emitter of sulfur dioxide and volatile organic compounds among major facilities in Dallas County, according to inventory data from the TCEQ. The EPA

notes that sulfur dioxide can [make](#) breathing difficult, and volatile organic compounds can [contribute](#) to the formation of smog.

The TCEQ data also shows the GAF site ranked in the top five in the county for two types of inhalable particulate matter, which can have wide-ranging health effects.

The TCEQ says the devices the company uses to limit air pollution are sufficient.

### *Legacy of lead smelter*

Some residents and activists say the GAF plant should be moved out of the neighborhood.

That includes Luis Sepulveda, a former Dallas County justice of the peace and founding president of the West Dallas Coalition for Environmental Justice.

“Like the lead smelter, if it’s harmful, if it’s dangerous, if it’s no good for the community, it’s got to go,” Sepulveda said. “And GAF has got to go. There’s no compromise at this point.”

Sepulveda, whose father spent over 20 years working at the site where GAF currently operates, has spoken out about the impact of West Dallas industries for decades.

Julia Sepulveda, his mother, said residents and activists may be more successful in addressing concerns about contaminants than she was speaking out in the past about facilities in the area.

“In that time, we were just poor people living there,” she said. “We couldn’t even move ourselves out [of] there, and they didn’t listen to us.”

Of the more than 26,000 people with the 75212 ZIP code, about a quarter live below the poverty line, [according](#) to 2019 U.S. census data. Most of the residents in the area are Hispanic and/or Black.

Luis Sepulveda was also active in the fight against an RSR Corporation lead smelter that operated in West Dallas for almost five decades. Jessica Lynn Sepulveda, his daughter who grew up in Arcadia Park, remembers attending environmental justice demonstrations with him to protest the smelter.

“It was very communal. It was not as if it was just me, it was, there were other children from these families,” she said. “It was a very large community group through that West Dallas coalition that were out at almost every activity.”

The RSR site was added to the EPA’s National Priorities List in 1995, and the agency worked to clean up the site and surrounding region.

But the lead smelter’s legacy informs current efforts to address air quality in the area.

“This new fight against GAF is just kind of — it’s a continuation of a fight that’s been going a long time to clean up the air and soil of an area that has essentially been a dumping ground for decades,” said Stephanie Champion, an attorney for Legal Aid of NorthWest Texas.

GAF is far from the only major polluter in the area.

Magellan Distributing Facility, Dallas Woodcraft, GAF and Motiva Dallas Terminal are some of the biggest polluters in the 75212 ZIP code, according to the Paul Quinn College study.

Julia Sepulveda believes air pollution from facilities in West Dallas has contributed to health problems among residents.

Sepulveda, who has had part of her lung removed due to cancer, said residents getting involved for the first time with efforts to combat area pollution need to keep fighting.

“I would tell them they are not liars. They’re telling the truth,” she said. “They know that they’re sick.”

Jeff Howard, environmental justice coordinator for West Dallas 1, a coalition of neighborhood groups, said at times when he goes walking a couple miles from the GAF site, he can smell pollutants in the area.

“I think anybody that’s lived in West Dallas for any length of time — and I include myself, I’ve lived there for 20 years — you can smell it. You can hear it,” Howard said. “Especially when it’s overcast and it’s humid out, the smell is really unbearable.”

Residents Gabriel Perez and Rebeca Navarro, who live on the same street as Cisneros, also said they’ve smelled an odor similar to burning rubber.

Pawel Misztal, an assistant professor at the University of Texas at Austin with expertise in building energy and environments, said asphalt is known to emit various air toxins; however, it’s important to measure how much of those toxins are being released. He said odors don’t always indicate high levels of air toxins.

The EPA [defines](#) hazardous air pollutants as ones “known or suspected to cause cancer or other serious health effects, such as reproductive effects or birth defects, or adverse environmental effects.”

In 2019, GAF reported disposing or releasing about 7% of the total hazardous air pollution reported on-site at facilities in the 75212 ZIP code required to participate in the EPA’s Toxics Release Inventory program. Off-site, GAF reported releasing or disposing about 47% of total hazardous air pollution from those same facilities.

[Monitoring](#) conducted by Legal Aid since 2020 near the GAF plant shows high levels of particulate matter no larger than 2.5 micrometers in diameter, what researchers call PM 2.5. Air quality advocacy group Downwinders at Risk began monitoring near the site in July.

Natalie Johnson, vice chair of the Interdisciplinary Program in Toxicology at Texas A&M’s School of Public Health, said PM 2.5 can have wide-ranging health impacts, including cardiovascular disease, stroke, premature death, asthma, respiratory infections and cognitive effects.

“I don’t think there’s an organ that PM does not affect,” Johnson said.

There have been no thorough health outcome studies focused on the GAF site.

The GAF spokesperson wrote that the plant uses various air pollution control devices, in line with what’s required by the TCEQ.

“Our West Dallas plant maintains compliance with applicable air quality standards through the operation of various state-of-the-industry air pollution control devices, including a thermal

oxidizer, fabric filter baghouses, dust collectors, and a coalescing filter,” the spokesperson wrote.

Kerry Kinney, a professor of environmental engineering at the University of Texas at Austin, said that although she can't comment on GAF in particular, thermal oxidizers, if operated properly, can limit 99% of emissions.

David Randolph, a former shingle plant manager for Owens Corning, a building materials company, said he can't comment on GAF's processes in particular without knowing the specifics. But he said the types of devices used at facilities aren't the only things that matter when it comes to controlling pollution.

“Just because you meet a requirement for the permit — to get the permit for a piece of equipment that you install in your plant — doesn't mean that you're in compliance,” Randolph said. “You may have the best technology available, but if it's not operating like it should be, or being operated in a proper manner, it's not doing what it was designed to do.”

#### *Proximity to residents*

On July 29, the TCEQ held a public meeting on GAF's federal air quality permit renewal in which numerous residents and activists voiced their concerns over air quality near the site.

The closest TCEQ air monitor to the GAF plant is about a mile northwest.

TCEQ places monitors in areas “frequented by the public,” Rasp said in an email. The agency usually monitors air quality to determine impacts from a variety of sources, rather than from specific facilities.

Residents and activists are also concerned that the GAF site is operating without what the city calls a specific use permit, which sites that were established more recently need if facilities are making asphalt products.

But the GAF site was established before those requirements were set and is operating without this permit as an exception, according to city spokeswoman Jenna Carpenter.

While the site where GAF operates was previously zoned for heavy industrial use, the zoning was changed in the 1980s for research and development, light industrial, office, and supporting commercial uses, Carpenter said via email.

Carpenter wrote that the city will continue to conduct routine inspections and respond to complaints regarding the facility.

Evelyn Mayo, a fellow at Paul Quinn College who works with the Neighborhood Self Defense Project, which is aimed at combating racist zoning, said this lack of permit is reminiscent of issues that lead to the RSR lead smelter and Shingle Mountain, an illegal pileup of roofing materials that was recently removed in southern Dallas' Floral Farms neighborhood.

“Similar to Shingle Mountain where you had this perfect storm of negligence, we're hoping that these are intervention points that can be highlighted and leveraged to make it clear this does not — GAF does not belong in a neighborhood, in a residential community,” said Mayo, chair of Downwinders at Risk.



Similar to the area surrounding GAF, Shingle Mountain was also in a predominantly Black and Hispanic part of the city.

Raul Reyes Jr., president of West Dallas 1, grew up under the legacy of the lead plant in the area. Now, he's fighting for better air quality for the younger generation.

"As we're moving forward as a community — and obviously through the issues of gentrification and the economic development that's happening in West Dallas — well, we have agreed that much of the industrial zoning that's in West Dallas, is no longer compatible with the community," Reyes said.

Citing findings from Legal Aid and Downwinders at Risk air monitoring, Jim Schermbeck, director of Downwinders at Risk, said in the July TCEQ meeting that the group wants the EPA to monitor air quality around the GAF site's fence line.

Rasp said the TCEQ is drafting responses to public comments from the July meeting.

The agency will submit its responses and the permit application to the EPA for a 45-day review, according to EPA Region 6 spokeswoman Jennah Durant. Unless the EPA objects, the permit will be issued, and the public will have two months to petition to object to the permit.

In the meantime, residents plan to remain vocal.

Cisneros said attention brought to the concerns of residents needs to be sustained.

"One thing is to not know the severity of the situation, and the other thing is to know," Cisneros said. "What we do with that information matters."

# New trails are coming to Dallas. Here's what hikers and bicyclists need to know

Six trails and bridges are being built to provide bicyclists and walkers access to previously unconnected neighborhoods.

By Lauren Girgis, Dallas Morning News

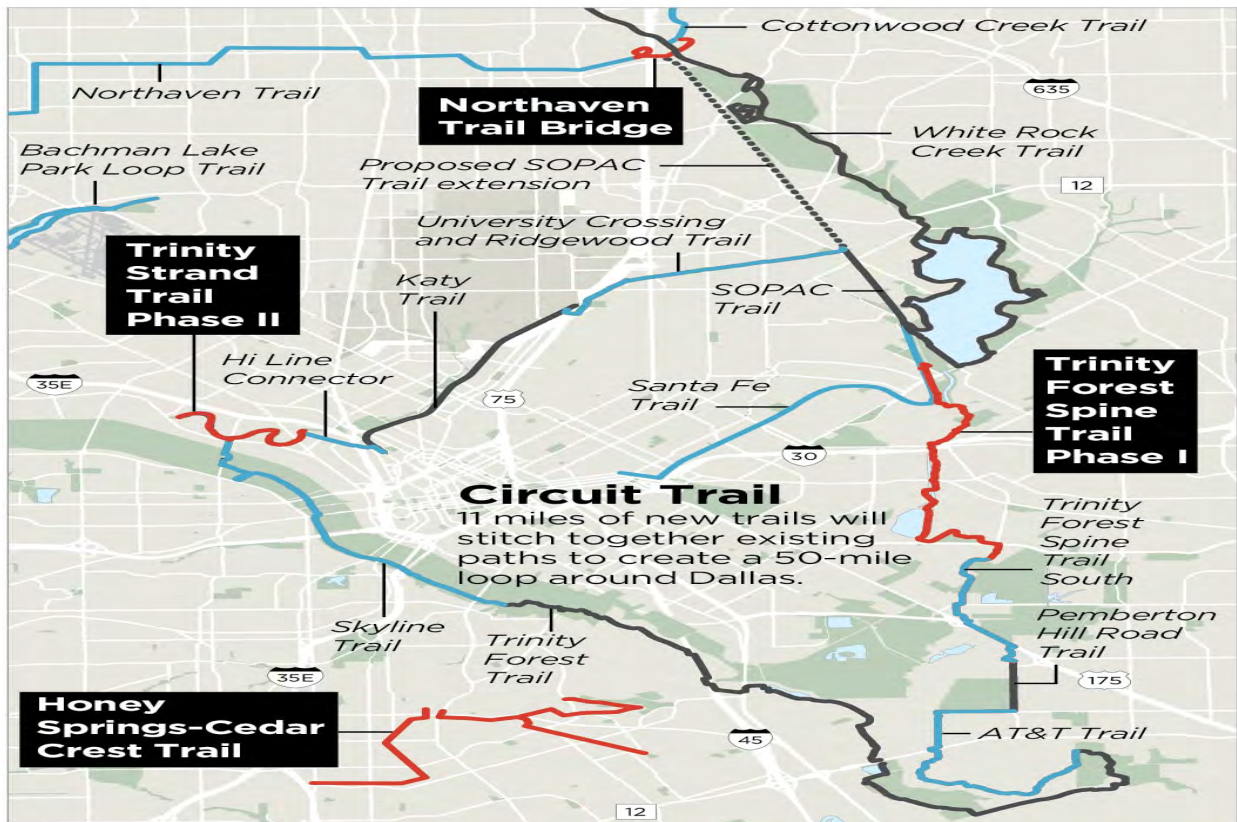
New bridges and trails will soon bring unparalleled access to previously disconnected neighborhoods in Dallas County while providing pedestrians and bicyclists urban and natural views.

Six trails are set to be completed in the next two years, connecting North and South Dallas and giving walkers clear access to rivers and other trails. The developments include a walkable bridge over U.S. Highway 75, a trail from Dallas to its western neighbor, Fort Worth, and a 50-mile loop that will connect the entire city.

The trails are part of Dallas' efforts to reconnect its neighborhoods — particularly in areas south of Interstate 30 that have been historically underserved.

"I see all these trails as a vital way to ... make it easier for people to either walk or bike to transit stations or just walk or bike to neighborhood destinations," said Jared White, a Dallas Park and Recreation planning and design manager.

Here are six trails that will alter the city's landscape and make transportation — without a car — easier for Dallas residents.



SOURCE: City of Dallas

Michael Hogue/Staff Artist

## West Dallas

### Trinity Skyline Trail Connector

**Project cost:** \$5.6 million

**Completion date:** Open

Part of the 65-mile Fort Worth to Dallas Regional Trail, this extension of the [Trinity Skyline Trail](#) will connect Dallas' westernmost border with Irving, running along the Trinity River in West Dallas. The trail crosses the Elm Fork in Stemmons Corridor and connects with Irving's Champion Trail. The Champion Trail provides views at greenery and urban locations, passing along the Elm Fork Trinity River and offering access to athletic fields and picnic areas. The trail allows access to Trinity View Park in Irving and connects suburbs to downtown Dallas.

### Trinity Strand Trail Phase II

**Project cost:** \$5.5 million

**Completion date:** Late fall 2022 or early spring 2023

The second phase of the [Trinity Strand Trail](#) will run from Dallas Market Center and Turtle Creek Boulevard to the Inwood Road DART Station. The first phase of the Trinity Strand Trail has already been built, running from Oak Lawn and I-35E to Medical District Drive. This portion of the trail will travel through the Medical District, past the Dallas Market Center and Parkland DART stations. Once finished, the trail will link over 73 miles of trails in the Dallas area, including downtown and Uptown, the Southwestern Medical District and the Dallas Design District.



A long-anticipated extension of the Katy Trail under Interstate 35E to the Design District and Trinity River is taking a giant step toward becoming a reality. Dallas' sports arena tax increment financing board is recommending using

\$11.5 million from its bond fund to make the \$22 million project happen. A group promoting the plan has already raised \$10 million in private donations. The so-called Hi-Line Connector would link the popular trail from its end point at Victory Park to the opposite side via an underpass. Advocates see it as a way to open the Trinity River area to additional mixed-use development.

## **Hi-Line Connector**

**Project cost:** \$18 million

**Completion date:** Late 2022 or early 2023

Running through Victory Park and into the Design District, the mile-long [Hi-Line Connector](#) will link the Katy Trail and the Trinity Strand Trail. The path will connect areas in downtown Dallas and include a portion running underneath the highway as well as a 12-foot-wide concrete trail, increasing transportation options from Katy Trail to the Trinity Strand Trail. The portion of the trail cutting underneath I-35E will include lighting and art installations.

“The end user piece is really going to be the most impactful part of this entire project,” said Philip Hiatt Haigh, executive director of the Circuit Trail Conservancy. “We’ve seen trails before in Dallas, but we’ve never had a trail that connects the entire city in a meaningful way.”

## **Southern Dallas**

### **Honey Springs-Cedar Crest Trail**

**Project cost:** \$4.5 million

**Completion date:** August

After nearly four years of construction, city leaders expect to open the [nearly 5-mile east Oak Cliff trail](#) this month. The path will run by the Cedar Crest Golf Course and connect schools, the DART Illinois Station and a library. The trail, which includes on-street pathways and a pedestrian bridge, will run along East Illinois Avenue and cross near South Marsalis Avenue. The trail will skirt residential areas and John Phelps Park, which boasts a recreation center, playground and picnic areas.

## **North Dallas**

### **Northaven Trail Bridge**

**Project cost:** \$20.8 million

**Completion date:** Spring 2023

The half-mile [Northaven Trail](#) bridge near Royal Lane will allow pedestrians and cyclists to cross over U.S. Highway 75 and White Rock Creek to the east. The bridge is significant because it will connect the Northaven, White Rock Creek and Cottonwood trails east of the bridge. The North Dallas bridge will have dedicated parking at the trailhead, an arc over the bridge lanes, and will pass by restaurants and other local businesses near the highway.



The [connector project](#) will bridge the gap between the already popular Northaven Trail, a relatively flat path with access to numerous schools, dining and shopping opportunities. Currently, the bridge is not open, but construction has begun on both the east and west sides, said Jeff Kitner, president of the Friends of Northaven Trail.



A cyclist rides along the White Rock Creek Trail at White Rock Lake in Dallas. Construction is set to begin on expansions that will connect the Trinity Forest Spine Trail from White Rock Lake to the Great Trinity Forest. (Elias Valverde II / Staff Photographer)

## East Dallas

### Trinity Forest Spine Trail Phase I

**Project cost:** \$5.6 million

**Completion date:** Late 2022

The first phase of the Trinity Forest Spine Trail will run from the Santa Fe Trail to Samuell Boulevard. It is the first phase of the longest part of the loop, which aims to connect White Rock Lake and East Dallas to South Dallas and the Trinity Forest Trail System. The trail, which will be split into a north and south portion, will connect areas on both sides of I-30. The trailhead at Samuell Boulevard will be cleared of trash and feature a dedicated biking and pedestrian lane.

Hiatt Haigh said the trail will look similar to the White Rock Creek Trail, but will be placed at a particular elevation to avoid problems with flooding that can occur there. The 7.5-mile Spine Trail will allow residents south of I-30 to safely access northern neighborhoods without driving.

## Connecting Dallas

### The Circuit Trail

Construction on Dallas' [50-mile loop](#)'s Hi-Line Connector and Trinity Forest Spine Trail will begin later this year. The loop, which is designed to connect nine city districts and has been more than a decade in the making, is being spearheaded by the nonprofit Circuit Trail Conservancy. The new additions will include four trails totaling more than 10 miles, connecting 39 miles of existing paths to link urban views with natural landmarks across the city. If the nonprofit gains grant approval from the Texas Department of Transportation in November, Hiatt Haigh said, the project could hit a grand total of \$85 million in funding.

"You can go around in a circle and never end up in the same spot," Hiatt Haigh said.

## Federal funds to help pay for street improvements in the Richardson IQ

By Olivia Lueckemeyer, Community Impact Newspaper

A funding agreement of more than \$1.7 million for street improvements in The IQ was approved on consent by Richardson City Council on Aug. 16.

The money will pay for the construction of a shared-use path along East Arapaho Road, pedestrian lighting and bicycle lanes along Greenville Avenue, and pavement and signal improvements at the intersection of Greenville and Arapaho. The project's design phase, which will cost \$600,000, is the only direct cost to Richardson, according to city documents.

The construction phase is funded through the Transportation Alternatives Set-Aside Program, a federally backed initiative administered through the Texas Department of Transportation. The program offers funding for projects that offer alternative mobility options.

The agreement includes a 20% match of \$340,589 in in-kind contributions from the city of Richardson, which was paid for through Transportation Development Credits, a funding source awarded by the North Central Texas Council of Governments to pay for air quality-related projects, according to city documents.

The IQ is a 1,200-acre area east of Central Expressway that used to serve as the supply chain to the city's Telecom Corridor but is now the subject of an in-depth revitalization effort by the city. To help facilitate the area's growth, Richardson has several infrastructure projects planned. Funding would come from the upcoming city bond election as well as various grants, such as this one from the Transportation Alternatives Set-Aside Program.

# How Local Governments are Integrating UAVs into One of the Nations Busiest Airspaces

By MarketScale

The [Dallas-Fort Worth Metroplex](#) is home to one of the busiest airports in the country. Lots of planes in the sky means a massive logistical headache for integrating drones into the airspace. But everything's bigger in Texas, even the gumption to find solutions to difficult challenges; now, a coalition of local governments wants to take on that UAV airspace challenge for DFW.

[Ernest Huffman](#), founder of the [North Central Texas Council of Governments \(NCTCOG\)](#), created a dedicated voluntary association of local governments to assist in regional planning for all modes of transportation, including the safe integration of UAS operations, from the smaller package delivery drones all the way up to automated air mobility taxis into the busy DFW airspace.

The group is comprised of over 300 members from various levels of government, private aviation and academia.

The group's founder joined us on MarketScale to discuss how the organization entered into an agreement with NASA, as well as to discuss their plans to launch beyond visual line of sight operations as a part of larger smart city initiatives.

[How Local Governments are Integrating UAVs into One of the Nations Busiest Airspaces - MarketScale](#)



## Infrastructure Giant AECOM Is Moving Its HQ From L.A. to Dallas

With \$13.2 billion in 2020 revenue and 47,000 employees worldwide, AECOM is a global leader in infrastructure innovation.

Now its CEO and select corporate leaders are joining AECOM's 1,200 existing Dallas employees to plant their HQ flag here attracted by North Texas' benefits as "a corporate hub and talent magnet for the engineering and consulting industry."

By David Seeley, Dallas Innovates

**One of the world's biggest leaders in infrastructure innovation is planting its HQ flag in Dallas. AECOM announced late yesterday that its CEO, Troy Rudd, and select corporate leaders are relocating from L.A. to join the 1,200+ AECOM employees already based at the company's Dallas office and other offices across Texas.**

AECOM's Dallas office—and new corporate headquarters—is located in One Galleria Tower at 13355 Noel Road, near I-635 and Dallas North Tollway.

The company said its California clients and communities will “continue to benefit” from its 2,500 employees based at AECOM's downtown L.A. office and throughout California.

Founded in 1990, AECOM has had a longstanding presence in both Texas and California. While both markets will remain key to its growth strategy, the firm offered an insight into its choice of Dallas as its new HQ:

“The North Texas region today provides AECOM additional benefits as a corporate hub and talent magnet for the engineering and consulting industry,” the company explained in a statement.

AECOM is the latest global company to move its HQ from California to North Texas in recent years, joining CBRE, Toyota North America, McKesson, Jacobs, and more in making the move here.

### **A world leader in infrastructure consulting**

AECOM is [one of the world's leading infrastructure consulting firms](#), driving innovation throughout the project lifecycle—from planning, design, and engineering to program and construction management. Its projects span complex public- and private-sector challenges in transportation, buildings, water, new energy, the environment, and more.

The Fortune 500 company had professional services revenue of \$13.2 billion in fiscal year 2020.

From [eVTOL vertiports for flying cars](#) to [renewable energy](#) to help fight climate change, AECOM is at the forefront of engineering evolution.

### **AECOM's projects span the globe**

The company's list of global projects is dizzying in its scope, from the Crossrail project in London to the Taizhou Bridge in China. Here are just a few other highlights:

In Brazil, AECOM provided the winning masterplan and venue designs for the **2016 Olympic and Paralympic Games**. AECOM's goal was to deliver “sustainable Games in the very

broadest sense,” with the host city obtaining ongoing economic, social, and environmental benefits from the project.

In Mosul, Iraq, AECOM performed major stabilization repairs of the [Mosul Dam](#), which the U.S. Army Corps of Engineers once called “the most dangerous dam in the world.” Beginning in 2016, AECOM mobilized more than 100 professionals, 60 of them relocating to Mosul to work in an active war zone—ultimately helping to stabilize 500 feet of dissolving foundation materials under the 2.1-mile, 371-foot-high dam, along with other critical upgrades.

In Karwar, India, AECOM is managing and overseeing the planning, design, contracting, and construction of a 10-year, \$3 billion program to build the largest naval base east of the Suez Canal for the [Indian Navy](#).

### **Key infrastructure projects in the U.S.**

Across the U.S., AECOM has delivered or is pursuing a wide array of vital projects.

AECOM’s Tishman Construction Company provided pre-construction and construction management for the redevelopment of [One World Trade Center](#) in New York. It also built towers Three, Four, and Seven of the new World Trade Center.

To build the **2,700-foot-long Olmsted Dam**, AECOM delivered 13 million man-hours of construction and 15,000 marine dives. The joint venture project on the Ohio River is one of the largest civil works projects in U.S. history.

For the past 12 years, AECOM has provided strategic guidance, master planning, management and more for transformation projects on the [Port of Los Angeles Waterfront](#).

### **Texas and Dallas projects**

Closer to home, AECOM has been involved in projects like the construction of Dallas’ **LBJ Express** and a \$100 million improvement project for [Dallas-Fort Worth Airport](#).

Two of its most exciting recent projects include providing an environmental impact statement for the **Texas Central high-speed rail** project between Dallas and Houston and planning for the [Hyperloop Texas](#) project.

In May, AECOM announced it had been selected to provide program management services for Dallas Independent School District’s **\$3.5 billion 2020 Bond Program**. It’s a continuing partnership—AECOM previously provided the same services for DISD’s last three bond programs in 2002, 2008, and 2015.

In March 2019, following the devastation of Hurricane Harvey, AECOM and Texas’ General Land Office released the [Texas Coastal Resiliency Master Plan](#). The long-term, statewide planning tool was designed to help restore, enhance, and protect 367 miles of Texas coastline and the 6.7 million people who live near it.

### **Sustainability Legacies Strategy**

In April, AECOM launched its [Sustainability Legacies Strategy](#): an ESG-focused framework that commits the company to achieving science-based net carbon zero by 2030.

The company's goals: embed sustainable development and resilience across its work; improve social outcomes; achieve net-zero carbon emissions; and enhance governmental approaches not just for the here and now, but for the long-term interests of the planet and societies worldwide.

## Why Is Texas Allocating Funds For Reducing Air Emissions to Widening Highways?

Environmental activists applaud funding increases but wonder why some money is going for road expansion. And why, they ask, is there no focus on environmental justice?

By Amar Azhar, Inside Climate News

The Texas Commission on Environmental Quality (TCEQ) is suddenly rolling in money for clean air initiatives under new legislation that gives the commission far greater access to fees and surcharges levied on vehicle transactions for emissions reductions.

But environmental activists decry a deal cut in the legislature in June that allocates 35 percent of the funds under the Texas Emissions Reduction Plan (TERP) to the Texas Department of Transportation to widen highways for “congestion mitigation.” The activists say building additional lanes is hardly a way to reduce air pollution.

“Texas has a deadly air pollution problem, so it’s unconscionable that the legislature raided the clean air fund,” said Luke Metzger, executive director of the nonprofit Environment Texas, calling the funding grab a violation of public trust.

Environmental activists also said they see little evidence that TCEQ will use its windfall in emissions reduction funds to either focus on so-called environmental justice communities, which have suffered disproportionate health impacts from air pollution, or aggressively promote the purchase of electric vehicles and the construction of EV charging stations, given the state’s deep ties to the oil and gas industry.

Adrian Shelley, Texas director of Public Citizen, said TCEQ behaves as if environmental justice doesn’t exist. “There’s no EJ office in TCEQ, there’s no statement about EJ principles in their materials. They don’t even use the word ‘environmental justice,’” he said.

Clay Pope, a Texas-based public affairs consultant experienced in environmental legislation, said that TCEQ’s emissions reduction plan needs to undergo a “philosophical change” from “focusing on getting older diesel engines off the road with newer diesel engines” to “transitioning to zero-emission vehicles and laying distribution infrastructure for charging stations in the state.”

Tiffany Young, a spokeswoman for TCEQ, said that emissions reduction projects “funded under TERP will continue to help reduce the potential exposure of communities to pollutants emitted from older vehicles and equipment. TCEQ will administer the TERP programs and funding in accordance with the requirements established by the state legislature.”

### Using Clean Air Funds to Back Highway Bonds

Established in 2001, the TERP is funded through fees and surcharges assessed on vehicle purchases, leases, registrations and title transfers, and primarily offers grants to businesses, school districts, local governments and individuals to replace old, dirty diesel engines in cars, trucks and other vehicles with newer, cleaner models to reduce air pollution such as ground-level ozone or “smog.” The fees and surcharges generate as much as \$250 million a year.

But, until the new legislation, about \$150 million of the total went not to TCEQ, but to the Texas Mobility Fund, where under 2005 legislation it was used as collateral to certify TxDOT’s bond

obligations. Once the bonds were certified, the funds would flow back into a special TERP account, where \$2 billion currently remains unspent. Under this previous arrangement, the Texas legislature would each year allocate the remaining TERP funds of around \$75 million to TCEQ for emissions reduction efforts.

A new funding arrangement was first proposed in May 2019 when Rep. Cecil Bell Jr., a Republican from Rosenberg, put forth a bill to make all of the TERP money available to TCEQ for emissions reductions, as opposed to using it to back up TxDOT bonds. Activist groups hailed the move.

But state Sen. Robert Nichols of Jacksonville, the powerful chairman of the Senate transportation committee, and Rep. Brooks Landgraf of Odessa lobbied in favor of splitting the TERP funds between TCEQ and TxDOT. In June, Rep. Landgraf's bill—HB 4472—formally allocated “no less than 35 percent” of clean air funds to TxDOT, leaving roughly 65 percent for TERP.

Under the legislation, TxDOT will receive around \$90 million, while TCEQ's allocation would more than double, from the prior \$75 million to around \$160 million.

Environmental groups opposed the legislation, saying \$90 million in funds collected for clean air programs should not be going to TxDOT to widen roads. “What we really wanted was not to give any money from TERP,” said Cyrus Reed, interim director of the Lone Star Chapter of the Sierra Club. “At least in one version of the bill, the House agreed to that. But the Senate proposed giving 40 percent. So, the compromise was 35 percent, which doesn't seem like a compromise to me.”

### **TCEQ Has Not Directly Invested in Environmental Justice**

Texas has a serious air pollution problem. According to the latest TERP report, the eight-county Harris, Galveston and Brazoria area and the 10-county Dallas-Fort Worth area are currently classified by the Environmental Protection Agency as being in “serious nonattainment” under the National Ambient Air Quality Standard (NAAQS). The EPA could reclassify them to “severe nonattainment” if they failed to meet the 2008 ozone standard, the report said.

El Paso is the latest addition to the nonattainment list with elevated Particulate Matter (PM10) concentrations in the air. TCEQ estimates that vehicles are responsible for as much as 75 percent of nitrogen oxide emissions, one of the main drivers of ozone, in certain non-attainment areas in Texas.

According to the EPA, ozone in the air is harmful to public health, especially on hot sunny days, and a greater risk to people with asthma. Nitrogen oxide reacts with Volatile Organic Compounds (VOCs) such as benzene, ethylene glycol and formaldehyde, in the presence of sunlight to form ambient ozone. TERP seeks to remove nitrogen oxides from the air in a cost-effective way.

A recent [study](#) by Harvard University estimated some 17,000 Texans die annually from air pollution.

Given TCEQ's new funding for emissions reductions, Elena Craft, senior director for climate and health at the nonprofit Environmental Defense Fund (EDF), said now is the perfect time for the commission to focus on clean air efforts in communities of color and low-income neighborhoods.

Research shows the health of residents in such environmental justice communities is disproportionately affected by air pollution.

“Traditionally, nonattainment areas for health-based standards of air pollutants have been eligible for TERP dollars, or near nonattainment areas,” she said. “But TCEQ has not directly invested in EJ communities despite the disparities that exist in those communities. I think it’s time for the agency to prioritize many of these communities that have received such a burden of pollution over the years.”

Shelley, Texas director of Public Citizen, said that there are a number of ways to strengthen how TERP can extend its benefits to those communities disproportionately impacted by air pollution from mobile sources, especially around industrial facilities and highways with a lot of vehicular traffic.

“Because the program reduces transportation pollution, TERP has a deep impact on public health in environmental justice communities in Texas,” he said. “If TCEQ can get its act together, administer the fund better, and spend the extra 200 percent money that it’s getting, it can provide significantly more public health benefit to the entire state. And that will uplift minority and environmental justice communities as much as anything that the state does.”

### **It’s Time to Go Electric**

Environmental activists said one potent new strategy for expanding public health benefits under TERP could be to focus on subsidizing the purchase of electric cars and trucks.

A December 2020 [analysis](#) by the Environmental Defense Fund concluded Texas’ emission reduction program “could be even more powerful if it went electric—not just for reducing smog-forming nitrogen oxides and other local air pollutants, but for cutting greenhouse gas emissions and sparking job growth in the burgeoning electric vehicle industry.”

The study pointed out the bulk of TERP funding has gone into replacing medium- and heavy-duty diesel vehicles. Under its Diesel Emissions Reduction Incentive Program (DERI), TERP has provided over \$1 billion to replace or upgrade 19,955 diesel vehicles and pieces of equipment since 2001.

In contrast, the program has only awarded a little over \$6.6 million in grants for the purchase and installation of electric charging stations from 2012 to August 2021, according to TCEQ. About \$15 million has been paid out as rebates for the purchase or lease of electric vehicles from 2014 to August 2021.

EDF estimates “applying TERP’s annual grants to spur the electrification of Texas’ truck and bus fleets would decrease NOx emissions faster and for as little as one-third the cost per ton of nitrogen oxides compared to TERP’s past grant programs.”

EDF’s Craft said there is a strong lobby in Texas for natural gas vehicles and natural gas infrastructure. “I would say we’re starting to see some lobbying for hydrogen technologies,” she continued. “I feel like there is sort of a willingness to move away from the diesel engines. But it’s not to jump toward the EVs, which is not surprising given Texas’ history with the oil and gas.”

Experts argue that there is all the more reason for programs like TERP to provide grants and other incentives for electrification of infrastructure in view of the clean job figures that continue to climb.

A recent [report](#) from the Texas Advanced Energy Business Alliance estimated that jobs in the electric transportation sector are likely to double by 2024 in Texas alone. The study says more than 400,000 workers and 5,000 Texas companies would benefit from the increased demand and growth in this sector.

More evidence has trickled in that supports electrification. The Environmental Defense Fund [analysis](#) shows “a single year of TERP funding could cut the cost of 1,875 transit buses by \$120,000 each.” It said that combined with lower annual maintenance costs, the higher upfront cost for each electric bus would be completely recouped within five years.

“And the environmental payoff would be huge. Those electric buses would eliminate 1 million tons of greenhouse gas emissions and 477 tons of NOx emissions per year,” the report estimates.

Pope, the public affairs consultant, said the program staff at TCEQ need legislative direction to make more creative changes within the program. “I think it is incumbent upon those of us pushing for EV’s to further justify the beneficial ozone impacts of electrification,” he said. “That means we’re going to need further studies that show the true benefit of electrification of transportation.”

Metzger, of Environment Texas, said that big oil companies have in the past succeeded in killing legislative proposals that would have required cleaner cars or even electric vehicles. He doesn’t think the Texas legislature is going to pass a law anytime soon to incentivize electric cars or to mandate TCEQ do that.

“I think even to this day, there’s still some skepticism about the technology among legislators,” he said. “But I think Texans are generally very excited about electric vehicles,” and he remains “optimistic that we will continue to expand the rebate program that will help Texans buy electric cars.”

## Dallas has 5 options for the future of I-345. Only one makes sense

Architecture critic Mark Lamster says it's time to remove the elevated highway dividing downtown and Deep Ellum.

By Mark Lamster, Dallas Morning News

If you will excuse the pun, it looks like we may finally be approaching the end of the road — or at least the beginning of the end of the road — in deciding on a future for Interstate 345, the dilapidated stretch of elevated highway that divides downtown Dallas from Deep Ellum. This Sunday marks the close of the public comment period on the Texas Department of Transportation's [feasibility study](#) for the 1.4-mile connector built in 1973 to link Interstate 45 with U.S. Highway 75.

That study presents five options for the road's future: repairing the road but leaving it unchanged; keeping it as an elevated highway but with a slimmer profile; depressing it into a trench (like U.S. 75) that can be bridged and decked; removing it altogether; and a hybrid combination of the trench and removal options.

Response has been strong enough that TxDOT [extended the deadline](#) for comment from its original date of July 22.

Discussion about the road's future has been ongoing for quite some time. Back in October of 2013, in one of my first columns for this newspaper, I wrote about a then-new proposal to tear down the road, which was coming to the end of its useful life. A 2012 study revealed major damage, with an enormous repair bill (eventually pegged at over \$250 million) to keep it standing.

That seemed like a giant waste of money, and a lost opportunity. The tear-out proposal, developed by the urban planner Patrick Kennedy, was a chance to re-knit the city while freeing up a huge swath of land for the kind of mixed-use, affordable development it desperately needed. Careful analysis of traffic patterns suggested that a new street system with boulevards and increased connectivity would avert serious congestion and massive delays, adding a mere five minutes to commutes.

It also seemed like the right thing to do. Historically, highway construction in the United States was a means of segregation, walling off minority communities behind physical barriers, and often expropriating minority property in the process. [That described I-345](#) which, intentionally or not, severed the [historically Black commercial district](#) of Deep Ellum (itself a gateway to predominantly Black South Dallas) from the downtown core.

There was also excellent precedent for highway teardowns. In Boston (the Big Dig), Milwaukee (Park Freeway), San Francisco (the Embarcadero Freeway), Seattle (the Alaskan Way), and other cities, highway removals had successfully improved walkability and urban connectivity, and spurred development. Spaces that were once devoted to cars become places people want to gather, live and do business. In all cases, predicted traffic disasters did not materialize.

Response to that initial 2013 column calling for the road's tear-down was, shall we say, spirited. "Pigs will fly before Dallas rips out one of its most important freeway links." "It's about the silliest notion to come along in years." "The emperor doesn't just have no clothes; he's buck wild naked." Those rejoinders came from a single columnist in this very newspaper. "You can usually count on crazy-town proposals to quickly die on their own," he predicted.



That has not happened. The tear-out movement, instead, has only [gained traction](#), spurred in part by the backing of [Wick Allison](#), the late publisher of *D magazine*. Before his death last year, Allison bankrolled what was essentially a single-issue political action committee, the [Coalition for a New Dallas](#), to lobby for the highway's removal. (The group's purview has expanded to encompass a broader range of progressive urban planning issues.)

With that continuing pressure, the status of I-345 has remained on the table. In 2014, TxDOT made stopgap repairs to keep the road standing pending a decision on a permanent solution. The five options set out in the current feasibility study were initially developed in the [2016 CityMAP](#) study jointly undertaken by the city and TxDOT. Community input surveys taken as part of that initiative showed that the public's main interests were improved quality of life, improved community and street connection, and economic development. Regional mobility — the primary utility of I-345 — was among the lowest-ranked priorities.

Of TxDOT's five options, removal is the most logical, best option. Retaining the status quo at enormous cost would seem to be the worst possible choice. Slimming the elevated road is a half measure that doesn't solve the barrier problem and burdens whatever new development it allows with the adjacency of an elevated highway. Trenching doesn't fully solve the barrier problem either; it just puts it below grade. And while a trenched road can be bridged and decked, it is still a trench, and the costs, time and inconvenience entailed in the deconstruction and reconstruction required to make it happen are so great as to be prohibitive. (A tunnel solution, it should be noted, was dismissed as too costly.)

That leaves the tear-down option. Conceptually it is most desirable because it achieves the most important goals with the most efficiency. It removes the barrier between neighborhoods, does most to facilitate connectivity and walkability, and frees up the most land for development.

But even the tear-out scenario presented by TxDOT is flawed. As with any complex urban plan, the devil is in the details, and here [the details are wanting](#), with awkward and needlessly confusing street connections. It is precisely what one might expect from an agency whose definitional priority is to move vehicles from here to there as quickly as possible, rather than to design urban spaces where people actually want to stay.

As an alternative to the proposals from TxDOT, the Coalition for a New Dallas has put forward its own study, [the I-345/45 Framework Plan](#), produced in collaboration with the transportation planning agency Toole Design Group. That study puts forward two options for the corridor's future: depressing the elevated road into a narrow trench (which, like the TxDOT trench options, still leaves a barrier); and removing the highway altogether, replacing it with a network of surface streets.

Several key factors separate the Framework Plan removal option from that proposed by TxDOT. On the granular level, it is simply better thought through, with more appealing and efficient street patterns that will produce a more seamless urban fabric. One of its innovations is to actually claw back more space for the city from the highway, by beginning the tear-out farther to the south, to the crossing of U.S. 175 and I-45. This would not only eliminate a barrier running through the Cedars but open up connections to existing north-south arteries (Riverfront, Lamar, Ervay, Harwood, Cesar Chavez) that could act as traffic relievers, taking up capacity lost by the removal of I-345.

Traffic patterns are important, but decisions about the future of I-345 should not be driven (if you will excuse another pun) by an obsessive focus on potential congestion and its relief. Roads are meant to serve cities, and not the other way around.

Attention instead should be directed on making a more beautiful, walkable, economically sustainable, safe and equitable Dallas. If the pandemic has taught us anything, it is that we desperately need more spaces to breathe in a more human-centered city. That is what a highway removal offers.

In the coming months, TxDOT will open yet another, presumably final, comments period on its proposals for the road, having by that time incorporated the comments from its latest surveys, and one would hope the lessons of the Coalition's Framework Plan. Finally, then, we may just reach the real end of the road.

## **Legacy cattle ranch just west of Fort Worth to become new residential community**

The almost 3,800-acre Veale Ranch has been owned by the same Texas family since the 1930s.

By Steve Brown, Dallas Morning News

A historic ranch just west of Fort Worth has sold in one of the biggest land deals in North Texas this year.

The Veale Ranch has almost 3,800 acres and sprawls across the border of Tarrant and Parker counties.

The property — only about 11 miles from downtown Fort Worth — has been a cattle ranch owned by the same family since 1935.

The ranch is south of Interstate 20, between Fort Worth and Weatherford.

Back in 2017, Veale Ranch was up for grabs with a price tag of \$95 million.

Now the historic property has been purchased by Dallas-based community developer PMB Capital, which has large residential projects in the Dallas-Fort Worth area.

“The Veale Ranch represents one of the most unique investment development opportunities in the entire D-FW area,” said real estate broker Rex Glendenning, who represented the Veale family in the sale. “This ranch is strategically located near the Fort Worth central business district and will allow for a true mixed-use master-planned development.

“The ranch adjoins the new proposed Rivian automotive production plant to be located on a portion of the adjacent Walsh Ranch.”

Previous development studies indicated that Veale Ranch could support future development of a community with a population of up to 30,000.

“A large portion of the ranch is located within the highly sought-after Aledo School District,” Glendenning said. “This property is keenly positioned for success.”

PMB Capital is already building another big Tarrant County residential development next to the Veale Ranch.

“PMB has been developing a neighborhood called Ventana, which is on the east side of Veale Ranch,” said Ted Wilson, principal with Dallas-based housing consultant Residential Strategies. “They have done over 230 home starts a year there, and it’s been extremely successful.

“They are going to be able to continue pushing that neighborhood westward into Veale Ranch.”

The two projects west of Fort Worth are part of an even larger residential development program by PMB Capital.

In 2019, the company purchased 3,600 acres near the intersections of State Highway 114 and U.S. Highway 287 in Wise County. The former Rolling V Ranch is now the site of a \$3.5 billion home community called Reunion, which is planned to have 10,000 houses.

PMB Capital is currently building nine North Texas residential communities. And the firm owns more than 12,000 acres with room for 40,000 residential building lots.

“PMB is extremely active these days with some first-class deals going,” Wilson said.

Glendenning’s Frisco-based Rex Real Estate brokered the Veale Ranch sale with Taylor Baird of PMB Capital Partners leading negotiations for the purchaser.

Terms of the transaction were not disclosed.

Along with the residential land, the Veale Ranch has sites that might be used for commercial construction, Glendenning said.

“With the Union Pacific Railroad being located along the northern boundary of the Veale Ranch, the opportunity for an industrial business park to be incorporated into the overall master-planned project is outstanding,” Glendenning said.

The Veale Ranch sale is the latest in a series of mega property trades Glendenning has handled so far this year.

Rex Real Estate recently brokered the sale of more than 3,000 acres near Celina and more than 1,000 acres in Kaufman County east of Dallas to community builder Centurion American Development Group.

With housing starts in North Texas up more than 40% this year, builders are rushing to find sites for future home communities.

Wilson said in the first quarter of this year, D-FW-area home builders filed plans for sites for 40,000 new homes, and they platted 45,000 more home sites in the second quarter.

“Obviously the housing market is red hot and there is a shortage of building lots,” he said. “The builders and developers are having to grab the next round of land to meet demand.”

## **NCTCOG launches safety campaign to reduce freight-related accidents**

Follow simple tips on the roads make the region safer for freight movement

By Blue Ribbon News

With a population of nearly 8 million in North Texas and no access to a seaport, the surface transportation system is a crucial link to deliver goods to market.

The importance of commercial motor vehicles was magnified during the early days of the pandemic as essential to a logistics chain that kept goods moving while people were mostly at home. Moving freight over the roads will remain essential in Dallas-Fort Worth long after COVID-19 has been overcome.

And safe delivery of goods is a top priority, whether during a pandemic or in ordinary times.

In the past five years, there have been an average of nearly 300 truck-involved crashes per month in North Texas, with the number increasing each year. The North Central Texas Council of Governments has launched the Safe Driving Campaign to reduce freight-related accidents and inform the public about safe driving practices near large trucks and freight trains.

The Dallas-Fort Worth area is one of the fastest growing regions in the nation, and freight traffic will continue to increase to supply the rising demand for consumer product deliveries. This underscores the importance of passenger vehicles and commercial motor vehicles sharing the roads and watching out for one another.

Heavy-duty vehicles can be difficult to maneuver, and they need about 40% more time than passenger cars to stop. The following habits can help keep North Texans safe.

- To promote safe delivery of goods, remain 30 feet behind trucks.
- Freight deliveries never stop, not even in a pandemic. Use caution when changing lanes near them.
- Large trucks and buses have large blind spots on either side and up to 200 feet behind a vehicle. Do not linger in a blind spot. Do not tailgate large trucks and buses.
- Give trucks extra space on the road to do their jobs. Road safety is a shared responsibility.

Truck drivers can do their part by following truck lane restrictions, which prohibit them from using the inside lane on more than 500 miles of highways in Dallas-Fort Worth – except when passing.

Recently, increasing volumes of freight moved on all modes have heightened concerns about freight and passenger vehicles competing for use of the transportation system. Freight rail is also a crucial mode by which goods are delivered to Dallas-Fort Worth and beyond. In recent years, the number of incidents at railroad crossings have steadily declined. The following tips could help this trend continue:

- Freight trains do not travel at fixed times. Always expect a train at each highway-rail intersection at any time.

- Modern trains are quieter than ever. Any approaching train is likely closer and moving faster than you think.
- Pass through a highway-rail grade crossing only if you are sure, you can completely clear the crossing without stopping.
- Wait to cross until you can see clearly in both directions. Multiple tracks may mean multiple trains.

Whether freight is moved by trucks or trains, simple choices can make the roads safer for all users every day. To learn more visit, [www.FreightNTX.org](http://www.FreightNTX.org).

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## **Plano City Council approves millions of dollars in improvements to roads, sidewalks and water lines**

The projects also include more than \$5.4 million in renovations to the Harrington Library.

By Teri Webster, Dallas Morning News

Three major projects and a new equipment purchase were among the items recently approved by the Plano City Council.

The projects include renovations to Harrington Library, road reconstruction, new sidewalks and the replacement of water lines.

More than \$5.4 million in renovations are coming to Harrington Library. The project will expand and renovate the facility and fix Americans with Disabilities Act compliance issues.

The construction work is funded under the 2017 Bond Referendum.

Another major project approved by the city council includes \$3 million to reconstruct Commerce Drive from 15th Street to Plano Parkway, the city stated in an email.

The project includes 2,400 linear feet of 37-foot-wide street and curb pavement, sidewalks, driveways, barrier-free ramps and 2,700 linear feet of new 12-inch PVC water line.

The work is designed to prevent the further deterioration of aging water lines. Funding for the work comes from the 2020-21 and 2021-22 Street Improvements and Water Capital Improvement Programs.

In addition, the city will spend \$1.5 million to improve 5th Street sidewalks from Coit Road to Custer Road.

Under this project, concrete sidewalks and curb ramps will provide better pedestrian access, the city stated in an email. Concrete shelter pads will also be installed for future DART bus stops.

Additionally, a masonry screening wall will replace shrubs and other plants. Funding for the project falls under the 2020-21 Street Improvement Community Investment Program.

Construction on the new Fire-Rescue Training Center is continuing and the latest addition to the project is the purchase of \$54,000 in fitness equipment, which the city council also approved Aug. 23.

Fitness is important to the overall health and readiness that fire-rescue crew members need to perform their roles, the city stated.

Funding for the training center equipment will come from the 2020-21 Fire and Public Safety Facilities Community Investment Program.

The Fire-Rescue Training Center, which has been under construction, is expected to be completed in the spring of 2022.

## **TxDOT terminates tollway operation contract with IBM, citing ‘numerous difficulties’ for customers**

The tech company denies fault with its newly implemented software system for toll transactions.

By Hojun Choi, Dallas Morning News

The Texas Department of Transportation announced Friday that it would terminate a tollway operation contract with New York-based tech giant IBM, citing “continued challenges” with the company’s newly implemented system for toll transactions.

TxDOT announced in 2019 that it had awarded the company a four-year contract to “develop, implement, host and maintain” software for the transactions, according to [KXAN-TV](#).

The department manages [toll lanes in Dallas-Fort Worth](#), including on Interstate 35E, Interstate 30 and Interstate 635.

The contract, which was announced after state lawmakers raised concerns related to the department’s billing system, had been planned to last until December 2022, according to the Austin TV station.

But Texas’ highway authority said Friday it was not satisfied with IBM’s system, which was rolled out about a year ago, and said the company’s software created “numerous difficulties” for customers.

“We take the responsibility of providing a quality and trusted customer experience very seriously, and regret the impact and inconvenience these past many months of lackluster IBM service have had on our toll road users,” TxDOT Executive Director Marc Williams said in a written statement. “We will continue to keep customers apprised on our progress to improve our customers’ interactions with TxTag. Our customers deserve better, and we are committed to ensuring that they receive that going forward.”

IBM said Friday in a written statement that it disagreed with TxDOT’s grounds for terminating the contract.

“The success of any information technology project depends on each of the participants fulfilling its obligations,” a company representative said in the statement. “IBM’s performance on this project has been hampered by the inability of TxDOT to do so. Despite TxDOT’s failure, IBM’s performance and the system IBM has implemented far exceed operational requirements anticipated when the contract was signed to the benefit of Texas motorists.”

TxDOT said the changes announced Friday will not affect TxTag customers, adding that the department is not charging late fees at this time.

“This is not a step we take lightly,” Williams said. “But it is the step we had to take now. We simply could not move forward in the current state.”

While the transportation department finds a new technology provider to replace IBM, it said it will work with SAP, a software company, through an emergency contract. TxDOT will also work with the Texas Department of Information Resources to manage its tollway operations.



“This will help ensure that the system provides customers accurate, timely and consistent account management, billing and payment capabilities that meet the highest levels of usability and security,” TxDOT said in a news release Friday.

## **\$175 million business park starting construction north of Fort Worth**

Huge industrial project is on Interstate 35W in Northlake.

By Steve Brown, Dallas Morning News

Developers are ready to break ground north of Fort Worth on a huge new business park.

The Northlake 35 Logistics Park is planned on Interstate 35W in Northlake and will include more than 2.6 million square feet of distribution and warehouse space.

The \$175 million, six-building industrial project is a partnership among Texas Commercial Development LLC, Clarion Partners and landowner NL35 LP.

The 249-acre business park will be near the northwest corner of I-35W and Dale Earnhardt Way, near the Texas Motor Speedway.

“Our original intent was to hold as a long-term investment and wait on the market and utility infrastructure to come to us,” Doug Johnson, manager of land owner NL 35 LLC, said in an email. “A number of variables including COVID, e-commerce, re-shoring and supply chain disruptions accelerated growth in the logistics market. It’ll be a flagship park for Clarion.”

Dallas-Fort Worth is the country’s fastest-growing industrial building market with more than 30 million square feet of development underway.

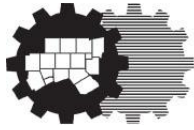
The new buildings will range in size from 172,620 square feet to more than 1 million square feet.

Clarion Partners has invested in numerous Dallas-Fort Worth industrial projects and has partnered with developers to build warehouses in North Texas.

“Demand for U.S. logistics real estate continues to reach record highs, and the D-FW region is playing a critical role in helping to meet that demand,” Clarion Partners acquisitions vice president Payson MacWilliam said in a statement.

Clarion Partners is based in New York and has more than \$63 billion in real estate projects it manages. Clarion has more than 700 warehouse and logistics assets in more than two dozen U.S. markets.

Alliance Architects designed the Northlake 35 Logistics Park and Raymond Construction Co. is the general contractor. Nathan Lawrence and Krista Raymond with CBRE are marketing the development to tenants.



North Central Texas  
Council of Governments

**PRESS RELEASE**  
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## **NCTCOG Launches Program to Prepare North Texas for Emerging Transportation Technologies**

Initial phase of AV2.0 effort to provide planning assistance to local governments

**Aug. 3, 2021** (Arlington, Texas) – The North Central Texas Council of Governments has launched a groundbreaking program that will help local governments plan for transportation-related technologies, including automated and connected vehicles.

The Automated Vehicles 2.0 (AV2.0) program will build on the region’s national leadership in automation and technology and recent public-private partnerships to support its growth and readiness.

The AV2.0 program seeks to make mobility planning resources available regionwide, help communities prepare for the implementation of transportation technology and look toward future uses of technology in transportation.

The \$31 million program is divided into three parts: AV2.1, AV2.2 and AV2.3. With the recent launch of the \$1 million “Connecting North Texas Communities with Emerging Transportation Technologies” study, also known as AV2.1, NCTCOG will provide short- and long-term planning support to local governments.

The second element, AV2.2 (\$10 million) supports the costs for near-term technology deployments over the next two to four years. For the same timeframe, AV2.3 will make \$20 million available for the implementation of regionally strategic investments.

The AV2.1 planning phase, led by Kittelson & Associates, will provide expertise to local governments interested in preparing for and deploying the technologies. AV2.1 planning support is designed to build a broad base of agency and community understanding of opportunities and communicate ways emerging technologies can be used to address transportation challenges. AV2.1 has four project phases:

- May 2021-August 2021: Gather information and assess the region’s future mobility needs
- August 2021-February 2022: Develop and evaluate potential future scenarios
- February 2022-April 2022: Identify best practices and funding opportunities
- April 2022-June 2022: Inform guidance and prepare a final report

The public is encouraged to participate in the project and share perspectives about the region’s transportation needs and opportunities to address those needs using automated transportation technologies.

Visit [www.ConnectNTXFutures.org](http://www.ConnectNTXFutures.org) to learn more about the planning effort, including opportunities to participate in workshops, virtual public meetings, and focus groups. Begin the effort by taking a short survey and registering for the first virtual public meeting, scheduled for 6 p.m. Aug. 24, on the project website. For more information, and questions, please contact [ConnectNTX@nctcog.org](mailto:ConnectNTX@nctcog.org).

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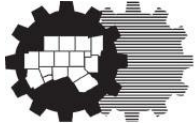
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The Regional Transportation Council (RTC) of the North Central Texas Council of Governments has served as the Metropolitan Planning Organization (MPO) for regional transportation planning in the Dallas-Fort Worth area since 1974. The MPO works in cooperation 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](http://www.nctcog.org).

###



North Central Texas  
Council of Governments

**PRESS RELEASE**  
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## **Transit Agencies Respond to Needs of Community Amid COVID-19**

Public transportation providers ready to welcome riders back

**August 5, 2021** (Arlington, Texas) – With things starting to return to normal as the world continues to navigate the COVID-19 pandemic, the region’s public transit agencies are prepared to get people where they need to go – when they are ready.

While ridership has been greatly affected by the pandemic, transit has continued to serve an essential function for those who need it to get to work, school and other spots throughout the region.

Trinity Metro, Dallas Area Rapid Transit and the Denton County Transportation Authority are working with the North Central Texas Council of Governments to develop educational initiatives to help improve North Texans’ comfort level with transit.

“Our teams have worked tirelessly to create a clean and secure environment, with a focus on providing the highest level of safety for our customers and employees throughout this pandemic,” said DART President & CEO Nadine Lee. “As the region continues to reopen, we want all of the residents of North Texas to know that DART is ready to serve them, and that we remain committed to keeping our customers and employees safe.”

Since the beginning of the pandemic, transit vehicles have provided transportation to healthcare professionals, first responders, service industry professionals and other essential workers. Transit has also helped seniors and people with disabilities who require assistance getting meals, medicine, necessities and life-sustaining services. A few examples stand out.

Trinity Metro provided thousands of trips to medical appointments and grocery stores, as well as trips for dialysis treatment. During the pandemic, the agency also added two ZIPZONE on-demand rideshare programs and expanded ZIPZONE service areas to provide increased mobility options for the community. In addition, Trinity Metro has provided nearly 50,000 free rides to job seekers since September 2020. The agency also partnered with the Tarrant Area Food Bank to host a food drive that served 268 households and 1,151 individuals.

DART, through eight programs and several partnerships, helped deliver nearly 200,000 meals and care packages. These eight programs included such initiatives as paratransit grocery delivery, senior care package delivery, school meal kit delivery and more.

DCTA used buses to distribute personal protective equipment such as 225,000 masks and hand sanitizer to its Denton social service agency partners to distribute to clients.

“We are thankful to live in a region that values cooperative problem-solving,” DCTA CEO Raymond Suarez said. “When the opportunity to help distribute PPE to the community presented itself, we were happy to assist. We were able to use our buses to provide an essential need at a critical time, but we could not have done it without our valued partners in the community. At DCTA, our top priority is

safety, and I'm proud of our agency's partnership with the United Way and Denton County to source and deliver critical PPE to help the many communities DCTA serves."

All three transit agencies have also assisted in keeping people well, providing transportation to vaccine sites in their service areas. In addition to helping keep their communities healthy, Trinity Metro, DART and DCTA have followed strict cleaning protocols since the pandemic began to keep riders and transit employees safe. All three providers signed on to the American Public Transit Association's "Health and Safety Commitments Program," signifying their pledge to instill confidence in customers and to protect their health and safety.

The federal government is also requiring masks on public transit vehicles through Sept. 13. And there are dividers between drivers and riders to promote health and safety of both customers and employees.

Riders are asked to share the responsibility by doing things everyone has become accustomed to since March 2020.

- Wear a mask.
- Wash or sanitize your hands.
- Practice social distancing on board.
- Do not ride when you are ill.

You can even have your fare ready to go or pay through the DART-maintained GoPass app, which riders of all three transit agencies can use. Other options are Trinity Metro's tap card for local daily, weekly and monthly tickets and DART's GoPass tap card.

"By adhering to strict protocols, we have been able to maintain safe, healthy operations to assist essential workers, first responders, seniors and others who rely on public transportation to get where they need to go," said Bob Baulsir, President and CEO, Trinity Metro. "As the region continues to open and residents return to their offices, Trinity Metro and our North Texas transit partners have an important role to play to get us moving again."

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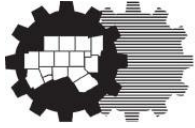
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## PRESS RELEASE

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## NCTCOG Launches Safety Campaign to Reduce Freight-Related Accidents

Follow simple tips on the roads make the region safer for freight movement

**August 25, 2021** (Arlington, Texas) – With a population of nearly 8 million in North Texas and no access to a seaport, the surface transportation system is a crucial link to deliver goods to market.

The importance of commercial motor vehicles was magnified during the early days of the pandemic as essential to a logistics chain that kept goods moving while people were mostly at home. Moving freight over the roads will remain essential in Dallas-Fort Worth long after COVID-19 has been overcome.

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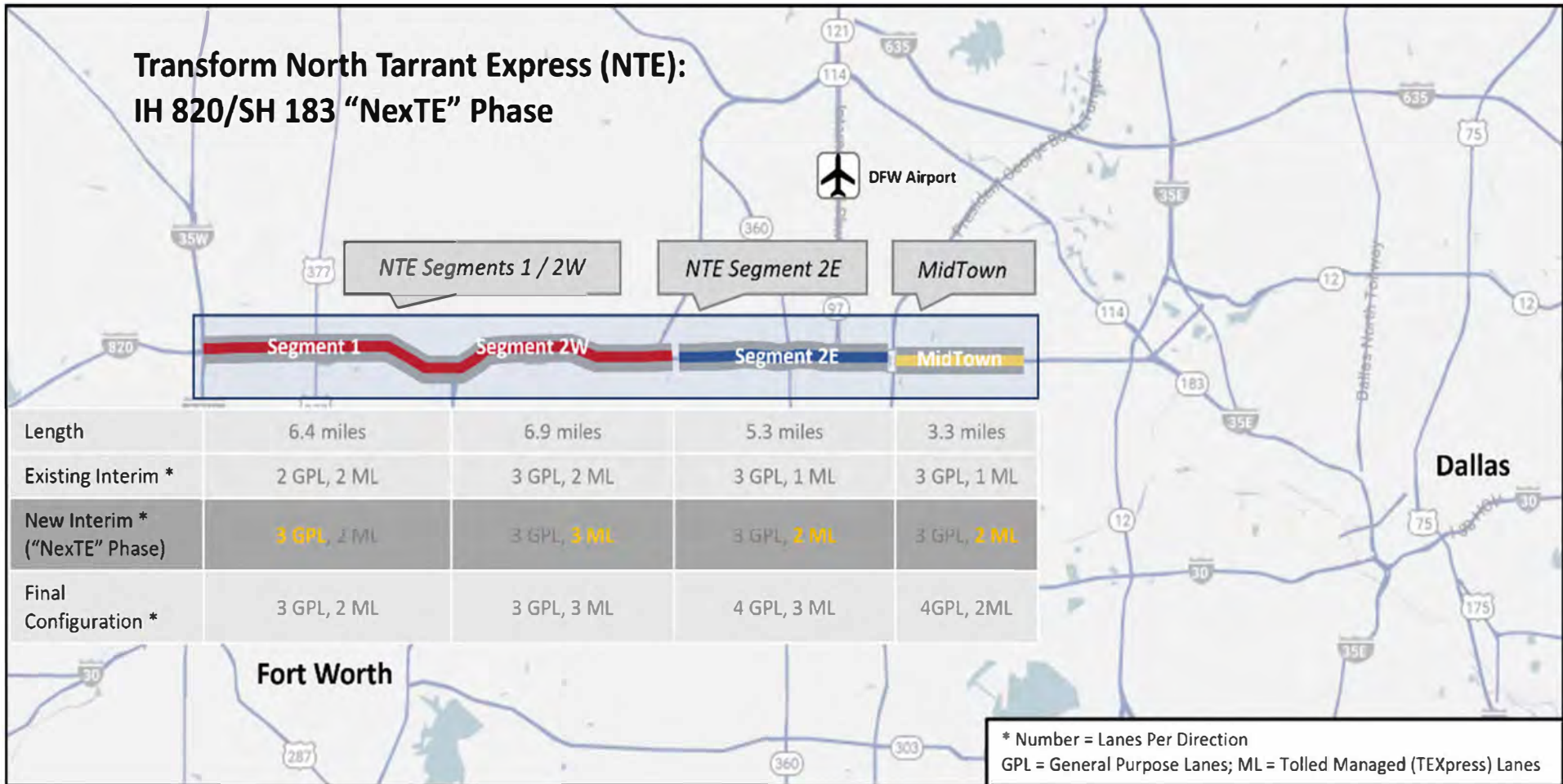
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###

# Transform North Tarrant Express (NTE): IH 820/SH 183 "NexTE" Phase



\* Number = Lanes Per Direction  
 GPL = General Purpose Lanes; ML = Tolloed Managed (TEExpress) Lanes

# RAISE Grant – NCTCOG Project #1

## Transform North Tarrant Express (NTE): IH 820/SH 183 “NexTE” Phase

1

Starting in 2022, revenue triggers can enable delivery of next IH 820/SH 183 construction phases (“NexTE”):

- **IH 35W – SH 121: \$162 million (developer obligation)**
  - IH 820 – Add 1 general purpose (GP) lane in each direction
  - SH 183 – Add 1 TEXpress lane in each direction
- **SH 121 – DFW Airport: \$1 billion (developer obligation)**
  - Build 2+2 TEXpress lanes with direct SH 360, Amon Carter Blvd, & DFW Airport access
- **DFW Airport – MacArthur Blvd: \$360 million (concession) + \$25 million RAISE Grant**
  - Build 2+2 TEXpress lanes with direct SH 161/PGBT access and seamless MidTown Express transition
  - Improved GP lane interchanges, ramp spacing, & lane balancing
  - On-/off-street bicycle/pedestrian facility accommodations
  - Convert surplus right-of-way (ROW) to support commercial redevelopment, creation of usable open space, & provisions for added zero-emission vehicle infrastructure at Belt Line Road
  - Corridor-targeted expansion of “GoCarma” and “TryParkingIt” incentives to stimulate business activity and reduce user costs



TEXpress Lanes: <https://www.texpresslanes.com/maps/express-lanes-map>

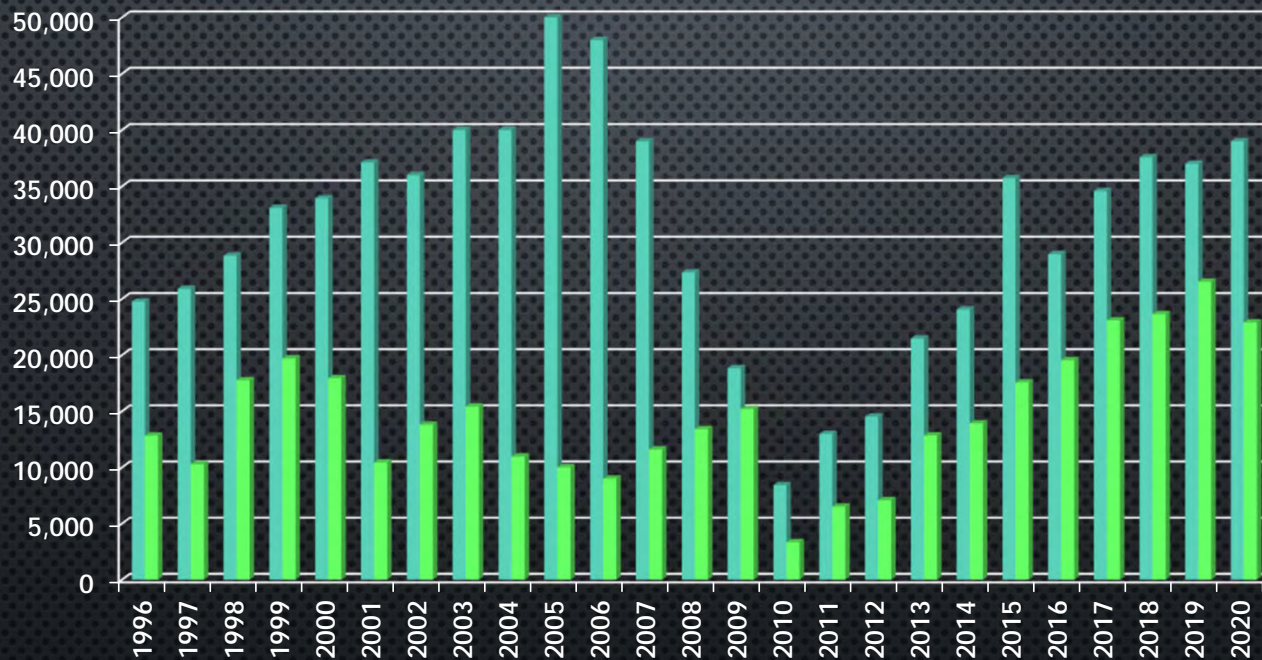


# NCTCOG 2021 POPULATION ESTIMATES

RESEARCH & INFORMATION SERVICES



# HOUSING COMPLETIONS 1996-2020



Partial year completions for 2000 and 2010

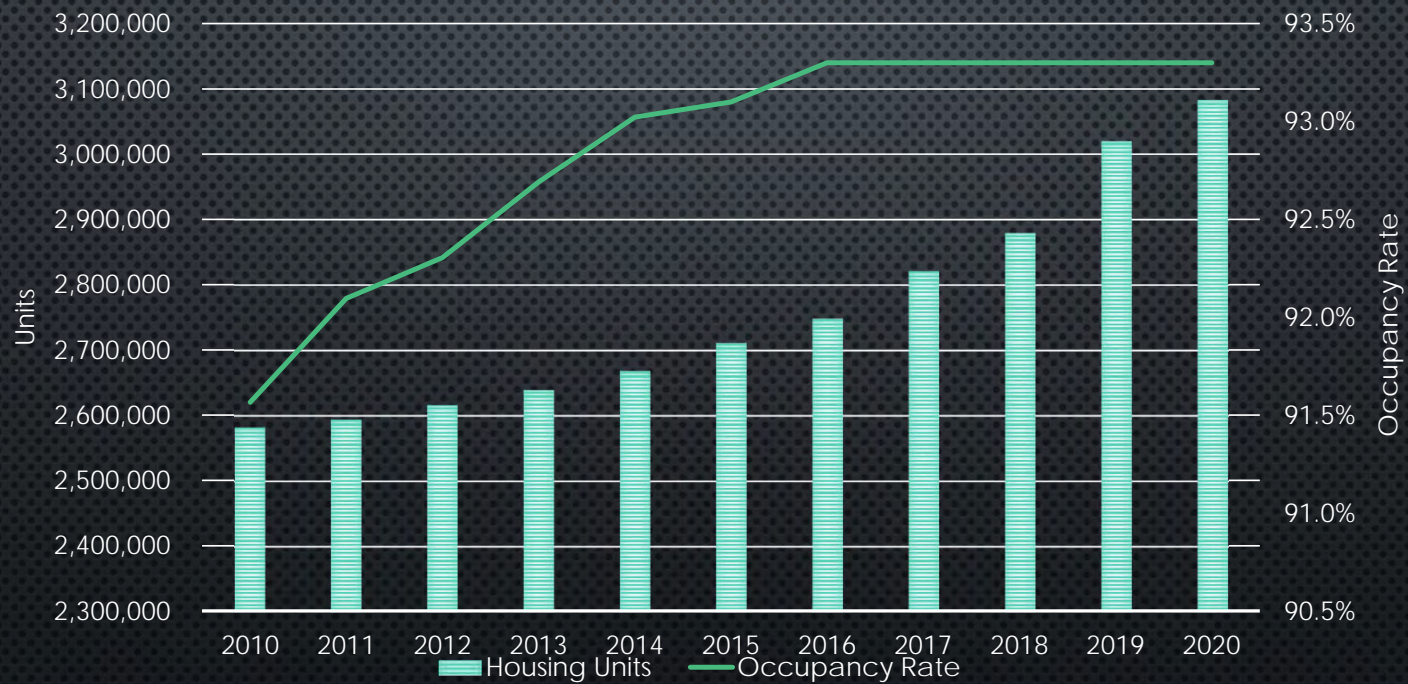
Single Family

Multi-Family





# REGIONAL OCCUPANCY RATE CHANGE





# REGIONAL POPULATION

January 1, 2021

7,874,950

2020 Regional Growth

158,540



# 2020-2021 ABSOLUTE CHANGE TOP 10 CITIES

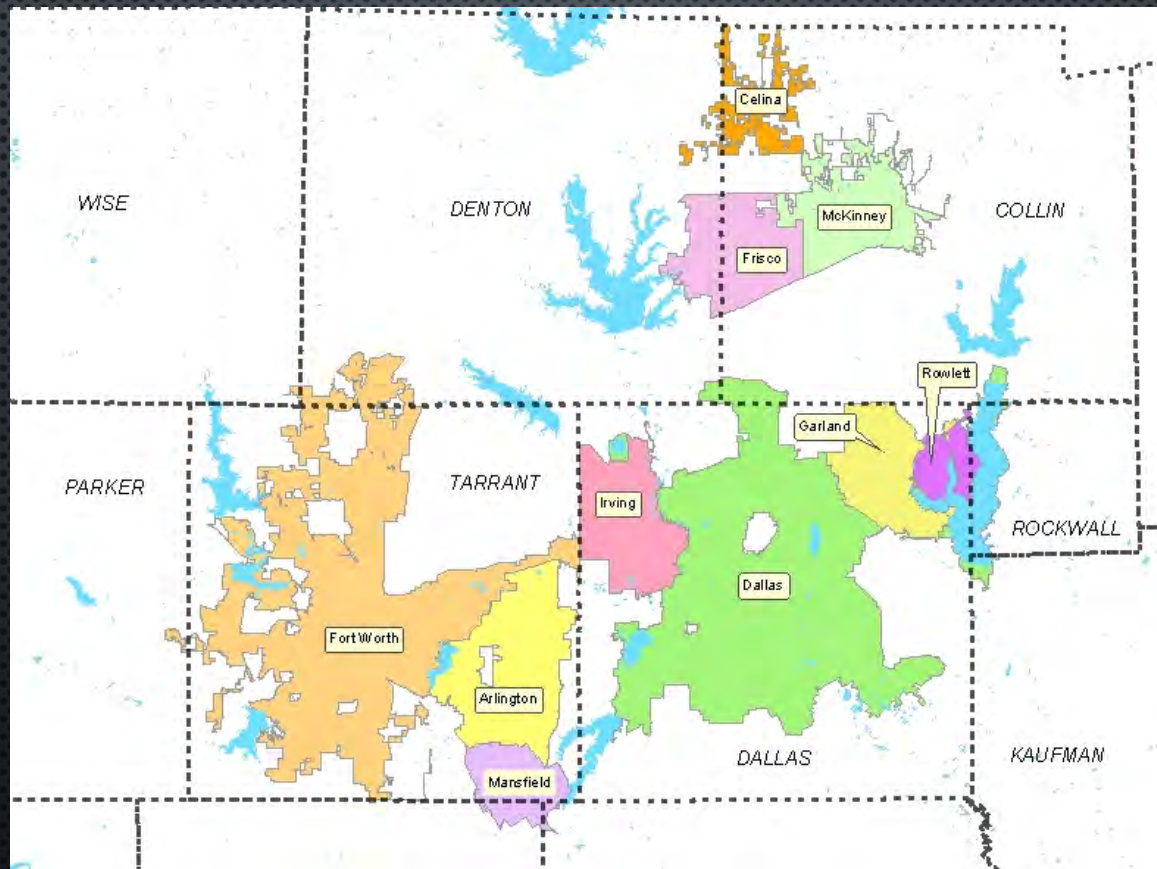
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1. Fort Worth	16,920
2. Frisco	15,850
3. McKinney	6,100
4. Dallas	5,560
5. Rowlett	3,810
6. Celina	3,470
7. Irving	3,280
8. Garland	3,100
9. Arlington	2,880
10. Mansfield	2,790

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# TOP 10 CITIES POPULATION GROWTH 2020





# REGIONAL POPULATION CHANGE



\*Partial Year Growth shown for 2010



# 2045 DEMOGRAPHIC FORECASTS

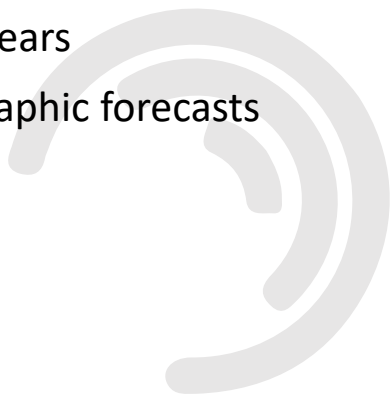
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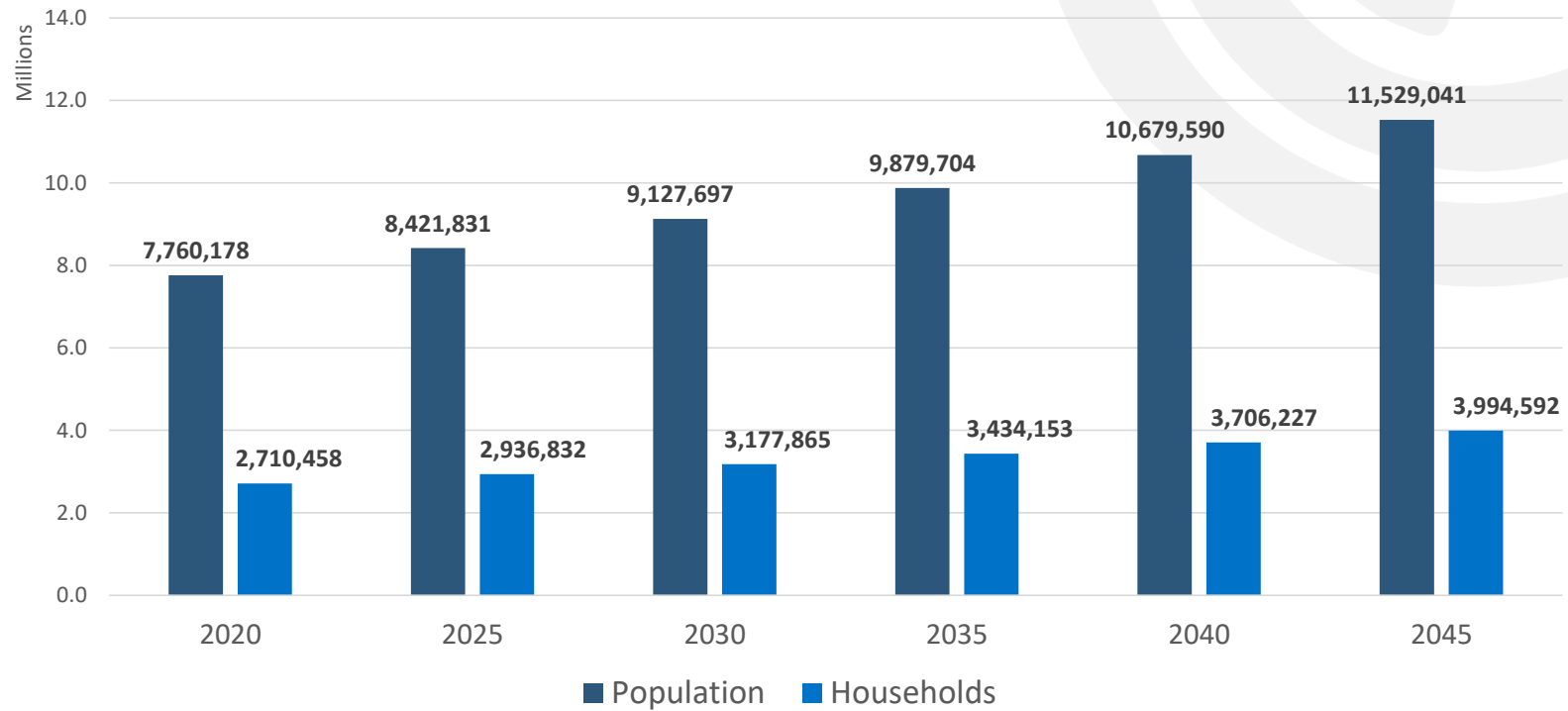
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## FORECASTS OVERVIEW

- Provide a common base for regional planning and resource allocations
- In addition to being used by NCTCOG, used by cities, counties, and partner agencies
- Process at NCTCOG is a data-driven, analytical approach with input/feedback from stakeholders
- Joint effort between the Research and Information Services and Transportation Departments
- Update forecasts generally every 3-5 years
- NCTCOG has been developing demographic forecasts since the 1970's

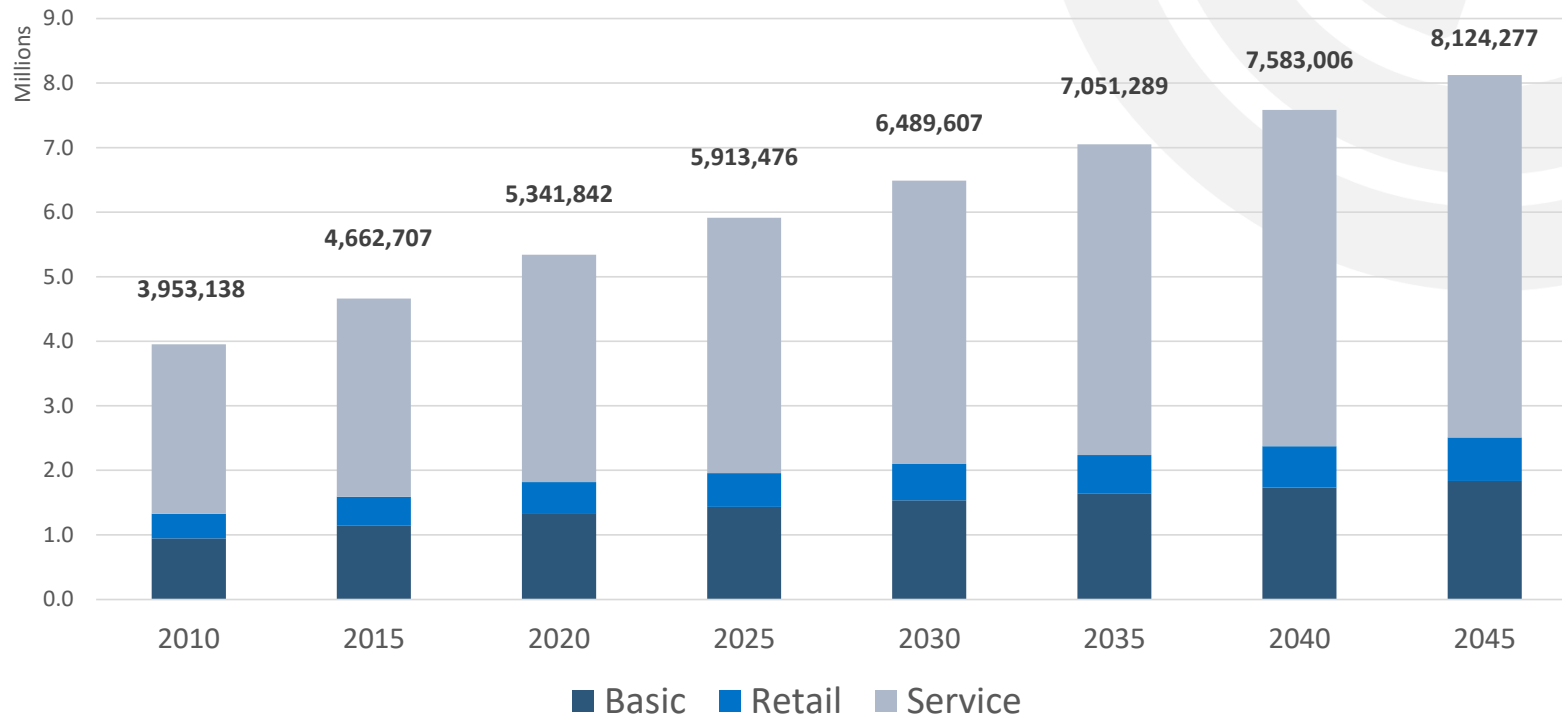


# CONTROL TOTALS - POPULATION



Source: The Perryman Group. (March 2020). A Long-Term Employment and Population Forecast for the North Central Texas Council of Governments Region

# CONTROL TOTALS - EMPLOYMENT



Source: The Perryman Group. (March 2020). A Long-Term Employment and Population Forecast for the North Central Texas Council of Governments Region

## PROJECTED CHANGE 2020 - 2045

	2020	2045	Change	Compound Annual Growth Rate
Total Population	7,760,178	11,529,041	3,768,864	1.60%
Total Households	2,710,458	3,994,592	1,284,134	1.56%
Total Employment	5,341,842	8,124,277	2,782,435	1.69%

Source: The Perryman Group. (March 2020). A Long-Term Employment and Population Forecast for the North Central Texas Council of Governments Region





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# SCHEDULE

## July

*Draft forecasts for internal review*

## August/September

*Draft forecasts for external review*

## October

*Finalization of forecasts*

## November

*Presentation of final forecasts to  
NCTCOG Executive Board*



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# FORECAST TEAM

## RESEARCH & INFORMATION SERVICES



**Mark Folden**  
Senior Predictive  
Analytic Specialist

**Kyle Caskey**  
Research Data Analyst

**Donna Coggeshall**  
Manager of Research

## TRANSPORTATION



**Arash Mirzaei**  
Senior Program Manager

**Zhen Ding**  
Senior Transportation  
System Modeler

**Dan Kessler**  
Assistant Director of  
Transportation





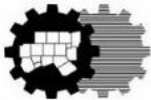
# QUESTIONS

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# COMPREHENSIVE MAP OF TRANSPORTATION PROJECTS IN THE DALLAS-FORT WORTH REGION AND UPDATE ON THE 2022 UNIFIED TRANSPORTATION PROGRAM (UTP)

Regional Transportation Council

September 9, 2021



North Central Texas  
Council of Governments  
Transportation Department

# CURRENT DALLAS-FORT WORTH REGION SCOPE OF PROGRAMMING

- 1,164 Active Projects
  - 907 Roadway
  - 257 Transit
- \$46.74 billion of funding from all sources
- 68 Implementing Agencies

# Recently Completed & Active Major Transportation Projects

## Project Status

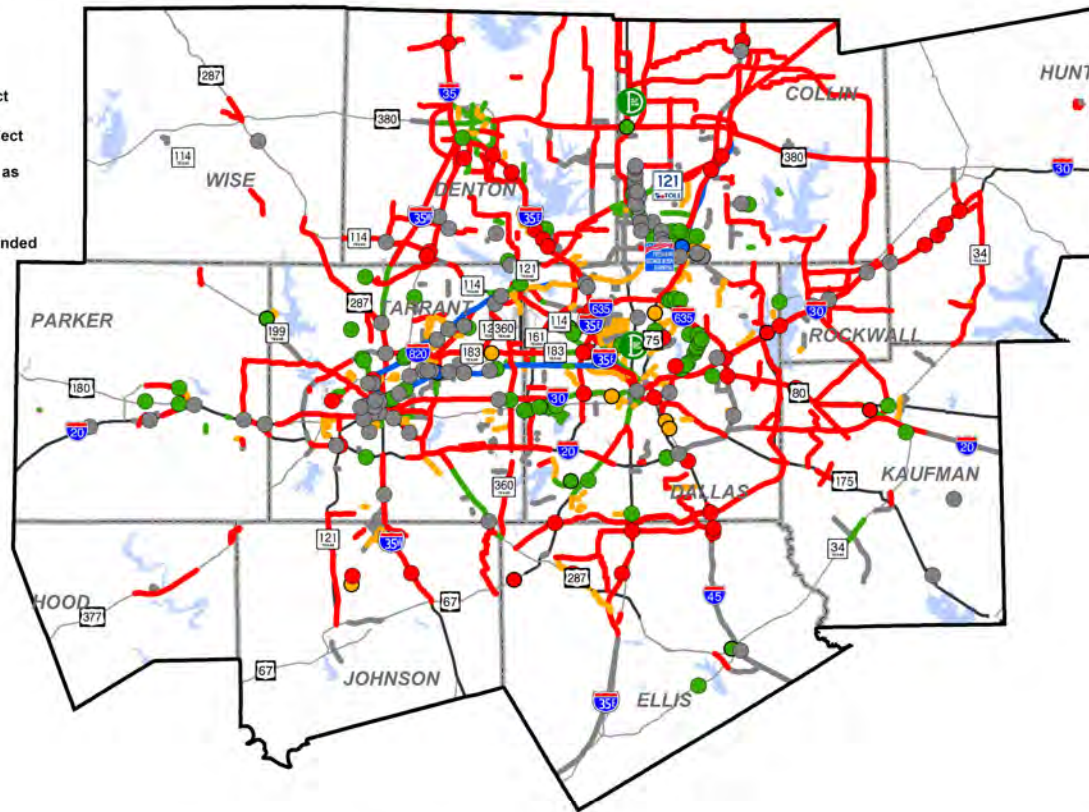
- Active Air Quality Project
- Active Bike/Pedestrian Project
- Active Capacity Project
- Active Rail Transit Project
- Recently Completed Project

\*Recently Completed projects are defined as completed within the past 5 years.

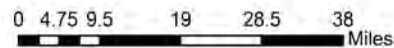
\*Active projects are defined as Under Construction or Fully Funded/Partially Funded

## Legend

- Major Highways
- Other Highways / Roadways
- County Boundary
- Metropolitan Planning Area Boundary



North Central Texas  
Council of Governments  
Transportation



\*Some projects are regional in scope and are not displayed as a discrete location on the map.



# Recently Completed and Active Signal and ITS Projects

## Project Status

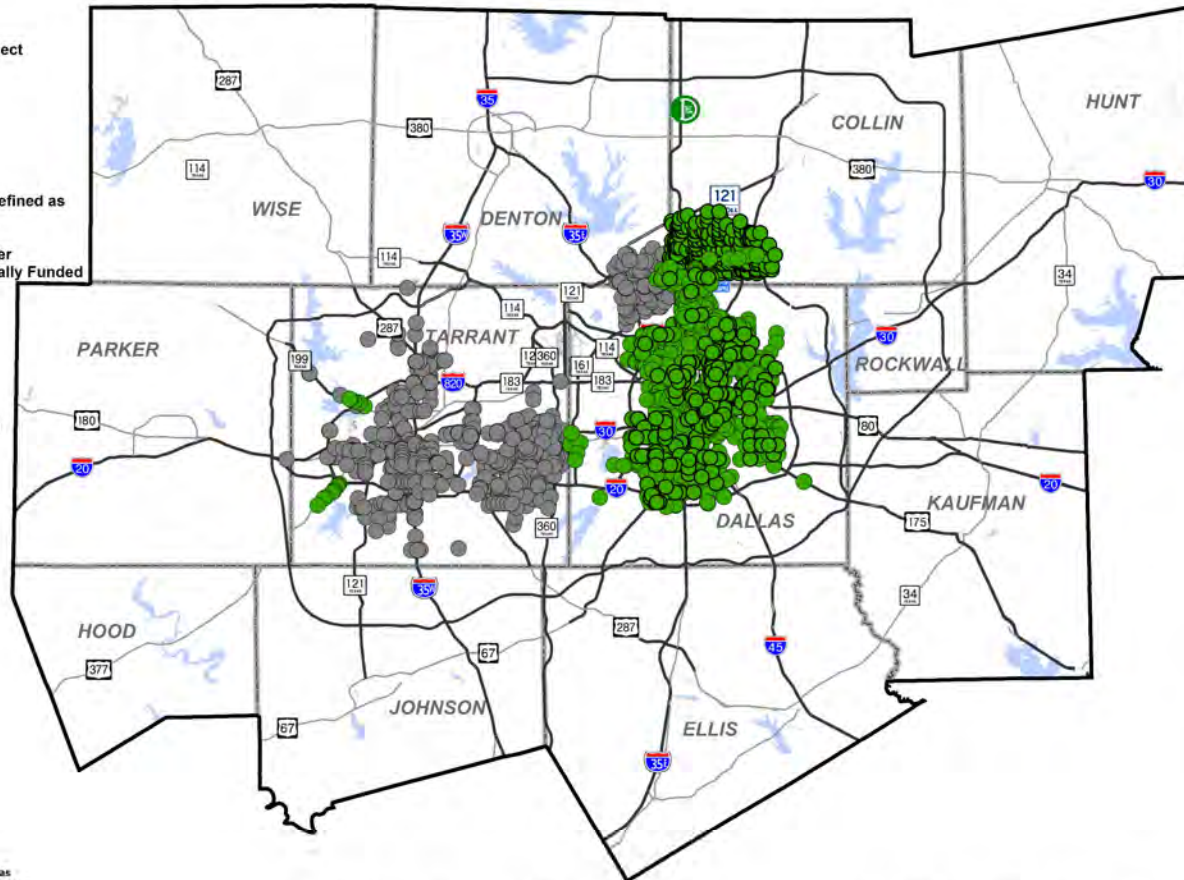
- Active Project
- Recently Completed Project

\*Recently Completed projects are defined as completed within the past 5 years.

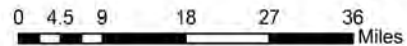
\*Active projects are defined as Under Construction or Fully Funded/Partially Funded

## Legend

- Major Highways
- Other Highways / Roadways
- County Boundary
- Metropolitan Planning Area Boundary



North Central Texas  
Council of Governments  
Transportation



\*Some projects are regional in scope and are not displayed as a discrete location on the map.



# Recently Completed & Active Transportation Projects All Projects

## Project Status

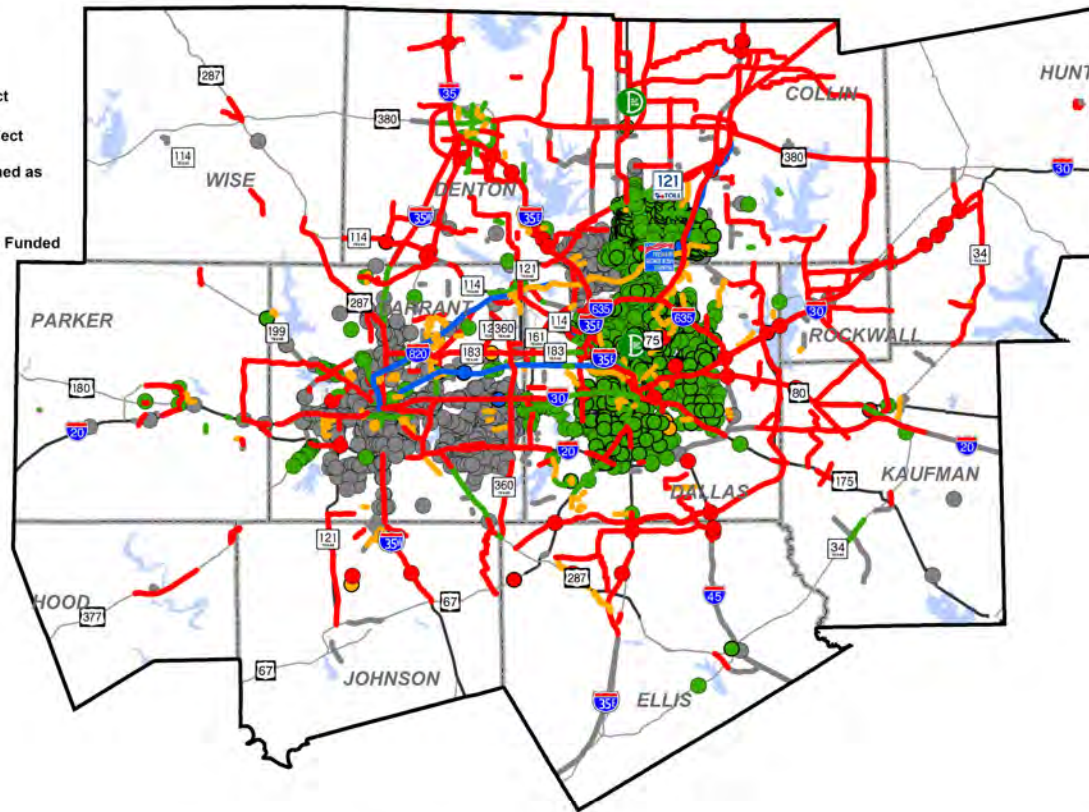
- Active Air Quality Project
- Active Bike/Pedestrian Project
- Active Capacity Project
- Active Rail Transit Project
- Recently Completed Project

\*Recently Completed projects are defined as completed within the past 5 years.

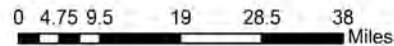
\*Active projects are defined as Under Construction or Fully Funded/Partially Funded

## Legend

- Major Highways
- Other Highways / Roadways
- County Boundary
- Metropolitan Planning Area Boundary



North Central Texas  
Council of Governments  
Transportation



\*Some projects are regional in scope and are not displayed as a discrete location on the map.

# RESOURCES TO VIEW PROJECTS

- Transportation Improvement Program Information System (TIPINS)
  - Includes all projects that have been in the TIP since 1992
  - Online, interactive map that is searchable by attributes including City, County, Project Sponsor, Project Type, TIP Code, TxDOT Control-Section-Job (CSJ) number
  - <https://www.nctcog.org/trans/funds/tip/project-search-engines/tipins-transportation-improvement-program-inform>
- Regional 10-Year Plan Website
  - Contains maps of 10-Year Plan projects for every iteration since December 2016
  - <https://www.nctcog.org/trans/funds/tip/funding-initiatives-calls-for-projects/10-year-plan>

# UPDATE ON THE 2022 UNIFIED TRANSPORTATION PROGRAM (UTP)

- The Texas Transportation Commission (TTC) approved the 2022 UTP at its August 31, 2021 meeting.
- All Category 2 and 4 requests, and some Category 12 requests were approved.
- The pages of the UTP that contain the Dallas-Fort Worth region's projects for 2022-2031 are contained in the RTC's electronic materials for reference.
- A full update on all 10-Year Plan projects will be brought back at the October 2021 RTC meeting.

# QUESTIONS?

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**EXCERPT OF 2022 UNIFIED  
TRANSPORTATION  
PROGRAM (UTP) PROJECT  
LISTINGS FOR DALLAS-  
FORT WORTH REGION**

The pages included are from the 2022 UTP that was approved by the Texas Transportation Commission on August 31, 2021.

# DALLAS DISTRICT Listed Projects

Map ID	Highway	Project Name/ Project ID (CSJ Number)	From	To	Est Let Date Range	Construction Cost Estimate	UTP Action	Toll	Authorized Construction Funding by Category	Tier	
<b>Multi-County Projects</b>											
1	IH 35	Denton County Connections (Denton County) 0195-02-081 - <i>Continues in Wichita Falls District</i>	SOUTH OF BELZ ROAD	COOKE COUNTY LINE	FY 2022-2025	\$196,670,000	No Funding Change	No	Cat. 12 Strategic Priority <b>TOTAL</b>	\$196,670,000 <b>\$196,670,000</b>	1
2a	IH 35E	Loop 9 Segment B (Dallas County) 0442-02-162	ELLIS COUNTY LINE	BEAR CREEK ROAD	FY 2022-2025	\$13,245,644	No Funding Change	No	Cat. 2 Metro/Urban Corridor Cat. 7 <b>TOTAL</b>	\$12,662,644 \$583,000 <b>\$13,245,644</b>	1
2b	IH 35E	FM 664 (Ellis County) 0442-03-042	AT FM 664	.	FY 2022-2025	\$49,432,235	Funding Adjustment	No	Cat. 4 Urban <b>TOTAL</b> ----- <i>Cat. 4 increased \$7M</i>	\$49,432,235 <b>\$49,432,235</b>	1
2c	IH 35E	Loop 9 Segment B (Ellis County) 0442-03-044	REESE DRIVE	DALLAS COUNTY LINE	FY 2022-2025	\$18,648,267	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor Cat. 7 <b>TOTAL</b> ----- <i>Cat. 2 increased \$2.9M</i>	\$11,998,267 \$6,650,000 <b>\$18,648,267</b>	1
3	IH 30	Widen Freeway - Grand Prairie (Dallas County) 1068-04-170 - <i>Continues in Ft. Worth District</i>	DALLAS COUNTY LINE	SH 161	FY 2022-2025	\$11,000,000	No Funding Change	No	Cat. 4 Urban <b>TOTAL</b>	\$11,000,000 <b>\$11,000,000</b>	1
4a	US 67	Interchange at Lake Ridge Pkwy - Midlothian (Ellis County) 0261-01-041	AT LAKE RIDGE PKWY	.	FY 2026-2031	\$30,694,054	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b>	\$30,694,054 <b>\$30,694,054</b>	1
4b	US 67	Interchange at Lake Ridge Pkwy - Cedar Hill (Dallas County) 0261-02-081	AT LAKE RIDGE PARKWAY	.	FY 2026-2031	\$27,487,146	New Authorization	No	Cat. 2 Metro/Urban Corridor -Remaining funding TBD- <b>TOTAL</b>	\$4,421,204 \$23,065,942 <b>\$27,487,146</b>	2
5a	FM 548	Widen Non-Freeway - Forney (Kaufman County) 2588-01-017	WINDMILL FARMS BLVD	S OF SH 205 (ROCKWALL C/L)	FY 2026-2031	\$39,613,924	No Funding Change	No	Cat. 2 Metro/Urban Corridor -Remaining funding TBD- <b>TOTAL</b>	\$8,448,796 \$31,165,128 <b>\$39,613,924</b>	2
5b	FM 548	Widen Non-Freeway - Forney (Rockwall County) 2588-02-008	S OF SH 205 (KAUFMAN C/L)	SH 205	FY 2026-2031	\$8,592,968	No Funding Change	No	Cat. 1 Cat. 2 Metro/Urban Corridor <b>TOTAL</b>	\$2,392,968 \$6,200,000 <b>\$8,592,968</b>	3
<b>Collin County</b>											
6	US 75	Interchange at Ridgeview Dr - Allen 0047-06-161	AT RIDGEVIEW DRIVE	.	FY 2022-2025	\$35,100,696	No Funding Change	No	Cat. 2 Metro/Urban Corridor Cat. 7 <b>TOTAL</b>	\$26,155,102 \$8,945,594 <b>\$35,100,696</b>	1
7	US 75	Widen Freeway - Van Alstyne 0047-14-053	NORTH OF CR 370	CR 375 (GRAYSON COUNTY LINE)	FY 2022-2025	\$67,384,036	New Authorization	No	Cat. 4 Urban -Remaining funding TBD- <b>TOTAL</b>	\$17,597,275 \$49,786,761 <b>\$67,384,036</b>	1
8	US 380	US 380 - Collin County 0135-02-065	COIT ROAD	JCT US 380/BUS 380	FY 2026-2031	\$165,692,800	New Authorization	No	Cat. 2 Metro/Urban Corridor Cat. 4 Urban <b>TOTAL</b>	\$120,000,000 \$45,692,800 <b>\$165,692,800</b>	1
9a	US 380	US 380 Princeton 0135-03-046	AIRPORT DR	4TH STREET	FY 2022-2025	\$63,683,197	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor Cat. 3 Local <b>TOTAL</b> ----- <i>Cat. 2 increased \$11.5M</i>	\$52,683,197 \$11,000,000 <b>\$63,683,197</b>	1
9b	US 380	US 380 Princeton 0135-04-033	4TH STREET	CR 458	FY 2022-2025	\$5,722,380	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b> ----- <i>Cat. 2 increased \$1.2M</i>	\$5,722,380 <b>\$5,722,380</b>	1
10a	US 380	US 380 - Collin County 0135-03-053	SH 5 (NEW EXTENSION OF SP 399)	FM 1827	FY 2026-2031	\$16,083,200	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b>	\$16,083,200 <b>\$16,083,200</b>	1

# DALLAS DISTRICT Listed Projects

Map ID	Highway	Project Name/ Project ID (CSJ Number)	From	To	Est Let Date Range	Construction Cost Estimate	UTP Action	Toll	Authorized Construction Funding by Category		Tier	
10b	US 380	US 380 - Collin County 0135-04-036	JCT US 380/BUS 380	CR 560	FY 2022-2025	\$127,008,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor	\$27,000,000	1	
									Cat. 3 Local	\$60,000,000		
									Cat. 12 Strategic Priority	\$40,008,000		
									<b>TOTAL</b>	<b>\$127,008,000</b>		
									<i>Cat. 12 increased \$40M</i>			
10c	US 380	US 380 - Collin County 0135-15-002	JCT US 380/BUS 380	NEW EXT OF SP 399	FY 2026-2031	\$807,520,000	New Authorization	No	Cat. 2 Metro/Urban Corridor	\$109,996,800	1	
									Cat. 4 Urban	\$104,307,200		
									-Remaining funding TBD-	\$593,216,000		
									<b>TOTAL</b>	<b>\$807,520,000</b>		
11	SH 5	Widen Non-Freeway - Melissa 0047-04-031	SH 121	NORTH OF COLLIN COUNTY OUTER LOOP	FY 2022-2025	\$31,699,658	New Authorization	No	Cat. 4 Urban	\$31,699,658	1	
									<b>TOTAL</b>	<b>\$31,699,658</b>		
12	SH 5	Widen Non-Freeway - McKinney 0047-05-057	SS 399	POWER HOUSE STREET	FY 2026-2031	\$86,750,627	New Authorization	No	Cat. 2 Metro/Urban Corridor	\$86,750,627	1	
									<b>TOTAL</b>	<b>\$86,750,627</b>		
13	SH 5	New Location Freeway - McKinney (US 380 Collin Co. Project) 0047-05-058	SH 5 /SPUR 399	SPUR 399 EXTENSION	FY 2026-2031	\$21,952,000	New Authorization	No	Cat. 2 Metro/Urban Corridor	\$21,952,000	1	
									<b>TOTAL</b>	<b>\$21,952,000</b>		
14	SH 5	Widen Non-Freeway - McKinney 0047-09-034	SOUTH OF FM 1378	SS 399	FY 2026-2031	\$16,802,369	No Funding Change	No	Cat. 2 Metro/Urban Corridor	\$10,000,000	2	
									-Remaining funding TBD-	\$6,802,369		
									<b>TOTAL</b>	<b>\$16,802,369</b>		
15	SH 205	Widen Non-Freeway - Rockwall 0451-03-013	NORTH OF JOHN KING (ROCKWALL C/L)	SH 78	FY 2022-2025	\$38,783,754	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor	\$38,783,754	2	
									<b>TOTAL</b>	<b>\$38,783,754</b>		
									<i>Cat. 2 increased \$3.6M</i>			
16	SS 399	Interchange at SH 5 - McKinney 0364-04-049	AT SH 5		FY 2026-2031	\$38,496,804	No Funding Change	No	Cat. 2 Metro/Urban Corridor	\$19,273,554	1	
									-Remaining funding TBD-	\$19,223,250		
									<b>TOTAL</b>	<b>\$38,496,804</b>		
17	SS 399	Upgrade to Freeway - McKinney (US 380 Collin Co. Project) 0364-04-051	US 75	SH 5	FY 2026-2031	\$9,968,000	New Authorization	No	Cat. 2 Metro/Urban Corridor	\$9,968,000	2	
									<b>TOTAL</b>	<b>\$9,968,000</b>		
18	FM 545	Road Rehabilitation - Melissa 1012-02-030	FM 2933	BS-78D	FY 2026-2031	\$26,723,141	Funding Adjustment	No	Cat. 4 Urban	\$6,000,000	2	
									-Remaining funding TBD-	\$20,723,141		
									<b>TOTAL</b>	<b>\$26,723,141</b>		
19	FM 2551	Widen Non-Freeway - Allen 2056-01-042	FM 2514	FM 2170	FY 2022-2025	\$44,570,571	No Funding Change	No	Cat. 2 Metro/Urban Corridor	\$44,570,571	2	
									<b>TOTAL</b>	<b>\$44,570,571</b>		
20a	FM 2514	Widen Non-Freeway - Wylie 2679-03-015	E OF LAVON PKWY	N OF DRAIN DR	FY 2022-2025	\$11,360,404	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor	\$11,360,404	2	
									<b>TOTAL</b>	<b>\$11,360,404</b>		
20b	FM 2514	Widen Non-Freeway - Wylie 2679-03-016	N OF DRAIN DR	BROWN ST	FY 2022-2025	\$24,107,754	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor	\$24,107,754	2	
									<b>TOTAL</b>	<b>\$24,107,754</b>		
									<i>Cat. 2 increased \$3.9M</i>			
<b>Dallas County</b>												
21	IH 30	I-30 Canyon Project 0009-11-254	IH 35E	IH 45	FY 2022-2025	\$451,538,342	Funding Adjustment	No	Cat. 12 Strategic Priority	\$325,000,000	1	
									Cat. 12 Texas Clear Lanes	\$126,538,342		
									<b>TOTAL</b>	<b>\$451,538,342</b>		
									<i>Cat. 12 increased \$101M</i>			
22	IH 635	US 80 East Corridor - I-635 Interchange 2374-02-162	AT US 80 INTERCHANGE		FY 2022-2025	\$210,426,225	New Authorization	No	Cat. 4 Urban	\$100,350,386	1	
									-Remaining funding TBD-	\$110,075,839		
									<b>TOTAL</b>	<b>\$210,426,225</b>		
23	IH 20	New Frontage Roads - Duncanville 2374-04-085	WEST OF COCKRELL HILL RD	HAMPTON RD	FY 2022-2025	\$80,581,578	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor	\$80,581,578	1	
									<b>TOTAL</b>	<b>\$80,581,578</b>		
									<i>Cat. 2 increased \$9.2M</i>			



# DALLAS DISTRICT Listed Projects

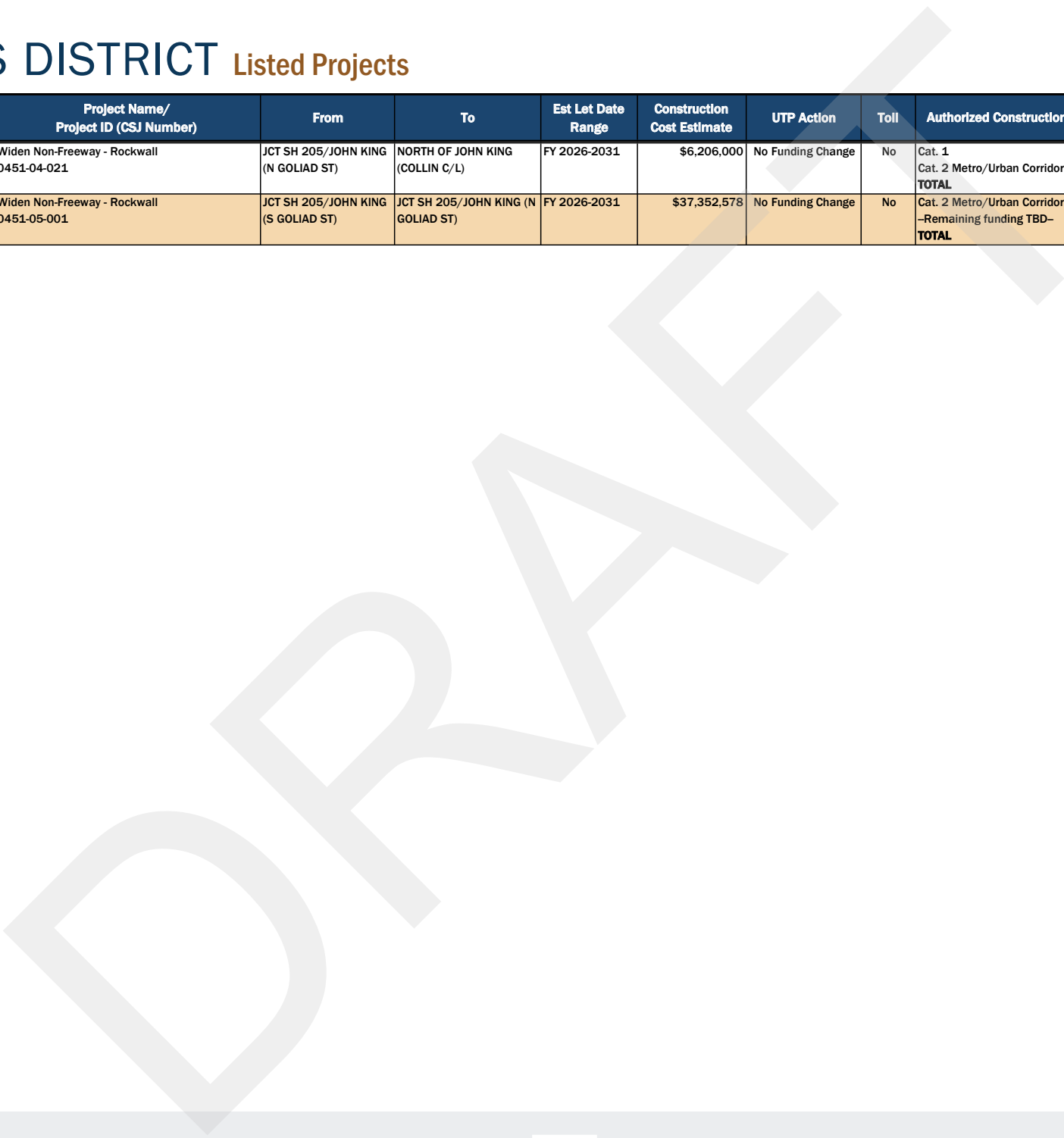
Map ID	Highway	Project Name/ Project ID (CSJ Number)	From	To	Est Let Date Range	Construction Cost Estimate	UTP Action	Toll	Authorized Construction Funding by Category	Tier
24	US 80	US 80 East Corridor 0095-02-096	EAST OF BELT LINE RD	LAWSON RD (DALLAS/KAUFMAN C/L)	FY 2022-2025	\$206,481,677	Funding Adjustment	No	Cat. 4 Urban \$10,000,000 Cat. 12 Texas Clear Lanes \$103,240,838 --Remaining funding TBD-- \$93,240,839 <b>TOTAL \$206,481,677</b> ----- <i>Cat. 12 increased \$103.2M</i>	1
25	US 80	US 80 East Corridor 0095-02-107	EAST OF TOWN EAST BLVD	EAST OF BELT LINE RD	FY 2022-2025	\$94,649,614	Funding Adjustment	No	Cat. 4 Urban \$94,649,614 <b>TOTAL \$94,649,614</b>	1
N/A	Various	Mobility Assistance Patrol Program 0918-00-341	REGIONAL MOBILITY ASSISTANCE PATROL	.	FY 2022-2025	\$6,084,000	New Authorization	No	Cat. 7 \$4,387,500 Cat. 12 Strategic Priority \$1,696,500 <b>TOTAL \$6,084,000</b>	1
N/A	Various	Mobility Assistance Patrol Program 0918-00-342	REGIONAL MOBILITY ASSISTANCE PATROL PROG	.	FY 2022-2025	\$6,588,000	New Authorization	No	Cat. 7 \$4,575,000 Cat. 12 Strategic Priority \$2,013,000 <b>TOTAL \$6,588,000</b>	1
N/A	Various	Mobility Assistance Patrol Program 0918-00-362	REGIONAL MOBILITY ASSISTANCE PROGRAM	.	FY 2022-2025	\$7,056,000	New Authorization	No	Cat. 7 \$4,725,000 Cat. 12 Strategic Priority \$2,331,000 <b>TOTAL \$7,056,000</b>	1
<b>Denton County</b>										
26	IH 35	Denton County Connections 0195-02-074	US 77 (NORTH OF DENTON)	SOUTH OF BELZ ROAD	FY 2026-2031	\$484,846,537	Funding Adjustment	No	Cat. 4 Urban \$131,202,084 Cat. 11 District \$30,664,453 Cat. 12 Strategic Priority \$322,980,000 <b>TOTAL \$484,846,537</b> ----- <i>Cat. 4 increased \$77M</i>	1
27a	IH 35	I-35 Denton County Connections 0195-02-076	AT FM 455	.	FY 2022-2025	\$27,745,863	Funding Adjustment	No	Cat. 4 Urban \$883,567 Cat. 12 Strategic Priority \$26,862,296 <b>TOTAL \$27,745,863</b> ----- <i>Cat. 4 increased \$514K</i>	1
27b	FM 455	Widen Non-Freeway - Sanger 0816-02-072	WEST OF FM 2450	EAST OF MARION RD	FY 2022-2025	\$44,660,582	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor \$44,660,582 <b>TOTAL \$44,660,582</b> ----- <i>Cat. 2 increased \$1.8M</i>	3
28a	IH 35	I-35 Denton County Connections 0195-03-087	US 380	US 77 NORTH OF DENTON	FY 2022-2025	\$223,357,330	Funding Adjustment	No	Cat. 4 Urban \$43,647,905 Cat. 12 Strategic Priority \$79,709,425 Cat. 12 Texas Clear Lanes \$100,000,000 <b>TOTAL \$223,357,330</b> ----- <i>Cat. 4 increased \$27M</i>	1
28b	IH 35	I-35 Denton County Connections 0195-03-090	IH 35W	US 380	FY 2022-2025	\$130,812,652	Funding Adjustment	No	Cat. 12 Strategic Priority \$130,812,652 <b>TOTAL \$130,812,652</b>	1
28c	IH 35E	I-35 Denton County Connections 0195-03-099	N TEXAS BLVD	IH 35W	FY 2022-2025	\$43,821,225	New Authorization	No	Cat. 2 Metro/Urban Corridor \$35,008,319 Cat. 12 Strategic Priority \$8,812,906 <b>TOTAL \$43,821,225</b>	1
29	IH 35E	I-35 Denton County Connections 0196-01-109	SOUTH OF MAYHILL ROAD	SOUTH OF SL 288	FY 2022-2025	\$72,094,705	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor \$72,094,705 <b>TOTAL \$72,094,705</b> ----- <i>Cat. 2 increased \$9.9M</i>	1
30	IH 35E	I-35 Denton County Connections 0196-01-113	AT DOBBS ROAD	.	FY 2026-2031	\$65,059,297	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor \$3,735,754 --Remaining funding TBD-- \$61,323,543 <b>TOTAL \$65,059,297</b>	2
31a	IH 35E	I-35 Denton County Connections 0196-02-126	AT CORPORATE DRIVE	.	FY 2022-2025	\$79,809,723	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor \$79,809,723 <b>TOTAL \$79,809,723</b> ----- <i>Cat. 2 increased \$6.9M</i>	1

# DALLAS DISTRICT Listed Projects

Map ID	Highway	Project Name/ Project ID (CSJ Number)	From	To	Est Let Date Range	Construction Cost Estimate	UTP Action	Toll	Authorized Construction Funding by Category	Tier	
31b	IH 35E	I-35 Denton County Connections 0196-02-127	AT BS 121		FY 2022-2025	\$96,444,954	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor	\$96,444,954	1
									<b>TOTAL</b>	<b>\$96,444,954</b>	
<i>Cat. 2 increased \$14M</i>											
32	IH 35E	I-35 Denton County Connections 0196-02-128	AT 1171 AND MAIN STREET		FY 2022-2025	\$45,022,538	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor	\$45,022,538	1
									<b>TOTAL</b>	<b>\$45,022,538</b>	
<i>Cat. 2 increased \$1.2M</i>											
33	SH 114	New Location Freeway - Roanoke 0353-09-003	BUS 114K	WEST OF US 377	FY 2022-2025	\$20,467,084	New Authorization	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b>	\$20,467,084 <b>\$20,467,084</b>	1
<b>Ellis County</b>											
34	IH 35E	Interchange at Butcher Rd - Waxahachie 0048-04-094	AT FM 387 (BUTCHER ROAD)		FY 2022-2025	\$42,000,000	No Funding Change	No	Cat. 4 Urban <b>TOTAL</b>	\$42,000,000 <b>\$42,000,000</b>	1
35a	IH 45	FM 664 0092-03-053	AT FM 664		FY 2026-2031	\$62,648,178	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor	\$28,648,178	1
									Cat. 12 Strategic Priority <b>TOTAL</b>	\$34,000,000 <b>\$62,648,178</b>	
<i>Cat. 2 increased \$22M</i>											
35b	FM 664	Widen Non-Freeway - Red Oak 1051-03-001	WEST OF FERRIS ROAD	IH 45	FY 2026-2031	\$46,972,575	No Funding Change	No	Cat. 2 Metro/Urban Corridor -Remaining funding TBD- <b>TOTAL</b>	\$10,000,000 \$36,972,575 <b>\$46,972,575</b>	3
36	FM 664	Widen Non-Freeway - Red Oak 1051-01-051	IH 35E	WEST OF FERRIS ROAD	FY 2026-2031	\$108,694,468	No Funding Change	No	Cat. 2 Metro/Urban Corridor -Remaining funding TBD- <b>TOTAL</b>	\$25,000,000 \$83,694,468 <b>\$108,694,468</b>	2
37	FM 664	Widen Non-Freeway - Ovilla 1051-01-052	FM 1387	WESTMORELAND RD	FY 2026-2031	\$46,661,591	No Funding Change	No	Cat. 2 Metro/Urban Corridor -Remaining funding TBD- <b>TOTAL</b>	\$32,145,761 \$14,515,830 <b>\$46,661,591</b>	2
38	FM 1387	Widen Non-Freeway - Midlothian 1394-02-027	MIDLOTHIAN PARKWAY	FM 664	FY 2026-2031	\$26,260,060	No Funding Change	No	Cat. 2 Metro/Urban Corridor -Remaining funding TBD- <b>TOTAL</b>	\$25,000,000 \$1,260,060 <b>\$26,260,060</b>	2
<b>Kaufman County</b>											
39a	US 80	US 80 East Corridor 0095-03-080	LAWSON RD (DALLAS / KAUFMAN C/L)	FM 460	FY 2022-2025	\$133,000,000	No Funding Change	No	Cat. 4 Urban <b>TOTAL</b>	\$133,000,000 <b>\$133,000,000</b>	1
39b	US 80	US 80 East Corridor 0095-03-085	AT FM 460		FY 2022-2025	\$12,270,755	No Funding Change	No	Cat. 4 Urban	\$6,443,588	2
									Cat. 6 Cat. 10 <b>TOTAL</b>	\$1,882,263 \$3,944,904 <b>\$12,270,755</b>	
40	FM 548	Widen Non-Freeway - Forney 2588-01-022	NORTH OF US 80	WINDMILL FARMS BLVD	FY 2026-2031	\$64,419,678	No Funding Change	No	Cat. 2 Metro/Urban Corridor -Remaining funding TBD- <b>TOTAL</b>	\$49,551,204 \$14,868,474 <b>\$64,419,678</b>	3
<b>Rockwall County</b>											
41	IH 30	I-30 East 0009-12-219	SH 205	WEST OF FM 2642 (HUNT C/L)	FY 2022-2025	\$304,603,781	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor	\$76,783,395	1
									Cat. 5 Cat. 12 Texas Clear Lanes <b>TOTAL</b>	\$50,000,000 \$177,820,386 <b>\$304,603,781</b>	
<i>Cat. 2 increased \$8M and Cat. 12 increased \$35M</i>											
42a	IH 30	I-30 East 0009-12-215	DALROCK RD (DALLAS C/L)	SH 205	FY 2022-2025	\$93,302,686	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor Cat. 12 Texas Clear Lanes <b>TOTAL</b>	\$55,202,686 \$38,100,000 <b>\$93,302,686</b>	1
42b	IH 30	I-30 East 0009-12-220	DALROCK ROAD	EAST OF HORIZON	FY 2022-2025	\$178,424,273	Funding Adjustment	No	Cat. 4 Urban Cat. 12 Texas Clear Lanes <b>TOTAL</b>	\$32,000,000 \$146,424,272 <b>\$178,424,272</b>	1

# DALLAS DISTRICT **Listed Projects**

Map ID	Highway	Project Name/ Project ID (CSJ Number)	From	To	Est Let Date Range	Construction Cost Estimate	UTP Action	Toll	Authorized Construction Funding by Category	Tier	
43a	SH 205	Widen Non-Freeway - Rockwall 0451-04-021	JCT SH 205/JOHN KING (N GOLIAD ST)	NORTH OF JOHN KING (COLLIN C/L)	FY 2026-2031	\$6,206,000	No Funding Change	No	Cat. 1	\$680,541	2
									Cat. 2 Metro/Urban Corridor	\$5,525,459	
									<b>TOTAL</b>	<b>\$6,206,000</b>	
43b	SH 205	Widen Non-Freeway - Rockwall 0451-05-001	JCT SH 205/JOHN KING (S GOLIAD ST)	JCT SH 205/JOHN KING (N GOLIAD ST)	FY 2026-2031	\$37,352,578	No Funding Change	No	Cat. 2 Metro/Urban Corridor	\$24,032,505	2
									-Remaining funding TBD-	\$13,320,072	
									<b>TOTAL</b>	<b>\$37,352,577</b>	



# FORT WORTH DISTRICT Listed Projects

Map ID	Highway	Project Name/ Project ID (CSJ Number)	From	To	Est Let Date Range	Construction Cost Estimate	UTP Action	Toll	Authorized Construction Funding by Category	Tier	
<b>Multi-County Projects</b>											
1	IH 30	Widen Freeway - Arlington (Tarrant County) 1068-02-147 - Continues in Dallas District	COOPER STREET	DALLAS COUNTY LINE	FY 2022-2025	\$127,820,000	Funding Adjustment	No	Cat. 4 Urban <b>TOTAL</b> ----- Cat. 4 increased \$24M	\$127,820,000 <b>\$127,820,000</b>	1
<b>Hood County</b>											
2	US 377	Road Rehabilitation - Granbury 0080-03-049	END OF BRAZOS RIVER BRIDGE	WEST OF FM 51	FY 2026-2031	\$34,999,972	No Funding Change	No	Cat. 2 Metro/Urban Corridor -Remaining funding TBD- <b>TOTAL</b>	\$25,000,000 \$9,999,972 <b>\$34,999,972</b>	1
<b>Jack County</b>											
3	US 281	Grade Separation - Jack County 0249-07-071	AT SH 199	.	FY 2022-2025	\$10,659,250	No Funding Change	No	Cat. 4 Regional <b>TOTAL</b>	\$10,659,250 <b>\$10,659,250</b>	1
4	US 281	Replace Bridge - Jacksboro 0249-07-072	US 281 STA 682+31.85	US 281 STA 789+98.36	FY 2026-2031	\$23,329,619	No Funding Change	No	Cat. 4 Regional -Remaining funding TBD- <b>TOTAL</b>	\$10,663,195 \$12,666,424 <b>\$23,329,619</b>	1
5	SH 199	Passing Lanes (Super 2) - Jack County 0171-01-033	US 281	WISE COUNTY LINE	FY 2022-2025	\$8,357,992	No Funding Change	No	Cat. 4 Regional <b>TOTAL</b>	\$8,358,000 <b>\$8,358,000</b>	1
<b>Johnson County</b>											
6	IH 35W	Interchange Improvements - Burleson 0014-03-088	RICKY LN	US 67	FY 2022-2025	\$22,000,000	Funding Adjustment	No	Cat. 4 Urban <b>TOTAL</b> ----- Cat. 4 increased \$7M	\$22,000,000 <b>\$22,000,000</b>	1
7	FM 157	Widen Non-Freeway - Mansfield 0747-05-035	BU 287 P	US 67	FY 2026-2031	\$78,000,000	No Funding Change	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b>	\$78,000,000 <b>\$78,000,000</b>	2
8a	FM 157	Upgrade Non-Freeway - Venus 0747-05-042	US 67	8TH STREET	FY 2022-2025	\$6,799,986	No Funding Change	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b>	\$6,800,000 <b>\$6,800,000</b>	3
8b	FM 157	Roadway Realignment - Venus 0747-05-043	8TH STREET	NORTH OF COUNTY ROAD 108B	FY 2022-2025	\$6,699,944	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b> ----- Cat. 2 increased \$2.2M	\$6,700,000 <b>\$6,700,000</b>	3
9a	FM 917	Rail Grade Separation - Joshua 1181-02-033	WEST OF F AVE.	MAIN ST IN THE CITY OF JOSHUA	FY 2022-2025	\$10,000,000	No Funding Change	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b>	\$10,000,000 <b>\$10,000,000</b>	2
9b	FM 917	Rail Grade Separation - Joshua 1181-03-036	MAIN ST IN THE CITY OF JOSHUA	EAST OF SH 174	FY 2022-2025	\$3,000,003	No Funding Change	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b>	\$3,000,000 <b>\$3,000,000</b>	2
<b>Palo Pinto County</b>											
10a	US 180	Passing Lanes (Super 2) - Palo Pinto County 0007-09-021	WEST OF SH 16 NORTH	EAST OF ROSS WATSON RD	FY 2026-2031	\$13,999,996	No Funding Change	No	Cat. 4 Regional -Remaining funding TBD- <b>TOTAL</b>	\$4,000,000 \$9,999,996 <b>\$13,999,996</b>	2
10b	US 180	Passing Lanes (Super 2) - Mineral Wells 0007-10-064	EAST OF ROSS WATSON RD	SW 12TH AVE	FY 2026-2031	\$19,999,967	No Funding Change	No	Cat. 4 Regional -Remaining funding TBD- <b>TOTAL</b>	\$11,000,000 \$8,999,967 <b>\$19,999,967</b>	2
10c	US 180	Passing Lanes (Super 2) - Palo Pinto County 0011-10-028	STEPHENS COUNTY LINE	CR 122	FY 2026-2031	\$14,999,945	No Funding Change	No	Cat. 4 Regional -Remaining funding TBD- <b>TOTAL</b>	\$7,500,000 \$7,500,000 <b>\$15,000,000</b>	2
<b>Parker County</b>											
11a	IH 20	Interchanges at Walsh Ranch Pkwy and FM 1187 Fort Worth 0008-03-094	FM 1187/3325	TARRANT/PARKER COUNTY LINE	FY 2022-2025	\$29,000,000	No Funding Change	No	Cat. 4 Urban <b>TOTAL</b>	\$29,000,000 <b>\$29,000,000</b>	1

# FORT WORTH DISTRICT Listed Projects

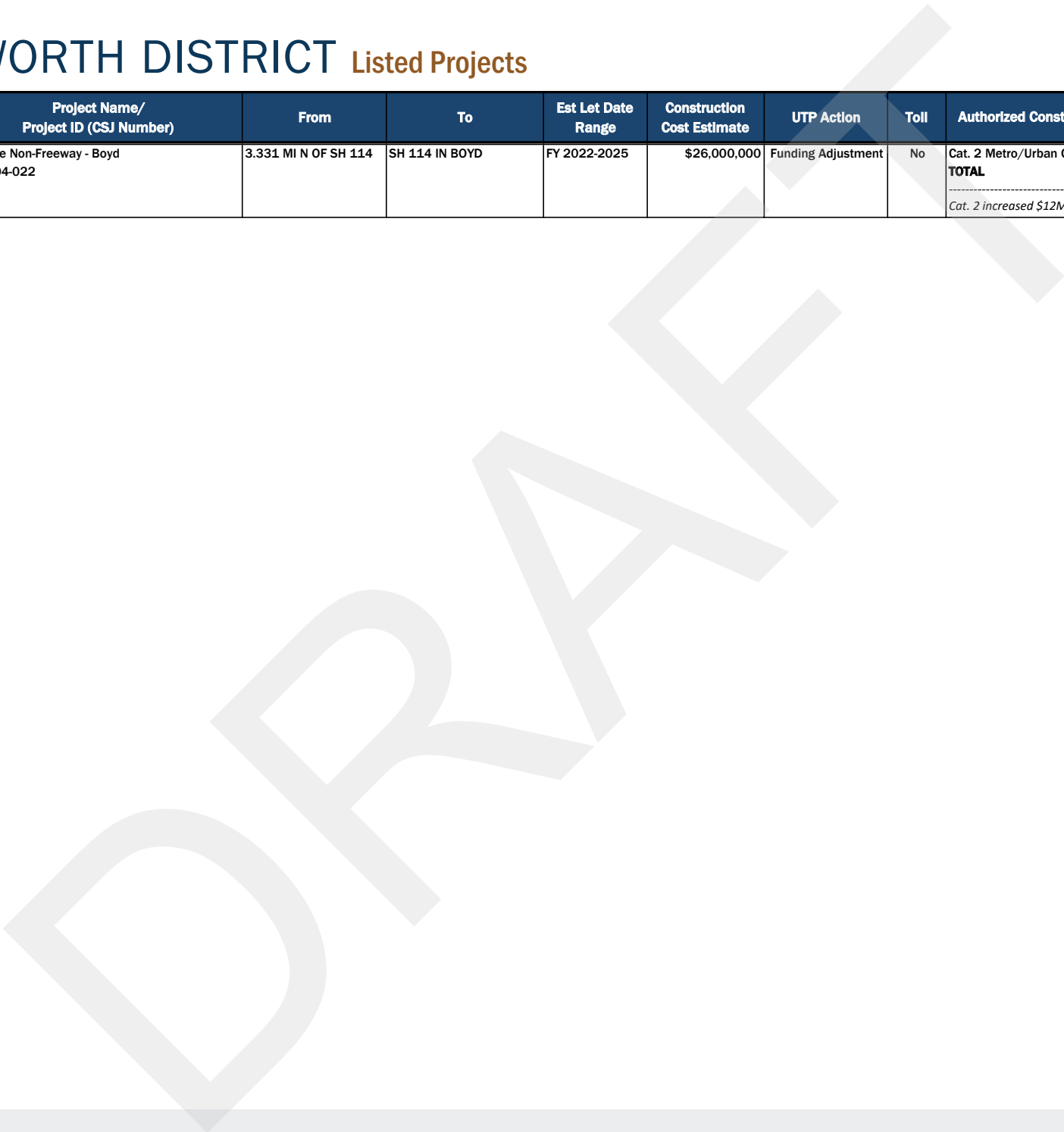
Map ID	Highway	Project Name/ Project ID (CSJ Number)	From	To	Est Let Date Range	Construction Cost Estimate	UTP Action	Toll	Authorized Construction Funding by Category	Tier
11b	IH 30	Interchanges at Walsh Ranch Pkwy and FM 1187 Fort Worth 1068-05-014	IH 20	TARRANT/PARKER COUNTY LINE	FY 2022-2025	\$6,000,000	No Funding Change	No	Cat. 4 Urban <b>TOTAL</b> \$6,000,000 <b>\$6,000,000</b>	1
12	IH 20	New Frontage Roads - Weatherford 0314-07-061	FM 2552	BANKHEAD HIGHWAY	FY 2026-2031	\$52,000,014	Funding Adjustment	No	Cat. 4 Urban Cat. 12 Strategic Priority <b>TOTAL</b> \$21,000,000 \$31,000,000 <b>\$52,000,000</b>  <i>Cat. 12 added \$31M</i>	1
<b>Somervell County</b>										
13	US 67	Widen Non-Freeway - Glen Rose 0259-03-058	BRAZOS RIVER	SH 144	FY 2026-2031	\$25,499,986	No Funding Change	No	Cat. 4 Regional -Remaining funding TBD- <b>TOTAL</b> \$20,000,000 \$5,500,000 <b>\$25,500,000</b>	1
<b>Tarrant County</b>										
14a	IH 820	Southeast Connector - Fort Worth 0008-13-125	IH 20	BRENTWOOD STAIR ROAD	FY 2022-2025	\$819,422,671	No Funding Change	No	Cat. 2 Metro/Urban Corridor Cat. 3 Design-Build Cat. 12 Texas Clear Lanes <b>TOTAL</b> \$39,820,670 \$350,000,000 \$429,602,000 <b>\$819,422,670</b>	1
14b	IH 20	Southeast Connector - Fort Worth 0008-13-206	IH 820/IH 20 INTERCHANGE	FOREST HILL DR	FY 2022-2025	\$115,402,716	No Funding Change	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b> \$115,402,715 <b>\$115,402,715</b>	1
14c	US 287	Southeast Connector - Fort Worth 0172-06-080	IH 820	BERRY STREET	FY 2022-2025	\$89,874,141	No Funding Change	No	Cat. 2 Metro/Urban Corridor Cat. 4 Urban <b>TOTAL</b> \$49,874,140 \$40,000,000 <b>\$89,874,140</b>	1
14d	US 287	Southeast Connector - Fort Worth 0172-09-028	IH 20 INTERCHANGE	SUBLETT ROAD	FY 2022-2025	\$30,000,001	No Funding Change	No	Cat. 4 Urban <b>TOTAL</b> \$30,000,000 <b>\$30,000,000</b>	1
14e	IH 20	Southeast Connector - Fort Worth 2374-05-066	IH 820	PARK SPRINGS	FY 2022-2025	\$536,545,646	No Funding Change	No	Cat. 2 Metro/Urban Corridor Cat. 4 Urban Cat. 12 Strategic Priority <b>TOTAL</b> \$330,215,645 \$153,000,000 \$53,330,000 <b>\$536,545,645</b>	1
15	IH 20	Interchange at Chisolm Trail - Fort Worth 0008-16-043	AT CHISHOLM TRAIL PARKWAY	.	FY 2026-2031	\$31,085,095	No Funding Change	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b> \$31,085,095 <b>\$31,085,095</b>	1
16a	IH 820	Freeway Ramps and Frontage Roads - Fort Worth (Northwest) 0008-14-132	NAVAJO TRAIL/CAHOBA DRIVE	MARINE CREEK PARKWAY	FY 2026-2031	\$20,000,000	No Funding Change	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b> \$20,000,000 <b>\$20,000,000</b>	1
16b	SH 199	Interchange at IH 820 - Lake Worth 0171-05-068	S END OF LAKE WORTH BR	I-820	FY 2026-2031	\$180,000,001	No Funding Change	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b> \$180,000,000 <b>\$180,000,000</b>	1
17	IH 30	Widen Freeway - Fort Worth (West) 1068-01-214	LINKCREST DRIVE	IH 820	FY 2026-2031	\$140,000,000	Funding Adjustment	No	Cat. 4 Urban Cat. 12 Texas Clear Lanes <b>TOTAL</b> \$90,000,000 \$50,000,000 <b>\$140,000,000</b>  <i>Cat. 12 added \$50M</i>	1
18	IH 20	Freeway Ramps - Arlington 2374-05-093	PARK SPRINGS BLVD	DALLAS COUNTY LINE	FY 2026-2031	\$111,607,149	No Funding Change	No	Cat. 2 Metro/Urban Corridor -Remaining funding TBD- <b>TOTAL</b> \$50,000,000 \$61,607,149 <b>\$111,607,149</b>	2
19a	US 81	Intersection at Harmon Rd - Fort Worth 0014-15-033	NORTH OF HARMON ROAD	NORTH OF IH 35W	FY 2022-2025	\$7,860,316	No Funding Change	No	Cat. 1 Cat. 2 Metro/Urban Corridor Cat. 7 <b>TOTAL</b> \$302,316 \$1,541,669 \$6,016,331 <b>\$7,860,316</b>	1
19b	US 81	Intersection at Harmon Rd - Fort Worth 0014-15-034	NORTH OF HARMON ROAD	NORTH OF IH 35W	FY 2022-2025	\$9,116,641	No Funding Change	No	Cat. 1 Cat. 2 Metro/Urban Corridor Cat. 7 <b>TOTAL</b> \$350,641 \$1,538,179 \$7,227,821 <b>\$9,116,641</b>	1

# FORT WORTH DISTRICT Listed Projects

Map ID	Highway	Project Name/ Project ID (CSJ Number)	From	To	Est Let Date Range	Construction Cost Estimate	UTP Action	Toll	Authorized Construction Funding by Category	Tier
19c	US 81	Intersection at Harmon Rd - Fort Worth 0014-15-035	NORTH OF HARMON ROAD	NORTH OF IH 35W	FY 2022-2025	\$1,599,707	No Funding Change	No	Cat. 1 \$61,528 Cat. 2 Metro/Urban Corridor \$1,538,179 <b>TOTAL \$1,599,707</b>	1
19d	US 81	Intersection at Harmon Rd - Fort Worth 0014-15-036	ON US 81/US 287 FROM NORTH OF FM 3479	NORTH OF IH 35W INTERCHANGE	FY 2022-2025	\$1,618,739	No Funding Change	No	Cat. 1 \$62,260 Cat. 2 Metro/Urban Corridor \$1,556,479 <b>TOTAL \$1,618,739</b>	1
20	US 81	Freeway Ramps and Frontage Roads - Fort Worth 0014-15-078	AVONDALE-HASLET RD	SOUTH OF NORTH TARRANT PARKWAY	FY 2026-2031	\$71,600,010	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor \$5,000,000 Cat. 4 Urban \$8,000,000 -Remaining funding TBD- <b>TOTAL \$71,600,010</b>  <i>Cat. 4 added \$8M</i>	1
21a	SH 180	Road Rehabilitation - Fort Worth 0008-05-029	IH 35W	TIERNEY RD	FY 2022-2025	\$42,500,017	No Funding Change	No	Cat. 2 Metro/Urban Corridor \$37,500,000 Cat. 3 Local \$5,000,000 <b>TOTAL \$42,500,000</b>	1
21b	SH 180	Road Rehabilitation - Fort Worth 0008-06-052	TIERNEY RD	IH 820	FY 2022-2025	\$17,499,937	No Funding Change	No	Cat. 2 Metro/Urban Corridor \$12,500,000 Cat. 3 Local \$4,999,937 <b>TOTAL \$17,499,937</b>	1
22	SH 183	Replace Railroad Underpass - Fort Worth 0094-01-032	AT UPRR RAILROAD & UPRR SPUR	.	FY 2022-2025	\$30,000,000	New Authorization	No	Cat. 2 Metro/Urban Corridor \$18,000,000 Cat. 6 \$12,000,000 <b>TOTAL \$30,000,000</b>	1
23	SH 183	Intersection Improvements - Fort Worth 0094-05-070	AT PUMPHREY DR	.	FY 2026-2031	\$20,740,724	No Funding Change	No	Cat. 2 Metro/Urban Corridor \$10,000,000 -Remaining funding TBD- <b>TOTAL \$20,740,724</b>	3
24	SH 199	Widen Non-Freeway - Fort Worth 0171-05-094	IH 820	WEST FORK OF TRINITY RIVER	FY 2022-2025	\$68,661,515	No Funding Change	No	Cat. 2 Metro/Urban Corridor \$68,661,515 <b>TOTAL \$68,661,515</b>	1
25	SH 360	Widen Freeway - Arlington 2266-02-148	NORTH OF E. RANDOL MILL RD.	SOUTH OF E RANDOL MILL RD	FY 2022-2025	\$55,000,000	No Funding Change	No	Cat. 2 Metro/Urban Corridor \$55,000,000 <b>TOTAL \$55,000,000</b>	1
26	SH 360	Intersection Improvements - Grand Prairie 2266-02-150	SH 183	IH 30	FY 2026-2031	\$20,740,748	No Funding Change	No	Cat. 1 \$740,748 Cat. 2 Metro/Urban Corridor \$20,000,000 <b>TOTAL \$20,740,748</b>	1
N/A	Various	Mobility Assistance Patrol Program 0902-00-309	REGIONAL MOBILITY ASSISTANCE PATROL	.	FY 2022-2025	\$3,380,000	New Authorization	No	Cat. 1 \$130,000 Cat. 7 \$2,437,500 Cat. 12 Strategic Priority \$812,500 <b>TOTAL \$3,380,000</b>	1
N/A	Various	Mobility Assistance Patrol Program 0902-00-310	REGIONAL MOBILITY ASSISTANCE	.	FY 2022-2025	\$3,780,000	New Authorization	No	Cat. 7 \$2,905,000 Cat. 12 Strategic Priority \$875,000 <b>TOTAL \$3,780,000</b>	1
N/A	Various	Mobility Assistance Patrol Program 0902-00-311	REGIONAL MOBILITY ASSISTANCE PATROL	.	FY 2022-2025	\$4,032,000	New Authorization	No	Cat. 1 \$432,000 Cat. 7 \$2,700,000 Cat. 12 Strategic Priority \$900,000 <b>TOTAL \$4,032,000</b>	1
<b>Wise County</b>										
27a	US 81	Grade Separation - Decatur 0013-07-083	NORTH OF CR 2195	NORTH OF US 380	FY 2026-2031	\$32,700,030	No Funding Change	No	Cat. 2 Metro/Urban Corridor \$16,700,000 -Remaining funding TBD- <b>TOTAL \$32,700,030</b>	3
27b	BU 81D	Grade Separation - Decatur 0013-09-012	CR 1160- REALIGNED FM 1810 INTERSEC	NORTH OF CR 2090	FY 2026-2031	\$3,600,000	No Funding Change	No	Cat. 2 Metro/Urban Corridor \$3,600,000 <b>TOTAL \$3,600,000</b>	3
27c	FM 1810	Intersection at US 81/287 - Wise County 2418-01-013	WEST OF CR 1170	CR 1160- REALIGNED BU 81D INTERSEC	FY 2026-2031	\$17,000,042	No Funding Change	No	Cat. 2 Metro/Urban Corridor \$13,300,000 -Remaining funding TBD- <b>TOTAL \$17,000,042</b>	3

# FORT WORTH DISTRICT Listed Projects

Map ID	Highway	Project Name/ Project ID (CSJ Number)	From	To	Est Let Date Range	Construction Cost Estimate	UTP Action	Toll	Authorized Construction Funding by Category	Tier	
28	FM 730	Upgrade Non-Freeway - Boyd 0312-04-022	3.331 MI N OF SH 114	SH 114 IN BOYD	FY 2022-2025	\$26,000,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor	\$26,000,000	3
									<b>TOTAL</b>	<b>\$26,000,000</b>	
									----- <i>Cat. 2 increased \$12M</i>		





# PARIS DISTRICT Listed Projects

Map ID	Highway	Project Name/ Project ID (CSJ Number)	From	To	Est Let Date Range	Construction Cost Estimate	UTP Action	Toll	Authorized Construction Funding by Category	Tier	
<b>Hunt County</b>											
8a	IH 30	Interchange at FM 1570 - Greenville 0009-13-167	0.5 MILES SOUTH OF FM 1570	0.5 MILES NORTH OF FM 1570	FY 2022-2025	\$31,200,000	Funding Adjustment	No	Cat. 7 Cat. 12 Strategic Priority <b>TOTAL</b> ----- <i>Cat. 12 increased \$1.1M</i>	\$8,000,000 \$23,200,000 <b>\$31,200,000</b>	1
8b	IH 30	Interchange at IH 30 - Greenville 0009-13-173	0.5 MI WEST OF FM 1903	0.5 MI EAST OF FM 1903	FY 2022-2025	\$37,908,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor Cat. 7 <b>TOTAL</b> ----- <i>Cat. 2 increased \$7.8M</i>	\$23,408,000 \$14,500,000 <b>\$37,908,000</b>	1
8c	IH 30	Interchange at FM 36 - Hunt County 0009-13-168	0.5 MILES SOUTH OF FM 36	1.2 MILES NORTH OF FM 36	FY 2022-2025	\$26,000,000	Funding Adjustment	No	Cat. 12 Strategic Priority <b>TOTAL</b> ----- <i>Cat. 12 increased \$1M</i>	\$26,000,000 <b>\$26,000,000</b>	1
8d	IH 30	Interchange at FM 1565 - Hunt County 0009-13-169	0.5 MILES SOUTH OF FM 1565	0.5 MILES NORTH OF FM 1565	FY 2022-2025	\$26,000,000	Funding Adjustment	No	Cat. 12 Strategic Priority <b>TOTAL</b> ----- <i>Cat. 12 increased \$1M</i>	\$26,000,000 <b>\$26,000,000</b>	1
8e	IH 30	Interchange at CR 2509 - Hunt County 0009-13-170	0.5 MILES SOUTH OF CR 2509	0.5 MILES NORTH OF CR 2509	FY 2022-2025	\$31,200,000	Funding Adjustment	No	Cat. 12 Strategic Priority <b>TOTAL</b> ----- <i>Cat. 12 increased \$1.1M</i>	\$31,200,000 <b>\$31,200,000</b>	1
9	IH 30	Widen Freeway - Greenville 0009-13-174	FM 2642	MONTY STRATTON PARKWAY	FY 2026-2031	\$44,800,000	No Funding Change	No	Cat. 12 Strategic Priority -Remaining funding TBD- <b>TOTAL</b>	\$40,000,000 \$4,800,000 <b>\$44,800,000</b>	1
10	SH 11	Intersection Improvements - Commerce 0768-01-057	LIVE OAK ST.	CULVER ST.	FY 2022-2025	\$5,096,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor <b>TOTAL</b>	\$5,096,000 <b>\$5,096,000</b>	3
11	FM 2642	Widen Non-Freeway - Royse City 2658-01-013	FM 35	SH 66	FY 2022-2025	\$19,552,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor Cat. 7 <b>TOTAL</b>	\$8,066,160 \$11,485,840 <b>\$19,552,000</b>	3
12	FM 1570	Widen Non-Freeway - Greenville 2659-01-010	IH 30	SH 66	FY 2022-2025	\$16,800,000	No Funding Change	No	Cat. 1 Cat. 2 Metro/Urban Corridor <b>TOTAL</b>	\$1,799,999 \$15,000,000 <b>\$16,799,999</b>	3
<b>Lamar County</b>											
13a	US 82	Widen Non-Freeway - Paris 0045-08-039	FANNIN COUNTY LINE	FM 38	FY 2022-2025	\$36,140,000	Funding Adjustment	No	Cat. 4 Regional Cat. 12 Strategic Priority <b>TOTAL</b> ----- <i>Cat. 12 increased \$1.3M</i>	\$20,000,000 \$16,140,000 <b>\$36,140,000</b>	1
13b	US 82	Widen Non-Freeway - Paris 0045-09-103	FM 38	SL 286	FY 2022-2025	\$26,000,000	Funding Adjustment	No	Cat. 4 Regional Cat. 12 Strategic Priority <b>TOTAL</b> ----- <i>Cat. 12 increased \$1M</i>	\$10,000,000 \$16,000,000 <b>\$26,000,000</b>	1

# INCENTIVING HOV LANE USAGE TO IMPROVE SAFETY AND TRAFFIC FLOW ON US 75

Connecting You With Texas



NOTE: Highlighted areas are not drawn to exact scale.

TxDOT graphic

## BACKGROUND

The current US 75 HOV lanes offer a single, concurrent lane in each direction separated by pylons. The lane is only available for High Occupancy Vehicle (HOV) users and is enforced by visual inspection by the Dallas County Sheriff's Department. As configured currently, the lanes are underutilized, and they pose ongoing maintenance and enforcement challenges.

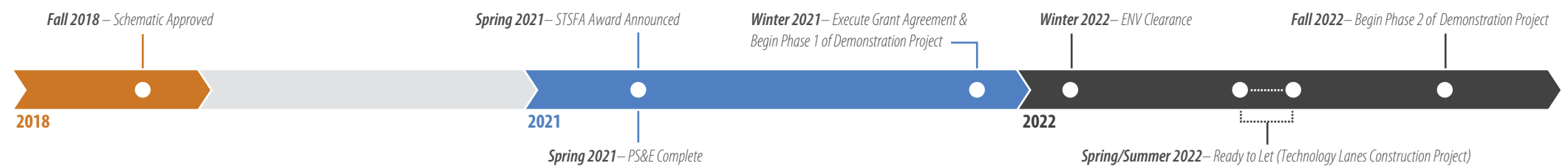
TxDOT is currently designing an operational improvements project for the HOV lanes to convert them to Technology Lanes and address the goals listed below.

Technology lanes are lanes that utilize vehicular or roadside equipment to influence operations, incentivize vehicle occupancy, impact time of day travel decisions, or provide other opportunities to accommodate the dynamic fluctuation in traffic flow and transportation needs.

## GOALS FOR THE US 75 CORRIDOR

- **Reduce fatalities** and crashes by improving traffic flow
- **Improve response** to crashes through multi-city traffic incident management

## PROJECT TIMELINE



SOURCE: TxDOT

TxDOT graphic

- **Congestion relief** by opening technology lane to all passenger vehicles and restricting trucks
- **Improve air quality** by increasing auto occupancy
- **Enhance traffic signal** green times on frontage roads to progress traffic
- **Remove pylons** to improve safety and minimize debris

## STSFA AWARD/DEMONSTRATION PROJECT

In March 2021, TxDOT and NCTCOG were awarded a \$5 million Surface Transportation System Funding Alternatives (STSFA) federal grant. The funds will allow us to create a demonstration project utilizing an existing smart-phone app (GoCarma) to incentivize usage of HOV lanes and study how effective various incentive structures are.

The demonstration project will be executed in two phases:

**Phase 1**– Build a framework within the existing app to give credit to users. The Regional Transportation Council will determine the credit amounts and peak usage timeframes.

**Phase 2**– Enroll volunteers and study their usage and behavior changes.

## ESTIMATED CONSTRUCTION COSTS

Technology Lanes	\$17.7 M
Ridgeview Drive Interchange	\$26.1 M
<b>Estimated Total Cost*</b>	<b>\$43.8 M</b>

\*Subject to change.

TxDOT graphic

## DEMONSTRATION PROJECT COST

\$10,000,000

## FUNDING SOURCE

STSFA Grant	\$5,000,000
Carma	\$4,075,000
NCTCOG	\$925,000
<b>Total</b>	<b>\$10,000,000</b>

Source: TxDOT research.

TxDOT graphic

## HOW THE GoCARMA APP WORKS

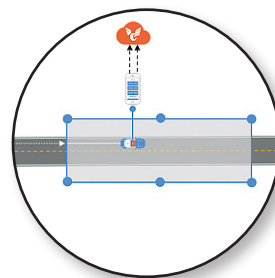


After obtaining a toll tag, users download the GoCarma app, create an account and quickly add their vehicle details to get started.

SOURCE: GoCarma



The app activates automatically when driving on US 75 Technology Lanes. No user interaction required at any time.



The app verifies HOV status and forms a road transaction without reference to a toll tag or toll gantry.



An accounting framework is modeled based upon large volumes of high-performance transaction data.



Variable credits are modeled for target locations to inspire user behavior change.

## CONTACT INFORMATION

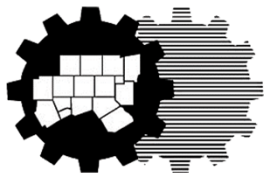
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# UPDATE REGARDING LAPSING FEDERAL FUNDING

Regional Transportation Council  
Christie Gotti, Senior Program Manager  
September 9, 2021



North Central Texas  
Council of Governments

# BACKGROUND

- Federal regulations<sup>1</sup> state that apportioned funds are available for the year of apportionment plus three (3) years<sup>2</sup>.
- Any apportioned amounts that remain unobligated at the end of that period shall lapse.
- The Texas Department of Transportation (TxDOT) has historically managed Surface Transportation Block Grant (STBG), Congestion Mitigation and Air Quality Improvement Program (CMAQ), Transportation Alternatives Set-Aside (TASA), and other categories at the State level, spending them “first in, first out” to ensure funds do not lapse.
- TxDOT or the Federal Transportation Administration (for transit projects) generally alert MPO’s when they have potentially lapsing funds in the coming year.

<sup>1</sup>23 U.S. Code § 118 (b)

<sup>2</sup>Date of apportionment is not the same as the project award date.

# CMAQ FUNDING LAPSE

- April 12, 2021 – TxDOT notified the North Central Texas Council of Governments (NCTCOG) via letter that \$23,940,109 of federal CMAQ funding<sup>1</sup> had lapsed at the end of FY2020.
- \$73,841,658 federal CMAQ lapsed statewide.
- Prior documentation from the State showed a FY2020 Carry-over balance of \$16,414,535 federal.
- NCTCOG met with TxDOT Finance and our local TxDOT Districts in June 2021 to discuss the situation.

<sup>1</sup>FY2017 Apportionment

# HOW DID CMAQ FUNDS LAPSE?

- Our historical understanding was that TxDOT spent the oldest funding first on a “first in, first out” basis.
- TxDOT stopped this practice at some point, not realizing the ramifications.
- Unfortunately, the typical backstop of Federal Highway Administration (FHWA) reminders to TxDOT also did not occur last year.

# PREVENTING LAPSES IN THE FUTURE

- TxDOT has identified strategies to mitigate such occurrences in the future:
  - Obligate oldest funding first
  - Obligate “advance construction” (aka “early approval”) projects when lapses are imminent
  - Identify potential lapses in funds at the beginning of each fiscal year
  - Recommit to sending monthly obligation reports to MPOs versus the sporadic process followed for the last few years



# PREVENTING LAPSE IN THE FUTURE

- Going forward, NCTCOG will:
  - Review monthly obligation reports (continuing activity)
  - Report possible lapses to the Surface Transportation Technical Committee, the Regional Transportation Council, etc. as soon as possible and track progress throughout the year (continuing activity)
  - Watch the FHWA Fiscal Management Information System (FMIS) report for lapsing funds
- Based on the amount of funding already obligated in FY2021, CMAQ funds are not at risk of lapsing in FY2021.

# TASA POTENTIAL FUNDING LAPSE

- In March 2021, TxDOT advised NCTCOG that \$7,095,497 of federal funds were at risk of lapsing if not obligated by the end of FY2021.
- TASA funding lapse was avoided through:
  - Coordination between NCTCOG and TxDOT to identify projects that should obligate in FY2021
  - Coordination meetings with TxDOT, local agencies, and NCTCOG to establish and execute a plan to move projects along
  - Expedited review process by TxDOT
- FY2021 obligations to date = \$9,196,449 federal

# TASA LOOKING AHEAD TO FY2022

- \$5,500,000 must be obligated in FY2022 to prevent a lapse
- Imperative that projects let on schedule
- Local agency coordination with TxDOT needs to occur early to avoid delays and ensure timely reviews

# QUESTIONS?

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## North Central Texas Council of Governments

# Summary of Approved Transportation and Air Quality Bills

## 87th Texas Legislature

### Air Quality and Energy

#### **HB 963 (Lozano) - Relating to the Texas Natural Gas Vehicle Grant program.**

HB 963 expands the Texas Natural Gas Vehicle Grant program to include used natural gas medium-duty and heavy-duty trucks. Before the passage of this bill, only new medium and heavy-duty natural gas vehicles were eligible for the Texas Natural Gas Vehicle Grant program. The used medium-duty and heavy-duty trucks must be model year 2017 or later to be eligible for the program and must be less than six years older than the current model year at the time of submission of the grant application.

*This Act takes effect September 1, 2021.*

#### **HB 2361 (Landgraf) - Relating to the New Technology Implementation Grant program administered by the Texas Commission on Environmental Quality.**

HB 2361 amends the New Technology Implementation Grant program. When awarding grants under the program, projects that reduce flaring emissions and reduce other site emissions were added to the list of projects that will be given preference by the Texas Commission on Environmental Quality (TCEQ). In addition, the grant program will now allow the cost of a lease as an allowable expense for a grant project, as it pertains to the installation of emissions reducing equipment.

*This Act takes effect September 1, 2021.*

#### **HB 4472 (Landgraf) - Relating to the Texas Emissions Reduction Plan fund and account.**

HB 4472 grants the remittance of Texas Emissions Reduction Plan (TERP) funds to the State Highway Fund (SHF) for use by the Texas Department of Transportation (TxDOT) on congestion mitigation and air quality projects in nonattainment areas and affected counties. TCEQ must remit at least 35 percent of the balance remaining in the TERP Fund after each biennium to be transferred to the State Highway Fund for congestion mitigation projects. The bill also requires the unencumbered balance remaining in the TERP Fund after each biennium be transferred to the SHF.

TxDOT must provide a report to TCEQ no later than October 1 of each year on all congestion mitigation and air quality improvement projects in nonattainment areas that are planned to be funded or have received funding during the preceding 10 years.

The bill would require projects involving marine vessels or engines that have received a grant through the Diesel Emission Reduction Incentive program be required to operate in an intercoastal waterway or bay adjacent to a nonattainment area or affected county at least 55 percent of the time over the lifetime of the project.

Finally, the bill would change the deposit of title fees from the Texas Mobility Fund (TMF) to the TERP Fund and would direct TxDOT to transfer an equal amount from the SHF to the TMF.

***This Act takes effect September 1, 2021.***

### **SB 398 (Menendez) - Relating to distributed renewable generation resources.**

SB 398 requires commercial entities that sell and install solar energy equipment to residential buyers to provide key disclosures to their customers including contact information, cost and fees, and applicable equipment or warranties.

SB 398 restricts municipalities from prohibiting the installation of solar energy devices for residential and small commercial customers. The bill also outlines rules for certain distribution generation facilities and municipalities.

***This Act takes effect September 1, 2021.***

### **SB 1202 (Hancock) - Relating to the applicability of certain utility provisions to a vehicle charging service.**

SB 1202 clarifies the use of an electric vehicle charging station as not a transaction to be governed by existing retail electric policies. Furthermore, an electric vehicle charging station is not an electric utility or a retail electric provider.

***This Act takes effect September 1, 2021.***

## **Appropriations and Revenue**

### **SB 1 (Nelson) - General Appropriations Act All Articles**

SB 1 totals \$248.5 billion for Fiscal Years (FY) 2022-2023, a 5.2 percent decrease over FY20-21 total funds. General Revenue Funds for FY22-23 totals \$116.3 billion, a 5.5 percent increase over FY20-21.

### **Article VI - Natural Resources Texas Commission on Environmental Quality (TCEQ)**

Funding for TCEQ totals \$647 million and includes the following amounts:

- Clean Air Account No. 151 - \$105 million
- Texas Emissions Reduction Plan Account No. 5071 - \$1.4 million

### **Air Quality Planning**

Amounts appropriated include \$4.5 million for the biennium out of the Clean Air Account No. 151, Air Quality Assessment and Planning, for air quality planning activities to reduce ozone in “affected counties” not designated as nonattainment areas

for the National Ambient Air Quality Standards (NAAQS) as of September 1, 2020 and other areas at significant risk of being designated nonattainment for the O3 NAAQS in the future as approved by TCEQ. These activities may be carried out through interlocal agreements.

Expenditure of these funds is limited to inventorying emissions, monitoring of pollution levels, and administration of the program. TCEQ shall allocate a base amount of \$281,250 to each state planning region containing such areas and the remaining funds proportionally to each state planning region with a combined population of affected counties in excess of 350,000. Grants issued from appropriations identified in this rider should require that no more than 10 percent of the allocation be used for administrative purposes and prohibit the expenditure of the following: marketing and outreach activities, bicycle use programs, carpooling awareness, environmental awareness campaigns, and locally enforceable pollution reduction programs. The grant recipients shall channel the funds to those projects most useful for the State Implementation Plan (SIP).

For informational purposes, the affected counties that are not designated “nonattainment” for NAAQS as of September 1, 2020 include Bastrop, Caldwell, Comal, El Paso, Gregg, Guadalupe, Hardin, Harrison, Hays, Henderson, Hood, Hunt, Jefferson, Nueces, Orange, Rusk, San Patricio, Smith, Travis, Upshur, Williamson, and Wilson Counties. Additional “attainment/unclassifiable” areas may also be added by TCEQ to this grant program based on their status as being part of a core-based statistical area with design values in excess of 60 parts per billion.

### **Texas Emissions Reduction Plan (TERP)**

Contingent upon the receipt of money deposited to the credit of the TERP Fund by TCEQ, TCEQ may temporarily utilize General Revenue-Dedicated Texas Emissions Reduction Plan No. 5071 funds in an amount not to exceed \$1.4 million in FY22. These funds shall be utilized only for the purpose of temporary cash flow needs when expenditures for operation and maintenance of TERP exceed monthly collections received. The transfer and reimbursement of funds shall be made under procedures established by the Comptroller of Public Accounts to ensure all borrowed funds are reimbursed by TCEQ on or before August 31 of each fiscal year and deposited before September 30 of the following fiscal year.

### **TERP Annual Report**

In addition to other reporting requirements, TCEQ shall produce an annual report on its expenditures, number of projects, and the estimated pollution reduced, and the cost-effectiveness of each program authorized as part of TERP that are spent out of the TERP Trust Fund. The annual report must be delivered to the Legislative Budget Board and Governor’s Office by December 1 of each year.

## **Article VII - Business and Economic Development**

### **Texas Department of Transportation (TxDOT)**

Funding for TxDOT totals \$30.2 billion, which includes \$26.5 billion for highway planning and design, right-of-way acquisition, construction, and maintenance and preservation. Of TxDOT’s biennial budget of \$30.2 billion, SB 1 appropriates \$15.28 billion in FY22 and \$14.96 billion in FY23. The budget includes approximately \$9.84 billion in federal funds as a key funding source. State fees, taxes, and other revenues comprise the remaining funds.

Total funding includes the following funds:

- Proposition 1 - Estimated deposits total \$1.26 billion in FY22 and \$1.67 billion in FY23.
- Proposition 7 - Estimated deposits total \$5 billion for the biennium in State sales and use tax revenues; plus, revenue from State motor vehicle sales and rental tax revenues totals \$13.3 million in FY22 and \$55.1 million in FY23.

SB 1 creates a new Rider 48 to fund the new Urban Air Mobility Advisory Committee. The Committee will assess current State law to facilitate the development of urban air mobility operations and infrastructure in this State.

SB 1 amended Rider 43 on Comprehensive Development Agreements to include additional reporting requirements that prohibit TxDOT from expending funds to amend the terms, extend the scope, issue a change order, or alter the provisions of an executed Comprehensive Development Agreement without providing a report on the modifications to the Legislative Budget Board (LBB) and receiving LBB approval.

***The Act takes effect September 1, 2021.***



## **HB 2219 (Canales) - Relating to the issuance of Texas Mobility Fund obligations.**

HB 2219 allows the Texas Transportation Commission to issue Texas Mobility Fund obligations between May 31, 2021, and January 1, 2027, but the aggregate principal amount may not exceed 60 percent of the outstanding principal amount that existed May 1, 2021. In addition, funds may not be used for toll projects.

*This Act takes effect September 1, 2021.*

## **HJR 99 (Canales) - Proposing a constitutional amendment authorizing a county to finance the development or redevelopment of unproductive, underdeveloped, or blighted areas in the county.**

If a constitutional amendment is approved by voters, HJR 99 would authorize the legislature to allow a county or an incorporated city or town to issue bonds or notes to finance the development or redevelopment of an unproductive, underdeveloped, or blighted area within the county, city, or town and to pledge for repayment of those bonds or notes increases in property tax revenues imposed in the area by the county, city, or town and other political subdivisions.

A county that issues bonds or notes for transportation improvements may not pledge for the repayment of those bonds or notes more than 65 percent of the increases in ad valorem tax revenues each year or use proceeds from the bonds or notes to finance the construction, operation, maintenance, or acquisition of rights-of-way of a toll road.

*The election date for HJR 99 is November 2, 2021.*

## **Automated Vehicles/Technology/Unmanned Aircraft**

### **HB 5 (Ashby) - Relating to the expansion of broadband services to certain areas.**

HB 5 amends Government Code to expand broadband access in Texas. First, the bill creates the Broadband Development Office within the Comptroller's Office to serve as a resource of information on broadband service and digital connectivity in the State.

The Broadband Development Office must prepare, update, and publish online, a broadband development map that classifies each designated area in the state as eligible or ineligible for program incentives. The map will be updated annually.

In addition, the Office is required to establish a Broadband Development Program to award grants, low-interest loans, and other financial incentives to applicants for the purpose of expanding access to broadband service in designated areas.

The Broadband Development Office must also prepare, update, and publish online, a State Broadband Plan that establishes long-term goals for greater access to and adoption, affordability, and use of broadband service in this State.

Finally, HB 5 creates the new Broadband Development Account in the General Revenue Fund that will consist of legislative appropriations, gifts, grants, donations, and federal funds received for the purpose of broadband development.

*This Act takes effect on June 15, 2021.*

### **HB 1758 (Krause) - Relating to the operation and use of an unmanned aircraft.**

HB 1758 adds a definition of "drone" to Texas Code of Criminal Procedure. Drone is defined as an unmanned aircraft, watercraft, or ground vehicle or a robotic device that may be controlled remotely by a human operator or operates autonomously through computer software. In addition, HB 1758 creates statute related to law enforcement agencies' use of force via drone.

*This Act takes effect September 1, 2021.*

**HB 3026 (Canales) - Relating to the operation and regulation of certain automated motor vehicles.**

HB 3026 amends Transportation Code to specify that if a vehicle safety inspection is required for an automated motor vehicle that is designed to be operated exclusively by the automated driving system, then the vehicle shall automatically be considered to pass the inspection when it comes to the absence of certain vehicle equipment that will not be used by an automated driving system.

***This Act takes effect September 1, 2021.***

**SB 149 (Powell) - Relating to the prosecution of the offense of operation of an unmanned aircraft over certain facilities.**

SB 149 adds military installations owned or operated by or for the federal government, the State of Texas, or another governmental entity to the list of critical infrastructure. Public or private airports depicted in any current aeronautical chart published by the Federal Aviation Administration are also added to the list of critical infrastructure.

Unmanned aircraft are prohibited from operating over critical infrastructure facilities when they are not higher than 400 feet above ground level, if an unmanned aircraft makes contact with the facility, or within a distance close enough to interfere with operations or cause a disturbance.

***This Act takes effect September 1, 2021.***

**SB 507 (Nichols) - Relating to an accommodation process authorizing the use of state highway rights-of-way by broadband-only providers.**

SB 507 requires the Texas Transportation Commission to establish a process to authorize broadband providers to use State highway rights-of-way for new broadband installations, additions or maintenance of existing broadband, adjustments, relocations and existing broadband facilities.

Due to the State's narrowly tailored definition of "utility" providers, broadband-only services had been excluded from the definition and from access to TxDOT rights-of-way. SB 507 allows broadband-only providers to gain parity with the other utilities that are allowed to access TxDOT rights-of-way.

***This Act takes effect June 14, 2021.***

**SB 763 (Powell) - Relating to the creation of the Urban Air Mobility Advisory Committee.**

SB 763 amends Transportation Code to require the Texas Transportation Commission to create an advisory committee to assess current State law and any potential changes needed to facilitate the development of urban air mobility operations and infrastructure in Texas.

The Commission will appoint advisory committee members and the committee will hold public hearings across the state. The advisory committee will report to the commission and to the members of the legislature the committee's findings and recommendations no later than September 1, 2022. The advisory committee is abolished on January 1, 2023.

***This Act takes effect September 1, 2021.***

## Bicycle/Pedestrian

### **SB 1055 (Huffman) - Relating to motor vehicle accidents involving a pedestrian or other vulnerable road user within the area of a crosswalk.**

SB 1055 creates a Class A misdemeanor for motor vehicle operators that cause bodily injury to pedestrians, cyclists, or a person operating a motor-assisted scooter, electronic personal assistive mobility device, neighborhood electric vehicle, or golf cart, while they use a crosswalk legally. In addition, when a green signal is exhibited, motorists must stop and yield to pedestrians who lawfully occupy an intersection or an adjacent crosswalk.

*This Act takes effect September 1, 2021.*

## City Planning and Land Use

### **HB 738 (Paul) - Relating to the residential building codes of municipalities.**

HB 738 adopts the 2012 International Residential Code as a municipal residential building code, which is an update of the previously adopted 2001 Code.

HB 738 also amends current statute that allows municipalities to adopt local amendments that alter or modify residential codes. A city must hold a public hearing on the proposed local amendment for adoption before adopting the amendment by ordinance. The bill also contains provisions for residential fire protection sprinklers.

*This Act takes effect January 1, 2022.*

### **HB 3399 (Ortega) - Relating to the authority of the Texas Department of Transportation to provide road services on federal military property.**

HB 3399 amends Transportation Code to authorize TxDOT to enter into agreements with the United States Department of Defense (DOD), or another federal entity, to allow TxDOT to assist with road maintenance, improvement, relocation, or extension services for military installations. Road services cannot be funded or financed by State funds. In addition, TxDOT may not enter into an agreement if payment for the road services would be made from federal highway funds provided to the State for public roads.

*This Act takes effect September 1, 2021.*

### **SB 374 (Seliger) - Relating to municipal annexation of certain rights-of-way.**

SB 374 serves to clean up certain provisions of HB 347 (86R). HB 347 prohibited unilateral annexation by home rule cities, but unintentionally allowed for obstructing annexations when all parties agreed.

SB 374 corrects this by allowing municipalities to annex contiguous and connecting road rights-of-way if the municipality provides written notice and the owner of the right-of-way does not submit a written objection to the municipality.

*This Act takes effect June 14, 2021.*

## Eminent Domain

### **SB 721 (Schwertner) - Relating to the disclosure of appraisal reports in connection with the use of eminent domain authority.**

SB 721 amends Property Code to require an entity with eminent domain authority that seeks to acquire real property to turn over all relevant appraisal records and opinion of value to the property owner no later than the third business day before the date of a special commissioner's hearing if an appraisal is to be used at the hearing.

*This Act takes effect September 1, 2021.*

### **SB 726 (Schwertner) - Relating to establishing actual progress for the purposes of determining the right to repurchase real property from a condemning entity.**

SB 726 amends Property Code by updating the definition of "actual progress" of a condemning entity by increasing the minimum number of prescribed actions, from two to three, whose completion constitutes actual progress for purposes of determining a person's right to repurchase real property from a condemning entity.

If the condemning entity fails to establish actual progress within ten years, the original landowner must be given the right to repurchase the property.

*This Act takes effect September 1, 2021.*

## Open Meetings and Public Information

### **HB 1118 (Capriglione) - Relating to state agency and local government compliance with cybersecurity training requirements.**

HB 1118 amends Government Code related to cybersecurity training requirements. First, before applying for a grant under Chapter 772 of Government Code, a local government must submit a written certification of the local government's compliance with required cybersecurity training. If a local government is awarded a grant but has not completed the required cybersecurity training, the local government shall pay to the State an amount equal to the amount of the grant award and is ineligible for another grant for two years.

Elected and appointed officials, who have access to a local government computer system or database and use a computer to perform at least 25 percent of the employee's or official's required duties, are added to the list of employees required to complete a cybersecurity training program.

The governing body of a local government or the governing body's designee may deny access to the local government's computer system or database to an individual who is noncompliant with the cybersecurity training requirements.

The Texas Department of Information Resources shall develop a form for use by state agencies and local governments in verifying completion of cybersecurity training program requirements and must indicate the percentage of employee completion. The requirements do not apply to employees in certain leave situations.

*This Act is effective immediately.*

**SB 244 (Bettencourt) - Relating to the application of the open meetings law to the board of directors of certain tax reinvestment zones.**

SB 244 places a meeting of the board of directors of a tax increment reinvestment zone under the authority of the Texas Open Meetings Act. The bill amends Government Code to expand the meaning of “governmental body” defined under the Open Meetings Act to include a board of directors of a reinvestment zone created under Chapter 311, Tax Code.

*This Act takes effect September 1, 2021.*

**SB 858 (Johnson) - Relating to the disclosure of information collected by a metropolitan rapid transit authority, regional transportation authority, municipal transit department, or coordinated county transportation authority under the public information law.**

SB 858 amends current law relating to the Public Information Law. The bill excludes certain transit customer’s personal data from the Public Information Law. Transportation Code is amended by adding the following to the list of exceptions to public information: trip data, including the time, date, origin, and destination of a trip, and demographic information collected when the person purchases a ticket or schedules a trip; and other personal information, including financial information.

Personal identifying information may be disclosed to a governmental agency or institution of higher education by an authority if the requestor confirms in writing that the use of the information will be strictly limited to use in research or in producing statistical reports, but only if the information is not published, redisclosed, sold, or used to contact any individual.

*This Act is effective immediately.*

**SB 1225 (Huffman) - Relating to the authority of a governmental body impacted by a catastrophe to temporarily suspend the requirements of the public information law.**

SB 1225 amends Government Code by changing the requirements of the Texas Public Information Act during times of catastrophe. The bill defines what constitutes a catastrophe that qualifies an impacted governmental body to temporarily suspend the requirements of the State Public Information Law and to allow for the requirements to be suspended only once per catastrophe with a maximum period of suspension of 14 consecutive calendar days.

If a governmental body closes its physical offices, but requires staff to work, including remotely, then the governmental body shall make a good faith effort to continue responding to applications for public information, to the extent staff have access to public information responsive to an application, pursuant to this chapter while its administrative offices are closed.

Failure to respond to requests may constitute a refusal to request an attorney general’s decision or a refusal to supply public information or information that the attorney general has determined is public information that is not excepted from disclosure.

*This Act takes effect September 1, 2021.*

## Rail

**HB 1759 (Krause) - Relating to the operation of vehicles and certain equipment at railroad grade crossings when on-track equipment is approaching.**

HB 1759 amends Transportation Code to expand the definition of “on-track equipment” to include any car, rolling stock, equipment, or any standalone or coupled device that operates on a railroad track. All of the aforementioned equipment

would then be required to follow speed and stoppage guidelines already included in State statute. The bill also prohibits an operator of vehicles with flammable liquid from crossing a railroad grade crossing when warning of the immediate approach of on-track equipment is given.

***This Act takes effect September 1, 2021.***

## Roadways

### **SB 730 (Hall) - Relating to the designation of the portion of State Highway 66 in Rockwall County as the Commissioner David Magness Highway.**

SB 730 designates a portion of State Highway 66 in Rockwall County as the Commissioner David Magness Highway. TxDOT will design and construct markers indicating the designation as the Commissioner David Magness Memorial Highway, and any other appropriate information, and erect a marker at each end of the highway and at appropriate intermediate sites along the highway.

***This Act takes effect September 1, 2021.***

## Safety

### **HB 2048 (Krause) - Relating to the criminal offense of passing certain vehicles on a highway.**

HB 2048 amends the current “Move Over, Slow Down” law in Transportation Code to add vehicles operated in connection with toll project entities to the list of vehicles that drivers are instructed to move over and slow down for. The toll vehicle must be using the standard visual signals and flashing lights.

***This Act takes effect September 1, 2021.***

### **HB 3282 (Canales) - Relating to the authority of a district engineer for the Texas Department of Transportation to temporarily lower the speed limit at a highway maintenance activity site.**

HB 3282 allows TxDOT district engineers to temporarily lower a speed limit for a highway, or section of a highway, without Texas Transportation Commission approval if the district engineer decides that the normal speed limit is unsafe because of highway maintenance. If a district engineer lowers a speed limit during maintenance, TxDOT must conceal signs that show the normal speed limit and must provide new signs that reflect the new speed limit. TxDOT must also return the highway’s signs to their previous condition once the maintenance has been completed.

***This Act is effective immediately.***

### **HB 3319 (Meyer) - Relating to certain measures to promote compliance with and improve public awareness of the state’s move over or slow down law concerning the passing of certain vehicles.**

HB 3319 amends the Education Code to require the Texas Commission of Licensing and Regulation to require information about the Move Over, Slow Down Law and the passing of certain vehicles to be included in driver's education courses or driving safety courses. Education courses held on or after September 1, 2022, must include the information.

In addition, TxDOT must develop and implement a Move Over or Slow Down public awareness campaign to improve public awareness of current law related to the passing of certain vehicles.

***This Act takes effect September 1, 2021.***

### **SB 1495 (Huffman) - Relating to certain criminal offenses related to highways and motor vehicles.**

SB 1495 raises the offense for obstructing a highway. Under SB 1495, this offense would be a class A misdemeanor if the offender was shown to be engaged in a reckless driving exhibition. A "reckless driving exhibition" is defined as a gathering of two or more people that have met to witness the reckless conduct where the operator of a motor vehicle intentionally spins the tires, breaks tire traction, or rotates the vehicle in circles.

SB 1495 also prohibits blocking a highway to impede traffic to facilitate a reckless driving exhibition.

***This Act takes effect September 1, 2021.***

## **Tolling**

### **HB 1116 (Thompson) - Relating to toll collection and enforcement on state highway toll lanes by entities other than the Texas Department of Transportation.**

HB 1116 amends Transportation Code by making changes to toll collection and enforcement procedures. An entity operating a toll lane under a comprehensive development agreement will now have the same powers and duties as TxDOT related to toll collection and enforcement for that toll lane. Tolls collected through a toll project entity other than TxDOT will be governed by the fine and fee structure of the entity that issues the initial toll invoice and not TxDOT.

***This Act takes effect September 1, 2021.***

## **Vehicles**

### **HB 113 (Oliverson) - Relating to peer-to-peer car sharing programs.**

HB 113 defines "peer-to-peer carsharing" in addition to other terms relevant to sharing programs. The bill applies to automobile insurance policies in Texas, reciprocal or interinsurance exchanges, or a county mutual insurance company. HB 113 allows the commissioner of the Texas Department of Insurance to issue rules related to peer-to-peer car sharing programs. The new law puts the onus of liability on to vehicle owners and drivers rather than the peer-to-peer program. HB 113 requires each owner and driver to be insured under an automobile liability insurance policy and outlines details for who may be liable in the event of an accident.

***This Act takes effect September 1, 2021.***



**HB 914 (Hernandez) - Relating to the authority of certain municipal employees to request the removal and storage of certain abandoned or illegally parked or operated vehicles.**

HB 914 allows certain municipal employees to request towing and storage services on vehicles that have been abandoned for more than 48 hours or have been parked illegally in an area where on-street parking is regulated by the city ordinance.

*This Act takes effect September 1, 2021.*

**HB 2223 (Canales) - Relating to a study by the Texas Department of Transportation on the impact of certain classifications of motor vehicle on the roads and bridges of this state.**

HB 2223 requires TxDOT, Texas A&M Transportation Institute, The University of Texas Center for Transportation Research, and transportation industry officials to conduct a study on the impact on roads and bridges by vehicles in different weight classes. The study will explore the number of vehicles that drive on roads and bridges each year, the total number of miles driven on roads and bridges, the degree to which taxes and fees contribute to transportation infrastructure construction and maintenance, the financial impact of costs associated with construction and maintenance of roads and bridges and the financial impact of congestion. The economic benefits of the commercial motor vehicle and overweight vehicles will also be analyzed. The study must also recommend new tax and fee structures to ensure appropriate funding levels are maintained.

A written report on the findings of the study must be provided to the Governor, Lieutenant Governor, and the Legislature by December 1, 2022. The report must include recommendations for policy and statutory changes, including proposed legislation, that are based on results of the study.

*This Act takes effect September 1, 2021 and expires May 1, 2023.*

**HB 3927 (Hefner) - Relating to the issuance and use of certain temporary motor vehicle tags and the classification of temporary motor vehicle tags as governmental records for purposes of certain criminal offenses.**

HB 3927 requires the Texas Department of Motor Vehicles to manage a database of information on vehicles that have temporary tags affixed by dealers and converters. The bill directs the DMV to establish a maximum number of temporary tags that dealers and converters may obtain annually. HB 3927 allows for dealers and converters to appeal the maximum number of temporary tags they are allowed to issue in a year. The bill also allows DMV to deny access to the temporary tag database if they are found to operate fraudulently. HB 3927 also provides details on vehicles that are permitted to display a buyer's tag.

*This Act takes effect September 1, 2021.*

**SB 876 (Hancock) - Relating to the county in which a motor vehicle dealer may apply for the registration of and title for certain vehicles sold by the dealer.**

SB 876 allows a motor vehicle owner to apply for the registration of, and title for, a motor vehicle in any county in which the county assessor/collector will accept the application. Except for a portion of the title application fee and processing and handling fees, which may go to the owner's county of residence, the processing county will be able to retain all remaining revenue.

*This Act takes effect March 1, 2022.*

## Index of Bills

### **Air Quality and Energy**

HB 963, HB 2361, HB 4472, SB 398, SB 1202

### **Appropriations and Revenue**

SB 1, HB 2219, HJR 99

### **Automated Vehicles/Technology/Unmanned Aircraft**

HB 5, HB 1758, HB 3026, SB 149, SB 507, SB 763

### **Bicycle/Pedestrian**

SB 1055

### **City Planning and Land Use**

HB 738, HB 3399, SB 374

### **Eminent Domain**

SB 721, SB 726

### **Open Meetings and Public Information**

HB 1118, SB 244, SB 858, SB 1225

### **Rail**

HB 1759

### **Roadways**

SB 730

### **Safety**

HB 2048, HB 3282, HB 3319, SB 1495

### **Tolling**

HB 1116

### **Vehicles**

HB 113, HB 914, HB 2223, HB 3927, SB 876



North Central Texas  
Council of Governments

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



# Status Report on Electric Vehicles and National Drive Electric Week

LORI CLARK | REGIONAL TRANSPORTATION COUNCIL | 9.9.2021

# Relevance to Regional Planning

## Air Quality Emphasis Areas

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

## Federal Performance Measure:

Air Quality

## Mobility 2045:

Air Quality Policy AQ3-004:

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

[Mobility 2045 Chapter 4 - Environmental Considerations](#)

[Appendix C - Environmental Considerations](#)



# Expanding EV Availability



## Light-Duty Vehicles

**(Sedans, Pickups, SUVs, Vans)**

90 Battery-Electric

115 Plug-In Hybrid Electric

9 Fuel Cell Electric



## Buses

30 Battery-Electric Transit

4 Fuel Cell Electric Transit

14 Battery-Electric School Buses



## Trucks

5 Battery-Electric Refuse

11 Battery-Electric  
Delivery

3 Plug-In Hybrid Delivery

1 Fuel Cell EV Delivery

Source: Alternative Fuels Data Center, Information by Fleet Application and Vehicle Search Tools; <https://afdc.energy.gov/>



Status Report on Electric Vehicles and  
National Drive Electric Week

# Extended “Test Drives” Available

DFW Clean Cities “Try and Drive Alternative” Program

Offers Ranging from 1 Day – 2 Months

4 Participating Vendors

1 Light-Duty Sedan

1 Truck for Refuse Applications

1 Truck for Delivery Applications

1 Truck for Regional Haul/Drayage Applications

2 Terminal Tractors



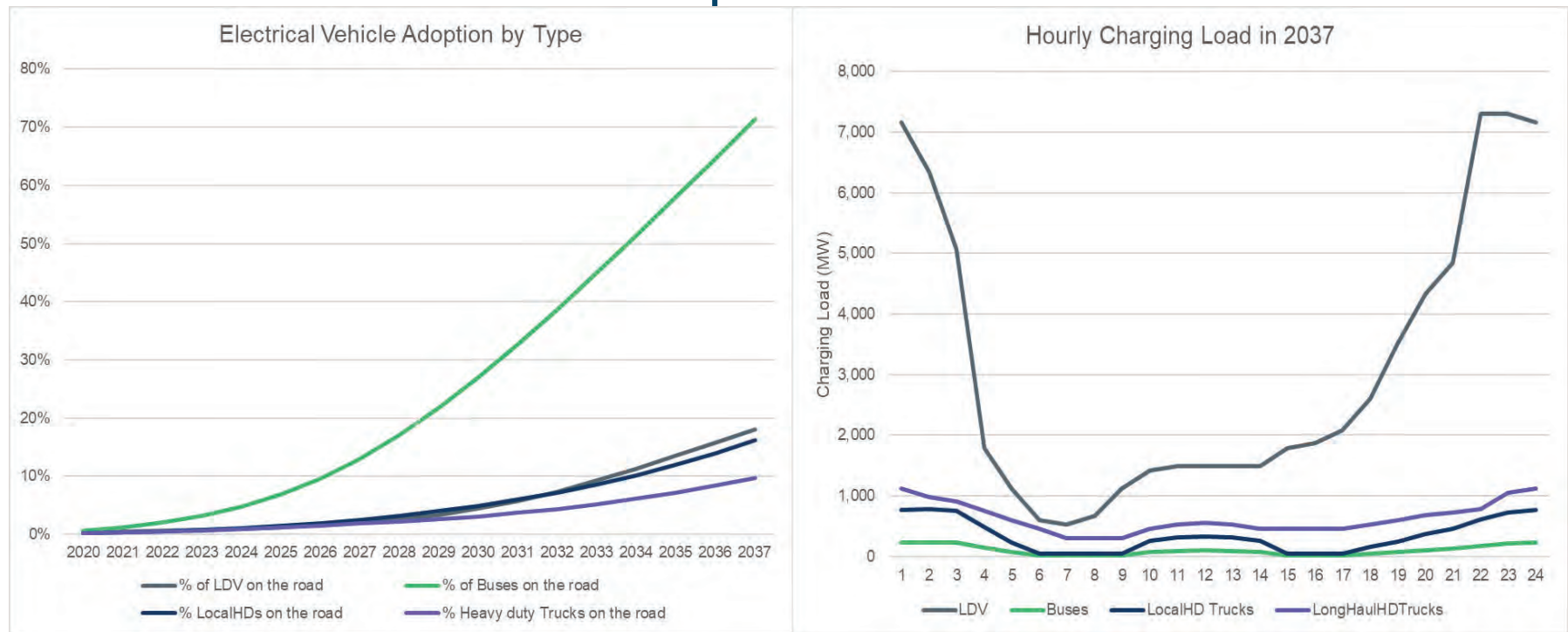
**Dallas-Fort Worth  
CLEAN CITIES**

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



Status Report on Electric Vehicles and  
National Drive Electric Week

# ERCOT Long-Term System Assessment Assumptions



Source: Electric Reliability Council of Texas (ERCOT) Long-Term System Assessment, [http://www.ercot.com/content/wcm/key\\_documents\\_lists/213867/2022 LTSA Update InputAssumptions August2021.pdf](http://www.ercot.com/content/wcm/key_documents_lists/213867/2022_LTSA_Update_InputAssumptions_August2021.pdf). Uses an adjusted forecast from Bloomberg New Energy Finance Electric Vehicle Outlook (<https://about.bnef.com/electric-vehicle-outlook/>) and National Renewable Energy Laboratory charging load profiles.





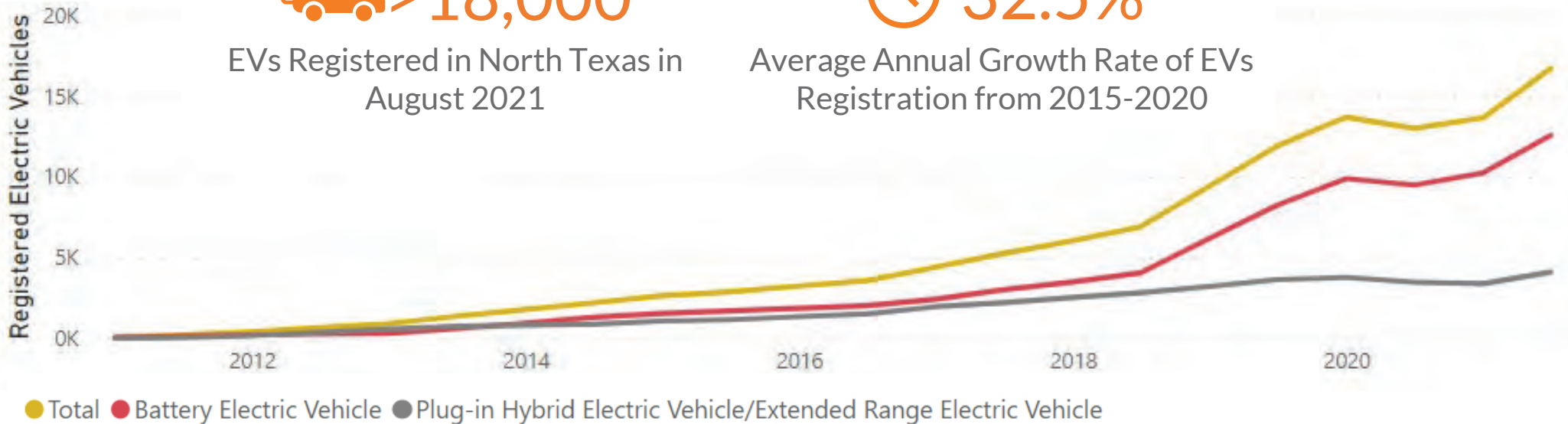
# EV Registration Trends in North Texas

 > 18,000

EVs Registered in North Texas in August 2021

 32.5%

Average Annual Growth Rate of EVs Registration from 2015-2020



EV Registration Data Available at [www.dfwcleancities.org/evnt](http://www.dfwcleancities.org/evnt)



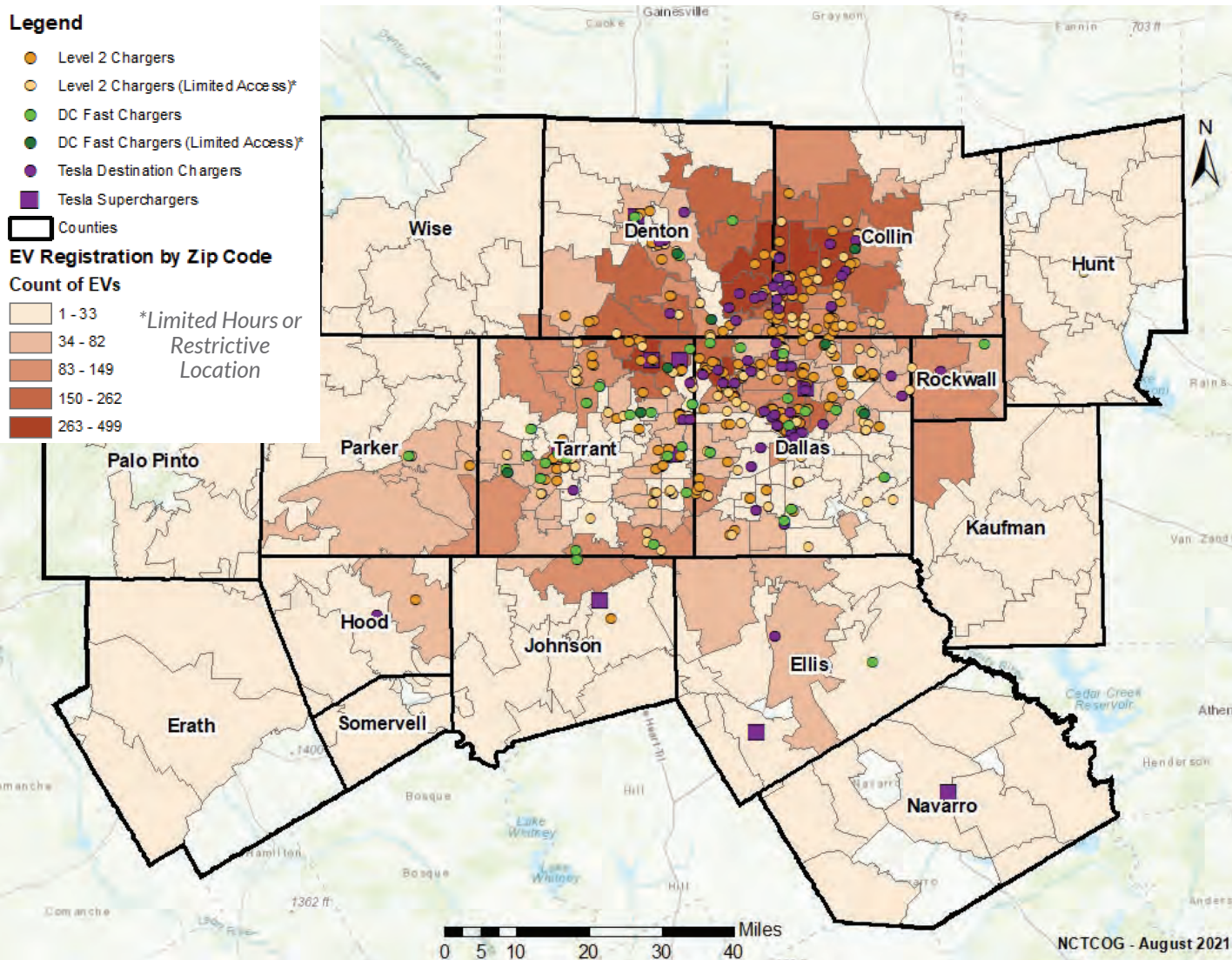
Status Report on Electric Vehicles and National Drive Electric Week

**Legend**

- Level 2 Chargers
- Level 2 Chargers (Limited Access)\*
- DC Fast Chargers
- DC Fast Chargers (Limited Access)\*
- Tesla Destination Chargers
- Tesla Superchargers
- ▭ Counties

**EV Registration by Zip Code**

- Count of EVs
- 1 - 33
  - 34 - 82
  - 83 - 149
  - 150 - 262
  - 263 - 499
- \*Limited Hours or Restrictive Location



# Infrastructure Availability and EV Adoption by Zip Code

New Incentives for EV Purchases and for DC Fast Charge Stations Available, First-Come, First-Served  
[www.nctcog.org/aqfunding](http://www.nctcog.org/aqfunding)



# 2021 National Drive Electric Week Plans

For Fleet/Local Government Staff:

- Electric Truck Webinar
- EV Charging Station Webinar
- Peterbilt Facility Tour

For the Public:

- Oncor Road Rally (Various dates)
- Outdoor EV Showcase with Owners, Vendors, and Film Screening

October 3, 2021

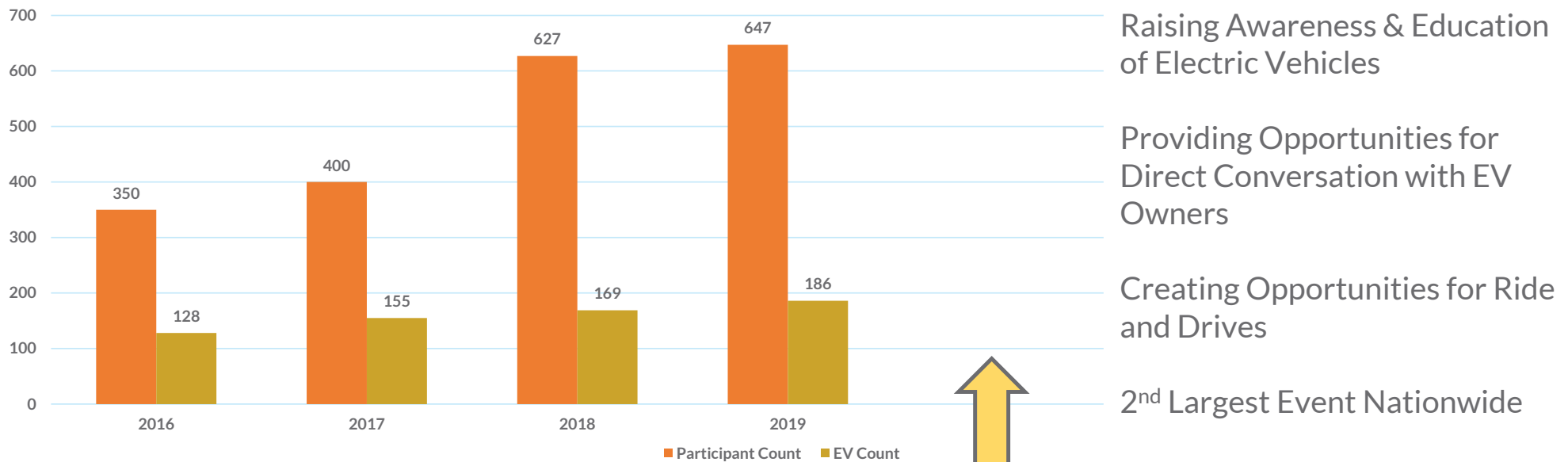
[www.driveelectricdfw.org](http://www.driveelectricdfw.org)



Image Provided By: Ken Oltmann/CoServ



# National Drive Electric Week: Past Success



Raising Awareness & Education of Electric Vehicles

Providing Opportunities for Direct Conversation with EV Owners

Creating Opportunities for Ride and Drives

2<sup>nd</sup> Largest Event Nationwide

2020 Virtual Events

3 Events for Multiple Audiences  
5000+ Participants Live

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



Status Report on Electric Vehicles and  
National Drive Electric Week

# CONTACT US



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[cleancities@nctcog.org](mailto:cleancities@nctcog.org) | [www.dfwcleancities.org](http://www.dfwcleancities.org)





**Regional Transportation Council Attendance Roster  
September 2020 - August 2021**

RTC MEMBER	Entity	9/10/20	10/8/20	11/12/20	12/10/20	1/14/21	2/11/21	3/11/21	4/8/21	5/13/21	6/10/21	7/8/21	8/12/21
Tennell Atkins (09/17)	Dallas	P	P	P	P	P	P	A	P	P	P	A	P
Richard E. Aubin (06/18)	Garland	P	P	P	P	P	P	P	P	P	P	A	P
Dennis Bailey (02/21)	Rockwall County	--	--	--	--	--	P	P	P	P	P	P	P
Elizabeth M. Beck (08/2021)	Fort Worth	--	--	--	--	--	--	--	--	--	--	--	P
Gyna Givens (08/2021)	Fort Worth	--	--	--	--	--	--	--	--	--	--	--	P
Mohamed Bur (06/18)	TxDOT, Dallas	P	P	P	P	P	E(R)	P	P	P	E(R)	P	P
Dianne Costa (10/19)	DCTA	P	P	E	E	P	P	P	P	P	P	P	P
Theresa Daniel (11/18)	Dallas County	P	P	P	P	P	P	P	P	P	P	P	P
Jeff Davis (11/19)	Trinity Metro	P	P	P	P	P	P	P	P	P	P	P	P
Pat Deen (08/19)	Parker County	P	P	P	P	P	P	P	P	A	P	A	P
Andy Eads (1/09)	Denton County	P	P	P	P	P	P	P	P	P	P	E	P
Kevin Falconer (07/17)	Carrollton	P	A	P	P	P	P	P	P	P	P	P	P
Gary Fickes (12/10)	Tarrant County	P	E(R)	E(R)	P	P	P	P	P	P	P	E	P
George Fuller (07/17)	McKinney	P	A	P	P	P	P	P	P	A	P	P	P
Barry Gordon (12/20)	Duncanville	--	--	--	--	E(R)	P	P	P	P	E	P	P
Rick Grady (09/18)	Plano	P	P	P	E	P	P	P	P	P	P	P	P
Lane Grayson (01/19)	Ellis County	P	P	P	P	P	P	P	P	P	P	P	P
Mojoy Haddad (10/14)	NTTA	P	E	P	P	P	P	P	P	P	P	A	P
Roger Harmon (1/02)	Johnson County	P	P	P	P	P	P	P	P	P	P	A	P
Clay Lewis Jenkins (04/11)	Dallas County	P	P	P	P	P	A	P	P	P	P	P	P
Ron Jensen (06/13)	Grand Prairie	P	P	P	P	A	P	A(R)	P	P	P	P	P
Carl L. Johnson (09/20)	TxDOT, FW	P	P	P	E(R)	P	P	P	P	P	P	A	P
Brandon Jones (05/21)	Lewisville	--	--	--	--	--	--	--	--	P	P	P	P
John Keating (12/19)	Frisco	P	P	P	P	P	A	P	P	P	P	P	E(R)
Mike Leyman (09/19)	Mansfield	P	P	P	P	P	P	P	E(R)	E(R)	P	P	P
Alison Maguire (07/21)	Denton	--	--	--	--	--	--	--	--	--	--	P	P
B. Adam McGough (07/20)	Dallas	P	P	P	P	P	P	P	P	P	P	P	P
William Meadows (02/17)	DFW Airport	A	A	A	A	A	E(R)	P	P	E	A	E(R)	E(R)
Allen E. Meagher (12/20)	Irving	--	--	--	--	E(R)	E(R)	E(R)	P	P	E	P	P
Cara Mendelsohn (07/20)	Dallas	P	P	P	P	P	P	P	P	P	P	P	P
Robert Miklos (12/19)	Mesquite	P	P	P	P	A	P	P	E(R)	P	P	P	A
Cary Moon (06/15)	Fort Worth	P	E(R)	P	P	P	P	P	P	P	P	P	P
Philip J. Ritter (07/20)	Dallas	P	P	P	P	P	P	P	P	P	P	P	P
Jim R. Ross (07/21)	Arlington	--	--	--	--	--	--	--	--	--	--	P	E(R)
Chris Schulmeister (07/20)	Allen	P	P	P	P	P	P	P	P	P	P	P	P
Casey Thomas II (07/20)	Dallas	E(R)	P	E(R)	P	E(R)	E(R)	A	E(R)	E(R)	P	A	E

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  
September 2020 - August 2021**

<b>RTC MEMBER</b>	<b>Entity</b>	<b>9/10/20</b>	<b>10/8/20</b>	<b>11/12/20</b>	<b>12/10/20</b>	<b>1/14/21</b>	<b>2/11/21</b>	<b>3/11/21</b>	<b>4/8/21</b>	<b>5/13/21</b>	<b>6/10/21</b>	<b>7/8/21</b>	<b>8/12/21</b>
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	A(R)	P	P
William Tsao (3/17)	Dallas	P	P	P	P	P	P	P	P	P	P	P	P
Paul Wageman (10/19)	DART	P	P	P	P	P	P	P	P	P	P	P	P
Duncan Webb (6/11)	Collin County	P	P	P	P	P	P	P	P	P	P	P	P
B. Glen Whitley (2/97)	Tarrant County	P	P	P	P	P	P	E	E(R)	P	P	E	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  
June 2020 - June 2021

STTC MEMBERS	Entity	6/26/20	7/24/20	8/28/20	9/25/20	10/23/20	12/4/20	1/22/21	2/26/21	3/26/21	4/23/21	5/28/21	6/25/21
Joe Atwood	Hood County	*	*	*	*	*	*	*	*	*	*	*	*
Melissa Baker	Irving	*	*	*	*	*	*	*	*	*	*	*	*
Micah Baker	Dallas County	*	*	*	*	*	*	*	*	*	*	*	*
Bryan Beck	Grapevine	*	*	*	*	*	*	*	*	*	*	*	*
Katherine Beck	Fort Worth	*	*	*	*	*	*	*	*	*	*	*	*
Marc Bentley	Farmers Branch	*	*	*	*	*	*	*	*	*	*	*	*
David Boski	Mansfield	*	*	*	*	*	*	*	*	*	*	*	*
Keith Brooks	Arlington	*	*	*	*	*	*	*	*	*	*	*	*
Shon Brooks	Waxahachie	*	*	*	*	*	*	*	*	*	*	*	*
Tanya Brooks	Fort Worth	*	*	*	*	*	*	*	*	*	*	*	*
Robert Caskey	Frisco	--	--	--	--	--	--	--	--	--	--	*	*
Ceason Clemens	TxDOT Dallas	*	*	*	*	*	*	*	*	*	*	*	*
Robert Cohen	Southlake	*	*	*	*	*	*	*	*	*	*	*	*
Kent Collins	Coppell	*	*	*	*	*	*	*	*	*	*	*	*
John Cordary, Jr.	TxDOT FW	*	*	*	*	*	*	*	*	*	*	*	*
Rick Cortez	Mesquite	*	*	*	*	*	*	*	*	*	*	*	*
Hal Cranor	Eules	*	*	*	*	*	*	*	*	*	*	*	*
Clarence Daugherty	Collin County	*	*	*	*	*	*	*	*	*	*	*	*
Chad Davis	Wise County	*	*	*	*	*	*	*	*	*	*	*	*
Arturo Del Castillo	Dallas	*	*	*	*	*	*	*	*	*	*	*	*
Caryl DeVries	Grand Prairie	*	*	*	*	*	*	*	*	*	*	*	*
Greg Dickens	Hurst	*	*	*	*	*	*	*	*	*	*	*	*
David Disheroon	Johnson County	*	*	*	*	*	*	*	*	*	*	*	*
Phil Dupler	FWTA	*	*	*	*	*	*	*	*	*	*	*	*
Rebecca Diviney	Denton	--	--	--	--	--	--	--	--	--	*	*	*
Chad Edwards	Trinity Metro	--	--	--	--	--	--	--	--	--	--	--	*
Claud Elsom	Rockwall County	*	*	*	*	*	*	*	*	*	*	*	*
Eric Fladager	Fort Worth	*	*	*	*	*	*	*	*	*	*	*	*
Chris Flanigan	Allen	*	*	*	*	*	*	*	*	*	*	*	*
Ann Foss	Arlington	*	*	*	*	*	*	*	*	*	*	*	*
Mike Galizio	Tarrant County	*	*	*	*	*	*	*	*	*	*	*	*
Ricardo Gonzalez	TxDOT FW	*	*	*	*	*	*	*	*	*	*	*	*
Gary Graham	McKinney	*	*	*	*	*	*	*	*	*	*	*	*
Tom Hammons	Carrollton	*	*	*	*	*	*	*	*	*	*	*	*
Ron Hartline	The Colony	*	*	*	*	*	*	*	*	*	*	*	*
Shannon Hicks	Addison	--	--	--	*	*	*	*	*	*	*	*	*
Matthew Hotelling	Flower Mound	*	*	*	*	*	*	*	*	*	*	*	*
John Hudspeth	TxDOT Dallas	*	*	*	*	*	*	*	*	*	*	*	*
Terry Hughes	Weatherford	*	*	*	*	*	*	*	*	*	*	*	*

P=Present A=Absent R=Represented E=Excused (personal illness, family emergency, jury duty, business necessity)  
-- =Not yet eligible to attend \*Meeting held by WebEx/Audio Conference. Individual attendance not taken.

Surface Transportation Technical Committee Attendance Roster  
June 2020 - June 2021

STTC MEMBERS	Entity	6/26/20	7/24/20	8/28/20	9/25/20	10/23/20	12/4/20	1/22/21	2/26/21	3/26/21	4/23/21	5/28/21	6/25/21
Jeremy Hutt	Cleburne	--	*	*	*	*	*	*	*	*	*	*	*
Thuan Huynh	McKinney	*	*	*	*	*	*	*	*	*	*	*	*
Tony Irvin	DeSoto	*	*	*	*	*	*	*	*	*	*	*	*
Kelly Johnson	NTTA	*	*	*	*	*	*	*	*	*	*	*	*
Gus Khankarli	Dallas	*	*	*	*	*	*	*	*	*	*	*	*
Alonzo Liñán	Keller	*	*	*	*	*	*	*	*	*	*	*	*
Eron Linn	DART	*	*	*	*	*	*	*	*	*	*	*	*
Clay Lipscomb	Plano	*	*	*	*	*	*	*	*	*	*	*	*
Paul Luedtke	Garland	*	*	*	*	*	*	*	*	*	*	*	*
Stanford Lynch	Hunt County	*	*	*	*	*	*	*	*	*	*	*	*
Alberto Mares	Ellis County	*	*	*	*	*	*	*	*	*	*	*	*
Wes McClure	Mesquite	*	*	*	*	*	*	*	*	*	*	*	*
Brian Moen	Frisco	*	*	*	*	*	*	*	*	*	*	*	*
Mark Nelson	Richardson	*	*	*	*	*	*	*	*	*	*	*	*
Jim O'Connor	Irving	*	*	*	*	*	*	*	*	*	*	*	*
Kenneth Overstreet	Bedford	*	*	*	*	*	*	*	*	*	*	*	*
Kevin Overton	Dallas	*	*	*	*	*	*	*	*	*	*	*	*
Tim Palermo	DCTA	*	*	*	*	*	*	*	*	*	*	*	*
Dipak Patel	Lancaster	*	*	*	*	*	*	*	*	*	*	*	*
Todd Plesko	DART	*	*	*	*	*	*	*	*	*	*	*	*
Shawn Poe	Richardson	*	*	*	*	*	*	*	*	*	*	*	*
John Polster	Denton County	*	*	*	*	*	*	*	*	*	*	*	*
Tim Porter	Wylie	*	*	*	*	*	*	*	*	*	*	*	*
Bryan G. Ramey II	Duncanville	*	*	*	*	*	*	*	*	*	*	*	*
Greg Royster	DFW Int. Airport	*	*	*	*	*	*	*	*	*	*	*	*
Kathryn Rush	Dallas	*	*	*	*	*	*	*	*	*	*	*	*
Moosa Saghian	Kaufman County	*	*	*	*	*	*	*	*	*	*	*	*
David Salmon	Lewisville	*	*	*	*	*	*	*	*	*	*	*	*
Brian Shewski	Plano	*	*	*	*	*	*	*	*	*	*	*	*
Walter Shumac, III	Grand Prairie	*	*	*	*	*	*	*	*	*	*	*	*
Ray Silva-Reyes	Colleyville	*	*	*	*	*	*	*	*	*	*	*	*
Randy Skinner	Tarrant County	*	*	*	*	*	*	*	*	*	*	*	*
Anjelica Solano	NTTA	--	--	--	--	--	--	*	*	*	*	*	*
Caleb Thornhill	Plano	*	*	*	*	*	*	*	*	*	*	*	*
Dave Timbrell	Garland	*	*	*	*	*	*	*	*	*	*	*	*
Press Tompkins	Greenville	*	*	*	*	*	*	*	*	*	*	*	*
Gregory Van Nieuwenhuize	Haltom City	*	*	*	*	*	*	*	*	*	*	*	*
Daniel Vedral	Irving	*	*	*	*	*	*	*	*	*	*	*	*
Caroline Waggoner	North Richland Hills	*	*	*	*	*	*	*	*	*	*	*	*
Robert Woodbury	Cedar Hill	*	*	*	*	*	*	*	*	*	*	*	*
Jamie Zech	TCEQ	*	*	*	*	*	*	*	*	*	*	*	*

P=Present A=Absent R=Represented E=Excused (personal illness, family emergency, jury duty, business necessity)

-- =Not yet eligible to attend \*Meeting held by WebEx/Audio Conference. Individual attendance not taken.

## MINUTES

### **SURFACE TRANSPORTATION TECHNICAL COMMITTEE June 25, 2021**

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, June 25, 2021, at 1:30 pm, by videoconference. The Regional Transportation Council Bylaws establish that the Technical Committee approved membership in attendance at a meeting shall constitute a quorum for action to be taken, therefore individual attendance was not taken for committee members or other attendees.

1. **Approval of May 28, 2021, Minutes:** The minutes of the May 28, 2021, meeting were approved as submitted in Electronic Item 1. Daniel Vedral (M); Tanya Brooks (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, along with the ability to amend the Unified Planning Work Program and other planning documents with TIP-related changes. August 2021 revisions to the 2021-2024 TIP were provided as Electronic Item 2.1.
  - 2.2. **FY2022 and FY2023 Unified Planning Work Program:** A recommendation for Regional Transportation Council (RTC) approval of the proposed FY2022 and FY2023 Unified Planning Work Program (UPWP) was requested, including the UPWP policies contained in Exhibit I-8 of the Work Program. A recommendation for the RTC to direct staff to administratively amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved projects contained in the Work Program was included as part of the action. Electronic Item 2.2.1 contained the Work Program policies that guide the allocation of these federal Transportation Planning Funds. Electronic Item 2.2.2 contained additional information on the draft FY2022 and FY2023 UPWP. A draft of the document for Surface Transportation Technical Committee consideration was made available at [www.nctcog.org/trans/study/unified-planning-work-program](http://www.nctcog.org/trans/study/unified-planning-work-program).
  - 2.3. **Automated Vehicles 2.2/2.3 Program: Approval of Proposed Projects:** Approval of projects recommended for funding under the consolidated Automated Vehicles 2.2 and Automated Vehicles 2.3 programs were requested. Project details were provided in Electronic Item 2.3.

A motion was made to approve the items on the Consent Agenda. Mark Nelson (M); Stanford Lynch (S). The motion passed unanimously.

3. **2021 Rebuilding American Infrastructure with Sustainability and Equity Discretionary Grant Program:** Jeff Neal presented an overview of the recommended projects to be submitted for the Fiscal Year 2021 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant program. Details of the \$1 billion grant program were highlighted, including available funding and application requirements. A copy of the Notice of Funding Opportunity was provided in Electronic Item 3.1, and details of the proposed candidate projects were provided in 3.2. He noted proposed projects address the

merit criteria of the grant program, specifically criteria related to sustainability, equity, and quality of life. Projects proposed for submittal to the grant program included an opportunity to advance the North Tarrant Express (NTE) project on Interstate Highway (IH) 820 and State Highway (SH) 183. A total of \$25 million in RAISE grant funds will be requested, and staff has continued coordination with the Texas Department of Transportation (TxDOT) and the private sector on the updated project costs that total approximately \$1.547 billion. He noted that the project will be paid for through private financing as a result of a public-private partnership. The funding, combined with the requested \$25 million, would be used to add additional enhancements to the project to address sustainability and equity. Also highlighted was a project to be submitted by TxDOT, the Dallas Loop Trinity Forest Spine Trail (Phase 3). North Central Texas Council of Governments (NCTCOG) staff will be providing technical assistance for the benefit cost analysis. The project will not count as one of the three projects to be submitted by NCTCOG. The next proposed project was a 2.1-mile extension of the TEXRail commuter rail line from the Fort Worth TP&P Station to the Southside/Medical District. Proposed grant funds requested was \$25 million and would be used towards cost overruns and improving serviceability, sustainability, and equity issues. The final proposed project was Enhancing Mobility within the Southern Dallas Inland Port. The project was previously submitted for other grant opportunities and project elements have been updated to address RAISE requirements. Project details include electric bus transit, sidewalk improvements in the vicinity of the Veteran's Administration (VA) medical center in Dallas, traffic signal intersection improvements along various arterials between the VA Medical center and the inland port area, as well as other improvements that will enhance accessibility to employment, healthcare, and education facilities in southern Dallas and Dallas County. Proposed grant funds requested was \$10.2 million. The schedule for this effort was highlighted. Mr. Neal noted RAISE grant applications would be due July 12, 2021. A motion was made to recommend Regional Transportation Council approval of proposed projects to submit for funding consideration through the Fiscal Year 2021 RAISE Discretionary Grant Program and to also direct staff to administratively amend the Transportation Improvement Program, Statewide Transportation Improvement Program, and other planning/administrative documents to include proposed projects, if selected for an FY2021 RAISE Grant award. Chad Edwards (M); Jim O'Connor (S). The motion passed unanimously.

4. **Congestion Management Process:** Michael Bils presented staff recommendations for the update of the region's Congestion Management Process (CMP). The CMP is one of five federally mandated planning documents and helps to manage travel demand, as well as improve the safety and efficiency of the transportation system. A graphic explaining the steps of the Congestion Management Process was highlighted. Performance criteria is used to evaluate corridors based on crash rate, travel time index (recurring congestion), travel time reliability (non-recurring congestion), and bridge and pavement condition to identify deficiencies within each corridor. Corridors with deficiencies are then evaluated to determine available assets within the corridors. Staff also identifies if construction has recently been completed or is planned for in the corridor. The process concludes with the following output categories: sufficient, no performance deficiencies; construction, construction has taken place since information was last gathered or construction expected in the next three years; CMP strategy candidates, based on performance deficiencies and available assets; and corridor study candidate, assets to match performance deficiencies not available with further study needed. Mr. Bils noted that corridors will be evaluated on a rolling basis. A map showing the results of the process for the corridors was highlighted. A total of 61 corridors have been determined to have had recent or planned construction, 45 corridors will continue to be monitored, 16 corridors have been identified as CMP strategy candidates, 3 in the rehab category due to bridge and pavement condition, and 1 in the corridor study category. The detailed evaluation of the performance measures and available assets for each CMP

strategy corridor segment was provided in Electronic Item 4.1. Staff will review performance deficiencies, look at available strategies, and match those with performance deficiencies and available assets to narrow the possible strategies for each of the corridors. Review groups will be organized for CMP strategy corridor evaluations and will then select appropriate strategies which will be used to establish the CMP program of projects to be presented to the Surface Transportation Technical Committee and Regional Transportation Council for approval, to then be added to the Transportation Improvement Program. After project implementation, performance measures will be used to evaluate strategies for effectiveness and overall impact on the corridors. The timeline for this effort was highlighted. The proposed updated Congestion Management Process will be available for public comment through July 6, with Regional Transportation Council action requested at the July 8, 2021, meeting. An overview of the CMP update was provided in Electronic Item 4.2. A motion was made to recommend Regional Transportation Council approval of the 2021 Congestion Management Process, corridor evaluation process, and process to develop the CMP program of projects. Walter Shumac III (M); Alonzo Liñán (S). The motion passed unanimously.

5. **2022 Unified Transportation Program and Regional 10-Year Plan Update:** Brian Dell presented the proposed 2021 Regional 10-Year Plan project listings, as well as information on the 2022 Unified Transportation Program (UTP). As a reminder, Texas House Bill (HB) 20 requires that Metropolitan Planning Organizations (MPOs) develop 10-Year Plans using performance-based planning and project selection methods for projects funded with Category 2, Category 4, and Category 12 funds. The original plan required by HB 20 was approved by the Regional Transportation Council (RTC) in December 2016 and is updated annually in conjunction with the development of the Texas Department of Transportation's (TxDOT's) UTP. He noted North Central Texas Council of Governments (NCTCOG) staff continues to coordinate with the TxDOT Dallas, Fort Worth and Paris districts on project updates. Any new projects were scored using the same process used in previous years, provided in Electronic Item 5.3. A draft project listing, provided in Electronic Item 5.1, was developed that included project scores, revisions, and potential new projects and submitted to TxDOT in March 2021. Principles for the development of the Regional 10-Year Plan were highlighted. Proposed projects should be included in Mobility 2045 with a focus on system versus stand-alone projects and efforts made to fully fund existing projects before funding new projects. Ensuring equity of county allocations was also considered. Additional principles included maintaining toll lanes/toll managed lanes on selected corridors, re-funding previously unfunded projects when possible, ensuring all Regional Transportation Council (RTC) projects are approved in the 2022 UTP, and ensuring projects scores are sufficient to qualify for funding. Historic allocations for each of the funding categories were highlighted back to the 2017 UTP. For Category 2 and Category 4, funding allocations have remained relatively similar until the 2021 UTP for which there was a significant funding drop, which he noted was expected for the 2022 UTP. Category 12 funds are more variable and largely depend on the specific projects selected by the Texas Transportation Commission, which have not yet been selected for 2022. Staff will provide an update to the Committee in the fall when details of the 2022 UTP are known. Also highlighted was a proposed Surface Transportation Block Grant Program (STBG)/Category 2 funding exchange being proposed because of the region's large carry over balance of STBG funds. Two projects have been identified that can advance in 2021, US 287 and Loop 9, totaling approximately \$141 million in Category 2 funds that could be swapped with STBG funds allowing the region to quickly reduce its carryover balance of STBG funds. A proposal will be brought back at a later time with specific projects on which to program the freed-up Category 2 funds. Maps showing approved and proposed projects in the Regional 10-Year Plan and their current status were highlighted. Details were provided in Electronic Item 5.2. The timeline for this effort was highlighted and include the public comment period, which continues through June 2021,

followed by proposed action by the Regional Transportation Council in July. TxDOT will conduct public meetings on the 2022 UTP in the summer, with TTC approval anticipated in August 2021. Once decisions are made by the TTC on Category 12 funding allocations, staff will bring back any changes to the Committee and the RTC. A motion was made to recommend Regional Transportation Council approval of the 2021 Regional 10-Year Plan project listings, the proposed Category 2/Surface Transportation Block Grant Program funding exchanges, and administratively amending the Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents to incorporate these changes. Mark Nelson (M); Robert Woodbury (S). The motion passed unanimously.

6. **Dallas-Fort Worth High-Speed Transportation Connections Study:** Brendon Wheeler presented recommendations from the Phase 1 effort for the Dallas to Fort Worth High-Speed Transportation (DFW HST) Connections Study. As a reminder, the objective of the study is to evaluate high-speed transportation alternatives for both alignments and technology to connect Dallas and Fort Worth to other proposed high-performance passenger systems in the state, as well as to obtain federal environmental approval of the viable alternative as part of Phase 2 efforts. Mr. Wheeler noted the Dallas-Fort Worth (DFW) region has been a national leader in technology advancement, and the high-speed transportation projects in the region provide an opportunity to lead the way in introducing high-speed transportation technology and solidifying DFW as a national transportation hub. With a station in Arlington as a featured connection to the Dallas Fort Worth International Airport creating the ability for DFW to serve as a gateway to Texas with planned connections to other high-speed systems in the State. The initial set of 43 alignments/corridors for high-speed transportation were highlighted. Through the Phase 1 alternatives analysis, the recommendation was narrowed to IH 30, the straightest alignment between Fort Worth and Dallas in order to maintain high-speed and keep the facility on an existing corridor as much as possible. The high-speed facility could either be within the IH 30 right-of-way or adjacent to the right-of-way, with the exact alignment to be evaluated in Phase 2 of the study. Staff will continue to work with both Texas Department of Transportation (TxDOT) districts to refine options on both sections of IH 30. In the west, there may be an opportunity to incorporate the design of the HST system as part of the IH 30 ultimate redesign efforts from Downtown Fort Worth to Cooper Street as an integrated corridor, causing the highway to react to the requirements of a stricter horizontal and vertical curve for high-speed structures or designing the high-speed facility to be on the periphery of the highway lanes as a shared corridor. In the east between Arlington and Dallas, the highway has already been reconstructed. The project team will continue to review options of sharing the right-of-way without disturbing the existing highway or potentially replacing the managed lanes along IH 30. These considerations will be coordinated with stakeholders, including TxDOT, as part of Phase 2. Mode recommendations from the study were also highlighted and included high-speed rail, a decade old proven technology, and hyperloop, an innovative and rapidly advancing technology. North Central Texas Council of Governments (NCTCOG) staff believes given the project development timeline, hyperloop technology will have an opportunity to advance to see if it is operational by project implementation. Public and agency engagement efforts were highlighted, including meetings with elected officials, federal agencies, working groups, public engagement, and stakeholder meetings. Comments received to date have expressed general support for the IH 30 alignments, support for both hyperloop and high-speed rail, questions on the connectivity with Dallas to Houston high-speed rail, and questions related to alignment and station location specifics. The questions and comments were geared towards details of the project which staff believes shows support of the concept thus far. Mr. Wheeler also provide an overview of Phase 2 activities. During Phase 2, preliminary engineering activities will be conducted, as well a National Environmental Policy Act (NEPA) effort that will result in a Record of

Decision or finding of no significant impact for the project. Staff will be coordinating with federal partners on how to structure the process if moving forward with Phase 2 is approved by the Regional Transportation Council (RTC). During Phase 2, staff will also continue coordination with TxDOT, local governments, and stakeholders throughout the process which is expected to last approximately two years. He noted that requested action by the Committee included consideration of a draft RTC policy, provided in Electronic Item 6.1, to support advancing the Dallas-Fort Worth High-Speed Transportation Connections Study into Phase 2. The schedule for this effort was highlighted and details were included in Electronic Item 6.2. Todd Plesko noted the one-seat-ride policy and asked if that referred to the connection with the Dallas to Houston project, or the stations in the Dallas to Fort Worth project. He specifically asked for clarification of a one-seat-ride if hyperloop was the selected technology. Michael Morris noted if high-speed rail were selected as the technology for both the Dallas to Houston and Dallas to Fort Worth projects, the desire is a one-seat-ride for seamless connection. If hyperloop were the selected technology, then by definition a one-seat-ride is not possible. The previous one-seat-ride position of the RTC was being reiterated in order that the Phase 1 recommendations not conflict with the previous RTC action. The policy reaffirms the previous RTC position for the three-station concept and a one-seat-ride. A motion was made to recommend Regional Transportation Council adoption of P21-01, Policy Support to Advance the Dallas-Fort Worth High-Speed Transportation Connections Study into Phase 2, which provides continued support of Mobility 2045 plan policies for the 3-station concept and a one-seat-ride. The policy also directs staff to proceed with Phase 1 recommendations for alignments and modes, coordinate with federal partners to determine the appropriate path forward into National Environmental Policy Act efforts with advancing technology, continue coordination with TxDOT and local governments in Phase 2, and integrate alignment and mode recommendations into other planning activities. Eric Fladager (M); Stanford Lynch (S). The motion passed unanimously.

7. **Metropolitan Planning Organization Milestone Policy (Round 2) Quarterly Status**

**Update:** Brian Dell provided an update on the status of the Metropolitan Planning Organization (MPO) Milestone Policy Round 2 projects that have not let for construction. As a reminder, the policy is aimed at ensuring that projects in general and especially those that have been funded for at least ten years and have not gone to construction are being implemented in a timely manner. The second round of the Milestone Policy was initiated in November 2019 to review projects currently over ten years old that have not been implemented. In February 2021, the Regional Transportation Council (RTC) approved the second round of the Milestone Policy, which included establishing deadlines by which projects must go to construction as well as a revamped project tracking process. The previous process for project cancellation was highlighted, as well as the updated project tracking process which includes quarterly status reports on all projects on the Milestone Policy list until they go to letting. Reports must detail steps that the project sponsor is taking to advance the project, potential delays, and updated schedules. Projects are rated as low (green), medium (yellow), or high (red) risk based on the how well the project sponsor is implementing the projects and risk factors. If the committed schedule is not met and the project has been graded as red/high risk, the project will likely be recommended for cancellation. Since February 2021, questionnaires were sent to project sponsors with projects on the Milestone Policy List that have not gone to construction. Those that are deemed to be at medium or high risk may require additional coordination between our staff and partners. He noted that North Central Texas Council of Governments (NCTCOG) staff were available to aid partners to ensure projects stay on track. A summary of the 41 projects and funding proposed for cancellation presented in January 2021 was highlighted. Of the 41 projects on the initial list, 23 projects have not gone to construction; 15 low risk, 7 medium risk, and 1 high risk. The status of each project on the MPO Milestone Policy list, including ratings, was provided in Electronic Item 7.1. Mr. Dell noted staff will continue



monitoring project progress and providing assistance as needed, as well as provide information to the Committee at the next quarterly update. Additional details on the policy were provided in Electronic Item 7.2. Michael Morris asked staff to provide additional information on the high-risk project. Mr. Dell noted the project is scheduled to let in Fiscal Year 2024 or beyond and significantly underfunded. Staff is working with TxDOT on a solution to proceed. Mr. Morris noted that in the future, showing the colored categories by year may be helpful for members to determine those which are of higher concern.

8. **Director of Transportation Report on Selected Items:** Michael Morris presented information on current transportation items. He discussed Changing Mobility: Data, Insights, and Delivering Innovative Projects during COVID-19 Recovery, and noted this would be the last month the information would be presented. Staff will continue to track data and bring back critical information if needed. He thanked North Central Texas Council of Governments (NCTCOG) staff who worked on the effort. He also highlighted the third round of Blue-Green-Grey, an initiative to advance projects that have water, environmental, and transportation components. Details were provided in Electronic Item 8.1. He also highlighted the 2020 Transportation Safety Performance Measures Report provided in Electronic Item 8.2 and Electronic Item 8.3. Federal Certification Review was held June 14-16, 2021, and he thanked Regional Transportation Council (RTC) members who provided comments to federal partners as part of the review process. Also discussed was the status of the 2021-2024 Transportation Improvement Program (TIP). Approval of the document has been delayed because of a single project in Houston. He noted a letter is being drafted to the US Secretary of Transportation to allow the Division Office to allow all other projects to proceed and expedite approval of the 2021-2024 TIP to allow important projects to proceed to implementation. He also noted efforts to have the World Cup held in the region in 2026 continued and that updates would be provided to the Committee, and highlighted Progress North Texas 2021 available at <https://nctcog.org/trans/about/publications/2021>. In addition, he noted the July RTC meeting would be held remotely, and that staff were working to schedule the August 12 RTC meeting at a location within the region to allow for an in-person meeting in a larger area. Staff also planned to hold RTC New Member Orientation the morning of August 12, 2021. In addition, he highlighted a potential partnership with the State to implement an aggressive safety program and that as the effort proceeds, staff will provide additional updates to members. Brian Moen thanked staff for their work on the COVID-19 data and the dashboard that was developed. He also discussed the safety data as part of the presentations and asked if fatalities rates were lowering with more congestion and the return to work. Mr. Morris discussed safety data and the importance of having an aggressive statewide program.
9. **Legislative Update:** Nicholas Allen provided an update on federal legislative actions. On June 24, 2021, a bipartisan Senate group announced a new infrastructure agreement had been reached totaling approximately \$550 billion. A large portion of the funding was designated for traditional transportation projects and also included rail, public transportation, and electric vehicle charging infrastructure. The proposed bill also included provisions to improve rural broadband access and climate resilience. The controversial human infrastructure funding portion was not included. In addition, he noted Surface Transportation Reauthorization would expire September 30, 2021. In May, the Senate Environment and Public Works Committee came to an agreement on a bipartisan bill that would provide \$304 billion for highways. Separately, \$78 billion in transit and rail funding was approved by the Senate Commerce Committee. The House Transportation and Infrastructure Committee also recently approved the INVEST Act. The \$547 billion plan included funding for highways, bridges, safety, public transit, and rail and noted staff would continue to monitor the proposed bill. Mr. Allen also provided an update on the Texas Legislature which adjourned on May 31, 2021. SB 1, the two-year statewide budget totaling approximately \$248 billion

was approved. This was a decrease of \$13.5 billion mainly due to stimulus funds that will not be present for the upcoming budget. Related to transportation, funding for the Texas Department of Transportation (TxDOT) totaled just over \$30 billion which included Proposition 1 and Proposition 7 revenues. He noted the Governor had called a Special Session which was expected to focus on election policy and other non-transportation issues. Separately, \$16 billion in federal funds would need to be allocated before the 2021 legislative session. Bills that had been approved were highlighted. These included bills related to issuing debt obligations from the Texas Mobility Fund, issuance of bonds to renovate or develop areas of county-owned land, updates to the Texas Emissions Reduction Program, and additional funding for certain transportation and air quality programs. Other approved bills included safety bills providing new privileges for TxDOT district engineers to lower speed limits during roadway maintenance, protections for bicycle and pedestrian users, integration of autonomous vehicles, creation of an Urban Air Mobility Advisory Committee related to unmanned aircraft systems, and broadband expansion. Miscellaneous transportation bills approved included a bill that creates uniform regulations for peer-to-peer car sharing services and one related to road user studies. He noted staff was working on a detailed summary of all transportation and air quality bills that were tracked over the session and that the summary would be provided to the Committee in the future.

10. **Overview of the 2020 Bicycle and Pedestrian Annual Traffic Count Report:** Daniel Snyder provided an overview of the regional bicycle and pedestrian trail data collection program and highlights from the 2020 annual report. Each year, the North Central Texas Council of Governments (NCTCOG) publishes a report on bicycle and pedestrian facility usage throughout the region collected from trail counters. In the 2020 report, the impact of COVID-19 protective measures on bicycle and pedestrian trail usage was also analyzed. Data was collected on trails in Fort Worth, North Richland Hills, Denton, Allen, Plano, and three sites in Dallas. Beginning in March 2020, trail usage increased 50 percent compared to March 2019 and continued to increase to a 78 percent increase in May 2020 versus the same time in 2019. When reviewing May 2020 data, staff reviewed patterns and trends at the eight sample locations. Trail counters in North Richland Hills, Plano, and Allen all recorded an over 100 percent increase. Average daily trail volumes in 2020 compared to 2019 were highlighted for each of the sample locations. Of note, during May 2020 an average day on the Katy Trail recorded nearly 3,000 trail counts and of the eight sample locations, five registered over 2,000 trail counts, which is more than what many recorded on an average day in 2019. When looking at activity during the days of the week, the largest growth in bicycling and walking occurred during Tuesday, Wednesday, and Thursday. In addition, bicycle counts for each of the locations registered increases compared to 2019. Mr. Snyder noted that the annual report was available online at [www.nctcog.org/bikepedcountdata](http://www.nctcog.org/bikepedcountdata) for members interested in reviewing additional information. Alonzo Liñán asked if the Tuesday-Thursday data reflected the average of those days or a cumulative summary of the three days. Mr. Snyder noted the data reflected was an average of the three days.
11. **Access North Texas 2022 Plan Update:** Vivian Fung presented information on the 2022 update to Access North Texas, the regional public transportation coordination plan for the 16-county North Central Texas region. The purpose of the plan is to identify the public transportation needs of older adults, individuals with disabilities, low-income individuals, and others with transportation challenges. The plan is also used to specify strategies to address needs and current challenges, eliminate gaps in service, avoid duplication of transit services, and meet federal and State requirements of transit coordination in the 16 counties. The Regional Transportation Council (RTC) adopted the last update of Access North Texas on March 8, 2018. Since the plan needs to be updated every four years, staff has begun

efforts for the 2022 update. The regional public transportation coordination plan is required by both the Federal Transit Administration and the Texas Department of Transportation, and information and strategies identified through the plan shape planning and funding decisions for transit. Ms. Fung highlighted the 2018 Access North Texas Plan Update that includes both regional and county-specific strategies for public transportation. Also highlighted were examples of projects implemented since the 2018 update that align with the strategies. Details were provided in Electronic Item 11.1. The 2018 Plan Update, as well as public input opportunities for the 2022 update, were made available at [www.accessnorthtexas.org](http://www.accessnorthtexas.org). As staff prepares for the 2022 update, a large component will be the public outreach process to gauge the public transportation needs of individuals throughout the region. Three ongoing outreach efforts were being conducted and would continue through July 31, 2021: 1) virtual, county-specific public meetings; 2) public and agency surveys in English and Spanish provided in Electronic Item 11.2 and available online at [www.accessnorthtexas.org](http://www.accessnorthtexas.org); and 3) the Map Your Experience Tool through which feedback on transit can be provided at <http://www.nctcog.org/mapyourexperience>. Ms. Fung also highlighted staff efforts completed to date, as well as current and future efforts for update of the plan. The public involvement framework has been developed and outreach activities will continue through the summer. Partner coordination will also continue, and future efforts will include data analysis and development of goals/strategies, review of the draft plan, and incorporation of public comments into the proposed plan following the public comment for the draft plan in Spring 2022. The final document will then be submitted to the Executive Board for approval, followed by plan implementation in spring/summer 2022. The timeline for this effort was highlighted.

12. **University Partnership Program Survey-Measuring Resiliency Dimensions of Transportation Infrastructure in North Central Texas:** Jeff Neal provided information to the Committee on an ongoing University Partnership Program effort to measure the resiliency of critical North Central Texas transportation infrastructure and develop potential resiliency enhancement strategies. North Central Texas Council of Governments staff are working with professors, researchers, and graduate students at the University of Texas in Arlington to measure the resiliency dimensions of the transportation system throughout the region. He noted as the region considers resiliency, it is important to recall the definition by the Federal Highway Administration that resiliency is the ability to anticipate, prepare for, and adapt to changing conditions and to withstand, respond to, and recover quickly for disruptions. This includes both natural and human made events. A survey was developed to help understand current and future infrastructure conditions, what natural or human made stressors are causing problems, and to what extent is the damage/disruption occurring. Member's participation is voluntary and personal information will not be included in the final report or data that is available to the public. He noted responses were due by July 2 and that the survey was available online at <https://resiliencedimensionproject2021.questionpro.com/>. Committee Chair Brian Moen noted he had completed the survey and suggested that definitions may be helpful to make it clear from the beginning of the survey differences between resiliency versus rebuild. He added that the survey seemed to be based on events that occur, and that he also thought of resiliency as how the region is prepared to adapt for growth. Mr. Neal agreed that while understanding the impacts of recent weather events is a focus, the impacts of growth and day-to-day demands on facilities in the region should also be a consideration.
13. **Regional Automated Transportation System Guidelines Development Project:** Clint Hail presented an update on the Regional Automated Transportation System (ATS) Guidelines Development Project. He noted this project is part of the larger Regional People Mover Initiative to connect, support, and enhance passenger transit and goods shipments within the region by deploying ATS technologies. The initiative will also help to provide first

and last-mile solutions to and from regional hubs and corridors for passengers and goods, provide circulation within and adjacent to dense mixed-use developed activity centers, and develop homogenous regional infrastructure and vehicle technology that can be effectively deployed throughout the region. ATS is the combination of the transportation technology itself such as automated vehicle (AV) shuttles and infrastructure suited to support the AV technology. Infrastructure may be developed as part of the project or preexisting modular-type infrastructure that is rapidly deployable could also be used. Through previous work by North Central Texas Council of Governments staff, it was determined that the movement of both people and goods present viable opportunities for ATS technologies. Additional information is available through Mobility 2045, as well as two studies completed by staff. As part of the ATS Guidelines Development Project, staff will procure expertise to develop a set of broad guidelines that will inform future engineering procurements related to ATS deployments. Key elements will be to evaluate ATS vehicle technologies with focus on those that can be adapted to future technological changes, develop modular infrastructure guidelines for grade-separated guideways and other infrastructure innovations, and evaluate wireless vehicle charging technologies. The scope of the project outlines that the initiative will seek to develop performance guidelines for a combined technology and infrastructure solution capable of safe and effective operations within two primary operating environments (OE). Operating Environment A would be for people movement in areas such as mixed-use development locations. Operating Environment B would be for freight/goods movement in manufacturing and intermodal hub areas. In December 2020, a Request for Proposals was published and in February 2021 Lea + Elliot was selected as the prime consultant. The North Central Texas Council of Governments is in the process of finalizing the contract and the project is expected to last approximately 12-18 months from contract execution. The timeline for this effort was highlighted, which included future project updates to both the Committee and the Regional Transportation Council. Michael Morris discussed the project and noted the potential benefits of infrastructure and charging components that could be used throughout the region. He encouraged interested members to engage with staff.

14. **Surface Transportation Technical Committee Officers and Announcement of New Regional Transportation Council Officers:** Dan Kessler thanked Brian Moen for his leadership as the Surface Transportation Technical Committee Chair during the last year. In addition, he noted the STTC officers for the 2021-2022 term were approved at the North Central Texas Council of Governments (NCTCOG) Executive Board's June 24, 2021, meeting: Chair Tanya Brooks, Assistant Director, Traffic and Management Division, Transportation and Public Works, City of Fort Worth; Vice Chair Cason G. Clemens, Deputy District Engineer, Texas Department of Transportation, Dallas District; and Secretary Walter Shumac, III, P.E., Director of Transportation Services, City of Grand Prairie. In addition, he noted the new Regional Transportation Council officers approved at the June 10, 2021, RTC meeting: Chair Theresa Daniel, Ph.D., Commissioner, Dallas County; Vice Chair Duncan Webb, Commissioner, Collin County; and Secretary Cary Moon, Councilmember, City of Fort Worth.

Committee Chair Brian Moen thanked NCTCOG staff for their support during his term as Chair and noted it was an honor to serve as an officer to the Committee.

15. **Fast Facts:** Staff presentations were not given. Information was provided to members electronically for the following items.
1. Air Quality Funding Opportunities for Vehicles (<https://www.nctcog.org/trans/quality/air/funding-and-resources>)
  2. Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/dfw-clean-cities-meetings>)

3. Status Report on Ozone Season (Electronic Item 15.1)
  4. Know Before You Fly Your Drone Workshops  
([www.northtexasuas.com/UAS-Taskforce#Workshops](http://www.northtexasuas.com/UAS-Taskforce#Workshops))
  5. Status of Texas Volkswagen Environmental Mitigation Program Funding Programs (Electronic Item 15.2)
  6. Regional Ecosystem Framework and Interactive Viewer Survey (Electronic Item 15.3)
  7. 2020 Travel Demand Management Performance Report  
(<https://www.nctcog.org/trans/manage/tdm/tdm-performance-measures>)
  8. Regional Safety Advisory Committee Membership Assignments for 2021-2022 (Electronic Item 15.4)
  9. Progress North Texas (<https://nctcog.org/trans/about/publications/2021>)
  10. Public Comments Report (Electronic Item 15.5)
  11. Written Progress Report:
    - Local Motion (Electronic Item 15.6)
16. **Other Business (Old and New):** There was no discussion on this item.
17. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on July 23, 2021. The meeting was later canceled.

The meeting adjourned at 3:20 pm.