

## AGENDA

### SURFACE TRANSPORTATION TECHNICAL COMMITTEE Friday, July 24, 2020 North Central Texas Council of Governments

**1:30 pm Full STTC Business Agenda (Meeting Will be Held as a Videoconference)**

**1:30 – 1:35**      1. **Approval of June 26, 2020, Minutes**  
 Action             Possible Action     Information            Minutes:      5  
Presenter:        Brian Moen, STTC Chair  
Item Summary:    Approval of the June 26, 2020, meeting minutes contained in [Electronic Item 1](#) will be requested.  
Background:      N/A

**1:35 – 1:40**      2. **Consent Agenda**  
 Action             Possible Action     Information            Minutes:      5

2.1. **Endorsement of Regional Transportation Council Policy Position Establishing Guidelines for Ratification Actions**  
Presenter:        Michael Morris, NCTCOG  
Item Summary:    Endorsement of Regional Transportation Council (RTC) approval of P20-02, Policy Position Establishing Guidelines for Ratification Actions, will be requested to support interim staff-generated actions in the future.  
Background:      At the June 11, 2020, RTC meeting, members were asked to support interim authority to fund transportation elements for the NHL Hub City Tournament bid for the region. The region was not selected to host the event; however, the RTC was asked to approve a policy that outlines guidelines for instances when an emergency or time-sensitive item must be implemented prior to the ability for staff to request official RTC approval. [Electronic Item 2.1.1](#) is a copy of the letter to the Dallas Stars and their response. P20-02, Policy Position Establishing Guidelines for Ratification Actions, is provided in [Electronic Item 2.1.2](#).

Performance Measure(s) Addressed:

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

**1:40 – 1:50**      3. **National Highway System Review**  
 Action             Possible Action     Information            Minutes:      10  
Presenter:        Brian Flood, NCTCOG  
Item Summary:    Staff will request a recommendation for Regional Transportation Council (RTC) approval of the revised National Highway System (NHS) for roadways.  
Background:      The NHS is a designated network of nationally significant roadways in the United States. The network supports the

movement of people and goods between population centers, major military installations, and intermodal facilities. Beginning in early 2019, the North Central Texas Council of Governments (NCTCOG) participated in a collaborative effort with the Texas Department of Transportation, the Federal Highway Administration, and local governments to perform a complete evaluation of the NHS for the first time since its inception in 1996. Staff recommendations from this evaluation were presented to the RTC at its May 2019 meeting. The Federal Highway Administration and the Texas Department of Transportation Planning and Programming Division returned with a set of suggested changes. Staff has since worked with both partners to revise the proposed system. Normally the specific routes would be included in the mail out, but because of time restraints the material will be presented at the meeting.

Performance Measure(s) Addressed:

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

1:50 – 2:00

4. **COVID-19 Infrastructure Program Funding**

- Action
- Possible Action
- Information
- Minutes: 10

Presenter: Christie Gotti, NCTCOG

Item Summary: Staff will request a recommendation for Regional Transportation Council (RTC) approval of COVID-19 Infrastructure Program projects in [Electronic Item 4.1](#) a proposed federal/Regional Toll Revenue (RTR) funding exchange with Denton County, and the ability to amend the Transportation Improvement Program and other planning/administrative documents to incorporate the projects.

Background: Due to the recent COVID-19 outbreak the economies of the United States, Texas, and Dallas-Fort Worth region have suffered large setbacks and there is an urgency to stimulate the economy. North Central Texas Council of Governments staff recommends funding projects that need expedited action, and that meet one or several of the RTC policies outlined in Mobility 2045, such as better school integration, improved freight connections, and new regional bicycle and pedestrian facilities. These projects will also inject much needed money into the local and State economies. In order to facilitate expedited implementation of several projects, a federal/RTR funding exchange is proposed with Denton County as well. [Electronic Item 4.2](#) contains additional details about the program and projects being requested.

Performance Measure(s) Addressed:

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

2:00 – 2:10

5. **Metropolitan Transportation Plan Policy Bundle and Transportation Development Credits**

Action       Possible Action       Information      Minutes: 10

Presenter: Amy Johnson, NCTCOG

Item Summary: Staff will brief the Committee on results from the fourth round of the Metropolitan Transportation Plan (MTP) Policy Bundle survey, including the plan to distribute available Transportation Development Credits (TDCs). The Committee will be briefed on TDC distribution for successful policy bundle participants.

Background: The MTP Policy Bundle Program was created to encourage entities like local governments, school districts, and transportation agencies to voluntarily adopt a minimum of 50 percent of the list of policies identified in Mobility 2045. By voluntarily adopting these policies, participating entities will receive Transportation Development Credits (TDCs) to offset local funds for federal transportation projects.

Recommendations in Mobility 2045 consist of policies, programs, and projects reflecting the region's priorities and support Mobility 2045 goals. As construction of infrastructure projects alone cannot achieve the goals of Mobility 2045, a voluntary list of policies available for adoption by local agencies was designed to encourage the development of alternative, strategic solutions. By voluntarily adopting 50 percent of these policies, participating agencies are slated to receive TDCs to offset local funds for federal transportation projects. MTP Policy Bundle applications are under review, and staff will present a draft recommendation for distributing TDCs to successful entities. [Electronic Item 5](#) includes a draft recommendation for TDC distribution for successful policy bundle participants.

Performance Measure(s) Addressed:

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

2:10 – 2:20

6. **Federal Highway Administration Measure Target Reaffirmation or Revisions**

Action       Possible Action       Information      Minutes: 10

Presenters: Chris Klaus and James McLane, NCTCOG

Item Summary: Staff will update the Surface Transportation Technical Committee (STTC) on proposed reaffirmation or revisions on regional targets for federally required performance measures. The targets are set in cooperation and coordination with the Texas Department of Transportation.

Background: In December 2015, the Fixing America's Surface Transportation (FAST) Act was signed into law. The FAST Act requires certain performance measures be included in the long-range metropolitan transportation planning process. These measures were established by a series of four

rulemakings: Safety, Infrastructure Condition, System Performance/Freight/Congestion Mitigation and Air Quality, and Transit Asset Management. In 2018, the Committee adopted 2020 and 2022 targets for a subset of these measures related to infrastructure condition, congestion, and air quality.

Each performance measure rulemaking consists of several specific performance measures. This fall, the Committee will have an opportunity to adjust 2022 targets for these measures. Analysis considering observed trends, project implementation, and the unprecedented effects of COVID-19 will impact the decision on whether target adjustments will be recommended. A workshop for the Regional Transportation Council members is being requested for August 13, 2020. STTC action is anticipated on August 28, 2020. This effort will generate financial and policy discussions on resources needed in current and future transportation planning.

Performance Measure(s) Addressed:

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

**2:20 – 2:30**

**7. Federal and State Legislative Update**

Action       Possible Action       Information      Minutes: 10

Presenter: Kyle Roy, NCTCOG

Item Summary: Staff will provide an update on federal and State legislative actions related to transportation and air quality issues affecting the Dallas-Fort Worth area.

Background: Transportation issues continue to be a focus in the United States (US) Congress and in preparations for the upcoming Texas legislative session. The 2nd session of the 116th US Congress convened on January 3, 2020. The 87th Texas Legislature will convene on January 12, 2021. The US House of Representatives recently passed a long-term infrastructure bill and has been holding hearings on FY2021 appropriations. Additional information is provided in [Electronic Item 7](#).

Performance Measure(s) Addressed:

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

**2:30 – 2:40**

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

Action       Possible Action       Information      Minutes: 10

Presenter: Michael Morris, NCTCOG

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

Background: Four performance metrics have been developed that will be tracked through the COVID-19 pandemic and recovery

process: 1) travel behavior response to COVID-19, 2) financial implications to traditional revenue sources, 3) benefits of travel behavior responses to areas of Regional Transportation Council responsibility, and 4) prioritization of infrastructure improvements that offset unemployment increases. Additional information will be provided at the meeting.

Performance Measure(s) Addressed:

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

**2:40 – 2:50**

**9. Update on Volkswagen Settlement**

Action       Possible Action       Information      Minutes: 10

Presenter: Lori Clark, NCTCOG

Item Summary: Staff will provide an update on Volkswagen Settlement activities, especially those related to zero-emission vehicles (ZEV).

Background: The consent decree issued as part of the Volkswagen Settlement included two separate initiatives to implement new emissions-reducing projects: the Environmental Mitigation Trust and the ZEV Investment. The Environmental Mitigation Trust is the portion of the settlement under which the Texas Commission on Environmental Quality is administering the Texas Volkswagen Environmental Mitigation Program (TxVEMP). The ZEV Investment led to establishment of Electrify America, a subsidiary company of Volkswagen which is responsible for investing \$2 billion in ZEV infrastructure and education/outreach. Both initiatives continue to move forward, with milestones for each expected in the next few months. [Electronic Item 9](#) provides an update of both elements of the settlement to date.

Performance Measure(s) Addressed:

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

**2:50 – 3:00**

**10. Transit Survey and Survey of Employers**

Action       Possible Action       Information      Minutes: 10

Presenters: Michael Morris, NCTCOG

Item Summary: Staff will lead a discussion regarding the need for data and information in two technical areas. Discussion will include who should conduct the work, if deemed necessary, and how it should be funded.

Background: Discussion occurred at the July 9, 2020, Regional Transportation Council meeting on data needs related to two technical questions. The first request is for information that will aid transit agencies to plan and stage future transit improvements based on scheduling decisions made by larger employers, schools, and universities. The second request is

how to maintain improvements in congestion levels and air quality in a post-COVID-19 environment.

Performance Measure(s) Addressed:

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

**3:00 – 3:00**

**11. Fast Facts**

Action                       Possible Action     Information                      Minutes: 0

Item Summary: Staff presentations will not be made. Please reference the material provided for each of the following topics.

1. 2019 Regional Safety Performance Report ([Electronic Item 11.1](#))
  2. 2019 Regional Travel Demand Management Performance Report ([Electronic Item 11.2](#))
  3. Deadline to Submit Requests for Transportation Improvement Program Modifications through the November 2020 Cycle – July 24, 2020 (<https://rtrinternal.nctcog.org/login/>)
  4. Environmental Protection Agency Proposes to Retain Existing NAAQS for Ozone (<https://www.epa.gov/newsreleases/ozone-pollution-continues-decline-under-president-trump-epa-proposes-retain-existing>)
  5. Air Quality Funding Opportunities for Vehicles (<https://www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle>)
  6. Dallas-Fort Worth Clean Cities Upcoming Events (<https://www.dfwcleancities.org/dfw-clean-cities-meetings>)
  7. Status Report on Ozone ([Electronic Item 11.3](#))
  8. Clean Air Action Day, August 5, 2020 (<https://www.airnorthtexas.org/socialdistancing>)
  9. East/West Equity Update ([Electronic Item 11.4](#))
  10. June Online Input Opportunity Minutes ([Electronic Item 11.5](#))
  11. August Online Input Opportunity Notice ([Electronic Item 11.6](#))
  12. Public Comments Report ([Electronic Item 11.7](#))
  13. Written Progress Reports:
    - Local Motion ([Electronic Item 11.8](#))
    - Partner Progress Reports ([Electronic Item 11.9](#))
12. **Other Business (Old or New):** This item provides an opportunity for members to bring items of interest before the group.
13. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for **1:30 pm on August 28, 2020.**

**MINUTES**

**SURFACE TRANSPORTATION TECHNICAL COMMITTEE  
June 26, 2020**

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, June 26, 2020, at 1:30 pm, by videoconference. The Regional Transportation Council Bylaws establish that the Technical Committee approved membership in attendance at a meeting shall constitute a quorum for action to be taken, therefore individual attendance was not taken for committee members or other attendees.

1. **Approval of May 22, 2020, Minutes:** The minutes of the May 22, 2020, meeting were approved as submitted in Electronic Item 1. Daniel Vedral (M); Alonzo Liñán (S). The motion passed unanimously.
2. **Consent Agenda:** The following item was included on the Consent Agenda.
  - 2.1. **FY2020 and FY2021 Unified Planning Work Program Modifications:** A motion was made to recommend Regional Transportation Council (RTC) approval of modifications to the FY2020 and FY2021 Unified Planning Work Program, provided in Electronic Item 2.1.1, including the addition of \$3 million in Surface Transportation Block Grant Program funds with Transportation Development Credits as a match to the Transportation Improvement Program (TIP) for the Integrated Planning for Regional Transportation, Urban Development, and Stormwater Management project. Action also included a recommendation that the RTC direct staff to administratively amend the TIP and other administrative/planning documents, as appropriate, to reflect the approved modifications. Additional information was provided in Electronic Item 2.1.2.

A motion was made to approve the item on the Consent Agenda. Chad Edwards (M); Tim Palermo (S). The motion passed unanimously.

3. **Effect of COVID-19 Restrictions on Transportation and Endorsement of Economic Opportunities:** Michael Morris provided an update on the effects of COVID-19 restrictions. In addition, he discussed economic opportunities in the region and requested endorsement of a financial backstop approved at the June 9, 2020, Regional Transportation Council (RTC) meeting. He noted North Central Texas Council of Governments staff is continuing efforts to develop an information system of COVID-19 impacts on transportation. The region no longer has the luxury to do what it wants but must do what is needed. In response to the existing funding constraints, the region should return to the efforts of the financial crisis response from 2009 and take advantage of lower construction costs. Other options to implement projects include a potential federal infrastructure bill, public-private partnerships as part of the RTC Legislative Program, taking advantage of low interest rate, new technologies, and formula allocations. He highlighted four policy metrics being tracked by staff. The first metric is related to travel behavior in response to COVID-19. Staff is monitoring freeway volumes, transit ridership, and airport travel and monitoring changes resulting from COVID-19. The second policy metric is the financial implications to traditional revenue sources. Reductions in vehicles sales tax, motor vehicles sales and use, and motor fuel tax were highlighted, all of which have experienced significant reductions. Policy metric three is the benefits of travel behavior responses. Staff continues to gather data on crash rates and fatalities, as well as air quality impacts. Despite a 30-40 percent reduction in emission levels due to lower vehicle miles traveled, ozone exceedance days continue to be

experienced in the region. This indicates there is an issue with the boundary/boundary conditions and the thought that implementing intensive air quality initiatives in the core counties will allow the region to come into compliance of the ozone standard is no longer the correct assumption. He discussed potential options to reduce single occupant vehicle travel from larger employers to help continue the reduction in emissions seen because of COVID-19 travel behaviors, as well as other options to maintain air quality benefits. The final metric is the implementation of innovative transportation projects that may provide economic opportunities in the COVID-19 environment, including the approximate \$20 billion private-sector, high-speed rail investment between Dallas and Houston and the advancement of the environmental document for high-speed technology between Dallas and Fort Worth. Other candidate projects include the next phase of the Hyperloop Certification Center, autonomous transit, freeway induction loops, SH 183 improvements by the private sector, and the Y Connector. He noted that staff has been working to advance smaller projects that will be documented through the COVID-19 #00X Program to track how the region moved forward with projects through innovation. Mr. Morris also presented a funding backstop for Committee endorsement. Cintra is the private-sector provider for the North Tarrant Express/SH 183 project south of the Dallas Fort Worth International Airport. Approximately \$162 million in capacity improvements from Cintra for SH 183 are anticipated. The improvements will create a lane imbalance near the DFW Airport, and Cintra has proposed an additional \$860 million to fund Section 2E to balance lanes between SH 121 and SH 161. This project is similar to IH 35W 3C that was grandfathered in and able to be built. In addition, \$270 million is proposed for payment to the Texas Department of Transportation (TxDOT) for lane balance improvements east of SH 161 for a total of \$1.3 billion in private sector funds to the region. Staff proposed a \$3 million financial backstop to give confidence to Cintra to begin engineering on Section 2E of the project. It is anticipated that the funding will be repaid to the RTC once TxDOT formally requests Cintra to begin the design of the project. Mr. Morris noted that he believed there is minimal risk to the financial backstop. In addition, he highlighted projects to be included in the COVID-19 inventory:

- 1) Loop 9 cost overrun,
- 2) IH 35E at Frankford Road,
- 3) IH 45 at Dowdy Ferry Road,
- and 4) Tripp Road.

He also discussed a recent proposal to support and provide a financial commitment of \$750,000 to offset the transportation costs as part of a bid to host the National Hockey League Hub City Tournament in the region. A copy of the commitment letter was provided in Electronic Item 3.1. Staff has learned that the region was not selected to host the event, so Committee endorsement of the proposal is not needed. However, he noted staff will be working to develop guidelines for instances in which staff actions are needed in the interim and RTC ratification will be requested. Additional details of the items presented were provided in Electronic Item 3.2. John Polster discussed air quality impacts during COVID-19 and noted he did not believe there is a boundary issue. When there is a 40 percent reduction in human activity and minimal changes to vehicle emissions, there is a significant background level of ozone and nitrogen oxide emission that contribute to the air quality. He added the region has reached a point of diminishing returns on air quality improvements. In addition, he recommended approval of the item, but requested additional information be presented at a later time to the Committee related to background levels versus boundary changes. Mr. Morris noted the medical community sets the level in order to preserve the health effects on the population. Mr. Polster discussed what is referred to from a medical standpoint, as a bright line difference between the impacts of levels and suggested that staff review that argument. Committee Chair Bryan Beck discussed the \$3 million financial backstop and asked if ownership of the design plans if the \$3 million backstop if needed, is part of the agreement. Mr. Morris noted that if the backstop is needed, this could be included as part of the agreement. A motion was made to endorse Regional Transportation Council approval of a \$3 million financial backstop to advance the



next phase of the North Tarrant Express/SH 183 project in Tarrant and Dallas Counties. John Polster (M); Walter Shumac III (S). The motion passed unanimously.

4. **2020 Traffic Incident Management Equipment Purchase Call for Projects-Updated Recommendations:** Camille Fountain presented updated staff recommendations for the 2020 Traffic Incident Management Equipment Purchase Call for Projects, originally approved at the May 22, 2020, Surface Transportation Technical Committee (STTC) meeting. Since that time, the following updates have been made to the recommended projects: 1) Town of Flower Mound funding was moved from western subregion recommendations to the eastern subregion recommendations, 2) Opticom System and drone project recommendations were removed from the final recommendations list due to eligibility requirements, and 3) project recommendations were reranked based on the changes. Ms. Fountain noted that all other previously recommended projects remained funded. In addition, staff is requesting to allocate Regional Toll Revenue funds to implement the Incident Management Blocking Equipment Pilot Project. An overview of the 2020 Traffic Incident Management Equipment Purchase Call for Projects was provided, including eligible recipients and activities, as well as ineligible activities. Approximately \$1.5 million was available and a total of 21 applications totaling approximately \$2.67 million were received. Of the 21 applications, 6 were ineligible. It was noted that 3 applications were received requesting blocking equipment, which will be funded using a local funding source as part of the Incident Management Equipment Blocking Pilot Project. Details of the applications received in each subregion, as well as the scoring criteria and methodology were provided in Electronic Item 4.2. Projects recommendations for the eastern subregion total \$939,140 and \$303,802 in the western subregion for a total funding recommendation of \$1,242,942. Ms. Fountain noted that where appropriate, the North Central Texas Council of Governments (NCTCOG) may lead procurement activities for some of the smaller equipment purchases and procure in bulk through consolidated purchases or through cooperative purchase organizations. Ineligible projects were also highlighted. In the eastern subregion, these include: City of Frisco, drones (due to federal restrictions on drones made in China); City of Lucas, emergency traffic incident management vehicle (due to Buy America Compliancy); Flower Mound, two GPS Opticom System upgrades and Richardson, Opticom System upgrade (due to CMAQ funding requirements); and Prosper, drones (due to federal restrictions on drones made in China). Western subregion ineligible projects include four City of Fort Worth projects for a portable traffic signal, advanced traffic signal detector, battery back-up unit (should be submitted in Regional Traffic Signal Program), and a camera equipment project for which funding was reduced due to system redundancy. Ms. Fountain noted project recommendation tables were provided in Electronic Item 4.1. The schedule for this effort was reviewed. Regional Transportation Council (RTC) action is anticipated in July, followed by action of the Executive Board. Interlocal agreement coordination activities are also expected to begin in July. As part of the call for projects, requests for blocking equipment to protect first responders at crash sites were received. Staff proposed to fund the equipment using Regional Toll Revenue funds, if approved by the RTC. Projects were submitted by the Cities of Mesquite, Grand Prairie, and Flower Mound totaling \$132,000. Matthew Hotelling discussed the Opticom System projects that were considered ineligible and noted that it seemed efforts that would aid in responders arriving to the scene quickly to clear accidents would be ranked well, but noted that he understood slower traffic flow likely was an air quality issue. Ms. Fountain noted that he was correct, impacts to traffic signal synchronization are an air quality issue. Michael Morris discussed the incremental benefits of emergency vehicles being able to proceed through a traffic signal using Opticom software, which negatively impacts traffic signal progression, versus the use of sirens and lights. He suggested a review of systems that maximize safety benefits without negatively impacting the air quality benefits, what types of technologies are implemented by

agencies in the region, and how to mature the region with consistent technologies. Chris Klaus noted that the Texas Department of Transportation is currently soliciting ideas for its annual Research Program and that staff could develop a research proposal on the GPS technologies discussed. Mr. Morris noted that if unsuccessful, a project could be proposed for the Unified Planning Work Program to create a subcommittee of STTC members interested in advancing the equity of technologies in the region. A motion was made to recommend Regional Transportation Council approval of the updated project recommendations for the 2020 incident management Equipment Purchase Call for projects, and staff to administratively switch out Congestion Mitigation and Air Quality Improvement Program funds with Surface Transportation Block Grant Program funds for projects that are not eligible for Congestion Mitigation and Air Quality Improvement Program funding, and allocation of \$132,000 in Regional Toll Revenue funding to implement the incident management blocking equipment pilot project. John Polster (M); Katherine Beck (S). The motion passed unanimously.

5. **Endorsement of Action Approving \$300,000 in Temporary Interim Funding for Air Quality Initiatives:** Michael Morris noted that selected North Central Texas Council of Governments air quality staff are funded through the Management and Operations Program. The Regional Transportation Council (RTC) previously approved \$4 million for air quality initiatives. However, the transition between the multiyear agreements with the Texas Department of Transportation was not completed in time. NCTCOG staff proposed \$300,000 in RTC Local funds be temporarily programmed as an interim measure in advance of the anticipated formal funding agreement to support air quality initiatives. It is anticipated the multiyear agreement will be completed by September 2, 2020. The RTC will be asked to ratify staff's action at its July 9, 2020, meeting. Details were provided in Electronic Item 5. A motion was made to endorse North Central Texas Council of Governments staff action to utilize \$300,000 in Regional Transportation Council Local funds as interim funding to support air quality initiatives. John Polster (M); Daniel Vedral (S). The motion passed unanimously.
  
6. **Interstate Highway 45 Zero-Emissions Vehicle Corridor Plan Update:** Bethany Hyatt provided an update on the IH 45 Zero-Emission Vehicle Deployment Plan. The Federal Highway Administration (FHWA) requires that departments of transportation designate alternative fuel corridors as part of the Fixing America's Surface Transportation Act. These alternative fuels include electric, hydrogen, compressed natural gas (CNG), liquified natural gas (LNG), and propane and help familiarize consumers with alternative fuels by signage placement and create reliability among these developing technologies. This effort is in response to an FHWA solicitation for an Alternative Fuels Corridor Deployment plan in August 2019 with a goal to strategically place electric and hydrogen fuel stations along IH 45 focused on freight vehicles. IH 45 is a 290-mile corridor from Dallas to the Galveston Port. Nearly half of the truck freight in Texas is moved through this corridor which is about 10,000 ton-miles of cargo. The corridor currently has a 111-mile gap between Ennis and Madisonville deeming it pending instead of ready for electric vehicle supply equipment (EVSE). For the corridor to be classified as ready, a station must be placed every 50 miles within 5 miles of IH 45. Focusing in on this section, there are four possible focus areas for additional sites which include Corsicana, Fairfield, buffalo, and Centerville Texas. These areas are the more traveled cities of the corridor and warrant potential development. Building electric vehicle infrastructure in two-to-three of these possible locations will transition this corridor from pending to ready for EVSE. Regarding hydrogen, Texas currently has no publicly available stations. To transition to ready, around three-to-four hydrogen stations will need to be built within 100 miles of each other within 5 miles of IH 45. Through the IH 45 Zero-Emission Vehicle Deployment Plan, NCTCOG will identify best

technologies for end user groups, identify best market development opportunities, develop and convene stakeholder groups, and solicit infrastructure needs from industries. In May 2021, NCTCOG will have developed a robust list of stakeholders, convened at least 10 stakeholder meetings, held 1-2 corridor workshops, developed 1-2 case studies, and the infrastructure deployment plan will be finalized. In order to accomplish this, staff is seeking support on both battery electric and hydrogen fuel cell initiatives. Stakeholders will be divided into four subgroups: 1) infrastructure deployment, 2) vehicle availability, 3) customer identification, and 4) policy/incentives. Members interested in providing assistance through one of the stakeholder groups was asked to submit a stakeholder survey, provided through a link on page 9 of Electronic Item 6.

7. **Local Government Energy Reporting Update:** Bailey Muller presented information on North Central Texas Council of Governments efforts to increase the rate of local government energy reporting submitted to the State Energy Conservation Office (SECO). She highlighted the emissions impacts from electricity generation to the region, as well as the emissions attributed from building and facility energy use and efforts to mitigate potential emissions impacts. The Energy Management project is a collaborative partnership with the Air Quality staff of the Transportation Department and Environment and Development Department staff to expand local government staff capabilities in energy management topics, increase compliance with the state mandated energy reporting requirements, and improve accuracy of emissions reduction data associated with reduced energy use. Ultimately, the goals of this project will demonstrate the value added of increasing this efficiency education and accessing the impact of the regional outreach into the State. The Texas Health and Safety Code §388.005(c), originally passed in 2001, was established to aid efforts to attain federal air quality standards by reducing demand for electricity generation. It requires each political subdivision, institute or higher education, and state agency in a non-attainment area or an affected county to establish a goal to reduce electric consumption by at least five percent each calendar years and to submit an annual report to SECO. In 2019, the requirements were extended for another seven years. One of the main issues of energy report efforts is the lack of awareness and inconsistency in reporting year-to-year. Ms. Muller provided an overview of the reporting requirement, cities and counties who submitted reports in previous years, as well as staff efforts to increase compliance with and awareness of the requirement. Staff is also working to develop resources, training, and technical assistance to help increase local government efforts to implement the actions to meet energy goals. A local government energy toolkit has been created and available at [www.conservenorthtexas.org](http://www.conservenorthtexas.org). Additionally, free individualized assistance to entities interested in learning more about the local government energy reporting requirements is available. A working group of interested stakeholders has also been created to help staff identify barriers in preventing compliance so it is able determine the best resources for those in the region. Members interested in being part of the working group were asked to contact staff. Also highlighted were recent workshops and training available online, as well as a webinar on Procurement Strategies for Energy Efficiency and Renewable Energy scheduled for July 16, 2020. Additional information was provided in Electronic Item 7.
8. **Surface Transportation Technical Committee Officers and Announcement of New Regional Transportation Council Officers:** Dan Kessler noted the Surface Transportation Technical Committee officers for the 2020-2021 term were approved at the North Central Texas Council of Governments Executive Board's June 25, 2020, meeting: Chair Brian Moen, Assistant Director of Transportation, City of Frisco; Vice Chair Tanya Brooks, Assistant Director, Traffic Management Division, Transportation and Public Works, City of Fort Worth; and Secretary Ceason Clemens, P.E., Deputy District Engineer, TxDOT Dallas. In addition, Mr. Kessler noted Regional Transportation Council (RTC) officers approved at

the June 11, 2020, RTC meeting: Chair Roger Harmon, County Judge, Johnson County; Vice Chair Theresa Daniel, Ph.D., Commissioner, Dallas County; and Secretary Ann Zadeh, Councilmember, City of Fort Worth.

9. **Fast Facts:** Staff presentations were not given. Information was provided to members electronically for the following items.
  1. Auto Occupancy/High-Occupancy Vehicle Quarterly Subsidy Report (Electronic Item 9.1)
  2. Metropolitan Transportation Plan Policy Bundle Round 4 (Electronic Item 9.2)
  3. Regional Safety Advisory Committee New Member Appointments (Electronic Item 9.3)
  4. Air Quality Funding Opportunities for Vehicles (<https://www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle>)
  5. Dallas-Fort Worth Clean Cities Upcoming Events (<https://www.dfwcleancities.org/dfw-clean-cities-meetings>)
  6. Status Report on Ozone (Electronic Item 9.4)
  7. North Central Texas Council of Governments as SmartWay Affiliate in Action (<https://www.epa.gov/smartway/smartway-affiliates-action>)
  8. Progress North Texas ([www.nctcog.org/ourregion](http://www.nctcog.org/ourregion))
  9. May Online Input Opportunity Minutes (Electronic Item 9.5)
  10. Public Comments Report (Electronic Item 9.6)
  11. Written Progress Reports:
    - Local Motion (Electronic Item 9.7)
    - Partner Progress Reports (Electronic Item 9.8)
10. **Other Business (Old and New):** There was no discussion on this item.
11. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on July 24, 2020.

The meeting adjourned at 2:40 pm.



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

June 15, 2020

Mr. Brad Alberts  
President  
Dallas Stars  
2601 Avenue of the Stars  
Frisco, TX 75034

Dear Mr. Alberts:

The North Central Texas Council of Governments and the Regional Transportation Council wish to pledge a maximum of \$750,000 to offset the transportation costs for the upcoming National Hockey League Hub City Tournament. The purpose of this commitment is to aid the Dallas Stars and our region be a possible host for one of the two selections. By doing so, it would have the direct benefit of increasing air travel, hotel stays, and employment of service industry employees, as well as have the indirect benefit of aiding our region in returning life closer to normalcy. With the near-term successful National Hockey League Winter Classic, this commitment would be sending a clear message to the National Hockey League that our region would be the best selection.

I am sending this letter to you today to give your ample time to communicate this financial commitment to the National Hockey League. It is our understanding they may make a decision next week.

The financial commitment is a "not to exceed" amount. It is anticipated that the National Hockey League would transmit to you, and then to us, documentation on the transportation costs for the teams traveling in our region. We would submit up to \$750,000 to the National Hockey League as reimbursement for these expenses. There are lots of reasons for this event to be hosted in our community and by minimizing the anticipated costs of transportation, it is our hope that the National Hockey League will select Dallas as one of the two finalist communities.

My contact information is as follows:

Michael Morris, PE  
North Central Texas Council of Governments  
616 Six Flags Drive  
Arlington, TX 76011  
(817) 695-9241  
[mmorris@nctcog.org](mailto:mmorris@nctcog.org)

If you need any further information, please do not hesitate to contact me.

Sincerely,

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

Michael Morris, PE  
Director of Transportation

MM:aa

cc: Monica Paul, Executive Director, Dallas Sports Commission



June 24, 2020

Mr. Michael Morris, P.E.  
Director of Transportation  
North Central Texas Council of Governments  
616 Six Flags Drive  
Arlington, Texas 76011

Dear Mr. Morris:

Once again, I want to thank you and the Regional Transportation Council (RTC) for its generous support to bring the National Hockey League's (NHL) Hub City Stanley Cup playoff tournament to Dallas. Unfortunately, yesterday the NHL informed us that Dallas was not selected to be one of the two hub cities. Though disappointed, we understand the reasoning behind their determination. The remaining candidate cities have better "bubble" environments than that offered by Dallas. I am sending you this letter so that you can communicate the decision to the RTC at its next meeting and properly reallocate the funds to another project.

Please pass on my gratitude to the RTC members for their support of our proposal. Despite this decision, the NHL continues to have great confidence in our region to host major events. Our recent success with both the NHL Draft and Winter Classic are evidence of that.

I look forward to working together in the future to continue to enhance and grow the North Texas region. Please don't hesitate to call me should you have any questions.

Sincerely,

A handwritten signature in blue ink that reads "Brad Alberts".

Brad Alberts  
President

**DALLAS STARS HOCKEY CLUB**



**Policy Position Establishing Guidelines for Ratification Actions**

July 9, 2020

(P20-02)

The Transportation Improvement Program Modification Policy contains a provision for emergency changes that need approval quickly, but for which timing is not aligned with the Regional Transportation Council (RTC) meeting schedule. These changes would come to the RTC for ratification at the next scheduled meeting.

This policy does not change the existing Transportation Improvement Program Modification Policy. The purpose of this policy is to protect both North Central Texas Council of Governments (NCTCOG) staff and the RTC for any anticipated misunderstandings.

The goal of this policy is to develop a better understanding of this need by developing more guidelines protecting the speed for emergency actions, as well as the interest of the Regional Transportation Council. This policy proposes that staff can take action in emergency situations related to either time or consequence. It is anticipated that this provision would be used rarely, less than one time per year. The time-related emergencies are those transportation items that would have significant harm or opportunity if not advanced previous to the next Regional Transportation Council meeting. An emergency of consequence would be a situation where some safety-related event occurred that would bring harm to the citizens of the region or the traveling public without an immediate solution. The following items are guidelines and not specific requirements. It is difficult to anticipate every possible emergency event; however, the following is RTC direction for staff decision making.

The specific guidelines are:

- These projects or initiatives would be lower cost. It is anticipated these would mostly likely be less than \$5 million. Emergencies over this dollar amount could require the Chair to call a special meeting of the Regional Transportation Council.
- As stated previously, these would occur infrequently. They would require approval by the NCTCOG Transportation Director. The Transportation Director would be required to notify the Regional Transportation Council Chair.
- The item would need to be placed on the next scheduled meeting of the Regional Transportation Council for ratification. If an item is not ratified, staff would be required to outline the implications from the lack of action.
- To minimize complications related to federal funds, the Regional Transportation Council encourages staff to use RTC Local funds for emergency purposes. The benefit of such a policy is the sensitivity to federal regulations and is limited to relatively small balances of RTC Local funds. Although federal funds could be used, they are discouraged in this policy.

This policy permits the Regional Transportation Council to bring this policy back for reevaluation if members feel staff is misusing this policy for non-emergency purposes due to time or consequence.

Approved: July 9, 2020

**COVID-19 Infrastructure Program  
Draft Funding Recommendations**

COVID-19 ID#	Implementing Agency	City	Project/Facility	Limits	Project Scope	Fiscal Year	Phase	Proposed Funding							Total Proposed Funding	Comments
								Federal CMAQ (CAT 5)	Federal STBG (CAT 7)	Regional Toll Revenue (RTR)	RTC/Local	State	Local	Private		
#005	Aledo ISD	Annetta	"Drive A" (Stub-out)	From FM 5 to the new elementary school	Construct stub-out road to allow access to new elementary school	2021	C	\$0	\$0	\$1,000,000	\$0	\$0	\$1,500,000	\$0	\$2,500,000	Aledo ISD paying local match and donating ROW; RTR Regional West Set Aside Account
	Subtotal							\$0	\$0	\$1,000,000	\$0	\$0	\$1,500,000	\$0	\$2,500,000	
#006	Parker County	Fort Worth Extraterritorial Jurisdiction (FW ETJ)	Old Weatherford Road	From FM 3325 to E of Coder Dr.	Realign 2 lane to 2 lane (ultimate 4 lanes) including turn lanes at intersections and pedestrian side path	2020	E	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000	Morning Star Development has committed \$3.5 million (\$1.1M for design and \$2.4M for construction to be repaid in approximately 4 years); RTR Regional West Set Aside Account
						2021	R	\$0	\$0	\$500,000	\$0	\$0	\$0	\$0	\$500,000	
						2022	C	\$0	\$0	\$10,000,000	\$0	\$0	\$0	\$0	\$10,000,000	
	Subtotal							\$0	\$0	\$10,500,000	\$0	\$0	\$0	\$2,000,000	\$12,500,000	
#007	TxDOT-Fort Worth or Fort Worth	Fort Worth	Heritage Park Improvements on Main Street	On Main Street (Bus 287) from the Trinity River to Weatherford St.	Traffic calming and curb extensions (crosswalk bulb outs) to reduce traffic lanes; adjust turning radius of Main St; and eliminate bail out lane	2021	E	\$0	\$0	\$0	\$0	\$0	\$0	\$775,000	\$775,000	Tarrant County contributing \$1M; DFWI to contribute \$775,000; includes 5 years of inflation for construction; intend to request RTC to fund related bike/ped facility in the future contingent on private sector commitments begin realized
						2024	C	\$4,000,000	\$2,640,000	\$0	\$0	\$660,000	\$1,000,000	\$0	\$8,300,000	
	Subtotal							\$4,000,000	\$2,640,000	\$0	\$0	\$660,000	\$1,000,000	\$775,000	\$9,075,000	
#008	TxDOT Dallas or Dallas	Dallas	IH 35E Pedestrian Crossing	From the Dallas Design District to the DART Victory Station	Construct pedestrian walkway under IH 35E including lighting, crosswalks, traffic signal, and landscaping	2021	E	\$0	\$0	\$0	\$0	\$350,000	\$0	\$0	\$350,000	Includes 2 years of inflation for construction; Dallas County RTR funds
						2022	C	\$0	\$0	\$2,800,000	\$0	\$0	\$400,000	\$300,000	\$3,500,000	
	Subtotal							\$0	\$0	\$2,800,000	\$0	\$350,000	\$400,000	\$300,000	\$3,850,000	
#009	Dallas	Dallas	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; project will involve NCTCOG staff time and consultant assistance	2021	E	\$0	\$800,000	\$0	\$200,000	\$0	\$0	\$0	\$1,000,000	May need to utilize TDCs in lieu of local match if RTC/Local is needed to kick off study before federal funding is available
	Subtotal							\$0	\$800,000	\$0	\$200,000	\$0	\$0	\$0	\$1,000,000	
#010	Terrell	Terrell	FM 429	From North of US 80 to approximately 1 mile south of US 80	Realign FM 429 with at-grade crossing in order to construct UPRR siding track nearby and to remove offset intersection of US 80 and FM 429	2023	C	\$0	\$8,000,000	\$0	\$0	\$2,000,000	\$0	\$0	\$10,000,000	
	Subtotal							\$0	\$8,000,000	\$0	\$0	\$2,000,000	\$0	\$0	\$10,000,000	
<b>Grand Total</b>								<b>\$4,000,000</b>	<b>\$11,440,000</b>	<b>\$14,300,000</b>	<b>\$200,000</b>	<b>\$3,010,000</b>	<b>\$2,900,000</b>	<b>\$3,075,000</b>	<b>\$38,925,000</b>	

**ELECTRONIC ITEM 4.1**



# COVID-19 INFRASTRUCTURE PROGRAM: ROUND 2

---

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

July 24, 2020

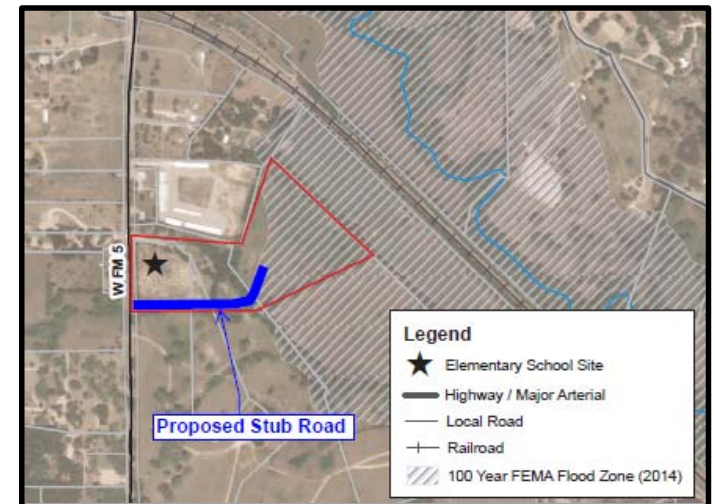
# BACKGROUND

- Due to the recent COVID-19 outbreak, the economy has suffered large setbacks and there is an urgency to stimulate the economy.
- As was done in 2009, the idea is to inject much needed cash into the local and state economy using infrastructure investment.
- North Central Texas Council of Governments staff recommends funding projects that would benefit from expedited action.
- These projects should meet one or several of the RTC policies outlined in Mobility 2045.
- This particular round of investments target better school integration, improved freight connections, implementation of new regional bicycle and pedestrian facilities, improved air quality, and improved safety.

# PROPOSED FUNDING FOR ALEDO INDEPENDENT SCHOOL DISTRICT (ISD) PARTNERSHIP

Aledo ISD has requested assistance to provide access to a new elementary school scheduled to open in August 2021.

- Limits: "Drive A" (Stub-out road) from FM 5 to new elementary school
- Funding:
  - Right-of-way is being donated by Aledo ISD
  - \$1 million Regional Toll Revenue (RTR) funding for construction
  - \$1.5 million Aledo ISD (which includes \$500,000 match to RTR funds) for construction
- TxDOT has already funded a \$4.7 million roadway improvement along FM 5
- Scope: Construct stub-out road to allow access to new elementary school
- Source of RTR Funds: Regional West Side Aside Account (to be discussed further on upcoming slide)
- RTC Policy Addressed: Better school integration with schools (avoid major roadways)



# PROPOSED FUNDING FOR ALEDO ISD PARTNERSHIP

The Aledo ISD has requested assistance with improvements at the site of a new middle school needed by 2022.

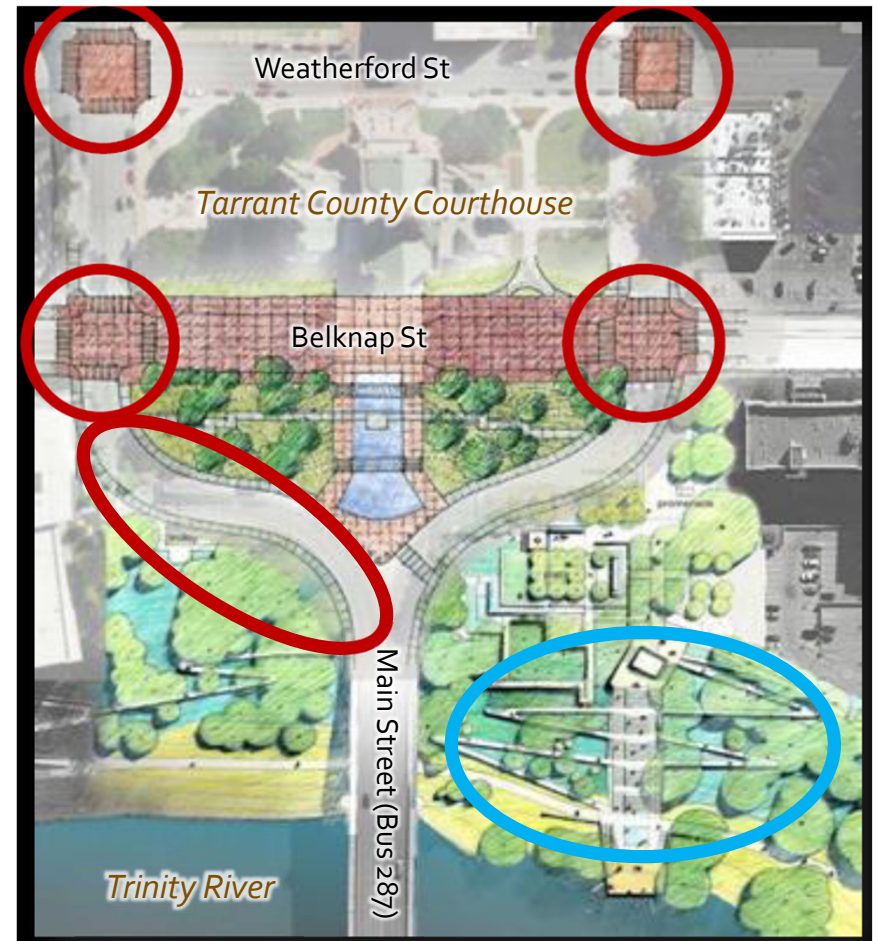
- Limits: Old Weatherford Road from FM 3325 to East of Coder Drive
- Funding:
  - \$2 million provided by developer for design
  - \$0.5 million RTR proposed for right-of-way
  - \$10 million RTR funding proposed for construction
  - Developer will pay an additional \$2.4 million in approximately 4 years (after construction is completed), which partially repays the RTC's commitment.
- Scope: Realign 2 lane to 2 lane roadway (ultimate 4 lanes) including turn lanes at intersections and pedestrian side path
- Source of RTR Funds: Regional West Side Aside Account
- RTC Policy Addressed: Better school integration with schools



# INTERSECTIONS BY HERITAGE PARK AND TARRANT COUNTY COURTHOUSE

City of Fort Worth has requested assistance for both intersection and bicycle/pedestrian improvements in the Heritage Park area

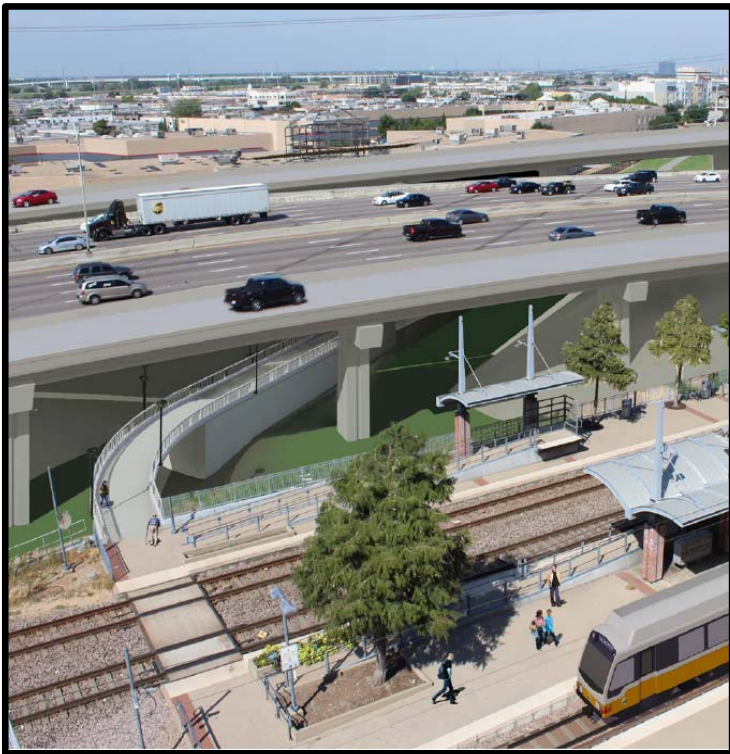
- Staff proposes to fund the intersection improvements now and consider the bicycle/pedestrian facility in the future, contingent on private sector commitments being realized



# INTERSECTIONS BY HERITAGE PARK AND TARRANT COUNTY COURTHOUSE

- Limits: Main Street (Bus 287) from the Trinity River to Weatherford Street
- Funding:
  - \$775,000 for design committed by Downtown Fort Worth Inc.
  - \$1 million committed by Tarrant County for construction
  - \$660,000 State match requested for on-system work
  - \$4 million Congestion Mitigation Air Quality Improvement Program (CMAQ)
  - \$2.64 million Surface Transportation Block Grant
- Scope: Traffic calming and curb extensions (crosswalk bulb outs) to reduce traffic lanes, adjust turning radius of Main Street, and eliminate bail out lane
- RTC Policy Addressed: Air Quality, Bicycle/Pedestrian Implementation, Safety, ADA Compliance

# IH 35E PEDESTRIAN CROSSING NEAR VICTORY STATION



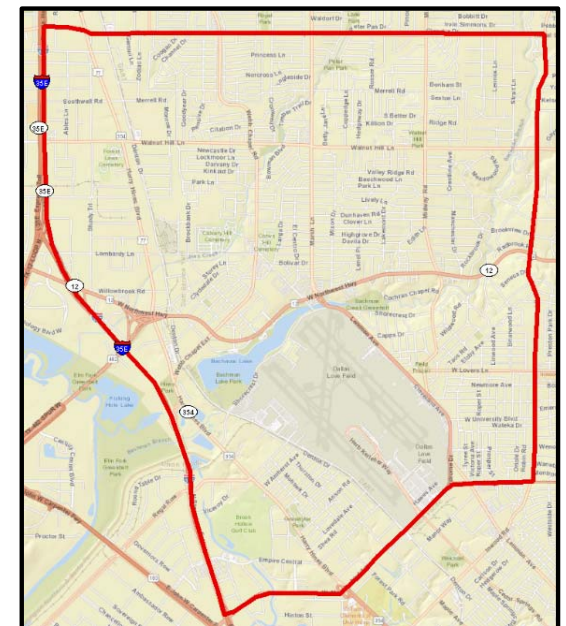
City of Dallas has requested assistance for a pedestrian crossing at IH 35E from the Dallas Design District to the DART Victory Station

- Funding:
  - \$350,000 State Funds for Design
  - \$2.8 million Dallas County RTR Funds for construction
  - \$400,000 local match plus \$300,000+ for amenities from the private sector/TIF districts
- Scope: Construct pedestrian walkway under IH 35E including lighting, crosswalks, traffic signal, and landscaping
- RTC Policy Addressed: Bicycle/pedestrian, air quality, safety

# BACHMAN LAKE AREA PLANNING STUDY

City of Dallas has requested assistance for a review of needed improvements in the Bachman Lake area of Dallas

- Limits: District bounded by Mockingbird Lane to the South, IH 35E to the West, Inwood Road to the East, and Royal Lane to the North
- Funding:
  - \$800,000 STBG funds (federal)
  - \$200,000 RTC Local funds
  - May need to utilize TDCs in lieu of local match if RTC/Local is needed to kick off study before federal funding is available
- Scope: Conduct planning study to identify safe pedestrian access/facilities along major roadways to create connections to nearby trails, DART Bachman Station, and study Love Field access
- RTC Policy Addressed: Bicycle/pedestrian, safety, air quality

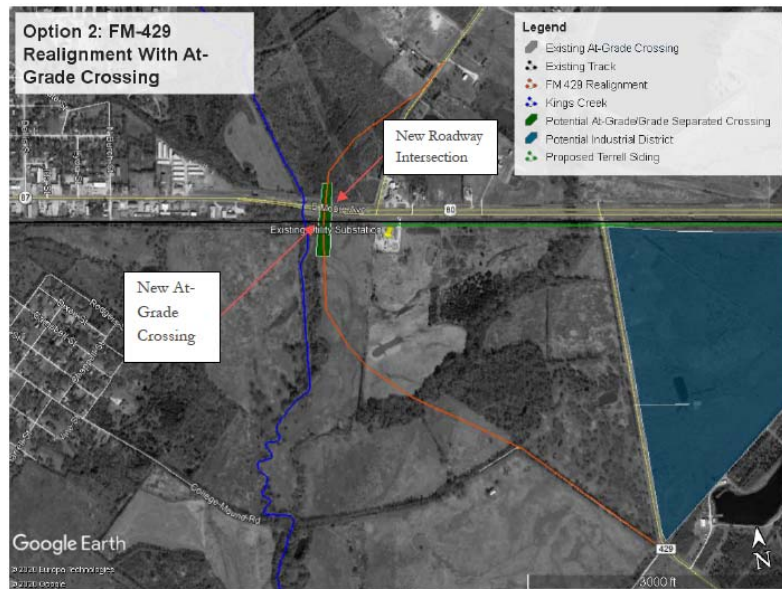




# FM 429 REALIGNMENT IN TERRELL IN PARTNERSHIP WITH UNION PACIFIC RAIL LINE

Roadway and Freight partnership involving TxDOT, NCTCOG/RTC, and Union Pacific:

- Limits: FM 429 from North of US 80 to approximately 1 mile south of US 80
- Funding:
  - \$8 million of STBG
  - \$2 million State match
- Scope: Realign FM 429 with at-grade crossing in order to construct UPRR siding track nearby and to remove offset intersection of US 80 and FM 429
- RTC Policy Addressed: Freight, safety



# FEDERAL/RTR SWAP WITH DENTON COUNTY

- Implementation timeframes for certain projects (school projects in Aledo ISD) would be greatly accelerated by using non-federal funds.
- The Western Subregion has limited RTR funds.
- Denton County has an RTR funding balance coming back from IH 35E (at least \$200 million).
- Staff proposes to fund a currently unfunded project in Denton County with STBG funds and move the same amount of RTR funds from the Denton County account to the Western Subregion to cover the projects in this partnership program, plus leave a balance for future non-federal needs in the West.
- Proposal:
  - Fund a Denton County project, to be determined after the Texas Transportation Commission Unified Transportation Program action this summer, with \$30 million of STBG funds (plus Category 2 funds, if needed, to fully fund it)
  - Move \$30 RTR from Denton County to Western Subregion Set Aside Account

# ACTION REQUESTED

- Recommend Regional Transportation Council (RTC) approval of:
  - The funded projects outlined in this presentation and the cost-revenue matrix in the mail out
  - The exchange of \$30 million STBG funding for \$30 million RTR funding with Denton County
  - Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other administrative/planning documents, as needed

# QUESTIONS?

Christie J. Gotti  
Senior Program Manager  
Ph: (817) 608-2338  
[cgotti@nctcog.org](mailto:cgotti@nctcog.org)

Brian Dell  
Senior Transportation Planner  
Ph: (817) 704-5694  
[bdell@nctcog.org](mailto:bdell@nctcog.org)

<b>Policy Bundle Funding Recommendations</b>						
Entity	Policies Adopted				Recommended 2020 TDCs	
	2017	2018	2019	2020		
<b>Cities: Eligibility Requires Adoption of 10 Policies</b>						
City of Arlington	12	13	--	16	1,875,000	
City of Coppell	--	11	11	--	-	
City of Corinth*	--	--	--	13	1,125,000	
City of Dallas	15	17	17	19	3,000,000	
City of Denton	--	--	15	16	1,125,000	
City of Duncanville	8 <sup>x</sup>	12	--	15	1,125,000	
City of Farmers Branch	--	12	--	11	1,125,000	
City of Fort Worth	14	16	17	17	3,000,000	
City of Frisco*	--	--	--	14	1,125,000	
City of Garland	--	14	16	15	1,875,000	
City of Grand Prairie*	--	--	--	9 <sup>x</sup>	-	
City of Grapevine	12	16	16	17	1,125,000	
City of Irving	--	--	12	15	1,875,000	
City of Lewisville	10	13	15	15	1,125,000	
City of McKinney	15	16	16	14	1,125,000	
City of Mesquite	11	13	15	13	1,125,000	
City of North Richland Hills	8 <sup>x</sup>	--	12	15	1,125,000	
City of Plano	13	16	--	17	1,875,000	
City of Richardson	12	13	14	13	1,125,000	
City of Terrell*	--	--	--	13	1,125,000	
<b>Transit: Eligibility Requires Adoption of 5 Policies</b>						
DCTA	8	10	11	Pending	1,875,000	
Trinity Metro	5	9	9	9	3,000,000	
<b>Total</b>					<b>31,875,000</b>	

## Legend

-- Did not apply

x Applied, but did not meet requirements

\* New applicant for 2020

# Legislative Update

Kyle Roy  
North Central Texas Council of Governments  
July 24, 2020  
Surface Transportation Technical Committee

# Federal Update

## **Transportation Reauthorization**

- Action needed by September 30, 2020
- House INVEST in America Act; HR 2
- Senate America's Transportation Infrastructure Act (2019)

## **HR 2 – Moving America Forward Act**

- \$1.5 trillion Infrastructure Bill
- Transportation, water, broadband, housing, energy, healthcare
- Includes INVEST text

**Investing in a  
New Vision  
for the  
Environment  
and Surface  
Transportation  
(INVEST)  
in America Act**

- \$495.4 billion in federal funding for FY2021 through FY2025
- Approved by House Committee on June 18
- Text rolled into HR 2
- House approved on July 1
- Barriers to final approval



# INVEST in America Act

## Division A

- Maintains existing program structure for FY2021; mostly extends authorized funding levels for FY 2021
- Provides state DOTs and local transit agencies with relief from COVID-19 revenue loss

## Division B

- Reauthorizes highway, transit and safety programs for four more years

## Division C

- Hazardous materials safety reauthorization

## Division D

- Rail reauthorization

# **INVEST in America Act**

## **Major Themes**

- Focuses on improvements to existing facilities vs. new capacity
- Creates at least 20 new programs, new grant programs
- Climate, resiliency, greenhouse gas reduction
- Bike/ped access and safety
- Increases in transit funding
- Bridge improvements

# **FY 2021 Appropriations**

## **US House:**

- Subcommittee markups held week of July 6
- Full committee hearings week of July 13
- Transportation Housing and Urban Development bill - 2.2% increase over FY2020, plus potential for emergency funds

## **US Senate:**

- Markups delayed

# State Legislative Update

- Texas House and Senate Committees cancelled interim hearings due to COVID-19
- Comptroller mid-cycle revenue estimate
- Texas Transportation Commission continues to meet monthly
  - Draft FY2021 UTP open comment period July 10-August 10
- Bill filing begins November 9, 2020
- First day of 87<sup>th</sup> Texas Legislature – January 12, 2021

# Contact Information

**Amanda Wilson**  
Program Manager  
(817) 695-9284  
awilson@nctcog.org

**Rebekah Hernandez**  
Communications Supervisor  
(682) 433-0477  
rhernandez@nctcog.org

**Nick Allen**  
Communications Coordinator  
(817) 704-5699  
nallen@nctcog.org

**Kyle Roy**  
Communications Coordinator  
(817) 704-5610  
kroy@nctcog.org

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

# UPDATE ON VOLKSWAGEN SETTLEMENT

**Surface Transportation Technical Committee  
July 23, 2020**

**Lori Clark  
Program Manager & DFW Clean Cities Coordinator**



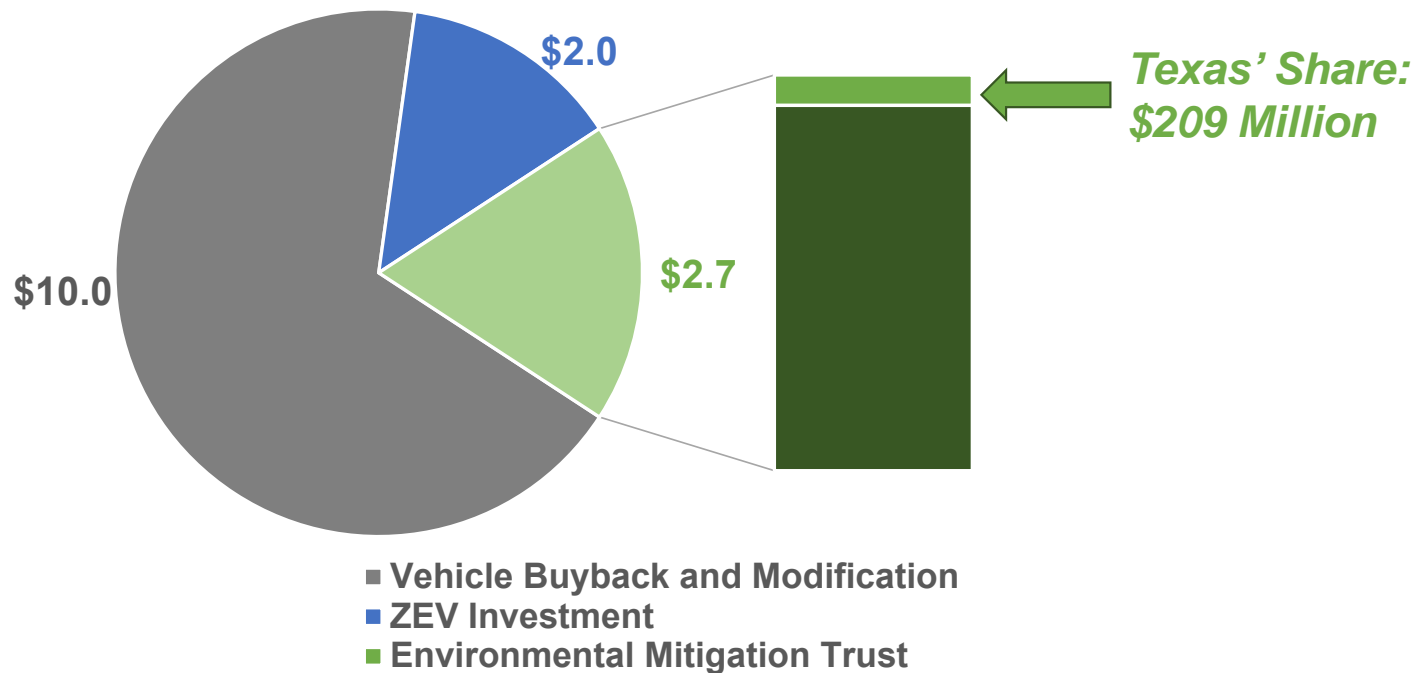
# VOLKSWAGEN SETTLEMENT OVERVIEW

**Total Settlement to Date: \$14.7 Billion**

**Environmental Mitigation Trust - Distributed to States →**

**Texas Volkswagen Environmental Mitigation Program (TxVEMP)**

**Zero Emission Vehicle (ZEV) Investment - Managed by Electrify America**



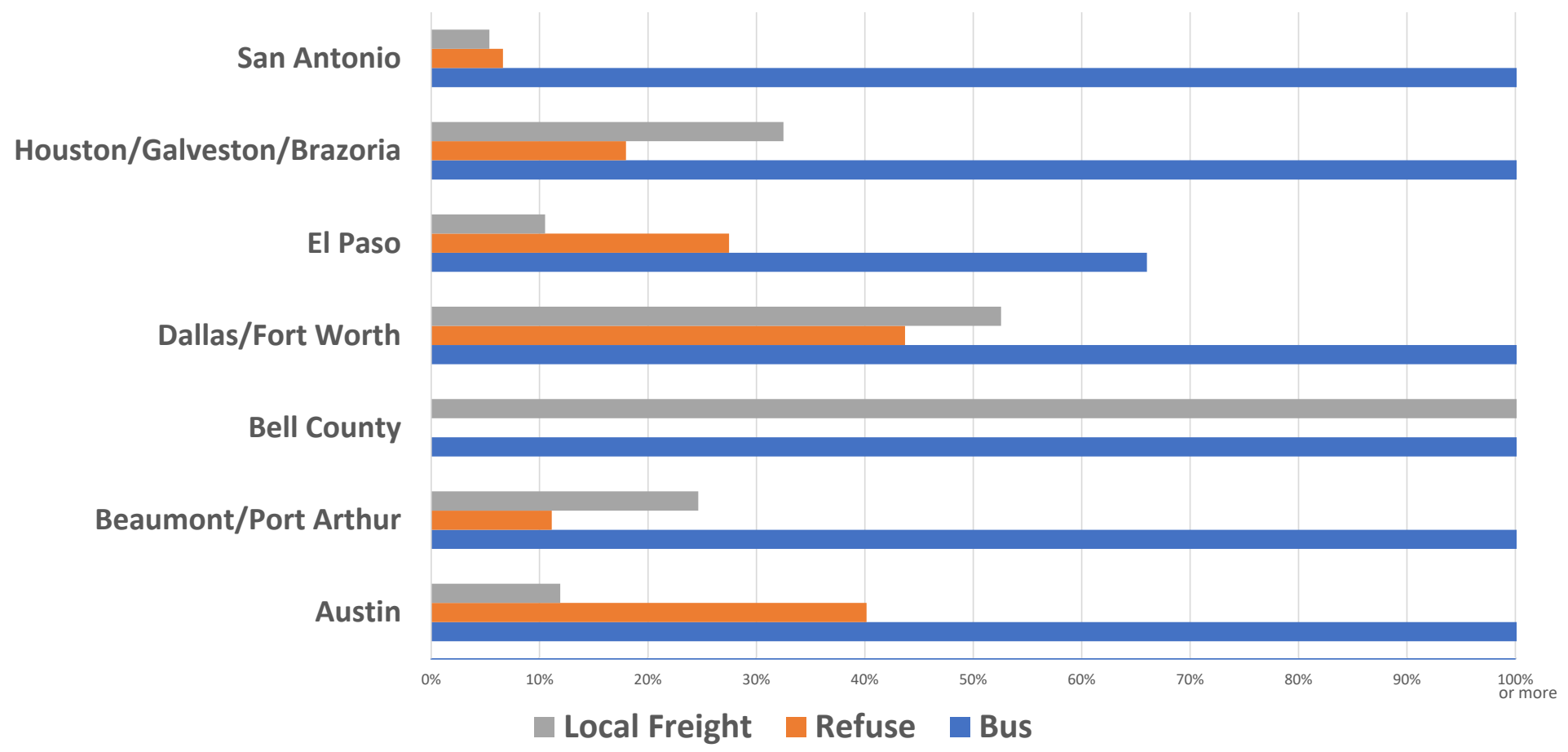
# TEXAS VOLKSWAGEN ENVIRONMENTAL MITIGATION PROGRAM

Statewide Allocation	Program	DFW Area Allocation	Schedule	Status (as of May 22, 2020)
~\$169.5 Million	School, Shuttle, and Transit Buses	\$11,684,806	Closed	All Funds Awarded; Over \$17.3 Million Requested
	Refuse Vehicles	\$8,346,290	Open; First-Come First Served Until 10/8/2020	\$3,648,740 Requested* <b>\$4,697,550 Available</b>
	Freight & Port Drayage Vehicles	\$6,677,032	Open; First-Come First-Served Until 1/27/2021	\$3,509,465 Requested* <b>\$3,167,567 Available</b>
	Electric Forklifts and Port Cargo-Handling Equipment	\$6,677,032	To Be Determined	
	Electric Airport Ground Support Equipment			
	Ocean-Going Vessel Shore Power			
~\$31.4 Million	ZEV Infrastructure - Level 2 Rebate	~\$2.5 Million (Statewide)	May be Opening Late Summer 2020	
	ZEV Infrastructure – DC Fast Charge Funding	~\$25 Million (Statewide)	May Open Late 2020/Early 2021	



# PROGRESS OF FUNDING BY REGION

## Percent Available Funds Requested by Funding Round



# CURRENTLY AVAILABLE FUNDING

## Refuse Vehicles

**Eligibility: Engine Model Year 1992 – 2009, Diesel Trucks, Greater Than 26,001 Pounds**

**Must Be Configured To Collect And Transport Municipal Solid Waste; Includes Garbage Trucks, Roll-off Trucks, Dump Trucks, Sweeper Trucks, Chipper Trucks, and Grapple Trucks**

**Grants Awarded on First-Come, First-Served Basis**

### Funding Levels:

**Government-Owned Vehicles: 80%**

**Privately-Owned Vehicles:**

**50% for Electric Projects**

**40% for Other Repowers**

**25% for Other Replacements**

## Local Freight and Port Drayage Vehicles

**Eligibility: Engine Model Year 1992 – 2009, Diesel Trucks, Greater Than 14,000 Pounds**

**Must Be Used To Deliver Cargo and Freight**

**Grants Awarded on First-Come, First-Served Basis**

### Funding Levels:

**Government-Owned Vehicles: 80%**

**Privately-Owned Vehicles:**

**50% for Electric or Any Drayage Projects**

**40% for Other Repowers**

**25% for Other Replacements**

# ELECTRIFY AMERICA SUBMISSION OPPORTUNITY

## INPUT NEEDED – DATA

Unique Opportunities To Collaborate in Deploying ZEV Investments

Actions Being Taken to Support Taxi/Ride-Share EV Adoption

Current/Expected ZEV Infrastructure Plans Or Strategies

Fuel Cell Electric Vehicle (FCEV) Data And/Or Adoption Perspectives, Especially  
for Medium- And Heavy-Duty Vehicles



# ELECTRIFY AMERICA SUBMISSION OPPORTUNITY

## INPUT NEEDED - POLICY, EVENTS, AND SITING



### Community-Specific ZEV Policies

- Financial Incentives for Vehicle Purchase or Infrastructure
- Non-Financial Incentives (e.g. Parking Preferences, Front-of-Line Privileges)
- ZEV Adoption Targets, Transportation Climate Policies
- EV-Ready Building Codes or Expedited Permitting
- ZEV Marketing or Communications

### Specific Events Electrify America Should Participate In

### Specific Site Location Suggestions

**Submissions Due July 31<sup>st</sup> 2020**

7

[www.electrifyamerica.com/submissions](http://www.electrifyamerica.com/submissions)

# OPPORTUNITIES TO ENGAGE

## PLEASE CONSIDER

**Applying for, or Encouraging Contractors to Apply for, Refuse or Local Freight Truck Funding**

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

**Submitting Comments to Electrify America**

[www.electrifyamerica.com/submissions](http://www.electrifyamerica.com/submissions)

## FOR MORE INFORMATION

**Lori Clark**

**Program Manager**

**817-695-9232**

**lclark@nctcog.org**

**Chris Klaus**

**Senior Program Manager**

**817-695-9286**

**cklaus@nctcog.org**

**[www.nctcog.org/aqfunding](http://www.nctcog.org/aqfunding), “Hot Topics”**



# NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

## 2019 Safety Program Performance Measures



### NCTCOG's Support of Federal Safety Performance Targets

- NCTCOG Aspirational Safety Goal: Even one death on the transportation system is unacceptable. Staff will work with our partners to develop projects, programs, and policies that assist in eliminating serious injuries and fatalities across all modes of travel.
- On February 14, 2019, the Regional Transportation Council adopted a resolution supporting Highway Safety Improvement Program Performance Targets (i.e. PM1) as established by the Texas Department of Transportation (TxDOT) in collaboration with statewide stakeholders.
- TxDOT targets were developed using a data-driven, multi-year, collaborative process which resulted in a two percent reduction from original trend line by Target Year 2022 — achieved by reducing each intermediate year by 0.4 percent in 2018, 0.8 percent in 2019, 1.2 percent in 2020, 1.6 percent in 2021, and 2.0 percent in 2022.
- Targets are based on a five year rolling average and are revisited annually.

Safety Performance Targets	2018 TxDOT Targets	2018 NCTCOG Targets	2019 TxDOT Targets	2019 NCTCOG Targets	2020 TxDOT Targets	2020 NCTCOG Targets
	0.4% Reduction		0.8% Reduction		1.2% Reduction	
<b>No. of Fatalities</b>	3,703.08	665.2	3,791.0	599.2	4,068	589.3
<b>Fatality Rate</b>	1.432	0.960	1.414	0.838	1.48	0.803
<b>No. of Serious Injuries</b>	17,565.4	3,647.8	17,751.0	3999.6	18,602	3,514.7
<b>Serious Injury Rate</b>	6.740	5.180	6.550	5.568	6.56	4.768
<b>No. of Non-motorized Fatalities and Serious Injuries</b>	2,150.6	560.0	2,237.6	582.4	2,477	595.0

### NCTCOG 12-County MPA Crash and Fatality Data 2015-2019

NCTCOG receives regional crash data from TxDOT's Crash Records Information System annually. The performance measures below highlight reportable crashes and fatalities that occurred in the NCTCOG 12-county Metropolitan Planning Area (MPA) from 2015 to 2019. The data below indicates that in 2019 the NCTCOG region experienced **one crash every four minutes** and **one fatality every 12 hours**.

2015-2019 Crashes							2015-2019 Fatalities					
County	2015	2016	2017	2018	2019	% Change 2018-2019	2015	2016	2017	2018	2019	% Change 2018-2019
Collin	1,3222	13,898	13,100	13,202	13,936	5.27%	38	50	68	45	53	15.09%
Dallas	48,905	55,684	50,567	49,752	55,258	9.96%	260	316	281	295	271	-8.86%
Denton	11,693	12,236	11,970	11,769	12,191	3.46%	35	49	49	51	52	1.92%
Ellis	2,407	2,596	2,725	2,810	2,794	-0.57%	25	28	33	16	27	40.74%
Hood	751	795	819	725	798	9.15%	3	15	11	5	12	58.33%
Hunt	1,332	1,418	1,346	1,471	1,363	-7.92%	22	28	27	17	25	32.00%
Johnson	2,020	2,287	2,354	2,369	2,395	1.09%	23	23	21	23	39	41.03%
Kaufman	1,802	2,026	1,913	2,128	2,018	-5.45%	18	28	31	25	32	21.88%
Parker	2,014	2,176	2,306	2,219	2,199	-0.91%	18	21	20	29	26	-11.54%
Rockwall	1,308	1,370	1,350	1,409	1,583	10.99%	4	12	13	8	2	-300.00%
Tarrant	30,831	34,728	34,309	33,031	32,358	-2.08%	159	166	182	169	166	-1.81%
Wise	811	968	954	971	930	-4.41%	21	19	22	16	14	-14.29%
<b>Total</b>	<b>117,096</b>	<b>130,182</b>	<b>123,713</b>	<b>121,856</b>	<b>127,823</b>	<b>4.67%</b>	<b>626</b>	<b>755</b>	<b>758</b>	<b>699</b>	<b>719</b>	<b>2.78%</b>

Data Source: TxDOT Crash Records Information System (CRIS) current as of 4/7/2020 - All TxDOT disclaimers apply to this information.

Note: A reportable motor vehicle crash is defined by TxDOT as: "Any crash involving a motor vehicle in transport that occurs or originates on a traffic way, results in injury to or death of any person, or damage to property of any one person to the apparent extent of \$1,000."

# 2019 Contributing Factors for Serious Injury and Fatality Crashes

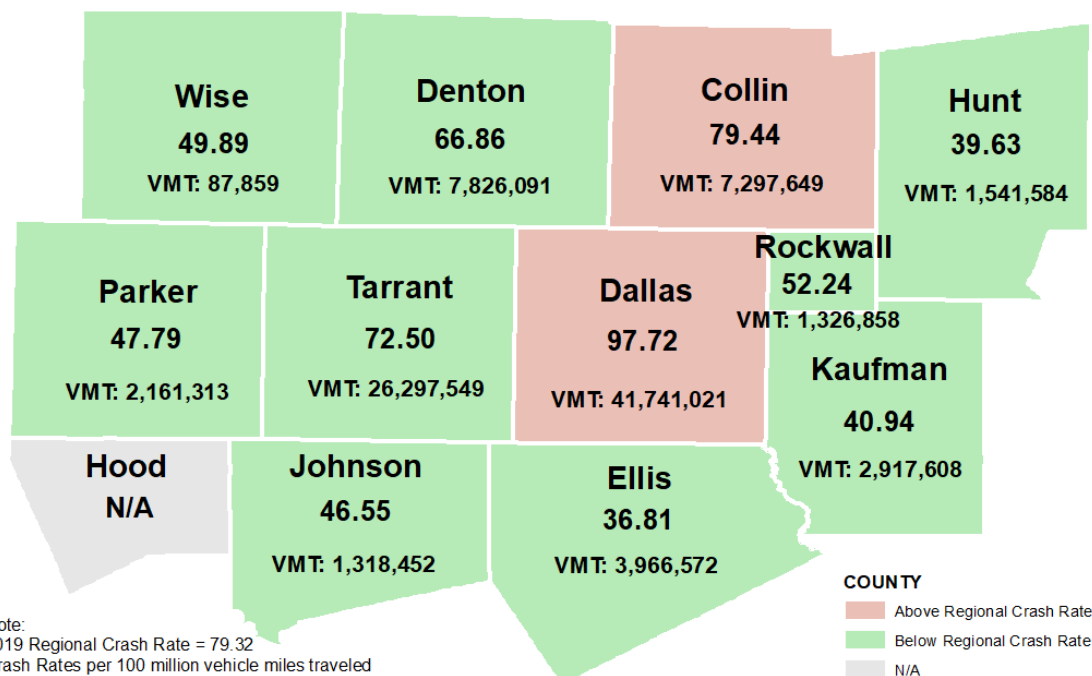
Top Ten Contributing Factors — Limited Access Facilities Only		2018	2019
1	Speeding - (Overlimit / Unsafe Speed / Failed to Control Speed)	34.23%	32.37%
2	Failed to Drive in Single Lane	8.26%	10.84%
3	Driver Related (Distraction in Vehicle / Driver Inattention / Road Rage / Drove Without Headlights, Cell/Mobile Device Use - (Talking / Other - [0.53%]))	11.41%	10.01%
4	Under Influence - (Alcohol / Drug / Had Been Drinking)	5.61%	9.10%
5	Changed Lane When Unsafe	11.31%	8.95%
6	Faulty Evasive Action	9.49%	6.22%
7	Pedestrian Failed to Yield Right of Way to Vehicle	1.26%	5.00%
8	Followed Too Closely	8.72%	4.02%
9	Disabled in Traffic Lane	1.79%	2.81%
10	Fatigued or Asleep	2.16%	1.74%

Note: The Contributing Factor Analysis above includes Primary, Secondary, and Tertiary Contributing Crash Factors on limited access facilities in the NCTCOG 12-County MPA only. Speeding has been the number one contributing factor for all analysis done from 2015-2019. For more information on contributing factor trends for previous years, please visit the [NCTCOG Safety Program](#) webpage.

## 2019 Crash Rates by County

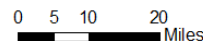
NCTCOG calculates crash rates on limited access facilities for counties within the NCTCOG 12-County MPA. The map below displays these crash rates by county in comparison to the regional crash rate of 79.32. This represents a slight increase from the 2018 rate of 77.40 crashes per 100 million vehicle miles traveled (VMT). Collin County and Dallas County had crash rates above the regional average.

2019 Limited Access Roadway Crash Rates by County: NCTCOG 12 - County MPA



Note:  
 2019 Regional Crash Rate = 79.32  
 Crash Rates per 100 million vehicle miles traveled  
 Hood County is N/A as it does not have a limited access facility

Source:  
 Crash Data - TxDOT Crash Records Information System (CRIS)  
 VMT Data - Linearly Interpolated NCTCOG Trans Model Data



Crash Rates calculated for limited access facilities: IH, SH, and US mainlanes



# NCTCOG Bicycle and Pedestrian Safety

## Look Out Texans Campaign and Planning Efforts

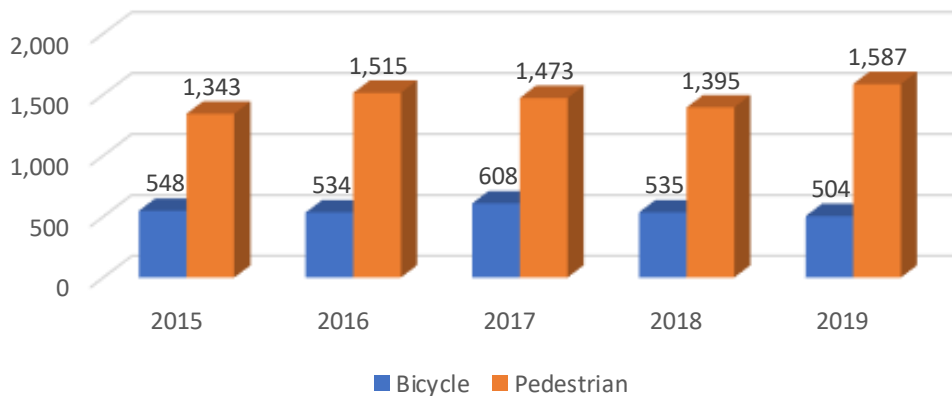
Launched in October 2015, the Look Out Texans Campaign encourages North Texans to watch out for one another and offers specific tips to bike, walk and drive safely together. The campaign was developed by the North Central Texas Council of Governments and funded by the Texas Department of Transportation. Between 2015 and 2019, there were more than 1,000 reported bicycle and pedestrian crashes involving a motor vehicle and over 845 fatalities in North Central Texas, according to TxDOT. The campaign features North Texans helping bring a greater sense of community and respect to our roads. Understanding how people bicycling, walking, and driving should interact together is important to improving safety on area roads and protecting our friends, families, and neighbors.

For example, people **bicycling** should follow the same traffic rules as motor vehicles, ride in the same direction as traffic, always stop at traffic signals and stop signs, and use hand signals to notify motorists of their intent. People **walking** must be alert and visible. Pedestrians should only cross streets at crosswalks and intersections where they can gauge traffic and be visible. Before crossing, eye contact with drivers ensures they are seen. Finally, people **driving** should allow at least three feet when passing someone on a bicycle. State law allows bicyclists to ride on roadways and use the middle of a lane. Drivers must also look out for people walking, always yielding to crossing pedestrians. To view safety education videos and see all 21 safety tips of the Look Out Texans campaign, visit [LookOutTexans.org](http://LookOutTexans.org).

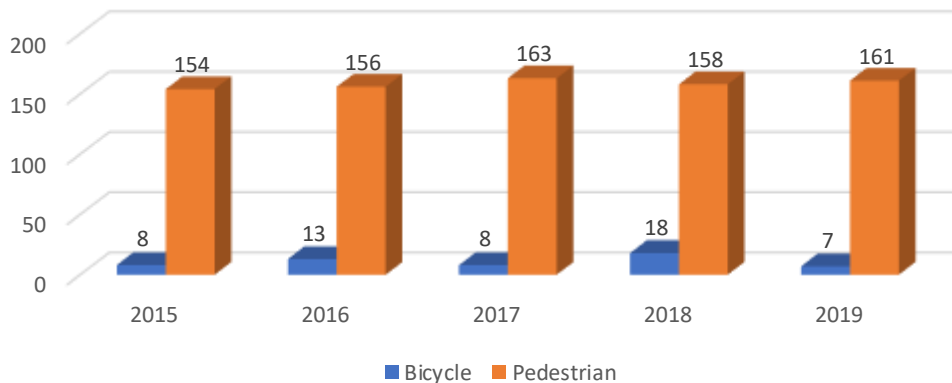
In a focused effort to reduce the number of pedestrian crashes and fatalities, NCTCOG, in partnership with TxDOT, is creating a Pedestrian Safety Action Plan. The plan will include goals, action items and policies in support of increasing regional pedestrian safety. Through collaboration with key stakeholders across the region, recommended countermeasures will be identified offering engineering, educational, and enforcement solutions in targeted locations. An online public opinion survey was conducted to solicit user feedback regarding the pedestrian experience in the metropolitan area. The full results of the survey, as well as more information about the plan, are all accessible on the project's web page: [nctcog.org/pedsafetyplan](http://nctcog.org/pedsafetyplan).

## NCTCOG 12-County MPA Bicycle and Pedestrian Crash Data 2015—2019

### 2015-2019 Bicycle & Pedestrian Crashes 12-County NCTCOG Region



### 2015-2019 Bicycle & Pedestrian Fatalities 12-County NCTCOG Region



# NCTCOG Traffic Incident Management Program

## 2019 Regional Crash Pyramid — NCTCOG 12-County MPA

The crash pyramid represents the high volume of crashes in the region, equating to five injury crashes every hour. There is an obvious need for highly effective training for those agencies responsible for managing and clearing traffic incidents. Traffic incident management training promotes consistency among agency responders, significantly improves responder and motorist safety, and reduces the duration of traffic incidents.



Five Injury Crashes Every Hour

On average, each injury crash requires  
 2 Law Enforcement  
 4 Fire/Rescue  
 2 Emergency Medical Services  
1 Towing and Recovery  
 9 Responders

Potentially 45 responders "working in or near moving traffic" every hour 24/7/365.

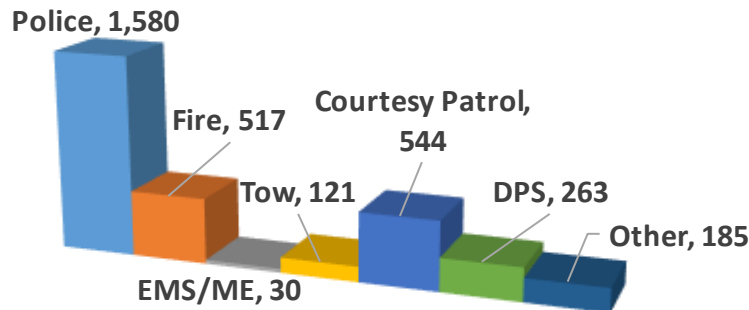
\*Crash pyramid does not include "Unknown Injury Crashes"

### NCTCOG TIM First Responder and Manager's Course

The Traffic Incident Management (TIM) training series was developed in February of 2003 and first offered in December of 2003. The goal of the TIM training course is to initiate a common, coordinated response to traffic incidents that will build partnerships, enhance safety for emergency personnel, reduce upstream traffic accidents, improve the efficiency of the transportation system, and improve the air quality in the Dallas-Fort Worth region. The **First Responder and Manager's Course**, geared towards those with daily involvement in responding to traffic incidents, is offered six times per year. The training is eligible for TCOLE Credits, Fire Commission Credits, and Emergency Medical Services Continuing Education Units.

NCTCOG First Responder and Manager's Course Attendance		
2003 - 2019	January - February 2020	Total
3,190	50	3,240

### NCTCOG First Responder and Manager's Course Attendance - Breakdown By Area



### NCTCOG TIM Executive Level Course Attendance \*

The **Executive Level Course** was introduced in 2005 and is geared towards agency decision and policy makers and provides a high-level overview of the topics discussed in the First Responder and Manager's Course. The Executive Level Course is offered twice a year.

Police	Fire	City Staff	Elected Officials	Public Works/Strategic Services Transportation	Medical Staff	Other	Total (February 2005 - November 2019)
392	167	32	14	35	15	244	899

\*May 2020 TIM Executive Level Course cancelled due to COVID-19 restrictions.

# NCTCOG Traffic Incident Management Program

## NCTCOG First Responder and Manager's Course Attendance — Breakdown By Agency

Cities and Counties Represented (77): August 2013 - February 2020

<b>Allen</b>	<b>Dallas</b>	<b>Greenville</b>	<b>N. Richland Hills</b>
<b>Anna</b>	<b>Decatur</b>	<b>Hickory Creek</b>	Northlake
<b>Argyle</b>	<b>Denton</b>	<b>Hurst</b>	<b>Plano</b>
<b>Arlington</b>	<b>DeSoto</b>	<b>Irving</b>	<b>Ponder</b>
Aubrey	<b>Duncanville</b>	Joshua	Princeton
<b>Azle</b>	<b>Eules</b>	<b>Keene</b>	<b>Prosper</b>
<b>Balch Springs</b>	<b>Farmers Branch</b>	<b>Keller</b>	<b>Richardson</b>
<b>Bedford</b>	<b>Flower Mound</b>	Kennedale	<b>Richland Hills</b>
<b>Benbrook</b>	<b>Forest Hill</b>	Krum	<b>Roanoke</b>
<b>Burleson</b>	Forney	Lake Cities	<b>Rockwall</b>
Caddo Mills	<b>Fort Worth</b>	<b>Lake Worth</b>	<b>Sachse</b>
<b>Carrollton</b>	<b>Frisco</b>	Lewisville	<b>Seagoville</b>
<b>Cedar Hill</b>	<b>Garland</b>	Little Elm	<b>Springtown</b>
<b>Cleburne</b>	<b>Glenn Heights</b>	Mansfield	<b>Terrell</b>
Colleyville	<b>Granbury</b>	Maypearl	<b>University Park</b>
<b>Corinth</b>	<b>Grand Prairie</b>	<b>McKinney</b>	Venus
Cresson	<b>Grapevine</b>	Melissa	<b>Waxahachie</b>
		<b>Mesquite</b>	<b>Willow Park</b>
			<b>Wilmer</b>

Counties: **Collin, Dallas, Erath, Hunt, Tarrant, and Wise**

**Notes:**

1. Agencies shown in **bold text** have attended both the First Responder and Manager's Course and the Executive Level Course.
2. The last major course update was done in August 2013.
3. Due to COVID-19 related restrictions, the most recent "in-person" NCTCOG TIM training was held in February 2020.

### First Responder Struck-By "Fatality" Stats (2019)

Every day, firefighters, EMTs/paramedics, state troopers, police officers, sheriff's deputies, tow operators, and department of transportation responders are exposed to the grave hazards inherent in emergency responses on the nation's highways and roadways. Below is a breakdown of the fatality statistics at the regional, statewide, and national level, broken down by discipline in 2019.



	Discipline	National	Statewide	NCTCOG Region
1	Police	18	5	1
2	Fire/EMS	9	2	0
3	Towing	14	3	2
4	Roadside Assistance Patrol	0	0	0
	<b>Total Responder Fatality Struck-bys</b>	<b>41</b>	<b>10</b>	<b>3</b>



"Between January—April 2020, nationwide **fifteen** responders have been struck and killed by vehicles (4 in Texas)."

[www.ResponderSafety.com](http://www.ResponderSafety.com)

### NCTCOG Roadside Assistance Patrol Struck-By "Non-Fatality" Stats

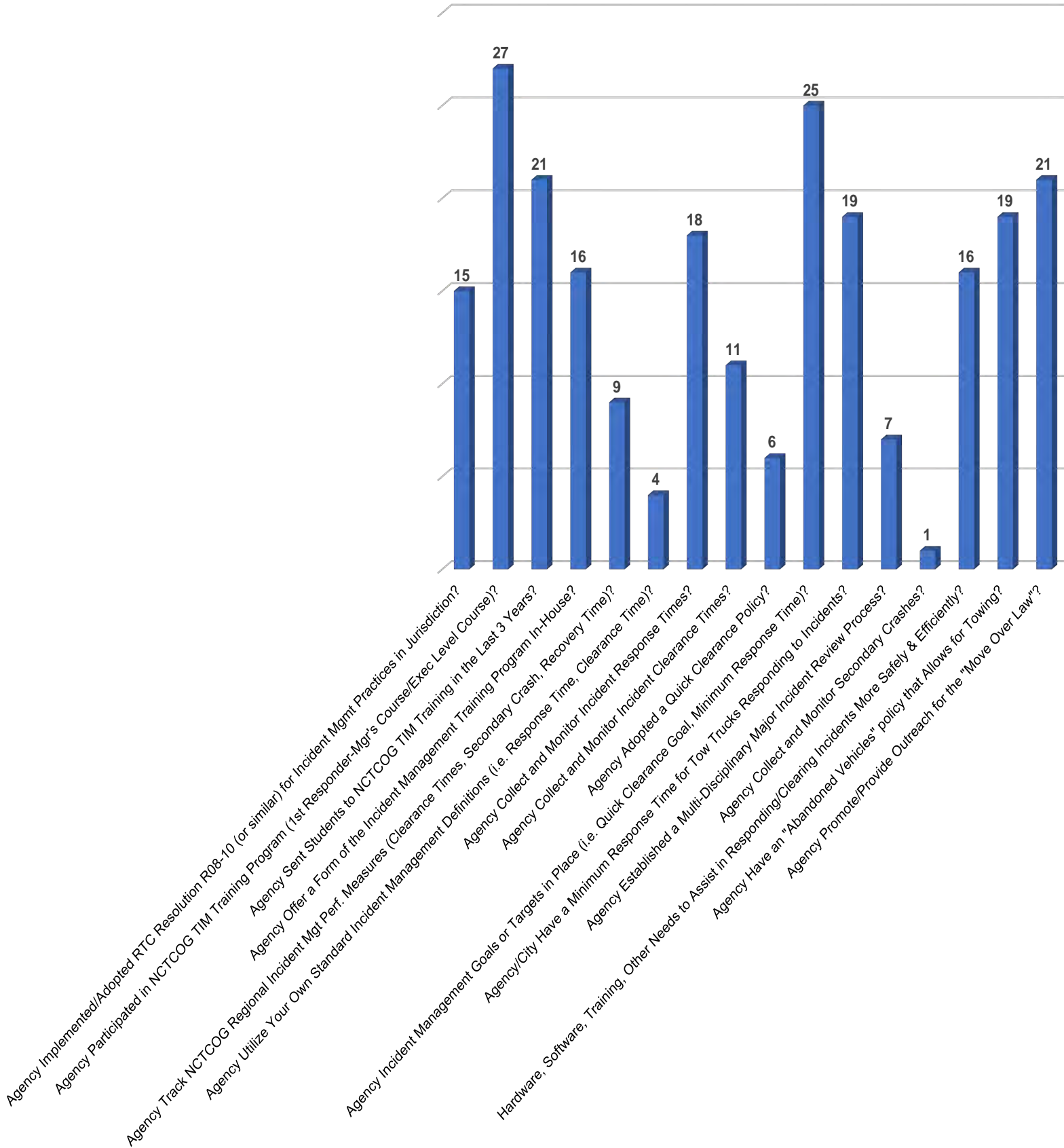
Roadside Assistance Patrol	Dallas County	LBJ Express	NTE Express	NTTA	Tarrant County	NCTCOG Region
2017	*	2	0	*	1	3
2018	*	1	1	*	3	4
2019	1	7	4	*	0	12
2020	*	0	1	*	2	3

The regional Roadside Assistance Patrol Program struck-by data was collected directly from regional mobility assistance patrol providers. Staff is looking to collect non-fatality struck-by information from all regional response agencies for future reports.

\* Information Pending from reporting agency.

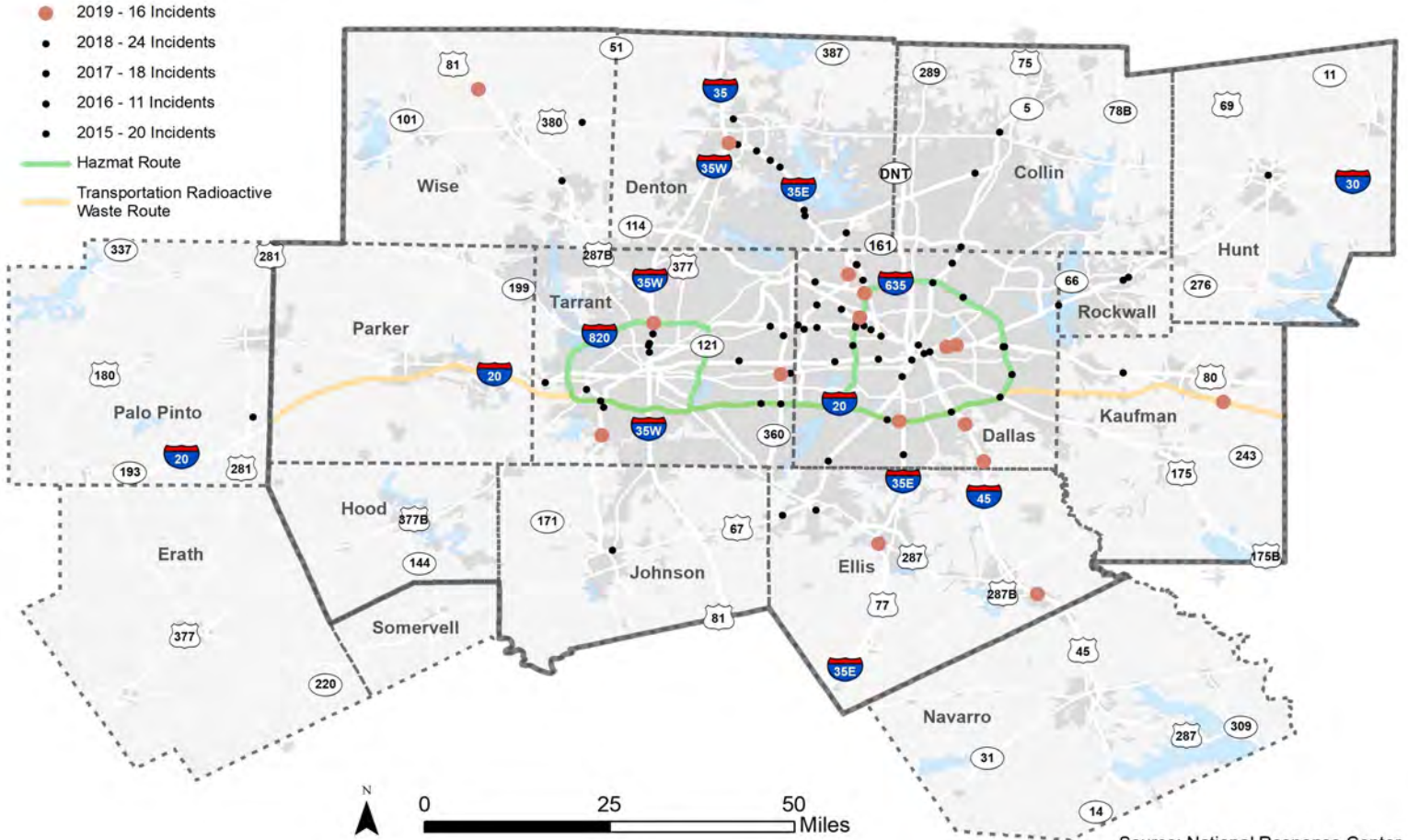
# NCTCOG Traffic Incident Management Commitment Level Survey

The purpose of the 2020 Traffic Incident Management Commitment Level Survey is to gather information on our partner agencies' commitment to incident management. The survey was released September 4, 2019 and closed on February 21, 2020. Agencies who responded to the Survey include: Addison, Argyle, Balch Springs, Cedar Hill, Celina, Colleyville, Coppell, Dallas, Euless, Farmersville, Flower Mound, Fort Worth, Frisco, Glenn Heights, Grand Prairie, Grandview, Highland Park, Hurst, Josephine, Kaufman, Keller, Lake Dallas, Lewisville, Lucas, Mesquite, North Richland Hills, Northlake, Prosper, Richardson, Sachse, Sansom Park, and Terrell.



# 2019 NCTCOG 16-County HazMat Incidents

NCTCOG continues to monitor major hazardous material spills on limited access facilities using data obtained from the National Response Center. This analysis helps identify roadway corridors which have been impacted by incidents involving a hazardous material. Currently, the IH 20 corridor and the regional loops IH 820 and IH 635 are designated as radioactive waste routes. In 2019, there were 16 significant HazMat spills within the 16-county region. This is down from the previous year, which had 24 such incidents.



Source: National Response Center  
Data current as of March 17, 2020

County	2015	2016	2017	2018	2019	Total
Collin	0	0	3	0	0	3
Dallas	9	4	10	11	8	42
Denton	2	2	1	4	1	10
Ellis	1	0	0	1	2	4
Erath	0	0	0	0	0	0
Hood	0	0	0	0	0	0
Hunt	1	0	0	0	0	1
Johnson	0	0	1	0	0	1
Kaufman	0	0	0	1	1	2
Navarro	0	0	0	0	0	0
Parker	0	0	0	0	0	0
Palo Pinto	1	0	0	0	0	1
Rockwall	0	1	0	2	0	3
Somervell	0	0	0	0	0	0
Tarrant	6	4	3	3	3	19
Wise	0	0	0	2	1	3
<b>Total</b>	<b>20</b>	<b>11</b>	<b>18</b>	<b>24</b>	<b>16</b>	<b>89</b>

# Roadside Assistance Program

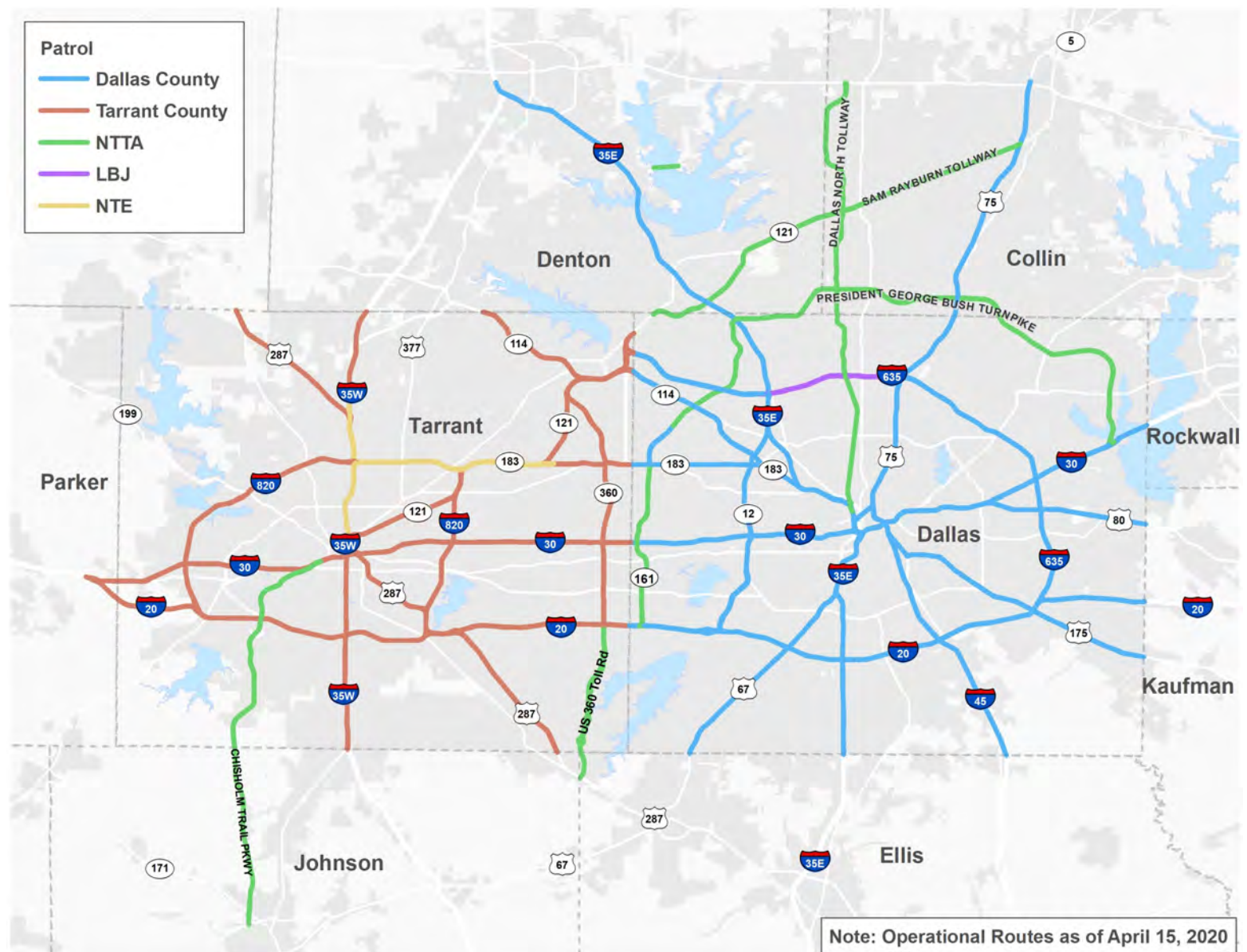
The Roadside Assistance Program (RAP) is a crucial part of incident response and traffic safety efforts in North Texas. Area RAP programs help alleviate congestion and prevent secondary crashes on busy highways/freeways and toll roads by providing free assistance to stalled and stranded motorists by either getting the vehicles operating again or moving them off the facility completely. Patrols also provide protection to other first responders, and give advance warning to motorists approaching the scene of a crash. Patrol coverage is focused on congested highway systems in Dallas and Tarrant Counties but also extends into portions of Collin, Denton, and Johnson Counties.

Patrols are currently operated by the Dallas County Sheriff's Office, Tarrant County Sheriff's Office, North Texas Tollway Authority (NTTA), LBJ Express, and North Tarrant Express (NTE) Mobility Partners. Each agency's coverage area is shown in the map below.

## Roadside Assistance Program Performance Measures

Agency	2018 Assists	2019 Assists
Dallas County Operations	66,048	68,649
Tarrant County Operations	27,129	27,135
NTTA	44,684	44,702
NTE Express	5,829	6,185
LBJ Express	6,176	6,080

## Patrol Routes



# In 2019, Dallas/Fort Worth Area Roadside Assistance Patrols

provided:



**71,543**

Driver Assistance /  
Stalled Vehicle



**32,648**

Courtesy Check /  
Directions



**5,378**

Crash  
Assistance



**15,623**

Debris  
Removal



**13,175**

Protection to  
First Responders



**9,907**

Abandoned  
Vehicle Check

**Total Combined Assists: 152,751**

Notes:

Data includes Dallas County, Tarrant County, LBJ and NTE Texpress, and NTTA motorist assists combined.

4,477 assists were either not found, cancelled before a patrol vehicle arrived, or did not specify the service provided.

## Hours of Operation

## Phone Number

Dallas County



Mon - Fri 5 AM - 9:30 PM  
Sat - Sun 11 AM - 7:30 PM



(214) 320-4444

Tarrant County



Mon - Sun 6 AM - 10 PM



(817) 884-1213

NTTA



Mon - Sun 24 Hours a Day



(214) 224-2203  
or #999

NTE and  
LBJ TEXpress



Mon - Sun 24 Hours a Day



(972) 661-8693  
or #777



## Wrong-Way Driving Mitigation Pilot Programs - Dallas and Fort Worth Districts

The NCTCOG Wrong-Way Driving (WWD) Mitigation Pilot Program focuses on preventing incidents where a driver enters a limited access facility in the wrong direction by installing WWD countermeasures at known hotspots. Phase 1 of this program began in Dallas County in 2014 by introducing low cost systemic countermeasures such as replacing conflicting lane signage and arrow markings. Since its initiation, the project has expanded to several additional counties shown in the table below. Over the past year the Dallas District has worked hard to complete these countermeasures at 93 of the 100 remaining intersections in Dallas County and 15 of the remaining intersections in other counties.

Phase II of the WWD Mitigation Pilot Program began in Tarrant County in 2015 and focused on three corridors: IH 30, SH 360, and IH 35W. This included 14 intersections along IH 30 where radar, hi-def cameras, and flashing LED Wrong Way signs were installed alongside more traditional countermeasures. Using this technology, researchers documented initial decreases in the number of wrong way drivers entering IH 30 compared to the average annual crash rate of the previous six years, but will wait for additional data before drawing any final conclusions.

The North Texas Tollway Authority (NTTA) uses thermal cameras to detect wrong way drivers on their tolled facilities. They also use sensors embedded in ramps to determine if a vehicle has entered the ramp traveling in the wrong direction. If this happens, automatic alerts are sent to NTTA staff who notify law enforcement. NTTA has also added prevention measures like flashing signs to correct a wrong way driver's travel before they enter the highway.

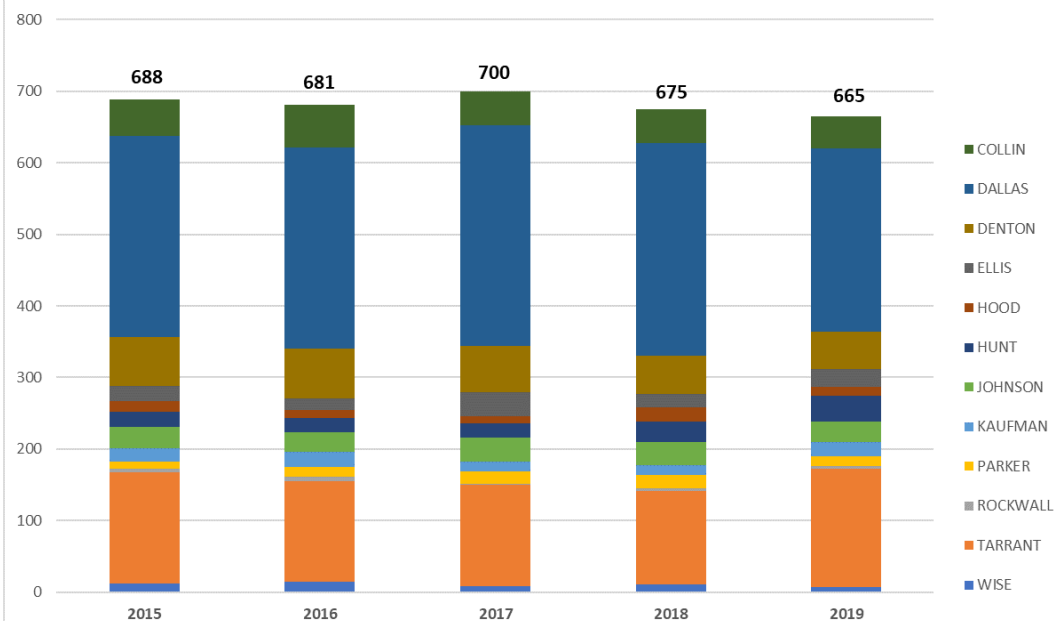
### Phase I Signalized and Non-signalized Intersections: TxDOT Dallas District

Dallas County Intersections			Additional Counties		
	Proposed Intersections	Remaining Intersections		Proposed Intersections	Remaining Intersections
Carrollton	11	0	Collin County	39	17
Dallas	174	7	Denton County	20	17
Farmers Branch	2	0	Ellis County	6	6
Garland	17	0	Rockwall County	4	0
Grand Prairie	25	0	Navarro County	3	3
Irving	38	0	Kaufman County	3	3
Mesquite	17	0	Dallas (DNT)*	13	0
Richardson	6	0			
Rowlett	5	0			
TxDOT	34	0			
<b>Totals</b>	<b>329</b>	<b>7</b>		<b>88</b>	<b>46</b>

In addition to the items above, NCTCOG in partnership with TxDOT and NTTA released a Request for Information for wrong-way driver detection, verification and notification through mobile and/or in-vehicle technology in August 2019. However it was determined that this technology is not yet developed to a point where it would be beneficial to area drivers and will be revisited in the future.

## 12-County MPA - Wrong Way Driving Crashes: 2015-2019

From 2015 to 2019, the number of crashes on all roadways caused by a wrong way driver decreased 3.3 percent within the 12-county MPA. The total number of crashes caused by a wrong way driver fell to a five year low in 2019.



Note: WWD crashes include those where wrong way driving was identified as either a primary, secondary, or tertiary contributing factor to the crash.

## Incident Management Equipment Purchase 2020 Call for Projects

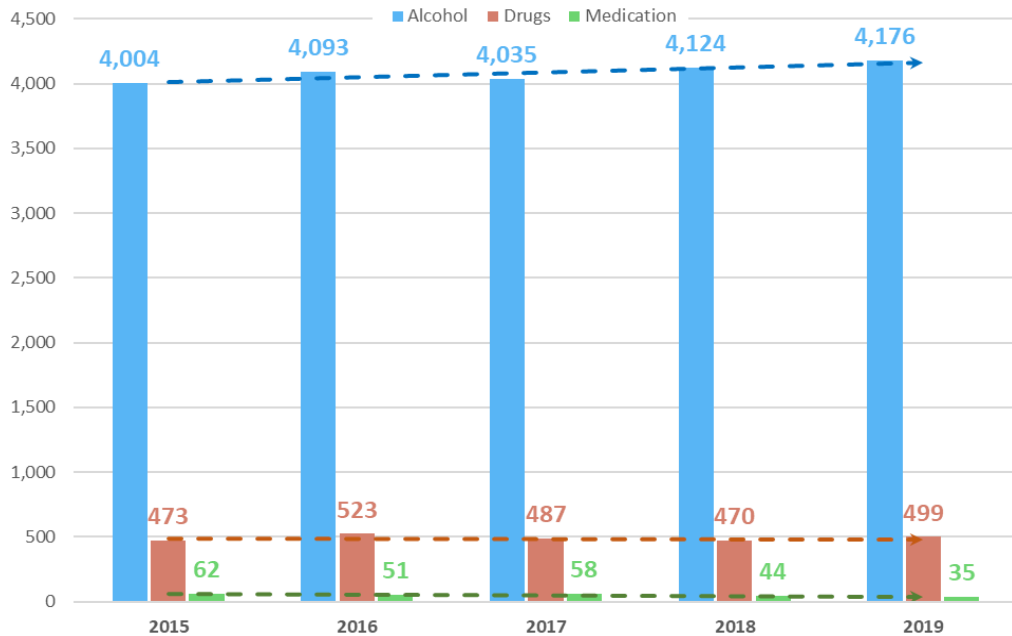
On December 18, 2019, NCTCOG opened the second Incident Management Equipment Purchase Call for Projects (CFP) to assist regional police, fire, and public works agencies in purchasing equipment and technology that aid in quick incident clearance and mitigation. Equipment and technology that aid in quick incident clearance assists with both keeping motorists and first responders safe on the roadway and in improved air quality for the region. The CFP covered multiple jurisdictions throughout the Dallas-Fort Worth nonattainment area, including Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise Counties. Federal funds in the amount of \$1.5 million were available to regional first responder agencies to assist them in purchasing equipment such as traffic control and scene management equipment; responder safety gear, changeable message signs, responder radios, and crash investigation technology and training. The CFP closed on February 21, 2020. Updated information on the approved CFP award recommendations can be found here:

<https://www.nctcog.org/fimcfp>.



# Crashes Involving Impaired Drivers: 2015-2019

Crashes involving a driver impaired by alcohol, illegal drugs, or legal medication have remained one of the top ten contributing factors in both the state of Texas and NCTCOG region. The graph below highlights these crashes in the North Central Texas 12-county region from the past five years. During this time period, the number of crashes involving an impaired driver has increased close to 4 percent overall, but included a drop in the number of crashes where medication was cited as a contributing factor.

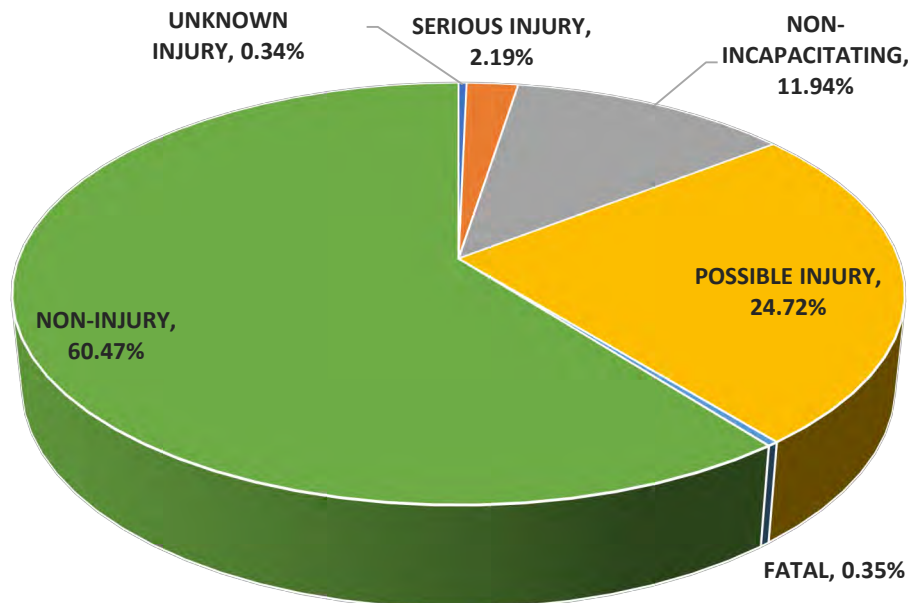


Note: The Impaired Driving Analysis includes TxDOT crash records where the primary, secondary, or tertiary contributing factors were cited as "Had been drinking", "Taking medication", "Under influence—alcohol", or "Under influence—drugs". Motor vehicle crash within the NCTCOG 12-County area are included.

# 2019 Crash Severity and Seatbelt Restraint

Seatbelts save lives. Wearing a seat belt helps keep you from being ejected in a crash and increases your chances of surviving by 45 percent in a passenger vehicle and up to 60 percent in a pickup truck. May 2019 marked the 17th anniversary of "Click It or Ticket," a TxDOT campaign urging Texans to buckle up. Today, more than 91 percent of Texans use their seatbelts compared to only 76 percent when the campaign launched in 2002....*but there is more work to be done.* There were 43,911 injury crashes within the 12-county MPA in 2019. Accordingly, 41,288 of those injury crashes involved people wearing seatbelts. While there were 2,567 "serious injury" crashes involving people wearing seatbelts, there were 452 fatal crashes involving people wearing seatbelt restraints. Of those who wore seatbelts, *less than 0.5 percent crashes were fatal.* As shown in the chart below, of those who "wore seatbelts", over 60 percent of the crashes were non-injury.

**Seatbelt Restraint by Injury Severity (2019)**

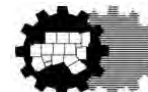


## Contact Information

Camille Fountain  
(817) 704-2521  
[cfountain@nctcog.org](mailto:cfountain@nctcog.org)

Kevin Kroll  
(817) 695-9258  
[kkroll@nctcog.org](mailto:kkroll@nctcog.org)

Sonya Jackson Landrum  
(817) 695-9273  
[slandrum@nctcog.org](mailto:slandrum@nctcog.org)



North Central Texas  
Council of Governments  
Transportation Department

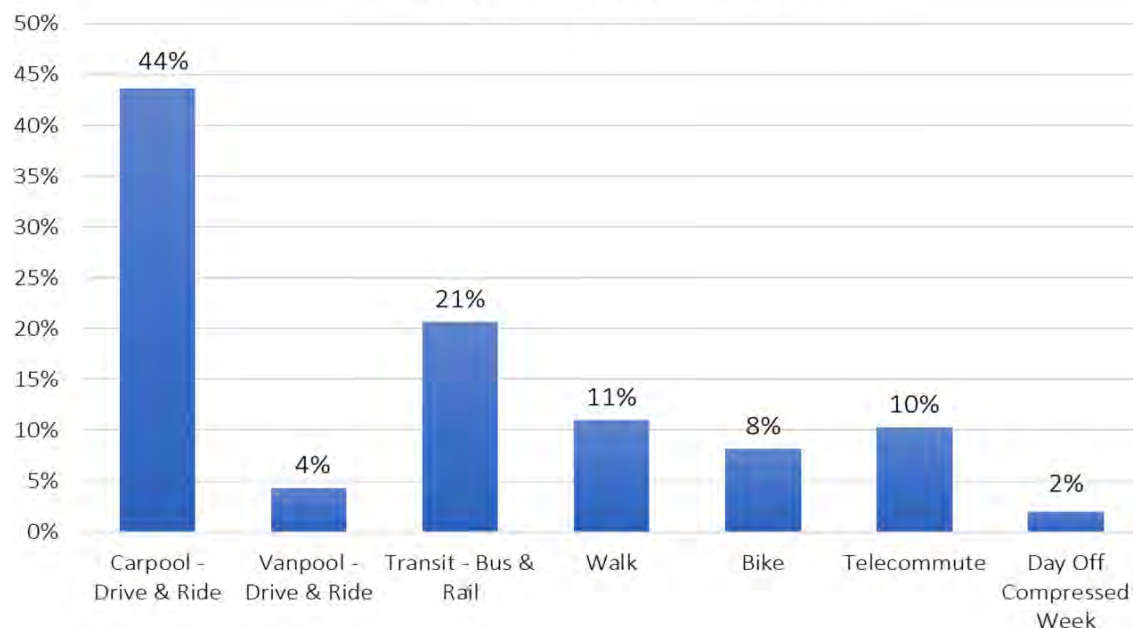
### Information as Reported through TryParkingIt.com

#### Commute Modes January 2019 – December 2019

Commute Mode	Number of Times Used	VMT Reduced (mi)	Percentage Used
Carpool - Drive & Ride	32,769	549,245	44%
Vanpool - Drive & Ride	3,217	106,337	4%
Transit - Bus & Rail	15,306	262,632	21%
Walk	8,160	6,318	11%
Bike	6,059	22,500	8%
Telecommute	7,595	345,096	10%
Day Off Compressed Week	1,455	58,139	2%
Brown Bag Lunch	41,399	206,961	----

Note: The commute modes used, as reported through the Try Parking It website, are listed in the table above. It is important to note that these statistics are based on the commute activities voluntarily reported on the website. The actual commute mode percentages used throughout the region will differ.

2019 Try Parking It Commute Modes



#### Emissions & Health Savings by Commute Mode January 2019 – December 2019

Commute Mode	Calories Burned	GHG (lbs)	NOx (lbs)	CO (lbs)	PM (lbs)	VOC (lbs)
Carpool - Drive & Ride		407,762	543.47	3,314.47	16.66	737
Vanpool - Drive & Ride		86,201	29.97	710.47	2.65	81.5
Transit - Bus & Rail		236,643	282.9	2061.7	16.08	533.9
Walk	766413	5,660	6.05	56.12	0.52	15.17
Bike	928,212	20,239	25.34	166.92	1.17	42.11
Telecommute		312,852	349.14	2,789.25	25.01	769.42
Day Off—Compressed Week		52,801	57.38	485.63	4.48	134.38
Brown Bag Lunch		188,537	192.59	1,753.64	18.01	514.35
<b>Total</b>	1,694,625	1,310,695	1,486.84	11,338.20	84.58	2,827.83

### Regional Vanpool Program January 2019 — December 2019

Vanpool Program	DART	Trinity Metro	DCTA	Combined
Total Number of Vans	174	73	42	289
Average Number of Participants Per Month	1,295	496	312	2103
Total Vehicle Miles of Travel Reduced (Annual)	17,822,220	9,109,973	5,684,429	32,616,622
Total Vehicle Trips Reduced (Annual)	569,842	231,120	141,464	942,426
NOx Emissions Reduced (pounds)	10,599	5,418	3,381	19,398
Total VOC Emissions Reduced (lbs)	3533	1,806	1,127	6,466

### Private Vanpool Program Ridership Performance\*

	2017	2018	2019
Total Number of Vans to Date	88	92	75
Average Number of Participants (Per Month)	493	531	492
Total Vehicle Miles of Travel Reduced (Annually)	5,173,140	5,859,307	5,662,650
Total Vehicle Trips Reduced (Annually)	204,188	221,378	159,388
Total NOx Emissions Reduced (lbs)	3,077	3,485	3,368
Total VOC Emissions Reduced (lbs)	1,026	1,162	1,123

\* Private Vanpool Program information was received directly from the vanpool vendor.

### Regional Vanpool Program Annual Comparisons (DART, Trinity Metro\*, DCTA and Private Ridership Combined) Regional Vanpool

	2017	2018	2019
Total Number of Vans	392	378	364
Average Gas Price Per Gallon	\$2.23	\$2.46	\$2.60
Average Number of Participants Per Month	2,763	2,620	2,595
Total Vehicle Miles of Travel Reduced (Annual)	41,925,972	40,441,391	38,279,271
Total Vehicle Trips Reduced (Annual)	1,192,762	1,140,602	1,101,814
Total NOx Emissions Reduced (lbs)	24,934	24,051	22,765
Total VOC Emissions Reduced (lbs)	8,312	8,017	7,588

2019 – 2020 Try Parking It Updates

Website and Application Relaunch



Rideshare. Record. Reward.

The Try Parking It website and app relaunched June 1, 2019. Improved functionalities within Try Parking It ensure a more personalized and seamless experience. Users of Try Parking It are incentivized to not drive alone by offering reward points for tracked commuter activity. Points received from logged commute trips are then used as currency to purchase over 3,000 rewards. Instant redemption of rewards is a new feature of Try Parking It. There is no waiting period to use earned rewards. A wide array of reward choices can be selected from our G.R.E.E.N. Reward Partners and Entertainment Reward options.

The updated website and app also includes the ability to sync the user's Try Parking It account to the active transportation apps Strava and Under Armour. Biking and walking activities tracked by these apps are instantly recorded in user's Try Parking It account. The updated Try Parking It website also allows users to track recurring commutes 30-days in advance. This reduces the user inconvenience of inputting recurring commuter activity.

Try Parking It users are now provided a more precise listing of available vanpools subsidized through the Regional Vanpool Program, which includes vanpools operated by the Dallas Area Rapid Transit (DART), Denton County Transportation Authority (DCTA), and Trinity Metro. Vanpools operated through Commute with Enterprise are also viewable through TryParkingIt.com.

Try Parking It administrator reporting has also been enhanced with the updated website. Employer administrative reports such as User Data Reports, Calendar Reports, and Custom Query Reports are easily obtained from the Try Parking It Reporting Dashboard and now includes a selection of enhanced graphic options.

Additional website enhancements include SMS/text message notifications, Security enhancements, Trip planner capabilities, Scooter trip tracking, Commute by day matching, Trip syncing with various Transportation Network Companies like Via, Hytch, etc., and Uber Emergency Ride Home capability.

Try Parking It Website can be accessed at [www.tryparkingit.com](http://www.tryparkingit.com) Available in the App Store for IOS devices and Google Play for android devices.



2019 – 2020 Travel Demand Management Updates

Plano's New Transportation Management Association



LegacyConnect is a non-profit Transportation Management Association (TMA) of employers and public entities organized to create connections that improve mobility options and promote mobility for employees and others traveling to or from the Plano Legacy area. LegacyConnect facilitates collaboration between area businesses and transportation services to give people options other than driving alone to Legacy. Most of the TMA's efforts support the companies (businesses, property managers) in the area and their associates, employees, tenants, or customers interested in gaining mobility options. LegacyConnect is working to increase DART services to the area, and safe spaces for slower moving transportation modes like scooters, bikes, and walking. Efforts are also being made to introduce technology that allows people to easily find the transportation services that they want and need.

Please visit [www.legacyconnect.solutions](http://www.legacyconnect.solutions) for more information on the new TMA.

511DFW Website and App Upgrade



BEGIN YOUR TRIP HERE.

511DFW Traveler Information System, a leading source of traffic information and more for roadways and transit in the Dallas-Fort Worth area. The app and website were recently upgraded to improve the user experience. Refinements are still being made to the website and app, which are shaped in part by suggestions made by the public.

With 511DFW, users can quickly access free information on traffic and transit conditions in North Texas before beginning their daily commute or other trips. Real-time information is available on the app, at the website and by phone. There is no voice turn-by-turn navigation, but a voice "talk to me" feature allows the app to read information to motorists about traffic congestion or road closures on their routes.

The 511DFW system combines travel data from other apps, including Google Maps, Apple Maps and Waze, with traffic and event data provided by local municipalities. When roadside assistance is needed, the app will direct users to the appropriate agency for help.

App users can utilize features like a customizable map, live dynamic message signs and highway cameras that regularly refresh with photos of live traffic. Weather information is also available to users, and for those who drive electric vehicles, the app maps the growing number of EV charging stations in North Texas. The upgrade also makes all features of 511DFW, including both real-time traffic and transit information, available in both English and Spanish.

Visit [www.511DFW.org](http://www.511DFW.org) for more information. The 511DFW app is available in the App Store or Google Play on any mobile device.

Motorcyclists and drivers who ride together on DFW area TEXpress Lanes during weekday peak periods (6:30-9:00 am and 3:00-6:30 pm) can receive HOV toll discounts. For a number of years, this discount was provided for users of the Drive On TEXpress app or website. In December 2019 existing HOV discount recipients began transitioning to the new GoCarma app. On January 24, 2020, the new GoCarma app was rolled out systemwide to completely replace the Drive On TEXpress application. Email notices and in-app messaging were provided to all with a Drive On TEXpress account, inviting individuals to pre-register with GoCarma in order to automatically receive information to download the app and to start understanding the new system.

The Regional Transportation Council (RTC) set a policy to move to more advanced technology to verify there are two or more people in a car and replace manual enforcement. One smartphone in each registered vehicle is required through the technology selected to meet the RTC's policy. GoCarma eliminates the weekly/daily pre-registration, the 15-minute wait for HOV activation and the 10-minute wait for HOV deactivation that Drive On TEXpress required. Motorcycles registered through GoCarma will always be reported with an HOV status.

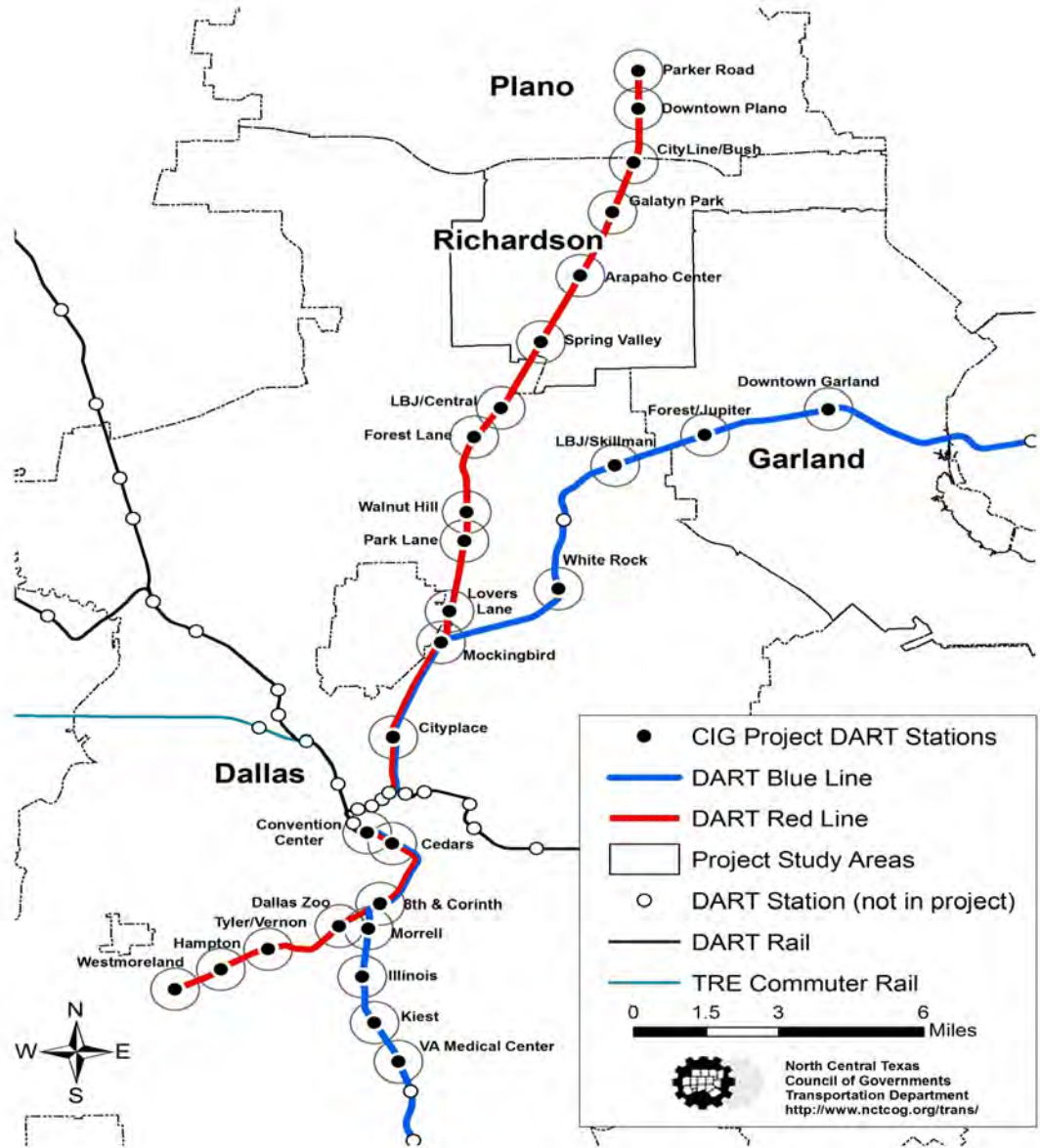
Using GoCarma is easy - you simply register once and start saving. The app uses Bluetooth through a GoCarma Pass that stays in the vehicle's glove box to automatically verify you're riding together with another GoCarma app user. When at least 2 people in your car have the GoCarma app installed on their smartphone, you are eligible for HOV toll discounts when riding together on DFW area TEXpress Lanes only during peak periods. Vehicle occupants without a smartphone can request a GoCarma occupant pass through the app.

Plans for 2020 include a public education campaign to encourage more carpooling through better publicizing the HOV discount and the new, easy-to-use app to receive the discount. Visit [www.gocarma.com/dfw](http://www.gocarma.com/dfw) for more information. The GoCarma app is available in the App Store for IOS devices and Google Play for android devices.



**GoCarma**

Federal Transit Administration Pilot Program for Transit-Oriented Development Planning



North Central Texas Council of Governments (NCTCOG) is overseeing the development of Transit-Oriented Development (TOD) land use and infrastructure strategies around 28 Dallas Area Rapid Transit Red and Blue line rail stations located in the cities of Dallas, Garland, Richardson and Plano. The goal of the study is to increase the opportunity for nearby potential rail riders to access and use the rail stations, by focusing on locations of necessary new sidewalk infrastructure within half-mile of each station. Thus improving pedestrian access and connectivity to transit services for surrounding residential and employment areas. For inquiries, please contact Kevin Kokes at [kkokes@nctcog.org](mailto:kkokes@nctcog.org), or Travis Liska, at [TLiska@nctcog.org](mailto:TLiska@nctcog.org). Please access <https://www.nctcog.org/trans/plan/land-use/tod/planning-studies/fta-pilot> for more information.

**2019 – 2020 Travel Demand Management Updates**

**Transit Small Provider Trips & Special Projects**

In the North Central Texas region, public transportation providers and transit partners work together to provide regional connections to fill gaps in urban and rural transit service that connect individuals to jobs, medical appointments, and educational opportunities. Through previous Calls for Projects, NCTCOG funded Catholic Charities of Fort Worth and Community Council of Greater Dallas to initiate and pilot unique and innovative approaches to serving the needs of transit dependent individuals. NCTCOG will provide additional funding opportunities in FY20 through the updated Strategic Partnership Program.

<b>Special Projects Reporting in 2019</b>				
<b>Project Name</b>	<b>Implementing Agency</b>	<b>Trips Provided</b>	<b>Number of Clients Served</b>	<b>Number of Trips Counseled</b>
Job Express Transit (JET)	Catholic Charities of Fort Worth	4277	320	5342
My Ride Dallas	Community Council of Greater Dallas	n/a	n/a	1345

For small and medium-sized traditional public transportation providers, financial and operating data is reported to the National Transit Database (NTD) and includes ridership information on passengers, vehicles, and comparison between urban and rural service. The NTD data is used by the Federal Transit Administration and NCTCOG to help determine future urban and rural funding apportionments within the region.

<b>FY19 NTD<sup>1</sup> Reporting for Small Providers in 2019</b>						
<b>Provider Name</b>	<b>Unlinked Trips</b>	<b>Vehicle Revenue Hours</b>	<b>Vehicle Revenue Miles</b>	<b>Vehicles in Max Service</b>	<b>Urban Un-linked Trips (%)</b>	<b>Rural Un-linked Trips (%)</b>
<b>City/County</b>	37,263	20,688	353,601	18	21.30%	78.70%
<b>Community Transit Services</b>	61,292	13,600	267,105	10	18.59%	81.41%
<b>Public Transit Services</b>	69,958	27,525	600,785	20	20.73%	79.27%
<b>Span Inc.</b>	56,335	31,301	627,406	28	60.96%	39.04%
<b>STAR Transit</b>	227,542	92,171	1,554,786	66	64.43%	35.57%

<sup>1</sup> National Transit Database (NTD) database records the financial, operating, and asset condition of transit systems receiving Urbanized Area Formula Program

Please contact Dora Kelly at [DKelly@nctcog.org](mailto:DKelly@nctcog.org) for additional information on the above transit projects.



## Try Parking It G.R.E.E.N. Reward Partners

As of May 2020, 261 local businesses have signed on to be Try Parking It G.R.E.E.N. Reward Partners under the business recruitment efforts of The Burrell Group. Thanks to the generosity of our G.R.E.E.N. Reward Partners, over \$470,569 in awesome incentives have been donated to the Try Parking It Rewards Program between 2016 and 2020. Our G.R.E.E.N. Reward Partners continue to contribute great rewards like free food and desserts; store discounts and free offers; spa, beauty, and fitness sessions; bike rentals, accessories, and tune-ups; museum, entertainment, and amusement park passes; car washes; and much more!

### What is a G.R.E.E.N. Reward Partner?

**GIVE**: Give a certain amount of rewards monthly or quarterly for active users to win on the Try Parking It website. Rewards may include: giveaways, discounts, a large contest prize, etc.

**RECEIVE**: Receive recognition on our website, in newsletters, social media, and more.

**EXPAND**: Expand your customer demographic. You will reach a large amount of commuters by partnering with us, which can potentially result in new and lasting customers for your business.

**EFFECT**: You are aiding in improving air quality and decreasing traffic congestion by joining our program. How? The rewards contributed by your business are motivating commuters to try alternative commutes, getting more vehicles off the road.

**NORTH TEXAS**: We love our region, and we know you do too. Let's work together in bringing awareness to alternative commutes and the amazing companies in our region!



**GIVE. RECEIVE. EXPAND. EFFECT.**  
**NORTH TEXAS.**

A detailed listing of all 2019 G.R.E.E.N. Reward Partners is included on the next pages. The name of each local business is hyperlinked to their website location.

## ADDISON

Flower Child  
Free to Be Chiropractic  
Hopdoddy Burger Bar  
Pie Five  
Pluckers Wing Bar

## ALLEN

Cotton Patch  
Fish City Grill  
Pie Five  
Pluckers Wing Bar  
Salt of the Earth

## ARLINGTON

Apex Integrative Health  
HOTWORX Session  
McDonald's  
Nothing Bundt Cakes  
Piccolo Mondo Italian Restaurant  
Pie Five  
Pluckers Wing Bar

## CARROLLTON

Ms. Mary's Southern Kitchen  
Music Institute at Carrollton Square  
Natures Gallery  
Nutrition Nation  
Pet Extravaganza  
Pie Five

## CEDAR HILL

Pluckers Wing Bar

## DALLAS

A.C.N. Herbs / Green Tea  
Baylor Scott & White Health Joel  
T. Allison Faith In Action Initiatives  
Office of Mission & Ministry"  
Bellagreen  
Cook Hall  
Dallas Museum of Biblical Art  
Dollar Branch  
Euro Automotive

## DALLAS

Fairmont Dallas Hotel

Fireside Pies

Fish City Grill

Forest Car Wash

Frontiers of Flight Museum

Frost - A Gelato Shoppe

Heart to Heart/Crossfit Clay

Hopdoddy Burger Bar

HOTWORX Session

IT'SUGAR

Juan Gaviota Flowers

Larger Than Life

Maasai Grill

McDonald's

Monster Yogurt

Pie Five

Pluckers Wing Bar

PUREPOKE Sushi Bowl & Roll

Ruibal's Plants of Texas

Sheraton Dallas Hotel - Draft

Media Sports Lounge

## DALLAS

The Juice Bar

The Original Pancake House @  
Northwest Highway

Three Dog Bakery

Two Podners

## COLLEYVILLE

HOTWORX Session

The Green Door

## DENTON

HOTWORX Session

## DESOTO

McDonald's

## DFW AIRPORT

Blue Mesa Grill

## **EULESS**

Amazing Lash Studio

High Point Cleaners

Hopdoddy Burger Bar

Menchie's Frozen Yogurt

Pie Five

That Look Cleaners

## **FAMERS BRANCH**

Messina Shoe Repair

## **FLOWER MOUND**

HOTWORX Session

Pie Five

## **FORT WORTH**

Bonzai Cycle Werx

Chicken Salad Chick

Circle Theatre

Farmer's Market Fort Worth, Inc.

Fireside Pies

Forest Car Wash

Fort Worth Botanic Garden

Hopdoddy Burger Bar

HOTWORX Session

## **FORT WORTH**

IT'SUGAR

Jamba Juice

Modern Art Museum of Fort  
Worth

National Cowgirl Museum and  
Hall of Fame

Pie Five

Pluckers Wing Bar

Rafain Brazilian Steakhouse

Run On!

Starbucks

Taco Diner

Three Dog Bakery

Title Boxing

## **FRISCO**

Pie Five

PUREPOKE Sushi Bowl & Roll

## GRAPEVINE

Bermuda Gold & Silver

Brown Chiropractic

Chez Fabien - The Main Street  
Bistro & Bakery

DFW Holistic Health

Fireside Pies

IT'SUGAR

Kilwins

Master Made Feeds

Pluckers Wing Bar

## GREENVILLE

Top Pot Doughnuts

## HALTOM CITY

Bangkok Cuisine

## HILLCREST

Top Pot Doughnuts

## HURST

Red Robin

## IRVING

Alamo Drafthouse Cinema

Amber D. Your 3n1 Stylist

Fish City Grill

Italian Café

Jon David Salon

Perfumes2Go

Pie Five

Vision Hair Salon

Wal-Belt Cleaners

## KELLER

HOTWORX Session

Pie Five

## LEWISVILLE

Pie Five

## MIDLAND

Wrap Addict: ITWORKS

NORTH CENTRAL  
TEXAS COUNCIL OF  
GOVERNMENTS  
TDM PROGRAM

Contact Information

Caryn Sanders  
Tel: 817.704.5665  
csanders@nctcog.org

Sonya Landrum  
Tel: 817.695.9273  
slandrum@nctcog.org



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



[TryParkingIt.com](http://TryParkingIt.com)



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



Formerly known as The T  
[ridetrinitymetro.org](http://ridetrinitymetro.org)



[www.dcta.net](http://www.dcta.net)

# MIDLOTHIAN

McDonald's

# NORTH RICH- LAND HILLS

Eventfully Yours Special  
Event Venue

# PLANO

Bellagreen

Benefit San Francisco

Fireside Pies

Henry's Tavern American Bar  
& Grill

Kenny's Italian Kitchen

Kenny's Smoke House

Kenny's Wood Fired Grill

LED Skin Care Center

Pie Five

Pluckers Wing Bar

The Williams Agency

# RED OAK

McDonald's

# RICHARDSON

Bike Mart

Monster Yogurt

Reef Point Yoga

Tantuni Mediterranean  
Grill

Top Pot Doughnuts

# SOUTHLAKE

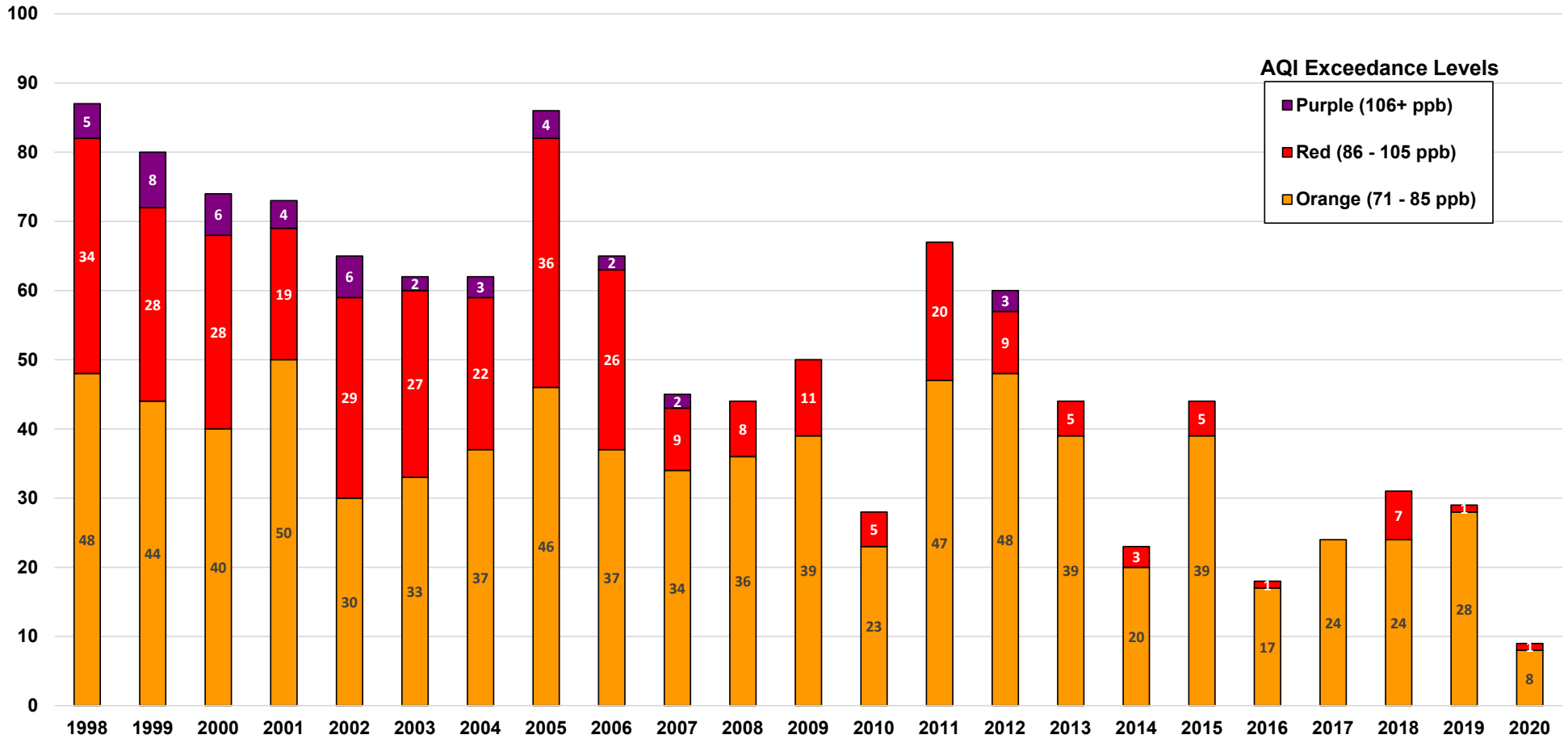
Hopdoddy Burger Bar

Nothing Bundt Cakes

Three Dog Bakery

# 8-HOUR OZONE NAAQS HISTORICAL TRENDS

Based on  $\leq 70$  ppb (As of July 16, 2020)



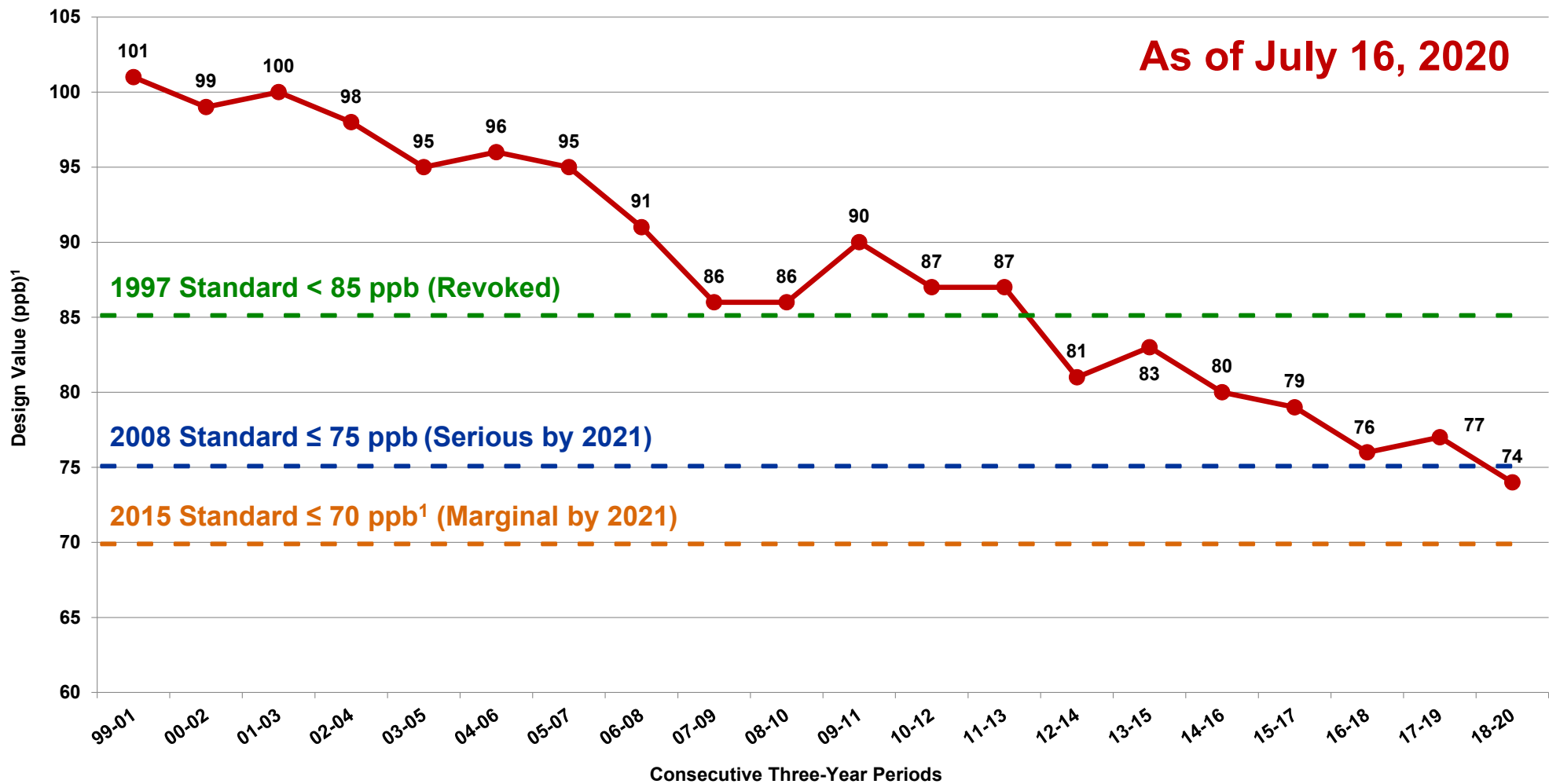
AQI Exceedance Levels

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

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

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

# 8-HOUR OZONE NAAQS HISTORICAL TRENDS



<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

**CHRIS KLAUS**  
Senior Program Manager  
[cklaus@nctcog.org](mailto:cklaus@nctcog.org)  
817-695-9286

**VIVEK THIMMAVAJJHALA**  
Transportation System Modeler II  
[vthimmavajjhala@nctcog.org](mailto:vthimmavajjhala@nctcog.org)  
817-704-2504

**JENNY NARVAEZ**  
Program Manager  
[inarvaez@nctcog.org](mailto:inarvaez@nctcog.org)  
817-608-2342

**NICHOLAS VAN HAASEN**  
Air Quality Planner II  
[nvanhaasen@nctcog.org](mailto:nvanhaasen@nctcog.org)  
817-608-2335

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

As of June 2020

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

Date	Projects/Programs	Relevant Actions		Cumulative Total	
		West	East	West	East
Mar-13	Final SAFETEA-LU East-West Equity Total	\$649.76	\$1,558.48	\$649.76	\$1,558.48
Jan-16	Final MAP-21 East-West Equity Total	\$320.98	\$847.62	\$970.74	\$2,406.10
Dec-16	FY 2017-2026 Regional 10-Year Planning Effort - Category 2 Funds (Transfer from the East to the West)	\$100.00	(\$100.00)	\$1,070.74	\$2,306.10
Oct-17	Transportation Alternatives Set-Aside funding for a project in Hunt County (City of Quinlan) awarded through the Statewide TA Set-Aside Call for Projects as approved by the Texas Transportation Commission in October 2017 (Minute Order #115076)	\$0.00	\$0.30	\$1,070.74	\$2,306.40
Dec-17	Category 12 funding for various overpass reconstruction projects along the IH 30 corridor in Hunt County as approved in the December 2017 update to Unified Transportation Program (UTP)	\$0.00	\$102.00	\$1,070.74	\$2,408.40
Sep-18	Category 12 funding for the construction of an interchange at IH 45 and FM 664 in Ellis County as approved in the 2019 Unified Transportation Program (UTP)	\$0.00	\$34.00	\$1,070.74	\$2,442.40
Dec-18	Transfer of Regional Toll Revenue (RTR) funds from the East to the West as approved by the RTC in December 2018 through the CMAQ/STBG: Strategic Partnerships Round 3/Intersection Improvements/MTP Policy Bundle TDC Program	\$5.80	(\$5.80)	\$1,076.54	\$2,436.60
Aug-19	Category 12 Clear Lanes funding for various projects in the region was awarded 69% East/31% West instead of being split 68% East/32% West, which gave the East a small amount of additional revenue compared to the West	\$0.00	\$33.59	\$1,076.54	\$2,470.19
Aug-19	Category 12 Strategic Priority funding for various projects in the East (IH 30 in Dallas County, IH 35 in Denton County, and IH 30 in Hunt County) and in the West (Southeast Connector in Tarrant County and SH 170 in Denton/Tarrant Counties) as approved in the 2020 Unified Transportation Program (UTP)	\$208.33	\$1,018.85	\$1,284.87	\$3,489.04
Jan-20	Transportation Alternatives (TA) Set-Aside funding for projects in Dallas County (City of Balch Springs) and Parker County (City of Hudson Oaks) awarded through the Statewide Safe Routes to School (SRTS) and TA Set-Aside Calls for Projects as approved by the Texas Transportation Commission in January 2020 (Minute Order #115662)	\$2.13	\$0.96	\$1,287.00	\$3,490.00
Updated FAST Act Equity Percentage Share as of June 2020				26.94%	73.06%

Cumulative East-West Equity Share	Cumulative Total	
	West	East
Cumulative Total	\$1,287.00	\$3,490.00
Cumulative Percentage Shares	26.94%	73.06%
RTC Approved Target Shares	32%	68%

No change since last presentation in April 2020

STTC Fast Fact  
July 24, 2020

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

Monday, June 8, 2020 - Tuesday, July 7, 2020 – The North Central Texas Council of Governments (NCTCOG) posted information at [www.nctcog.org/input](http://www.nctcog.org/input) for public review and comment.

**Purpose and Topics**

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

1. COVID-19 Transportation Response: Information System & Economic Opportunities
2. Coronavirus Aid, Relief & Economic Security Act: Public Transportation Funding
3. Southeast Dallas County Funding Partnerships
4. Local Government Energy Reporting
5. Work Program Modifications

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

***Work Program Modifications handout:***

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

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

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

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

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

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

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

##### **Email**

##### **Nate Bramble**

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

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

Mr. Bramble

Thank you for contacting the NCTCOG Transportation Department

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

If you would like to receive updates throughout this study, please visit: <https://nctcog-cms.ae-admin.com/trans/plan/transit/transit-planning/collin-county-study-area> and click "Sign up for email updates to stay current with the latest project developments." Additionally, I've copied Todd Plesko from DART on this email in case you have any further questions.

##### **Mail**

Please see attachment for comment submitted via mail.

15720 Arter Way, #4912  
Addison, TX 75001  
July 2, 2020

Ms. Carl: Baylor  
Communications Specialist  
North Central Texas Council of Governments  
Transportation Dept.  
PO Box 5888  
Arlington, TX 76005-5888

Dear Carl:

I was pleased that two topics in particular were addressed in your June 15 mailing that is due on July 7, 2020. The topics are: Federal aid to public transportation through the CARES Act and maintaining high air quality standards.

Public transportation funding through the CARES Act - it is encouraging that the Federal Government understands the importance of public transportation & the need to assist financially during the current COVID-19 financial crisis.

Air quality - Although it appears that Federal air quality standards are less stringent than they had been, the North Central Texas Council of Governments continues to maintain high air quality standards and seeks to improve them. Two examples that I noticed in the material

that was sent to me over:

- Modification #3 to the FY2020 + FY2021

Unified Planning Work Program for Regional Transportation  
Planning, Item 3.03 regarding air quality management  
and operations and

- Local Government Energy Reporting - Page 2 -

Purpose: improve accuracy of emissions reduction  
data associated with reduced energy use.

Thank you.

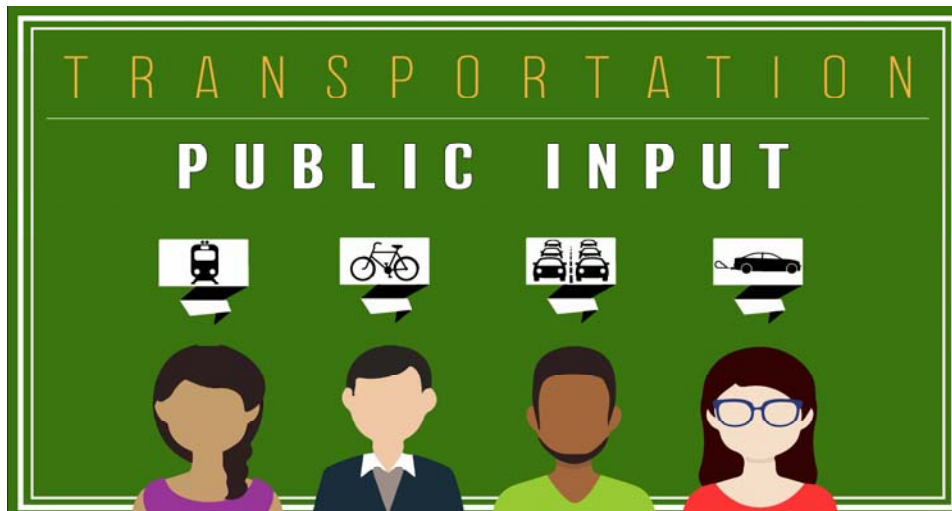
Sincerely,  
Phyllis Silver

RECEIVED

JUL -7 2020

TRANSPORTATION





## 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.

## 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 **August 10 - September 9, 2020**. To request printed copies of the information, call 817-608-2365 or email [cbaylor@nctcog.org](mailto:cbaylor@nctcog.org).

### Changing Mobility: Data, Insights, and Delivering Innovative Projects During COVID Recovery

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

### Transportation Performance Measures

Recent federal transportation rules require regional Metropolitan Planning Organizations (MPOs) to monitor and set targets for a specific set of performance measures. In 2018, NCTCOG adopted 2020 and 2022 targets for a subset of these measures related to infrastructure, congestion and air quality. This fall, the MPO will have an opportunity to adjust 2022 targets for these measures. Observed trends, project implementation and the unprecedented effects of COVID-19 will impact the decision on whether target adjustments will be recommended.

### 2020 Transportation Alternatives Call for Projects: Recommended Funding Awards

Staff will present a recommended summary of projects to receive funding as part of the 2020 Call for Projects for the North Central Texas Region.

### IH 45 Zero Emission Corridor Plan Update

In 2019, the Federal Highway Administration (FHWA) awarded funding to NCTCOG to develop a plan for infrastructure to support both battery electric and hydrogen fuel cell electric vehicles along IH 45 from Dallas to Houston. NCTCOG is seeking stakeholder involvement from fuel providers, fleets, infrastructure developers, fuel associations, government agencies, utilities, and interest groups and will provide an update on planning progress.

**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 Incentives & Funding Opportunities: [www.nctcog.org/aqfunding](http://www.nctcog.org/aqfunding)
- Mobility Plan Administrative Revisions: [www.nctcog.org/input](http://www.nctcog.org/input)

# WWW.NCTCOG.ORG/INPUT



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 Wednesday, May 20, through Friday, June 19. Comments and questions are submitted for the record and can be submitted via Facebook, Twitter, fax, email and online.

This month, public comments were received on a number of topics across social media platforms and via email. Project Planning comments related to Mobility 2045 and I-345 were in the majority.

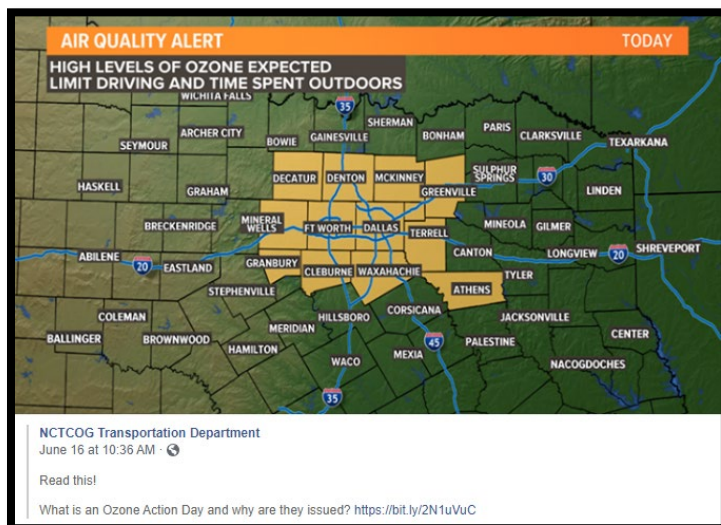
In addition, comments are currently being accepted through a new, online map tool. Users can drop a pin on a location in the region and leave a detailed comment. The tool is in test mode and open to the public through August 2020. This month, there were 13 Bicycle and Pedestrian comments, 13 Roadway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

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

#### Air Quality

##### Facebook –

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



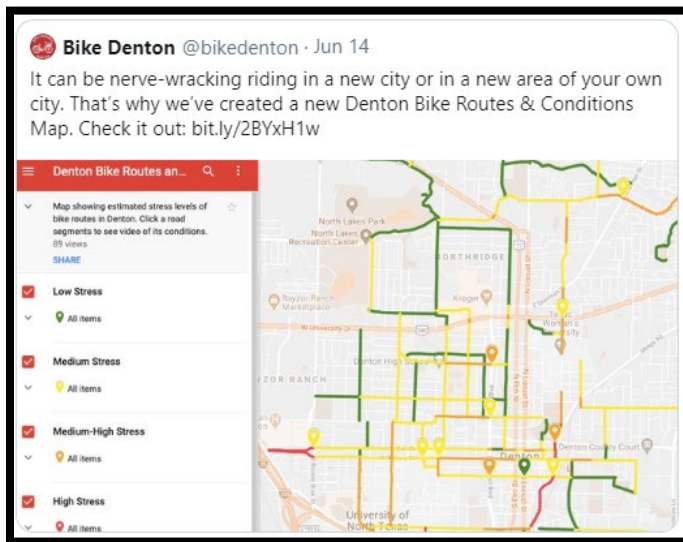
2. Today is an Ozone Action Day. You can stay up to date on these conditions by following NCTCOG Transportation Department – Keep Grapevine Beautiful



### Bicycle & Pedestrian

#### Twitter –

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



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

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

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

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

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

[https://gcc01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.nctcog.org%2Fnctcg%2Fmedia%2FTransportation%2FDocsMaps%2FPlan%2FBike%2FRegTrails-Brochure\\_20.pdf&data=02%7C01%7CVHenderson%40nctcog.org%7C522563f6b2be4800444e08d81149de60%7C2f5e7ebc22b04f%7C%7C0%7C0%7C637278356241099116&sd=ata=VL00R9nAj5rpVlgMk2oCksmxad3kjp7%2FgVRLhT8NkKA%3D&reserved=0](https://gcc01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.nctcog.org%2Fnctcg%2Fmedia%2FTransportation%2FDocsMaps%2FPlan%2FBike%2FRegTrails-Brochure_20.pdf&data=02%7C01%7CVHenderson%40nctcog.org%7C522563f6b2be4800444e08d81149de60%7C2f5e7ebc22b04f%7C%7C0%7C0%7C637278356241099116&sd=ata=VL00R9nAj5rpVlgMk2oCksmxad3kjp7%2FgVRLhT8NkKA%3D&reserved=0). We also have a current map that's interactive here:

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



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

### Electric Vehicles

#### Twitter –

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

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



AREADEVELOPMENT.COM

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

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

### **Project Planning**

#### **Email –**

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

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

Ms. Larew,

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

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

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

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

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

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

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

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

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

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

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

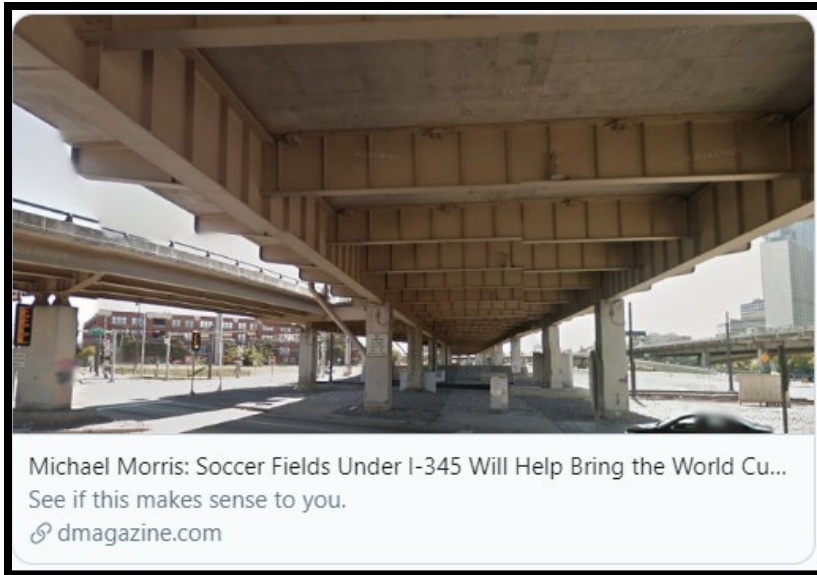
I look forward to your response.

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

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

### **Twitter –**

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



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

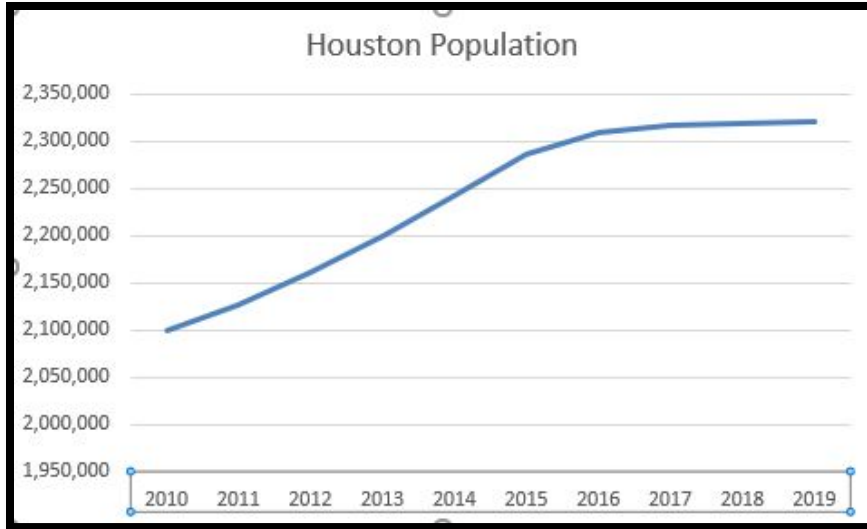
This isn't corruption IMO, and that's not how I see Royce. He is simply wrong about I-345, and we haven't been able to change his mind.

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

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

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

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



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

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

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

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

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



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

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



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



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

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

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

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

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



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



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

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

Regardless of actual efficacy or damage to cities.

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

### Public Meetings & Input

#### Facebook –

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

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



### Roadway

#### Email –

##### 1. Tracy Pearson

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

**Mike Johnson, NCTCOG**

Tracy,

Good morning.

I believe you mean IH 35W through Ft Worth.

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

Please see the following links for more information:

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

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

Please let me know if you have any additional questions

Thank you.

### **Twitter –**

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



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

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



## Transit

### Email –

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

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

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

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

No mass transit in Lancaster Tx please.

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

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

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

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

**Pamela Burns, NCTCOG**

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

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

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

**Tom Ufret**

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

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

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

**Twitter –**

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



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



**Facebook –**

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



**Other**

**Facebook –**

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

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





I miss the quiet mornings. – JR Reiner



A monthly update on activities of the Regional Transportation Council and the North Central Texas Council of Governments Transportation Department

## July 2020

### **INSIDE**

#### **RTC funds 4 projects in SE Dallas County**

The Regional Transportation Council approved funding partnerships in June with the cities of Hutchins, Balch Springs and Sunnyvale that are expected to address mobility issues, while encouraging community revitalization and economic development.

The City of Hutchins requested assistance for improvements at the intersection of Interstate Highway 45 and Dowdy Ferry Road. The City of Balch Springs requested assistance to develop a context-sensitive project that facilitates future economic growth along Hickory Tree Road from Elam Road to Lake June Road. The Town of Sunnyvale has requested assistance on two projects. Read more about this southeast Dallas Country transportation partnership on page 2.



North Central Texas  
Council of Governments

#### **SH 161 expanded to improve reliability**

With traffic beginning to pick up with the phased reopening of businesses during the COVID-19 pandemic, drivers are being greeted by a welcome sight on a stretch of roadway in western Dallas County.

The capacity of a three-mile stretch of State Highway 161 connecting two segments of the President George Bush Turnpike has been increased.

The expansion of the section from two lanes in each direction to four was recently completed. This roadway had been the source of bottlenecks in the past because it connected two segments with more capacity.

The Texas Department of Transportation and its partners have worked to improve the reliability of this corridor, starting with the addition of two peak-period travel lanes that provided an additional lane in each direction during rush hour.

The interim solution utilized a portion of the inside shoulder to give drivers three lanes in each direction between SH 183 and Belt Line Road when traffic was heaviest. Now, the permanent solution is open to traffic.

The additional capacity of this non-tolled highway is the latest improvement to a corridor undergoing changes to meet the evolving transportation needs of an expanding region.

The North Texas Tollway Authority has been working to gradually expand the Bush Turnpike to four lanes in each direction.

The SH 161 project also involved reconstruction of the freeway and interim lanes. Construction began in late 2018 and was completed in June for a cost of \$21 million.

---

For more information about Local Motion topics, contact Brian Wilson at 817-704-2511 or [bwilson@nctcog.org](mailto:bwilson@nctcog.org). Visit [www.nctcog.org/trans](http://www.nctcog.org/trans) for more information on the department.

## RTC funding 4 projects as part of SE Dallas County partnership

The Regional Transportation Council has approved funding partnerships with the cities of Hutchins, Balch Springs and Sunnyvale that are expected to address mobility issues while encouraging community revitalization and economic development.

The City of Hutchins requested assistance for improvements at the intersection of Interstate Highway 45 and Dowdy Ferry Road, including a Texas U-turn and turn lanes.

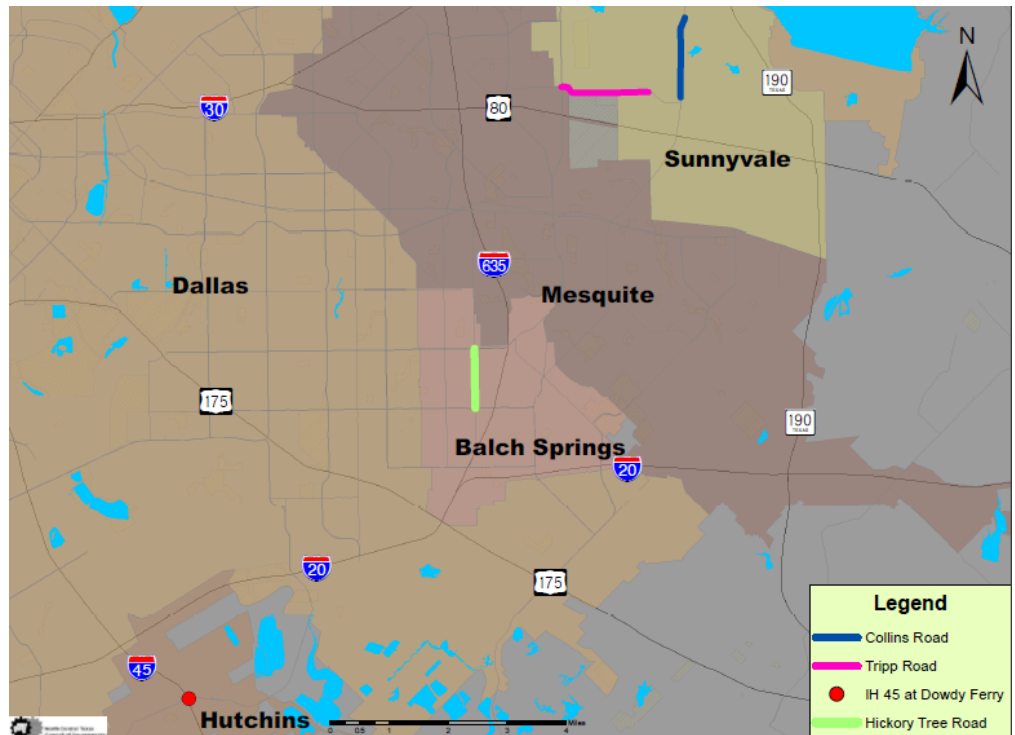
This project is expected to improve mobility in the area, which is a major freight hub. The project is being funded through a partnership with the TxDOT Dallas District. It will include \$3.7 million in Congestion Mitigation and Air Quality Improvement Program (CMAQ) and State matching funds for construction. TxDOT is funding the design of the project.

The City of Balch Springs requested assistance to develop a context-sensitive project that facilitates future economic growth along Hickory Tree Road from Elam Road to Lake June Road. NCTCOG staff will lead the initial work and fund the design of the project with \$500,000 of Surface Transportation Block Grant (STBG) funds.

The Town of Sunnyvale has requested assistance on two projects: Collins Road from Tripp Road to Town East Blvd and Tripp Road from The Falls Drive to Belt Line Road.

The first project involves the expansion of Collins Road – between Tripp Road to Town East Blvd – from two lanes to four lanes. The RTC has committed \$450,000 in Regional Toll Revenue (RTR) funding for engineering.

The second project involves reconstruction of Tripp Road from The Falls Drive to Belt Line Road. Construction of this project is being funded with \$800,000 in RTR funding.



The RTC approved a partnership in June to provide funding for projects in three southeast Dallas County cities as part of a partnership. The projects, in Hutchins, Balch Springs and Sunnyvale, are intended to address mobility and encourage economic development.

## **CLEAN CITIES**

### **Survey: Feedback on IH 45 ZEV corridor needed**

Progress continues in the effort to make one of Texas' busiest corridors easier for owners of zero-emissions vehicles to travel.

The Dallas-Fort Worth Clean Cities Coalition is developing a ZEV deployment plan along IH 45 from Dallas to Houston that will determine key locations for both hydrogen refueling and electric vehicle charging stations.

This is in response to the Federal Highway Administration's 2019 solicitation for the deployment of alternative fuel corridors.

The next step in NCTCOG's effort to develop one for IH 45 is to seek input needed to ensure the plan is created with the needs of users in mind.

DFW Clean Cities is seeking stakeholders representing fuel providers, fleets, infrastructure developers, fuel associations, government agencies, utilities and interest groups to inform development of the infrastructure plan.

Stakeholders are needed to support both plan elements — battery electric vehicle charging and fuel cell electric vehicle fueling.

Anyone interested in becoming a stakeholder is invited to take a short survey at [www.dfwcleancities.org/altfuelcorridors](http://www.dfwcleancities.org/altfuelcorridors).

# REGIONAL News

## **Johnson County's Harmon elected to lead RTC**



Johnson County Judge Roger Harmon was elected chair of the Regional Transportation Council in June.

Harmon, who was appointed to the RTC in 2001, will lead the 44-member transportation policymaking body for the next year.

During that time, the RTC will likely grapple with a new reality as local governments battle economic challenges and altered traveling patterns caused by the response to the COVID-19 pandemic.

Harmon will also lead the RTC during the 87th Texas Legislative Session, which begins January 2021. Harmon replaces Denton County Judge Andy Eads as RTC chair.

Dallas County Commissioner Theresa Daniel is the new vice chair after serving as secretary for the past year. City Councilmember Ann Zadeh of Fort Worth was named secretary. The new officers will serve in their positions through June 2021.

The Regional Transportation Council is the independent transportation policy body of the metropolitan planning organization. The RTC oversees the metropolitan transportation planning process.

## **VW settlement grant funding remains**

The Texas Volkswagen Environmental Mitigation Program continues to accept applications under the second and third rounds of funding for projects to replace or repower local freight, port drayage trucks and refuse vehicles.

For the Dallas-Fort Worth area, approximately \$3 million in grants is still available for the replacement or repower of eligible local freight and port drayage trucks and \$4.6 million in grants is remaining for the replacement or repower of eligible refuse vehicles.

Refuse vehicles include a variety of vehicles configured to collect and haul municipal solid waste. Grants will be awarded on a first-come, first-served basis.

Details on this opportunity can be found at [www.tceq.texas.gov/agency/trust/](http://www.tceq.texas.gov/agency/trust/).

## Transportation Resources

### **Facebook**

Facebook.com/nctcogtrans

### **Twitter**

Twitter.com/nctcogtrans

### **YouTube**

YouTube.com/nctcogtrans

### **Instagram**

Instagram.com/nctcogtrans

### **Publications**

NCTCOG.org/trans/outreach/publications.asp

\*\*\*

## Partners

**Dallas Area Rapid Transit**  
DART.org

**Denton County  
Transportation Authority**  
DCTA.net

**North Texas Tollway Authority**  
NTTA.org

**Texas Department  
of Transportation**  
TxDOT.gov

**Trinity Metro**  
RideTrinityMetro.org

## By the Numbers

### **\$21 million**

The cost of the expanding the capacity of State Highway 161 in western Dallas County.

# **PUBLIC** *Involvement*

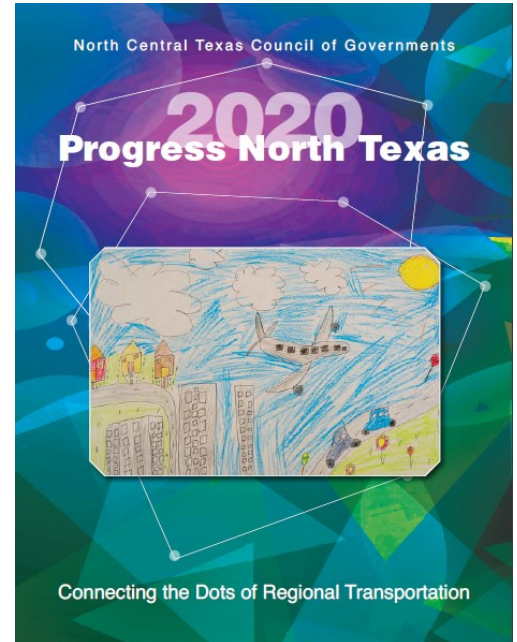
## **Progress North Texas 2020 report available**

Progress North Texas 2020 is now available online and in print. This year's edition of the NCTCOG Transportation Department's annual state of the region report focuses on connecting the transportation dots. It highlights accomplishments, goals and projects while demonstrating how different modes work together to help people get where they need to be.

The report seeks to inform residents about how their money is being spent and keep them up to date on transportation-related programs, projects, plans and policies. The Dallas-Fort Worth area has over 7.5 million residents who rely on the region's transportation system. Driving continues to be how most North Texans reach their destinations, but they also have a growing number of bicycle-pedestrian and transit options.

To shape the region's transportation system, planners and policymakers continue to seek innovative ways to keep people connected, include residents in the planning process and prioritize equitable policymaking decisions. All of these are outlined in this year's report. The cover illustration is provided by Louisa Hathcock, the winner of NCTCOG's annual transportation art contest. As part of the contest, we asked the children of our staff to illustrate what this year's theme of Connecting the Dots of Regional Transportation means to them.

If you would like more information or copies of Progress North Texas, please contact Brian Wilson at (817) 704-2511 or by email at [bwilson@nctcog.org](mailto:bwilson@nctcog.org). This report is also available online at [www.nctcog.org/ourregion](http://www.nctcog.org/ourregion).



## DALLAS DISTRICT

## PROGRESS

Monthly Report on Dallas District Projects and Topics

\*\*\*

COLLIN CO. | DALLAS CO. | DENTON CO. | ELLIS CO. | KAUFMAN CO. | NAVARRO CO. | ROCKWALL CO.

# Clemens Wins Prestigious WASHTO Award

**DALLAS** – Deputy Dallas District Engineer Ceason Clemens recently received the prestigious Dr. L. I. Hewes Award from the Western Association of State Highway and Transportation Officials (WASHTO). The announcement came

during a surprise conference call in June with top TxDOT administration, Dallas District Engineer Mo Bur and numerous members of WASHTO leadership. Tradition dictates the recipient attend the WASHTO annual conference, slated for Salt Lake City in June of this year. The conference was cancelled due to COVID-19, and Clemens received her award via the small screen.



Clemens attended the surprise award ceremony believing it was a project budget review discussion. Once on the call, WASHTO and TxDOT leadership, along with Clemens' family joined for the announcement. Clemens was not even aware she had been nominated.

During the award presentation, WASHTO President Kyle Schneweis of Nebraska said Clemens was a "most deserving recipient." Clemens was recognized in part for her engineering prowess, innovation and collaboration with several project partners that ultimately found solutions that supported the needs of the traveling public and



Photo credit: TxDOT

**Dallas District Engineer Mo Bur** presents the prestigious Dr. L. I. Hewes Award from the Western Association of State Highway and Transportation Officials (WASHTO) to Deputy Dallas District Engineer Ceason Clemens.

local communities.

Clemens' track record proves she is a leader, but it also shows how much of a visionary she has become in her 16 years at TxDOT. The Plano, Texas native began her career at TxDOT in 2004 as a summer engineering technician. She quickly worked her way through the ranks to become the deputy district engineer for one of the largest districts in the state. Clemens has guided the district on several high-profile projects of unprecedented complexity, garner-

ing public support and recognition for the department.

During the WASHTO ceremony, Clemens was also recognized as a role model and champion for women and young engineers at TxDOT. Clemens has worked to empower her staff by providing skills to succeed and opportunities to lead. Many members of her team have advanced their careers at TxDOT under her leadership.

**More on Back Page**

## JUNE 2020 LET PROJECTS (SUBJECT TO CHANGE)

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	COST EST. (M)	BID (M)	(%)	EST. TOTAL COST (M)**	CONTRACTOR
1	0091-06-059	SH 289/ SL 12	At Cambell Rd., Lake June Rd., Forney Rd., Jim Miller Rd. & Singing Hills Dr.	Improve Traffis Signals	\$1.50	\$1.24	-17.38	\$2.04	Hwy. Intel- ligent Traffic Solutions, Inc.
2	0135-10-057*	US 377	SL 288 to US 377/US 380 intersection	Add raised median with left turn lns, add right turn lns and restripe the shared use	\$15.18	\$20.62	35.85	\$19.14	Ragle Constr., Inc.
3	0451-01-055	SH 205	South of Sids Rd. to Kaufman C/L, US 80 to Rockwall C/L	Repair, mill, inlay, pvmt. markings, & rumble strips	\$7.23	\$6.38	-11.77	\$8.22	Texas Materials Group, Inc.
4	1013-01-034	FM 546	0.304 Mi S of Prince Ln to The Crossings Dr./ 0.014 mi. W of West of Almeta Ln. to The Crossings Dr.	Provide add'l. paved surface width, safety treated fixed objects, reconstru. exiting pvmt. & add shldr.	\$3.94	\$4.24	7.65	\$4.58	A.K. Gillis & Sons, LLC
<b>EST. JUNE 2020 TOTALS</b>					<b>\$27.85</b>	<b>\$32.48</b>	<b>16.63</b>	<b>\$33.99</b>	
<b>DISTRICT FY ACCUMULATIVE LETTINGS</b>					<b>\$536.44</b>	<b>\$555.09</b>			
<b>DALLAS DISTRICT FY LETTING VOLUME CAP</b>					<b>\$235.08 M</b>				

\*Project is an A+B bidding project.

\*\*Est. Total Project Costs includes est. PE, ROW, E&C, Indirect Costs and Potential Change Order Costs at the time of bid.

## JULY 2020 PROJECTED LETTING PROJECTS (SUBJECT TO CHANGE)

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. COST (M)
1	1735-01-017	FM 1778	BS 78 F to FM 547	Reconstruct existing pavement and add shoulders	\$7.47
*	0918-00-305	VA	Various locations on SL 12 and US 287	Install cable barrier	\$4.56
*	0918-47-299	VA	At various locations on I-20, I-30, SL 12 and I-35E	Install glare screens on I-20 and I-30 at various locations in Dallas County	\$2.90
<b>ESTIMATED TOTAL</b>					<b>\$14.93 M</b>

\*Unmapped.

## COMPLETED CONSTRUCTION PROJECTS (FROM JUNE 1-30, 2020)

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. COST (M)	COMPLETED DATE
1	0009-03-045	SH 66	Western City Limits of Rowlett to Heritage Parkway	Landscape enhancement	\$1.75	6/16/2020
2	0095-02-118	US 80	IH 635 to Kaufman C/L	Installation of wireless ITS	\$1.50	6/29/2020
3	0196-03-276	IH 35E	South of Commonwealth Dr. to SS 348	Slope failure repair	\$6.02	6/16/2020
4	0197-02-126	US 175	IH 20 to Kaufman C/L	Mill, full depth pvmt repair, ACP overlay & pvmt markings on frontage road	\$3.06	6/16/2020
5	1451-01-025	FM 55	At Big Onion Creek	Replace bridge and approaches	\$1.53	6/30/2020
*	0918-18-135	VA	At various locations	Replace turn downs and guardrails	\$3.23	6/04/2020
<b>ESTIMATED TOTAL</b>					<b>\$17.09 M</b>	

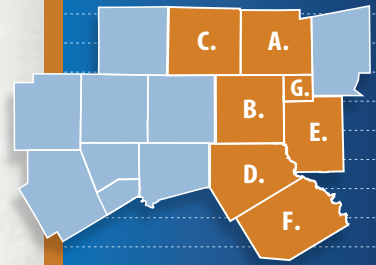
\*Unmapped.

SOURCE: Texas Department of Transportation.

TxDOT graphics

# DALLAS DISTRICT PROJECTS MAP

Colored and numbered boxes correspond with the charts on page 2 and show projects that have let in **June**, are projected to let in **July**, or have recently been **completed**.



## 2020 DALLAS DISTRICT ESTIMATE TOTALS

VEHICLE REGISTRATION | 4,085,742  
 \*POPULATION ESTIMATE | 5,019,590  
 LANE MILES | 10,793.058

### A. | COLLIN COUNTY

VEHICLE REGISTRATION: 799,926  
 \*POPULATION ESTIMATE: 1,043,140  
 LANE MILES: 1,462.514

### B. | DALLAS COUNTY

VEHICLE REGISTRATION: 2,155,995  
 \*POPULATION ESTIMATE: 2,591,820  
 LANE MILES: 3,377.212

### C. | DENTON COUNTY

VEHICLE REGISTRATION: 680,143  
 \*POPULATION ESTIMATE: 901,120  
 LANE MILES: 1,633.926

### D. | ELLIS COUNTY

VEHICLE REGISTRATION: 181,071  
 \*POPULATION ESTIMATE: 197,780  
 LANE MILES: 1,526.862

### E. | KAUFMAN COUNTY

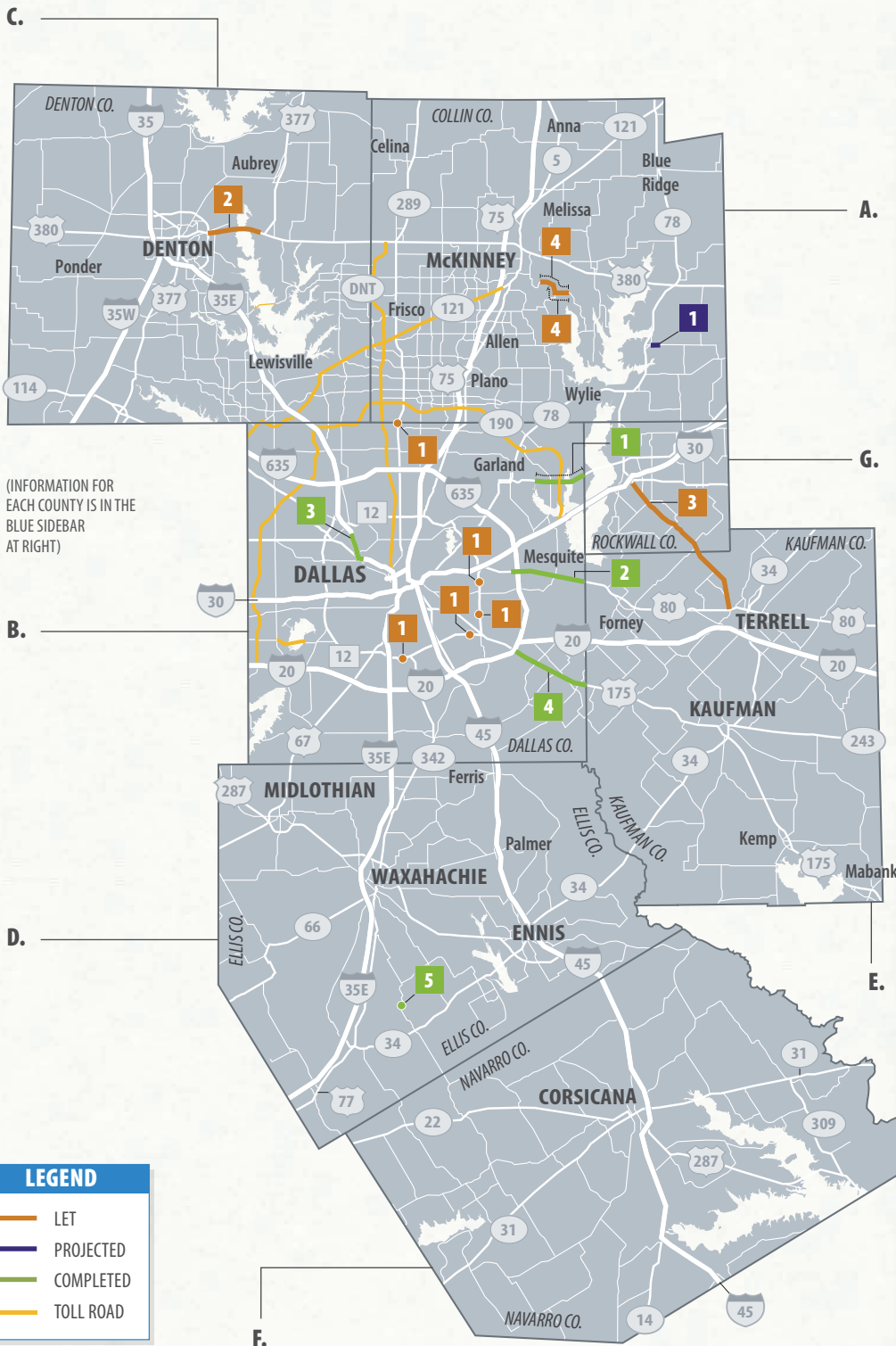
VEHICLE REGISTRATION: 124,760  
 \*POPULATION ESTIMATE: 128,520  
 LANE MILES: 1,215.130

### F. | NAVARRO COUNTY

VEHICLE REGISTRATION: 52,355  
 \*POPULATION ESTIMATE: 50,870  
 LANE MILES: 1,191.856

### G. | ROCKWALL COUNTY

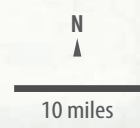
VEHICLE REGISTRATION: 91,492  
 \*POPULATION ESTIMATE: 106,340  
 LANE MILES: 346.193



(INFORMATION FOR EACH COUNTY IS IN THE BLUE SIDEBAR AT RIGHT)

LEGEND	
<span style="color: orange;">—</span>	LET
<span style="color: blue;">—</span>	PROJECTED
<span style="color: green;">—</span>	COMPLETED
<span style="color: yellow;">—</span>	TOLL ROAD

SOURCE: TxDOT research.  
 \*POPULATION ESTIMATE: NCTCOG.





Continued from COVER STORY:

During her acceptance speech, Clemens said the award honors the work of the Dallas District. "I can't do anything by myself," she said, with her parents proudly watching and listening online. "We have a great team."

The Dr. L. I. Hewes Award recognizes a recipient's outstanding contribution to the highway development program in the Western Region of the United States. Clemens is the 12th TxDOT employee to win the award in its more than 70-year history. ■



Photo credit: TxDOT

## UPDATE: I-635 at Seagoville Rd. ABC Bridge Project

TxDOT is making history with the rapid replacement of the 50-year-old bridge on I-635 over Seagoville Road in Balch Springs. The Dallas District project features the accelerated bridge construction (ABC) method, the first time ever used in Texas. In the span of two weekends later this summer, two bridges on I-635 will be removed and replaced.

**Photos:** In the first image, bridge abutments are getting fitted for reinforced cement. In the second image, the prefabricated bridge sections are getting constructed in the yard nearby.

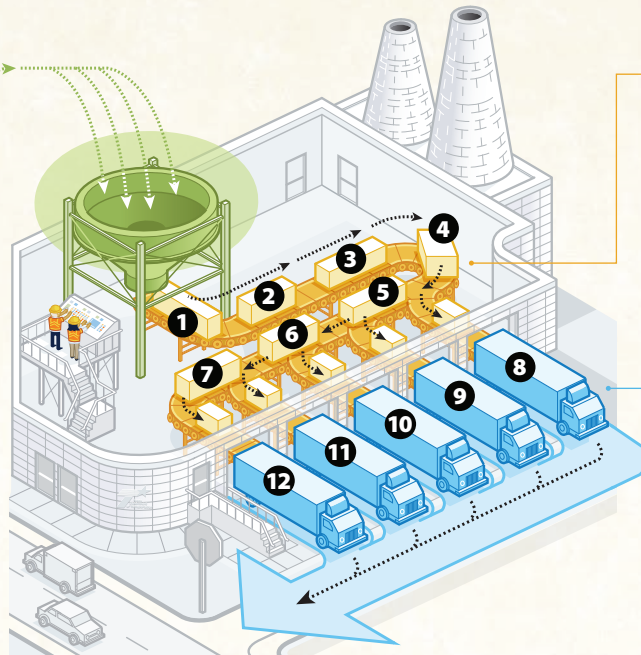


Photos credit: TxDOT

## A VISIONARY LOOK AT THE BUSINESS OF BUILDING ROADWAYS

A factory-themed metaphorical take on the business of how TxDOT builds roadways:

### 1. FUNDING SOURCES



### 2. ADVANCED PLANNING

1. Public Involvement
2. Feasibility Analysis
3. Environmental
4. Engineering
5. Right of Way
6. Utility Adjustment
7. Contractor Procurement

### 3. MOBILITY AND MAINTENANCE PROJECTS

8. Connectivity
9. Preservation
10. Safety
11. Mobility
12. Roadway Maintenance

SOURCE: Texas Department of Transportation

DEAN HOLLINGSWORTH/TxDOT Information Specialist

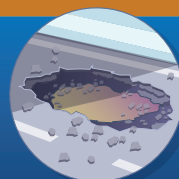
## DALLAS DISTRICT | PROGRESS



TEXAS DEPARTMENT OF  
TRANSPORTATION  
4777 E. Highway 80  
Mesquite, TX  
75150-6643

### FOR MORE INFORMATION:

214-320-4480  
dalinfo@txdot.gov  
[www.txdot.gov](http://www.txdot.gov)



### REPORT A POTHOLE:

Visit [www.txdot.gov/contact-us/formhtml?form=Report\\_a\\_Pothole](http://www.txdot.gov/contact-us/formhtml?form=Report_a_Pothole) or call 800.452.9292. Progress report can be downloaded at <http://www.txdot.gov/inside-txdot/district/dallas/progress.html>



### OVERVIEW:

The 11-mile 635 East Project will reconstruct and widen I-635 from US 75 to I-30, including the I-635/I-30 interchange. The general-purpose lanes will be expanded and the existing tolled managed lanes will be rebuilt. When complete, there will be a total of 10 general purpose lanes and two tolled managed lanes. The project will also include the construction of continuous frontage roads and provide numerous intersection improvements.

I-635 East originally opened in 1969 and was designed to accommodate 180,000 cars per day. Recently, the average daily traffic on I-635 reached 230,000. This increase has contributed to the roadway's top 30 ranking on Texas' most congested roadways list. The Texas Transportation Commission has designated the 635 East Project as part of the statewide Texas Clear Lanes initiative, organized to address the most congested roadways in the state's metropolitan areas. The project is designed to relieve congestion, provide local connectivity and improve safety.



TxDOT photo

### PROJECT HISTORY

- **Public Meeting** – April 19, 2016
- **FHWA Schematic Approval** – May 1, 2014 (Skillman/Audelia interchange), July 21, 2017 (I-635 East Schematic)
- **Public Hearing** – Jan. 31, 2017
- **FHWA Environmental Clearance** – Jan. 20, 2003 (original FONSI), June 23, 2015 (Skillman/Audelia interchange) and April 24, 2017 (revised schematic)
- **Design-Build Contract**
  - May 30, 2019 - Conditional Award
  - Aug. 22, 2019 - Contract Execution
  - Sept. 9, 2019 - Notice to Proceed 1 (NTP1)
  - Jan. 24, 2020 - Notice to Proceed 2 (NTP2)

### PROJECT PROGRESS

- **Spring 2020** – TxDOT and PLC announce the start of construction with a project overview video posted on the website – [www.635East.com](http://www.635East.com)

- **April 27, 2020** – Tolled managed lanes (TEXpress Lanes) closed for construction
- **May 2020** – Removal of tolled managed lanes signage along the project
- **May 2020** – Restriping mainlane sections to prepare for construction
- **May 1, 2020** – Virtual stakeholder meeting held for the Garland Avenue Intersection
- **June 2020** – Installation of drilled shafts and bridge foundations
- **Summer 2020** – Utility work begins along the project

### PROJECT DETAILS

- **Limits**
  - I-635 from east of US 75 to I-30
  - I-30/I-635 interchange
- **Length:** 11 miles
- **Cost:** \$1.7 billion (Design and Construction)
- **Funding**
  - Funding sources include CAT 2, 3, 5, 7, 11 and 12
- **Right Of Way:** Acquisition is 100% complete

### Project

- Reconstruct the general purpose lanes and construct one additional lane in each direction
- Construct continuous frontage roads consisting of two or three lanes in each direction
- Reconstruct the I-635/I-30 interchange
- Reconstruct the existing single tolled managed lane in each direction between US 75 and I-30
- Reconstruct the Skillman St. bridge

### TEXAS CLEAR LANES

The Texas Transportation Commission has designated the 635 East Project as part of the statewide Texas Clear Lanes initiative, which addresses the most congested areas in the state.

### PROJECT SCHEDULE

- **Spring 2020** – Construction start
- **Late 2024** – Substantial Completion



NOTE: Highlighted areas are not drawn to scale.

TxDOT graphic

**PROJECT CONTACTS**



**Texas Department of Transportation**  
 4777 East Highway 80 • Mesquite, TX 75150  
 214-320-6100



www.TexasClearLanes.com  
 www.635east.com



**EAST**

**Dianne Tordillo**

Pegasus Link Constructors - LBJ  
 Public Information Manager  
 12170 Abrams Rd., Suite 125 • Dallas, TX 75243  
 Info@635east.com  
 (833) HWY-635E

**Lisa Walzl**

TxDOT Dallas District  
 Public Information Officer  
 Lisa.Walzl@txdot.gov  
 (214) 320-4403



**OVERVIEW:** The Southern Gateway project will add capacity, replace aging pavement and improve safety along I-35E and US Highway 67 in southern Dallas. As one of the major highways into and out of downtown Dallas, the roadway carries about 218,000 vehicles per day on pavement that was first built in the 1950s. The reconstruction project has been supported since before 2003, when the project was first environmentally cleared but left unfunded. With improvements complete just to the north with the Horseshoe Project, the next step to further improve congestion in downtown is to rebuild this major urban highway.

**Goals:** Improve safety by rebuilding the highway, which will improve entrance and exit ramps, improve cross street bridges and add full shoulders within the right of way along the I-35E section.

**Full reconstruction** and widening of I-35E to include five general purpose lanes in each direction and two reversible non-tolled express lanes from Colorado Boulevard to US 67. I-35E will have seven lanes into downtown each morning and seven lanes out of downtown each evening. The US 67 scope will save the existing paving and widen to provide a third general purpose lane in each direction from I-35E to I-20.

**The existing** concurrent US 67 HOV lane will be reconstructed to be one reversible non-tolled managed express lane in the center median.



TxDOT photo

**At left is an aerial photo** of construction of the new Beckley Avenue Bridge over I-35E which was demolished in June 2018.

### PROJECT HISTORY

- **Public Meetings** – June 23 & 25, 2015; July 7 & 9, 2015, January 26 & 28, 2016
- **FHWA Schematic Approval** – Spring 2016
- **Public Hearing** – July 2016
- **FHWA Environmental Clearance** – Dec. 2016
- **Design-Build Contract** Executed with Pegasus Link Constructors (PLC) - June 2017

### PROJECT PROGRESS

- **New bridge** across I-35E for Overton is complete
- **Work continues** for the Marsalis, Illinois, Louisiana, Ewing and 12th St bridges over I-35E
- **Continued progress** on earthwork, drainage, concrete pavement, retaining walls and bridge construction in multiple areas of the project

### PROJECT DETAILS

- **Limits:** I-35E from Colorado Blvd. to south of Kiest Blvd.; on US 67 from I-35E/US 67 split to I-20.
- **Length:** 11 miles

- **Estimated Completion:** Summer 2022

### PROJECT DESCRIPTION

- **I-35E:** Full reconstruction and widening to include five general purpose lanes in each direction and two reversible, non-tolled managed express lanes from Colorado Blvd. to US 67 and infrastructure for a deck plaza.
- **US 67:** Add a third general purpose lane in each direction from I-35E to I-20. The existing concurrent US 67 HOV lane will be rebuilt to become one reversible, non-tolled managed express lane in the center median.

### ESTIMATED COSTS

Construction	\$530.3 M
Utilities	\$16.3 M
Design/QA/CM	\$79 M
<b>Total Design/Build Contract*</b>	<b>\$625.6 M</b>
ROW (state costs)	\$40 M

\*Subject to change.

TxDOT graphic

### ESTIMATED FUNDING

CAT 2	\$50 M
CAT 5 (CMAQ)	\$54.3 M
CAT 7	\$54.1 M
CAT 11	\$260 M*
CAT 12	\$168 M
RTR Funds	\$39.6 M
Strat 102 (ROW Cost)	\$40 M
<b>Total Funding</b>	<b>\$666 M</b>

\* Congestion Relief Funding

TxDOT graphic



Official 2018 logo design for TSG project.



A Texas Clear Lanes project: [www.TexasClearLanes.com](http://www.TexasClearLanes.com)



NOTE: Highlighted areas are not drawn to scale.

TxDOT graphic

**PROJECT CONTACTS**



**Texas Department of Transportation**  
 4777 East Highway 80 • Mesquite, TX 75150  
 214-320-6100



[www.TexasClearLanes.com](http://www.TexasClearLanes.com)



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

**C.J. Schexnayder**  
 PLC Public Involvement  
 Manager  
 cschexnayder@kstrategies.com  
 (214) 733-7504 cell

**Tony Hartzel** – TxDOT Dallas District  
 Public Information Supervisor  
 4777 E. Highway 80  
 Mesquite, TX 75150  
 (214) 320-4481