

AGENDA

REGIONAL TRANSPORTATION COUNCIL Thursday, June 10, 2021 North Central Texas Council of Governments

The RTC meeting on June 10, 2021, will be conducted as a videoconference meeting via Zoom. Members of the public wishing to speak may do so by calling toll free 1-855-965-2480 and entering meeting ID 894 6087 6104# when prompted. Following conclusion of the Opportunity for the Public to Speak in Agenda Item 1, the audio line will be disconnected. Members of the public may view a livestream of the RTC meeting at www.nctcog.org/video under the "live" tab.

1:00 pm Full RTC Business Agenda

- 1:00 – 1:10
- 1. Opportunity for the Public to Speak on Today's Agenda: Consistent with HB 2840**
 Information Minutes: 10
Item Summary: This item provides an opportunity for the public to comment on today's meeting agenda items. Members of the public wishing to comment on an agenda item may do so during this item by calling toll free 1-855-965-2480 and entering meeting ID 894 6087 6104# when prompted. Speakers should state their name, city of residence, the agenda number they are speaking on, and whether they are speaking on/for/against the item. Members of the public are not permitted to provide comments after the conclusion of this agenda item; therefore, the audio line will be disconnected, and members of the public may view the livestream of the meeting at www.nctcog.org/video.
Background: N/A
 - 1:10 – 1:15 2. Approval of May 13, 2021, Minutes**
 Action Possible Action Information Minutes: 5
Presenter: Roger Harmon, RTC Chair
Item Summary: Approval of the May 13, 2021, minutes contained in [Electronic Item 2](#) will be requested.
Background: N/A
 - 1:15 – 1:20 3. Consent Agenda**
 Action Possible Action Information Minutes: 5
 - 3.1. Federal Transit Administration Pilot Program for Transit-Oriented Development Planning Grant Application for Dallas Area Rapid Transit Silver Line**
Presenter: Karla Weaver, NCTCOG
Item Summary: Regional Transportation Council action on the proposed Dallas Area Rapid Transit Silver Line Transit-Oriented Development (TOD) Corridor Plan project to be submitted for the 2021 Federal Transit Administration (FTA) Pilot Program for TOD Planning grant opportunity will be requested.

Background: In April 2021, the United States Department of Transportation (US DOT) announced the 2021 FTA Pilot Program for TOD Planning grant initiative for comprehensive planning that supports economic development, ridership, multimodal connectivity and accessibility, increased transit access for pedestrian and bicycle traffic in new fixed guideway transit corridors. The North Central Texas Council of Governments is partnering with Dallas Area Rapid Transit, Dallas Fort Worth International Airport, and the cities of Carrollton, Dallas, Grapevine, Plano, Richardson, and the Town of Addison to apply for funding of a Silver Line TOD Corridor Plan that will strategically address various TOD needs at each station area throughout the corridor. [Electronic Item 3.1.1](#) includes slides with an overview of the grant opportunities and the proposed project to submit. Final applications are due to US DOT by June 21, 2021. Additional information is available on the grant notice of funding opportunity included in [Electronic Item 3.1.2](#).

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

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

Presenter: Jason Brown, NCTCOG

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

Background: The North Central Texas Council of Governments (NCTCOG) opened three different CFPs under three separate Environmental Protection Agency (EPA) National Clean Diesel Funding Assistance Program awards; Clean Fleets North Texas 2020 CFP, North Texas Emissions Reduction Project 2020 CFP, and North Texas Freight Terminal Electrification 2020 CFP. These CFPs award grant funds for diesel vehicle or equipment replacement projects and installation of EPA-verified electrified parking spaces and related infrastructure in North Central Texas. The most recent application deadline was April 9, 2021. For those applications received, staff has completed review, quantified emissions, and developed project funding recommendations. This initiative is an extension of clean vehicle efforts listed as Weight-of-Evidence in the current State Implementation Plan. [Electronic Item 3.2.1](#) provides an overview of the CFPs and staff recommendations. [Electronic Item 3.2.2](#) and [Electronic Item 3.2.3](#) provide detailed project listings.

Performance Measure(s) Addressed: Air Quality

1:20 – 1:35

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

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

1. Regional Transportation Council (RTC) Member Recognition
2. Upcoming RTC Meeting in July
3. Draft FY2022 and FY2023 Unified Planning Work Program ([Electronic Item 4.1](#))
4. IH 35E/LBJ “Y Connector” Revenue Sharing Proposal
5. NCTCOG/NASA’s Advanced Air Mobility Community Planning and Integration Agreement
(<https://www.nasa.gov/aeroresearch/programs/iasp/aam/nasa-to-help-local-governments-plan-for-advanced-air-mobility>)
6. Demonstration of GoCarma Capability to Assist in the Implementation of Technology Lanes on US 75 (\$10M) ([Electronic Item 4.2](#))
7. Conversations with Texas Transportation Commission: Follow Up to December 8, 2020, Letter ([Electronic Item 4.3](#))
8. D2 Light-Rail Line IH 345 Update ([Electronic Item 4.4](#))
9. Transportation/Stormwater Infrastructure (\$10 Million Partnership) ([Electronic Item 4.5](#))
10. Changing Mobility: Data, Insights, and Delivering Innovative Projects During COVID Recovery ([Electronic Item 4.6](#))
(www.nctcog.org/pm/covid-19)
11. Clean Air Action Day, August 4, 2021
(www.airnorthtexas.org/cleanairactionday)
12. Dallas-Fort Worth Clean Cities Events (www.dfwcleancities.org/dfw-clean-cities-meetings)
13. Air Quality Funding Opportunities for Vehicles
(www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle)
14. Status Report on Ozone ([Electronic Item 4.7](#))
15. Status of Texas Volkswagen Environmental Mitigation Program Funding ([Electronic Item 4.8](#))
16. Progress North Texas (<https://nctcog.org/trans/about/publications/2021>)
17. June Online Input Opportunity Notice ([Electronic Item 4.9](#))
18. Public Comments Report ([Electronic Item 4.10](#))
19. Recent Correspondence ([Electronic Item 4.11](#))
20. Recent News Articles ([Electronic Item 4.12](#))
21. Recent Press Releases ([Electronic Item 4.13](#))

1:35 – 1:45

5. **Regional Single-Occupancy Vehicle Trip Reduction Target Development Resolution**

Action Possible Action Information Minutes: 10
Presenter: Sonya J. Landrum, NCTCOG

Item Summary: Staff will request approval of a Regional Transportation Council (RTC) resolution that establishes a regional single-occupancy vehicle commute trip reduction target that aims to reduce drive alone commute trips through increased implementation of Travel Demand Management strategies.

Background: As a result of changes in traffic and commute patterns experienced during the COVID-19 pandemic, the North Central Texas region recorded a decrease in traffic congestion and a small improvement in the region’s air quality. In an effort to

sustain the positive impacts of the traffic and commute pattern changes post COVID-19, staff explored opportunities to retain benefits associated with the change in commuter behavior. Trip reduction strategies such as carpooling, vanpooling, biking, walking, taking transit, teleworking, and flexible work schedules reduce the number of vehicles that travel on roadways, assist in improving air quality, and reduce peak-period travel by shifting drive-alone travel to other modes or technologies. Because successful trip reduction programs require strong public support, promotion, and participation, staff is recommending the approval of an RTC resolution that establishes a 20 percent regional single-occupancy vehicle commuter trip reduction target. More information on the proposed resolution is included in [Electronic Item 5.1](#) and [Electronic Item 5.2](#).

Performance Measure(s) Addressed: Air Quality, Roadway

1:45 – 1:55

6. **Regional Pedestrian Safety Action Plan (2021)**

Action Possible Action Information Minutes: 10

Presenter: Kevin Kokes, NCTCOG

Item Summary: Regional Transportation Council (RTC) action to endorse the Regional Pedestrian Safety Action Plan (PSAP) will be requested.

Background: A regional Pedestrian Safety Action Plan was completed in early 2021 in response to the steadily increasing number of pedestrian fatalities across North Texas since 2010. Pedestrian fatalities in the North Texas region were well above state and national averages during that same time, leading the Federal Highway Administration to designate Texas as a focus state for pedestrian safety, and Dallas and Fort Worth as focus cities.

The purpose of the PSAP is to serve as a guide for improving pedestrian safety across the 12-county Metropolitan Planning Area. The PSAP was developed as one of the North Central Texas Council of Governments' (NCTCOG's) many efforts to support the safety positions adopted by the RTC and the Texas Transportation Commission. Staff will provide an overview of the PSAP including goals, policy recommendations, and action items, and request the RTC take action to endorse the Plan. Additional details are provided in [Electronic Item 6](#). The PSAP, including appendices, can be viewed at www.nctcog.org/pedsafetyplan.

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

1:55 – 2:05

7. **Legislative Update**

Action Possible Action Information Minutes: 10

Presenter: Rebekah Hernandez, NCTCOG

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

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

- Federal Infrastructure Bill Update
- Final Bill Actions in the Texas Legislature

Background: Transportation issues continue to be a focus for both the United States Congress and the Texas Legislature. The 1st session of the 117th US Congress convened on January 3, 2021. The 87th Texas Legislature convened on January 12, 2021 and concluded on May 31, 2021. This item will allow staff to provide updates on key positions of the Regional Transportation Council.

Performance Measure(s) Addressed: Roadway, Air Quality

2:05 – 2:15

8. **2022 Unified Transportation Program and Regional 10-Year Plan Update**

Action Possible Action Information Minutes: 10

Presenter: Christie Gotti, NCTCOG

Item Summary: Staff will brief the Council on the latest activities being undertaken and the plan going forward for the 2022 Unified Transportation Program (UTP) and Regional 10-Year Plan Update.

Background: In December 2016, the Regional Transportation Council (RTC) approved a set of projects in FY2017-2026 funded with Category 2 (MPO selected) and Category 4 (TxDOT District selected), and submitted for Texas Transportation Commission (TTC) consideration with Category 12 (Commission selected) funds. That action was the Dallas-Fort Worth region's response to the House Bill (HB) 20 10-year planning requirement. A series of updates to the 10-Year Plan have been made annually in conjunction with the development of the UTP. Since the last update in 2020, North Central Texas Council of Governments (NCTCOG) staff has been coordinating regularly with the Texas Department of Transportation Dallas, Paris (Hunt County), and Fort Worth districts regarding updates to previously approved projects, as well as potential additions to the 10-Year Plan to be included in the 2022 UTP. In response to a March 12, 2021, deadline set forth by TxDOT, staff has drafted a list that includes these project updates, potential new candidate projects, and scores for each project.

As part of this update to the 10-Year Plan, a proposal for a Category 2/Category 7 funding exchange is being made. To reduce the region's large carryover balance of Category 7 funds, Category 2 funds would be removed from two corridors that are slated for construction in FY2021 and replaced with Category 7 funds. The freed-up Category 2 funds would then be used to replace Surface Transportation Block Grant Program funds on projects across the region or to cover 10-Year Plan project cost overruns.

[Electronic Item 8.1](#) contains the proposed list of projects for the Regional 10-Year Plan. [Electronic Item 8.2](#) includes additional

information about the process. [Electronic Item 8.3](#) contains additional details on the scoring methodology.

Performance Measure(s) Addressed: Roadway, Safety

2:15 – 2:25

9. **Automated Vehicles 2.2/2.3 Program: Proposed Projects**

Action Possible Action Information Minutes: 10

Presenter: Thomas Bamonte, NCTCOG

Item Summary: Staff will provide a briefing on projects recommended for funding under the consolidated Automated Vehicles 2.2/2.3 Program.

Background: In October 2018, the Regional Transportation Council (RTC) approved Automated Vehicle Program 2.0, which included \$10 million for assisting local partners in hosting automated vehicle deployments (AV 2.2) and \$20 million for AV deployments to explore use cases that further regional priorities (AV 2.3). In November 2020, with the funding now available, the RTC approved the application process and selection criteria for the consolidated program. In December 2020, staff held an information session for Surface Transportation Technical Committee members. From then until the end of March 2021, staff provided technical assistance to local partners considering applications. Staff will outline projects recommended for funding at this time. More information is provided in [Electronic Item 9](#).

Performance Measure(s) Addressed: Roadway, Safety

2:25 – 2:35

10. **Mobility 2045 Update and Map Your Experience Interactive Online Tool for Public Comments**

Action Possible Action Information Minutes: 10

Presenter: Brendon Wheeler, NCTCOG

Item Summary: Mobility 2045 was adopted by the Regional Transportation Council (RTC) on June 14, 2018. Staff will provide a report regarding efforts to update Mobility 2045. The Mobility 2045 Update will utilize the new Map Your Experience public involvement tool to gather data during the problem identification stage.

Background: Following RTC adoption of Mobility 2045, staff and partner agencies have been working toward implementing the plan. These efforts include planning and project development tasks, projects in construction, and coordinating with the public and our transportation partners.

Federal guidelines require the Dallas-Fort Worth region to update the region's long-range transportation plan a minimum of every four years. In addition, the Mobility 2045 Update will be required to attain Transportation Conformity. The updated plan will include a new financial plan and necessary refinements to projects in the current Mobility 2045 plan. The new Map Your Experience engagement tool will be used to enhance public engagement during the update process. This tool will provide needed data during the problem identification stage of plan

development and highlight opportunities for improving the region's transportation system.

Performance Measure(s) Addressed: Roadway, Transit

2:35 – 2:45 11. **2021 Rebuilding American Infrastructure with Sustainability and Equity Discretionary Grant Program**

Action Possible Action Information Minutes: 10

Presenter: Jeff Neal, NCTCOG

Item Summary: Staff will brief the Regional Transportation Council (RTC) on the Fiscal Year (FY) 2021 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program dedicated for surface transportation infrastructure projects that will have a significant local or regional impact. Staff will provide details highlighting grant requirements, evaluation of potential project candidacy elements, and identify potential multimodal projects for submittal consideration.

Background: In April 2021, the United States Department of Transportation (US DOT) announced the solicitation of project applications for the 2021 RAISE Discretionary Grant Program regarding strategic capital investments in surface transportation that will have significant local or regional impacts. This program replaces the Better Utilizing Investment to Leverage Development (BUILD) Grant program. [Electronic Item 11.1](#) is a copy of the Notice of Funding Opportunity that details the \$1 billion discretionary grant program for FY2021, as well as the application requirements. [Electronic Item 11.2](#) provides an overview of the RAISE Discretionary Grant Program, and outlines proposed candidate projects for submittal. Applications are due to the US DOT by July 12, 2021.

For agencies in the region submitting projects, please be aware that you must complete the www.grants.gov registration process before submitting the application and that this process usually takes two-four weeks to complete. In addition, if an agency would like to receive a letter of support from the RTC, requests must be submitted to Kyle Roy by Monday, June 21, 2021, at kroy@nctcog.org.

Performance Measure(s) Addressed: Roadway, Goods Movement

2:45 – 2:55 12. **Congestion Management Process Update**

Action Possible Action Information Minutes: 10

Presenter: Natalie Bettger, NCTCOG

Item Summary: Work is substantially complete on an update to the region's Congestion Management Process (CMP). Staff will present an overview of the CMP and proposed action going forward. The presentation will review the corridor evaluation process and outcomes.

Background: The CMP is a systemic and regionally coordinated approach for managing congestion that provides up-to-date information on multimodal transportation performance and assesses

alternative strategies for mitigating congestion that meets state and local needs. Federal requirements specify that urbanized areas with populations over 200,000 must implement and maintain a CMP. The current CMP for the North Central Texas region was adopted by the Regional Transportation Council in 2013. Additional information can be found in [Electronic Item 12](#).

Performance Measure(s) Addressed: Roadway, Goods Movement

2:55 – 3:00

13. **Election of Regional Transportation Council Officers**

Action Possible Action Information Minutes: 5

Presenter: Andy Eads, Nominating Subcommittee Chair

Item Summary: Approval of Regional Transportation Council (RTC) officers for the next 12-month period will be requested.

Background: According to the RTC Bylaws and Operating Procedures, the officers of RTC are elected to serve for a term of one year. The Nominating Subcommittee is charged with providing a slate of officers to the full Council for consideration in June of each year. The Nominating Subcommittee is tasked with confirming that the current Vice Chair should move up to the office of Chair and nominate a new Vice Chair and Secretary. The Nominating Subcommittee, in its deliberations, shall address issues of diversity, including sensitivity to gender, ethnicity, and geography in its recommendations. Officers shall be elected public officials appointed by and from the governing body of the member government. The slate of officers shall reflect leadership in rough proportion to the revenue distribution between the Eastern and Western Subregions. This will not be measured on a year-to-year basis, but will be aggregated over longer periods of time. The new officers will begin their terms at the conclusion of the June meeting.

Performance Measure(s) Addressed: Administrative

14. **Progress Reports**

Action Possible Action Information

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

- RTC Attendance ([Electronic Item 14.1](#))
- STTC Attendance and Minutes ([Electronic Item 14.2](#))
- Local Motion ([Electronic Item 14.3](#))

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

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

17. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for **1:00 pm, Thursday, July 8, 2021**.

REGIONAL TRANSPORTATION COUNCIL
May 13, 2021

In accordance with the Texas Governor's March 13, 2020, Disaster Declaration which was renewed through June 4, 2021, and subsequent suspension of certain Texas Open Meetings Act provisions, the May 13, 2021, meeting of the Regional Transportation Council (RTC) was conducted as a videoconference via Zoom. Staff conducted a roll call of members and the presence of a quorum was confirmed. The following members or representatives were present on the videoconference: Tennell Atkins, Richard E. Aubin, Dennis Bailey, Mohamed Bur, Dianne Costa, Theresa Daniel, Jeff Davis, Andy Eads, Kevin Falconer, Gary Fickes, Barry L. Gordon, Rick Grady, Lane Grayson, Mojoy Haddad, Roger Harmon, Clay Lewis Jenkins, Ron Jensen, Carl L. Johnson, Brandon Jones, Jungus Jordan, John Keating, Laura Mackey (representing Mike Leyman), B. Adam McGough, Allan E. Meagher, Cara Mendelsohn, Robert Miklos, Cary Moon, Ignacio Nuñez, Philip J. Ritter, Chris Schulmeister, Mark Aldredge (representing Casey Thomas II), Jeremy Tompkins, T. Oscar Trevino Jr., Williams Tsao, Paul N. Wageman, Duncan Webb, B. Glen Whitley, W. Jeff Williams, and Ann Zadeh. Individual attendance was not taken for non-RTC member attendees.

1. **Opportunity for the Public to Speak on Today's Agenda: Consistent with HB 2840:**
 This item allows members of the public an opportunity to give input on agenda items. Regional Transportation Council Chair Roger Harmon asked if there were any public comments. No members of the public chose to speak.
2. **Approval of the April 8, 2021, Minutes:** The minutes of the April 8, 2021, meeting were approved as submitted in Reference Item 2. B. Glen Whitley (M); Theresa Daniel (S). The motion passed unanimously.
3. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 3.1. **Changes to the 2021-2024 Transportation Improvement Program and Statewide Transportation Improvement Program Resulting from Statewide Financial Constraints:** Regional Transportation Council approval of revisions to the 2021-2024 Transportation Improvement Program (TIP) resulting from changes proposed by the Texas Department of Transportation due to a determination that long-term State funding plans were not financially constrained was requested, along with the ability to amend the Unified Planning Work Program and other planning documents with TIP-related changes. Proposed revisions were provided in Electronic Item 3.1.
 - 3.2. **Fiscal Year 2021 Education Campaigns for Transportation Initiatives: Phase 3:** Support to recommend North Central Texas Council of Governments Executive Board approval of up to \$326,000 in funding for Phase 3 education campaigns for transportation initiatives was requested. Benefits of the initiative were provided in Electronic Item 3.2.1. Information on Phase 3 Fiscal Year 2021 education campaign costs were provided in Electronic Item 3.2.2.
 - 3.3. **Regional Vanpool Program Modifications to Improve Overall Efficiency:** Regional Transportation Council approval of Regional Vanpool Program modifications to improve overall efficiency was requested. Updates included defined agency boundaries, temporary flexibility to the subsidy funding structure, and a regional cooperative vanpool procurement to create a more unified program. Details were provided in Electronic Item 3.3.

- 3.4. **Public Transportation Agency Safety Plan Performance Measures:** Regional Transportation Council approval of Public Transportation Agency Safety Plan regional transit safety targets was requested. Action also included approval of the revision of administrative documents, as appropriate, to address the safety targets. The proposed regional targets will be used to track and report on the region's performance through existing documents, such as the Metropolitan Transportation Plan, and will be used in the planning process to implement programs to improve transit safety. Details were provided in Electronic Item 3.4.

A motion was made to approve the items on the Consent Agenda. Richard Aubin (M); T. Oscar Trevino Jr. (S). The motion passed unanimously.

4. **Orientation to the Agenda/Director of Transportation Report:** Regional Transportation Council (RTC) Chair Roger Harmon, announced members of the nominating subcommittee: Chair Andy Eads, Vice Chair B. Adam McGough, Dianne Costa, Gary Fickes, George Fuller, Rick Grady, and Oscar Trevino. For the 2021-0222 term, a Vice Chair and Secretary must be nominated. Michael Morris discussed the loss of former Tarrant County Commissioner/Mayor of Hurst Bob Hampton and his contributions to the region. Also discussed was the upcoming Federal Certification Review of the Metropolitan Planning Organization Transportation Department, which will be held June 14-16, 2021. Mr. Morris highlighted information about the D2 project in Dallas. Details were provided in Electronic Item 4.3. In addition, he highlighted metrics from Changing Mobility: Data, Insights, and Delivering Innovative Projects during COVID Recovery. Travel behavior by mode was discussed, and he specifically noted that bicycle/pedestrian trips remained strong and freeway volumes have nearly returned to pre-pandemic levels. Aviation passenger numbers have continued to improve and transit ridership has leveled. Financial implications by category were also highlighted. Construction cost changes were also discussed and remained 12 percent lower than the previous year. Also highlighted was the status of projects being implemented in the region. He noted members were provided a map identifying projects funding as part of the COVID-19 Infrastructure Program and added that members could also access the information through the dashboard online. Details were included in Electronic Item 4.4 and available at www.nctcog.org/pm/covid-19. He also recognized North Central Texas Council of Governments staff who have recently received the Dwight David Eisenhower Transportation Fellowship through the US Department of Transportation: 2020 – Catherine Osborn and Rachel Jenkins and 2021 – Vivian Fung and Nicholas Allen. Mr. Morris also noted the current east/west equity percentages were provided in Electronic Item 4.5, and that staff would be working in the western subregion to help balance the percentages closer to the RTC-approved percentages. Cara Mendelsohn asked how east/west equity funding percentages were figured. Mr. Morris reviewed the east/west equity funding percentages for both Surface Transportation Block Grant Program and Congestion Mitigation and Air Quality Improvement Program funds. He noted that the RTC has a policy to track Texas Department of Transportation funding approvals that do not follow the current east/west formula allocations. Percentages are tracked over time, and adjustments are made to keep the allocations near the approved percentages. Ms. Mendelsohn asked if the percentages are updated based on Census data. Mr. Morris noted that review of the east/west funding split is included in the RTC Bylaws and that staff will bring back the east/west formula information (frequency reviewed and percentages) to members in the future. Information on Oklahoma legislation limiting liabilities for railroads allowing commuter rail was provided in Electronic Item 4.1, and information on the status of Texas Volkswagen Environmental Mitigation Program funding was provided in Electronic Item 4.2. The current Auto Occupancy/High-Occupancy Vehicle Quarterly Subsidy Report was provided in Electronic Item 4.6. Dallas-Fort Worth Clean Cities upcoming events were provided at <https://www.dfwcleancities.org/dfw-clean-cities-meetings> and current air quality

funding opportunities for vehicles were provided at <https://www.nctcog.org/trans/quality/air/funding-and-resources>. Electronic Item 4.7 contained the most recent information on the ozone season. The spring public of Mobility Matters was provided at <https://www.nctcog.org/trans/about/publications/mm/mobility-matters-spring-2021>. Additional comments were received for the March online input opportunity minutes, and the updated document was provided in Electronic Item 4.8. April online input opportunity minutes were provided in Electronic Item 4.9. The most recent Public Comments Report was provided in Electronic Item 4.10, recent correspondence in Electronic Item 4.11, recent news articles in Electronic Item 4.12, and recent press releases in Electronic Item 4.13.

5. **Approval to Terminate SH 360 Financial Backstop:** Michael Morris presented a proposal to terminate the SH 360 financial backstop as requested by the North Texas Tollway Authority (NTTA). In December 2013, the Regional Transportation Council (RTC) approved a financial backstop for repayment of the SH 360 Loan as part of the efforts to construct SH 360 South from approximately Green Oaks to US 287 as a toll facility. The NTTA has requested to repay the loan in full and transfer SH 360 South into the NTTA system. Repayment of the loan is part of a larger refinancing effort and is expected to lower the interest rate from 4.25 percent to approximately 3.25 percent for a savings of approximately \$50 million. There are two agreements related to the SH 360 South project. The first is a project agreement between NTTA and the Texas Department of Transportation (TxDOT) that is related to the \$300 million loan and the interest accumulated, for a balance of approximately \$330 million that NTTA would pay to TxDOT Headquarters. The second is a backstop agreement including TxDOT, NTTA, and the RTC. Repayment of the loan would release the RTC from the financial backstop for the project. In addition, NCTCOG previously set aside \$15 million as a contingency in case the loan backstop were utilized, so the \$15 million contingency funds could be released for project selection in the western subregion with Surface Transportation Block Grant Program funds. Other benefits include the elimination of possible SH 360 toll rate increases due to low project performance, potential for the next slate of SH 360 improvements beginning sooner, and consideration for some portion of the \$330 million being returned to the region by the Texas Transportation Commission in the next Unified Transportation Program. This would also allow the advancement of NTTA system landscaping for the project. Mr. Morris also highlighted items that were negotiated with local governments along the corridor. NTTA has agreed to extend the wayfinding sign pilot program from five to ten years. Negotiated terms also include the following corridor improvements by 2050: 360T Elbow, 360T widening, 360T/US 287 interchange, and 360T Section 2. If improvements are completed, revenue sharing will begin in 2053. If the improvements are not completed, revenue sharing would begin in 2050. Mr. Morris noted that NTTA has taken action to move forward with repayment of the SH 360 loan and that TxDOT was expected to take action soon. A copy of the draft Resolution Approving Termination of Regional Transportation Council Financial Backstop for the SH 360 Loan was provided in Electronic Item 5.1. Additional details were provided in Electronic Item 5.2. Mojoy Haddad thanked the Regional Transportation Council and all local governments involved in the SH 360 project and noted that this effort not only benefits the local governments and users of the SH 360 facility but the entire region. Other members also discussed the success of the project and the example of partnership to advance transportation in the region. A motion was made to approve the Resolution Approving Termination of Regional Transportation Council Financial Backstop for SH 360 Loan provided in Electronic Item 5.1. Ron Jensen (M); W. Jeff Williams (S). The motion passed unanimously.
6. **“Trade Fair” Partnership with Lubbock and Rio Grande Valley Metropolitan Planning Organization:** Ken Bunkley presented a proposal for potential trade partnerships with the Lubbock and Rio Grande Valley Metropolitan Planning Organizations (MPOs). As a result of

the large carry over balance of Surface Transportation Block Grant Program (STBG) funds, North Central Texas Council of Governments (NCTCOG) staff has been working on solutions to reduce the balance of funds to a more manageable level. Efforts include the Regional Transportation Council (RTC) Milestone Policy Round 2, as well as a quarterly project tracking effort to make sure the projects are moving along so that the funding obligates within the correct years. In addition, as part of the Regional-10 Year Plan this year NCTCOG staff will propose to advance projects currently funded with Category 2 funds with STBG funds instead. Staff has also been working on two “trade fair” partnerships to enable other regions to advance projects while implementing agencies in the Dallas-Fort Worth region get projects ready for construction. Background information regarding trade fairs was highlighted. In the past, the Texas Department of Transportation (TxDOT) coordinated among regions to expedite project delivery as a part of the development of the Unified Transportation Program (UTP). During that time, each region selected projects for inclusion in the UTP and TxDOT Headquarters would then hold periodic trade fair meetings during which regions of the state negotiated projects based on project readiness and funding availability. This enabled projects to proceed in the year in which funds were needed versus the year in which funds were individually available to any given region. One of the objectives of supporting this proposal would be to underscore that formula allocation at the State level is necessary to ensure equitable distribution of funding across the region. It also continues the long-standing tradition with other partners in the state, buys down carryover balances, and reduces risk within the region’s STBG program. A recent example of this type of funding partnership with the Alamo Area Metropolitan Planning Organization was highlighted. Mr. Bunkley noted staff proposed similar trade fair partnerships with the Lubbock and Rio Grande Valley MPOs. The Lubbock MPO has approached NCTCOG staff about a potential trade fair partnership between the DFW and Lubbock MPO regions. Currently the Lubbock MPO receives \$6 million of STBG funding per year. In order to cashflow two priority projects, the Lubbock MPO needs an additional \$10.5 million in FY2023 and additional \$10.5 million in FY2025 for two separate projects. Staff proposed the RTC loan the Lubbock MPO \$21 million in STBG cashflow in FY2023 and FY2025. In turn, the Lubbock MPO would transfer back \$21 million of STBG allocations over three years (FY2028, FY2029, FY2030) until fully repaid. The Rio Grande Valley MPO also approached NCTCOG staff about a potential trade fair partnership between the DFW and Rio Grande Valley MPO regions. The Rio Grande Valley MPO receives \$25 million of STBG funding per year. In order to cashflow priority projects, the Rio Grande Valley MPO needs an additional \$14.6 million in FY2022. Staff proposed the RTC loan the Rio Grande Valley MPO approximately \$14.6 million in STBG cashflow in FY2022. In turn, the Lubbock Rio Grande Valley MPO will transfer back \$14.6 million of STBG allocations in FY2026. A table documenting details of the trade fair partnership program for FY2022 through FY2030 was highlighted. Additional information was provided in Electronic Item 6. Duncan Webb asked if trade fairs put funded projects in the region at risk if payment is not returned or is delayed from the Lubbock or Rio Grande Valley MPOs. Michael Morris noted that trade fair partnerships are in the best interest of the region and the State to help ensure there is no loss of obligation authority for federal funds by reducing the balance of STBG funds. In addition, repayment elements will be included in agreements that minimize risk. Staff is also exploring the option for a three-party agreement including TxDOT since one project in the Lubbock MPO and one project in the Rio Grande Valley MPO are TxDOT projects. Chris Schulmeister asked why staff has not factored in the time value of money, which is common in these types of agreements. Mr. Morris noted that ordinarily RTC transactions would include the time value of money. However, if TxDOT had initiated a regular trade fair there would be no adjustment, so staff did not factor in the time value of money for the proposed trade fair partnerships. A motion was made to approve a trade fair partnership with the Lubbock MPO of transferring: \$10,500,000 in STBG cash flow/allocation in FY2023; \$10,500,000 in STBG cash flow/allocation in FY2025; receiving \$6,903,818 back in FY2028;

receiving \$6,994,465 back in FY2029; and receiving \$7,101,717 back in FY2030. Also included in the motion was approval of a trade fair partnership with the Rio Grande Valley MPO of transferring: \$14,578,845 in STBG cash flow/allocation in FY2022 and receiving \$14,578,845 back in FY2026. In addition, action included approval directing staff to enter into interlocal agreements with the Lubbock MPO and Rio Grande Valley MPO that outline the terms of agreement and to monitor the funds transfer agreement process at TxDOT to ensure that the terms of agreements are honored over time. Duncan Webb (M); Theresa Daniel (S). The motion passed unanimously.

7. **American Rescue Plan Act Transit Funding Allocations: Round 3:** Shannon Stevenson presented funding recommendations for the third round of emergency relief funding from the Federal Transit Administration (FTA), following the Coronavirus Aid, Relief, and Economic Security Act (CARES) and Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA), which in total provided approximately \$39 billion to the public transportation industry. The American Rescue Plan Act of 2021 (ARP) provides an additional \$30.5 billion nationwide in emergency funds to help alleviate the funding shortfalls to the nation's public transportation systems due to COVID-19. It also provides a small amount of funding through the Enhanced Mobility of Seniors and Individuals with Disabilities Program (Section 5310). Funding is provided at a 100 percent federal share and prioritizes funds for operational and payroll needs in response to COVID-19. Different than the other two funding programs, ARP funding must be obligated by September 30, 2024, and disbursed by September 30, 2029. The primary objective of the funding is to ensure public transportation agencies receive sufficient funding, combined with CARES Act and CRRSAA apportionments to equal at least 132 percent of the urbanized area's public transit operating costs. As the designated recipient of FTA urbanized area formula funds for North Texas, the North Central Texas Council of Governments (NCTCOG) is responsible for allocating the funds within the region. Available funding was highlighted, which includes approximately \$340.4 million for the Dallas-Fort Worth-Arlington Urbanized Area and \$14.1 million for the Denton-Lewisville Urbanized Area across both programs. Funding was also allocated for the McKinney Urbanized Area and will be administered by the Texas Department of Transportation. Qualifying recipients will receive funding based on their 2018 operating expenses. Emergency assistance funding for urbanized areas may not exceed 132 percent of 2018 operating expenses. Five transit providers fall below the 132 percent threshold: Dallas Area Rapid Transit (DART), the Denton County Transportation Authority (DCTA), Trinity Metro, Public Transit Services (PTS) who provides service in Parker and Palo Pinto counties, and STAR Transit who provides service in Kaufman, Rockwall, and a small portion of South Dallas counties. Qualifying recipients of Section 5310 funding will be awarded funds based on eligibility and overall need. While the RTC has discretion on and some flexibility on how to distribute the funds within the region, she noted staff believed the best approach to minimize exposure was to follow congressional desire. Allocation methodology tables were highlighted and included the 2018 operating expenses for all transit operators in the North Texas region, 132 percent of their operating expenses, how much funding was provided through the CARES Act and CRSSAA, as well as providers recommended for funding. Also highlighted was the total recommended COVID relief funding. The schedule for this effort was reviewed and details were provided in Electronic Item 7. Barry L. Gordon discussed the urbanized areas and asked if staff anticipated any changes to the urbanized areas as a result of the upcoming distribution of 2020 Census data. If changes were expected, he asked if there should be conditional approval of the item pending receipt of 2020 Census data. Ms. Stevenson noted that changes to the urbanize area boundaries were anticipated as a result of 2020 Census data but reminded members that the proposed funding was primarily for losses suffered due to the pandemic, not for future planning, and was based on 2018 operating expenses. Cara Mendelsohn asked if there was consideration given to requesting that transit agencies produce results with the funding provided. For

example, in areas where routes were reduced, routes must be reinstated to receive funds. She noted it was unsettling to her to provide money to transit agencies without knowing specifically how the funding would be used. Ms. Stevenson added that FTA has established funding requirements and prioritizes the use of funds for operational and payroll needs, with a caveat that the transit agency must prove that it has brought back all furloughed employees and be fully operational before the funds can be used for expansion of service or capital investments. Dianne Costa requested that the RTC support the funding recommendations. She noted that she understood the large sum of funding proposed for COVID-19 relief but explained that the agencies are restricted on how the funds can be used. She highlighted many efforts implemented by transit agencies in response to COVID-19 and the need to continue to ensure drivers and riders are safe. Jeff Davis asked if the calculation of operating expenses for the Trinity Railway Express (TRE) was divided equally between DART and Trinity Metro. Ms. Stevenson noted that staff has taken TRE operating expenses into account. DART reports all TRE operating expenses to the National Transit Database. Trinity Metro's portion of the TRE operating expenses was deducted from the DART operating expenses and then added to Trinity Metro. A motion was made to approve funding allocations from the American Rescue Plan Act of 2021 detailed in Electronic Item 7 and to recommend that staff revise administrative documents as appropriate to incorporate the additional funds. Theresa Daniel (M); Ann Zadeh (S). Cara Mendelsohn was opposed. The motion passed.

8. **Legislative Update:** Rebekah Hernandez provided an update on federal legislative actions related to transportation and air quality issues affecting the Dallas-Fort Worth area. Last month, President Biden proposed a \$2.3 trillion infrastructure plan that included \$571 billion for transportation. Since that time, Senate Republicans proposed a separate five-year plan totaling \$568 billion for spending on more traditional infrastructure that includes baseline spending. She noted President Biden continues to meet with leadership on each side to discuss differences. Regarding surface transportation reauthorization, it is uncertain which plan would move forward, but a new reauthorization bill is needed before September 30, 2021. On May 12, the House Transportation and Infrastructure Committee Chair said the committee intends to take up the bill before May 31 and would like to pass a bill before the July 4th holiday. In addition, 318 House members submitted earmarks totaling over 2,300 projects for consideration in a surface transportation bill. She also highlighted information about the American Rescue Plan, which is the COVID relief package approved in March 2021. The Treasury Department recently released an Interim Final Rule, fact sheet, and FAQs for states, cities, and counties to help meet their pandemic response needs. The guidance outlines the eligible uses and includes specific questions for which comments are requested, specifically on the uses of funding for public health, essential workers, and replacing lost revenue. Infrastructure funding is for water, sewer, and broadband, and entities should expect to receive the first half of funding by the end of May, approximately \$350 billion to states, counties, and cities. Allocation information is available on the US Treasury website. Ms. Hernandez also provided an update on State legislative actions. Related to the State budget, both the House and Senate have approved their own versions of Senate Bill 1 and appointed conferees to work out the differences between the versions. The Comptroller also recently released a revised biennial revenue estimate that includes a \$1.67 billion increase in general revenue. In addition, an additional \$500 million is expected to be transferred to the State Highway Fund. Bill topics related to the Regional Transportation Council (RTC) Legislative Program were highlighted. Related to transportation funding, SB 1728 would require a \$200 alternative fuel vehicle fee at the time of vehicle registration. The bill was approved in the Senate and is pending in House Transportation. HB 2219 would allow the Texas Department of Transportation to once again issue bonds from the Texas Mobility Fund and was approved in the House and then referred to Senate Transportation. HJR 99 would allow counties to use transportation

reinvestment zones. Since this is a constitutional amendment, if approved it would be on a November ballot for voter approval. Air quality bills were also highlighted. SB 1263 was approved in the Senate and received initial approval in the House on May 12. The bill would make changes to the Texas Emissions Reduction Plan (TERP) and would also require the Texas Commission on Environmental Quality to remit 40 percent of TERP funds held in the Trust Fund to the State Highway Fund for a newly created program for Congestion Mitigation and Air Quality projects in nonattainment areas. HB 2539 would authorize unused Low Income Vehicle Repair Assistance, Retrofit, and Accelerated Vehicle Retirement Program (LIRAP) funds to go back to the counties from which they were collected for Local Initiative Projects that consist of air quality and transportation improvements benefiting air quality. The bill was approved in the House and is pending budget language that would be needed to allocate the funds. She noted the safety bill that has seen the most movement was SB 1055 that would create harsher penalties for drivers who injure a pedestrian or road user in a cross walk. Related to high-speed rail, she noted that bills have been filed related to landowner rights or eminent domain. SB 726 recently went to the Governor for signature. Although the bill had some harmful amendments, the amendments were not attached when the bill was discussed on the floor. Mr. Hernandez noted that staff would continue to monitor legislative actions and provide updates to the Council.

9. **Dallas-Fort Worth High-Speed Transportation Connections Study:** Dan Lamers provided an update regarding the Dallas to Fort Worth High-Speed Transportation (DFW HST) Connections Study, which is being conducted as part of a larger effort to bring a high-speed transportation system to the region and State. The study is comprised of two phases. Phase 1 efforts will soon conclude and provide recommendations for alignments and modes that will be carried into Phase 2, the formal federal environmental analysis process. Evaluation of a wide range of corridors and alignments was conducted through a series of screenings, with the resulting recommendation of alignments along IH 30 recommended for Phase 2 efforts. Corridor options include an alignment adjacent to the IH 30 corridor, as well as alignment within the formal IH 30 right-of-way that could be incorporated as part of the IH 30 redesign efforts by the Texas Department of Transportation Fort Worth District. Further refinement of the alignments along IH 30 will be conducted, especially in the station areas of downtown Dallas, downtown Fort Worth, and in Arlington. Options to access downtown areas in Fort Worth and Dallas were discussed. As alignment options are reviewed, it will be important to ensure connection for the facility to continue southward towards the Austin, San Antonio, and Laredo areas and to connect with high-speed transportation from the Houston to Dallas project west through Arlington to Fort Worth. Specific recommendations for these alignments will be developed as part of the federal environmental study in Phase 2. A variety of modes were also analyzed as part of the study and ranged from conventional modes such as rail to emerging technologies like hyperloop. Mode options were also evaluated through a series of screening criteria to narrow the technologies that will carry into Phase 2. One of the criteria used evaluation of the modes was technology readiness, a concept developed by NASA to evaluate technologies for commercial application readiness. Two mode recommendations from the screenings were identified, hyperloop and high-speed rail. Recommendations have been presented in several formats and will be presented to a wider group of elected officials in the next week. Public and agency engagement efforts were highlighted, including meetings with elected officials, federal agencies, working groups, public engagement, and stakeholder meetings. In addition, he noted that an interactive online public comment tool was available at www.nctcog.org/dfw-hstcs and upcoming virtual public meetings are scheduled for noon on May 19 and 6 pm on May 20. The upcoming schedule for this effort was highlighted. Staff expects to begin Phase 2 efforts in late summer/early fall, with a 24-month deadline for the Phase 2 process. Mr. Lamers noted action on the alignment and mode recommendations to proceed into Phase 2 efforts will be requested at the July 8 Regional Transportation Council

(RTC) meeting. RTC Secretary Ann Zadeh asked if the upcoming virtual public meetings would include the same information presented at the RTC meeting. Mr. Lamers noted that additional details about the recommendations for modes and alignments will be presented at the public meetings. Ron Jensen asked if staff had a breakout of the Arlington section of the proposed alignment. Mr. Lamers noted that the area includes the three different alignments for IH 30, which will be determined in Phase 2 after further review of station locations, as well as SH 360 and SH 161 interchange options. Michael Morris noted that North Central Texas Council of Governments staff was aware the City of Grand Prairie is dealing with a proprietary situation and have asked the consultant to prepare information for Grand Prairie.

10. **Regional Pedestrian Safety Action Plan (2021):** Kevin Kokes presented elements of the draft 2021 Pedestrian Safety Action Plan for the 12-county metropolitan planning area, including goals and recommended policies. As background, he highlighted data from the Governor Highway Safety Administration that has documented over a 46 percent increase in pedestrian fatalities nationwide over the past decade as compared to the relatively modest increase of fatalities for all modes of transportation during that same time period. In fact, last year seven states in the country accounted for over 50 percent of pedestrian fatalities nationwide. Similar patterns in the Dallas-Fort Worth region are the reason why the Federal Highway Administration designated Texas as a pedestrian safety focus state and the Cities of Dallas and Fort Worth as focus cities. In addition, the Regional Transportation Council (RTC) has approved the regional safety position that even one death on the transportation is unacceptable and North Central Texas Council of Governments (NCTCOG) staff will be working with partners to develop projects, programs, and policies that help eliminate serious injuries and fatalities across all modes of travel. Mr. Kokes noted that an extensive amount of data was available for analysis to understand pedestrian crashes. Infographics providing a summary of some of the data were highlighted, with full details available in the Plan. Of note, individuals involved in pedestrian crashes tend to be younger adults in their 20s-30s, with approximately 70 percent of fatalities and serious injuries involving males. In addition, the majority of those crashes occur in non-intersections locations and tend to happen in dark lighting conditions or evening hours. Key elements of the Plan included the demographic and contributing factors analysis to determine who is involved in pedestrian crashes, how they occur, and crash density which was used to help coordinate with local entities to identify corridors with the highest frequency of documented crashes between motor vehicles and pedestrians for additional study and the implementation of safety counter measures. He noted the Plan also includes goals and policies in support of the RTC safety position, as well as an action plan to guide pedestrian safety projects and programs. An urbanized area map showing density pedestrian crash density in the urbanized area was highlighted, with the highest concentration of crashes occurs in the core areas of Dallas and Tarrant Counties, mainly Dallas and Fort Worth. Plans goals include the elimination of all serious injury and fatalities pedestrian crashes across the region by 2050, balancing the safety and needs of all users of the system, providing a high level of comfort for users of the system, integrating within roadway design the most direct facility alignments that prioritize safe pedestrian movements, and implementing all reasonable safety countermeasures to achieve adopted regional safety performance targets. A summary of the Plan policies was also provided that range from infrastructure and non-infrastructure policies related to educational programs and resources to implementation of safety counter measures in high crash density areas, as well as support state legislation related to pedestrian safety. In addition, action items within the Plan were highlighted, and focus on developing performance measures, monitoring the Plan and updating regularly, conducting roadway safety audits, coordinating with local governments at high density crash areas, and supporting the RTC Legislative Program related to safety. Mr. Kokes noted that details of the Plan goals, policies and action items were highlighted in Electronic Item 10 and also available in the finalized plan available at www.nctcog.org/pedsafetyplan. The schedule for the effort was highlighted, which has

included several stakeholder meetings as well as information submitted through a public opinion survey conducted in 2019. Mr. Kokes noted the RTC would be asked to take action to endorse the Plan at its June 10, 2021, meeting. Staff will coordinate with various local governments over the next several months in areas that have been identified to have high concentrations of crashes and conduct roadway safety audits to help recommend safety counter measures to improve safety in these areas. Staff also anticipates requesting, as part of the Mobility 2045 Update, that the Plan be adopted by reference through integration into the Mobility Plan.

11. **Progress Reports:** Regional Transportation Council attendance was provided in Electronic Item 11.1, Surface Transportation Technical Committee attendance and minutes in Electronic Item 11.2, and the current Local Motion in Electronic Item 11.3.
12. **Other Business (Old or New):** Regional Transportation Council (RTC) Vice Chair Theresa Daniel asked if North Central Texas Council of Governments staff have a plan to return to in-person meetings in the near future. Michael Morris noted staff will meet with the new RTC Chair elected at the June 10, 2021, meeting to determine options for future meetings.
13. **Future Agenda Items:** There was no discussion on this item.
14. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for 1:00 pm, Thursday, June 10, 2021.

The meeting adjourned at 3:05 pm.



FTA PILOT PROGRAM FOR TRANSIT-ORIENTED DEVELOPMENT PLANNING GRANT APPLICATION FOR DART SILVER LINE

Regional Transportation Council | June 10, 2021

Karla Weaver, AICP, Senior Program Manager



**North Central Texas
Council of Governments**

Background

Pilot Program for Transit-Oriented Development Planning
FY2021 Notice of Funding: www.transit.dot.gov/TODPilot

- Due June 21, 2021
- Must partner land use planning authority with transit authority
- Must be focused on a new fixed guideway transit line
- Eligible planning work may include: improve economic development, ridership, multimodal connectivity and accessibility, identify infrastructure needs, and enable mixed-use development near transit stations

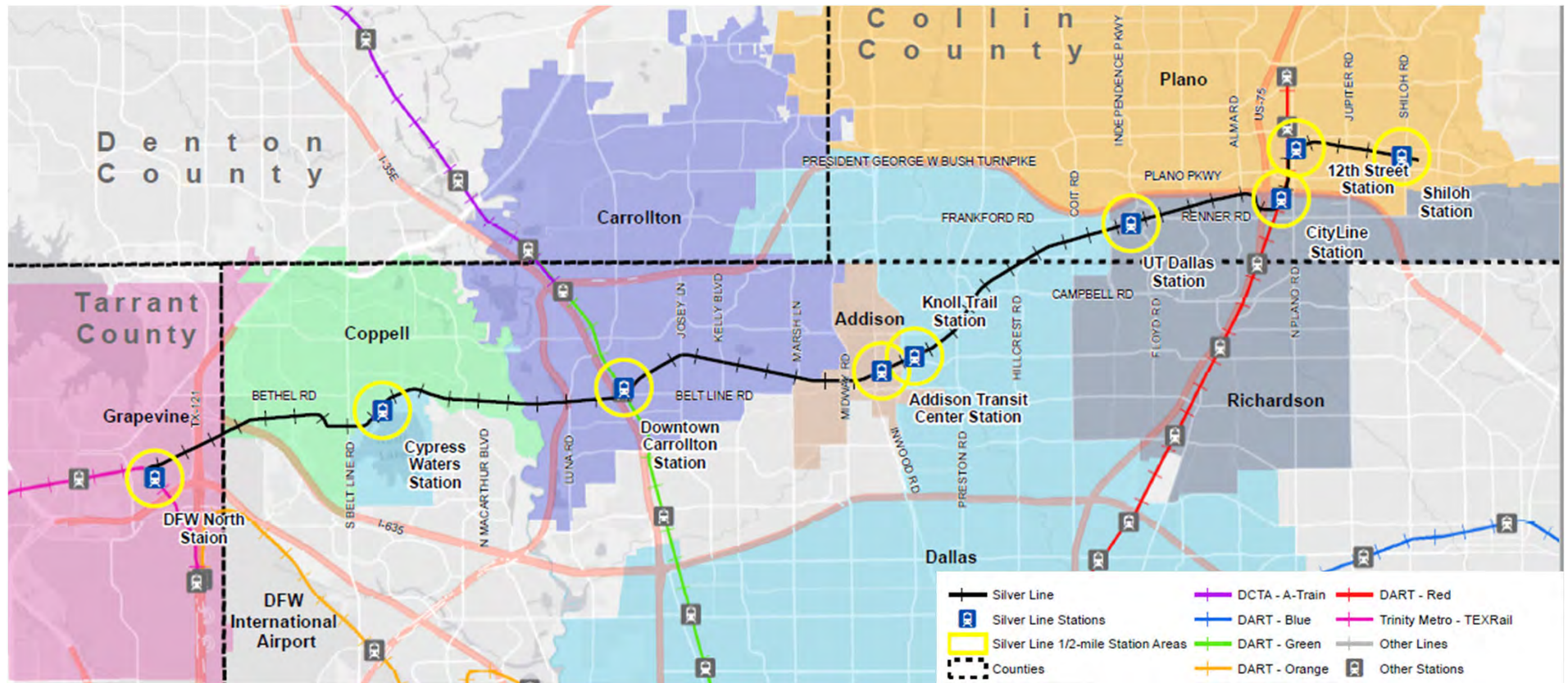
Transit-Oriented Development (TOD)



Higher density with a mix of uses designed for convenient walk and bike access from a high-frequency transit station.



DART Silver Line Nine Station Areas



Grant Application Proposal

Goal: Maximize opportunity for ridership on new DART Silver Line and regional connections to DFW Airport and TEXRail

Funding: Total \$1Million (FTA \$800,000 + \$200,000 NCTCOG local match)

Scope:

- Corridor jobs/housing balance analysis and TOD recommendations
- Bicycle and pedestrian routes to rail stations infrastructure needs assessment
- Parking utilization data collection and policy recommendations
- Targeted public engagement throughout

Partnership: DART, DFW International Airport, and cities of: Carrollton, Dallas, Grapevine, Plano, Richardson, and the Town of Addison

Next Steps

- NCTCOG staff submit grant application documents via Grant.gov by June 21, 2021
- FTA to announce awards by November 2021



Action Requested

RTC Approval of proposed project, application and funding request of \$200,000 local match and \$800,000 FTA planning funds.

Direct staff to administratively amend the Transportation Improvement Program (TIP)/Statewide TIP and other planning/administrative documents to include the TOD planning project, if selected.



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process. DOT posts these comments, without edit, including any personal information the commenter provides, to <http://www.regulations.gov>, as described in the system of records notice (DOT/ALL-14 FDMS), which can be reviewed at <http://www.dot.gov/privacy>.

Docket: Background documents or comments received may be read at <http://www.regulations.gov> at any time. Follow the online instructions for accessing the docket or go to the Docket Operations in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue SE, Washington, DC 20590-0001, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Nia Daniels, (202) 267-7626, Office of Rulemaking, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591.

This notice is published pursuant to 14 CFR 11.85.

Issued in Washington, DC.

Timothy R. Adams,

Deputy Executive Director, Office of Rulemaking.

Petition for Exemption

Docket No.: FAA-2018-0835.

Petitioner: Wing Aviation, LLC.

Section(s) of 14 CFR Affected:

§§ 43.10(c)(5) and (d); 61.3(a); 91.9(b); 91.119(b) and (c); 91.151(a); 91.203(a)(1); 91.213(a), (b), and (c); 91.225(f); 135.21(f); 135.25(a)(1); 135.63(c) and (d); 135.79(a)(1), (2), and (3); 135.149(a); 135.161(a)(1), (2), and (3); 135.203(a); 135.205(a); 135.209(a); 135.215(b); 135.243(b)(1) and (2); 135.267; 135.337(b)(1) and (5); 135.338(b)(1) and (5); 135.339(e)(3) and (4); 135.340(e)(3) and (4); 135.341(b)(2), (3), and (4); 135.415(b); 135.423(b)(1) through (3) and (c); 135.439(a)(2); 135.501(a) and (2); 135.503(a)(1) and (2); 135.503(b).

Description of Relief Sought: Wing Aviation LLC (Wing) seeks to amend Exemption No. 18163 in order to expand its unmanned aircraft system (UAS) delivery services under Title 14, Code of Federal Regulations (14 CFR) part 135. Wing intends to locate regional pilot in commands (PICs) in a central hub, where the PIC may be located away from the given operating area. Wing also intends to stage unmanned aircraft (UA) at multiple sites throughout the operating area rather than centralizing all UA in a single ground operating site. Lastly, Wing asserts that it has demonstrated successful line checks at 6-month intervals and therefore seeks to fully align the prescribed intervals with

the governing part 135 regulation that necessitates line checks of their operations staff every 12 months.

[FR Doc. 2021-08649 Filed 4-23-21; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Rescinding a Notice of Intent To Prepare an Environmental Impact Statement for the Long Island Rail-Truck Intermodal Facility

AGENCY: Federal Highway Administration (FHWA), Department of Transportation.

ACTION: Notice to rescind a notice of intent to prepare an environmental impact statement.

SUMMARY: The FHWA is issuing this Notice to advise the public that we are rescinding the 2004 Notice of Intent (NOI) to Prepare an Environmental Impact Statement (EIS) for the development of the Long Island Rail-Truck Intermodal Facility (LIRTIF) on a portion of the Pilgrim State Hospital property, located in the Town of Islip, Suffolk County, New York.

FOR FURTHER INFORMATION CONTACT: For FHWA: Richard J. Marquis, Division Administrator, Federal Highway Administration, New York Division, Leo W. O'Brien Federal Building, 7th Floor, Clinton Avenue and North Pearl Street, Albany, New York 12207, Telephone: 518-431-8897, Email: Rick.Marquis@dot.gov. For New York State Department of Transportation: Rich Causin, P.E., Acting Regional Director, New York State Department of Transportation, Region 10, State Office Building, 250 Veterans Memorial Highway, Hauppauge, NY 11788, Telephone: 631-952-6632, Email: Mary.Ricard@dot.ny.gov.

SUPPLEMENTARY INFORMATION: The FHWA, as the lead Federal agency, in cooperation with the New York State Department of Transportation (NYSDOT), published a NOI on June 10, 2004 (69 FR 32656) to prepare an EIS for the development of the LIRTIF on a portion of the Pilgrim State Hospital property, located in the Town of Islip, Suffolk County, New York. Subsequently, FHWA and NYSDOT developed a Draft EIS that was signed on May 22, 2007. FHWA hereby advises the public, after coordination with the NYSDOT, that we are rescinding the NOI for the project and cancelling any work associated with the existing EIS due to the significant time that has passed and the age of the traffic data

utilized for the development of the Draft EIS. The NYSDOT may initiate a new project in the future as they remain committed to advancing strategies that mitigate congestion and reduce greenhouse gas emissions, including increasing the efficiency of freight goods movement in the Long Island Region.

Any future Federal-aided Long Island Rail-Truck Intermodal Facility project will comply with the environmental review requirements of the National Environmental Policy Act (NEPA) (42 U.S.C. 4321 *et seq.*), FHWA environmental regulations (23 CFR part 771), and related authorities, as appropriate. Comments and questions concerning this action should be directed to FHWA at the address provided in the **FOR FURTHER INFORMATION CONTACT** section of this Notice.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research, Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Authority: 42 U.S.C. 4321 *et seq.*; 23 CFR part 771.

Issued on: April 20, 2021.

Richard J. Marquis,

Division Administrator, Albany, New York.

[FR Doc. 2021-08601 Filed 4-23-21; 8:45 am]

BILLING CODE 4910-22-P

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

FY 2021 Competitive Funding Opportunity: Pilot Program for Transit-Oriented Development Planning

AGENCY: Federal Transit Administration (FTA), DOT.

ACTION: Notice of Funding Opportunity (NOFO).

SUMMARY: The Federal Transit Administration (FTA) announces the opportunity to apply for \$10,052,572 in Fiscal Year (FY) 2020 and FY 2021 funding under the Pilot Program for Transit-Oriented Development Planning (TOD Pilot Program) (Federal Assistance Listing: 20.500). As required by Federal public transportation law and subject to funding availability, funds will be awarded competitively to support comprehensive planning associated with new fixed guideway and core capacity improvement projects. FTA may award additional funding that is made available to the program prior to the announcement of project selections.

DATES: Complete proposals must be submitted electronically through the *GRANTS.GOV* “APPLY” function by 11:59 p.m. EDT on June 21, 2021. Any applicant intending to apply should initiate the process by registering on the *GRANTS.GOV* Website immediately to ensure completion of registration before the submission deadline. Instructions for applying can be found on FTA’s website at <https://www.transit.dot.gov/TODPilot> and in the “FIND” module of *GRANTS.GOV*. The *GRANTS.GOV* funding opportunity ID is FTA–2021–004–TPE–TODP. Mail and fax submissions will not be accepted.

FOR FURTHER INFORMATION CONTACT: April McLean-McCoy, FTA Office of Planning and Environment, (202) 366–7429, or April.McLeanMcCoy@dot.gov. A TDD is available at 1–800–877–8339 (TDD/FIRS).

SUPPLEMENTARY INFORMATION:

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A. Program Description

Section 20005(b) of the Moving Ahead for Progress in the 21st Century Act (MAP–21; Pub. L. 112–141, July 6, 2012), with funding authorized by 49 U.S.C. 5338(a)(2)(B), authorizes FTA to award grants under the TOD Pilot Program. This funding opportunity is occurring under Federal Assistance Listing number 20.500.

This program supports FTA’s strategic goals and objectives through the timely and efficient investment in public transportation. The TOD Pilot Program grants are competitively awarded to local communities to integrate land use and transportation planning with a new fixed guideway or core capacity improvement transit capital project as defined in Federal public transportation law (49 U.S.C. 5309(a)). (See Section C of this NOFO for more information about eligibility). This program supports the President’s Build Back Better initiative to mobilize American ingenuity to build a modern infrastructure and an equitable future. In addition, through promotion of increased access for environmental justice populations, equity-focused community outreach and public engagement of underserved communities and adoption of equity-focused policies, reduction of

greenhouse gas emissions, and by addressing the effects of climate change, the TOD Pilot Program and this NOFO advance the goals of Executive Order 13985: Advancing Racial Equity and Support for Underserved Communities Through the Federal Government; Executive Order 13900: Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis; and Executive Order 14008: Tackling the Climate Crisis at Home and Abroad.

The TOD Pilot Program is intended to fund comprehensive planning that supports economic development, increased transit ridership, multimodal connectivity and accessibility, improved transit access for pedestrian and bicycle traffic, and increased mixed-use development near transit stations, and addresses climate change, challenges facing environmental justice populations, and racial equity and barriers to opportunity. The TOD Pilot Program also encourages identification of infrastructure needs and engagement with the private sector.

FTA is seeking comprehensive planning projects covering an entire transit capital project corridor, rather than proposals that involve planning for individual station areas or only a small section of the corridor. To ensure that any proposed planning work both reflects the needs and aspirations of the local community and results in concrete, specific deliverables and outcomes, transit project sponsors must partner with entities with land use planning authority in the transit project corridor to conduct the planning work.

B. Federal Award Information

FTA intends to award all available funding (approximately \$10 million) in the form of grants to selected applicants responding to this NOFO. Additional funds made available prior to project selection may be allocated to eligible projects. Due to funding limitations, applicants that are selected for funding may receive less than the amount originally requested.

Only proposals from eligible recipients for eligible activities will be considered for funding. FTA anticipates minimum grant awards of \$250,000 and maximum grant awards of \$2,000,000.

In the last NOFO that closed on October 16, 2020, the TOD Pilot Program received applications for 19 eligible projects requesting a total of \$15,262,060. Nine (9) projects were funded at a total of \$6,169,568.

FTA will grant pre-award authority to incur costs for selected projects beginning on the date FY 2021 project selections are announced on FTA’s

website. Funds are available for obligation for four fiscal years after the fiscal year in which the competitive awards are announced. Funds are available only for projects that have not incurred costs prior to the announcement of project selections.

C. Eligibility Information

1. Eligible Applicants

Applicants of the TOD Pilot Program must be State or local governmental authorities and FTA grant recipients (*i.e.*, existing direct and designated recipients) as of the publication date of this NOFO in *GRANTS.GOV*. An applicant must be the project sponsor of an eligible transit capital project as defined below in Section C, subsection 3, or an entity with land use planning authority in the project corridor of an eligible transit capital project. Except in cases where an applicant is both the sponsor of an eligible transit project and has land use authority in at least a portion of the transit project corridor, the applicant must partner with the relevant transit project sponsor or at least one entity in the project corridor with land use planning authority. Documentation of this partnership must be included with the application; see Section D, subsection 2 of this NOFO for further information.

Only one application per transit capital project corridor may be submitted to FTA. Multiple applications submitted for a single transit capital project corridor indicate that partnerships are not in place and FTA will reject all of the applications.

2. Cost Sharing or Matching

The maximum Federal funding share is 80 percent.

Eligible sources of non-Federal match include the following: Cash from non-Federal sources (other than revenues from providing public transportation services); revenues derived from the sale of advertising and concessions; amounts received under a service agreement with a State or local social service agency or private social service organization; revenues generated from value capture financing mechanisms; funds from an undistributed cash surplus; replacement or depreciation cash fund or reserve; or new capital. In-kind contributions are permitted. Transportation Development Credits (formerly referred to as Toll Revenue Credits) may not be used to satisfy the non-Federal match requirement.

3. Other Eligibility Criteria

i. Eligible Transit Projects

Any comprehensive planning work proposed for funding under the TOD Pilot Program must be associated with an eligible transit capital project. To be eligible, the proposed transit capital project must be a new fixed guideway project or a core capacity improvement project as defined by Federal public transportation law (49 U.S.C. 5309(a)), although it is not required to be approved for funding through the Capital Investment Grant program.

A fixed guideway is a public transportation facility:

- (A) Using and occupying a separate right-of-way for the exclusive use of public transportation;
- (B) using rail;
- (C) using a fixed catenary system;
- (D) for a passenger ferry system; or
- (E) for a bus rapid transit system.

A New fixed guideway capital project is defined in statute to be:

(A) A new fixed guideway project that is a minimum operable segment or extension to an existing fixed guideway system; or

(B) a fixed guideway bus rapid transit project that is a minimum operable segment or an extension to an existing bus rapid transit system.

A fixed guideway bus rapid transit project is defined in statute as a bus capital project:

(A) In which the majority of the project operates in a separated right-of-way dedicated for public transportation use during peak periods;

(B) that represents a substantial investment in a single route in a defined corridor or subarea; and

(C) that includes features that emulate the services provided by rail fixed guideway public transportation systems, including:

- (i) Defined stations;
- (ii) traffic signal priority for public transportation vehicles;
- (iii) short headway bidirectional services for a substantial part of weekdays and weekend days; and
- (iv) any other features the Secretary may determine are necessary to produce high-quality public transportation services that emulate the services provided by rail fixed guideway public transportation systems.

A core capacity improvement project is defined by 49 U.S.C. 5309(a) to mean a substantial corridor-based capital investment in an existing fixed guideway system that increases the capacity of the corridor by not less than 10 percent. The term does not include project elements designed to maintain a state of good repair of the existing fixed guideway system.

Comprehensive planning work in a corridor for a transit capital project that does not meet the statutory definition above of either a new fixed guideway project or a core capacity improvement project is not eligible under the TOD Pilot Program.

ii. Eligible Activities

Any comprehensive planning efforts funded under the TOD Pilot Program must address all six factors set forth in Section 20005(b)(2) of MAP-21:

- i. Enhances economic development, ridership, and other goals established during the project development and engineering processes;
- ii. facilitates multimodal connectivity and accessibility;
- iii. increases access to transit hubs for pedestrian and bicycle traffic;
- iv. enables mixed-use development;
- v. identifies infrastructure needs associated with the eligible project; and
- vi. includes private sector participation.

MAP-21 also requires the comprehensive planning effort to advance the metropolitan planning organization's metropolitan transportation plan. Further, MAP-21 requires applicants to establish performance criteria for the comprehensive planning effort.

Following are examples of the types of substantial deliverables that may result from the comprehensive planning work. Substantial deliverables are reports, plans and other materials that represent the key accomplishments of the comprehensive planning effort and that must be submitted to FTA as each is completed. Substantial deliverables may include, but are not restricted to, the following:

- i. A comprehensive plan report that includes corridor development policies and station development plans comprising the corridor, a proposed timeline, and recommended financing strategies for these plans;
- ii. A strategic plan report that includes corridor specific planning strategies and program recommendations to support comprehensive planning;
- iii. Revised TOD-focused zoning codes and/or resolutions;
- iv. A report evaluating and recommending financial tools to encourage TOD implementation such as land banking, value capture, and development financing;
- v. Policies to encourage TOD, including actions that reduce regulatory barriers that unnecessarily raise the costs of housing development or impede the development of affordable housing;
- vi. Actions that increase access to environmental justice populations,

reduce greenhouse gas emissions, and the effects of climate change;

vii. An equity and inclusion program/ plan or equity-focused policies related to TOD; or

viii. Local or regional resolutions to implement TOD plans and/or establish TOD funding mechanisms.

iii. Ineligible Activities

FTA will not make awards for the following activities:

- i. TOD planning work only in a single transit capital project station area;
- ii. Transit project development activities that would be reimbursable under an FTA capital grant, such as project planning, the design and engineering of stations and other facilities, environmental analyses needed for the transit capital project, or costs associated with specific joint development activities;
- iii. Capital projects, such as land acquisition, construction, and utility relocation; and
- iv. Site- or parcel-specific planning, such as the design of individual structures.

D. Application and Submission Information

1. Address To Request Application Package

The application package may be obtained from *GRANTS.GOV*. Applications must be submitted electronically through *GRANTS.GOV*, and general information for submitting applications can be found at <https://www.grants.gov/web/grants/applicants.html> along with specific instructions for the forms and attachments required for submission. The Standard Form (SF) 424, Application for Federal Assistance, which must be included with every application, can be downloaded from *GRANTS.GOV*. Mail and fax submissions will not be accepted.

A complete proposal submission consists of two forms in addition to other documents described in section 2 below: The SF-424 Application for Federal Assistance (available at *GRANTS.GOV*) and the supplemental form for the FY 2021 TOD Pilot Program (available from *GRANTS.GOV* or the FTA website at <https://www.transit.dot.gov/TODPilot>). Failure to submit the information as requested can delay review or disqualify the application.

2. Content and Form of Application Submission

Proposals must include a completed SF-424 Mandatory form and the following attachments to the completed SF-424:

i. A completed Applicant and Proposal Profile supplemental form for the TOD Pilot Program (supplemental form) found on the FTA website at <https://www.transit.dot.gov/TODPilot>. The information on the supplemental form will be used to determine applicant and project eligibility for the program, and to evaluate the proposal against the selection criteria described in part E of this notice;

ii. A map of the proposed study area showing the transit project alignment and stations, major roadways, major landmarks, and the geographic boundaries of the proposed comprehensive planning activities;

iii. Documentation of a partnership between the transit project sponsor and an entity in the project corridor with land use planning authority to conduct the comprehensive planning work, if the applicant does not have both of these responsibilities. Documentation may consist of a memorandum of agreement or letter of intent signed by all parties that describes the parties' roles and responsibilities in the proposed comprehensive planning project; and

iv. Documentation of any funding commitments for the proposed comprehensive planning work.

Information such as the applicant's name, Federal amount requested, local match amount, description of the study area, are requested in varying degrees of detail on both the SF-424 form and supplemental form. Applicants must fill in all fields unless stated otherwise on the forms. Applicants should use both the "Check Package for Errors" and the "Validate Form" buttons on both forms to check all required fields, and ensure that the Federal and local amounts specified are consistent. In the event of errors with the supplemental form, FTA recommends saving the form on your computer and ensuring that JavaScript is enabled in your PDF reader. The information listed below MUST be included on the SF-424 and supplemental forms for TOD Pilot Program funding applications.

The SF-424 and supplemental form will prompt applicants to address the following items:

1. Provide the name of the lead applicant and, if applicable, the specific co-sponsors submitting the application.

2. Provide the applicant's Dun and Bradstreet Data Universal Numbering System (DUNS) number.

3. Provide contact information including: Contact name, title, address, phone number, and email address.

4. Specify the Congressional district(s) where the planning project will take place.

5. Identify the project title and project scope to be funded, including anticipated substantial deliverables and the milestones at when they will be provided to FTA.

6. Identify and describe an eligible transit project that meets the requirements of Section C, subsection 3 of this notice.

7. Provide evidence of a partnership between the transit project sponsor and at least one agency with land use authority in the transit capital project corridor, as described earlier in this subsection.

8. Address the six factors set forth in MAP-21 Section 20005(b)(2).

9. Address each evaluation criterion separately, demonstrating how the project responds to each criterion as described in Section E.

10. Provide a line-item budget for the total planning effort, with enough detail to indicate the various key components of the comprehensive planning project.

11. Identify the Federal amount requested.

12. Document the matching funds, including amount and source of the match (may include local or private sector financial participation in the project). Describe whether the matching funds are committed or planned, and include documentation of the commitments.

13. Provide explanation of the scalability of the project.

14. Address whether other Federal funds have been sought or received for the comprehensive planning project.

15. Provide a schedule and process for the development of the comprehensive plan that includes anticipated dates for incorporating the planning work effort into the region's unified planning work program, completing major tasks and substantial deliverables, and completing the overall planning effort.

16. Describe how the comprehensive planning work advances the metropolitan transportation plan of the metropolitan planning organization.

17. Propose performance criteria for the development and implementation of the comprehensive planning work.

18. Identify potential State, local or other impediments to the products of the comprehensive planning work and its implementation, and how the work will address them.

19. Describe how the comprehensive planning work addresses climate change and elevates challenges facing environmental justice populations.

3. Unique Entity Identifier and System for Award Management (SAM)

Each applicant is required to: (1) Be registered in SAM before submitting an

application; (2) provide a valid unique entity identifier in its application; and (3) continue to maintain an active SAM registration with current information at all times during which the applicant has an active Federal award or an application or plan under consideration by FTA. FTA may not make an award until the applicant has complied with all applicable unique entity identifier and SAM requirements. If an applicant has not fully complied with the requirements by the time FTA is ready to make an award, FTA may determine that the applicant is not qualified to receive an award and use that determination as a basis for making a Federal award to another applicant. These requirements do not apply if the applicant: (1) Is an individual; (2) is excepted from the requirements under 2 CFR 25.110(b) or (c); or (3) has an exception approved by FTA under 2 CFR 25.110(d). SAM registration takes approximately 3–5 business days, but FTA recommends allowing ample time, up to several weeks, for completion of all steps. For additional information on obtaining a unique entity identifier, please visit www.sam.gov.

Non-Federal entities that have received a Federal award are required to report certain civil, criminal, or administrative proceedings to SAM (currently the Federal Awardee Performance and Integrity Information System (FAPIIS)) to ensure registration information is current and comply with federal requirements. Applicants should reference 2 CFR 200.113, for more information.

4. Submission Dates and Times

Project proposals must be submitted electronically through <http://www.GRANTS.GOV> by 11:59 p.m. EDT on June 21, 2021. *GRANTS.GOV* attaches a time stamp to each application at the time of submission. Proposals submitted after the deadline will only be considered under extraordinary circumstances not under the applicant's control. Applications are time and date stamped by *GRANTS.GOV* upon successful submission. Mail and fax submissions will not be accepted.

Within 48 hours after submitting an electronic application, the applicant should receive two email messages from *GRANTS.GOV*: (1) Confirmation of successful transmission to *GRANTS.GOV*; and (2) confirmation of successful validation by *GRANTS.GOV*. FTA will then validate the application and will attempt to notify any applicants whose applications could not be validated. If the applicant does not receive confirmation of successful

validation or a notice of failed validation or incomplete materials, the applicant must address the reason for the failed validation, as described in the email notice, and resubmit before the submission deadline. If making a resubmission for any reason, include all original attachments regardless of which attachments were updated and check the box on the supplemental form indicating this is a resubmission. An application that is submitted at the deadline and cannot be validated will be marked as incomplete, and such applicants will not receive additional time to re-submit.

FTA urges applicants to submit their applications at least 96 hours prior to the due date to allow time to receive the validation messages and to correct any problems that may have caused a rejection notification. *GRANTS.GOV* scheduled maintenance and outage times are announced on the *GRANTS.GOV* website at <http://www.GRANTS.GOV>. Deadlines will not be extended due to scheduled maintenance or outages.

Applicants are encouraged to begin the registration process on the *GRANTS.GOV* site well in advance of the submission deadline. Registration is a multi-step process, which may take several weeks to complete before an application can be submitted. Registered applicants may still be required to take steps to keep their registration up to date before submissions can be made successfully: (1) Registration in SAM is renewed annually and (2) persons making submissions on behalf of the Authorized Organization Representative (AOR) must be authorized in *GRANTS.GOV* by the AOR to make submissions.

5. Funding Restrictions

See Section C of this NOFO for detailed eligibility requirements. FTA emphasizes that any comprehensive planning projects funded through the TOD Pilot Program must be associated with an eligible transit project, specifically a new fixed guideway project or a core capacity improvement project as defined in Federal transit statute, 49 U.S.C. 5309(a). Projects are not required to be funded through the Capital Investment Grant Program. Funds must be used only for the specific purposes requested in the application. Funds under this NOFO cannot be used to reimburse projects for otherwise eligible expenses incurred prior to an FTA award under this program. Refer to Section C.3., Eligible Projects, for information on activities that are allowable in this grant program. Allowable direct and indirect expenses

must be consistent with the Governmentwide Uniform Administrative Requirements and Cost Principles (2 CFR part 200) and FTA Circulars 5010.1E.

6. Other Submission Requirements

Applicants are encouraged to identify scaled funding options in case insufficient funding is available to fund a project at the full requested amount. If an applicant indicates that a project is scalable, the applicant must provide an appropriate minimum funding amount that will fund an eligible project that achieves the objectives of the program and meets all relevant program requirements. The applicant must provide a clear explanation of how the project budget would be affected by a reduced award. FTA may award a lesser amount regardless of whether a scalable option is provided.

All applications must be submitted via the *GRANTS.GOV* website. FTA does not accept applications on paper, by fax machine, email, or other means. For information on application submission requirements, please see Section D.1., Address to Request Application and Section D.4., Submission Dates and Times.

E. Application Review Information

1. Criteria

Project proposals will be evaluated primarily on the responses provided in the supplemental form. Additional information may be provided to support the responses; however, any additional documentation must be directly referenced on the supplemental form, including the file name where the additional information can be found. Applications will be evaluated based on the quality and extent to which the following evaluation criteria are addressed.

a. Demonstrated Need

FTA will evaluate each project to determine the need for funding based on the following factors:

- i. Potential state, local or other impediments to implementation of the products of the comprehensive planning effort, and how the workplan will address them;
- ii. How the proposed work will advance TOD implementation in the corridor and region;
- iii. Justification as to why Federal funds are needed for the proposed work; and
- iv. Extent to which the transit project corridor could benefit from TOD planning.
- v. Extent to which TOD planning will address climate change and challenges

facing environmental justice populations in the region.

b. Strength of the Work Plan, Schedule and Process

FTA will evaluate the strength of the work plan, schedule and process included in an application based on the following factors:

- i. Extent to which the schedule contains sufficient detail, identifies all steps needed to implement the work proposed, and is achievable;
- ii. The proportion of the project corridor covered by the work plan;
- iii. Extent of partnerships, including with non-public sector entities;
- iv. The partnerships' technical capability to develop, adopt and implement the comprehensive plans, based on FTA's assessment of the applicant's description of the policy formation, implementation, and financial roles of the partners, and the roles and responsibilities of proposed staff;
- v. Extent to which this TOD planning effort increases transit access for environmental justice populations and allows them to participate in this TOD planning effort;
- vi. Extent to which this TOD planning effort incorporates equity-focused community outreach and public engagement of underserved communities in the planning process;
- vii. Extent to which the comprehensive planning work will yield zoning policies that are supportive of more housing density near transit, easing the pressures that make housing unaffordable or insecure for underserved communities;
- viii. Extent to which the comprehensive planning work will reduce greenhouse gas emissions and the effects of climate change;
- ix. Whether the performance measures identified in the application relate to the goals of the comprehensive planning work.

c. Funding Commitments

FTA will assess the status of local matching funds for the planning work. Applications demonstrating that matching funds for the proposed comprehensive planning work are already committed will receive higher ratings from FTA on this factor. Proposed comprehensive planning projects for which matching funding sources have been identified, but are not yet committed, will be given lower ratings under this factor by FTA, as will proposed comprehensive planning projects for which in-kind contributions constitute the primary or sole source of matching funds.

2. Review and Selection Process

In addition to other FTA staff that may review the proposals, a technical evaluation committee will verify each proposal's eligibility and evaluate proposals based on the published evaluation criteria. Members of the technical evaluation committee and other FTA staff may request additional information from applicants, if necessary. Taking into consideration the findings of the technical evaluation committee, the FTA Administrator will determine the final selection of projects for program funding. After applying the above criteria, in support of the President's January 20, 2021, Executive Order 13900, Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis, the FTA Administrator will consider the extent to which applications may provide other air quality benefits as part of the application review. Applicants should identify any nonattainment or maintenance areas under the Clean Air Act in the proposed service area. Nonattainment or maintenance areas should be limited to the following applicable National Ambient Air Quality Standards criteria pollutants: carbon monoxide, ozone, and particulate matter 2.5 and 10. The U.S. Environmental Protection Agency's Green Book (available at <https://www.epa.gov/green-book>) is a publicly-available resource for nonattainment and maintenance area data. This consideration will further the goals of the Executive Order, including the goal to prioritize environmental justice (EJ).

In addition, FTA will consider benefits to EJ communities when reviewing applications received under this program. Applicants should identify any EJ populations located within the proposed service area and describe anticipated benefits to that population(s) should the applicant receive a grant under this program. A formal EJ analysis that is typically included in transportation planning or environmental reviews is not requested.

In support of Executive Order 13985, Advancing Racial Equity and Support for Underserved Communities Through the Federal Government, FTA also will consider the extent to which applications promote racial equity and the removal of barriers to opportunity through such activities as equity-focused community outreach and public engagement of underserved communities in the planning process, and adoption of an equity and inclusion program/plan or equity-focused policies related to TOD.

Among the factors, in determining the allocation of program funds FTA may consider geographic diversity, diversity in the size of the grant recipients receiving funding, or the applicant's receipt of other competitive awards. Respectively, FTA will evaluate the proposals to determine the extent that the proposed project will address affordable housing needs, provide equitable housing choices for environmental justice populations, and avoid displacement of low-income households.

3. Federal Awardee Performance and Integrity Information System (FAPIIS)

Prior to making an award, FTA is required to review and consider any information about the applicant that is in the FAPIIS accessible through SAM. An applicant may review and comment on information about itself that a Federal awarding agency previously entered. FTA will consider any comments by the applicant, in addition to the other information in the designated integrity and performance system, in making a judgment about the applicant's integrity, business ethics, and record of performance under Federal awards when completing the review of risk posed by applicants as described in the Office of Management and Budget's Uniform Requirements for Federal Awards (2 CFR 200.206).

F. Federal Award Administration Information

1. Federal Award Notices

(a) The FTA Administrator will announce the final project selections on the FTA website. Project recipients should contact their FTA Regional Offices for additional information regarding allocations for projects under the TOD Pilot Program.

i. Pre-Award Authority

FTA will issue specific guidance to recipients regarding pre-award authority at the time of selection. FTA does not provide pre-award authority for competitive funds until projects are selected and even then, there are Federal requirements that must be met before costs are incurred. Funds under this NOFO cannot be used to reimburse applicants for otherwise eligible expenses incurred prior to FTA award of a Grant Agreement until FTA has issued pre-award authority for selected projects, or unless FTA has issued a "Letter of No Prejudice" for the project before the expenses are incurred. For more information about FTA's policy on pre-award authority, please see the most

recent Apportionment Notice at: <https://www.transit.dot.gov>.

ii. Grant Requirements

If selected, awardees will apply for a grant through FTA's Transit Award Management System (TrAMS). Recipients of TOD Pilot Program funds are subject to the grant requirements of the Section 5303 Metropolitan Planning program, including those of FTA Circular 8100.1C and Circular 5010.1E. All competitive grants, regardless of award amount, will be subject to the Congressional Notification and release process. Technical assistance regarding these requirements is available from each FTA regional office.

2. Administrative and National Policy Requirements

i. Planning

FTA encourages applicants to notify the appropriate metropolitan planning organizations in areas likely to be served by the funds made available under this program. Selected projects must be incorporated into the unified planning work programs of metropolitan areas before they are eligible for FTA funding or pre-award authority.

ii. Standard Assurances

The applicant assures that it will comply with all applicable Federal statutes, regulations, executive orders, directives, FTA circulars, and other Federal administrative requirements in carrying out any project supported by the FTA grant. The applicant acknowledges that it is under a continuing obligation to comply with the terms and conditions of the grant agreement issued for its project with FTA. The applicant understands that Federal laws, regulations, policies, and administrative practices might be modified from time to time and may affect the implementation of the project. The applicant agrees that the most recent Federal requirements will apply to the project, unless FTA issues a written determination otherwise. The applicant must submit the Certifications and Assurances before receiving a grant if it does not have current certifications on file.

iii. Disadvantaged Business Enterprise

FTA requires that its recipients receiving planning, capital, and/or operating assistance that will award prime contracts exceeding \$250,000 in FTA funds in a Federal fiscal year comply with Department of Transportation Disadvantaged Business Enterprise (DBE) program regulations (49 CFR part 26). Applicants should expect to include any funds awarded,

excluding those to be used for vehicle procurements, in setting their overall DBE goal.

3. Reporting

Post-award reporting requirements include submission of Federal Financial Reports and Milestone Progress Reports in FTA's electronic grants management system on a quarterly basis. Applicant should include any goals, targets, and indicators referenced in their application to the project in the Executive Summary of the TrAMS application. Awardees must also submit copies of the substantial deliverables identified in the work plan to the FTA regional office at the corresponding milestones.

As part of completing the annual certifications and assurances required of FTA grant recipients, a successful applicant must report on the suspension or debarment status of itself and its principals. If the award recipient's active grants, cooperative agreements, and procurement contracts from all Federal awarding agencies exceeds \$10,000,000 for any period of time during the period of performance of an award made pursuant to this Notice, the recipient must comply with the Recipient Integrity and Performance Matters reporting requirements described in Appendix XII to 2 CFR part 200."

G. Federal Awarding Agency Contacts

For program-specific questions, please contact April McLean-McCoy, Office of Planning and Environment, (202) 366-7429, email: April.McLeanMcCoy@dot.gov. A TDD is available at 1-800-877-8339 (TDD/FIRS). Any addenda that FTA releases on the application process will be posted at <https://www.transit.dot.gov/TODPilot>. To ensure applicants receive accurate information about eligibility or the program, the applicant is encouraged to contact FTA directly, rather than through intermediaries or third parties. FTA staff may also conduct briefings on the FY 2021 competitive grants selection and award process upon request. Contact information for FTA's regional offices can be found on FTA's website at www.transit.dot.gov.

H. Other Program Information

This program is not subject to Executive Order 12372, "Intergovernmental Review of Federal Programs." FTA will consider applications for funding only from eligible recipients for eligible projects listed in Section C. Complete applications must be submitted through

GRANTS.GOV by 11:59 p.m. EDT on June 21, 2021.

For issues with GRANTS.GOV, please contact GRANTS.GOV by phone at 1-800-518-4726 or by email at support@grants.gov. Contact information for FTA's regional offices can be found on FTA's website at www.fta.dot.gov.

Nuria I. Fernandez,

Deputy Administrator.

[FR Doc. 2021-08662 Filed 4-23-21; 8:45 am]

BILLING CODE P

DEPARTMENT OF TRANSPORTATION

Office of the Secretary

[Docket No. DOT-OST-2018-0206]

Air Ambulance and Patient Billing Advisory Committee Matters

AGENCY: Office of the Secretary (OST), Department of Transportation (DOT).

ACTION: Notice of public meeting.

SUMMARY: The U.S. Department of Transportation (Department) announces a public meeting of the Air Ambulance and Patient Billing (AAPB) Advisory Committee on May 27-28, 2021. The AAPB Advisory Committee will discuss the reports and recommendations of the Subcommittee on Disclosure and Distinction of Charges and Coverage for Air Ambulance Services, Subcommittee on Prevention of Balance Billing, and Subcommittee on State and DOT Consumer Protection Authorities.

DATES: The AAPB Advisory Committee will hold a virtual meeting on May 27-28, 2021, from 10:00 a.m. to 5:30 p.m., Eastern Daylight Time.

ADDRESSES: The virtual meeting will be open to the public and held via the Zoom Webinar Platform. Virtual attendance information will be provided upon registration. A detailed agenda will be available on the AAPB Advisory Committee website at <https://www.transportation.gov/airconsumer/AAPB> at least one week before the meeting, along with copies of the meeting minutes after the meeting.

FOR FURTHER INFORMATION CONTACT: To register and attend this virtual meeting, please contact the Department by email at AAPB@dot.gov. Attendance is open to the public subject to any technical and/or capacity limitations. For further information, contact Robert Gorman, Senior Attorney, at (202) 366-9342 or by email at robert.gorman@dot.gov.

SUPPLEMENTARY INFORMATION:

I. Background

The FAA Reauthorization Act of 2018 requires the Secretary of Transportation,

in consultation with the Secretary of Health and Human Services, to establish an advisory committee to review options to improve the disclosure of charges and fees for air medical services, better inform consumers of insurance options for such services, and protect consumers from balance billing. On September 12, 2019, the Department announced the creation of the AAPB Advisory Committee.

The AAPB Advisory Committee held a public meeting on January 15-16, 2020. At that meeting, the AAPB Advisory Committee gathered information about the air ambulance industry, air ambulance costs and billing, and insurance and air ambulance payment systems. The AAPB Advisory Committee also discussed disclosure and separation of charges, cost shifting, and balance billing.

On February 4, 2020, the Department established three Subcommittees: (1) The Subcommittee on Disclosure and Distinction of Charges and Coverage for Air Ambulance Services; (2) the Subcommittee on Prevention of Balance Billing, and (3) the Subcommittee on State and DOT Consumer Protection Authorities. On January 11, 2021, the Subcommittees filed reports and draft recommendations for the full Committee's review. The reports are available for public review on the AAPB Advisory Committee's docket, DOT-OST-2018-0206.

II. Summary of the Agenda

During the May 27-28 meeting, AAPB Advisory the Committee will deliberate on the Subcommittees' reports and recommendations. A more detailed agenda will be made available at least one week before the meeting at <https://www.transportation.gov/airconsumer/AAPB>.

III. Public Participation

The meeting will be open to the public and attendance may be limited due to virtual meeting constraints. To register, please send an email to the Department as set forth in the **FOR FURTHER INFORMATION CONTACT** section. The Department is committed to providing equal access to this meeting for all participants. If you need alternative formats or services because of a disability, such as sign language interpreter or other ancillary aids, please contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section.

Members of the public may also present written comments at any time. The docket number referenced above (DOT-OST-2018-0206) has been established for committee documents,

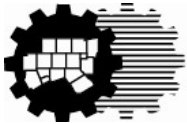
Air Quality Funding Recommendations Related to the Environmental Protection Agency (EPA) National Clean Diesel Funding Assistance Program

Regional Transportation Council Meeting

June 10, 2021

Jason Brown

Principal Air Quality Planner



**North Central Texas
Council of Governments**



Available Funding

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

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

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

[^] Pending RTC approval of applications contained within this item.

Eligibility and Selection

	Bucket 1	Bucket 2	Bucket 3
Eligibility	Operate in Required Geographic Area		
	Clean Fleet Policy Adoption Purpose: Reserve Funding for Fleets that are Engaged Beyond Grant Opportunities; Consistent with RTC Adoption of Clean Fleet Policy		
Scoring Criteria	Cost Per Ton NO _x Emissions Reduced 75% Purpose: Maximize Emissions Reductions		
	Subrecipient Oversight Criteria 25% Purpose: Balance Project Benefits with Administrative Burden		Location and Oversight Criteria 25% Purpose: Balance Project Benefits with Administrative Burden

Bucket 1 - Summary of Applications

Applicant	Activities Requested	Applicant Eligible	Activities Eligible	Funds Requested	Recommended	
					Activities	Funds
City of Dallas	6	Yes	6	\$385,704	6	\$385,704
Funds Remaining after Recommended Subaward*						\$109,116

Refer to Electronic Item 3.2.2 for more details.

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

Bucket 2 and Bucket 3 - Summary of Applications

Bucket 2

Applicant	Activities Requested	Applicant Eligible	Activities Eligible	Funds Requested	Recommended	
					Activities	Funds
DHL Supply Chain	2	Yes	2	\$314,340	2	\$314,340
Jack Cooper Transport	1	Yes	1	\$288,730	1	\$288,730
PACCAR Leasing	1	Yes	1	\$154,915	1	\$154,915
Funds Remaining after Recommended Subaward*					\$1,321,690	

Bucket 3

No Applications Received; EPA Funds Remaining \$960,225*

Refer to Electronic Item 3.2.3 for more details.

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

Schedule

Milestone	Estimated Timeframe
STTC Action to Recommend Subaward and Rebate	May 28, 2021
RTC Approval of Recommended Subaward and Rebate	June 10, 2021
Executive Board Authorization	June 24, 2021
Next Interim Application Deadline (Rolling 90-Day Deadline until All Funds Awarded or Final Application Deadline Reached)	July 9, 2021
Final Application Deadline	October 8, 2021
Project Implementation Deadline	February 26, 2023*

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

Action Requested

Recommend RTC Approval of Subaward and Rebate Recommended Awards:

Bucket 1 - Clean Fleets North Texas 2020

\$385,704 to the City of Dallas to Replace Six Dump Trucks

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

Bucket 2 - North Texas Emissions Reduction Project 2020

\$314,340 to DHL Supply Chain to Replace Two Terminal Tractors;

\$288,730 to Jack Cooper Transport to Replace One Class 6-7 Truck;

\$154,915 to Paccar Leasing to Replace One Class 6-7 Truck

For More Information

Amy Hodges

Principal Air Quality Planner

817-704-2508

AHodges@nctcog.org

Jason Brown

Principal Air Quality Planner

817-704-2514

JBrown@nctcog.org

Lori Clark

Program Manager

DFW Clean Cities Coordinator

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LClark@nctcog.org

Chris Klaus

Senior Program Manager

817-695-9286

CKlaus@nctcog.org

Website

www.nctcog.org/aqfunding

North Texas Emissions Reduction Project Call For Projects Funding Recommendations

Projects Recommended for Funding - NTERP

Applicant	Activity	Old Vehicle/Equipment Information							New Vehicle/Equipment Information (Model Year 2019 or Newer)			Maximum Allowed Funding Level	Recommended Grant Amount				NO _x Benefits		Scoring Criteria					Other Environmental Benefits		
		Type	Class/Equipment	Engine Year	Fuel Type	Annual Fuel Usage (gal)	Annual Mileage	Annual Usage Hours	Model Year	Fuel Type	Total Cost		Requested Rebate Amount	EPA 2019 Funds	Total Rebate Award	Local Match	NO _x Tons Reduced Over 6 Years*	Cost Per Ton of NO _x Reduced	Cost per Ton Rank (Max 1 Points)	Cost Per Ton NO _x Tier (Max 64 Points)	Score: Cost Per Ton NO _x Reduced (Max 75 Points)	Score: Subrecipient Oversight (Max 25 Points)	Total Score	HC Reduced Over 6 Years*	CO Reduced Over 6 Years*	CO ₂ Reduced Over 6 Years*
Exel Inc., dba DHL Supply Chain	1	Nonroad	Terminal Tractor	2001	Diesel	7,791	8,645	4,368	2021	Electric	\$349,266	45%	\$157,170	\$157,170	\$157,170	\$192,096	25.71	\$6,114	1	64	65	24.5	89.5	0.05	0.53	294
Exel Inc., dba DHL Supply Chain	1	Nonroad	Terminal Tractor	2010	Diesel	5,194	NA	6,112	2021	Electric	\$349,266	45%	\$157,170	\$157,170	\$157,170	\$192,096	10.60	\$14,833	1	64	65	24.5	89.5	0.05	0.46	294
Jack Cooper Transport Company, LLC	1	On-Road	Class 6-7 Truck	2005	Diesel	5,019	NA	NA	2021	Electric	\$641,622	45%	\$288,730	\$288,730	\$288,730	\$352,892	2.03	\$142,583	1	50	51	24.5	75.5	0.17	0.46	294
Paccar Leasing Company	1	On-Road	Class 6-7 Truck	2015	Diesel	2,500	20,000	NA	2021	Electric	\$344,256	45%	\$154,915	\$154,915	\$154,915	\$189,341	0.13	\$1,189,825	1	10	11	24.5	35.5	0.01	0.05	169
Total Projects											\$1,684,410	\$757,985	\$757,985	\$926,426	38.46	\$1,353,355						0.29	1.50	1.050		

Awarded Projects - NTERP

Applicant	Activity	Old Vehicle/Equipment Information							New Vehicle/Equipment Information (Model Year 2019 or Newer)			Maximum Allowed Funding Level	Recommended Grant Amount				NO _x Benefits		Scoring Criteria					Other Environmental Benefits		
		Type	Class/Equipment	Engine Year	Fuel Type	Annual Fuel Usage (gal)	Annual Mileage	Annual Usage Hours	Model Year	Fuel Type	Total Cost		Requested Grant Amount	EPA 2019 Funds	Total Grant Award	Local Match	NO _x Tons Reduced Over 6 Years*	Cost Per Ton of NO _x Reduced	Cost per Ton Rank (Max 1 Points)	Cost Per Ton NO _x Tier (Max 64 Points)	Score: Cost Per Ton NO _x Reduced (Max 75 Points)	Score: Subrecipient Oversight (Max 25 Points)	Total Score	HC Reduced Over 6 Years*	CO Reduced Over 6 Years*	CO ₂ Reduced Over 6 Years*
Alliance Aviation Services	1	Nonroad	Airport Support Equipment	2005	Diesel	4354	NA	558	2020	Electric	\$120,856	45%	\$54,385	\$54,385	\$54,385	\$66,471	0.59	\$92,303	1.00	55.00	56	25	81	0.05	0.53	293.90
Alliance Aviation Services	1	Nonroad	Airport Support Equipment	2007	Diesel	4354	NA	500	2020	Electric	\$120,856	45%	\$54,385	\$54,385	\$54,385	\$66,471	0.53	\$103,237	1.00	50.00	51	25	76	0.05	0.46	293.90
Paccar Leasing Company	1	On-Road	Class 6-7 Service Truck	2001	Diesel	1,500	5000	NA	2021	Electric	\$359,011	45%	\$161,555	\$161,555	\$161,555	\$197,456	0.36	\$442,859	1.00	10.00	11	25	36	0.08	0.18	101.25
Total Projects											\$600,723	\$270,325	\$270,325	\$330,398	1.48	\$638,399						0.18	1.17	689.04		

Funds Available for Call for Projects

\$2,350,000

Total Funds Recommended for Award

\$1,028,310

Balance Available for Future Project Solicitation

\$1,321,690

EPA = Environmental Protection Agency

NO_x = Nitrogen Oxides; PM2.5 = Particulate Matter Less Than 2.5 Micrometers; HC = Hydrocarbons; CO = Carbon Monoxide; CO₂ = Carbon Dioxide

B5 = 5% Biodiesel blend; B20 = 20% Biodiesel blend; ULSD = Ultra-Low Sulfur Diesel; CNG = Compressed Natural Gas

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

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

***The Federal Highway Administration (FHWA) produced cost effectiveness tables for projects funded by Congestion Mitigation Air Quality funds. The values used in the tiers reference data related to the low, median, and high cost-effectiveness projects for nitrogen oxide emissions reduction. See

https://www.fhwa.dot.gov/environment/air_quality/cmaq/reference/cost_effectiveness_tables/.

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



FY2022 and FY2023
Unified Planning Work Program for
Regional Transportation Planning

Regional Transportation Council
June 10, 2021

Unified Planning Work Program for Regional Transportation Planning

Required by Fixing America's Surface Transportation (FAST) Act

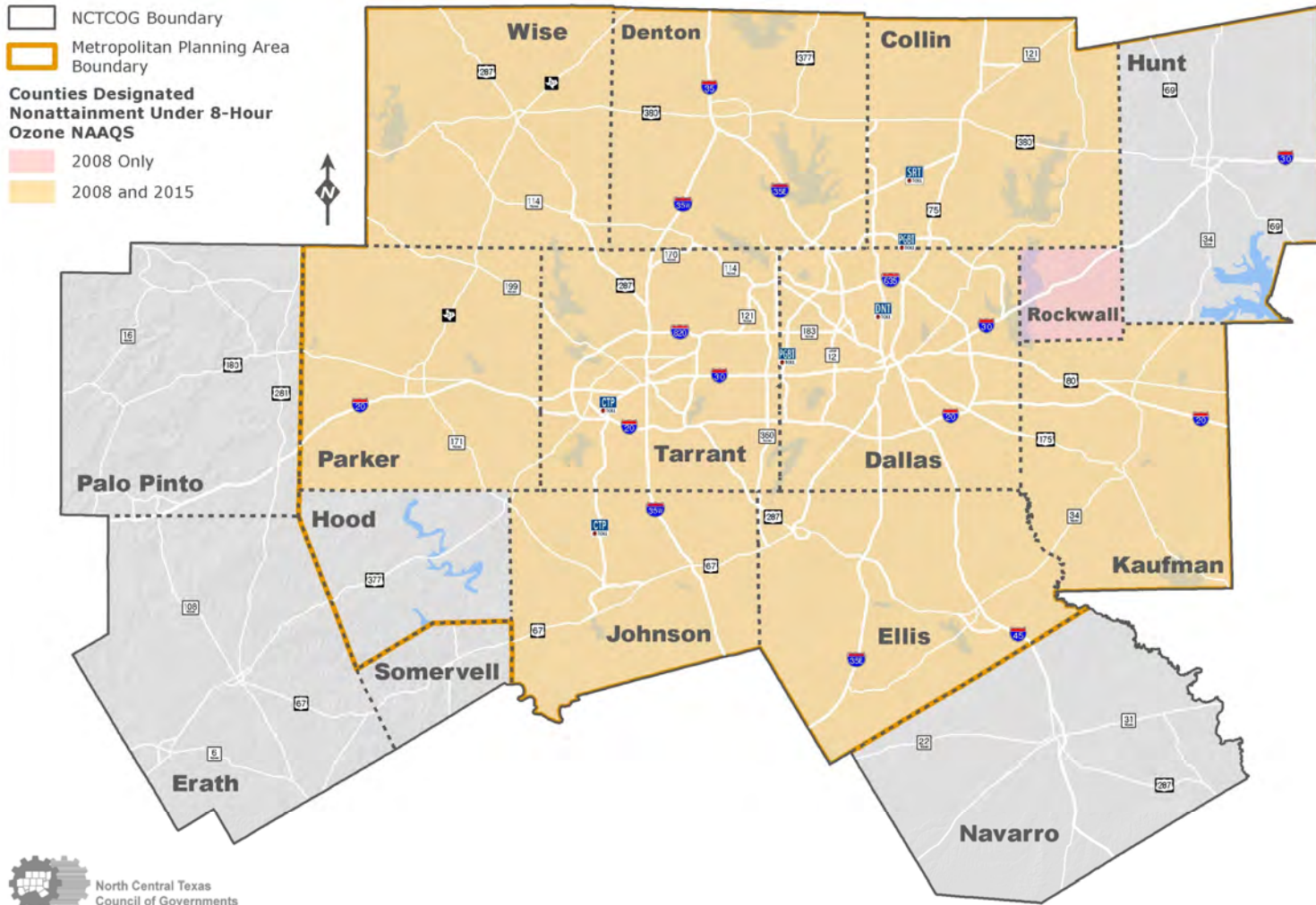
Summarizes Annual MPO Funding

Addresses Regional and Local Issues

Inventories Planning and Programming Activities

Allocates Available Funds to Specific Tasks

Transportation and Air Quality Planning Areas



Five Major Tasks

Task 1 – Administration and Management

Task 2 – Transportation Data Development and Maintenance

**Task 3 – Short-Range Planning and Programming, and Air Quality
and Transit Operations**

Task 4 – Metropolitan Transportation Plan

Task 5 – Special Studies and System Operations

Local Government/Agency Submittals

47 Submittals Received

16 Agencies Submitted Projects:

Town of Addison; Cities of Cedar Hill, Dallas, and Plano; Collin County and the Cities of Frisco, Plano, Richardson, Allen, McKinney, Wylie, and Garland; DFW Airport; Denton County Transportation Authority; Trinity Metro; Oncor; and Texas A&M Transportation Institute

33 Projects Recommended for Inclusion

14 Projects Not Recommended for Inclusion

FY2022 and FY2023 Major Planning Initiatives

Update of Mobility 2045

2023-2026 Transportation Improvement Program

Air Quality Conformity Analysis

Transportation Asset Management

Data Collection/Travel Model Enhancements

Automated Vehicle Technology

High-Speed Passenger Technology

Regional Automated Transportation System Initiatives (People Mover)

Freight Planning/Regional Railroad Information System

FY2022 and FY2023 Major Planning Initiatives (cont'd)

Integrated Planning for Regional Transportation, Urban Development, and Stormwater Management

Case Studies of Mixed-use Developments

Comprehensive Transit Studies

Bicycle/Pedestrian Plans

Corridor/Area Studies

Travel Demand Management Study

Understanding Public Return on Investment of Transportation Infrastructure

Regional Greenhouse Gas Emissions Inventory

Support for Regional Military Installations

Emphasis on Performance-Based Planning

FY2022 and FY2023 TPF Funding Summary

FY2022 and FY2023 US FTA (5303)	\$ 6,221,628
FY2022 and FY2023 US FHWA (Estimated PL)	\$16,926,430
FY2021 US FHWA (Estimated PL-Carryover)	<u>\$ 4,774,364</u>
Total Transportation Planning Funds	\$27,922,422
Programmed Funds	<u>\$25,171,800</u>
PL Balance to Carry Over to FY2024	\$ 2,750,622

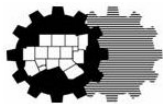
Development Schedule

February 19	Initiation of Requests for NCTCOG Assistance
February 19	STTC Notification of UPWP Development
March 2	RTC Notification of UPWP Development
March 12	Project Submittals for NCTCOG Assistance Due
May 28	Draft Recommendations to STTC for Information
June 4	Draft UPWP Due to TxDOT and Concurrently Provided to STTC
June 7	Initiation of Online Outreach for Public Comment
June 10	Draft Recommendations and Document Available to RTC for Information
June 25	STTC Action on Recommended UPWP
July 8	RTC Action on Recommended UPWP
July 22	Executive Board Action on Recommended UPWP
July 30	Final UPWP Due to TxDOT

Unified Planning Work Program Contact Information

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Assistant Director of Transportation
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dkessler@nctcog.org

Vickie Alexander
Program Manager
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valexander@nctcog.org



**North Central Texas
Council of Governments
Transportation Department**

Copy of draft FY2022 and FY2023 UPWP can be found at
<https://www.nctcog.org/trans/study/unified-planning-work-program>

GoCarma Demonstration on US 75 Technology Lanes

Surface Transportation System Funding Alternatives Program \$10M

RTC commit \$925,000 in RTR East Set Aside

Federal Funds \$5M

Carma In-Kind \$4.075M

TxDOT commit to move forward with US 75 Technology Lane

Project Letting within 6 months - \$32.5M Programmed

Framework Options:

- a) Revenue payment to carpoolers
- b) Toll component for SOV's

Safety (minimize fatalities and crashes), Air Quality and Congestion Relief
(traffic signal frontage road retiming)



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

December 8, 2020

The Honorable J. Bruce Bugg, Jr.
Chairman
Texas Transportation
Commission
125 East 11th St.
Austin, TX 78701

The Honorable Laura Ryan
Commissioner
Texas Transportation
Commission
125 East 11th St.
Austin, TX 78701

The Honorable Alvin New
Commissioner
Texas Transportation
Commission
125 East 11th St.
Austin, TX 78701

The Honorable Robert Vaughn
Commissioner
Texas Transportation
Commission
125 East 11th St.
Austin, TX 78701

Dear Chairman Bugg and Commissioners Ryan, New, and Vaughn:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth (DFW) area, thank you for your leadership on transportation issues facing the State.

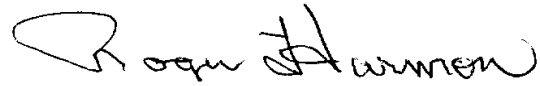
On November 12, 2020, the RTC approved the establishment of a partnership program to increase communication and foster new ideas and innovation with the Texas Transportation Commission (TTC). The partnership consists of the following six elements:

1. Formula Allocation Produces More Revenue and Has Legislative Protections
2. RTC Willingness to Program STBG Funds on the State System for Mobility, Safety and Job Creation Benefits
3. Create Project Delivery Team for New Federal Infrastructure Program
4. Create New Economic Development Program for Corporate Relocations: New Governor Abbott Program
5. Review "No Toll Environment" Considering Funding Crisis of Prop 1: Bring Back TxDOT Tolls and Apply New Tolling Policies
6. Develop New Passenger Rail/Freight Logistics Program (Legislative Component)

We look forward to reaching out to you as part of this new partnership program to enhance communications between the RTC and the TTC. If you have any questions, feel free to contact me or Michael Morris, P.E., Director of Transportation for the North Central Texas Council of Governments, at (817) 695-9241 or mmorris@nctcog.org.

December 8, 2020

Sincerely,

A handwritten signature in black ink that reads "Roger Harmon". The signature is written in a cursive style with a large, stylized initial "R".

Roger Harmon, Chair
Regional Transportation Council
County Judge, Johnson County

RH:kw
Attachment

cc: Mr. James Bass, Executive Director, TxDOT Austin
Marc Williams, P.E., Deputy Executive Director, TxDOT Austin
Bill Hale, P.E., Chief Engineer, TxDOT Austin
Brian Barth, P.E., Director of Project Planning and Development, TxDOT Austin
Mo Bur, P.E., Dallas District Engineer, TxDOT
Carl Johnson, P.E., Fort Worth District Engineer, TxDOT
Noel Paramanatham, P.E., Paris District Engineer, TxDOT
Members of the Regional Transportation Council
Michael Morris, P.E., Director of Transportation, NCTCOG

CANDIDATE ELEMENTS OF PARTNERSHIP:

1. Formula Allocation Produces More Revenue and Has Legislative Protections
2. RTC Willingness to Program STBG Funds on the State System for Mobility, Safety And Job Creation Benefits
3. Create Project Delivery Team for New Federal Infrastructure Program
4. Create New Economic Development Program for Corporate Relocations: New Governor Abbott Program
5. Review "No Toll Environment" Considering Funding Crisis of Prop 1: Bring Back TxDOT Tolls and Apply New Tolling Policies
6. Develop New Passenger Rail/Freight Logistics Program



Approved by the RTC: November 12, 2020

Memorandum



CITY OF DALLAS

DATE May 21, 2021

TO Honorable Mayor and Members of the City Council

SUBJECT **D2 Eastern End Alignment - Zone B Progress Update #2**

Background

On March 24, 2021, the City Council passed a resolution (21-433) in support of the Dallas Area Rapid Transit (DART) D2 project. The resolution included a map that broke the alignment into two zones (copy attached); Zone A, where the alignment is set with no significant changes, and Zone B, the eastern end of the alignment where discussions with DART, North Central Texas Council of Governments (NCTCOG), Texas Department of Transportation (TxDOT), Deep Ellum Foundation (DEF), and other stakeholders are continuing. The goal of these continued discussions is to optimize the project's interface in that area regarding any necessary modifications, refinements and/or enhancements to the project. Further, Section 6 of the resolution contained a provision for elected and appointed officials of the City, DART, NCTCOG, and TxDOT to be briefed on a regular basis to document progress and stakeholder feedback.

Progress

The first progress memorandum to City Council on [April 23, 2021](#) provided information on the creation of a work plan and schedule. Since then, the City, DART, NCTCOG, and TxDOT staff have been coordinating to develop agreed-upon evaluation criteria and identifying east end alternatives that will be further refined before evaluation and scoring. Staff and leaders from these agencies met on May 7, 2021 to review the draft evaluation parameters, criteria, and preliminary alternatives developed by the agencies and stakeholders. The draft evaluation parameters are:

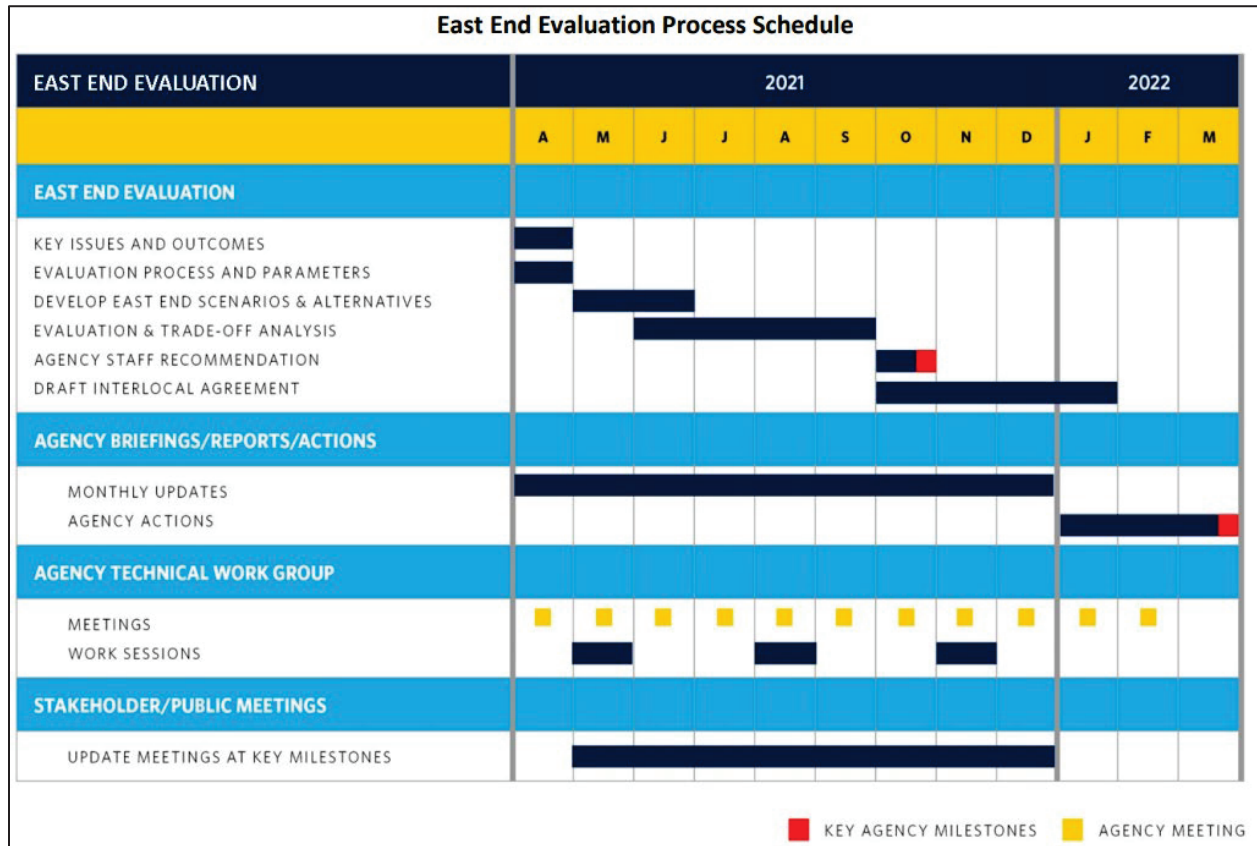
- Project Vision/Need and Purpose
- Design and Constructability
- Community, Economic, and Environmental Effects
- Transportation Effects
- Temporary (Construction) Effects
- Cost/Funding (including FTA grant implications)
- Schedule
- Support

TxDOT also provided information on where at-grade rail crossings of IH-345 would be feasible based on the alternative options for IH-345 that is planned to be presented during public meetings in June 2021.

Next Steps

The next steps that will be advanced over the coming month will involve grouping the preliminary alternatives into "families" based on common themes, finalizing the evaluation parameters, and refining the alternatives to be evaluated to ensure they meet the basic criteria like constructability and whether it fulfills the purpose of D2.

DATE May 21, 2021
 SUBJECT **D2 Eastern End Alignment - Zone B Progress Update #2**



The partner agencies are committing the necessary resources to guide this process so that evaluation of potential refinements, enhancements, and/or modifications to the Zone B eastern end of the alignment is complete by the end of September 2021 and any recommended refinements, enhancements, and/or modifications are finalized no later than December 2021. Initial public and stakeholder outreach is anticipated to occur in July 2021.


If you have questions or need additional information, please contact Ghassan Khankarli, Director of the Department of Transportation, at ghassan.khankarli@dallascityhall.com.

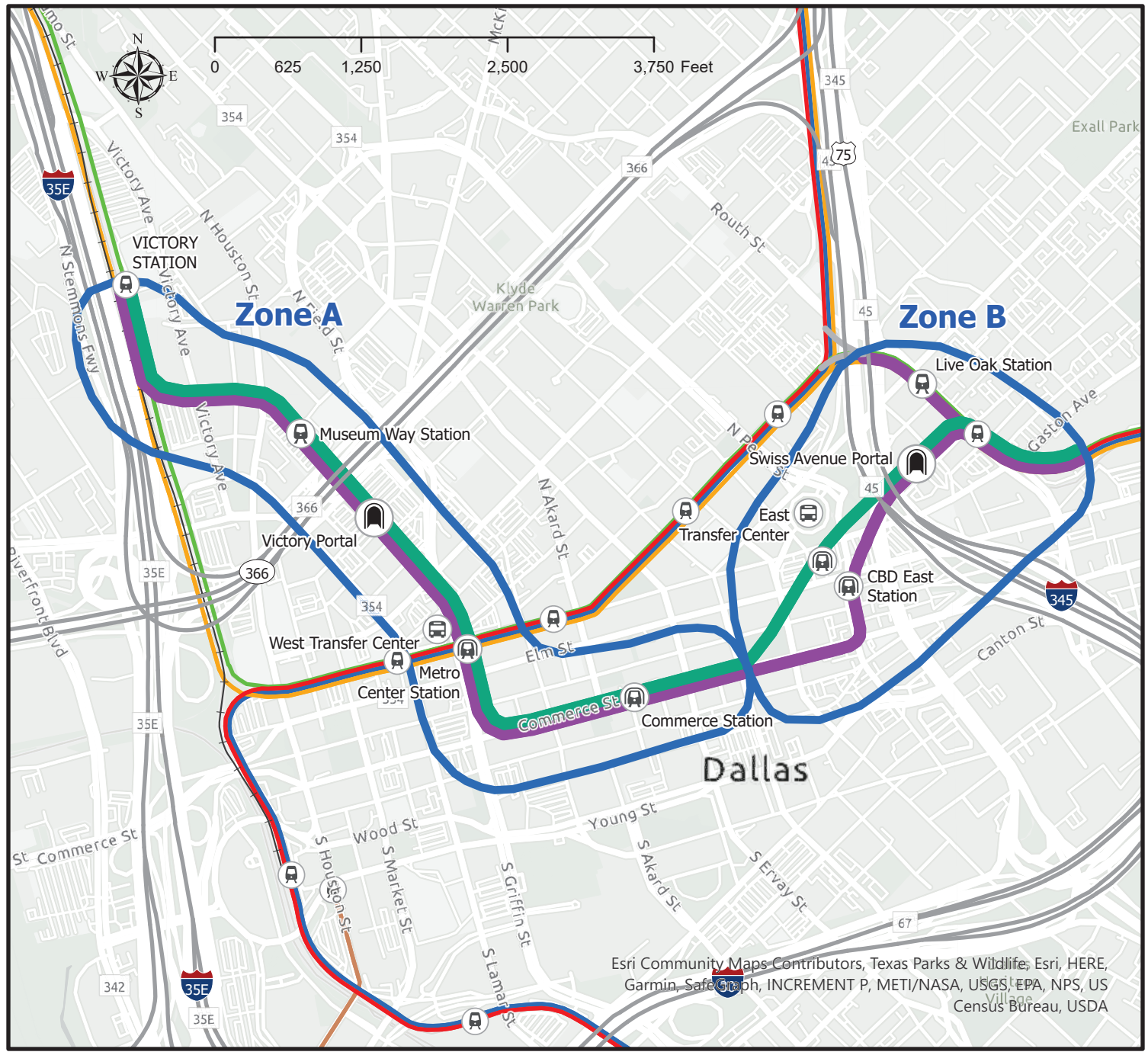
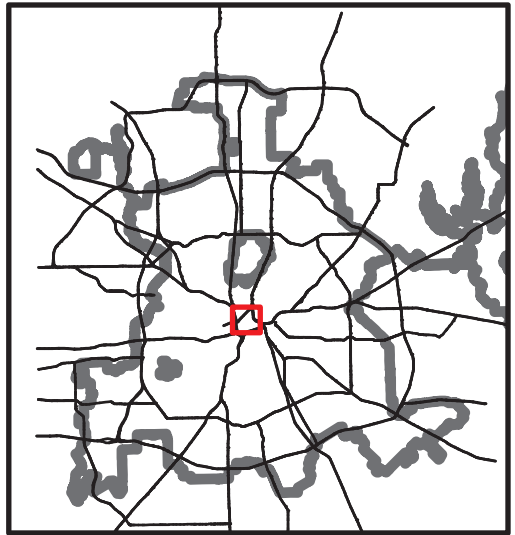
Majed Al-Ghafry, P.E.
 Assistant City Manager

[Attachment]

- c: TC Broadnax, City Manager
- Chris Caso, City Attorney
- Mark Swann, City Auditor
- Billerae Johnson, City Secretary
- Preston Robinson, Administrative Judge
- Kimberly Bizzor Tolbert, Chief of Staff to the City Manager
- Jon Fortune, Assistant City Manager
- Joey Zapata, Assistant City Manager
- Dr. Eric A. Johnson, Chief of Economic Development and Neighborhood Services
- M. Elizabeth Reich, Chief Financial Officer
- M. Elizabeth (Liz) Cedillo-Pereira, Chief of Equity and Inclusion
- Directors and Assistant Directors

Attachment 1 DART D2 Project Council District 2, 14

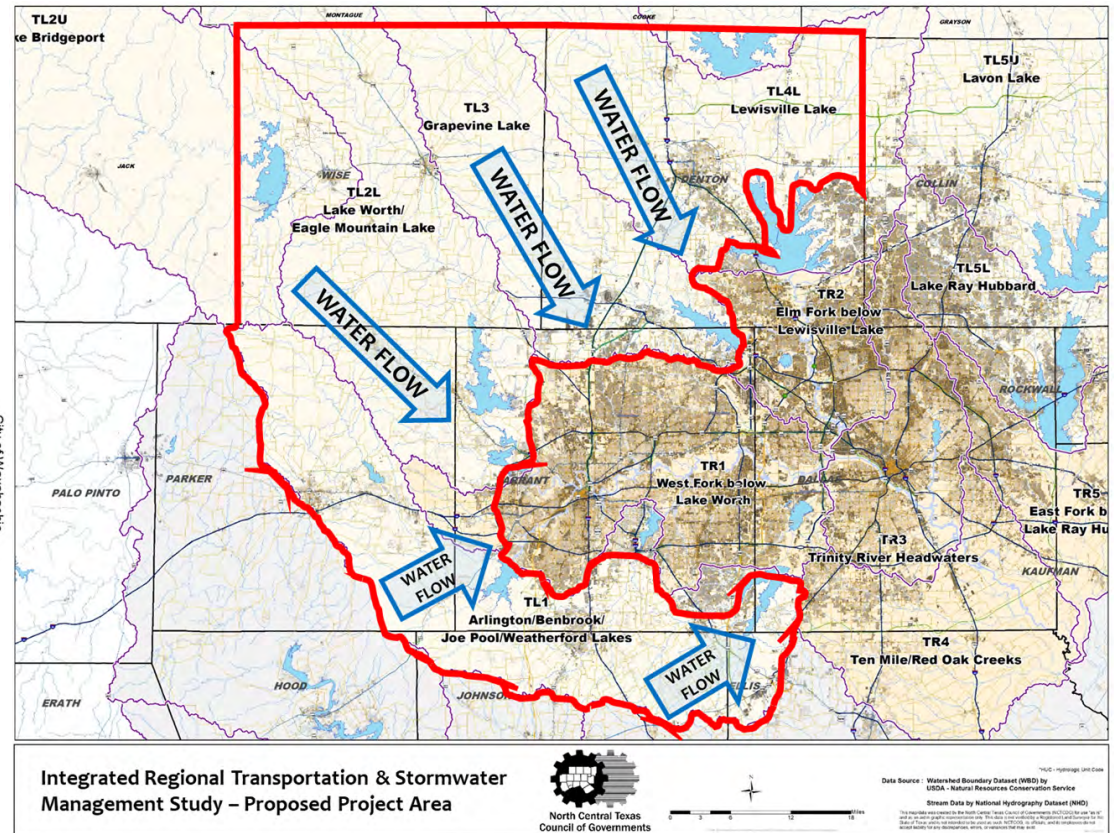
- █ Locally Preferred Alternative - City Council Resolution September 2017
 - █ DART's Current Proposed Alternative
- | | | |
|---|---|---|
| █ BLUE LINE | █ RED LINE |  TRINITY RAILWAY |
| █ GREEN LINE | █ MCKINNEY AVENUE TROLLEY | |
| █ ORANGE LINE | █ DALLAS STREETCAR | |



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

Integrated Regional Transportation & Stormwater Management Study

Comprehensive, collaborative planning to assess existing/future areas vulnerable to flooding, dissolve “silos”, and improve delivery of consolidated adaptive infrastructure **before** population growth, urban development, and levels of service make addressing these issues more difficult and costly.



CHANGING MOBILITY

DATA, INSIGHTS, AND DELIVERING
INNOVATIVE PROJECTS DURING COVID
RECOVERY

Regional Transportation Council
June 2021

Michael Morris, P.E.
Director of Transportation

TRAVEL BEHAVIOR BY MODE



Bicycle/Pedestrian (+24%, April)



Freeway Volumes (-4%, April)

Toll Roads (-6%, March)

Airport Passengers (-22%, April)

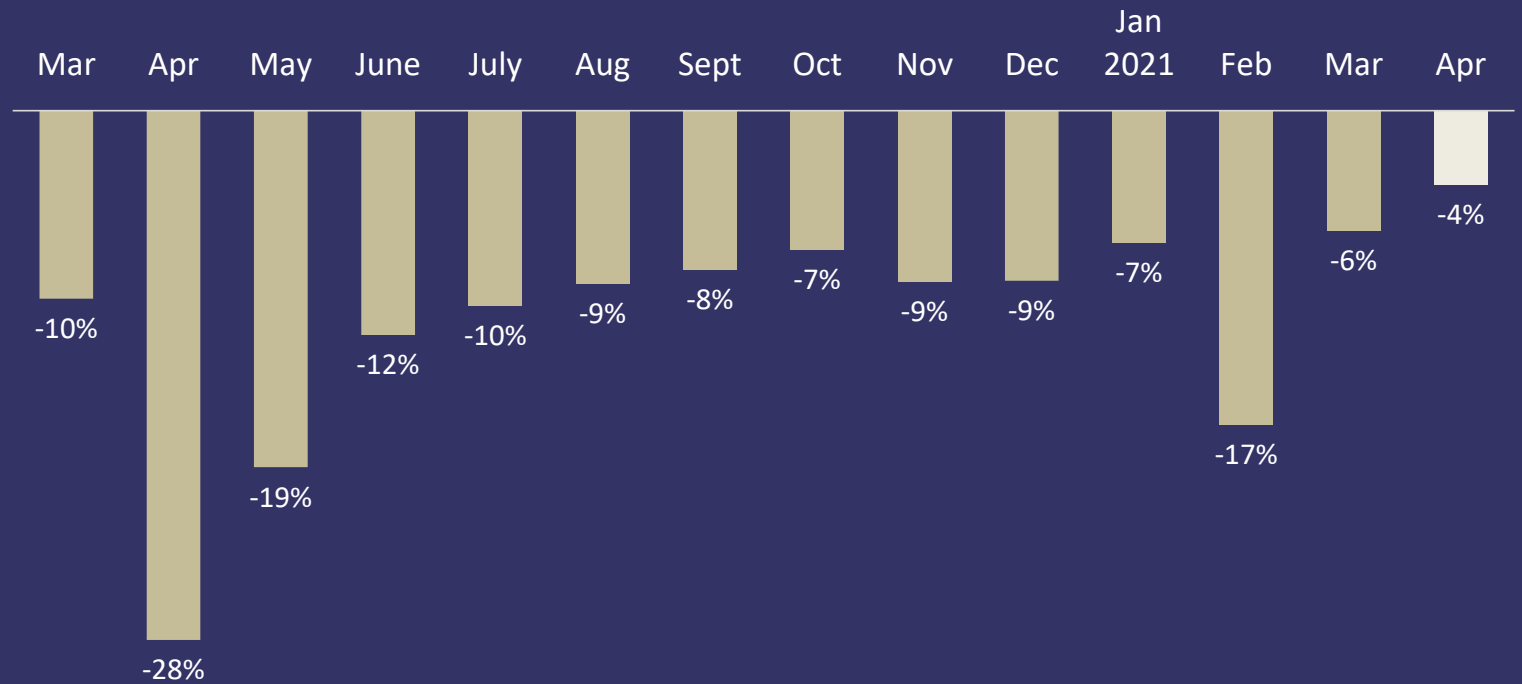
Transit Ridership (-50%, March)



ROADWAY TRENDS

Average
Weekday
Freeway
Volumes

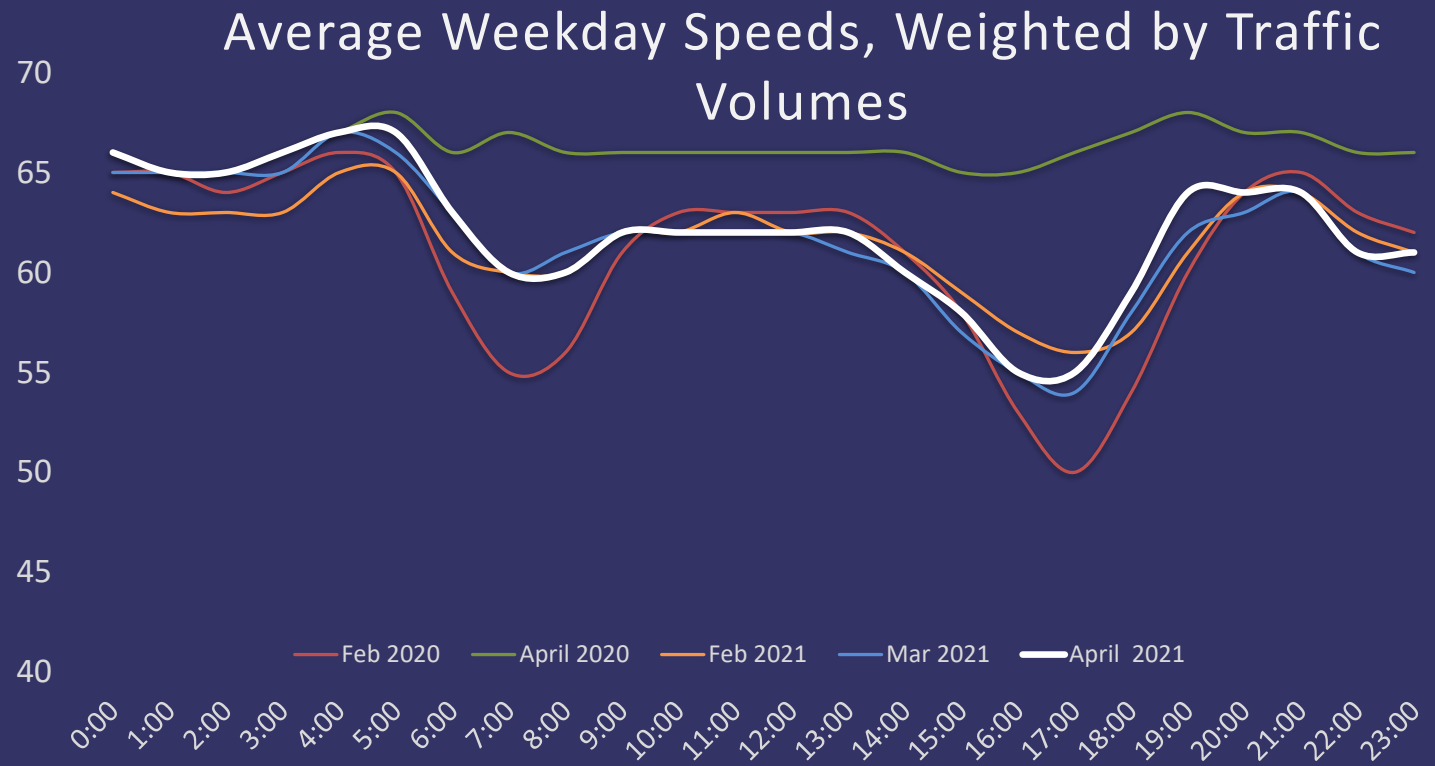
Traffic Decrease vs Baseline



Source: TxDOT Dallas/TxDOT Fort Worth Radar Traffic Counters. As of October, growth calculated based on Fort Worth
Note: Baseline is March 2019-February 2020.
Note: Drop in freeway volumes in Feb 2021 due in large part to week-long winter storm.

ROADWAY TRENDS

Regional Average
Freeway Speeds

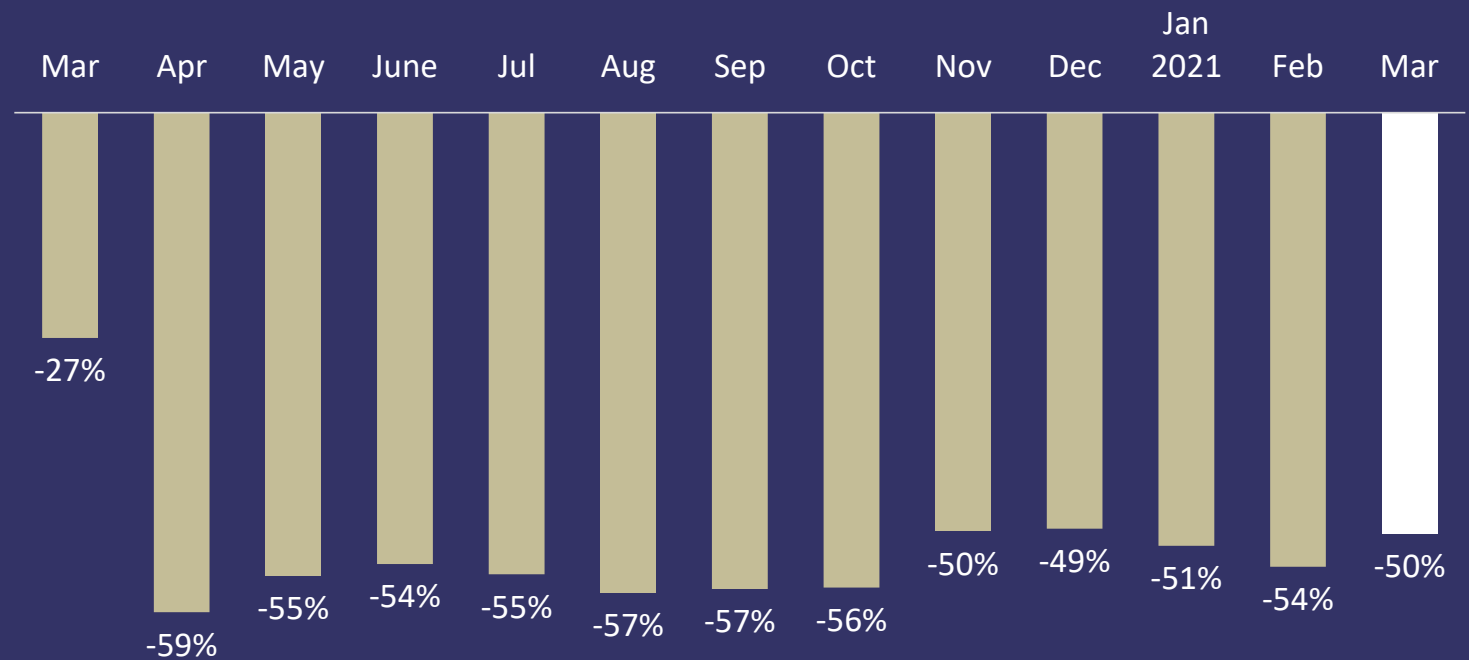


Source: TxDOT Sidefire Devices

TRANSIT IMPACTS

Weekday Ridership

Passenger Decrease vs Baseline



Source: DART, DCTA, and Trinity Metro

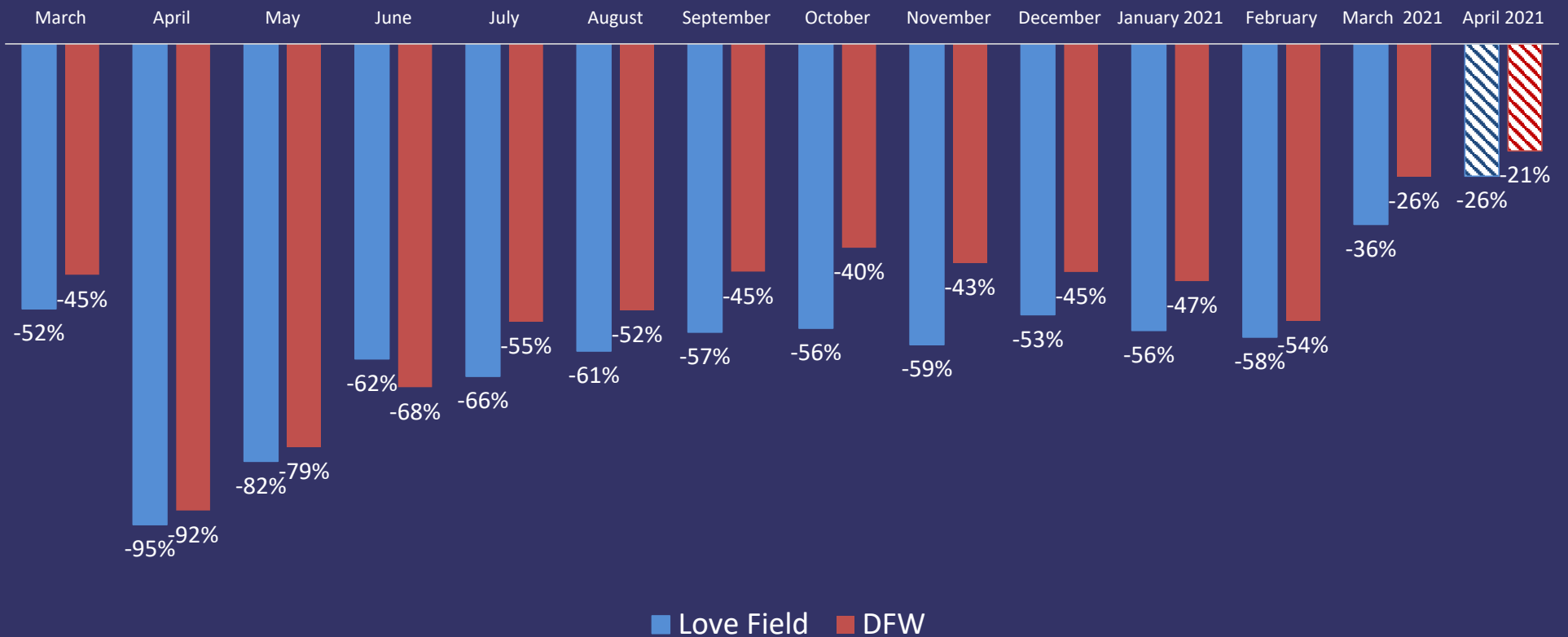
Note: Baseline is March 2019-February 2020.

Note: Transit ridership impacted in Feb 2021 by week-long winter storm.

AIRPORT TRENDS

Passengers

Change in Airport Passengers vs Baseline

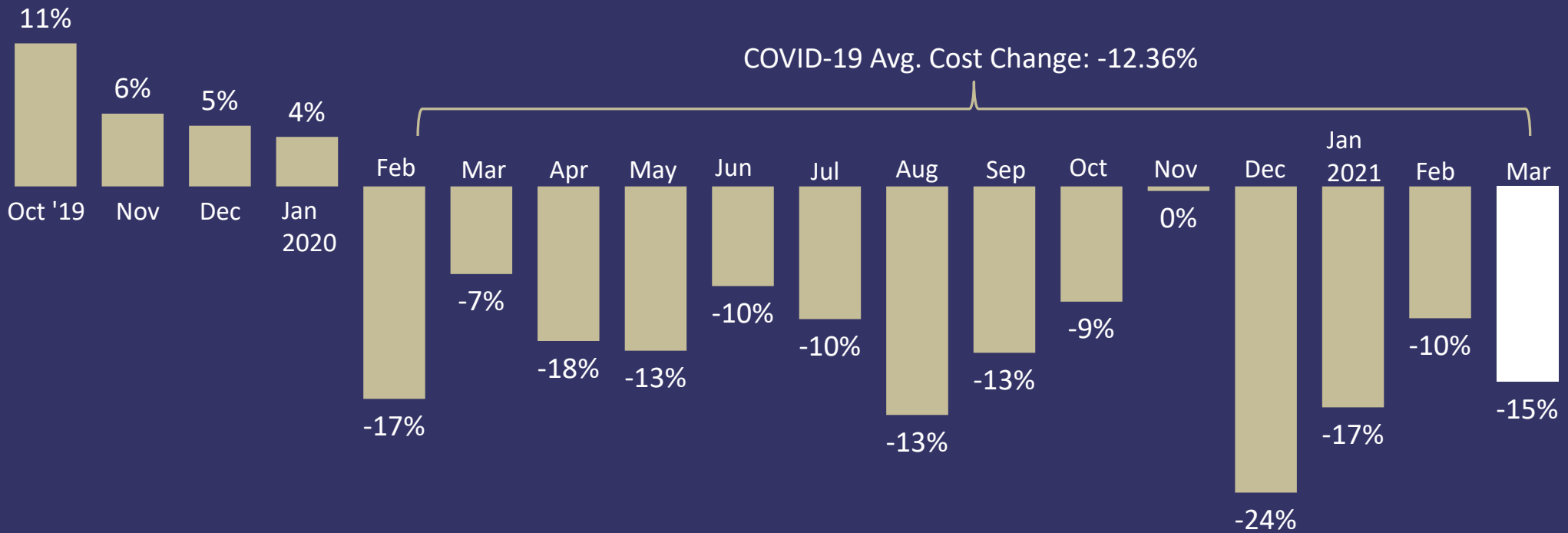


Source: Dallas Love Field and DFWIA Websites
Note: Baseline is March 2019-February 2020.

CONSTRUCTION COST CHANGES

October 2019 to March 2021

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



Sources: TxDOT Connect and Monthly TxDOT Letting Reports

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

DASHBOARD PLATFORM

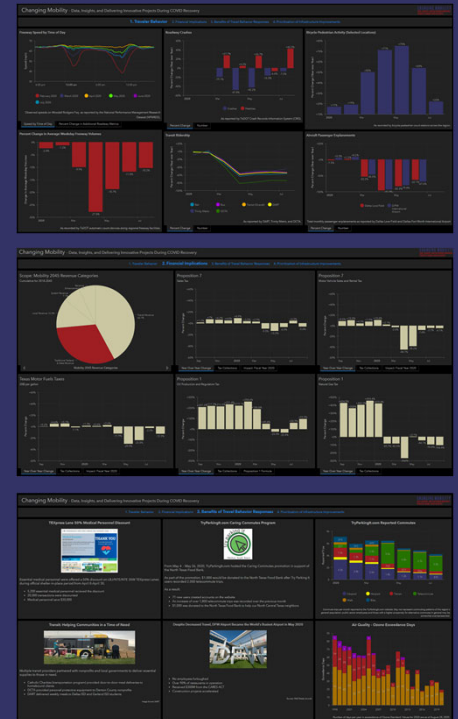
www.nctcog.org/pm/covid-19

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

Replicates material presented to committees with enhanced interactivity

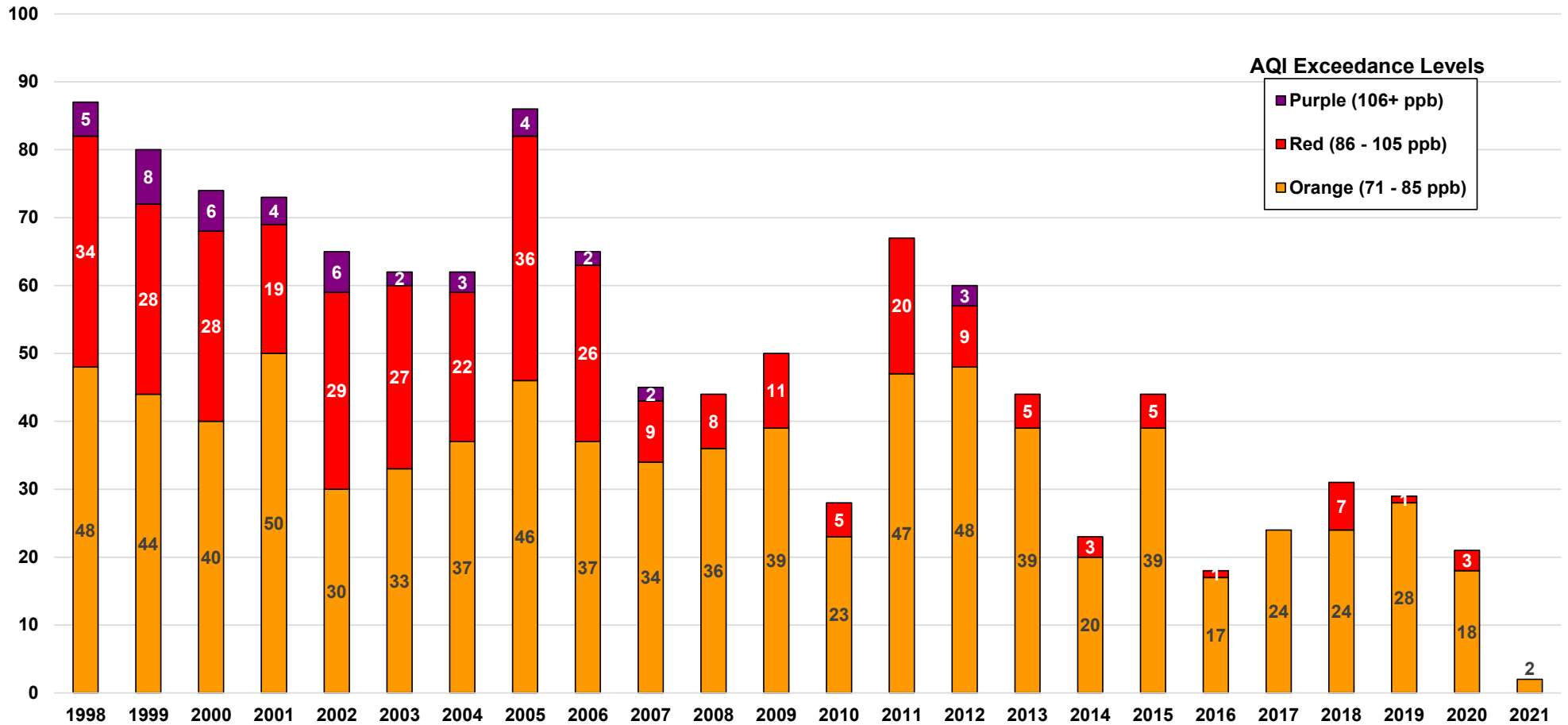
Separate dashboard for each metric tracked

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



8-HOUR OZONE NAAQS HISTORICAL TRENDS

Based on ≤ 70 ppb (As of June 1, 2021)



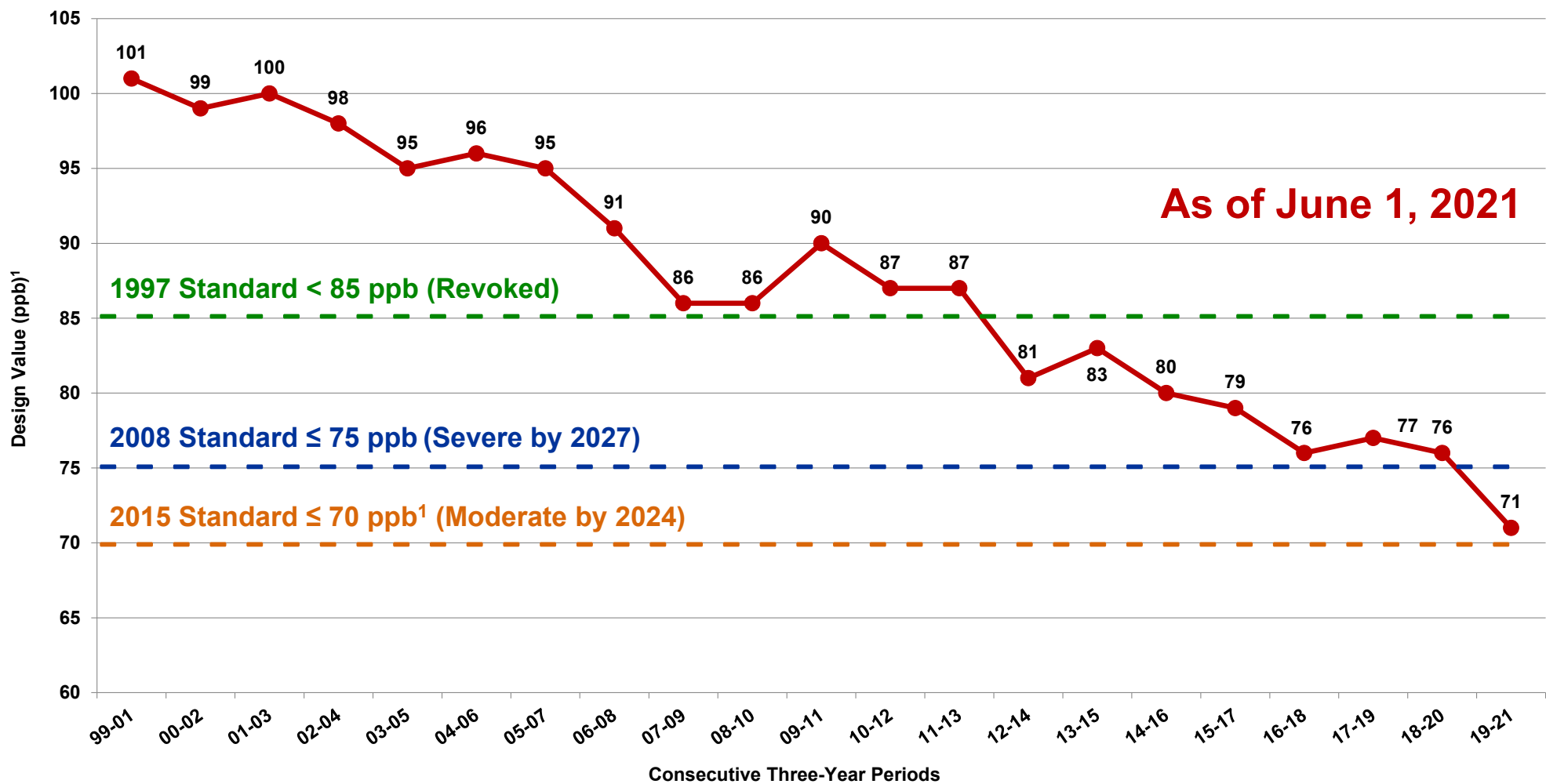
AQI Exceedance Levels

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

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

Source: TCEQ, http://www.tceq.state.tx.us/cqi-bin/compliance/monops/8hr_monthly.pl
 ppb = parts per billion

8-HOUR OZONE NAAQS HISTORICAL TRENDS



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

FOR MORE INFORMATION

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817-695-9286

VIVEK THIMMAVAJJHALA
Transportation System Modeler II
vthimmavajjhala@nctcog.org
817-704-2504

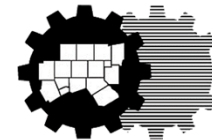
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817-608-2342

NICHOLAS VAN HAASEN
Air Quality Planner II
nvanhaasen@nctcog.org
817-608-2335

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

STATUS OF TEXAS VOLKSWAGEN ENVIRONMENTAL MITIGATION PROGRAM FUNDING

**Regional Transportation Council
June 10, 2021**

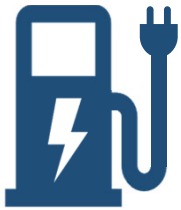


North Central Texas
Council of Governments

KEY TAKEAWAYS



NCTCOG Region Remains the Only Region That Has Exceeded Demand of All Available Funding for Diesel Replacements



NCTCOG Region Has Requested 25% of All Requested Level 2 Funds



The Majority of Level 2 Funds Requested are for Publicly Available Charging Stations

TEXAS VOLKSWAGEN ENVIRONMENTAL MITIGATION PROGRAM

Statewide Allocation	Program	DFW Area Allocation	Schedule	Status*
~\$169.5 Million	School, Shuttle, and Transit Buses	\$11,684,806	Closed	>\$17.3 Million Requested All Available Funds Awarded
	Refuse Vehicles	\$8,346,290	Closed	\$9,448,544 Requested \$3,832,085 Awarded
	Freight & Port Drayage Vehicles	\$6,677,032	Closed	\$8,765,496 Requested \$5,215,224 Awarded
	Electric Forklifts and Port Cargo-Handling Equipment	\$6,677,032	To Be Determined	
	Electric Airport Ground Support Equipment			
Ocean-Going Vessel Shore Power				
~\$35.5 Million	ZEV Infrastructure - Level 2 Rebate	\$10,465,958 (Statewide)	Open; First-Come First Served Until 9/9/2021	\$887,500 Requested \$322,500 Awarded \$10,143,458 Available
	ZEV Infrastructure – DC Fast Charge Funding	~\$25 Million (Statewide)	Possible Opening Summer/Fall 2021	

*Data reflects information posted at www.texasvwfund.org as of May 28, 2021

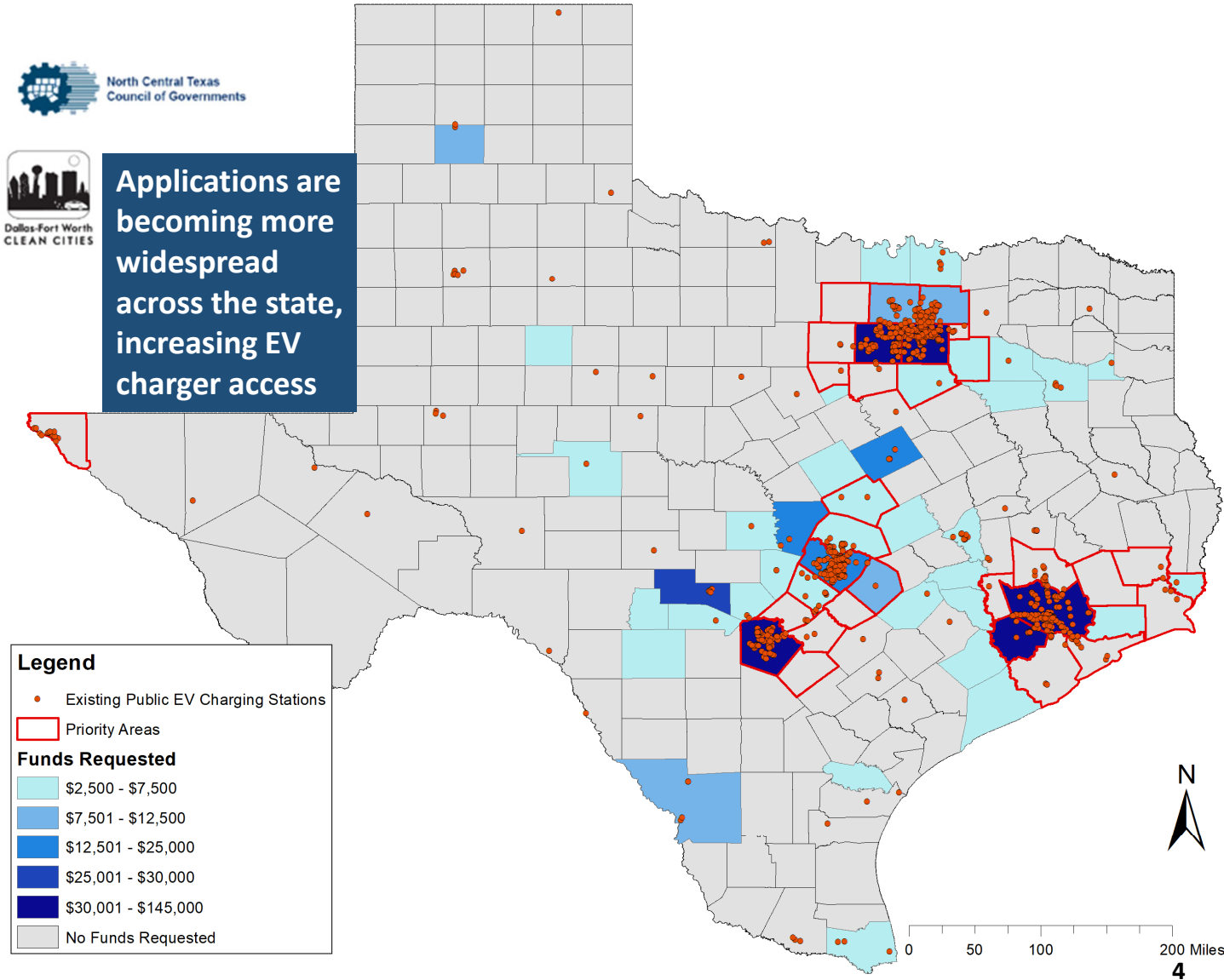
GEOGRAPHIC DISTRIBUTION OF ZEV LEVEL 2 FUNDING REQUESTS

Priority Areas

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

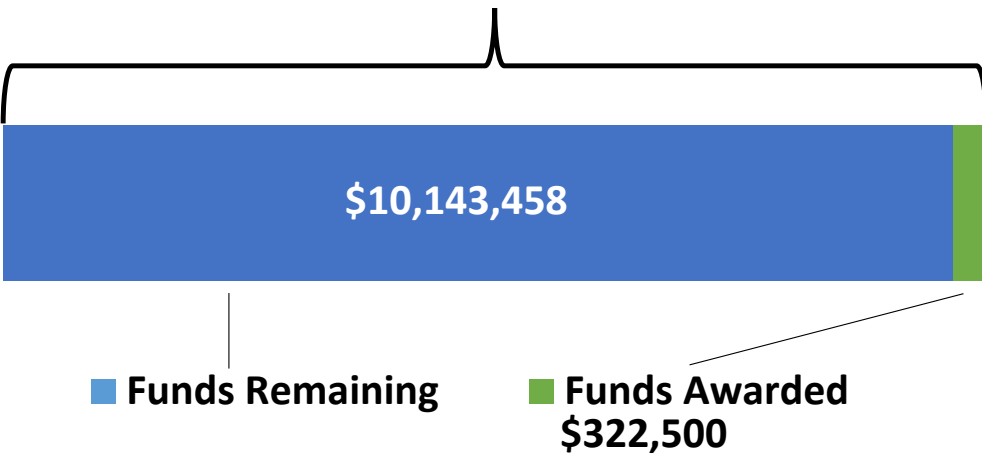


Applications are becoming more widespread across the state, increasing EV charger access



TxVEMP ZEV Infrastructure Level 2 Rebate

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

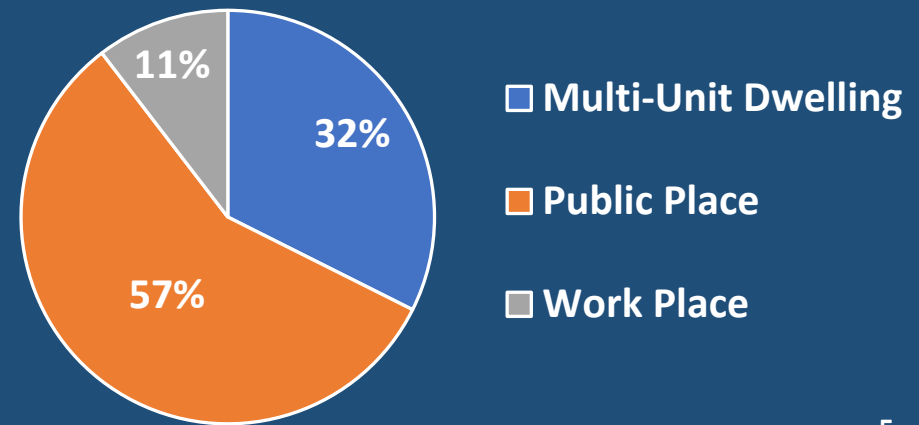


All Rebates First Come, First Served
DEADLINE: 9/9/2021 or until funds run out, whichever is first

Quick Facts

369
Charger Rebates Requested
For Total of \$887,500

Infrastructure Distribution to Date



Data reflects information posted at www.texasvfund.org as of May 28, 2021

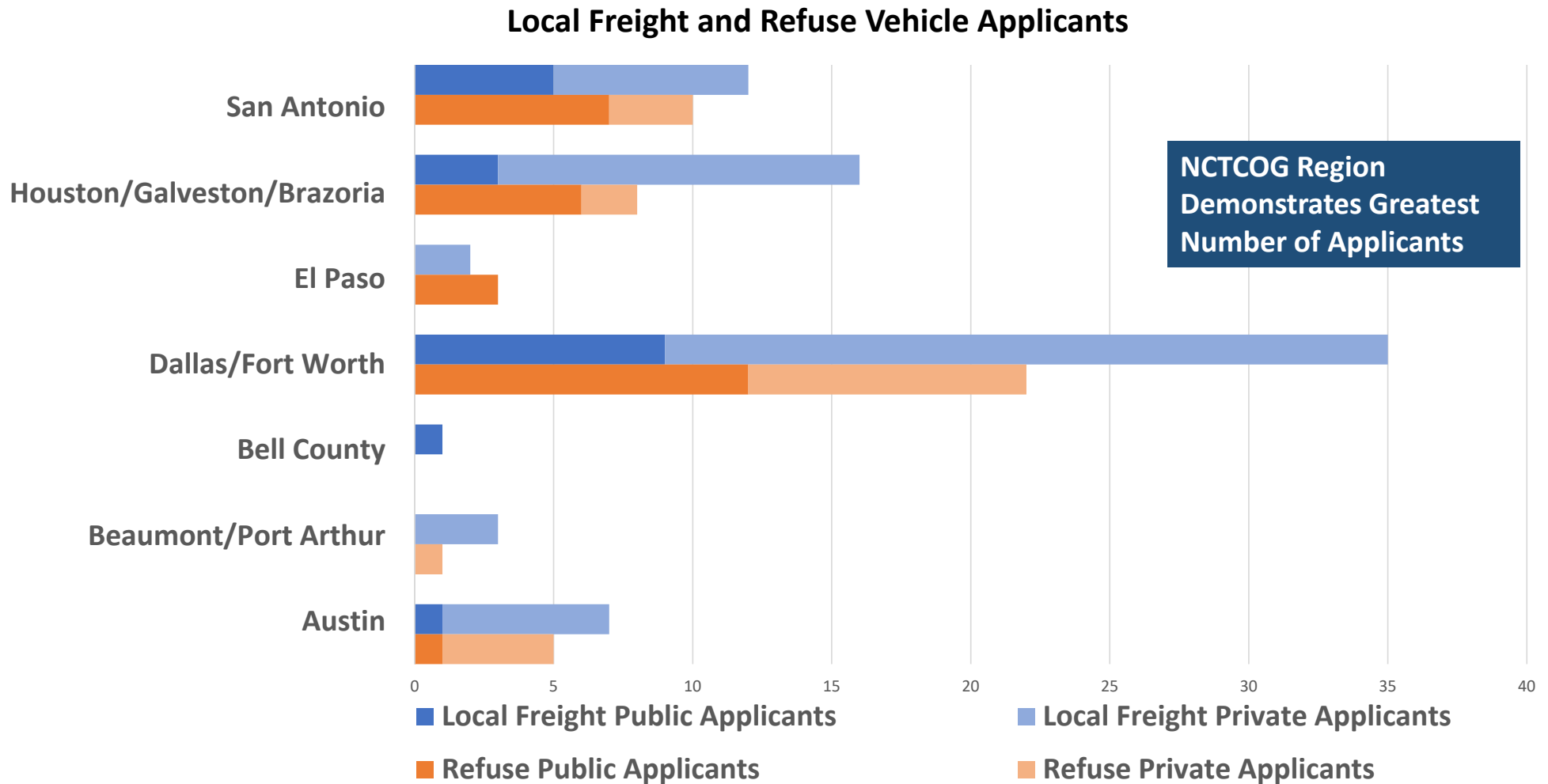
PERCENT FUNDING REQUESTED BY REGION

Percent Available Funds Requested by Funding Round



Data reflects information posted at www.texasvfund.org as of May 28, 2021

NUMBER OF APPLICANTS BY REGION



Data reflects information posted at www.texasvfund.org as of May 28, 2021

FOR MORE INFORMATION

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

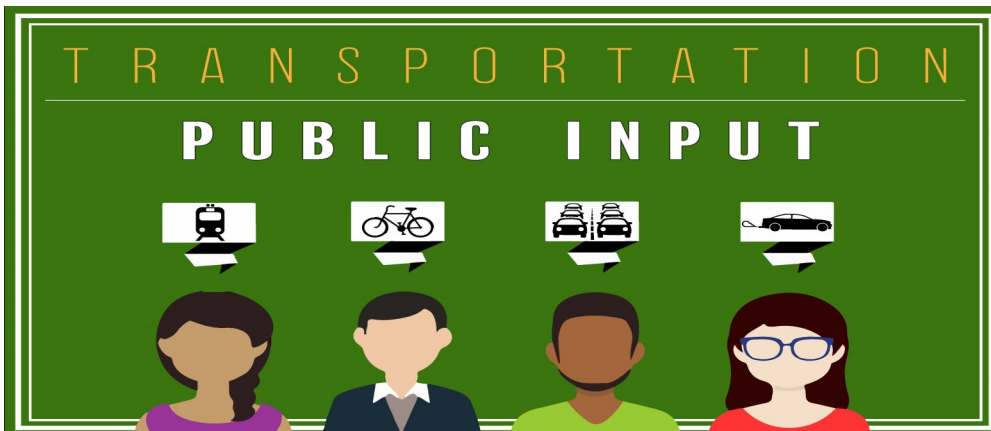
Jared Wright
Air Quality Planner I
817-608-2374
jwright@nctcog.org

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

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



North Central Texas
Council of Governments



WHAT DO YOU THINK? TELL US.

Information will be posted online at www.nctcog.org/input for public review and comment **June 7 - July 6, 2021**. To request printed copies of the information, call 817-608-2365 or email cbaylor@nctcog.org.

10-Year Plan Update

Each year, the Regional Transportation Council approves an update to the Regional 10-Year Plan, which identifies major projects to be implemented in the region. An updated draft of the project list covering projects from FY 2022 to FY 2031, including a proposal to swap funding sources on several projects to draw down the region's carryover balance, will be presented for review and comment.

Congestion Management Process

Federal regulations mandate urbanized areas with populations over 200,000 must implement and maintain a Congestion Management Process (CMP) for measuring transportation congestion levels and prioritizing management strategies. Staff will present a brief overview of federal CMP requirements and topics considered in the CMP update.

Public Transportation Funding: American Rescue Plan & FY21 Program of Projects

NCTCOG staff will present proposed transit projects funded by the Federal Transit Administration through the American Rescue Plan Act of 2021 and the final award of Fiscal Year 2021 funds for the following four programs: Urbanized Area Formula, Enhanced Mobility of Seniors and Individuals with Disabilities, State of Good Repair, and Bus and Bus Facilities. This input opportunity meets the federal requirement for public participation in programs of projects.

FY2022 and FY2023 Unified Planning Work Program

The Unified Planning Work Program (UPWP) for regional transportation planning provides a summary of the transportation and related air quality planning efforts to be conducted by NCTCOG as the metropolitan planning organization. Draft recommendations for the Fiscal Year 2022 and Fiscal Year 2023 UPWP will be presented for public review and comment.

Project Proposals for AV2.2 and AV2.3

In October 2018, the Regional Transportation Council adopted the Automated Vehicles 2.0 Program. NCTCOG staff is requesting funding for several automated vehicle projects and will present details on each project being recommended for approval.

Federal Certification Review of the Metropolitan Transportation Planning Process

Federal regulations require the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) to conduct a joint certification review every four years for large metropolitan areas. Details of this review process will be presented for public review and comment. The presentation and a survey from the federal agencies are available online at www.nctcog.org/input. To request printed copies, call 817-608-2365. All public comments should be submitted directly to FHWA and FTA.

(ONLINE REVIEW & COMMENT; NO AUDIO PRESENTATION)

Proposed Modifications to the List of Funded Projects: www.nctcog.org/input

RESOURCES AND INFORMATION

- Access North Texas: www.nctcog.org/accessntx
- Interactive Public Input: Map Your Experience: www.nctcog.org/mapyourexperience
- Vehicle Incentives & Funding Opportunities: www.nctcog.org/aqfunding
- Mobility 2045 Administrative Revisions: www.nctcog.org/input



NCTCOGtrans



North Central Texas
Council of Governments

REGIONAL TRANSPORTATION ONLINE INPUT OPPORTUNITY

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

Submit comments and questions to NCTCOG:

Email: transinfo@nctcog.org

Website: www.nctcog.org/input

Fax: 817-640-3028

Phone: 817-695-9240

Mail: P.O. Box 5888

Arlington, TX 76005-5888

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

Reasonable accommodations will be made.

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

Se harán las adaptaciones razonables.

PUBLIC COMMENTS REPORT

WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

Purpose

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

This report is a compilation of general public comments submitted by members of the public from Tuesday, April 20, through Wednesday, May 19. Comments and questions are submitted for the record and can be submitted via Facebook, Twitter, fax, email and online.

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

In addition, comments were accepted through a new, online map tool. Users can drop a pin on a location in the region and leave a detailed comment. This month, there were four bicycle and pedestrian comments, one transit comment and 19 roadway comments. To read them, visit: <http://nctcoggis.maps.arcgis.com/apps/CrowdsourcingReporter/index.html?appid=b014e6d39b604b3ca329d9094ed1e9e2>.

Aviation

Twitter –

1. .@MassDOT, @MnDOT, @NCTCOGtrans , the Ohio UAS Center of @ODOT_Statewide and @citybeautiful - will to work with @NASAaero to consider inclusion of AAM in transportation plans.

https://futuretransport-news.com/nasa-to-help-local-governments-plan-for-advanced-air-mobility/?utm_source=twitter&utm_medium=social&utm_campaign=futuretrn-news&utm_term=News #futuretransport #news #urbanairmobility #futuremobility #urbanmobility @NASA – Future Transport-News (@FutureTrn_News)



Bicycle & Pedestrian

Email –

1. John Greer

More funding needed for bus, train, biking and walking. Biking should include commuters and separate riders from cars to appeal to more people concerned with safety and nonrecreational biking. Air pollution costs health and lives while biking and walking add years of life.

Twitter –

1. Groundbreaking for the @NorthavenTrail bridge on Saturday, May 8! We're one step closer to connecting NHT, WRC, CWC, and SoPAC trails! #DallasParks #DallasTrails – Jeff Kitner (@JeffKitner)



2. Save the date! Groundbreaking for the bridge on May 8. Let us know if you're attending!
<https://facebook.com/events/192370712700264/> – Northaven Trail (@NorthavenTrail)

NORTHAVEN TRAIL BRIDGE

GROUNDBREAKING CEREMONY
SATURDAY MAY 8 at 10am



We invite you to join Dallas Mayor Eric Johnson
and City of Dallas Park and Recreation Department
11231 N. Central Expressway (The southwest corner of Northaven Road and southbound frontage road of US75)

A partnership with the City of Dallas, Dallas County, North Central Texas Council of Governments, TxDOT & Friends of Northaven Trail. Project is located in City Council Districts 10, 11 and 13 & County Commissioner Districts 1 and 2.



3. Big news in the neighborhood! Walk or bike over on Saturday, May 8! #DallasParks #DallasTrails – Jeff Kitner (@JeffKitner)

Something big is happening your neighborhood!




We invite you to walk or bike over and join us for the
Northaven Trail Bridge Groundbreaking Ceremony
Saturday May 8 at 10am
11231 N. Central Expressway (The southwest corner of Northaven Road and southbound frontage road of US75)

A partnership with the City of Dallas, Dallas County, North Central Texas Council of Governments, TxDOT & Friends of Northaven Trail. Project is located in City Council Districts 10, 11 and 13 & County Commissioner Districts 1 and 2.



4. Bridge groundbreaking on Saturday at 10 am! – Northaven Trail (@NorthavenTrail)

Something big is happening your neighborhood!

We invite you to walk or bike over and join us for the
Northaven Trail Bridge Groundbreaking Ceremony
 Saturday May 8 at 10am
 11231 N. Central Expressway (The southwest corner of Northaven Road and southbound frontage road of US75)

A partnership with the City of Dallas, Dallas County, North Central Texas Council of Governments, TxDOT & Friends of Northaven Trail. Project is located in City Council Districts 10, 11 and 13 & County Commissioner Districts 1 and 2.

5. Yesterday's groundbreaking was so much fun! Thanks to all of elected officials, board members, and others who helped get the project kicked off. @CityOfDallas @DallasParkRec @TxDOT @TxDOTDallas @DallasCountyTx @NCTCOGtrans – Northaven Trail (@NorthavenTrail)



6. Take a ride on the Preston Ridge Trail! This 6.2-mile-long trail through Plano runs north from Ridgeview Drive down to Eldorado Park: <https://vimeo.com/377584525> @NCTCOGtrans #loveplano #recreateresponsibly - Plano Parks & Rec (@PlanoParksRec)

Preston Ridge Trail
 The Preston Ridge trail is a fourteen-and-a-half-mile, north-south concrete trail that begins in Dallas and...
[vimeo.com](https://vimeo.com/377584525)

7. Travel Demand Management addresses travel behavior by reducing the number of cars on roadways through the promotion of alternatives to driving alone. Do you walk, bike, carpool or ride transit? Guess what? You're part of TDM! Earn rewards here: <https://tryparkingit.com>
#TDMWeek – NCTCOGTransportation (@NCTCOGtrans)



Is there some way we can further encourage or incentivize our local businesses to provide bicycle parking? I'd love to use my bike more, but there aren't any secure facilities to lock my bike to at most destinations. – Stephen Rausch (@StephenJRausch)

Thanks for your patience with us! One way to encourage local businesses to provide more bike parking is to contact the BPAC representative from the city you are in to let them know you would like to see more bike parking near essential destinations. 1/2 – NCTCOGTransportation (@NCTCOGtrans)

You can find BPAC representatives by following this link and selecting "Roster:" <https://bit.ly/3ffW5Nx>. Hope this helps, but feel free to reach out if not! 2/2 – NCTCOGTransportation (@NCTCOGtrans)

Awesome! Thank you so much! – Stephen Rausch (@StephenJRausch)

Electric Vehicles

Twitter –

1. Why you're going to be seeing more Electric Vehicles in North Texas with footage from @pluginamerica Drive Electric Earth Day at @ShannonBrewery, hosted by @NTXTeslaOwners and sponsored by @oncor. Watch tonight on @CBSDFW News @ 10 @NCTCOGtrans @TxETRA_TX @MyEVJourney – Rick Bollar (@bollar)



Programs

Twitter –

1. The Try Parking It program through @NCTCOGtrans is ingenious! You can join the program, and if you telecommute, you can earn rewards. Learn more at – KGV Texas (@KGBVTexas)

Try Parking It - Get Rewards for Greener Trips
Join Try Parking It and get rewards when you walk, bike, telecommute, carpool, vanpool, take the train, ride the bus, or work a compressed ...
tryparkingit.com

Project Planning

Email –

1. **Ashleigh McClendon**

The outer loop proposes route is concerning as the proposed route through established neighborhoods and also through 100+ year-old farms and ranches.

Roadway

Oral –

1. **Mona Fields (this is an oral comment submitted via voicemail on 5/4/21)**

West of Fort Worth in the Aledo area, exit 1187 is a nightmare between 7:30 in the morning and 9 or 9:30 in the morning and again in the afternoon from about 3:30 to 6 pm.

Email –

1. **Darwin Yeary**

Dear NCTCOG Representatives,

The Weatherford Transportation Issues meeting, which is held on the last Thursday of the month, in which you referred me to, I want to report about to you.

Upon attending their last meeting in April, I was quite disappointed with some of the same complainants in which were there were back from the prior meeting that I attended. I also had reported some of the same complaints four months prior to that.

Upon asking why no explanation was given to my request, little to no answer was given. You may refer to my last e-mail to you. These are the same issues with no regard by this unaccountable panel. I will list again for your inquiry.

1. Speeding 55 to 60 MPH on Harmon St. in which is posted 35 MPH sign limit.
2. Other streets in this same area Connaways Addition, with the same problem.
3. This area with no sidewalks has many families with children, with is of no concern by this board.
4. The Mineral Wells Hwy connects with the South end of this subdivision, where Street racing into late hours at night are yet to be enforced. The Dept of Transportation location is only two blocks west of this Connaways Addition exits.
5. Motorcycle racing even at night, exceeds 90 to 100 MPH. Absolutely no "Disturbing the Peace" laws are recognized or concerned about.
6. North Main St, is State Hwy 51N, which runs thru a large residential low income area north of the Union Pacific railroad tracks. It is severely deficient toward the residents living there.

There are no protected crosswalks or Red Lite protections for Automobiles to cross over, with uncontrolled speeding by Tractor Trailers going the same speed of

automobiles, for the three miles within the Weatherford City limits.

7. Many residents feel this is a disregarded threat to them, and a discrimination issue for low income citizens who also pay Weatherford taxes.

8. The same Hwy 51N coming from the north, where the loop exist has no "Truck Route" sign routing southwest to I 20. This loop was approved and begun for Citizen's input who were expecting limited Truck traffic off of the Town Square. Instead this Loop was used primarily for "Economic Development" for new businesses. I do hope the NCTCOG will request that the Traffic Control Board of Weatherford, do the right thing for Citizen Taxpayers and their Safety and future consideration. Also hoping your board will consider a Passenger West to Los Angeles Ca. Railroute by Southern Pacific Railway. It's Depo is still at Weatherford, in need of repair.

Response from NCTCOG Transportation staff

Mr. Yeary,

Thank you for contacting the NCTCOG Transportation Department.

Your input is of great importance, and your comments will be included in our monthly public comments report that is provided to both the Surface Transportation Technical Committee (STTC) and Regional Transportation Council (RTC).

Please don't hesitate to contact us with any additional comments or concerns.

Transit

Email –

1. John Hatler

Request for more bus service on route 18, 25, 7 and 24 as well as more service to Alliance later into the evening in Fort Worth.

2. Pamela Rambert

Good Morning,

I hope this email finds you well.

I am reaching out today to voice my concern and opposition to proposed public transportation in DeSoto, Duncanville, Cedar Hill, and Lancaster. My family and every friend and associate I've

spoken with who leave in these cities are opposed to it. I have been a home owner in both Cedar Hill and DeSoto since 1998, so I am a vested resident and my opinion matters.

Have a blessed day and stay safe.

Response by DeSoto city councilmember

Hello Ms. Rambert,

Thank you for sharing your sentiments about public transportation. Currently in the City of DeSoto, we contract public transportation services with Star Transit - <https://www.startransit.org/routes/desoto/> . They have provided transportation services for the city since 2018.

Services Explanation:

http://www.ci.desoto.tx.us/DocumentCenter/View/18082/09292020-Online-Final--DeSoto_STAR-Transit-east-dallas-county-Final?bidId=

Star Transit in the News:


<https://www.dallasnews.com/news/healthy-living/2020/03/03/transportation-options-are-increasing-for-seniors/>

<https://www.masstransitmag.com/management/press-release/21156907/star-transit-star-transit-updates-routes-services-in-east-dallas-county>

The City of DeSoto also receives federal funding through the Community Development Block Grant Program. A portion of those funds have appropriated for our a CDBG transportation program to provide taxi cab transportation for essential services to our low to moderate income residents. Senior Citizens are the primary participants in this program. Program Details: <http://www.ci.desoto.tx.us/1844/Transportation>

Thank you again for reaching out. Please feel free to contact me to share any additional details about your concerns.

Twitter –

1. What will happen when it's a diesel engine on Cotton Belt/Silver Line going faster (45 mph) than any speed in the area allowed for cars (35 mph)? It won't be able to stop in time. This is my fear. @dartmedia #SafetyFirst #TooFast @VisionZeroTexas @NCTCOGtrans @NCTCOG_Official – caraathome (@) (@caraathome)

 **Doyle Rader** @DoyleRader · Apr 21
Some kid was walking in between the tracks between Blue Line stations out in east Dallas. Train had to slam on the brakes.

2. How you drive plays a role in your fuel consumption. Speeding, aggressive and jerky driving can reduce gas mileage as much as 33% on the highway and 5% on city streets.
#CarCareMonth #DriveEfficiently – NCTCOGTransportation (@NCTCOGtrans)



The most efficient driving habit is one involving public #transit.

It's time we as a region invest as heavily in our bike, bus, & rail networks as we do our highway infrastructure. 🚲🚌🚆 > 🏠 – Loren S. (@txbornviking)

That way we can afford the increase in the toll rate every other year, essential since we can't do anything new besides tollroads or tolled lanes here in DFW. – Garrett Trietsch (@gtrietsc)



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

May 25, 2021

Mr. J. Bruce Bugg, Jr. Chairman Texas Transportation Commission 125 East 11 th St. Austin, TX 78701	Mr. Alvin New Commissioner Texas Transportation Commission 125 East 11 th St. Austin, TX 78701	Ms. Laura Ryan Commissioner Texas Transportation Commission 125 East 11 th St. Austin, TX 78701	Mr. Robert C. Vaughn Commissioner Texas Transportation Commission 125 East 11 th St. Austin, TX 78701
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Dear Chairman Bugg and Commissioners New, Ryan, and Vaughn:

On May 13, 2021, the Regional Transportation Council (RTC) approved the Resolution Approving Termination of Regional Transportation Council Financial Backstop for the SH 360 Loan (R21-03). A copy of the resolution is enclosed. If you have any questions or comments, please feel free to contact Michael Morris, P.E., Director of Transportation for the North Central Texas Council of Governments, at (817) 695-9240.

Sincerely,

Roger Hamon, Chair
Regional Transportation Council
County Judge, Johnson County

Enclosure

cc: Mr. James M. Bass, Executive Director, TxDOT
The Honorable Ron Jensen, Mayor, City of Grand Prairie
The Honorable Michael Evans, Mayor, City of Mansfield
The Honorable B. Glen Whitley, County Judge, Tarrant County
The Honorable W. Jeff Williams, P.E., Mayor, City of Arlington
Mr. Bill Hale, P.E., Chief Engineer, TxDOT
Mr. Brian R. Barth, Director of Project Planning and Development, TxDOT
Mr. Mohamed Bur, P.E., District Engineer, TxDOT, Dallas District
Mr. Carl L. Johnson, P.E., District Engineer, TxDOT, Fort Worth District
Mr. James Hofmann, Executive Director/CEO, NTTA
Mr. John Mahalik, Board Chair, NTTA
Ms. Dena Stroh, General Counsel, NTTA
Ms. Elizabeth Mow, P.E., Assistant Ex. Director of Infrastructure, NTTA
Mr. Tom Hart, City Manager, City of Grand Prairie
Mr. G.K. Maenius, County Administrator, Tarrant County
Mr. Joe Smolinski, City Manager, City of Mansfield
Mr. Trey Yelverton, City Manager, City of Arlington

**RESOLUTION APPROVING TERMINATION OF REGIONAL TRANSPORTATION COUNCIL
FINANCIAL BACKSTOP FOR THE SH 360 LOAN
(R21-03)**

WHEREAS, the North Central Texas Council of Governments (NCTCOG) is designated as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth Metropolitan Area by the Governor of Texas in accordance with federal law; and,

WHEREAS, the Regional Transportation Council (RTC), comprised primarily of local elected officials, is the regional transportation policy body associated with the North Central Texas Council of Governments, and has been and continues to be the regional forum for cooperative decisions on transportation; and,

WHEREAS, in 2013, the Texas Department of Transportation (TxDOT), North Texas Tollway Authority (NTTA), and RTC developed a funding and implementation strategy to expedite needed improvements for SH 360 as a toll facility south of IH 20 to US 287, whereby TxDOT would advance the construction of the project and provide a loan of up to \$300 million (SH 360 Loan), NTTA would operate the facility and repay the TxDOT loan through project revenues, and RTC would provide a financial backstop; and,

WHEREAS, on December 5, 2013, the RTC approved a financial backstop for repayment of the SH 360 Loan in the event project revenues were not sufficient for the North Texas Tollway Authority to make required annual debt service payments to the Texas Department of Transportation; and,

WHEREAS, the source of the RTC financial backstop for the SH 360 Loan repayment was from uncommitted Western Subregion funds allocated in 2018 and beyond; and,

WHEREAS, in February 2014, TxDOT and NTTA entered into a SH 360 Project Agreement which detailed their respective responsibilities with respect to SH 360, including the terms of SH 360 Loan; and,

WHEREAS, in February 2014, TxDOT, NTTA, and RTC entered into a SH 360 Financial Backstop Agreement which detailed the terms and conditions of the RTC's financial backstop commitment; and,

WHEREAS, SH 360 South was opened to traffic in May 2018; and,

WHEREAS, RTC programed \$15 million in Western Subregion funds as a placeholder to cover any potential draws on the RTC financial backstop; and,

WHEREAS, pursuant to the SH 360 Project Agreement, NTTA has requested to repay the SH 360 Loan in full and transfer SH 360 South into the NTTA System , thereby eliminating the need for the RTC financial backstop for the project; and,

WHEREAS, under the revised terms of the SH 360 Project Agreement, revenue share (50% TxDOT/RTC and 50% NTTA) would begin in 2050; however, NTTA may delay revenue share to 2053 in the event the following SH 360 improvements are completed:

- 1) 360T Elbow;
- 2) 360T Widening;
- 3) 360T/US 287 Interchange; and
- 4) 360T Section 2 (US 287 to US 67)

WHEREAS, local governments have requested NTTA to extend the wayfinding sign pilot an additional 5 years; and,

WHEREAS, RTC staff recommends that the RTC SH 360 Financial Backstop be terminated at NTTA's request.

NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:

Section 1. RTC supports NTTA's request to repay the SH 360 Loan to TxDOT in full and transfer the project into the NTTA System.

Section 2. RTC supports revenue share (50% TxDOT/RTC and 50% NTTA) for SH 360 South to begin in 2050, but may be deferred to 2053 at NTTA's election if the following SH 360 improvements are completed:

- 1) 360T Elbow;
- 2) 360T Widening;
- 3) 360T/US 287 Interchange; and
- 4) 360T Section 2 (US 287 to US 67)

Section 3. RTC supports the extension of the NTTA's wayfinding sign pilot for an additional 5 years.

Section 4. Based on NTTA's request to pay the SH 360 Loan in full and transfer of the SH 360 South project to the NTTA System, RTC approves of the termination of the SH 360 Financial Backstop.

Section 5. RTC directs staff to include the SH 360 improvements enumerated in Section 2 in the appropriate Mobility Plan in a sufficient timeframe to enable NTTA to complete such improvements.

Section 6. RTC directs staff to reprogram the \$15 million in Western Subregion funds that have been set aside to cover the RTC financial backstop.

Section 7. RTC authorizes NCTCOG's Director of Transportation to execute the Mutual Termination of the SH 360 Financial Backstop Agreement consistent with the terms of this resolution.

Section 8. This resolution will be transmitted to Texas Transportation Commission, the North Texas Tollway Authority, and impacted local governments along the SH 360 corridor.

Section 9. This resolution shall be in effect immediately upon its adoption.

DocuSigned by:

Roger Harmon

8438F945EEF749D...
Roger Harmon, Chair
Regional Transportation Council
County Judge, Johnson County

I hereby certify that this resolution was adopted by the Regional Transportation Council of the North Central Texas Council of Governments for the Dallas-Fort Worth Metropolitan Area on May 13, 2021.

DocuSigned by:

Ann Zadeh

6732B1F8DC044CA...
Ann Zadeh, Secretary
Regional Transportation Council
Councilmember, City of Fort Worth

Flaring pollutes and wastes resources. Stop it.

BP plans to end flaring by 2025. Everyone in the Permian Basin should do the same.

By Dallas Morning News

Imagine you're a wheat farmer in the Texas Panhandle. Last summer, you harvested a bumper crop. When the combines left, you baled the straw into round half-ton rolls and stacked them on the edge of your field.

And then you set them on fire.

No farmer would do such a thing, but that's a pretty accurate representation of flaring, a common method of disposing of natural-gas byproduct at oil wells. According to the U.S. Energy Information Administration, Texas producers wasted 700 million cubic feet of natural gas every day in 2019. That's enough to provide natural gas to every home in the state.

At times, producers have to burn off natural gas for safety reasons, but millions of cubic meters are wasted in what is called "routine flaring."

Technically, flaring is illegal without a permit, but the Texas Railroad Commission, the agency that regulates the industry, hands out waivers like campaign flyers — more than 200 per month according to a 2018 analysis by The Texas Tribune. As of August, the commission had granted 35,000 flaring permits since 2013 without a single denial, according to Colin Leyden of Environmental Defense Fund. A spokesperson for the commission said it issued eight denials last year. Punishment for breaking the rules is rare.

Earlier this month, BP announced it would end routine flaring in the Permian Basin by 2025. BP spent \$300 million on a processing facility to bring the gas to market, which reduced flaring from 13% of the gas it produced in the second half of 2019 down to 3.5% in the second half of 2020. That's still above the rates for Exxon (0.9%) and Chevron (0.4%).

It's important to remember that these aren't gas wells. What producers are after is oil, which is much more profitable than its gas byproduct. According to a 2016 report by the EIA, it costs \$4.9 million to \$8.3 million to drill a new well. So companies are asking themselves: "Do we invest \$300 million in a long-term ROI on gas, or drill 40 new, profitable oil wells?"

There's also the issue of pipeline capacity. If more producers collect and process their natural gas, they could need more pipelines, which would undoubtedly be contentious projects.

What should be done? First, more companies should follow BP's lead to set an end date to routine flaring.

Second, the Railroad Commission needs to start saying no. Colorado and New Mexico have already outlawed routine flaring. We wouldn't go that far, but we'd like to see the commission deny permits to producers who overuse them, and fine those who flare without a permit. The commission should also set a policy objective, announce it publicly, and work with operators to meet it.

Two bills before the Texas Legislature could help regulators find the right levers. But what shouldn't happen is for waste to continue. We wouldn't cotton to farmers burning up renewable resources like wheat. We shouldn't stand for oil producers doing the same with our state's precious nonrenewable resources.

There's no channel, but some Panther Island land is on the market, ready for development

By Luke Ranker, Fort Worth Star-Telegram

The largest chunk of privately owned land on Panther Island is on the market.

LanCarte Commercial, in collaboration with Panther Island Property Group, announced late last week that 26 acres across 10 parcels would be up for sale. The land is prime for development as a mix of commercial and residential, LanCarte said in a statement. The development is being called Upstream.

The announcement comes roughly a month after the opening of White Settlement Road, which had been closed to traffic because of bridge construction.

"We've been invested on Panther Island for over a decade and having had the benefit of watching the progress from the sidelines, the marked increase in activity and completion of several key development milestones over the past few months are signaling to us that 'lift-off' moment has arrived," Mark Brock, Managing Partner of Lionhead Real Estate, the largest private investor on the Island, said in a prepared statement.

Six of the Upstream parcels are ready for construction now, according to LanCarte. Seven of the parcels would front proposed canals or other waterfront.

Exact address for the parcels were not available, but a promotional brochure shows three lots surrounding La Grave field along the Trinity River. Most of the lots are to the east of North Main off of North Commerce and North Calhoun, but three lots front North Main, including one at the corner with NE Fifth Street.

Encore Panther Island, a separate apartment development, will bring 300 luxury units to the area. It features the first channel and river walk, which flows through the middle of the complex.

North of downtown Fort Worth, Panther Island would be created if a 1.5-mile bypass channel is cut between the forks of the Trinity River. Totalling \$1.17 billion, the project has been billed as flood control as it would prevent river flooding while allowing some downtown levies to be removed. The federal government, through the Army Corps of Engineers, would dig the channel, but Washington has declined to provide necessary funds for several years.

The Tarrant Regional Water District owns much of the land on the proposed island, including La Grave Field, an abandoned baseball stadium.

"There are few locations like this anywhere — a riverfront opportunity directly across the river from the skyline of the U.S.'s 12th largest city," said Sarah LanCarte of LanCarte Commercial. "Panther Island's time is now, and Upstream is poised to accelerate the momentum."

In the plans: 775-acre mixed-use project, 4.5M-SF of warehouse space proposed in April

By Ryan Salchert, Dallas Business Journal

While a number of large projects were proposed in April, one stood out among the rest.

The project in question is by far the largest to be featured so far in the *Business Journal's* "In the plans" series and could easily turn out to be the largest proposed in North Texas this year. In addition to this massive mixed-use development, four large warehouse projects were also among April's largest.

This ongoing monthly series spotlights some of the largest new projects in North Texas that have either been announced recently, have been reported on by the *Business Journal* for the first time or were filed through the Texas Department of Licensing and Regulation. Projects that appear on TDLR are typically in the early stages and, while they include estimated groundbreaking and completion dates, could be months away from actually happening. Still, most of these projects do eventually come to fruition.

Midlothian mixed-use development

In mid-April, the *Business Journal* broke the news that an unnamed Dallas-based developer and a group of local landowners were planning a [775-acre mixed-use project](#) in Midlothian. The project would be located north of W. Main Street between U.S. Highway 287 and U.S. 67. It would include nearly 5 million square feet of industrial space, including two 1 million-square-foot warehouses: retail, commercial space, a church, 67.8 acres of mixed-use space, 23 acres of apartments, 95.4 acres of single-family homes, 23.1 acres of townhomes and a park, according to plans.

Fulson Midlothian Partners LP owns about 536 acres in the area while Cann Real Estate LTD owns about 239 acres. The entities are owned by two separate landowners, according to [Charlie Anderson](#), general partner of Fulson Midlothian Partners LP. Both entities are working to get the sites rezoned as one.

This is the largest single development proposed in North Texas since Clarion Partners, Crow Holdings Capital and Rob Riner Companies revealed plans for [Carter Park East in July](#). The 556-acre industrial park in south Fort Worth will be able to accommodate up to 7 million square feet of industrial space.

Northlake industrial park

Dallas-based Provident Realty Advisors recently acquired 156.8 acres northwest of Texas Motor Speedway in Northlake and are planning a [1.5 million-square-foot industrial park](#) there. Preliminary plans have four warehouses being built on the site, ranging in size from 200,000 to 750,000 square feet. It is not clear when the project would break ground. Merriman Anderson Architects will design the buildings.

Exeter Logistics East

Pennsylvania-based Exeter Property Group is planning a new industrial park in Forney that would deliver more than 1 million square feet of speculative space. Plans include at least two warehouses measuring 529,047 square feet and 500,063 square feet. Though it's not clear exactly where in Forney the park would be located, it has been designed by Alliance Architects. The two warehouses could break ground as soon as May and deliver by the end of the first quarter 2022. Both warehouses could cost nearly \$34 million to build.

Sylvania Crossing

Just north of downtown Fort Worth, Dallas-based Ironwood Realty Partners will soon break ground on two speculative warehouses totaling nearly 1 million square feet. Designed by Alliance Architects, the largest of the two warehouses will measure 700,000 square feet while the other will measure 251,000 square feet.

Tradepoint East

In Wilmer, Dallas-based Champion Partners is planning to build a 610,622-square-foot spec warehouse along Distribution Drive. Designed by Pross Design Group, the project could kick off in June and deliver at the end March 2022. It could cost an estimated \$23 million to build, according to plans.

New program allows fleets to borrow clean vehicle technology before purchasing

By Star Local Media

A new program is allowing consumers to try the technology first.

Try and Drive Alternative is a regional initiative managed by the Dallas-Fort Worth Clean Cities Coalition that provides fleet managers and consumers the chance to borrow clean vehicle technologies, such as alternative fuel vehicles, for a trial period before making an investment.

Fleets and consumers are connected to participating technology providers via a directory maintained by DFW Clean Cities. Technologies listed in the directory include telematics, alternative fuel vehicles, alternative fueling infrastructure and more. The directory, more information about the program and how to be listed as a provider are available at www.nctcog.org/dfwtrydrive.

Vehicles and equipment can be borrowed for a single day, a week, or longer, depending on the arrangement with the vendor. This trial period can provide the opportunity for side-by-side comparisons with traditional equipment and ensure that operational needs can be met without a commitment to purchase.

By providing first-hand experiences with clean vehicle technologies, Try and Drive Alternative can play an important part in helping fleet operators see the benefits of these technologies with the hope of increasing their adoption and improving regional air quality. This effort is important because Dallas-Fort Worth is in nonattainment for ozone and is working to meet the federal government's standards for the pollutant.

For more information on the DFW Clean Cities Coalition's contributions to the effort to improve the region's air, visit www.dfwcleancities.org.

Northaven Trail Pedestrian Bridge Over US 75 Will Link Disconnected Neighborhoods

An expansion over the highway will link the North Dallas trail to the White Rock Creek, Cottonwood, and SoPac trails on the east side of Central.

By Alex Macon, D Magazine

Dallas' trail system is about to get a little more connected. On Saturday, crews will break ground on a bicycle and pedestrian bridge—spanning U.S. 75 just north of Royal Lane in North Dallas—to connect Northaven Trail to trails east of the highway, including White Rock Creek and Cottonwood Creek. The half-mile expansion of the Northaven Trail, which the Texas Department of Transportation is building with a \$9.3 million price tag, is expected to open by spring 2023.

“This bridge really will bring neighborhoods closer together,” says Jeff Kitner, president of the Friends of the Northaven Trail, who was out walking the trail when he called Tuesday morning.

Right now, it can be a hairy trip for cyclists and pedestrians who have to go under Central to get from Northaven Trail's current eastern terminus in North Dallas to points farther east.

This bridge will make that crossing a whole lot more pleasant and go a long way toward linking up some key Dallas trails. [A TxDOT fact sheet](#) says it “will stand as a regional example of the positive benefits of appropriate location and design aesthetics for future bicycle and pedestrian trails and amenities.” And of course, as a general rule, the more we do to encourage people to get out of their cars, the better.

Fittingly, Kitner is encouraging people to walk or bike to the 10 a.m. [groundbreaking ceremony](#), at the southwest corner of Northaven Road and the southbound U.S. 75 frontage road near the Cindi's NY Deli. Kitner says Dallas County Judge Clay Jenkins, Mayor Eric Johnson, and TxDOT Commissioner Robie Vaughn are expected to be on hand for the groundbreaking.

Word on the street is that outgoing Councilman Lee Kleinman is even bringing breakfast tacos.

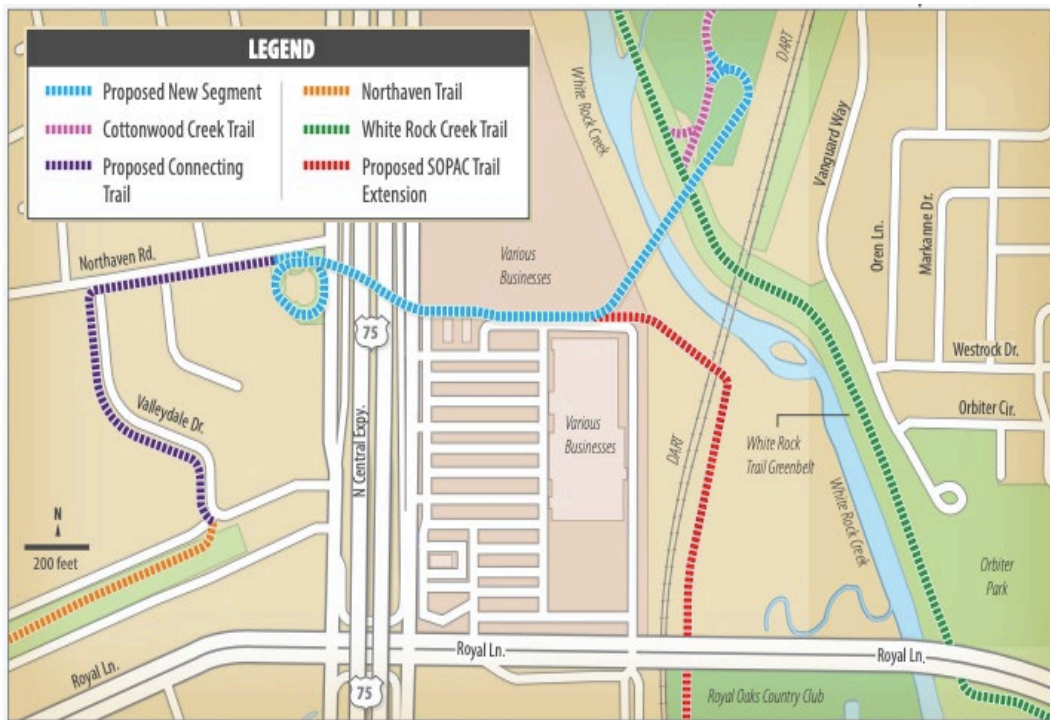
Some renderings from TxDOT are below. In principle and appearance, [it somewhat resembles the bridge that opened in 2017](#) to span Mockingbird Lane and connect the White Rock and Katy trails. Construction of the Northaven Bridge will also create some dedicated parking for anyone who wants to get there in a car and use this spot a sort of trailhead.



Preliminary renderings of the Northaven Trail Bridge over US 75.



TxDOT graphics



SOURCE: Texas Department of Transportation.

TxDOT graphic

Frisco City Council gets first look at findings from regional transit studies

By Valerie Wigglesworth, Community Impact Newspaper

Frisco City Council members got their first look May 4 at the initial findings of two transit-related studies for their fast-growing city.

Michael Morris, director of transportation with the North Central Texas Council of Governments, gave a virtual presentation during the council's work session on transit needs for the city as well as the possibility of passenger rail service from Irving's Las Colinas area to Frisco and beyond.

Morris said the presentation kicks off discussion so that Frisco leaders can start thinking about how they would like to proceed.

"This is the beginning of a conversation," Morris said.

The region is adding about 1 million people every eight years, Morris said. That growth translates into more congestion, which in turn affects safety, emission levels and business attraction, among other things, he said.

Morris told council members that because Frisco is mostly built out, it would be suited for demand-response, fixed-route and premium bus options. This type of non-rail system could cost about \$5 million a year to operate, according to Morris.

A separate study looks at possibly using the existing BNSF railway line to add passenger rail service as part of a regional network. The rail line from Irving could stop in Frisco or extend into Prosper or Celina. Capital costs ranged from \$1.2 billion to \$1.6 billion with annual operating costs estimated to be between \$18.1 million and \$24.3 million. Frisco's share of that annual cost could be between \$6.9 million-\$8.8 million, according to the presentation.

Morris said Frisco could gauge interest in rail options before investing a lot of money by testing passenger rail service during special events.

Regional officials are looking for some direction from Frisco about its future interests in transit. Frisco leaders could also choose to do nothing with the findings and allow the regional council to shift its attention to other communities.

"You would grow into this," Morris said of the findings from the transit studies. "This is not the system you need tomorrow."

<https://communityimpact.com/dallas-fort-worth/frisco/transportation/2021/05/04/frisco-city-council-gets-first-look-at-findings-from-regional-transit-studies/>

Hike and bike trails to connect Mesquite, Garland and Richardson by next year

The trail project will connect Mesquite residents with Garland DART lines.

By Francesca D'Annunzio, Dallas Morning News

Three Dallas County cities will soon be connected by hike and bike trails.

The Mesquite-Garland-Richardson Bikeway Connectors is a collaborative project between Garland and Mesquite, which are both working on connecting and extending trails in their respective cities to make a continuous path from Mesquite to Richardson through Garland.

Once completed, the MGR Bikeway Connectors will have connected bicycle and pedestrian pathways between Garland, Richardson and Mesquite from Jupiter Road to beyond Interstate 30, according to city officials. These paved paths will be a combination of shared bike and car lanes, bike-only lanes and separate, paved hike and bike trails.

Garland parks special projects administrator Ziad Kharrat said the paths north of Centerville Road are on the street. South of Centerville Road, which is indicated on the city's map in red, is a paved hike and bike trail.

[The Mesquite Heritage Trail](#), which runs from Interstate 30 to Northwest Drive, will be extended by half a mile to connect with an existing Garland trail as part of the project, according to Mesquite assistant city engineer Wes McClure. Construction for the Mesquite Heritage Trail extension is slated to begin late this summer with an anticipated completion date of February 2022.

In addition to adding more mileage for running, hiking, biking and skating, McClure said this new trail is significant because it will enable Mesquite residents to access the Lake Ray Hubbard Park and Ride in Garland, which connects to buses that use the HOV lane to Downtown Dallas.

Both cities are spending over \$3.4 million on the project, according to Garland engineering project manager Shafik Salamor and McClure.

Also in the works is a project to create a bike path north of the President George Bush Turnpike, which will consist of a section with a shared car and bike lane and, eventually, a paved hike and bike trail. Kharrat said the timeline for that project has not yet been finalized.

Pegasus Link Constructors Leads \$1.7B Project

By Irwin Rapoport, Construction Equipment Guide

Construction of the \$1.7 billion 11-mi. 635 East Project that is reconstructing and widening I-635 from U.S. 75 to I-30, including the I-635/I-30 interchange, began in spring 2020.

Pegasus Link Constructors (PLC) was awarded the contract from the Texas Department of Transportation in May 2019, which has the joint venture of Fluor Enterprises Inc. and Balfour Beatty Inc. managing the design and construction of the project. Substantial completion is anticipated in late 2024.

The scope and scale of the initiative is considerable. The general-purpose lanes are being expanded by one additional lane in each direction and the existing tolled managed lanes are being rebuilt. The project also includes the construction of continuous frontage roads (from two to three lanes in each direction); numerous intersection improvements, including the reconstruction of the I-635/I-30 interchange; and the reconstruction of numerous cross streets and bridges.

When complete, there will be a total of 10 general purpose lanes and two tolled managed lanes. I-635 East originally opened in 1969 and was designed to accommodate 180,000 cars per day.

Recently, the average daily traffic count on I-635 reached 230,000. This increase has contributed to the roadway's top 30 ranking on Texas' most congested roadways list.

Construction Progress

PLC has several hundred construction workers on-site, which requires serious coordination that is being bolstered by keeping the many stakeholders updated on the latest developments and plans, such as Dallas County; the cities of Dallas, Garland and Mesquite; utility companies; Dallas Area Rapid Transit and KSC Railway Co.; and area businesses, residents and community organizations.

"This prioritizes the new frontage roads, on the outside, prior to the reconstruction of the main lanes," said Lisa Walzl, TxDOT public information officer. "However, construction requiring main lane closures will be performed during the overnight hours and on weekends when traffic is lighter. "With crews working throughout the entire corridor simultaneously 24/7 throughout the week, the construction sequence that PLC is using is an "outside-in" approach.

Some sound walls were completed in early 2020, prior to the start of major construction activities.

Since the work began last spring, several benchmarks have been met. By late January, construction of the Galloway Avenue bridge over I-30 reached the halfway point. By February, partial bridge demolition at Abrams Road and Forest Lane cross streets and the Oates Drive and Galloway Avenue bridges over I-635 had begun, and in March, demolition of the I-635 bridge at the Walnut Hill Lane/Kingsley Road underpass had started.

In early 2021, crews also placed a major focus on the partial demolition of the I-635 main lane bridge sections at Garland Avenue, Jupiter Road and Plano Road underpasses, which were

completed in late spring. The construction team will be dedicated to the installation of new bridge substructures at several intersections including Skillman Street, Centerville Road/Ferguson Road, Northwest Highway, La Prada Drive and the I-635/I-30 interchange.

Depending on the location, workspaces can either be tight or ample. At one location, PLC crews have sufficient space on either side of the highway – between four and five lanes wide and several hundred feet to more than 0.5-mi. long — where materials can be stored, and equipment can be parked and readied for the next day or to complete routine maintenance.

These areas provide safer places for the crews to work and can be used to help with work sites further along the highway. Staging areas give PLC managers more flexibility to plan their operations.

Sound walls at various locations limit the impact of noise. Many of the bridge and overpass sites have right-of-way for crews to set up their operations. This is crucial for stockpiling debris from the ongoing demolition operations. In many cases, nearby roads provide easy and quick access to the ROW areas. This helps with crew members being able to find parking.

Both JV partners have brought in local and regional subcontractors, who are making a vital contribution to the project.

PLC utilizes a variety of cranes, excavators, dozers, loaders, rollers, pavers, motor graders and other standard pieces of equipment manufactured by several well-known suppliers.

Both firms are able to call in mechanics as needed to keep the work progressing rapidly and on schedule. The dealerships, also local and regional, are helping out via spare parts and the servicing of vehicles under warranty.

Project Background

"The Texas Transportation Commission 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," said Walzl. "The project was designed to relieve congestion, provide local connectivity and improve safety."

Right-of-way acquisition has been completed for the work zone, with project being funded through TxDOT's Texas Clear Lanes initiative, which prioritizes voter-approved funding based on needed congestion relief projects in Texas' metropolitan areas. Funding includes CAT 2, 3, 5, 7, 11 and 12 funding.

"It signals the final steps of a long journey to bring modern mobility to Garland," said Garland City Council Member Rich Aubin at the project's virtual groundbreaking ceremony in October 2020. "Continuous frontage roads, complete exchanges and managed lanes will provide economic vitality, opportunity and justice to our residents and industry."

At the same event, Texas Transportation Commission Member Robert C. Vaughn said the project is not only important, "but it means even more to the 200,000 motorists a day who rely on 635 East and endure very unpredictable travel times as one of the most congested roadways in all of Texas."

During the construction phase, the TEXpress lanes will be closed, but all four general purpose lanes will be maintained during peak travel periods. A website, social media, e-alerts and press releases are being utilized to keep motorists and the community up to date on lane closures and detours. For more information, visit 635east.com CEG

Fort Worth's use of 'sewage sludge' on farmland is still causing a stink in rural areas

By Haley Samsel, Dallas Morning News

Before she ever heard the word "biosolids," Katherine Smith knew that the smell wafting across her 160-acre property in Bosque County was abnormal. Starting in early March, she tracked the days where she could barely peek her head outside without feeling nauseous. Out of 49 days, she marked 28 as "STINK."

"It's impossible to say just how much it stinks," Smith said in late April. "I got home from the store on Thursday, opened my car door and started gagging because it smells so bad. I barely could get my car unloaded and my groceries inside without throwing up."

By mid-March, Smith learned where the odors were coming from: the 4,000-acre Houston ranch, which lies just across the Brazos River from her family's property at Brazos Point, near Kopperl, about 60 miles south of Fort Worth.

On Feb. 25, ranch owner Ryan Houston began accepting biosolids fertilizer, also known as sewage sludge, from the city of Fort Worth, unknowingly opening a new chapter of controversy over how the byproduct of wastewater treatment affects rural communities. Houston did not respond to multiple requests for comment.

Mary Gugliuzza, a spokesperson for Fort Worth's water department, said Synagro, the city's contractor, finished applying biosolids on April 23 and did not receive a complaint about odor until March 22. Smith said her neighbors were confused and did not know where the smell came from, which could have caused the delay.

The organic fertilizer is in high demand from rural farmers, but has also [generated years of complaints from nearby residents](#) who say the product is not properly dried, leading to foul odors that can last for weeks or even months after it's applied.

"We don't really have a choice with biosolids," Gugliuzza said. "Unless most people are going to stop going to the restroom, we're not going to stop producing biosolids. It's just one of those byproducts of the wastewater treatment process, but it is a beneficial byproduct of the process."

Over the past eight weeks, Smith has led a relentless campaign to educate others in her community about biosolids and her concerns that the fertilizer is not only a nuisance to families but a potential health hazard.

She points to [cases in Maine](#) and [Vermont](#) where legislators have pushed for waste companies to [test for "forever chemicals"](#) associated with [higher cancer risk and childhood development](#) issues. In Florida, one county [issued a moratorium on biosolids](#) due to concerns that the fertilizer is polluting a lake and causing harmful algae blooms.

Smith and her brother-in-law Boyd Hamilton, who lives in a house on the same property, have spoken at commissioners' court meetings and circulated a petition to more than 170 residents calling for a moratorium on biosolids in Bosque County. An inspector from the Texas Commission on Environmental Quality also visited the Houston ranch and did not find any issues, Smith said.

“It’s been a roller coaster of emotions,” Smith said with tears in her eyes. “I knew from the beginning that we didn’t have much of a chance ... Every time I see that another county has been fighting it for 10 years, I’m just really discouraged.”

Commissioners are sympathetic to what families are going through, Hamilton said, but they don’t feel like they have the legal standing or funds to challenge state rules on biosolids application. He compared the smell to “hanging a dead chicken around your neck.”

“It’s a shame that Fort Worth can’t take care of their own problems and instead are dumping them down here on their neighboring counties knowing that we don’t have the funds to fight them and keep them out of here,” said Billy Hall, a Bosque County commissioner who visited Smith’s property and developed a headache after experiencing the odors.

FORT WORTH PLANS NEW FACILITY, IMPROVEMENTS

For decades, cities across the United States have championed biosolids programs as a key method of recycling waste after it is processed and rid of disease-causing bacteria. In Fort Worth, all sewage sludge is [treated at the Village Creek Water Reclamation Facility](#) before being given to Synagro, which applies it to thousands of acres of farmland in areas like Johnson, Hill and Hood counties

The vast majority of Fort Worth’s biosolid sites are located in Hill County, where Synagro applies fertilizer to 43 properties. Synagro is permitted to apply biosolids at two sites each in Bosque, Denton and Kaufman counties, along with three sites each in Hood and Johnson, according to Gugliuzza.

“We try to permit biosolids in areas that are as rural as we can get around the city of Fort Worth and Dallas, which covers a large territory with the growth there,” said Chuck Simmons, Synagro’s technical service director in the southern region.

Fort Worth and Synagro must follow regulations [set by the Environmental Protection Agency](#) and [the Texas Commission on Environmental Quality](#), which grants permits for applying biosolids to land for “beneficial use.” The entire biosolids treatment process can take several weeks before a cake-like material is produced and tested for pathogens or metals that would make the fertilizer less safe for crops.

From there, Synagro hauls the fertilizer to properties where they can oversee the application process, including setting up “buffer zones” to prevent biosolids from entering waterways or adjacent properties, according to Simmons. Synagro also monitors odor every day through a [measurement tool that tests for odor](#) in the air, he said.

“There are fields all around North Texas where farmers and ranchers want the biosolids because of its nutrient value,” said Steven Nutter, Fort Worth’s environmental program manager. “They sign up to the program to receive this material. We don’t just send trucks out willy-nilly and throw this stuff around.”

In response to numerous complaints from residents across the Metroplex, [especially in Johnson County](#), Fort Worth switched its contractor from Renda Environmental to Synagro in April. The city also [announced plans last year](#) to build a thermal dryer facility to produce pellets and significantly reduce the amount of biosolids applied each day by more than 70%, according to Bala Vairavan, a senior project engineer for Synagro.

“Larger municipalities tend to go that route, and it’s one of the most effective ways of managing biosolids,” Vairavan said. “The other benefit is that it has energy value in it and in certain localities where cement kilns are available, it can be used as an alternative fuel.”

The \$58 million project is scheduled for completion by July 2022, with an additional \$7 million spent on a 5-million-gallon storage tank to hold sludge during wet weather, when Fort Worth is forbidden by law to apply biosolids. Even now, the odor performance of Fort Worth’s biosolids is “pretty good,” Nutter said, as long as the fertilizer is not stockpiled for more than 72 hours or so.

February’s winter storm may have had a role to play in the foul odors coming from the Houston ranch. A series of storms led to a stockpiling of biosolids over the course of a few weeks before biosolids application resumed in late February, Nutter said.

“Typically, the odor performance is not as good as we’d like and can contribute to some of the issues we have when we apply the material,” he said. “This new material is far easier to store ... and when you do store it, there’s no deterioration or odors. That’s because of the greatly reduced water content.”

‘ABSOLUTELY NOTHING’ CAN BE DONE TO STOP BIOSOLIDS

For Luanne Langley, the arrival of biosolids in Bosque County — home to just over 18,000 people — [mirrors her experiences in Johnson County](#) over the past decade. Langley, who lives in Grandview, said Nutter and Fort Worth staff were always responsive to her complaints, and added chemicals to the product so it no longer smelled like “a dead animal.”

“I would call them, and they would say that they’ll move for a few days and let it dissipate and go apply somewhere else,” Langley said. “They’re not applying as much out here anymore because there’s been so many housing developments out here in Grandview, and they’re having to go out farther.”

As recently as last summer, Johnson County commissioners passed a resolution asking Fort Worth to stop distributing biosolids until the city could confirm the product could not transmit COVID-19. After speaking with officials in Johnson County and consulting with attorneys, Hall is not optimistic that he and other commissioners can do much to prevent biosolids from coming into their community.

“What we’ve learned is ... that as long as they have approval through the TCEQ and their permits, there is absolutely nothing that the county commissioners and the county court can do to stop them,” Hall said. “We know that we don’t have \$500,000 to fight this.”

Smith and Hamilton have heard about Fort Worth’s plans to build new facilities for biosolid production, but fear that they will have to suffer through more months of headache-inducing odors until the dryer opens. They have reached out to Houston directly about the issue, but say he was not receptive to stopping the use of biosolids because it comes at no financial cost to him.

Their appeals to other government agencies have also caused frustration. When reached by the Star-Telegram, a Texas Commission on Environmental Quality spokesperson did not offer more details on the inspection of the Houston ranch. A Brazos River Authority spokeswoman said the agency did not have any authority over the biosolids permit and therefore could not comment.

Langley said the city has been talking about facility improvements for years, which makes her skeptical that Fort Worth will follow through this time.

“I’ve been out here 10 years and it’s been three years that they’ve been saying they’re gonna do that and they’re not,” Langley said. “I completely understand it’s very expensive, but you know what, it’s worth it instead of having people fight you so much that you can’t even use it.”

The city is on a fast track to build the thermal dryer, Nutter said, with construction already starting last July. If residents experience odor issues, they can [file a complaint](#) by emailing biosolids@fortworthtexas.gov or calling [817-392-4965](tel:817-392-4965).

Smith and the other 14 members of her family who live on her Bosque County property are not sure where to turn to next, but they are desperate to return to the outdoors and host family gatherings again.

“We understand the problem, that the city of Fort Worth has to get rid of their sewer sludge,” Smith said, adding: “They’re hauling it out here to the country and I don’t know what the solution is ... I just don’t feel like we should have to suffer because they can’t find a better solution.”

Texas delegation requests close to \$2 billion in funding request earmarks

Over half of the Texas delegation requested funds, including eight Republicans.

By Elizabeth Thompson, Dallas Morning News

Earmarks are back.

The congressional practice of members essentially hand-picking projects was banned from Congress in the early 2000s after it became synonymous with “pork barrel” legislation. But it’s been given another chance under a new system.

Twenty-one members from Texas’ 35-member congressional delegation — the 6th Congressional District in North Texas currently is open — requested a total of close to \$2 billion for fiscal 2022. Every Texas Democrat and eight Texas Republicans — Reps. Dan Crenshaw of Houston, August Pfluger of San Angelo, Pete Sessions of Waco, Troy Nehls of Richmond, John Carter of Round Rock, Beth Van Duyne of Irving, Michael Cloud of Victoria and Tony Gonzales of San Antonio — made requests.

Earmarks for the House Appropriations Committee are now dubbed “community project funding,” while earmarks for the Committee on Transportation and Infrastructure are called “member-designated projects.”

Details of the requests are posted [on the websites of the House Appropriations Committee](#) and by the lawmakers themselves. Member-designated projects have not yet been posted on the House Transportation and Infrastructure Committee’s website.

Earmarks were banned in 2011, after they became tarnished by corruption when four members went to jail for handing out federal money in return for personal favors. Members were “bringing home the bacon” by asking for federal dollars for projects that were criticized for being unnecessary, such as Alaska’s famous “bridge to nowhere,” which would have connected the small city of Ketchikan to a small airport on a nearby island, racking up costs close to \$450 million.

Republican Rep. Kay Granger’s \$110 million Trinity River Vision project in Fort Worth was also criticized as pork in the early 2000s. She earmarked the project when she couldn’t get it authorized in a previous bill the House and Senate couldn’t agree on.

Granger is now the senior Republican on the Appropriations Committee — and the chairwoman if the GOP regains the majority in the 2022 midterms. She made no funding requests, and did not respond to a request for comment.

She has [advocated bringing back the practice](#) of earmarks.

Deficit hawks disparage the earmarking process as unnecessary government spending. Both Texas Sens. John Cornyn and Ted Cruz signed a letter in April declaring it “an inherently wasteful spending practice that is prone to serious abuse.”

Some Texas Republicans in the House, including Reps. Chip Roy of Austin, Lance Gooden of Terrell and Van Taylor of Plano, have [pledged not to request earmarks](#).

Putting transparency in the process

In order to prevent pork from making it to Congress, both the reformed Appropriations Committee's [community project funding](#) and the Transportation and Infrastructure Committee's [member-designated projects](#) have steps in place to improve transparency for fiscal 2022.

Members are required to put all requests online for both programs, and members must also certify that they and their immediate family members have no financial interest in the funding. The requests are subject to an audit by the Government Accountability Office. Only nonprofit and state and local government grantees are allowed for the community project funding requests.

Rep. Colin Allred, D-Dallas, hopes that other representatives will add an additional step in the community project funding process — establishing an independent committee of community leaders to review project requests.

“I wanted to add another layer on top of that improved process that I thought may be a model for how this could be considered ... have a committee approach that takes a look at a range of projects and says: We think collectively, based on our experience, working and leading the community, that these are the projects that have the best chance of creating jobs and serving the community,” Allred said in an interview with *The Dallas Morning News*.

Allred's committee consisted of community leaders from different parts of the community, including the U.S. India Chamber of Commerce, the North Dallas Chamber of Commerce and Big Thought Dallas, an organization that works with youth in marginalized communities.

Van Duyne, R-Irving, assembled a board of local leaders by inviting mayors and state legislators to discuss potential projects.

“There were two buckets of funding that we were able to advocate for, and one is through the Transportation and Infrastructure Committee, which the congresswoman is a part of,” said Van Duyne's legislative director, Ryan Dilworth. “... Those projects come out of the Highway Trust Fund. And so that's where that buck of money is able to come from. And then below that is the Appropriations Committee request, which again was a very transportation-heavy request.”

Rep. Eddie Bernice Johnson, D-Dallas, has experience with earmarks before the ban in 2011, said spokesman Zachary Mitchiner.

“Over the past several weeks, she has worked closely and tirelessly with constituents, stakeholders, and local officials to determine the needs of communities across the district and has selected those which she believes will have the greatest impact on TX-30 [her district] and North Texas as a whole,” Mitchiner said in a statement.

Rep. Marc Veasey, D-Fort Worth, similarly partnered with “local leaders, constituents and stakeholders across North Texas to select projects that will give communities the resources they need to help overcome the challenges that they face,” his spokeswoman Emily Druckman said in a statement.

“Members of the Texas Congressional delegation want to help the communities that they serve, especially during a deadly pandemic that has hurt the lives and livelihoods of so many Texans,” Druckman said. “The bipartisan Community Project Funding process allows them to directly and transparently collaborate with local leaders to recommend federal investments that prioritize the needs of North Texas and create jobs in the communities we represent.”

Potential spoils

Members overlapped on some funding requests, with some of the big-ticket projects including \$98 million for the Brute Force Electric Central Utility Plant to improve DFW International Airport's heating and cooling ability and \$135.9 million to replace four of DFW Airport's deficient existing flyover ramps with new bridges, both of which Allred and Van Dyne requested.

Veasey and Van Dyne both requested \$16.7 million for a new snow and ice removal equipment storage facility for DFW Airport.

Allred, Veasey and Johnson all requested \$850,000 to \$1 million for the Mental Health Innovation Center at the Children's Health System of Texas.

Having multiple members putting their requests behind specific projects will probably help the case for these projects, Allred said, but still nothing is certain.

"Ultimately, the committee is going to make the final decision based on the criteria that they've given us — their own decision-making process and the budget and all of those things," Allred said. "They're going to be the ones who actually make the final decision, so we're basically trying to put our best foot forward here."

Below are the Dallas-Fort Worth members' funding requests, which can also be found on their websites:

[Rep. Colin Allred, D-Dallas](#)

Community Project Funds:

Brute Force Electric Central Utility Plant

Amount requested: \$98 million

Recipient: DFW International Airport

Center for Applied Research in Mobility and Autonomy

Amount requested: \$1 million

Recipient: University of Texas at Dallas

Children's Health System of Texas Pediatric Mental Health Innovation Center

Amount requested: \$850,000

Recipient: Children's Health System of Texas

Children's Health System of Texas Pediatric Mental Health Staff

Amount requested: \$860,000

Recipient: Children's Health System of Texas

COVID-19 Student Impact Project

Amount requested: \$400,000

Recipient: University of Texas at Dallas

DFW Airport Flyover Bridge Replacement and Conversion Project

Amount requested: \$135.9 million

Recipient: DFW International Airport

Learning Loss Program for Underserved Students

Amount requested: \$890,000

Recipient: Southern Methodist University

Resource Center Senior Housing

Amount requested: \$1 million

Recipient: Resource Center of Dallas Inc.

Southern Methodist University Human Trafficking Project

Amount requested: \$1,187,000

Recipient: Southern Methodist University

UTSW Center for Implementation Science, School of Public Health

Amount requested: \$1 million

Recipient: UT Southwestern Medical Center

Member-designated Projects:

DART Mobile Data Terminals System Upgrade/throughout DART service area

Amount requested: \$2.2 million

Recipient: Dallas Area Rapid Transit

Re-establish Northwest Drive direct access to Interstate 635/Interstate 30 at Northwest Drive in Mesquite

Amount requested: \$10 million

Recipient: City of Mesquite

The Interstate 35 Innovative Corridor Project/ I-35 corridor from the port of entry at Laredo through the International Inland Port of Dallas and the AllianceTexas Inland Port in Fort Worth to the Oklahoma border

Amount requested: \$7.5 million

Recipient: Texas A&M Transportation Institute

[Rep. Eddie Bernice Johnson, D-Dallas:](#)

Community Project Funds:

Neighborhood Air Quality Pilot Project

Amount requested: \$1,065,000

Recipient(s): City of Dallas

Elevated Water Storage Tank

Amount requested: \$2,800,000

Recipient(s): City of Glenn Heights

City of Wilmer Force 16-inch Force Main replacement

Amount requested: \$4,880,000

Recipient(s): City of Wilmer

Partnership for Equity, Access, and Training

Amount requested: \$100,000

Recipient(s): Martin Luther King, Jr. Family Clinic

Establishment of the Center for Implementation Science (CIS) within the new School of Public Health at UT Southwestern

Amount requested: \$800,000

Recipient(s): University of Texas Southwestern Medical Center

Pediatric Mental Health Innovation Center at Children's Health

Amount requested: \$890,000

Recipient(s)Children's Health System of Texas,

Parkland Immunization Van

Amount requested: \$267,398

Recipient(s): Dallas County Hospital District d/b/a Parkland Health & Hospital System

Lancaster Regional Airport Taxiway Relocation

Amount requested: \$5,700,000

Recipient(s): City of Lancaster

Member Designated Projects

Dallas Vision Zero Implementation

Amounted requested: \$10,000,000

Recipient(s): City of Dallas

East Grand Avenue (SH-78) Corridor Study & Infrastructure Improvements

Amounted requested: \$1,300,000

Recipient(s): City of Dallas

Danieldale Road (IIPOD Access)

Amounted requested: \$13,600,000

Recipient(s): City of Dallas

Kiest wood Trail Wi-Fi and Lighting Pilot Project

Amounted requested: \$1,600,000

Recipient(s): City of Dallas

Greater Downtown Dallas Master Plan

Amounted requested: \$1,600,000

Recipient(s): City of Dallas

Digital Divide – Traffic Signals & Streetlights

Amounted requested: \$16,000,000

Recipient(s): City of Dallas

Bear Creek Nature Park Pedestrian and Bike Trail Revitalization

Amounted requested: 1,800,000

Recipient(s): City of Lancaster

Bear Creek Road Improvement Project

Amounted requested: \$3,329,417

Recipient(s): City of Glenn Heights

Southern Gateway Park

Amounted requested: \$40,000,000

Recipient(s): North Central Texas Council of Governments

East Dallas Bus and Maintenance Facility Renovation

Amount requested: \$891,992

Recipient(s): Dallas Area Rapid Transit

[Rep. Beth Van Duyne, R-Irving:](#)

Community Project Funding:

Brute Force Electric Central Utility Plant

Amount requested: \$98,000,000

Recipient(s): DFW Airport

Aircraft Rescue and Fire Fighting Station Consolidation

Amount requested: \$83,900,000

Recipient(s): DFW Airport

New Snow and Ice Removal Equipment Storage Facility at DFW Airport

Amount requested: \$16,700,000

Recipient(s): DFW Airport

DFW Airport Flyover Bridge Replacement and Conversion Project

Amount requested: \$135,900,000

Recipient(s): DFW Airport

North White Chapel Boulevard crossing at Kirkwood Branch improvements

Amount requested: \$4,100,000

Recipient(s): City of Southlake, Texas

West Continental Boulevard and South Peytonville Avenue Intersection Improvements

Amount requested: \$1,350,000

Recipient(s): City of Southlake

Broadway reconstruction from Whitlock Lane to Belt Line Road and construction of hike/bike trail along section

Amount requested: \$5,925,000

Recipient: City of Carrollton

Broadway reconstruction from Jackson Road to Whitlock Lane and construction of hike/bike trail along section

Amount requested: \$3,230,000

Recipient: City of Carrollton

Member Designated Projects:

FM 1709 and Pearson Lane intersection improvements

Amount requested: \$1,125,000

Recipient: City of Southlake

Davis Boulevard (FM 1938) and Continental Blvd

Amount requested: \$1,900,000

Recipient: City of Southlake

DART Silver Line Track Improvement Project

Amount requested: \$6,363,000

Recipient: Dallas Area Rapid Transit

[Rep. Marc Veasey, D-Fort Worth:](#)

Community Project Funding:

Mental Health Provider Coverage

Amount Requested: \$1,000,000

Recipient: Children's Health System of Texas

Pediatric Mental Health Innovation Center at Children's Health

Amount requested: \$1,000,000

Recipient: Children's Health System of Texas

Dallas Area Rapid Transit Smart Bus Technology

Amount requested: \$833,000

Recipient: Dallas Area Rapid Transit

Everman Youth Revitalization Programs

Amount requested: \$414,000

Recipient(s): City of Everman

Hensley Field Reuse and Redevelopment Plan

Amount requested: \$5 million

Recipient: City of Dallas

Volunteer Income Tax Assistance project

Amount requested: \$100,000

Recipient: United Way of Tarrant County

Texas Veterans Network

Amount requested: \$25,000

Recipient: United Way of Tarrant County

Transform 1012 N. Main St.

Amount Requested: \$3 million

Recipient: The Welman Project

Revitalization of Eastside YMCA

Amount requested: \$2,430,055

Recipient: YMCA of Metropolitan Fort Worth

New snow and ice removal equipment storage facility at DFW Airport

Amount requested: \$12 million

Recipient: DFW International Airport

Member-designated Projects

Retrofitting 60% of the existing metal-halide light fixtures used at DART's light-rail stations and transit centers with new, state-of-the-art LED fixtures at various DART locations across the service area, administered through the DART headquarters

Amount requested: \$2.6 million

Recipient: Dallas Area Rapid Transit

Trinity Lakes Station near Trinity Boulevard and I-820 in Fort Worth

Amount requested: \$11,962,800

Recipient: Fort Worth Transportation Authority (“Trinity Metro”)

Grove Street Intermodal Campus Rehabilitation

Amount requested: \$3,250,000

Recipient: Fort Worth Transportation Authority (“Trinity Metro”)

Agencies seeking comment to improve North Texas biking trails

By Erick Pirayesh, Community Impact Newspaper

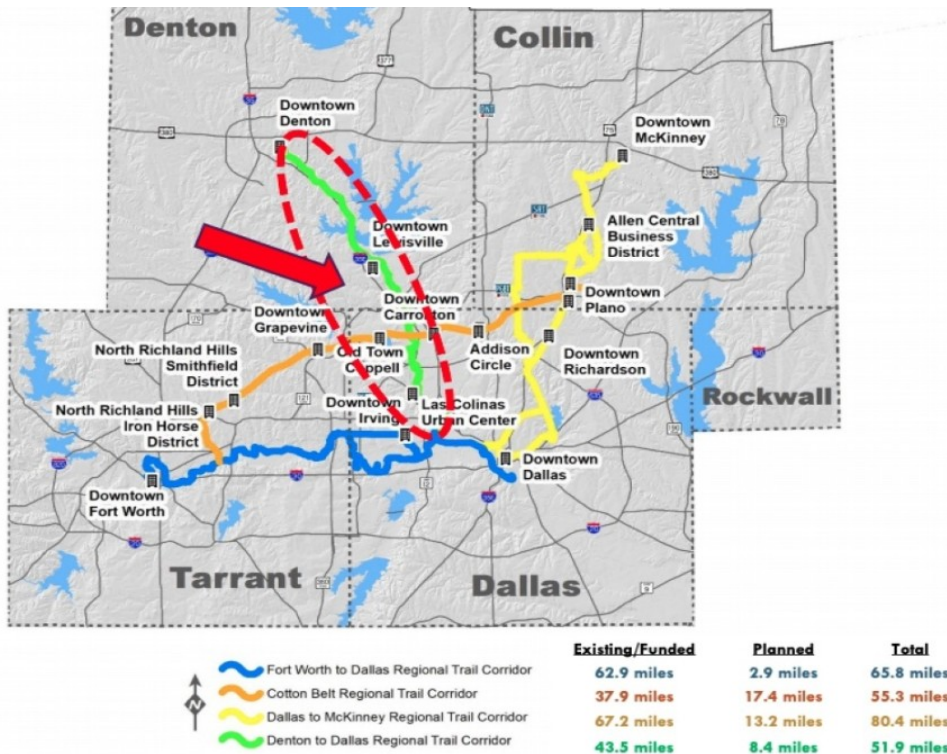
The Texas Department of Transportation and the North Central Texas Council of Governments are seeking public feedback to improve biking options throughout the Dallas and Fort Worth areas.

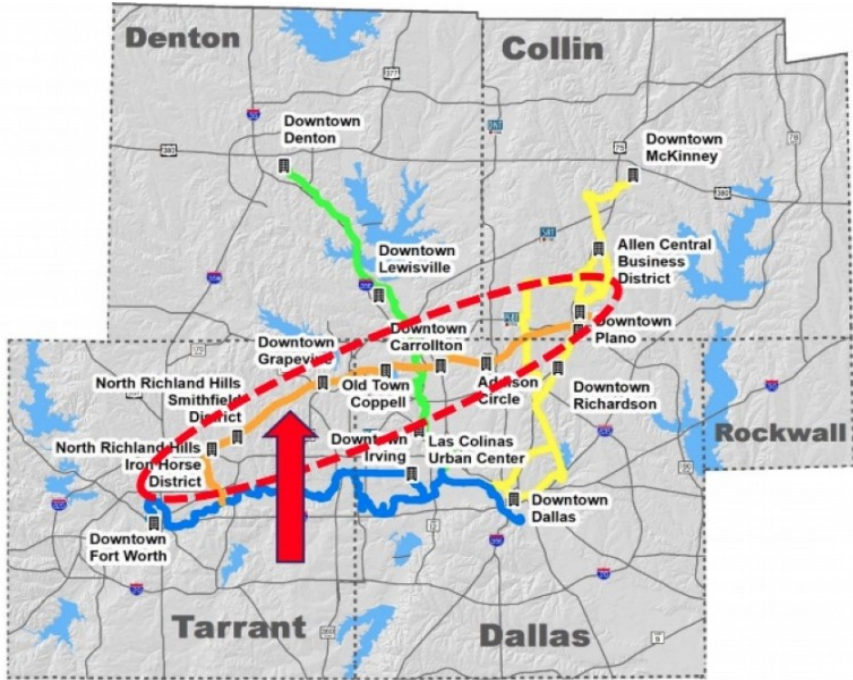
A virtual public hearing was posted May 6 and will be available through May 21 that includes multiple presentations outlining plans to improve road and bike trail routes. The hearing also includes a public survey asking residents to list priorities that will improve biking while also ranking the biggest barriers to cyclists.

Trail usage in April and May 2020 was up over 70 percent compared to the same months in 2019, according to the NCTCOG.

As part of the presentation, the council highlighted nearly 200 miles of trails that are in various stages of completion that are planned to connect Denton and McKinney to Dallas. A separate Cotton Belt Trail would link southern Plano to the northern Fort Worth area. The trails would be built in partnership with the council, TxDOT and local communities.

Construction on the final trail sections is scheduled to be complete by December 2023. Visit www.keepitmovingdallas.com/bicycle to attend the virtual hearing and complete the survey.





	Existing/Funded	Planned	Total
Fort Worth to Dallas Regional Trail Corridor	62.9 miles	2.9 miles	65.8 miles
Cotton Belt Regional Trail Corridor	37.9 miles	17.4 miles	55.3 miles
Dallas to McKinney Regional Trail Corridor	67.2 miles	13.2 miles	80.4 miles
Denton to Dallas Regional Trail Corridor	43.5 miles	8.4 miles	51.9 miles

How a Panther Island property listing could bring ‘new era’ for the Fort Worth project

By Luke Ranker, Fort Worth Star-Telegram

A new energy could be coming to Panther Island, with nearly 30 acres on the market and long-awaited bridges expected to open this year.

[LanCarte Commercial announced in April that 26 acres](#), mostly on the east side of North Main Street, would hit the market. It's the largest batch of privately owned land to be on sale on the proposed 800-acre island, and the first significant sign that developers may be interested in growing a key part of Fort Worth's core. The announcement follows the opening of the White Settlement Road bridge and the anticipation that bridges for Henderson and North Main will wrap up later this year.

The area is not yet an island since the federal government hasn't funded a proposed bypass channel between the two forks of the Trinity River, but it is poised for redevelopment, said [LanCarte Commercial's founder Sarah LanCarte](#).

The proposed Panther Island is sandwiched between downtown, which has seen a boom in hotel growth, and the Historic Stockyard District, where the retail development Mule Alley has brought new energy.

Of the 10 parcels for sale, six are ready for development, including three smaller lots that face North Main. Three large lots to the east of North Main offer the largest pieces of land ready for development. They include two large blocks between North Commerce and Calhoun streets that span from N.E. Fifth to N.E. Seventh streets. Another large block of Calhoun Street is adjacent to La Grave Field.

As it was originally conceived 20 years ago, Panther Island is intended to be a highly dense, walkable district that supports 10,000 residents as well as retail and office space.

Several parties have already expressed interest in some of the lots, LanCarte said. While she wouldn't provide specifics on the potential buyers, she said the parcels are prime for any number of possible developments including a mix of uses or a corporate campus.

"With proximity to downtown and all the amenities along the river, it provides a great atmosphere for employees of a company looking to relocate," she said.

Four more properties that sort of surround La Grave to the east are not ready for development. The three largest parcels would require the levees to come down for them to be fully developed. If that happens, they offer a large stretch of riverfront property.

Speculation about remodeling [La Grave and bringing some form of the Cats baseball](#) team back to Fort Worth hasn't gotten off the ground. But if that happens, the properties hitting the market have the most potential to form an urban neighborhood around the ball field, which LanCarte equated to a smaller Wrigleyville, the neighborhood around the Chicago Cubs stadium.

"Reinvigorating that area would be huge, not only for the district but also for the city as a whole," she said.

Speculation about Panther Island's development has been ongoing for about two decades. Much of the land needed environmental cleanup, but the cloudy future of the bypass channel did not help.

Development had been wrapped up in the Trinity River Vision Authority, a body created to coordinate between the city, county and water district as well as the nonprofit Streams and Valleys. Following a consultant's report, the duty of promoting development on the island was more clearly outlined as a city responsibility.

Fort Worth Mayor Betsy Price, in an email, said the city wants to see quality development on Panther Island.

"While this project is flood control at its root, clearly there is incredible potential for economic development there," she said. "Panther Island is the largest piece of land attached to any major city's downtown in the nation and developing it can play a major role in capitalizing on the massive economic and job opportunities for the city's center."

PANTHER ISLAND ENERGY

Despite the lack of a channel, this year has brought positive energy to the Panther Island concept.

In early April, with zero fanfare, [the bridge for White Settlement Road opened to traffic](#). Of the three bridges under construction to connect the future island, that bridge was the only one without a clear detour. The road closure strained businesses along White Settlement, so the quiet opening was met with excitement. A ribbon cutting ceremony is planned for later this month.

[Encore Panther Island](#), an apartment development, will bring 300 luxury units to the area. Leasing is expected to start later this year.

It features the first channel and river walk, which flows through the middle of the complex. Though the stream looks like attractive landscaping for a high-end development, it's really part of the effort to control flooding on the island.

J.D. Granger, the longtime leader of the local effort behind Panther Island, celebrated the LanCarte property listing as evidence momentum was building again for the project. Speculators have been buying and holding land there off and on for years, he said.

"This listing is the first strong statement by investors that they believe the timing is now ripe to move forward from holding to going vertical," Granger said in an email.

It is unclear whether developing parts of Panther Island will spur the federal government to prioritize funding the 1.5-mile bypass channel needed for flood control and to create the island.

Though the local office of the Army Corps of Engineers supports the project and has requested about \$36 million every year, federal budgeters have taken little notice. Washington has sent about \$62 million since 2006. Congress approved up to \$526 million in 2016. On the local side, taxpayers have spent more than \$335 million on related components of the project, like environmental cleanup and land purchasing, according to a quarterly report.

Last year the project received \$1.5 million, the only direct allocation the Trump Administration gave the project. The money was marked for a project feasibility study, but local officials rejected the funding saying the study wasn't needed.

The bypass channel, which along with oxbow-style floodplains downstream in Riverside Park, is designed to help prevent a Trinity River flood. The intention is to allow Fort Worth to remove some levies near downtown while maintaining the existing size of others.

Granger, in the email, said the federal government wouldn't care about development in the area and is instead focused on protecting roughly 2,400 acres from river flooding.

Tarrant Regional Water District General Manager Jim Oliver said he wasn't sure whether Washington would pay attention to development in the area, but activity on the island should be a positive for locals. With interest in developing the island building and a change in the administration in Washington, Oliver said "a new era is dawning for the project."

"It certainly helps the community to understand how valuable that area is to Fort Worth," Oliver said. "Basically, we've had for the last 50 years a dead zone down there and now it's turning around."

Virgin Hyperloop shows off the future: mass transport in floating magnetic pods

By Reuters Staff

- The Virgin Hyperloop is developing the technology for passenger pods that will travel at speeds of up to 750 miles an hour.
- The pods will seat 28 passengers and could be customized for long and short distances, and for freight.
- Virgin Hyperloop is looking to first develop passenger routes in India, where the transport system is overloaded

In the desert just north of Las Vegas, a long white metal tube sits at the base of the mountains, promising to one day revolutionize travel.

That is where Virgin Hyperloop, whose partners include Richard Branson's Virgin Group, is developing the technology for passenger pods that will hurtle at speeds of up to 750 miles an hour (1,200 kph) through almost air-free vacuum tunnels using magnetic levitation.

"It will feel like an aircraft at take-off and once you're at speed," said co-founder and Chief Executive Josh Giegel, who gave Reuters an exclusive tour of the pod used in its November test run, where it was propelled along a 500-meter (1,640 ft) tunnel.

"You won't even have turbulence because our system is basically completely able to react to all that turbulence. Think noise-canceling but bump-canceling, if you will."

Off-white materials and a back mirror make the pod seem bigger and more "inviting" for new users, Giegel said.

"This pod was really the embodiment of 'How do we take something that's an idea and make it into something that's a reality for us to sit in?' Giegel said.

The pods will seat 28 passengers and could be customized for long and short distances, and for freight.



A test hyperloop tube is seen at the Virgin Hyperloop facility near Las Vegas, Nevada.

While it is still at an early stage, Giegel predicts commercial operations as early as 2027.

It could be the first form of transport in 100 years to revolutionize travel, just like cars, trains and planes did, Giegel said.

Rocket scientist Robert Goddard came up with the "vactrain" idea in the early 1900s. France tried to develop the Aerotrain in the 1960s and 1970s, but lack of funding killed the project.

Entrepreneur Elon Musk reignited interest in 2013 by setting out how a modern system would work. Giegel, who worked at Musk's SpaceX at the time, said technology is now catching up.

The required batteries, power electronics and some sensors were previously not quite ready, Giegel said. "We're at like the very bleeding edge of what a high-speed autonomous battery-powered vehicle is."

Virgin Hyperloop is looking to first develop passenger routes in India, where the transport system is overloaded, and in Saudi Arabia, which lacks an infrastructure.

"It starts off with two people riding a Hyperloop. It ends with hundreds of millions of people riding on a Hyperloop and that's what the 2020s, the roaring 20s will be," Giegel said.

The pod will be on display at the Smithsonian Historic Arts and Industries Museum's "FUTURES" exhibition in Washington in late summer.

DCTA moving closer to on-demand GoZone service that replaces buses with vans

By Justin Grass Staff Writer jgrass@dentonrc.com

The Denton County Transportation Authority shared the latest details Tuesday on its upcoming on-demand transit service, GoZone, which will replace many of its fixed bus routes and services with over two dozen vans in hopes of expanding coverage areas, times and accessibility.

DCTA CEO Raymond Suarez and Vice President of Mobility Services Nicole Recker presented the upcoming service's latest developments at Tuesday morning's Denton County Commissioners Court meeting. Their appearance came months in advance of the launch of the shift, slated for September.

Recker said the agency has two main goals for the service: expanding geographic availability and extending the days and times that service is offered.

"Passengers will now have more area that they can cover, and they can cover it more days of the week and more hours of the day," Recker said.

DCTA selected the service's provider, the New York City-based Via Transportation, back in January. At last month's board meeting, the agency approved a potential four-year contract — a two-year term with two one-year options — for a total amount not to exceed \$33,520,691.

Under the proposed service, Via will deploy a fleet of 30 minivans, each with seating for six passengers. Using a mobile app, those passengers can book rides to and from anywhere inside mapped-out zones, and Via will utilize the number of vans necessary to meet demand. The service's first phase includes two primary zones: one covering Denton and one covering Lewisville and Highland Village, for coverage of all three DCTA member cities.

Recker explained that passengers will not be able to book a ride from one of those zones to the other, with the reasoning that those passengers can use the pre-existing A-Train route — unaffected by GoZone's launch — to cross the gap. In subsequent steps after the launch, DCTA will expand those zones and create new ones, including a Denia neighborhood extension for the Denton zone and a Business 121 zone for Lewisville and Highland Village.

As part of the new service, several fixed routes and services will be slashed as the agency downsizes its bus fleet. While the University of North Texas shuttle service will remain unchanged, only Routes 3 and 7 in Denton will remain for the first six months, after which the agency will examine their long-term future. Routes 1, 2, 4, 5 and 6, as well as Lewisville's Route 21 and 22, will be discontinued two weeks after GoZone's launch.

DCTA projects the switch will substantially increase service time for a small increase in cost, going from an annual 73,000 service hours at a \$4.2 million budget to 99,000 service hours at a \$4.3 million budget. For passengers, a permanent fare structure will not be set until later, though existing fare passes will include promotional GoZone access for its first six months.

GoZone is now in its required public involvement period, which gives citizens the chance to weigh in on the proposition's service area, days and times active, fare structure and give any other desired feedback. That period will conclude next month and the DCTA board can then approve the final service plan in July prior to its planned September launch.

The service drew mixed opinions from local officials as it began to take form at the beginning of the year. Tuesday, Suarez said GoZone is a part of a larger DCTA initiative that will help it deal with the increasingly lower ridership it has experienced over past years, a trend exacerbated by the pandemic.

“Travel patterns have changed significantly,” Suarez said. “Ridership is down nationwide. We’re on the precipice of a major transformation and we think it’s going to bring ridership back significantly.”

Residents can view the specifics of the proposed GoZone plan and provide feedback at dctafeedback.net.

New flight simulator to bring pilots to Grand Prairie for training

The simulator is located at Airbus Helicopters' headquarters.

By Sarah Bahari

Airbus Helicopters has begun operating a new flight simulator that is expected to draw pilots from around the world to its headquarters in Grand Prairie, [the company announced in a press release](#).

The new full-motion simulator will provide training on Airbus' H145, a twin-engine helicopter used for various purposes such as law enforcement and medical transport.

This is the first simulator of its kind in North or South America, according to the company. Previously, customers had to travel to Germany for training.

Grand Prairie Mayor Ron Jensen joined company leaders at a ceremonial dedication Monday.

Airbus has sold 40 H145s and plans to sell up to 50 of the twin-engine helicopters a year for the foreseeable future, [according to a news report in Vertical, an industry magazine](#). Because of the popularity of the aircraft, Airbus has "seen a significant increase in demand for simulation," Romain Trapp, president of Airbus Helicopters and head of the North America region, told the magazine.

The simulator is part of the Helisim Simulation Center, a \$22 million facility at Airbus Helicopters' Grand Prairie campus. Roughly 1,500 pilots and maintenance personnel currently receive training at the center every year, according to the press release

<https://www.dallasnews.com/news/2021/05/12/new-flight-simulator-to-bring-pilots-to-grand-prairie-for-training/>

The scooters are back. This won't go well

By Dallas Morning News Editorial

The scooters are back! Or at least they hope to be. A company called Spin, a subsidiary of Ford Motor Co., is pitching new and improved scooters and hopes to convince City Hall to allow a fleet of them on Dallas streets. There is no way this goes well.

Let us refresh your memory about Dallas' micromobility history. In 2018, *The Wall Street Journal* dubbed Dallas "ground zero for a nascent national bike-share war." Five startups had flooded Dallas streets with 18,000 ride-share bicycles, the largest flotilla of bikes in the nation.

The bikes were dockless, meaning users could leave them where they liked. Per *The Journal*, "They are sometimes left hanging in trees or are sunk in creeks and waterways. City officials are scrambling to write regulations." We can attest to the accuracy of that reporting as we spotted scattered remnants of those bikes far and wide.

In June 2018, the City Council levied expensive permits and required bike-sharing companies to respond to 311 complaints. Most of the bike companies left town.

But the micromobility monster hadn't been slain; it was just morphing. *D* magazine trumpeted its resurrection:

"Despite some consternation about how the city might step in and regulate the bikeshares, the whole ordeal was resolved with one simple solution: the scooter. Almost overnight, scooters bumped bikeshare off the streets and the hand-wringing about bike tangles was over."

Scooters were here to stay, *D* said. After all, who could possibly have foreseen that people might be just as careless with smaller two-wheeled machines as they were with larger two-wheeled machines?

It took about two years for scooters to run their course. With 12,000 scooters littering sidewalks and parks in exactly the same manner the bikes had, the Dallas Transportation Department halted the city's scooter program in September 2020, citing public safety concerns.

The *Dallas Observer* summarized, "Although heralded for its convenience, the program has had unintended side effects like hundreds of emergency room visits and a deluge of 311 calls reporting blocked sidewalks."

City Council member Lee Kleinman told KTVT (Channel 11), "There's a lot of reports of drunk people riding them."

You don't say.

In all seriousness, Spin does seem to have solved some of the most common misuses of these devices. An alarm sounds if the scooters are ridden on a sidewalk. And users can be fined if they park a scooter in an unauthorized area. A Spin spokesperson said the company wants to be careful about deploying too many scooters and will work with city staff to respond to issues as they arise. Representatives from the city's transportation department didn't return calls for comment.

Devices like this have been called “last mile” solutions, to complete necessary trips, such as to the workplace or a pharmacy. When used for those purposes in a sprawling city like ours with limited public transit, they can serve an important purpose.

But one final detail may serve to illustrate how well-considered this plan is. Last week, Spin staged a press event to demonstrate its scooters. It was held at a plaza near City Hall, just behind a sign that declared it a misdemeanor to operate skateboards, bicycles and other small wheeled vehicles in the area.

Frisco completes its part of the Six Cities Trail Connector

By Miranda Jaimes, Community Impact Newspaper

The city of Frisco is officially connected to Plano via the Six Cities Hike & Bike Trail. Crews recently completed 0.34 miles of trail on the Six Cities Trail connector, which is part of the Collin County Regional Trail Master Plan. The trail connects Frisco to trails in Plano, McKinney, Allen, Richardson and Garland.

“This is a short trail that creates a really big connection, so that’s why it’s so important,” Ricardo Sanchez, Frisco Parks & Recreation senior planner, said in a Frisco news video.

The trail connects to Plano in the southeast corner of the city near Custer Road under the Sam Rayburn Tollway. Residents can access the Taychas Trail at Limestone Quarry Park, located at 1230 Maltby Drive, Frisco, and then head south to find the connection to Plano.

“There was a lot of coordination. It was a really good team effort between city staff, city of Plano, Texas Department of Transportation, North Texas Transit Authority and the public as well,” Sanchez said.

This plan was established in 2001 with the goal of creating a main trail spine that would connect all six of the cities. It was one of the first regional trail plans of its type in the state of Texas. The project cost the city an estimated \$1.2 million, and a federal grant paid for about 70% of that cost, the news video stated.

Additionally, the trail connection serves as an important piece of the Frisco Hike & Bike Master Plan, which includes a framework for hundreds of miles of trails over the next 20 years, according to the news video. It also includes plans to link existing trails within Frisco and adjacent cities.

“This trail is a really big deal, as it’s going to keep connecting different neighborhood parks and other trails and sidewalks, but through a continuous piece of shared-use path,” Sanchez said.

In a previous interview, Frisco Mayor Jeff Cheney said the city has a reputation for encouraging health and wellness activities, which he said is only growing.

“In a post-COVID world, where more people are spending time in their homes, it always increases the need to enjoy our open spaces,” he said.

Groundbreaking marks major step for Northaven Trail bridge

By Liesbeth Powers, Advocate Magazine

A groundbreaking over the weekend marked a significant step for the Northaven Trail Pedestrian Bridge, which will give pedestrians and bikers a safe path over US 75 North Central Expressway between Northaven Trail and White Rock Creek Trail.

Expected to open in 2023, the bridge and trail expansion will not only offer a straight shot to White Rock Lake for those traveling from the western side of the central expressway but will also connect to a patchwork of other trails, offering access to nearly any part of the city.

About 300 people showed up to the event, held May 8 at 11231 N. Central Expressway.

The groundbreaking ceremony included speeches by District 11 City Councilman Lee Kleinman, who was also the master of ceremonies; Dallas Mayor Eric Johnson; Texas Department of Transportation Commissioner Robie Vaughn; county commissioners Theresa Daniel and J.J. Koch; District 13 City Councilwoman Jennifer Staubach Gates; Park Board President and District 13 Representative [Calvert Collins-Bratton](#); and District 11 Park Board Representative and [Friends of Northaven Trail](#) President Jeff Kitner.

“We were thrilled to break ground on the Northaven Trail bridge this weekend,” Kitner says. “It was wonderful to see so many friends and trail supporters as we get started on this project, which will significantly enhance pedestrian and bicycle connectivity for our city.”

Current and former members of the Friends of the Northaven Trail board were among the attendees, and anyone who wanted to take a photo shoveling dirt was able to do so.

The bridge has been in the works since the mid-2010s and is a collaboration between the city of Dallas, Dallas County, TxDOT, the North Central Texas Council of Governments and friends of the Northaven Trail.

Officials at TxDOT [approved construction](#) of the bridge in late February and early March.

Designs for the bridge were drafted in 2017 after [land was purchased](#) for the build earlier that year. The project will cost a little more than \$9 million, according to [February estimates](#) from TxDOT.

[Groundbreaking marks major step for Northaven Trail bridge - Lake Highlands \(advocatemag.com\)](#)

How bad is the air in Denton? Enough to turn off some businesses

By Paul Bryant, Denton Record-Chronicle

Environmentalists here and in the Dallas-Fort Worth area agree that ground-level ozone often contributes adversely to Denton's air quality. But it's not the only culprit.

"Denton is pretty unique, with [the Interstate 35 corridor], and heavy-duty trucks emit a lot of pollution," said Lu Liang, a geospatial scientist and professor in the Department of Geography and the Environment at the University of North Texas. "Traffic is a big part of pollutants, and I'm very interested in the pollution levels in our community."

The [Texas Commission on Environmental Quality](#) uses a monitor at Denton Enterprise Airport to measure the city's air quality each day. On Friday, it was listed as "good" based on the number of pollutants in the air.

TCEQ and the [Environmental Protection Agency](#) use air-quality monitors around the country, including in several areas around Dallas-Fort Worth — a region determined to be what's called a "nonattainment area."

And it's because of that designation that executives with an undisclosed company recently decided not to consider Denton for expansion because it is in a nonattainment area.

"They don't want to be in an area that is a nonattainment area, because at end of day, their permitting process and reporting process is a lot stricter in the area because it increases their cost of doing business," Cory Lacy, vice president of economic development, said during a Denton City Council meeting on April 13. "That kind of knocks us out from the beginning."

Jessica Rogers, the city's director of economic development, said that company asked that "communities in nonattainment zones not respond" to requests for information.

"I don't believe I'd have anything else to add regarding air quality and economic development," she said.

Noncompliance

Data provided by the EPA shows that Denton County is a [nonattainment area](#), meaning it is out of compliance with air-quality standards created by the federal Clean Air Act.

"And the pollutants in the Dallas-Fort Worth region is nonattainment," said Melanie Sattler, a professor of civil engineering at the University of Texas at Arlington. "It's ground-level ozone, which is not to be confused with stratospheric ozone."

Ground-level ozone is created when emissions from vehicles, natural sources such as nitrogen oxides and commercial operations are released. Stratospheric ozone forms when "intense sunlight causes oxygen molecules to break up and reform as ozone molecules.

Whereas ground-level ozone is considered "bad," stratospheric ozone is considered "good," protecting the environment and people from ultraviolet light, according to the North Central Texas Council of Governments Air Quality Handbook. According to the [Centers for Disease](#)

Control and Prevention, ground ozone can worsen symptoms for people with asthma and bronchitis, especially during warmer months.

“There are two precursors that react in the atmosphere to create ozone,” Sattler said. “But nothing emits ozone directly. Car tailpipes don’t emit ozone directly. In Dallas-Fort Worth, the nitrogen oxides are the more important precursor.”

Nitrogen oxides form when oxygen and nitrogen from the air interact in high temperatures. Such conditions often occur in car engines.

With nitrogen oxide, or NOx, contributing to ground-level ozone, it can cause respiratory problems and put people with certain health conditions at risk.

‘Different impacts’

“In different communities, you can see different impacts,” Liang said. “A lot of places around the world are showing this, especially in underserved communities.”

“Our region is what’s called ‘NOx limited,’” Sattler said. “That means we could reduce [them] all day, and that would not bring us in compliance with ozone standards. It turns out the largest source of NOx submissions is online sources — cars, trucks and buses.”

But Denton is not the primary contributor to ground-level ozone.

“It is true also that the prevailing wind pattern in Texas is driven by the winds off the Gulf,” Sattler said. “You get air that comes from the southern parts of the metroplex that move toward Denton.”

Liang agreed.

“The south side of Dallas has a huge industrial area, so those prevailing winds can bring that pollution to Denton,” she said.

To measure such pollution in Denton, TCEQ monitors NOx, ozone, particulate matter (liquid droplets or microscopic solids) and “meteorological parameters,” according to an email from TCEQ. “In the DFW area overall, we have stations that monitor for one or more [pollutants].”

A plan for Denton

Through Denton’s **sustainability program**, it maintains a plan to reduce greenhouse emissions and pull the city out of the nonattainment area. In a June 2020 report, “Simply Sustainable,” officials said they want to focus on both by setting reduction targets for the municipal government and community and creating a greenhouse gas mitigation plan.

“When we talk about air quality, that is a definition of guidance we take from TCEQ,” said Brian Boerner, Denton’s director of solid waste. “If you look at what the EPA ... has done over the past 25 or 30 years by improving our fleets, speed limits and looking at improvements in cars and emission control devices, there has been significant improvements in that air quality.”

We continue to work with [state and federal governments] to make sure whatever we're doing in the area not only is beneficial to Denton but other areas."

Brian Beck, a new member of the Denton City Council and a computational biologist, said he also believes that auto emissions and prevailing winds are the largest threats to air quality here.

"But I don't think there's sufficient monitoring," he said. "We are underrepresented and not really being considered."

According to information provided by the city, "if progress is not made toward reducing ozone," the area may face sanctions and be required to spend "more financial resources" to mitigate adverse effects on people's health because of bad air quality.

NASA to Help Local Governments Plan for Advanced Air Mobility

By Lillian Gipson, NASA

Five state and local government entities have signed agreements with [NASA's aeronautical innovators](#) to work together in considering how emerging cargo-carrying drone and passenger-carrying air taxi services can best be included in their civic transportation plans.

The five cooperative activities will take place through summer of 2022, each including a series of at least four workshops where experts from the localities and NASA's [Advanced Air Mobility \(AAM\) mission](#) will work on updating local plans and creating new plans that might be needed to enable AAM.

The five government entities that have signed agreements with NASA are the Massachusetts Department of Transportation; Minnesota Department of Transportation; the North Central Texas Council of Governments Department of Transportation; the Ohio Unmanned Aircraft Systems Center of the Ohio Department of Transportation; and the City of Orlando, Florida.

The entities will include additional partners drawn from local governments, airport authorities and operators, chambers of commerce, universities, vehicle and subsystem manufacturers, infrastructure providers, workforce development organizations and others.

The workshops will address a wide range of pertinent topics related to AAM – from identifying a common set of terms to use in discussions and planning documents, to evaluating potential criteria that might be used in locating future “vertiports” for vertical takeoff and landing aircraft – and much more.

“What’s the best way for a local government to implement an AAM system that is equitable, sustainable, and integrated with its other transportation systems? Answering that is a big part of what this is all about,” said Nancy Mendonca, NASA’s deputy AAM mission integration manager.

Another major goal for the outcome of these agreements is to develop a “best practice” document around a key topic that other states and municipalities might follow in developing their own plans for integrating AAM into their transportation systems.

“We also hope these workshops and any subsequent best practices that are identified will address successful methods for engaging the public in the planning process and generating support for AAM in their communities,” Mendonca said.

NASA's [AAM is a vision](#) to help create safe, sustainable, accessible, and affordable air travel to support emerging aviation markets at the local and regional level using revolutionary new aircraft that are only just now becoming possible.

Information Exchange

The Space Act Agreement both parties have signed spell out what each partner will bring to the table – in this case in a very literal sense.

In general, the agreement calls for NASA to host and provide subject matter experts for at least four so-called “tabletop” workshops, which means they would involve a relatively small number of people sitting around a large conference table.

“Details about when and where these workshops will be held, how the work can be subsequently shared, and how the changing status of the pandemic will influence work under this agreement will be worked out with each partner,” Mendonca said.

More specifically, NASA will share with partners what it has learned so far about the challenges associated with planning for and safely operating [new types of aircraft](#), the ways to approach solving those challenges, and what NASA has in store for future research that includes hosting flight demonstrations as part of its [AAM National Campaign](#).

The National Campaign is a series of flight demonstrations that will bring together aircraft manufacturers, airspace traffic management service providers, and others to show how AAM can safely operate and earn public confidence and support.

NASA researchers also will take what they learn from this new group of partners to refine their research and NASA's AAM vision and share that information with other industry and government groups involved with AAM including the Federal Aviation Administration.

Meanwhile, the partners will utilize their planned and existing public engagement forums to provide progress on their current transportation planning and AAM-related efforts.

The partners also will work with the teams they have assembled for this effort to advance AAM opportunities and operations in areas beyond the efforts detailed in their agreements with NASA.

More Collaboration

These five agreements are the latest to be signed in a series of three collaborative opportunities NASA has announced as part of AAM and the National Campaign – so far.

The [first opportunity](#) led to 17 partners signing Space Act Agreements in one of three categories: developmental flight testing, developmental airspace simulation, or vehicle provider information exchange.

A [second opportunity](#) was released Feb. 3 and is now closed. No agreements have been signed yet as NASA exercises the agreement approval process. It invited industry to apply to participate in the first full phase of testing for the National Campaign in 2022. This included flight, airspace, and operations support for infrastructure testing.

The third collaborative opportunity, also released in February, and also now closed, invited diverse partnerships involving vehicle manufacturers, automation subsystem developers, and community-based organizations.

Agreements signed so far under this third opportunity are these four states and one city representing the community-based organization category. Announcements of approved agreements involving the other topics are anticipated soon.

North Texans encouraged to find creative ways to celebrate Bike Month

By Blue Ribbon News

When Bike to Work Week kicks off May 17, pedaling to the office may not be the first thing that comes to mind for some North Texans, especially if the COVID-19 pandemic has them working from home.

But that provides an opportunity for creativity. The League of American Bicyclists, founder and sponsor of this annual event, is asking participants to simply bike more during the week as well as during Bike Month, celebrated throughout May. The North Central Texas Council of Governments is also encouraging people to get out and ride more, regardless of where they plan to go.

The growing active transportation network, which includes the Regional Veloweb, as well as supporting community trails and bikeways across the Dallas-Fort Worth area, provides many options to travel by bicycle to commute, run an errand, go to a coffee shop, meet with friends or exercise.

People who have returned to their offices also have the option of celebrating Bike to Work Week the traditional way, which benefits the individual and the entire region. The week culminates in Bike to Workday on May 21. For those who live close enough to work to ride their bikes, a two-wheel commute is less expensive and better for the region's air quality. For residents with longer commutes, bicycling can be incorporated into a commute by pairing it with transit. The region's transit agencies allow bicycles on their buses and trains, so consider riding to the nearby transit stop and bringing your bike aboard.

With the weather warming up and more daylight, the regional trails offer a great place to take a ride on Bike to Workday or any time during the week, either before or after the workday. Data collected by NCTCOG shows that since the pandemic began in March 2020, the region's active transportation network has been a bright spot, seeing a significant increase in activity. Trail use soared by nearly 80% in May 2020 and remains high in 2021.

Need ideas for getting active this month? A list of regional Bike Month activities can be found at www.nctcoq.org/biketowork. For those still unsure if they are ready to try a more active commute, "10 steps to riding your bike to work," also available at that site, offers a helpful checklist to prepare for the journey.

About the North Central Texas Council of Governments:

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

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

They beat the odds to keep a concrete plant out of Mansfield. But the fight isn't over

By Haley Samsel, Fort Worth Star-Telegram

Almost exactly three years ago, businessman John Sheffield [applied for an air quality permit](#) to build a concrete batch plant in a rural neighborhood just outside of Mansfield. It didn't take long for nearby residents to catch wind of his plans for Bosque Solutions, which is seeking to emit 13.57 tons of particulate matter, including cement dust and sand, each year.

Neither Sheffield nor the residents who challenged the permit application could have imagined the costly legal battle that followed, resulting in a case with far-ranging implications for communities across Texas fighting the arrival of industrial facilities near their homes.

After years of hearings and [months of protests outside Sheffield's home](#) in 2018, a Texas Commission on Environmental Quality meeting on Wednesday will decide the future of the Bosque Solutions permit, and whether both parties will have to put up more money for attorney fees. The "No Neighborhood Concrete Plant" [GoFundMe page](#) has raised more than \$130,000 since 2019.

"We're the only group that's been successful up to this point," said Roger Hurlbut, an attorney living near the plant site and an opposition organizer. "We're testing the entire system of TCEQ regulations. If we cannot win this, no one's going to be able to win."

Adam Friedman, the attorney representing nine residents living within 440 yards of the plant's proposed site at 7327 Gibson Cemetery Road, said that, to his knowledge, the Bosque Solutions case is only the second time a challenge to a concrete batch plant earned a contested case hearing from the State Office of Administrative Hearings — and the first time a judge agreed that the air quality permit should be denied by the TCEQ.

That decision, by Administrative Law Judge Joanne Summerhays, [was issued in November](#) after an August virtual hearing. But it's still up to three governor-appointed commissioners to determine whether to grant the permit, Friedman said. Toby Baker, the executive director of the TCEQ, has continually recommended approval of the permit in its current form.

"We're at the mercy of the commissioners, since we've made our case, we won our case and nobody has proven this facility is safe," Friedman said in a phone interview. "We manage our expectations, and we remain hopeful. But Texas is a business-friendly state, and that has its positives. What we're seeing is sort of the negative side of it, when the business is impacting your livelihood."

Whatever happens on May 19 has the power to influence contested case hearings and concrete batch permit proceedings for years to come, according to Friedman, who said there is a "very large cloud surrounding this case" that has little to do with the particulars of Bosque Solutions. The TCEQ has approved more than 800 concrete batch permits since 2012, and those cases could be thrown into question depending on this ruling, according to Hurlbut.

The stakes could not be higher for Tarrant County residents living just outside of Mansfield city limits. Patricia Baines, one of the nine people represented by Friedman, said the arrival of Bosque Solutions in her neighborhood would be life changing.

“I’m an avid gardener, and I spend probably three or four hours every day during the summer working in my yard,” Baines said. “To not be able to do that means I’m going to be a prisoner in my own home. I’m not going to be able to get out because of fear of inhaling something that’s going to damage my health.”

Several neighbors on Gibson Cemetery Road say their preexisting conditions and proximity to the plant would cause them severe health problems they otherwise would not experience due to particulate matter pollution. Sand is used at all concrete batch plants and creates emissions of minerals like crystalline silica, which can [cause lung diseases after long-term exposure](#), according to the Occupational Safety and Health Administration.

Larry Smitherman Sr. shares a driveway with the plant site and can see Sheffield’s existing warehouses and other operations from his back yard. Smitherman has chronic obstructive pulmonary disease, known as COPD, which he believes would get worse if the plant moves forward.

“He wants to build a concrete plant dead even with my pond,” Smitherman said of Sheffield. “My grandkids and I are down there during the summer more than we’re at the house ... It’s like my grandkids don’t matter.”

Attorneys representing Sheffield and Bosque Solutions did not respond to requests for comment. At an April hearing with TCEQ commissioners, Bosque Solutions attorney Patrick Larkin said the plant is not required to test for certain pollutants under the TCEQ’s regulations. The company’s lack of testing is “not evidence of harm” to human health, he added.

In 2019, [Sheffield told the Star-Telegram](#) the project would fully comply with TCEQ health regulations.

“The TCEQ has designed health standards for batch plant operations, which we are fully prepared to comply with,” Sheffield said. “These standards are designed to be fully protective of residential rural settings.”

SAND, SILICA DUST AT THE HEART OF CONTROVERSY

Since the beginning, Bosque Solutions has attracted opposition from residents and [leaders in Mansfield](#). Hundreds of people [turned out for an October 2018 public meeting](#) in Kennedale hosted by the TCEQ, and several more requested contested case hearings in the spring of 2019. Contested case hearings are similar to civil trials in state district court and are the only venue for Texans to challenge permit applications through the TCEQ.

Under current regulations, only residents who live within 440 yards of a proposed concrete batch plant qualify for a contested case hearing. Several legislators, including state Rep. Nicole Collier of Fort Worth, [have introduced bills to increase](#) the distance to 880 yards and require stricter permits. Collier’s proposal would increase the list of people who can request a hearing, including representatives of schools, hospitals and churches.

Chuck Crook, an engineer who lives a half mile from the plant site, said he understands the need to build concrete batch plants, which produce materials for the construction of homes and roads to keep up with rapid growth across Texas. However, he fears the plant’s operations would hurt the health of neighbors and tank property values, making it difficult for people to sell their homes without taking a loss.

“Everything is made with concrete, but not in an inappropriate place like a residential neighborhood,” Crook said. “If they don’t help us, then there’s just no hope. I’ve been here 24 years. I want to die out here. But I want to die a natural death, not suffocate slowly.”

In November, Summerhays [ruled that the TCEQ should deny the permit](#) based on two central arguments, including Bosque Solutions’ failure to notify Fort Worth officials that the plant is in their extra-territorial jurisdiction, or a buffer area just outside of city limits. The application incorrectly stated the plant would not be built in the jurisdiction of any city, according to Summerhays.

In addition, Friedman argued that Bosque Solutions failed to prove its plant would [comply with emissions limits set by the TCEQ](#). Before 2012, concrete batch plant applicants were exempt from meeting emissions and distance limits if their permit met all other requirements.

That exemption was removed from the standard permit during the 2012 rulemaking process, according to Summerhays. In turn, Bosque Solutions incorrectly skipped the question when asked if the plant would meet emissions standards, she wrote.

To prove this point, Friedman brought in an expert witness to testify that emissions from crystalline silica are prohibited by those 2012 regulations. Crystalline silica, a common mineral in the earth’s crust, is found in sand, which is used at all concrete batch plants, according to evidence submitted to the court.

People who inhale very small crystalline silica particles are at increased risk of developing diseases like lung cancer, COPD, kidney disease and silicosis, an incurable lung disease, according to the Occupational Safety and Health Administration.

Sheffield’s team did not conduct testing or submit evidence showing how much of its 13.57 tons of emissions would be sand or contain crystalline silica, Summerhays found. To meet the requirements of the permit, Bosque Solutions must show evidence that it will meet emissions limits for any chemical or pollutant [without a standard established by the Environmental Protection Agency](#), including silica, she wrote.

That claim has been contested by Bosque Solutions and Baker, the TCEQ executive director. The agency already took into account all possible emissions from a concrete batch plant when it created the permit application and therefore determined crystalline silica emissions would not cause health issues, according to Bosque’s attorneys.

Neither the TCEQ or Bosque Solutions provided evidence during the August hearing to contest Friedman’s argument that crystalline silica emissions were prohibited under current Texas regulations, according to Summerhays.

Leaders of the TCEQ continue to support granting the permit, although the agency’s [independent Office of the Public Interest Counsel](#) has recommended the rejection of the application. In April, [Baker’s office wrote a letter](#) stating that the amount of crystalline silica used in cement batch plant operations is “negligible” and that they meet the emissions limits set by Texas law.

“The Executive Director continues to support the determination that the permit would be protective of human health and the environment, general welfare, air quality, and that the permit will not cause a nuisance so long as the plant is operated in accordance with the requirements of the standard permit,” Baker’s office wrote in the April 29 letter.

SEVERAL PATHS FOR BOSQUE SOLUTIONS' FUTURE

Residents expected the TCEQ to make a final decision on the permit application last month. But, after hearing from officials like state Rep. David Cook (R-Mansfield) during an April meeting, commission chairman Jon Niermann said he was “struggling to find a clear path” to address the “pickle” facing the TCEQ. He and the two other commissioners [voted to postpone their decision](#) to May 19 so they could study the issue more carefully.

Friedman, the attorney for Mansfield residents, has presented an argument that there is an “additional (emissions) limit above and beyond the limits set out” in the TCEQ’s permit, Niermann said.

“If you read the limit as setting a limit of zero emissions for silica, it leads to almost an absurd result that you cannot emit ... any silica, which is a pretty key component of concrete batch plants,” Niermann said. “If you take that argument to a logical extreme, then you can’t authorize a concrete batch plant with a standard permit.”

TCEQ staff must “undertake with great urgency” a correction to the permit language that would bring some clarity and “avoid legal arguments” that would lead to an “absurd result,” Niermann said. To Dennis Martini, one of the nine residents challenging the permit, the commission wants a “mulligan” to avoid ruling in favor of the protestants.

“Now we find out that it doesn’t matter if we win in state court,” Martini said. “It doesn’t matter if we went there because the TCEQ can just say: ‘That’s too bad. We’re not going to listen to them.’ That isn’t right. They’ve got to be responsible to somebody.”

Baker, the executive director of the commission, wrote in his April 29 letter that the commissioners should send the case back to the State Office of Administrative Hearings because the commission has “developed additional information” showing how any company with a permit is meeting air quality standards, including those involving silica.

Remanding, or kicking the case back, to state district court would deal a big blow to the residents challenging the permit, according to Jan Hurlbut, who has fundraised and canvassed neighborhoods alongside her husband Roger.

“How is it that every representative and senator and commissioner and every person that lives around here objects to this for good and substantial reasons, and you have three commissioners that have the power to disregard all of that?” Jan Hurlbut said. “We’re in the here and now and they’re trying to create the future. They still lost this legally.”

While there are statutes of limitations that might protect the TCEQ from legal challenges to its cement batch plant permits, commissioners are “uneasy” because they do not want attorneys to re-litigate previous permits or to set a precedent that opposing residents can win by using the emissions limit argument, Friedman said.

Mansfield residents are upset because they had to meet strict deadlines and ensure accuracy in their legal filings, but the TCEQ is not applying the same standard to its own regulations, Roger Hurlbut said.

“Applicants have to be so accurate in every single detail and application filled out, but when it comes to the TCEQ, they give themselves a pass,” he said. “All they’re doing is covering themselves so that they don’t have to go back and redo all these other applications.”

Both sides of the case will have the chance to appeal the decision regardless of what the commissioners do on Wednesday, Friedman said. Bosque Solutions could also pursue a new permit application addressing the issues laid out in state district court.

Mansfield residents opposing the plant, who run [a Facebook page](#) posting regular updates, have been in contact with other groups of Texans hoping to keep industrial facilities out of their neighborhoods. Any group protesting a concrete batch plant has a long path ahead of them with the TCEQ, Roger Hurlbut said.

“The one job they have is to protect us by making sure these regulations are followed,” he said. “They don’t do it, and now they’re figuring out a way to get out of it. And they’re going to have a perfect zero win for anybody who’s ever protested.”

NCTCOG Hosts Series of High-Speed Transportation Virtual Meetings May 19-20

Virtual Meetings Discuss High Speed Transportation Alternatives

By News Staff, Focus Daily News

The North Central Texas Council of Governments will hold the next series of virtual public meetings in May to discuss the latest developments in the Dallas-Fort Worth High-Speed Transportation Connections Study.

The virtual public meetings are scheduled for noon Wednesday, May 19, and 6 p.m. Thursday, May 20, offering North Texans an opportunity to hear about the study and share their opinions on the study's progress.

The study is evaluating high-speed transportation alternatives to modernize and enhance travel between Dallas, Arlington and Fort Worth. The alternatives analysis portion of this study is currently in its final stages before the federal environmental documentation process begins.

These [public meetings](#) will help planners develop an assessment of the remaining 10 potential alignments (seven near the Interstate Highway 30 corridor and three near State Highway 180) and three possible technologies (high-speed rail, maglev, and hyperloop).

Capable of traveling up to 250 mph on a fixed schedule, high-speed transportation provides an alternative to driving across town, including during the peak traffic hours, and could also change how [North Texans](#) access other regions. In time, the technology selected will offer a connection to other planned high-speed transportation systems.

North Texans may participate in the meetings online at www.nctcog.org/dfw-hstcs. Residents can also participate by calling 855-756-7520. They should use extension 72698# for the May 19 meeting and extension 72699# for May 20. Comments received between May 14 and June 18 will be considered and included as part of the official public meeting record. Comments and questions can be submitted at hst_dfw@nctcog.org or on the project webpage. Presentation materials will be posted in advance of the meetings at www.nctcog.org/dfw-hstcs. For printed copies, email hst_dfw@nctcog.org.

High-Speed Transportation Virtual Public Meetings

What: High-Speed Transportation Connection Study Virtual Meetings

When: Noon May 19, 2021; 6 p.m. May 20

How to Participate: Watch online at www.nctcog.org/dfw-hstcs or call 855-756-7520.

Use extension 72698#, May 19 and extension 72699#, May 20.

This is the third series of public meetings on this study, which is examining an area that includes Dallas and Tarrant counties, as well as the cities of Dallas, Irving, Cockrell Hill, Grand Prairie, Arlington, Pantego, Dalworthington Gardens, Hurst, Euless, Bedford, Richland Hills, North Richland Hills, Haltom City, and Fort Worth. NCTCOG has hosted four virtual public meetings in September and January.

About the North Central Texas Council of Governments:

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About the Regional Transportation Council:

The [Regional Transportation Council](#) (RTC) of the North Central Texas Council of Governments has served as the Metropolitan Planning Organization (MPO) for regional transportation planning in the Dallas-Fort Worth area since 1974. The MPO works in cooperation with the region's transportation providers to address the complex transportation needs of the rapidly growing metropolitan area. The Dallas-Fort Worth metropolitan area includes Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties.

The RTC's 44 members include local elected or appointed officials from the metropolitan area and representatives from each of the area's transportation providers. More information can be found at www.nctcog.org.

Trees pull carbon out of air, fighting climate change. Let's plant 1 trillion of them

By Kay Granger, Fort Worth Star-Telegram

To win the future, we need to embrace bold ideas and innovative, long-term climate solutions. As we chart solutions to address climate concerns, we must remember that we owe it to future generations to be responsible stewards of our environment — as well as our economy.

The [Trillion Trees Act](#), which I'm proud to again reintroduce this Congress, is a solution designed to do just that.

Despite the marvels of modern technology, planting trees remains the largest, most cost-effective and most environmentally friendly method we have for sequestering carbon. Trees naturally remove carbon dioxide from the atmosphere and store it in their roots, bark, and branches, all while filtering pollution and emitting pure oxygen.

Studies show that planting a trillion trees worldwide would sequester 205 gigatons of carbon, [roughly two-thirds of all the man-made carbon emissions](#) created since the Industrial Revolution.

The Trillion Trees Act, led by my friend and colleague Rep. [Bruce Westerman](#) of Arkansas, the House Natural Resources Committee's lead Republican, will solidify the U.S. as a global leader of the World Economic Forum's One Trillion Trees Initiative to [conserve, restore and grow a trillion trees worldwide](#).

The Trillion Trees Act is based on a three-pronged approach of tree regeneration, management and use. This approach will help us plant more trees, protect our forests and produce more wood products, from the simple No. 2 pencil to the building blocks of housing — creating American jobs as we cut pollutants.

Among other provisions, the Trillion Trees Act would provide funding to promote urban and rural reforestation, prioritize work where forests can store more carbon and accelerate projects that restore national forests at high risk of wildfires.

Unlike the Democrats' progressive Green New Deal, the bipartisan Trillion Trees Act wouldn't punish American industry or workers. Instead, it would offer a new, transferable tax credit that incentivizes sustainable residential and commercial buildings— encouraging us all to be part of the solution.

Our own Fort Worth streets and neighborhoods have already committed to delivering results for the next generation. Things have been blooming across Fort Worth, and it's not just because life in our community is returning to normal once again.

The [nonprofit Texas Blossoms](#), which started as the local neighborhood revitalization project "Eastside Blossoms," has been beautifying our city with blossoming trees since 2014. Its story has even deeper roots in our city, tracing back to a wish from the late local industrialist Charles Tandy, who wanted to honor his wife by planting thousands of cherry blossoms by the Trinity River. His idea endures, with some Texas tweaks: nearly 1,500 trees — not cherry blossoms, but varieties better adapted to the Texas heat — planted by Texas Blossoms now bloom across Fort Worth.

Just as the Trillion Trees Act would encourage all Americans to responsibly use and manage our rich natural resources, the spirit of community service drives Texas Blossoms. Volunteer's plant most of the trees, while local private industry assists with resources and funding.

To date, the trees planted by Texas Blossoms have absorbed almost 14 tons of carbon dioxide and intercepted more than 211,000 gallons of polluted rain runoff, showing the power of trees to protect our environment for future generations.

Climate change is an unfortunate reality. However, one crucial solution we should focus on to address climate change and ensure a low-carbon future is perhaps the simplest: trees.

Here in Fort Worth, the work continues every day to reduce our carbon footprint through tree planting. In Washington, the Trillion Trees Act should be the first priority on the conservation agenda.

This bipartisan bill gives every community in America the chance to be a part of the solution. Our country must unite in its mission to make our air cleaner and our country greener. I know that Fort Worth will.

Will Texas commission grant permit for concrete batch plant in Mansfield? Not yet

By Haley Samsel, Fort Worth Star-Telegram

More than an hour of deliberations over the future of a concrete batch plant near Mansfield did not bring the closure Tarrant County residents had hoped for on Wednesday.

Instead, three governor-appointed commissioners [voted to delay](#) the Texas Commission on Environmental Quality's decision to grant or reject [Bosque Solutions' air quality permit application](#) for another three weeks.

The application, which seeks to build a plant emitting 13.57 tons of particulate matter in a rural neighborhood just outside of Mansfield city limits, has been at the center of a three-year legal battle with far-reaching consequences for communities across Texas challenging the arrival of industrial facilities near their homes.

While a final vote has been postponed to June 9, commission chairman Jon Niermann outlined a roadmap for the case that will likely end in the TCEQ overruling a Texas judge's recommendation to deny the permit. Over the next few weeks, the commission will draft a motion dissecting the judge's order and overturning her legal interpretation of air quality regulations, Niermann said.

"Of our two choices, to deny the authorization or proceed on a different legal interpretation to authorize the facility, I'm in favor of doing that," Niermann said. "Given all the work that goes into (the motion) and to make sure that we do it carefully, we need to continue this item yet another time in order to allow us to do that work."

Bob McClacherty, who lives near the plant site, said he and the other eight residents who challenged the permit in court are planning to meet with their attorney, Adam Friedman, to discuss potential next steps. Like some of his neighbors, McClacherty has chronic obstructive pulmonary disease, known as COPD, and fears that the plant's pollution would make it worse.

"I was very optimistic up until today, and I'm not quite so optimistic now," McClacherty said. "There's people that live closer to the plant than I do, and I know they have severe health problems, too. They're going to be catching the brunt of it, but none of that even got entered into today. They didn't look at the people affected or anything else."

PLANT'S PATH TO TEXAS COMMISSION HEARING

Bosque Solutions has faced opposition since businessman John Sheffield first applied for an air quality permit in May 2018. For months, [residents protested outside Sheffield's Arlington home](#). Hundreds of people showed up at a Kennedale restaurant for an October 2018 public meeting hosted by the TCEQ.

In 2019, nine homeowners living within 440 yards of the site at 7327 Gibson Cemetery Road sought a contested case hearing from the State Office of Administrative Hearings, citing health concerns. The hearing is similar to a civil trial in state district court and is the only venue for Texans to challenge TCEQ permit applications.

That hearing took place last August and ended with a [November decision from Judge Joanne Summerhays](#), who recommended the rejection of the permit by the TCEQ. Summerhays' decision was the first time a judge ruled against granting an air quality permit for a concrete batch plant in Texas, according to Friedman.

Bosque Solutions failed to prove the plant would meet emissions limits set out by the TCEQ, especially when it came to crystalline silica, Summerhays found. People who inhale very small crystalline silica particles are at increased risk of developing diseases like lung cancer, COPD, kidney disease and silicosis, an incurable lung disease, according to the Occupational Safety and Health Administration.

Friedman argued that emissions of crystalline silica — found in sand, a common ingredient at all concrete batch plants — are entirely prohibited by Texas regulations. Previously, concrete batch plant operators were exempt from filling out a section of the application about emissions limits.

But, unbeknownst to Bosque Solutions, that exemption was removed in 2012. Company lawyers said the TCEQ already took into account all possible emissions from a plant and therefore determined crystalline silica emissions would not cause health issues.

Sheffield, who spoke briefly at the Wednesday hearing, said he would “fully comply with any regulations” that the TCEQ puts on crystalline silica or other emissions.

'COMPETING' VIEWS OF AIR REGULATIONS DECIDE CASE

At an April commission meeting, TCEQ leaders appeared ready to send the case back to court for more evidence on whether Bosque Solutions' plant could meet legal limits for crystalline silica. But, as [Niermann said on Wednesday](#), it appears “very doubtful” that Bosque Solutions could prove that there would be zero emissions of silica from the facility.

“I was hoping to avoid getting into competing legal interpretations but given where we are and that a remand would be futile and accepting more evidence is not going to accomplish anything, I think we just need to take up those competing legal interpretations and evaluate them,” Niermann said.

The case will come down to contrasting views of Texas air quality regulations, which do not mention crystalline silica by name but state that a chemical with “a limit value of less than 200 milligrams per cubic meter is not allowed under this section.” To Friedman, this means that the limit for silica emissions in Texas is zero.

Niermann sees it differently. That clause means silica is outside the scope of what Texas regulates, not that those emissions are not allowed at all, he said.

“Considering that an emission limit of zero is draconian and beyond what's required to protect public health and the environment, I don't think (Friedman's argument) is the best reading,” Niermann said.

So, what does this mean for Friedman, his clients and the future of Bosque Solutions' permit application? If Niermann and the commissioners vote to reject the judge's recommendation and grant the permit, Friedman can file for “judicial review opportunities in district court,” [according to the TCEQ's regulations](#). That option will cost both sides more in attorney fees, which have already soared past \$130,000 for the nine homeowners outside of Mansfield.

In addition, Toby Baker, the executive director of the commission, is planning to bring back the exemption for concrete batch plants, according to Amy Browning, a TCEQ staff attorney. This means that plant operators will not be required to explain how they will meet emissions limits on their standard applications. Baker supports granting the Bosque Solutions permit in its current form.

More than 800 concrete batch permits have been approved since 2012, when the exemption was removed. State Rep. David Cook, the former mayor of Mansfield, asked the commissioners on Wednesday to not “change the rules” on homeowners based on their future plans to bring the exemption back.

“The case must be decided from the laws and science that were in effect and available in August of 2020 when Judge Summerhays conducted a full and fair hearing in accordance with the laws of the state of Texas, including the existing regulations of TCEQ,” Cook said. “That’s the fair thing to do and that’s the right thing to do in denying this application.”

For McClacherty, who lives on Gibson Cemetery Road, the ongoing legal challenges have been a “roller coaster” of emotions. Residents fear the neighborhood could turn into an industrial district within five years if the plant moves forward, he said, but McClacherty doesn’t plan to sell.

“They may buy up everybody else around me and build around me,” McClacherty said. “There are several people who said they’re not leaving, regardless of what happens.”

Cities like Arlington can help Congress with infrastructure plans for a better future

By Barbara Odom-Wesley, Fort Worth Star-Telegram

COVID hit Main Street hard, but it wasn't a knockout punch. With the help of the [American Rescue Plan relief legislation](#), communities are hard at work implementing innovative policies to revive Main Street.

However, our work — and, I hope, Congress' — has just begun. The pandemic has made clear we can't afford to defer investments in critical infrastructure. If Main Street (and the water, sewer and stormwater systems that run under it) could talk, it would tell us that we still have work to do.

Deferred investment across the country has left our infrastructure in poor shape, threatening our public safety and economic growth. That's why local officials throughout the nation are urging Congress to build on the American Rescue Plan and enact a bold infrastructure plan.

Such a package in and of itself is not enough, though. Congress should take a cue from the American Rescue Plan and make local governments a true partner. This means empowering local leaders to meet locally identified needs.

As the most direct, responsive level of government, local leaders understand how the right investments in infrastructure can build our economies and improve our communities. Indeed, local governments own and manage a whopping 80% of all the nation's roads.

And, local level leadership is driving innovative partnerships, including on-demand transportation options such as [Arlington's new rideshare shuttles and autonomous-vehicle trips](#). Our nation cannot achieve a sustainable economic recovery without robust investment in the systems that connect our communities.

In Arlington and North Texas, we have experienced [one of the largest increases in population growth of any metro region](#). We simply do not have time or money to waste on investments that will not improve mobility, safety or access to opportunity.

As it develops legislation, Congress can take a few simple steps to forge a partnership with local governments that empowers communities to put local knowledge to use meeting locally identified needs. Here are some steps it should take:

- Raise the metropolitan area share of the Surface Transportation Block Grant Program and increase overall funding to this program. A larger, more local grant program would be a proven and effective way for Congress to invest in regions and communities of all sizes in a manner that maximizes community decision making and gives local leaders flexibility to meet regional mobility priorities.
- Increase funding for the Transportation Alternatives Program to invest in "safe routes to school" and other non-vehicular safety and mobility projects. In the Dallas-Fort Worth area, there is always more demand than the program can fund.

- Build on the Water Infrastructure Improvement Act, the Water Infrastructure and Innovation Act and other recent laws to make the federal government once again a true partner in building and maintaining our nation's water, sewer and stormwater infrastructure.

As Washington debates big investments in infrastructure and jobs, Congress must understand that local leaders in their home regions are eager partners to address our nation's most pressing needs. If we want to bounce back from the economic damage caused by the pandemic, a status quo, top-down strategy won't suffice — and will be unresponsive to communities.

Congress must seize this once-in-a-generation opportunity to leverage local knowledge and innovation and make a historic investment in repairing and modernizing our nation's infrastructure in partnership with cities such as Arlington. It is past time for Congress to make meaningful investments to help revitalize Main Street — and all streets — and support our economic recovery.

City of Fort Worth: Access North Texas Plan Is Due for An Update

The North Central Texas Council of Governments (NCTCOG) staff has begun updating Access North Texas, the regional public transportation

By Patch

The North Central Texas Council of Governments (NCTCOG) staff has begun updating Access North Texas, the regional public transportation coordination plan, to document transportation needs and challenges for older adults, individuals with disabilities, low-income individuals and transportation-disadvantaged people.

The effort kicked off in April and is expected to be finalized next spring, with implementation set for summer 2022.

Access North Texas is an effort to coordinate public, human service and community transportation in the 16-county region, as well as outline strategies to improve access to work, medical appointments, education and the community over the next four years. Public outreach is being conducted virtually through county-specific virtual meetings, a public transportation survey and NCTCOG's Map Your Experience tool. These three public outreach efforts will continue through July and will provide opportunities for residents to identify transportation needs in their communities.

Learn more about [Access North Texas](#) or provide feedback on regional public transportation.

Texas Gov. Greg Abbott signs law to bar city climate plans from banning natural gas as fuel source

House Bill 17 is a response to a trend in California, where cities have passed energy efficiency plans that prohibit new subdivisions from offering natural gas heating in order to reduce emissions.

By Erin Douglas, Texas Tribune

Gov. [Greg Abbott](#) has signed a bill into law that prohibits Texas cities from banning natural gas as a fuel source for new construction and utility services.

[House Bill 17](#), which Abbott signed Tuesday, according to the Texas Legislature's online portal, is a [response to a trend in progressive California cities](#). Abbott's office did not immediately respond to a request for comment.

The bill's sponsor, [state Rep. Joe Deshotel](#), D-Beaumont, argued that banning natural gas would restrict consumer choices. Deshotel was not immediately available for comment Tuesday, but [he previously told The Texas Tribune](#) that he filed the bill in response to "what is happening on the West Coast," where cities have passed energy efficiency plans that prohibit new subdivisions from offering natural gas heating, requiring instead that new homes be heated by electricity.

Using electricity to heat homes rather than natural gas reduces greenhouse gas emissions. The bulk of emissions from residential and commercial buildings in San Francisco are attributed to burning natural gas, which spurred the city's efforts to mandate a transition, [Inside Climate News reported in November](#).

In Austin, the city's initial climate action plan would have virtually eliminated gas use in new buildings by 2030, but it was altered after Texas Gas Service opposed the measure, the [Texas Observer reported in March](#).

The [new law](#), which takes effect immediately, prevents cities or municipalities from "discriminating" against any particular fuel source.

At least a dozen similar bills were filed in states including [Kansas](#), [Minnesota](#) and [Ohio](#).

But in Texas, the legislation was promoted as a response to the power outages caused by February's winter storm.

Lawmakers pointed to the ability of natural gas providers to largely continue supplying gas to homes during the storm. Gas-fired furnaces cannot run without power, but some people with gas service were able to use gas fireplaces and stoves.

Bus network redesign to offer new DART services in Richardson

By William C. Wadsack, Community Impact Newspaper

Dallas Area Rapid Transit is planning its first major bus network redesign to address the significant growth that Richardson and the surrounding areas have seen since the service was created in 1983.

The new DARTzoom program has been designed to improve service frequency and hours buses are available in areas with the heaviest ridership. Richardson riders will see revisions to a number of the city's routes and the services offered, but DART officials expect the city's coverage area to see little change overall.

Jerry Rubio, who regularly rides DART buses in Richardson, said he was happy to hear about the planned redesign.

"Some of [the bus network] doesn't make sense—the stops are too close together or real far apart," Rubio said. "I'll usually get where I want to go, [but] it could be better."

As a landscaper and painter working mostly in Richardson, Fidel Saenz said he uses the DART bus line to get to work every day.

"Sometimes the bus doesn't get there on time," Saenz said, noting he has had to walk "pretty far" to make it to another stop. "You [have] got to be patient."

Bus service during peak usage hours in Richardson is currently "very limited," according to Rob Smith, DART's assistant vice president of service planning and development. Weekend service in the city is also not as extensive as during the week, he said.

"Under this proposal, all of our local bus routes will operate seven days a week, for the full hours that they're normally in operation," Smith said. "Many of them will operate more frequently."

Planned changes

Discussions on balancing DART's high-ridership routes with more coverage in its member cities began in July of last year, following initial discussions on the redesign in fall 2019.

"The beauty of the Richardson impacts is that there weren't that many overall, and the [changes that are being made] are pretty inconsequential," Deputy City Manager Don Magner said. "We believe that riders, if they're knowledgeable, will still be able to utilize those routes that are seeing some service impacts in an effective way."

The biggest change Richardson residents are likely to see, Smith said, is the expansion of DART's GoLink service, which offers on-demand shuttles in a pair of zones being added to the city. According to the agency's website, the charge for a GoLink ride is the same as a regular DART bus fare, though users are also able to use UberPool for additional fees that range from \$1-\$3 per person, per trip.

The DARTzoom plan shows one of the new GoLink zones will focus on Central Richardson, covering portions of three current bus routes. The other zone will also cover portions of three existing bus routes in the Telecom area in the northeastern portion of the city and extend into Plano.

“We’re adding a little bit of new coverage in the [Richardson] panhandle in particular, running a little bit farther east than we have done traditionally along Renner Road and some other locations,” Smith said. “Beyond that, the coverage in Richardson is very comparable to what we currently have.”

The GoLink service allows users to request a shuttle via app or telephone to take them between any two places within a single zone. Smith said the service can also take users to a DART “anchor point,” such as a major bus facility or rail station.

“You can use GoLink to go within a neighborhood, or you can use it to do a much larger trip that extends throughout the DART system,” he said.

While users are not able to go from one GoLink zone to an adjacent zone, Smith said public input has influenced the agency to take another look at that possibility.

“That’s something that we’re looking into as a part of the review of the public input that we’ve gotten on these change proposals,” Smith said. “We’ll see if that’s something that we can ultimately implement.”

The proposed revamps of current Richardson bus routes are being proposed to improve efficiency, Smith said. Another major feature of the bus network redesign is the expansion of weekend service, he said.

The Central Richardson GoLink zone would be part of that expansion, as the DARTzoom program shows the service proposed to be offered on Saturdays. The other GoLink zone would be available only Mondays through Fridays.

“What we are really trying to do, whether it’s Richardson or really any of the 13 cities [in DART’s service area], is be able to get people to more places—whether those be jobs or places that they want to go—in a given amount of time,” Smith said.

Local services

DART held a community meeting for Richardson residents in early April, so the agency has already received some input on the planned changes from the public and the city. Magner said staff worked to protect the most used bus routes from significant changes.

“Where there were some cuts, we felt like ridership [on those routes] was not as strong,” he said. “Therefore, [we felt] that we could work with DART in making some of those routes more effective and particularly more efficient.”

The portion of Richardson that relies on the DART bus system the most is in the northwest quadrant around The University of Texas at Dallas campus, according to Magner.

“The Renner route is one of the heaviest, most utilized runs in the whole DART system,” Magner said. “I would say that the campus is by far the most dependent [section of the city on DART buses].”

In his nearly 15 years with UT Dallas, Calvin Jamison, vice president of facilities and economic development, said the university has gone from having no buses on its campus to providing around 1.5 million rides annually before the coronavirus pandemic.

“DART has been extremely responsive to our needs and to the needs of our student body,” Jamison said. “The bus service has become integral to our ability to move people around and provide access to the campus itself.”

Smith said DART staff expect ridership from the UT Dallas campus to increase significantly this fall as more students return to campus.

“The UT [Dallas] shuttle service is not changing as a part of DARTzoom,” Smith said. “But what it connects to will be changing, and students, faculty and other users will be able to take advantage of some of what it connects to.”

Jamison said he “absolutely” believes the bus network redesign will be a benefit to UT Dallas students and faculty.

“As the campus grows, there needs to be multiple ways to have access to the campus,” he said. “We are truly a multimodal campus, which is the next generation of what needs to transpire [for the university to] move forward.”

Public feedback

A public survey for feedback on the proposed bus network changes is available on the DART website, and the agency has a public hearing for the plan scheduled for its June 8 board of directors meeting.

“That, basically, is the conclusion of the public input process for the proposed changes,” Smith said. “We’re going to be taking all the comments that we’ve heard ... and assess whether we need to make adjustments to the proposal. I expect that we will make adjustments.”

The DART board will then have the opportunity to approve any further changes to the proposal in August. If all goes as planned, Smith said DART is scheduled to implement the revised bus network Jan. 24.

Once the agency receives approval from its board, he said there will be many things to do ahead of January in order to implement the new network.

“Because it’s a complete redesign of the system, we literally have to change out potentially every bus stop sign in the entire DART service area,” Smith said, noting there are nearly 10,000 such signs.

DART personnel will also have to create new system maps, new passenger timetables and work to update Google Maps and other trip planning software, Smith explained.

“We [will] spend [those] four or five months getting all of those things ready so that we can make that one big changeover in January,” he said.

Collin County planning for transportation expansion as population booms

Officials are looking for public input on the future of transportation in the east and southeast portions of the county.

By Chloe Bennett, Dallas Morning News

Collin County is asking for the public's input as officials conduct a mobility study on the future of roadways and other infrastructure in the region.

Officials estimate that 80 people per day moved to the county in 2019, and the number may be higher for 2020 as [demand for housing moved from city centers toward the suburbs](#).

Company relocations, such as Toyota, also triggered residents to move in droves to cities such as Plano, Frisco and Allen.

But projections for the east and southeast portions of the county, where McKinney, Melissa and Wylie are located, show a similar population pattern, which contributes to the reason for doing the Future Mobility Study.

Planning for the county's accelerated population growth has been in the works for about 30 years, said Clarence Daugherty, the director of engineering for the county and the leader of the study.

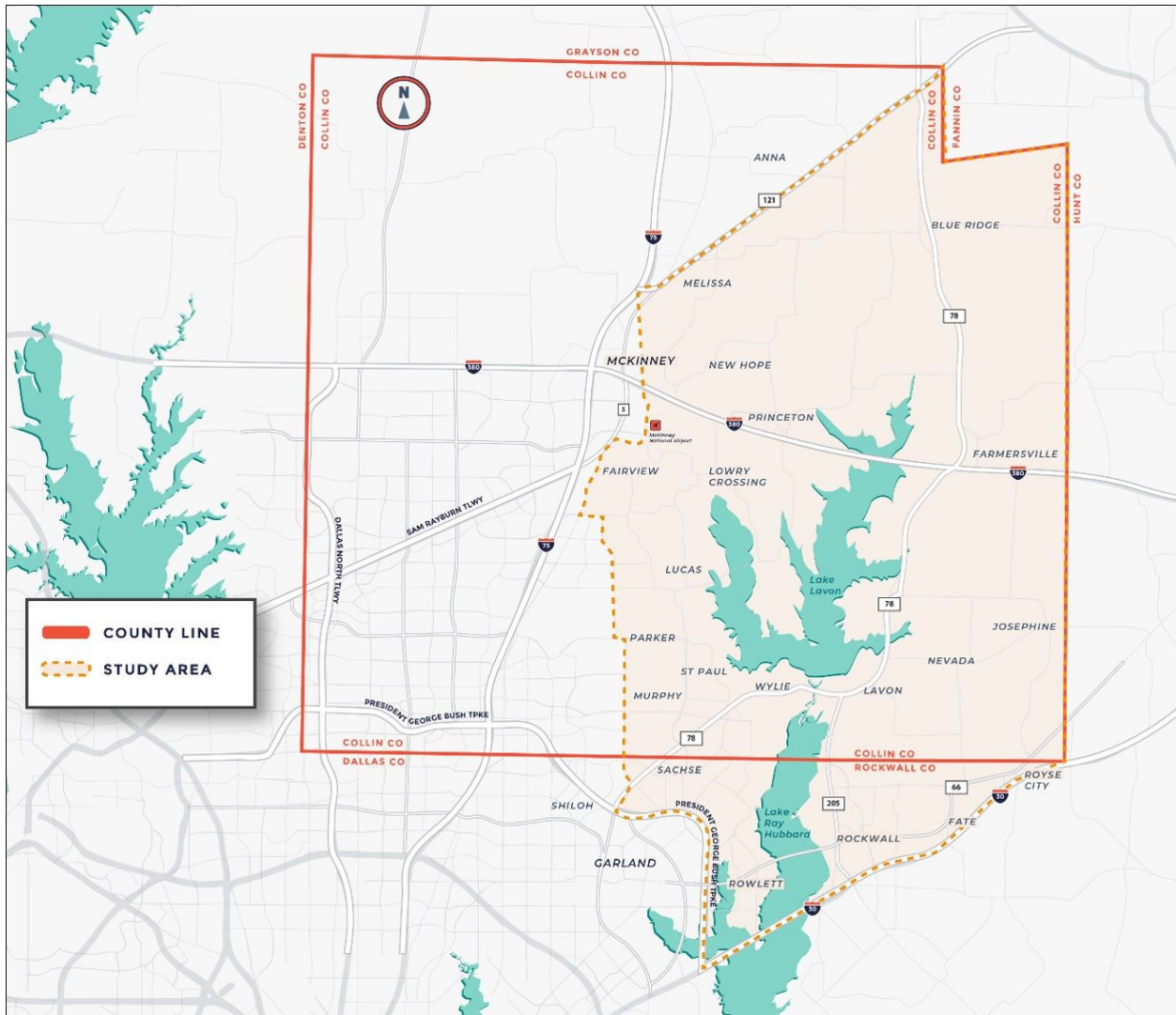
He said improving transportation was "kicked into high gear" in 2016.

"The Commissioners Court had quite a planning session, and it made the observation that our mobility plan really isn't adequate to take care of this future population," Daugherty said.

An example of the county's transportation deficiency, he said, is its freeway network.

"We do not have anywhere close to the freeway system that Dallas County has, and we will be as big as Dallas County one of these days," he said.

The study will analyze population projections and traffic routes in the area between State Highway 121, near the unincorporated community of Desert, and Interstate 30 at the northern tip of Lake Ray Hubbard.



Data is also being collected from environmentally sensitive areas like Lavon Lake, which is owned by the U.S. Army Corps of Engineers, and on homes and businesses within the study area.

Study organizers are seeking public input as well to gather opinions from residents to use in the future transportation plan. Input will be used in the study’s findings and in transportation guidelines presented to cities, Daugherty said.

“One of the things that we want to come out of this study with the citizens is more of a partnership, all of us working together to determine what needs to be done, as opposed to what happens sometimes where the government determines there’s a need for a road somewhere, and maybe it has some negative impacts on some property owners,” he said.

[A virtual public meeting site](#) features a presentation, an interactive map and a survey that asks respondents about:

- Their satisfaction with the existing transportation network in the county and the study area in particular

- The type of population growth most likely to occur in the study area
- Which major roadways they take
- What transportation improvements they'd like to see
- Their top transportation concerns

The public input session ends June 4, and Daugherty said the county hopes to have the public input analyzed this summer.

"We want it to be, as much as possible, a positive relationship where the citizens are allowed and encouraged to get on board with the government," he said.

Burns & McDonnell, a Kansas City-based engineering company, is assisting county engineers with the study's initial data collection.

The engineers gathered traffic and environmental data from August 2020 to January 2021 and presented initial findings to county and city staff members in February.

Tiffany Moss, a senior strategic communications consultant for Burns & McDonnell, said the study does not have a concrete timeline for when transportation guidelines will be released to cities and the public.

"The county is working as quickly as possible to have those recommendations and to have a plan to move forward," Moss said.

More Texas drivers not wearing seat belts died in car crashes last year, TxDOT reports

Pickup drivers accounted for almost half of the deaths, which occurred despite fewer drivers being on the road during the COVID-19 pandemic.

By Chloe Bennett, Dallas Morning News

More Texas motorists who were not wearing seat belts died last year, despite having fewer drivers on the road during the COVID-19 pandemic, according to a news release from the Texas Department of Transportation.

Starting Monday, Texas police are increasing enforcement of the state's seat belt and child car seat laws as part of the department's recurring campaign, Click It or Ticket. The enforcement period will last until June 6.

There was a 16% increase in deaths of unbuckled motorists in 2020, with 1,073 fatalities compared to 926 fatalities in 2019, TxDOT said in the release.

Pickup drivers and passengers are falling behind in seat belt safety, according to TxDOT. Almost half of all the state's pickup drivers who were killed in crashes last year were not wearing a seat belt.

"This past year we have all been reminded of the simple acts we can take to protect our lives and those of our loved ones," TxDOT executive director James Bass said in the release.

"Wearing a seat belt is the most important step we can take to protect ourselves from serious injury or even death in a traffic crash."

Under state law, everyone inside a traveling car must be fastened with a seat belt or risk fines of up to \$200.

Children under 8 years old must be in a safety or booster seat unless they are over 4-9. Drivers who don't secure children can face up to \$250 in fines.

The Click It or Ticket campaign launched in 2002 and is estimated to have prevented 6,000 deaths and 10,000 serious injuries, according to research from the National Highway Traffic Safety Administration.

De-icing system moving from test site to Texas bridge

UTA team to test geothermal de-icing technique on working bridge

TUESDAY, MAY 25, 2021 • HERB BOOTH : [CONTACT](#)

A geothermal de-icing system designed by researchers at The University of Texas at Arlington kept a test bridge mostly clear of snow and ice during the sub-freezing winter storm in February. Now the research team will install its system on an in-service bridge to see how it performs under operational conditions.

Xinbao Yu, associate professor of civil engineering, has received nearly \$636,000 from the Texas Department of Transportation (TxDOT) to test the team's design of geothermal loops beneath the bridge deck on a full-size bridge. The team is working with TxDOT to determine which bridge to use for the testing phase.

Anand Puppala, a former UTA civil engineering professor who is now at Texas A&M University, is co-principal investigator on the project and will lead the geothermal foundation work.

"Moving forward, we hope to prove that this technology is ready for large-scale use," Yu said. "This funding is a critical next step because we need to test our system's performance under operational conditions—not just snow, ice and freezing temperatures, but traffic, drainage, snowplows and other factors that we can't replicate on our mock-up."

On new bridges with geothermal de-icing systems, heating fluid pumps through a closed-loop circulation pipe to bring thermal energy from the ground to the surface. One end of the circulation pipe attaches to the bridge deck to melt ice and snow before it can stick to the surface.

Installing a similar system on the underside of existing bridges adds challenges, especially when it comes to ensuring heat goes to the bridge deck, not to the air.

Yu and Puppala have focused on creating new technology to accomplish this goal. Their original concept involved using panels that contained circulation pipes, but that hindered TxDOT's ability to inspect bridge decks from below. So the researchers created a system that left open spaces between the pipes.

Because the system is modular, it is scalable to meet the demands of each particular bridge, which could include differing spans and number of lanes.

Ali Abolmaali, chair of the Civil Engineering Department, says that Yu's work could significantly affect how TxDOT maintains roads during winter weather.

"I was very pleased to see that TxDOT trusts Dr. Yu to continue this timely and impactful innovative research," Abolmaali said. "His abilities and creativity in research are progressive, bold and dynamic, and his findings could make Texas roads reliably safer."

The 50-Mile Loop Trail Is One Step Away From Beginning Construction

Construction could begin as early as June. The trail will connect 39 existing miles of trail and create a new 9-mile path from White Rock to the Trinity Forest.

BY [MATT GOODMAN](#)

The 50-mile Loop Trail is one council vote away from beginning construction. The Park and Recreation Board last week approved a \$5.7 million construction bid for the first phase of the project, which will pave a new trail just below White Rock Lake through what is now the Tenison Glen golf course. That course, as you'll recall, will soon be reduced from 18 holes to 9 and turned into a nature preserve to follow the findings of [the Samuell Grand Master Plan](#). The trail will run through it. (The county will pay for \$3.5 million, while the city's bond program covers the rest.)

The Loop connects 39 miles of existing trail and creates a new stretch that will extend south into the Trinity Forest from near White Rock Lake. This is called the Trinity Forest Spine Trail, and the first phase splits off from the Santa Fe Trail, goes through Tenison, and concludes at Samuell Boulevard. The first construction piece will also include a spur at Highland Road just east of Tenison Park. The city has spent nearly \$4 million on reconstructing Highland Road near the Forest Hills neighborhood, and the spur will tie into new cycling infrastructure there. The Dallas City Council is scheduled to vote on approving the construction bid during its June 9 meeting. (The county will pay for \$3.5 million, while the city's bond program covers the rest.)

ALL YOU NEED TO KNOW ABOUT THE LOOP

[Here is the longer story we wrote late last year](#), detailing the project as a whole.

Philip Hiatt Haigh, the executive director of the Circuit Trail Conservancy, says construction on the first phase will begin by July, pending council approval.

The first phase will take between 12 and 18 months to finish. The conservancy will be finishing design and bidding out the other phases concurrently. The second phase of the Trinity Spine will begin at Samuell and extends into southeast Dallas on its way to the Trinity Forest. It will stretch about nine miles in total. If the project's timing goes as planned, the second phase will begin construction in the second quarter of 2022.

And new funding sources are opening up new opportunities. Haigh wasn't ready to detail specifics, but he said the Circuit Trail Conservancy is preparing to pursue federal infrastructure dollars to pay for an extension to the Lake June DART station, which is about 2.5 miles east of the Bonton neighborhood. The Loop had plans to connect to the Lawnview DART station further north, but this would allow another pedestrian connection with transit.

"We're going after the infrastructure and transportation money and there aren't many other projects that are applying for it in the same way," Haigh said. "We qualified for a lot of stuff that something like Klyde Warren wouldn't, because we're connecting to transit."

If all goes to plan, Haigh hopes to hold a groundbreaking for construction at the end of June.

<https://www.dmagazine.com/frontburner/2021/05/the-50-mile-loop-trail-is-one-step-away-from-beginning-construction/?ref=mpw>

These busy intersections in Plano will get a \$3 million makeover to improve traffic conditions

The project will be funded through the Street Improvements Community Investment Program.

By Teri Webster, Dallas Morning News

Plano is planning \$3 million in improvements at the intersections of Parkwood Boulevard and Legacy Drive, as well as Coit Road at State Highway 190 and Mapleshade Lane.

Plans call for additional turning lanes and pavement at each intersection to increase capacity and reduce congestion, according to city documents.

The project also includes sidewalk improvements, barrier-free ramp replacements and signal modifications. In addition, a hike-and-bike trail will be built on the east side of Parkwood Boulevard between Tennyson Parkway to north of the Legacy Drive intersection, which will connect to the city's larger trail system.

The work will be completed by New World Contracting, LLC, for [\\$3,059,896](#).

Funding for the projects will come from the 2020-21 Street Improvements Community Investment Program. Additional funding is planned for 2021-22. After the intersection improvements and other work are completed, there will be \$1.5 million available for future projects.

A timetable for the project, which was approved at a May 10 City Council meeting, was not immediately available.

On a related matter, the council approved a \$2.7 million construction project management system by Aurigo Software Technologies that various departments (engineering, public works, Parks & Recreation, budget, accounting, technology services and purchasing) will use to run the Community Investment Program.

The new system will eliminate duplicate information and the cost of maintaining multiple project management systems. City staffers will also be able to view project details in real time.

The system will also allow the city to communicate more easily with consultants, state agencies and other cities about specific projects.

Collin County approves sale of \$110.6M in bonds for road, open space work

Collin County commissioners on May 17 approved the sale of \$110.6 million in bonds for work on freeways, thoroughfares, and open spaces and parks.

By Matt Payne, Community Impact Newspaper

Collin County commissioners on May 17 approved the sale of \$110.6 million in bonds for work on freeways, thoroughfares, and open spaces and parks.

Funds for these projects come from the county's 2018 bond program, totaling \$750 million. The goal of the 2018 bond program was to improve mobility and prevent congestion as Collin County continues to grow at an "extremely fast" rate, said Clarence Daugherty, county director of engineering, in an email.

Voters approved the package in November 2018 without increasing the county's debt tax rate, according to the county website.

Proposition A

Proposition A includes bonds that can only be used for freeways, Daugherty said. A total of **\$33.6 million** was approved for construction of a two-lane service road for the outer loop between Preston Road and US 75. The segment from Preston to Custer roads is already under construction using funding from previous years. The segment from Custer Road to US 75 will use this year's bonds, and Daugherty said construction should start in late 2022.

Construction should take around 36 months, or until late 2025, Daugherty said.

A total of **\$20 million** was approved to buy land for the future US 380 freeway in McKinney. Collin County will use funds in this bond program to attempt to buy land for the future US 380 freeway in McKinney while the Texas Department of Transportation conducts a federally required environmental evaluation.

Daugherty anticipates these funds will be spent from 2021 to 2024.

A total of **\$10 million** was approved to buy land for the future US 380 freeway in Princeton and Farmersville. Like the McKinney portion, Daugherty said Collin County will use these bond funds to attempt to buy land for the future US 380 freeway in Princeton and Farmersville while TxDOT conducts its evaluation.

Daugherty anticipates these funds will be spent from 2021 to 2024.

Proposition B

Proposition B includes bonds that can only be used for thoroughfares, Daugherty said.

A total of **\$25 million** was approved for the construction of Park Boulevard along the north side of Wylie between Parker Road and SH 78. No estimated completion date for this project was provided.

A total of **\$10 million** was approved to buy land for a new thoroughfare. The new thoroughfare

will be a realignment of FM 546 from the south side of the McKinney National Airport to a connection with US 380 east of Princeton at CR 458. No estimated completion date for this project was provided.

An additional **\$10 million** was allocated to “discretionary projects” under Proposition B, according to county documents.

Proposition C

A total of **\$2 million** was approved to award to various cities and other agencies for parks and open space projects, according to Daugherty.

Plano City Council approves \$25 million in infrastructure projects near Collin Creek Mall redevelopment

Some of the projects are expected to begin in the next few months.

By Teri Webster, Dallas Morning News

Plano City Council has approved three separate renovation projects that will repair sidewalks, improve alleys and strengthen culverts east of the [Collin Creek Mall redevelopment project](#).

The approvals took place at the council's May 24 meeting, with work expected to begin on the alley projects within the next few months and timetables for the other two projects under development.

The projects are:

Alley reconstruction

More than \$1 million has been allocated to replace 6,000 linear feet of pavement and improve drainage in alleys in six locations. The project includes:

- Campstone Drive – Kemper Drive to Coach House Lane
- Nova Trail – Stillwell Road to Bronze Leaf Drive
- Sailmaker Lane – Stillwell Road to Bronze Leaf Drive
- Anchor Drive – Stillwell Road to Bronze Leaf Drive
- Steven Drive – Alley intersection south of Omar Lane to Stillwell Road
- Canoncita Lane – Mission Ridge Road to Echo Trail

Alleys in these areas are no longer repairable, so replacement is the only option, according to the city.

Improvements will make the alleys smoother to drive on, and they will also be more accessible for city trash trucks.

This project will be funded through the 2020-21 Street Improvements CIP (Community Investment Program).

Culvert repairs

Plans call for \$23 million to strengthen the walls of the three arched culverts east of the redevelopment project. The work will fortify and extend the life of the culverts, which date back to the early 1980s, according to the city.

Funding will come from the 2020-21 Municipal Drainage Community Investment Program.

Sidewalk repairs

A \$1.3 million sidewalk repair project includes 100,000 square feet of concrete sidewalks and 268 barrier-free ramp repairs in an area west of Independence Parkway. The work is designed to remove trip hazards and reduce slopes so the sidewalks meeting ADA compliance requirements.

Funding will come from the 2020-21 Capital Maintenance Fund.

This AllianceTexas project is the biggest yet for far north Fort Worth

By Luke Ranker, Fort Worth Star-Telegram

[Fort Worth's AllianceTexas hub](#) is getting bigger, this time with a massive warehouse.

Hillwood, the group behind the 27,000-acre residential, commercial and industrial development in far north Fort Worth, will start construction in July on a 1.24 million square-foot industrial building that would be the largest speculative warehouse in the sprawling logistics center to date. Dubbed Alliance Center East 1, it will be across the interstate from the airport at the northeast corner of Interstate 35W and Westport Parkway, Hillwood said in an announcement.

“We have seen an unprecedented acceleration in broad demand from customers that are retooling their global logistics networks, including e-commerce operations with next-day and same-day delivery requirements,” Reid Goetz, senior vice president of Hillwood, said in a statement. “Alliance Center East 1 is offered with the most modern and innovative building design in order to meet those requirements, along with a location directly on one of the most critical interstate freight corridors in the country.”

The massive warehouse should be finished by mid-2022.

It will be in [Alliance's Mobility Innovation Zone](#), a space where logistics companies test new technology, like self-driving cars. It's also near several shipping hubs: the Alliance FedEx Ground hub, two UPS Ground Sort hubs, the FedEx Express Southwest Regional Air hub and Amazon Air Regional hub.

In the past 18 months Hillwood has leased over 8 million square feet of industrial space in the AllianceTexas corridor, Goetz said. He said robust leasing was evidence of the importance of Alliance's logistics and real estate offerings and the Fort Worth-area's work force.

Hillwood plans future expansion in the area. Alliance Center East 1 is the first phase in a 100-acre business park that include two future sites totaling 410,000 square feet.

‘Life-changing wage’: A \$3 million COVID grant could lead to smart car tech jobs paying \$140,000

Those chosen for the one-year apprentice program will have benefits and earn \$15 an hour.

By Natalie Walters, Dallas Morning News

Dallas vehicle-financing nonprofit On The Road Lending will receive \$3 million from the U.S. Department of Commerce to renovate a West Dallas building where it will train people to become smart car technicians.

The grant is among \$4.8 million in pandemic recovery assistance for worker training programs in Texas. On The Road Lending worked with the North Central Texas Council of Governments on its application.

Apprentices chosen for the one-year program will receive benefits and earn \$15 an hour. At their first job, they should earn about \$70,000 with the chance to double that with more experience, said On The Road Lending founder and CEO Michelle Corson.

“This is not just a living wage,” she said. “This is a life-changing wage.”

The grant will create about 275 jobs, with about half dedicated to renovation of the facility and the other half belonging to the apprentices selected.

The facility will train people to calibrate smart cars. Advanced Driver Assistance Systems used in smart cars have sensors and cameras that work with a car’s computer system to help drivers with tasks like parking, emergency braking or switching lanes. If the sensors or cameras aren’t calibrated correctly, the system may not work and could lead to an accident.

Smart cars need calibration, or to be realigned, after a collision, as well as after more common events like windshield or bumper replacements.

This will be the nonprofit’s second facility. Last July, it opened its first facility in Irving, On The Road Garage, a for-profit business with 20 employees who make collision repairs.

On the Road Lending was founded in 2013 to help people get better jobs by taking away the barrier of not being able to afford a reliable car. It helps people improve their credit and purchase quality cars, financing them through its sister private-equity loan fund with a low-cost loan. The 14-employee nonprofit has done over 800 loans.

The surge in used car prices during the pandemic — due to trends like factories closing to keep workers safe from COVID-19 and a chip shortage — has had a big impact on the nonprofit. Used car prices [are up 25% in the past year](#). Corson said she hopes part of the grant can be used to help offset some of that cost for people.

The nonprofit says it grants loans based on peoples’ character rather than their credit score. The average increase in credit score of those working with On The Road Lending is 157, according to the organization’s [latest annual report](#) from 2019. The average age of the nonprofit’s clients is 41 with an average salary of \$32,061. Nearly 80% of clients are women and about 90% are people of color.

In early 2020, On The Road Lending [received a loan of up to \\$10 million](#) from Goldman Sachs’ urban investment group to expand its program into underserved communities outside of

Texas. It was already in Mississippi, Alabama and Georgia. The loan will be used to expand into Arizona, Indiana, Illinois, Ohio, Kentucky and Tennessee starting in July, Corson said.

After cement plant pollution battle, Midlothian paves way for air monitoring network

By Haley Samsel, Fort Worth Star-Telegram

As they prepared to present at a city council meeting on May 11, members of Midlothian Breathe weren't sure what to expect. It wasn't the first time the activist group addressed city leaders about air quality issues in the unofficial "cement capital of Texas," home to three major cement manufacturers and [ongoing controversies over the pollution](#) they produce.

This time, though, the group had a gift for the council: a low-cost air quality sensor that can measure particulate matter pollution and send data to [an online map in real time](#). Laura Hunt, a leader of Midlothian Breathe, asked city leaders to install the PurpleAir monitor at a public park as a show of support for expanded air monitoring in the rapidly growing town of 30,000.

"Given how Midlothian's cement plants dominate our landscape, we believe a strong local monitoring network is something our city particularly needs to compete with other suburbs that don't have the constant physical presence of these pollution sources," Hunt told city council members.

To the surprise of activists, Midlothian officials acted quickly to install the monitor at Kimmel Park, a popular gathering spot not far from City Hall. Within 72 hours of the meeting, the monitor was up and running.

"I am very encouraged because there's been deaf ears turned to this for so long," said Jane Voisard, a Midlothian Breathe volunteer who spoke at the May council meeting. "I was really pleased to hear that the city was listening to all of its residents and not just a portion ... It made me proud to be part of Midlothian to see that they did this."

Assistant City Manager Clyde Melick said officials are not taking sides in the pollution debate, and Midlothian staff were simply facilitating a request from residents to place the monitor in a public park. Midlothian won't monitor the data generated from the PurpleAir device, though residents can view that information at any time online, he said.

"They're all our citizens, and we try to treat all taxpayers the same and just be fair and consistent with all of them," Melick said. "We try to be amenable to all the requests and do our best to make sure that we can facilitate any information they want."

Hunt and Voisard hope the installation of the air monitor on city property signals a new chapter in how Midlothian leaders handle concerns about pollution in Ellis County.

Back in the early months of 2020, Midlothian leaders [declined to meet with residents](#) about how cement manufacturer Holcim's bid to increase carbon monoxide emissions might affect public health and the environment. The company was [named the No. 1 polluter in North Texas](#) in a recent report by Paul Quinn College.

Despite local opposition, the Texas Commission on Environmental Quality [approved Holcim's permit application](#) in April without granting any further hearings to residents who live near the plant. In a statement last month, spokeswoman Jocelyn Gerst said Holcim is committed to protecting public health in the Midlothian community, where it has been located for more than 30 years.

“Our team has worked diligently to develop an application that meets federal and Texas air quality standards as we support the construction of critical infrastructure for communities, as well as home and commercial construction that promotes local and regional economic growth,” Gerst wrote in an email.

While Midlothian Breathe was formed in response to Holcim’s application, members are determined to “not let it die” through forming a network of at least 22 low-cost air monitors placed strategically throughout the area, according to Voisard. The Texas Commission on Environmental Quality currently maintains one official, more sophisticated monitor in the Midlothian area, which Hunt, and other activists have criticized for its placement upwind from cement plants and lack of accessible data.

Texans for Responsible Aggregate Mining, [an activist coalition formed in September](#), donated several monitors to Midlothian Breathe, and other donors [have chipped in](#) to buy more small devices, which come in at about \$300 each. SharedAirDFW, [an air monitoring initiative launched last year](#) by researchers at UT-Dallas and the activist group Downwinders at Risk, has plans to bring another 10 PurpleAirs to Midlothian.

Still, Midlothian Breathe needs about nine more to meet its goal and finish building out a grid of monitors, designed by a engineer affiliated with the aggregate mining coalition. Alongside other organizers, Voisard is in the midst of recruiting residents interested in hosting PurpleAir devices near their homes.

“Once we have sensors up throughout the town, it’ll tell you what is happening in your neighborhood at any time, day or night,” Voisard said. “With this reliable, more affordable technology available, we are also going to be able to collect data that is recognized as valid by the EPA. That means we can very scientifically help ensure air quality standards are met.”

Midlothian Breathe’s ideas don’t stop there. With the help of a retired teacher, Voisard wants to develop a science curriculum for students to learn more about air quality issues. She also hopes to convince the school district and businesses like Google — which has a data center in Midlothian — to place sensors on their properties.

At the May city council meeting, she asked members to restart Holcim’s community advisory board, which has lain dormant for several years. The city can also do more to raise awareness by including the PurpleAir network on its website, Voisard said

She moved to Midlothian more than a decade ago after learning that air quality had improved due to battles over industrial permits in the 1980s and 1990s. Now, Voisard said, she is fighting to keep it that way.

“In re-establishing this network, at least we’ve got some safeguards and we’re not just taking Holcim’s claims at face value,” Voisard said. “We’re not taking for granted that our best interests as citizens are being considered when it comes to industry.”

Efforts to integrate advanced air mobility in North Texas attract attention of NASA

By AJOT

North Texas is attracting attention for its embrace of creative transportation solutions from an agency that knows something about moving people in innovative ways – NASA.

The North Central Texas Council of Governments has entered into an agreement with the National Aeronautics and Space Administration to study the potential of drone technology and integrate it into future transportation plans.

NASA will work with NCTCOG and a group of public- and private-sector partners to study cargo-carrying drones and automated air taxis during a series of at least four future workshops.

NASA has been engaged with the Federal Aviation Administration and other regions about how to integrate advanced air mobility technologies such as drones, also called unmanned aircraft systems, into metropolitan areas.

Drones are becoming more common for use in business, public safety and for recreational purposes, and NCTCOG has undertaken efforts to ensure the technology is integrated safely with the establishment of a task force of public- and private-sector aviation experts. Additionally, NCTCOG has been hosting monthly virtual workshops to help professional operators and hobbyists remain up to date on the rules and regulations governing drone use.

The NASA workshops will bring together subject-matter experts from NASA and transportation planning to help the region develop “best practices,” from identifying a common set of terms to use in discussions and planning documents, to evaluating potential criteria that might be used in locating future “vertiports” for vertical takeoff and landing aircraft – and more.

In addition to NCTCOG, the Massachusetts Department of Transportation, Minnesota Department of Transportation, Ohio Unmanned Aircraft Systems Center of the Ohio Department of Transportation and the City of Orlando, Florida, have agreed to work with NASA on similar projects. The effort will begin June 16, when NASA meets with the five entities selected.

Elements such as public acceptance, infrastructure, operational integration and local regulations must be considered on the way to widespread implementation of drone technology. The NASA-led exercises will help the region navigate these issues; NASA will bring lessons learned through its work with other regions across the country to help NCTCOG develop best practices and potentially access additional funding.

Fort Worth bike rentals are booming, and electric ebikes are providing the jolt

By Gordon Dickson, Fort Worth Star-Telegram

The atmosphere surrounding Fort Worth Bike Sharing is electric.

The city's bike rental service has shown consistent growth during the past two years, despite the challenges presented by COVID.

Officials say much of the increase is attributable to the addition of electric bikes — or ebikes — which are an attractive option for pedalers who don't want to work up a sweat during their ride.

Of the 398 bikes now available for rent in Fort Worth, 280 are the traditional red touring bikes, and 118 are ebikes, which are painted white.

"The ebikes are ridden twice as often as the red bikes," explained Jennifer Grissom, executive director of [Fort Worth Bike Sharing](#).

Fort Worth Bike Sharing was founded in 2013 as an independent nonprofit agency, but in January became part of Trinity Metro, Fort Worth's transit agency, as a way to improve funding opportunities for expansion.

So far this year, ridership is up compared to the previous two years, [Trinity Metro](#) statistics show. During the first quarter, the agency recorded 14,633 rider trips, up from 14,291 trips during the first three months of 2020 and only 8,771 trips during the first quarter of 2019.

In all last year, 83,712 trips were recorded, up from 58,480 trips the year before.

"We have been growing consistently," Grissom said. "As hectic as things were last year with COVID, we still maintained growth over 2019."

The bikes are available for rent at B-Cycle docking stations spread across the city. Customers can rent bikes for \$8 a day or buy monthly or annual passes. This summer, 14 new docking stations will be added to various spots in the city, bringing the total number of B-Cycle docking stations to 60.

Many of the stations offer quick access to the city's Trinity Trails, a system of about 100 miles of paved trails that roughly follows the Trinity River inside Loop 820 and is mostly kept separate from automobile traffic. The docking stations also offer access to popular destinations such as the city's downtown area, West 7th, Magnolia, Near Southside, the Stockyards and Gateway Park.

Nationwide, bike rentals emerged during the pandemic as a key form of "micromobility" that made it easier for people to travel in areas not covered by traditional public transportation, according to the [North American Bikeshare Association](#), an advocacy group.

Electric bikes not only make it possible for people to ride without sweating — which can be particularly important for those who want to ride a bike to work, or during a lunch break — but also provide a sense of security for those who worry that they aren't physically fit enough to pedal long distances, or up hills.

The ebikes are equipped with batteries that can hold a charge for several hours of riding. The batteries offer a boost of power to gently assist riders as they pedal. Unlike the transmission on a motorized scooter or motorcycle, the power boost on ebikes doesn't engage unless the rider is pedaling.

In Fort Worth, about 75% of all riders buy the \$8 day pass, Grissom said. That's a signal that many of the people renting bikes are either tourists or residents who make a spontaneous decision to go for a ride.

Long-term, Fort Worth Bike Sharing hopes to add five to seven docking stations and 50-75 bikes to the system each year, she said.

"We're constantly applying for grants," she said, "and looking for ways to secure extra funding for more stations."

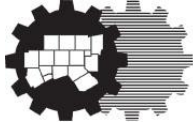
ZIPZONE expands to Everman, adds Crowley, south Fort Worth areas

By Fort Worth Business Press

The Crowley ZIPZONE is expanding its service area and extending hours of operation beginning Tuesday, June 1. To reflect the new service area of Crowley, Everman and parts of south Fort Worth, the ZIPZONE name is changing to the South Tarrant ZIPZONE. Hours of operation will be 7 a.m. to 7 p.m. weekdays.

To celebrate the new South Tarrant ZIPZONE expansion, Trinity Metro is offering free rides to passengers on [all ZIPZONES](#) through June 30. The other ZIPZONES are Southside and Mercantile (powered by VIA) and Alliance (powered by Lyft).

The South Tarrant ZIPZONE is supported by grant funding from the North Central Texas Council of Governments and the Congestion Mitigation and Air Quality Improvement program. The expansion offers connections to bus routes 65X at the South Park & Ride and bus routes 3, 5a, 5b, 6, 66X, 67X, 71, and 72.



North Central Texas
Council of Governments

PRESS RELEASE

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Bike to Work Week Kicks Off May 17

North Texans encouraged to find creative ways to celebrate Bike Month

May 13, 2021 (Arlington, Texas) – When Bike to Work Week kicks off May 17, pedaling to the office may not be the first thing that comes to mind for some North Texans, especially if the COVID-19 pandemic has them working from home.

But that provides an opportunity for creativity. The League of American Bicyclists, founder and sponsor of this annual event, is asking participants to simply bike more during the week as well as during Bike Month, celebrated throughout May. The North Central Texas Council of Governments is also encouraging people to get out and ride more, regardless of where they plan to go.

The growing active transportation network, which includes the Regional Veloweb, as well as supporting community trails and bikeways across the Dallas-Fort Worth area, provides many options to travel by bicycle to commute, run an errand, go to a coffee shop, meet with friends or exercise.

People who have returned to their offices also have the option of celebrating Bike to Work Week the traditional way, which benefits the individual and the entire region. The week culminates in Bike to Work Day on May 21. For those who live close enough to work to ride their bikes, a two-wheel commute is less expensive and better for the region's air quality. For residents with longer commutes, bicycling can be incorporated into a commute by pairing it with transit. The region's transit agencies allow bicycles on their buses and trains, so consider riding to the nearby transit stop and bringing your bike aboard.

With the weather warming up and more daylight, the regional trails offer a great place to take a ride on Bike to Work Day or any time during the week, either before or after the workday. Data collected by NCTCOG shows that since the pandemic began in March 2020, the region's active transportation network has been a bright spot, seeing a significant increase in activity. Trail use soared by nearly 80% in May 2020 and remains high in 2021.

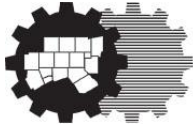
Need ideas for getting active this month? A list of regional Bike Month activities can be found at www.nctcog.org/biketowork. For those still unsure if they are ready to try a more active commute, "10 steps to riding your bike to work," also available at that site, offers a helpful checklist to prepare for the journey.

About the North Central Texas Council of Governments:

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

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

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North Central Texas
Council of Governments

PRESS RELEASE
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NCTCOG Hosting Another Round of High-Speed Transportation Virtual Meetings May 19-20

Meetings to discuss final steps before federal environmental documentation
process begins

May 17, 2021 (Arlington, Texas) — The North Central Texas Council of Governments will hold the next series of virtual public meetings in May to discuss the latest developments in the Dallas-Fort Worth High-Speed Transportation Connections Study.

The virtual public meetings are scheduled for noon Wednesday, May 19, and 6 p.m. Thursday, May 20, offering North Texans an opportunity to hear about the study and share their opinions on the study's progress.

The study is evaluating high-speed transportation alternatives to modernize and enhance travel between Dallas, Arlington and Fort Worth. The alternatives analysis portion of this study is currently in its final stages before the federal environmental documentation process begins.

These public meetings will help planners develop an assessment of the remaining 10 potential alignments (seven near the Interstate Highway 30 corridor and three near State Highway 180) and three possible technologies (high-speed rail, maglev, and hyperloop).

Capable of traveling up to 250 mph on a fixed schedule, high-speed transportation provides an alternative to driving across town, including during the peak traffic hours, and could also change how North Texans access other regions. In time, the technology selected will offer a connection to other planned high-speed transportation systems.

North Texans can participate in the meetings online at www.nctcog.org/dfw-hstcs or by calling 855-756-7520. They should use extension 72698# for the May 19 meeting and extension 72699# for May 20. Comments received by June 18 will be considered and included as part of the official public meeting record. Comments and questions can be submitted at hst_dfw@nctcog.org or on the project webpage. Presentation materials are available at www.nctcog.org/dfw-hstcs. For printed copies, email hst_dfw@nctcog.org.

High-Speed Transportation Virtual Public Meetings

Details	
What:	High-Speed Transportation Connection Study Virtual Meetings
When:	Noon May 19, 6 p.m. May 20
How to Participate:	Watch online at http://www.nctcog.org/dfw-hstcs or call 855-756-7520. Use extension 72698# May 19 and extension 72699# May 20.

This is the third series of public meetings on this study, which is examining an area that includes Dallas and Tarrant counties, as well as the cities of Dallas, Irving, Cockrell Hill, Grand Prairie, Arlington, Pantego, Dalworthington Gardens, Hurst, Euless, Bedford, Richland Hills, North Richland Hills, Haltom City, and Fort Worth. NCTCOG has hosted four virtual public meetings in September and January.

About the North Central Texas Council of Governments:

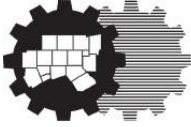
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About the Regional Transportation Council:

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

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North Central Texas
Council of Governments

PRESS RELEASE
Contact: Brian Wilson
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Efforts to Integrate Advanced Air Mobility in North Texas Attract Attention of NASA

Space administration to lead workshops designed to propel industry forward

May 27, 2021 (Arlington, Texas) – North Texas is attracting attention for its embrace of creative transportation solutions from an agency that knows something about moving people in innovative ways – NASA.

The North Central Texas Council of Governments has entered into an agreement with the National Aeronautics and Space Administration to study the potential of drone technology and integrate it into future transportation plans.

NASA will work with NCTCOG and a group of public- and private-sector partners to study cargo-carrying drones and automated air taxis during a series of at least four future workshops.

NASA has been engaged with the Federal Aviation Administration and other regions about how to integrate advanced air mobility technologies such as drones, also called unmanned aircraft systems, into metropolitan areas.

Drones are becoming more common for use in business, public safety and for recreational purposes, and NCTCOG has undertaken efforts to ensure the technology is integrated safely with the establishment of a task force of public-and private-sector aviation experts. Additionally, NCTCOG has been hosting monthly virtual workshops to help professional operators and hobbyists remain up to date on the rules and regulations governing drone use.

The NASA workshops will bring together subject-matter experts from NASA and transportation planning to help the region develop “best practices,” from identifying a common set of terms to use in discussions and planning documents, to evaluating potential criteria that might be used in locating future “vertiports” for vertical takeoff and landing aircraft – and more.

In addition to NCTCOG, the Massachusetts Department of Transportation, Minnesota Department of Transportation, Ohio Unmanned Aircraft Systems Center of the Ohio Department of Transportation and the City of Orlando, Florida, have agreed to work with NASA on similar projects. The effort will begin June 16, when NASA meets with the five entities selected.

Elements such as public acceptance, infrastructure, operational integration and local regulations must be considered on the way to widespread implementation of drone technology. The NASA-led exercises will help the region navigate these issues, NASA will bring lessons learned through its work with other regions across the country to help NCTCOG develop best practices and potentially access additional funding.

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**RESOLUTION SUPPORTING THE ESTABLISHMENT OF A REGIONAL SINGLE-
OCCUPANCY VEHICLE TRIP REDUCTION TARGET TO REDUCE DRIVE ALONE VEHICLE
TRIPS IN NORTH CENTRAL TEXAS: SUSTAINING BENEFITS OF CHANGES IN TRAVEL
BEHAVIOR ON CONGESTION LEVELS EXPERIENCED DURING COVID-19
(R21-04)**

WHEREAS, the North Central Texas Council of Governments (NCTCOG) is designated as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth Metropolitan Area by the Governor of Texas in accordance with federal law; and

WHEREAS, the Regional Transportation Council (RTC), comprised primarily of local elected officials, is the regional transportation policy body associated with the North Central Texas Council of Governments, and has been and continues to be the regional forum for cooperative decisions on transportation; and

WHEREAS, the Dallas-Fort Worth region is a federally designated nonattainment area for the pollutant ozone; and

WHEREAS, Travel Demand Management (TDM) strategies reduce the number of vehicles that travel on roadways by promoting alternatives to driving alone, assist in improving air quality, and reduce peak-period travel by shifting drive-alone travel to off-peak periods; and

WHEREAS, TDM strategies such as carpooling, vanpooling, biking, walking, taking transit, teleworking, and flexible work schedules are relatively low-cost, quick-implementation programs and projects that encourage alternatives to driving alone; and

WHEREAS, the Regional Employer Trip Reduction (ETR) Program, a cooperative educational program that seeks to reduce vehicle trips by employees working for large employers, encourages individual employers to develop trip reduction programs and set a goal of a minimum 20 percent reduction in vehicle commute trips; and

WHEREAS, an essential tool used within the Regional ETR Program is TryParkingIt.com, the regional commute tracking and ride-match website and application system; and

WHEREAS, Travel Demand Management Policy TDM3-003 of Mobility 2045, the current Metropolitan Transportation Plan adopted by the Regional Transportation Council, requests local agency staff and NCTCOG staff to meet with all major employers (defined as employers of 250 or more employees) to discuss and encourage the implementation of voluntary employer trip reduction programs; and

WHEREAS, in an effort to lead by example in 2021 NCTCOG updated its Alternative Commute Options Program to include a 20 percent target to reduce single-occupancy commutes by employees; and

WHEREAS, the Regional Transportation Council has shown a commitment to advancing active transportation facilities throughout the region by investing in the construction and improvement of bicycle and pedestrian facilities that provide a means of nonmotorized commute travel to major destinations, including transit stations, employment and education centers, and/or other major activity venues with high volumes of users; and

WHEREAS, the Regional Transportation Council has shown a commitment to advancing transit infrastructure and ridership throughout the region by investing in the construction and improvement of transit and rail facilities to support region-wide passenger rail and transit systems that increase transportation choices, reliability, and opportunities for economic development.

NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:

- Section 1.** The Regional Transportation Council supports the establishment of a regional trip reduction target of 20 percent to reduce the number of single-occupancy vehicle (SOV) commute trips during the peak period.
- Section 2.** The Regional Transportation Council strongly encourages both public and private sector employers to reduce employees' SOV trips consistent with Section 1 of this resolution through the establishment of a formal Employee Commute Program.
- Section 3.** The Regional Transportation Council strongly encourages both public and private sector employers to monitor and track agency participation of the Program through an online commute tracking platform.
- Section 4.** To aid in Program tracking and monitoring activities, both public and private sector agencies are strongly encouraged to utilize TryParkingIt.com, the region's commute tracking and ride-matching website and application. Employers may utilize an existing tracking platform comparable to Try Parking It for this purpose.
- Section 5.** For public sector agencies, the Regional Transportation Council will evaluate the agency's participation and implementation of the Program through a new policy established as part of the Metropolitan Transportation Plan Policy Bundles. Non-participation may impact the level of Transportation Development Credits received through the Policy Bundle Survey process.
- Section 6.** For private sector agencies, the Regional Transportation Council will monitor the agency's participation and implementation of the Program through TryParkingIt.com or a comparable tracking platform. Participation may result in awarding regional funding for TDM-related efforts (e.g., transit passes)
- Section 7.** NCTCOG staff will provide the Regional Transportation Council with annual updates on the status of the Regional Trip Reduction target to reduce SOV commute trips. Reported performance measures shall include Try Parking It utilization rates, number of users, trips reduced, and emissions reduced.
- Section 8.** This resolution shall be in effect immediately upon its adoption.

Roger Harmon, Chair
Regional Transportation Council
County Judge, Johnson County

I hereby certify that this resolution was adopted by the Regional Transportation Council of the North Central Texas Council of Governments for the Dallas-Fort Worth Metropolitan Area on June 10, 2021.

Ann Zadeh, Secretary
Regional Transportation Council
Councilmember, City of Fort Worth

REGIONAL SINGLE- OCCUPANCY VEHICLE TRIP REDUCTION TARGET DEVELOPMENT RESOLUTION

Regional Transportation Council

Sonya J. Landrum, Program Manager

June 10, 2021



North Central Texas
Council of Governments



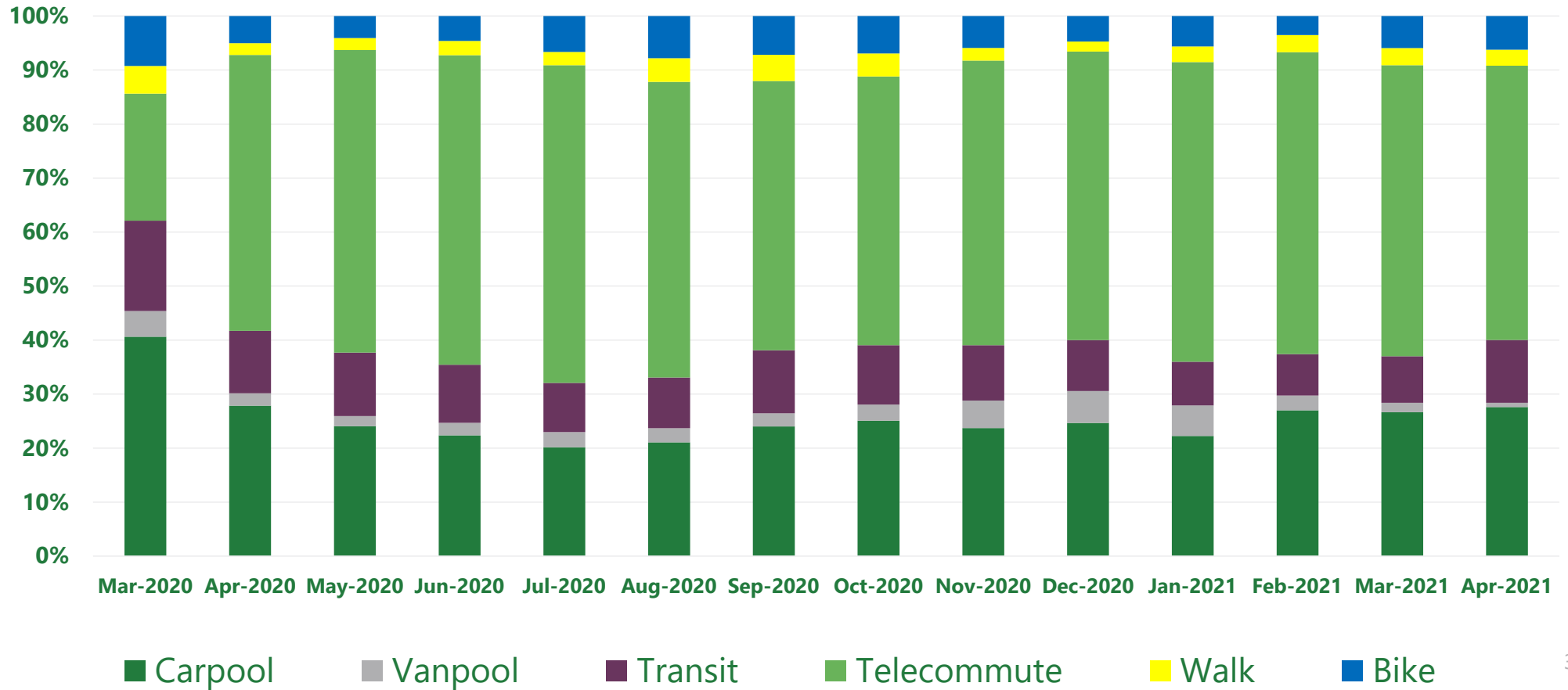
Background

- As a result of changes in traffic and commute patterns experienced during COVID-19 restrictions, our region recorded a decrease in traffic congestion and improvement in our region's air quality.
- In an effort to sustain the positive benefits of changes in travel behavior on congestion experienced during the COVID-19 restrictions, NCTCOG researched the impacts of establishing a regional trip reduction target to reduce single-occupancy vehicle or drive alone trips.
- A thorough analysis was conducted of travel demand management (TDM) strategies utilized by both the private and public sectors in comparable sized regions throughout the US to assist in establishing a realistic regional target.
- Available TDM strategies include carpooling, vanpooling, transit, biking, walking, telecommuting, and flexible work schedules.




NCT Commuter Behavior During COVID-19

2020 - 2021 Try Parking It Commuter Tracking





Trip Reduction Target Setting Areas of Consideration

- Possible Public Policy Tradeoffs (Higher vs. Lower Target)
- Higher Target Results in:
 - Improved air quality
 - Decreased roadway congestion
 - Increased efficiency of the transportation system
- Possible Unintended Consequences of a Higher Target:
 - Decreased Safety: Less roadway congestion  increased roadway speeds, increased fatalities
 - Completely removing trips may inadvertently impact transit
 - Impact to downtown livability and/or urban lifestyle
 - Negative impact to sales tax collections and downtown tourism
- Recommending a realistically achievable target that results in high benefits and reduced negative impacts
- All TDM strategies are encouraged to achieve the regional target

Regional Transportation Council Resolution

- Resolution Supporting the Establishment of a Regional Single-Occupancy Vehicle Trip Reduction Target to Reduce Drive Alone Trips in North Central Texas
- Sustaining Benefits of Changes in Travel Behavior on Congestion Experienced During COVID-19





RTC SOV Trip Reduction Target Resolution

Section 1. The Regional Transportation Council supports the establishment of a regional trip reduction target of 20 percent to reduce the number of single-occupancy vehicle (SOV) commute trips during the peak period.

Section 2. The Regional Transportation Council strongly encourages both public and private sector employers to reduce employees' SOV trips consistent with Section 1 of this resolution through the establishment of a formal Employee Commute Program.



RTC SOV Trip Reduction Target Resolution

Section 3. The Regional Transportation Council strongly encourages both public and private sector employers to monitor and track agency participation of the Program through an online commute tracking platform.

Section 4. To aid in Program tracking and monitoring activities, both public and private sector agencies are strongly encouraged to utilize TryParkingIt.com, the region's commute tracking and ride-matching website and application. Employers may utilize an existing tracking platform comparable to Try Parking It for this purpose.



RTC SOV Trip Reduction Target Resolution

Section 5. For public sector agencies, the Regional Transportation Council will evaluate the agency's participation and implementation of the Program through a new policy established as part of the Metropolitan Transportation Plan Policy Bundles. Non-participation may impact the level of Transportation Development Credits received through the Policy Bundle Survey process.

Section 6. For private sector agencies, the Regional Transportation Council will monitor the agency's participation and implementation of the Program through TryParkingIt.com or a comparable tracking platform. Participation may result in awarding regional funding for TDM-related efforts (e.g., transit passes).



RTC SOV Trip Reduction Target Resolution

Section 7. NCTCOG staff will provide the Regional Transportation Council with annual updates on the status of the Regional Trip Reduction target to reduce SOV commute trips. Reported performance measures shall include Try Parking It utilization rates, number of users, trips reduced, and emissions reduced.

Section 8. This resolution shall be in effect immediately upon its adoption.



Schedule

Date	Action
October 23, 2020	STTC (Information) – Presented Resolution Development Concept
December 10, 2020	RTC (Information) – Presented Resolution Development Concept
February 10, 2021	(Information) – NCTCOG Transportation Department Peer Review Presentation
February 24, 2021	(Information) – Bicycle & Pedestrian Advisory Committee Presentation
March 26, 2021	STTC (Action) – Approval of SOV Trip Reduction Resolution
April 12 – May 11, 2021	Public Input Comment Submittal Period
June 10, 2021	RTC (Action) – Approval of SOV Trip Reduction Resolution



Recommended Action

Recommend RTC Action to:

Approve the Resolution to Develop a Regional Single-Occupancy Vehicle Trip Reduction Target to Reduce Drive Alone Vehicle Trips in North Central Texas

Contacts



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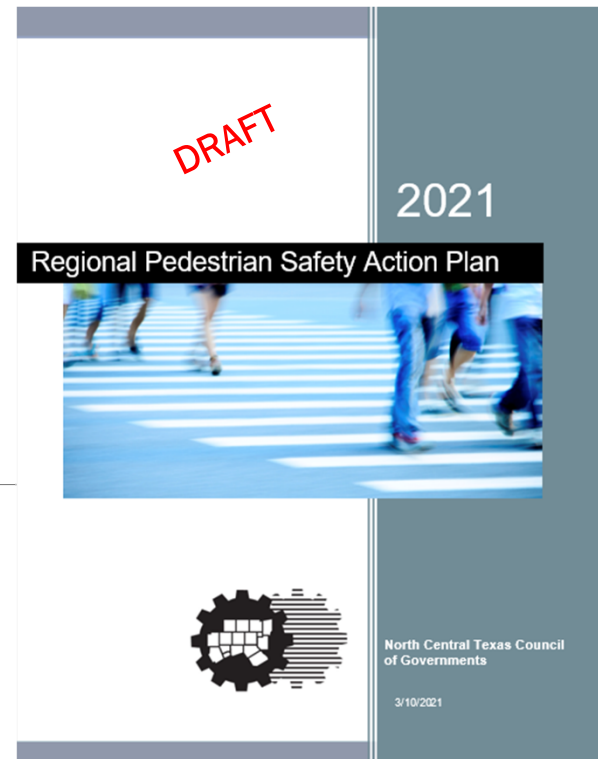
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REGIONAL PEDESTRIAN SAFETY ACTION PLAN

Regional Transportation Council

June 10, 2021



Kevin Kokes AICP, Program Manager, Sustainable Development

Regional Pedestrian Safety

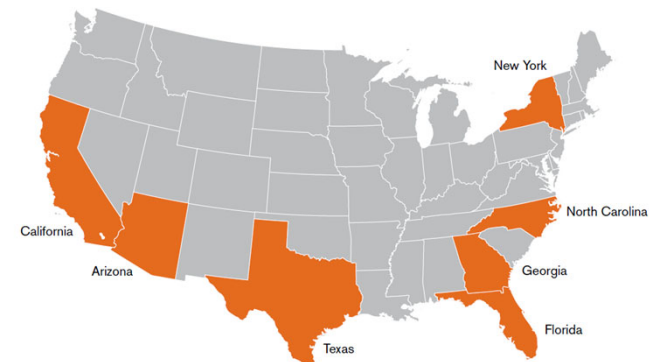
Action by Regional Transportation Council (RTC)
February 14, 2019

Regional Safety Position

“Even one death on the transportation system is unacceptable. Staff will work with our partners to develop projects, programs, and policies that assist in eliminating serious injuries and fatalities across all modes of travel”

Dallas and Fort Worth
are designated by FHWA as
Pedestrian Safety Focus Cities

7 States
Account for 54% of Pedestrian Deaths,
Jan-June 2020



Source: State Highway Safety Offices

Regional Pedestrian Safety Action Plan

NCTCOG initiated the regional PSAP in response to a decade of increasing pedestrian-involved crashes and fatalities



- Complements Mobility 2045
- Enhances Mobility 2045 goals and policies with a more targeted focus on pedestrian safety
- Creates a specific roadmap for activities, investments, and improvements in the region
- Creates a guide/template for partners to develop detailed local plans

Note: A future request will entail an equivalent bicycle safety plan to be completed.

Plan Goals:

- ❖ **Eliminate** all serious injury and fatal pedestrian crashes across the region by 2050
(Supports RTC and the TxDOT/TTC safety goals)
- ❖ **Balance the safety and needs** of all users of all ages and abilities in the transportation system design, maintenance and operation phases, with priority given to the most vulnerable users
- ❖ **Provide a high level of comfort** in the design, construction and maintenance of transportation facilities
- ❖ **Integrate** within roadway design the most direct facility alignments that prioritize safe pedestrian movements
- ❖ **Implement** all reasonable pedestrian safety countermeasures to achieve adopted regional safety performance targets

Plan Policies:

(Infrastructure and Non-Infrastructure Projects and Programs)

1	Education/Evaluation/Encouragement	Collaborate to implement the Plan
2	Education/Evaluation/Encouragement	Develop educational programs and resources
3	Engineering	Integrate proven safety countermeasures as part of all future roadway projects
4	Engineering	Prioritize implementation of safety countermeasures along the regional pedestrian safety corridors
5	Engineering	Perform Multimodal Level of Service (MMLOS) analysis as part of the roadway design process
6	Enforcement	Provide law enforcement information and training of the laws concerning the most vulnerable roadway users
7	Enforcement	Support state legislation on safety topics (lower speed limits in urban districts, motorists to stop/ yield to pedestrians, the use of a wireless communication device while operating a motor vehicle)

Plan Action Items:

(Infrastructure and Non-Infrastructure Projects and Programs)

1	Education/ Evaluation/ Encouragement	Develop performance measures
2	Education/ Evaluation/ Encouragement	Coordinate/support educational programs/campaigns
3	Education/ Evaluation/ Encouragement	Coordinate/support policies, programs and marketing campaigns
4	Education/ Evaluation/ Encouragement	Update the Plan at least every five years
5	Education/ Evaluation/ Encouragement	Conduct annual monitoring
6	Engineering	Facilitate projects and programs that improve pedestrian safety
7	Engineering	Conduct Roadway Safety Audits (RSA) for the pedestrian safety corridors
8	Engineering	Implement safety improvements in the pedestrian safety corridors
9	Enforcement	RTC legislative program related to safety
10	Enforcement	Information for law enforcement personnel (pedestrian rights/responsibilities and pedestrian crash reporting)

Next Steps



2021-2022:

Road Safety Audits for Select Corridors


2022+:

Future Regional **Bicycle** Safety Action Plan to be developed

June 2022:

STTC and RTC will be requested to approve the PSAP **by reference** with the ***Mobility 2045 Update***

Project Schedule

April 2019:	Stakeholder Committee Meeting #1
May 6 – July 5, 2019:	Online public opinion safety survey
May 2020:	Stakeholder Committee Meeting #2
January 2021:	Stakeholder Committee Meeting #3
February 24, 2021:	Bicycle and Pedestrian Advisory Committee Briefing
April 23, 2021:	STTC Information
May 13, 2021:	RTC Information
May 28, 2021:	STTC Action
 June 10, 2021:	RTC Action

Requested Action

The Regional Transportation Council endorse the Pedestrian Safety Action Plan.

Direct staff to incorporate the recommendations, including projects, programs and policies, into future metropolitan transportation plans, specifically the upcoming Mobility 2045 Update, as appropriate.

Thank You!

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10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District)
FY 2017 - FY 2031

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2031								MPO Project Score
												Cat 2 DAL Approved	Cat 2 DAL Proposed	Cat 4 DAL Approved	Cat 4 DAL Proposed	Cat 12 Clear Lanes DAL Approved	Cat 12 Clear Lanes DAL Proposed	Cat 12 Strategic Priority DAL Approved	Cat 12 Strategic Priority DAL Proposed	
												\$2,619,914,466	\$3,099,602,736	\$1,223,659,249	\$1,389,346,281	\$1,622,094,151	\$3,198,085,796	\$1,131,239,279	\$1,238,818,121	
Collin	54005	2351-01-017	FM 2478	FM 1461 to US 380	Widen 2 lane rural highway to 4 lane divided; Realign intersection at FM 1461; 6 lane ultimate	September 2017 (Actual)	September 2020 (Actual)	2021	Project also has \$97,983 of local funding	\$34,891,277	\$34,793,244	\$34,793,244	\$34,793,244							89.25
Collin	54005.1	2351-02-014	FM 2478	FM 1461 to North of FM 1461	Widen 2 lane rural highway to 4 lane divided; 6 lane ultimate; Realign intersection of FM 1461	September 2017 (Actual)	September 2020 (Actual)	2021	Project split out from TIP 54005/CSJ 2351-01-017	\$3,985,550	\$3,985,550	\$3,985,550	\$3,985,550							89.82
Collin	20083	2679-02-008	FM 2514	FM 2551 to West of FM 1378	Widen 2 lane rural to 4 lane (Ultimate 6 lane) urban roadway including new pedestrian improvements and left/right turn lanes	May 2014 (Actual)	May 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Remainder of construction funded with-\$3,415,689 RTR and \$1,202,000 CMAQ; \$16,867,792 low bid	\$16,867,792	\$13,600,000	\$13,600,000	\$13,600,000							N/A
Collin	55037	2679-03-016	FM 2514	North of Drain Drive to Brown Street	Widen facility from 2 lane to 4/6 lane urban divided	February 2019 (Actual)	July 2022 January 2022	2022	Project also has \$2,500,000 of Category 1 funding for potential cost overruns	\$24,107,754 \$20,179,763	\$24,107,754	\$20,179,763	\$24,107,754							85.74
Collin	55038	2679-03-015	FM 2514	East of Lavon Parkway to North of Drain Drive	Widen facility from 2 lane to 4 lane urban divided (ultimate 6 lane divided)	February 2019 (Actual)	July 2022 January 2022	2022		\$11,360,404 \$11,167,795	\$11,360,404	\$11,167,795	\$11,360,404							84.96
Collin	83209	2056-01-042	FM 2551	FM 2514 to FM 2170	Reconstruct and widen 2 lane rural to 6 lane urban divided	November 2010 (Actual)	July 2022	2022	Project also has \$4,500,000 of Category 1 funding for potential cost overruns	\$44,570,571	\$44,570,571	\$44,570,571	\$44,570,571							84.79
Collin	35004	0816-04-101	FM 455	US 75 to CR 286	Reconstruct and widen 2 lane rural to 4 lane divided	November 2017 (Actual)	December 2015 (Actual)	2016	Funds are Proposition 1 - Category 4; <u>Project completed in August 2020</u>	\$2,746,785	\$2,746,785			\$2,746,785	\$2,746,785					81.78
Collin	TBD	1012-02-030	FM 545	FM 2933 to BS-78D	Realign existing roadway to improve horizontal and vertical alignment and add shoulders	June 2019 (Actual)	September 2025 August 2022	2026 2022	<u>Propose to reduce funding and move to CSJ 0047-04-031, which is ready to advance sooner</u>	\$26,723,141 \$22,859,947	\$6,000,000			\$22,859,947	\$6,000,000					81.22
Collin	TBD	TBD	North/South Roadways	West and East of Lake Lavon			August 2025	2025	Feasibility study being done by NCTCOG; Moved \$100,000,000 of Category 12 funds to the US 380 corridor; Moved \$15,000,000 of Category 2 to TIP 13036/CSJ 0009-12-219 and \$35,000,000 of Category 2 to TIP 55221/CSJ 0009-12-215; Reduction in Category 2 funding offset by increase in Category 12 funding; Funding moved to breakout project CSJ 0135-04-036	TBD	\$0	\$0	\$0	\$0	\$0					70.56
Collin	TBD	TBD	Regional Outer Loop	DNT to SH 121					Working on local environmental document; Collin County desires that local funds be used on Regional Outer Loop, so federal funds were moved to North/South Roadways and US 380 projects; Collin County to contribute \$111,249,684 in bond funds over next 5 years	TBD	\$0	\$0	\$0							70.00
Collin	TBD	TBD	Regional Outer Loop	US 380 to Rockwall County Line; North/South Arterial					Collin County desires that local funds be used on Regional Outer Loop, so federal funds moved to US 380 project; Collin County to contribute \$32,400,000 in bond funds over next 5 years	TBD	\$0	\$0	\$0							70.00
Collin	13015	0549-03-024	SH 121	Collin County Outer Loop to North of FM 455	Reconstruct and widen from 2 lane to 4 lane rural divided; Construct 0 to 4 lane discontinuous access road and FM 455 interchange	January 2018 (Actual)	October 2020 (Actual)	2021		\$54,174,694	\$54,174,694			\$54,174,694	\$54,174,694					84.75

Amounts only include Category 2/4/12 funding.
Red text and strikethroughs indicate changes since October 2020 RTC meeting
Carryover funds from previous years are not accounted for

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District)
FY 2017 - FY 2031

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County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2031								MPO Project Score
												Cat 2 DAL Approved	Cat 2 DAL Proposed	Cat 4 DAL Approved	Cat 4 DAL Proposed	Cat 12 Clear Lanes DAL Approved	Cat 12 Clear Lanes DAL Proposed	Cat 12 Strategic Priority DAL Approved	Cat 12 Strategic Priority DAL Proposed	
												\$2,619,914,466	\$3,099,602,736	\$1,223,659,249	\$1,389,346,281	\$1,622,094,151	\$3,198,085,796	\$1,131,239,279	\$1,238,818,121	
Collin	55073	0451-03-013	SH 205	North of John King to SH 78	Widen 2 lane rural highway to 4 lane divided (6 lane ultimate)	April 2018 (Actual)	September 2021 December 2020	2022 2021	Project also has \$5,000,000 of Category 1 funding for potential cost overruns	\$38,783,754 \$35,100,000	\$38,783,754	\$35,150,000	\$38,783,754							87.89
Collin	13010	0047-09-034	SH 5	South of FM 1378 to Spur 399	Reconstruct and widen 2 lane undivided roadway to 4 lane divided urban roadway (ultimate 6 lanes)	July 2020 (Actual)	June 2025 February 2023	2025		\$16,802,639 \$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000							72.39
Collin	13026	0047-05-054	SH 5	Spur 399 to South of CR 275	Reconstruct and widen 2/4 lane undivided roadway to 4/6 lane divided urban roadway	July 2020 (Actual)	June 2028 December 2022	2028 2023	Project also has \$3,092,629 of Category 1 funding; <u>Staff proposes to move Category 2 funding to a breakout project (CSJ 0047-05-057) that is the priority section for Collin County and the City of McKinney</u>	\$125,981,920 \$80,408,352	\$0	\$77,315,723	\$0							78.69
<u>Collin</u>	<u>TBD</u>	<u>0047-05-057</u>	<u>SH 5</u>	<u>Spur 399 to Power House Street</u>	<u>Reconstruct and widen 2/4 lane undivided roadway to 4/6 lane divided urban roadway</u>	<u>July 2020 (Actual)</u>	<u>June 2026</u>	<u>2026</u>	<u>Breakout project of larger SH 5 project (TIP 13026/CSJ 0047-05-054) that is the priority section for Collin County and the City of McKinney; Funding partially offset by reduction on TIP 13026/CSJ 0047-05-054)</u>	<u>\$86,750,627</u>	<u>\$86,750,627</u>	<u>\$0</u>	<u>\$86,750,627</u>							<u>78.69</u>
<u>Collin</u>	<u>TBD</u>	<u>0047-04-031</u>	<u>SH 5</u>	<u>SH 121 to North of Collin County Outer Loop</u>	<u>Reconstruct and widen 2 lane rural to 4 lane urban roadway</u>	<u>September 2018 (Actual)</u>	<u>September 2022</u>	<u>2023</u>	<u>Staff proposes to add project to the 10-Year Plan; Funding to be offset by reductions on CSJ 1012-02-030 and TIP 55112/CSJ 0353-05-120</u>	<u>\$31,699,658</u>	<u>\$31,699,658</u>	<u>\$0</u>	<u>\$31,699,658</u>							<u>73.19</u>
<u>Collin</u>	<u>TBD</u>	<u>0047-05-058</u>	<u>SH 5</u>	<u>SH 5/Spur 399 to Spur 399 Extension</u>	<u>Reconstruct 6 lane arterial to 6 lane freeway and add 0 to 4 lane frontage roads</u>	<u>January 2023</u>	<u>January 2030</u>	<u>2030</u>	<u>Breakout of larger US 380 project; Funding offset by reduction on CSJ 0135-03-053</u>	<u>\$21,952,000</u>	<u>\$21,952,000</u>	<u>\$0</u>	<u>\$21,952,000</u>							<u>60.18</u>
<u>Collin</u>	<u>TBD</u>	<u>0135-15-002</u>	<u>US 380</u>	<u>JCT US 380/BUS 380 to New Extension of Spur 399</u>	<u>Reconstruct 6 lane arterial to 6 lane freeway and add 0 to 4 lane frontage roads</u>	<u>December 2022</u>	<u>August 2026</u>	<u>2026</u>	<u>Breakout of larger US 380 project; Category 2 funding offset by reduction on CSJ 0135-03-053; TxDOT to request Category 12 funding from the TTC for this project</u>	<u>\$807,520,000</u>	<u>\$807,520,000</u>	<u>\$0</u>	<u>\$109,996,800</u>	\$0	<u>\$104,307,200</u>	\$0	<u>\$593,216,000</u>			<u>87.62</u>
Collin	55156	0364-04-049	Spur 399	At SH 5	Construct interchange	July 2020 (Actual)	June 2026 March 2023	2026 2025	Project added to the 10-Year Plan via 2020 UTP; Project also has \$4,000,000 of Category 1 funding for potential cost overruns	\$38,496,804 \$19,273,554	\$19,273,554	\$19,273,554	\$19,273,554							80.91
<u>Collin</u>	<u>TBD</u>	<u>0364-04-051</u>	<u>Spur 399</u>	<u>US 75 to SH 5</u>	<u>Reconstruct 6 lane arterial to 6 lane freeway and add 0 to 4 lane frontage roads</u>	<u>January 2023</u>	<u>August 2027</u>	<u>2027</u>	<u>Breakout of larger US 380 project; Funding offset by reduction on CSJ 0135-03-053</u>	<u>\$9,968,000</u>	<u>\$9,968,000</u>	<u>\$0</u>	<u>\$9,968,000</u>							<u>67.27</u>
Collin	55233	0135-03-046	US 380	Airport Drive to 4th Street	Widen 4 lane roadway to 6 lanes divided	January 2020 (Actual)	January 2023	2023	Project added to the 10-Year Plan via 2020 UTP; <u>Project also has \$11,000,000 of Collin County funds</u>	\$63,683,197 \$41,097,161	\$52,683,197	\$41,097,161	\$52,683,197							81.70
Collin	55234	0135-04-033	US 380	4th Street to CR 458	Widen 4 lane roadway to 6 lanes divided	January 2020 (Actual)	January 2023	2023	Project added to the 10-Year Plan via 2020 UTP	\$5,722,380 \$4,521,469	\$5,722,380	\$4,521,469	\$5,722,380							76.46
Collin	TBD	TBD	US 380	Denton County Line to Hunt County Line		December 2021	August 2026	2026	Collin County to contribute \$316,053,616 in bond funds over next 5 years; Funding moved to breakout project (CSJ 0135-03-053)	\$450,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0			72.91
Collin	TBD	0135-03-053	US 380	<u>SH 5 (New Extension of Spur 399) to FM 1827</u> <u>SH 5 to FM 75</u>	Reconstruct 6 lane arterial to 6 lane freeway and add <u>0 to 4</u> lane frontage roads	October 2022	August <u>July</u> 2026	2026	US 380 breakout project; <u>Reduce Category 2 and 4 funding and move to various breakout projects</u>	\$16,083,200 \$602,000,000	\$16,083,200	\$278,000,000	\$16,083,200	\$150,000,000	\$0					95.51

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FY 2017 - FY 2031

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County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2031								MPO Project Score
												Cat 2 DAL Approved	Cat 2 DAL Proposed	Cat 4 DAL Approved	Cat 4 DAL Proposed	Cat 12 Clear Lanes DAL Approved	Cat 12 Clear Lanes DAL Proposed	Cat 12 Strategic Priority DAL Approved	Cat 12 Strategic Priority DAL Proposed	
												\$2,619,914,466	\$3,099,602,736	\$1,223,659,249	\$1,389,346,281	\$1,622,094,151	\$3,198,085,796	\$1,131,239,279	\$1,238,818,121	
Collin	TBD	0135-04-036	US 380	JCT US 380/BUS 380 to CR 560 FM 75 to East of SH 78	Reconstruct 6 lane arterial to 6 lane freeway and add 0 to 4 lane frontage roads	April 2023 December 2022	October 2024 January 2025	2025	US 380 breakout project; Staff previously placed Collin County North/South roadway placeholder funding on this section of US 380 as it includes a N/S roadway bridge at the lake; Remove \$60,000,000 of Category 2 funds and replace with \$60,000,000 of Collin County funds to complete the funding exchanges on the Panther Creek Parkway and McKinney National Airport runway projects approved by the RTC in November 2020; TxDOT to request Category 12 funding from the TTC for this project	\$127,008,000 \$565,000,000	\$67,008,000	\$87,000,000	\$27,000,000			\$0	\$40,008,000			87.62
<u>Collin</u>	<u>TBD</u>	<u>0135-02-065</u>	<u>US 380</u>	<u>Coit Road to JCT US 380/BUS 380</u>	<u>Reconstruct 6 lane arterial to 6 lane freeway and add 0 to 4 lane frontage roads</u>	<u>December 2022</u>	<u>August 2026</u>	<u>2026</u>	<u>Breakout of larger US 380 project; Category 2 funding offset by reduction on CSJ 0135-03-053</u>	<u>\$165,692,800</u>	<u>\$165,692,800</u>	<u>\$0</u>	<u>\$120,000,000</u>	<u>\$0</u>	<u>\$45,692,800</u>					<u>69.40</u>
Collin	13025	0047-14-084	US 75	North of FM 455 to CR 370	Construct interchange	June 2012 (Actual)	June 2018 (Actual)	2018	Low bid amount of \$19,863,387; Project completed in April 2020	\$19,863,387	\$19,863,387	\$19,863,387	\$19,863,387							N/A
Collin	13044	0047-06-161	US 75	At Ridgeview Drive	Reconstruct interchange	June 2019 (Actual)	December 2021 <u>March 2022</u>	2022 <u>2025</u>	Project also has \$2,500,000 of Category 1 funding; Staff proposes to fund the gap on this project with savings from the US 75 Peak Hour Lane project (TIP 30006/CSJ 0047-06-158)	\$35,100,696 \$28,655,102	\$26,155,102	\$26,155,102	\$26,155,102							79.42
Collin	30006	0047-06-158	US 75	Dallas County Line to Bethany Drive	Remove HOV lanes and add peak hour travel lanes	June 2020	August 2022	2022	Funded with \$15,000,000 of STBG funding; Project included on list in order to get TTC concurrence to proceed; Staff proposes to move \$8,945,594 STBG from this project to the US 75 at Ridgeview Interchange	\$6,973,925 \$15,000,000	\$0									94.24
Collin	30007	0047-06-163	US 75	Bethany Drive to SH 121	Add peak hour travel lanes	June 2020	August 2022	2022	Funded with \$10,000,000 of STBG funding; Project included on list in order to get TTC concurrence to proceed	\$5,692,037 \$10,000,000	\$0									91.62
Collin	20084	0047-14-053	US 75	North of CR 370 to CR 375 (Grayson CL)	Reconstruct and widen 4 to 6 lane freeway; Reconstruct 4 to 4/6 lane frontage roads	June 2012 (Actual)	September 2024-2023 <u>September 2024</u>	2024 <u>2025</u>	TxDOT to request Category 12 funding from the TTC for this project	\$67,384,036 \$107,000,000	<u>\$67,384,036</u>				\$0	<u>\$67,384,036</u>				91.35
											Total Proposed Funding - Collin County								\$1,641,878,697	
Dallas	55240	2374-04-085	IH 20	West of Cockrell Hill Road to Hampton Road	Construct 0 to 4 lane frontage road	July 2019 (Actual)	December 2021	2022	Commitment to Red Bird Mall area	\$80,581,578 \$71,368,576	<u>\$80,581,578</u>	\$71,368,576	<u>\$80,581,578</u>							75.69
Dallas	13000	1068-04-170	IH 30	Dallas County Line to SH 161	Reconstruct and widen from 6 to 8 general purpose lanes with 2 reversible express lanes and construct 0 to 4 lane continuous frontage roads; Modifications to SH 161 connections	December 2021 <u>December 2022</u>	September 2024 <u>April 2023</u>	2025	Project being implemented by the Fort Worth District, but using Dallas District Category 4 funding	\$11,000,000	\$11,000,000			\$11,000,000	\$11,000,000					88.54
Dallas	13018	0581-02-146	IH 30	at SL 12	Construct direct connectors (Phase 1)	January 2023 <u>December 2020</u>	August 2025 <u>2024</u>	2025 <u>2024</u>		\$250,000,000	\$0				\$0	\$0				76.19

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10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District)
FY 2017 - FY 2031

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County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2031								MPO Project Score
												Cat 2 DAL Approved	Cat 2 DAL Proposed	Cat 4 DAL Approved	Cat 4 DAL Proposed	Cat 12 Clear Lanes DAL Approved	Cat 12 Clear Lanes DAL Proposed	Cat 12 Strategic Priority DAL Approved	Cat 12 Strategic Priority DAL Proposed	
												\$2,619,914,466	\$3,099,602,736	\$1,223,659,249	\$1,389,346,281	\$1,622,094,151	\$3,198,085,796	\$1,131,239,279	\$1,238,818,121	
Dallas	13030	0009-11-254	IH 30	IH 35E to IH 45	Reconstruct and widen 6 to 12 mainlanes and 0/6 lane discontinuous to 2/8 lane discontinuous frontage roads	June 2020 <u>December (Actual)</u>	August 2022 <u>February 2025</u>	2022 <u>2025</u>	Project was awarded \$213,000,000 of Category 12 Strategic Priority funding and \$62,000,000 of S111 funding; The RTC funded an effort that would look at design elements needed to accommodate automated and electric vehicles along this corridor (first in the country); Design would be funded with \$2,000,000 STBG and \$2,000,000 of TTC funding for the entire IH 30 corridor; Strategic Priority funding increased and Clear Lanes funding decreased in UTP; Project also funded with \$15,989,529 of Category 3 funding; TxDOT to request Category 12 funding from the TTC for this project	\$451,538,342 <u>\$365,989,529</u>	<u>\$451,538,342</u>	\$0	\$0			\$25,000,000	\$25,000,000	\$325,000,000	<u>\$426,538,342</u>	81.67
Dallas	13043.2	0009-11-129 <u>0009-11-259</u>	IH 30	IH 635 to Bass Pro Drive	Reconstruct and widen 8 to 10 general purpose lanes and reconstruct 4/6/8 lane discontinuous to 4/6 lane continuous frontage roads <u>Operational improvements and bottleneck removal</u>	June 2020 <u>October 2021</u>	August 2029	2029	Funding moved to breakout project (CSJ 0009-11-252); The RTC funded an effort that would look at design elements needed to accommodate automated and electric vehicles along this corridor (first in the country); Design would be funded with \$2,000,000 STBG and \$2,000,000 of TTC funding for the entire IH 30 corridor; <u>TxDOT to request additional Category 12 funding from the TTC for this project</u>	\$70,507,801 <u>\$250,000,000</u>	<u>\$70,507,801</u>			\$0	<u>\$70,507,801</u>				80.71	
Dallas	52527	1068-04-119	IH 30	SH 161 to NW 7th Street	Construct 0 to 4 lane frontage roads	December 2016 (Actual)	June 2018 (Actual)	2018	Low bid amount of \$24,549,664; Category 1 funds to be used for change orders	\$24,549,664	\$24,549,664									N/A
Dallas	54033	1068-04-149	IH 30	NW 7th Street to Belt Line Road	Construct 0 to 2/3 lane westbound frontage road and ramp modifications	December 2016 (Actual)	June 2018 (Actual)	2018	Low bid amount of \$13,291,213; Category 11 funds used to fund the remainder of the project	\$13,291,213	\$11,000,000					\$11,000,000	\$11,000,000			N/A
Dallas	55169	0009-11-241	IH 30	Bass Pro Drive to Dalrock Road	Construct 0 to 6 lane frontage roads, Bayside bridge, and ramp modifications; Reconstruct Dalrock interchange	September 2018 (Actual)	March 2021 (Actual)	2021	Project was awarded Category 4 funds via the 2019 UTP; Project also has \$15,000,000 of Category 1 funding for potential cost overruns	\$120,574,879	\$120,574,879					\$120,574,879	\$120,574,879			86.81
Dallas	55179	0009-11-238	IH 30	Bass Pro Drive in Garland to Dalrock Road	Widen to add shoulder	March 2019 (Actual)	March 2021 (Actual)	2021	Project was awarded Category 12 Clear Lanes funding via the 2020 UTP; Project also has \$3,500,000 of Category 1 funding for potential cost overruns	\$30,182,264	\$30,182,264	\$7,827,157	\$7,827,157			\$22,355,107	\$22,355,107			85.20
Dallas	13043.1	0009-11-252	IH 30	IH 45 to IH 635	Reconstruct and widen from 6/8 to 10 general purpose lanes and reconstruct 4/6/8 discontinuous to 4/6 discontinuous frontage roads	April 2023	September 2023 <u>March 2026</u>	2024 <u>2026</u>	Project was awarded Category 12 Clear Lanes funding via the 2020 UTP, but was not fully funded; The RTC funded an effort that would look at design elements needed to accommodate automated and electric vehicles along this corridor (first in the country); Design would be funded with \$2,000,000 STBG and \$2,000,000 of TTC funding for the entire IH 30 corridor; Category 12 funding amount remains at \$25,000,000 in the UTP	\$1,108,449,456	\$25,000,000					\$25,000,000	\$25,000,000			77.40

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FY 2017 - FY 2031

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County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2031								MPO Project Score	
												Cat 2 DAL Approved	Cat 2 DAL Proposed	Cat 4 DAL Approved	Cat 4 DAL Proposed	Cat 12 Clear Lanes DAL Approved	Cat 12 Clear Lanes DAL Proposed	Cat 12 Strategic Priority DAL Approved	Cat 12 Strategic Priority DAL Proposed		
												\$2,619,914,466	\$3,099,602,736	\$1,223,659,249	\$1,389,346,281	\$1,622,094,151	\$3,198,085,796	\$1,131,239,279	\$1,238,818,121		
Dallas	13012.2	0196-03-274	IH 35E	IH 635 to Denton County Line	Reconstruct and widen 6 to 6+8 general purpose lanes and reconstruct existing 2/8 discontinuous frontage roads to 2/8 discontinuous frontage roads	March 2013 (Actual)	August 2021	2021	Design-build project; Project was awarded \$229,655,586 of Category 12 Clear Lanes funding and \$182,098,750 of Design-Build funds by the TTC	\$614,317,018	\$432,218,268	\$202,562,682	\$202,562,682			\$229,655,586	\$229,655,586			77.05	
Dallas	13012.3	0196-03-282	IH 35E	IH 635 to Denton County Line	Reconstruct existing 2 managed lanes to 2 managed lanes	March 2013 (Actual)	August 2021	2021	Project split out from TIP 13012.2/CSJ 0196-03-274; Category 2 funds are offset by a reduction in funding on TIP 13012.2/CSJ 0196-03-274; Project was awarded \$14,470,000 of Design-Build funds for the remainder of the project	\$93,951,732	\$79,481,732	\$79,481,732	\$79,481,732							77.05	
Dallas	54119.5	0442-02-162	IH 35E	Ellis County Line to Bear Creek Road	Construct interchange at SL 9 and IH 35E	November 2017 (Actual)	June 2022	2022	February 2023	Project also has \$583,000 of STBG funds	\$13,245,644	\$12,662,644	\$12,662,644	\$12,662,644							89.30
Dallas	55061	0196-03-199	IH 35E	IH 30 to North of Oak Lawn Avenue	Reconstruct 10 to 10 general purpose lanes, and reconstruct 0/2/6 discontinuous to 2/6 lane discontinuous frontage roads	July 2005 (Actual)	August 2027	2027		\$428,320,000	\$0					\$0	\$0				72.81
Dallas	55062	0196-03-266	IH 35E	North of Oak Lawn Avenue to SH 183	Reconstruct 10 to 10 general purpose lanes, and reconstruct 4/6 to 4/6 lane frontage roads	August 2021	August 2027	2027		\$636,480,000	\$0					\$0	\$0				68.59
Dallas	55094	0442-02-159	IH 35E	US 67 to Laureland Drive	Construct 0 to 1 reversible express lane		August 2027	2027	Funding was previously removed from this project	\$0	\$0										74.33
Dallas	55163	2374-01-192	IH 635	SL 354 (Denton Drive) to BNSF RR	Construction of IH 35E/IH 635 interchange, including 4 concurrent managed lanes, 10 general purpose lanes, and 4 discontinuous frontage roads	January 2023	January 2025	2025	October 2026		\$400,000,000	\$0				\$0	\$0				77.58
Dallas	55164	2374-07-075	IH 635	West of Luna Road to BNSF RR	Construction of IH 35E/IH 635 interchange, including 0 to 4 concurrent managed lanes, 10 to 10 general purpose lanes, and 4 to 4/6 continuous frontage roads	January 2023	January 2025	2025	October 2026		\$80,000,000	\$0				\$0	\$0				78.18
Dallas	55067	0092-14-088	IH 45	Lenway St. to Good Latimer	Reconstruct IH 45 and SM Wright Interchange (Phase 2B)	April 2017 (Actual)	December 2019 (Actual)	2020		\$30,136,042	\$30,136,042	\$30,136,042	\$30,136,042								93.22
Dallas	55249	0092-02-130	IH 45	At SL 9	Reconstruct existing 2 to 2 lane southbound frontage road and ramp modifications	November 2017 (Actual)	September 2022	2022	August 2021	Project added to the 10-Year Plan via 2020 UTP; Funding offset by reduction in funding on TIP 55094/CSJ 0442-02-159	\$3,667,581	\$3,667,581			\$3,667,581	\$3,667,581					83.30
Dallas	54111	2374-01-171	IH 635	At Skillman/Audelia	Interchange improvements	June 2015 (Actual)	August 2019 (Actual)	2019	Project has Category 12 funds from the MPO Revolver Swap; \$7,202,000 of Design-Build funding to offset reduction in Category 2 funding	\$57,972,000	\$50,770,000	\$46,393,000	\$46,393,000					\$4,377,000	\$4,377,000		93.14
Dallas	55060.1	2374-01-137	IH 635 (E)	Miller Road to West of the KCS RR (West of SH 78)	Widen 8 to 10 general purpose lanes and reconstruct 4/6 lane discontinuous to 4/6 lane continuous frontage roads	April 2017 (Actual)	August 2019 (Actual)	2019	Project also has \$63,193,281 of Design-build funding	\$246,941,214	\$183,747,933	\$30,500,000	\$30,500,000	\$132,848,147	\$132,848,147	\$20,399,786	\$20,399,786				90.44
Dallas	55060.2	2374-01-191	IH 635 (E)	Miller Road to West of the KCS RR (West of SH 78)	Reconstruct existing 2 HOV/express to 2 HOV/express lanes	April 2017 (Actual)	August 2019 (Actual)	2019	Project split out from TIP 55060.1/CSJ 2374-01-137; Project also has \$6,513,375 of Design-build funding	\$49,935,875	\$43,422,500	\$43,422,500	\$43,422,500								83.25
Dallas	55075.1	2374-02-053	IH 635 (E)	West of the KCS RR (West of SH 78) to IH 30	Widen 8 to 10 general purpose lanes and reconstruct 4/6 lane discontinuous to 4/8 lane continuous frontage roads	April 2017 (Actual)	August 2019 (Actual)	2019	Construction also funded with \$25,000,000 CMAQ, \$92,752,017 STBG, and \$7,014,863 Category 11; Project also has \$122,653,801 781 of Design-Build funding	\$408,845,681	\$161,425,000	\$8,430,000	\$8,430,000	\$42,151,853	\$42,151,853	\$110,843,147	\$110,843,147				87.35

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												Cat 2 DAL Approved	Cat 2 DAL Proposed	Cat 4 DAL Approved	Cat 4 DAL Proposed	Cat 12 Clear Lanes DAL Approved	Cat 12 Clear Lanes DAL Proposed	Cat 12 Strategic Priority DAL Approved	Cat 12 Strategic Priority DAL Proposed	
												\$2,619,914,466	\$3,099,602,736	\$1,223,659,249	\$1,389,346,281	\$1,622,094,151	\$3,198,085,796	\$1,131,239,279	\$1,238,818,121	
Dallas	55075.2	2374-02-152	IH 635 (E)	West of the KCS RR (West of SH 78) to IH 30	Reconstruct existing 2 HOV/express to 2 HOV/express lanes	April 2017 (Actual)	August 2019 (Actual)	2019	Construction also funded with \$7,142,858 STBG; Project split out from TIP 55075.1/CSJ 2374-02-053; Project also has \$26,139,846 of Design-build funding	\$200,405,486	\$167,122,782	\$167,122,782	\$167,122,782						81.07	
Dallas	55075.3	2374-02-153	IH 635 (E)	At IH 30	Reconstruct interchange	April 2017 (Actual)	August 2019 (Actual)	2019	Construction also funded with \$25,000,000 STBG; Project split out from TIP 55075.1/CSJ 2374-02-053; Project also has \$83,400,711 of Design-build funding	\$303,694,615	\$195,293,904	\$195,293,904	\$195,293,904						85.92	
Dallas	55165.1	2374-01-183	IH 635 (E)	East of US 75 to Miller Road	Widen 8 to 10 general purpose lanes and reconstruct existing 4/8 lane discontinuous to 4/6 lane continuous frontage roads	April 2017 (Actual)	August 2019 (Actual)	2019	Project also has \$125,710,231 of Design-build funds	\$432,206,098	\$306,495,867			\$306,495,867	\$306,495,867				90.08	
Dallas	55165.2	2374-01-190	IH 635 (E)	East of US 75 to Miller Road	Reconstruct existing 2 to 2 managed lanes	April 2017 (Actual)	August 2019 (Actual)	2019	Project split out from TIP 55165.1/CSJ 2374-01-183; Project also has \$8,509,875 of Design-build funding	\$65,242,375	\$56,732,500	\$56,732,500	\$56,732,500						82.89	
Dallas	54069	2964-01-048	SH 161	South of SH 183 to North of Belt Line Road	Widen and reconstruct 4 (6 lanes during peak period) to 8 general purpose lanes	January 2018 (Actual)	June 2018 (Actual)	2018	Project let in June 2018 for \$20,927,948; Category 1 funds to be used for any change orders	\$20,927,948	\$20,927,948			\$20,927,948	\$20,927,948				N/A	
Dallas	53198	0094-07-044	SH 183	1 mile East of Loop 12 to West end of Elm Fork Trinity River Bridge	Reconstruct existing 8 general purpose lanes, 2 to 6 concurrent Managed Lanes, and 4/6 discontinuous to 6/8 lane continuous frontage roads (Ultimate)		August 2045	2045	Funding previously moved to TIP 11527	\$0	\$0	\$0	\$0						71.09	
Dallas	54072	0094-07-045	SH 183	West End of Elm Fork Trinity River Bridge to West of IH 35E	Reconstruct and widen 6/8 to 6/8 general purpose lanes, and reconstruct 4/6 lane discontinuous to 4/8 lane continuous frontage roads (Ultimate)		August 2045	2045	Funding previously moved to TIP 11527	\$0	\$0	\$0	\$0						68.99	
Dallas	TBD	TBD	SH 183	SH 161 to Story Road	Construct 6 to 8 general purpose lanes and 2 to 6 concurrent managed lanes	TBD	TBD	TBD	Project to be funded by the private sector	\$270,000,000	\$0	\$0	\$0						72.81	
Dallas	TBD	TBD	SH 183	PGBT Western Extension (SH 161) to SL 12					Funding previously moved to TIP 53003 and 11527	\$0	\$0	\$0	\$0						65.95	
Dallas	TBD	TBD	SH 183	SL 12 to SH 114					Funding previously moved to TIP 11527	\$0	\$0	\$0	\$0						65.95	
Dallas	55065	0092-01-059	SH 310/ SM Wright Interchange	Pennsylvania Avenue to North of Al Lipscomb Way	Reconstruct IH 45 and SM Wright Interchange (Phase 2B)	April 2017 (Actual)	December 2019 (Actual)	2020	Related to TIP 55067/CSJ 0092-14-088 and TIP 20062/CSJ 0092-01-052	\$11,916,518	\$11,916,518	\$11,916,518	\$11,916,518						96.67	
Dallas	35000	0430-01-057	SH 352	North of Kearney Street to US 80 EB Frontage Road	Reconstruct 4 lane undivided rural to 4 lane divided urban roadway with intersection and sidewalk improvements	December 2016 (Actual)	March 2020 (Actual)	2020	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Remainder of construction funded with \$701,700 CMAQ and \$400,000 Category 11; Category 12 funds are part of MPO Revolver Swap; Category 1 or 11 funding to cover cost overruns	\$11,687,425	\$9,915,000	\$7,900,000	\$7,900,000			\$2,015,000	\$2,015,000		85.16	
Dallas	13032	0009-02-067	SH 78	At Gaston Ave	Reconfigure intersection with sidewalk improvements	December 2018 (Actual)	November 2020 May 2021 (Actual)	2021	August 2017 RTC Proposition 1 Adjustment; Remainder of project funded with \$4,500,000 of CMAQ funds	\$5,500,000	\$1,000,000	\$1,000,000	\$1,000,000						84.62	
Dallas	11527	0581-02-124	SL 12	At SH 183	Reconstruct interchange (Phase 2)	April 2014 (Actual)	May 2020 (Actual)	2020	Project was awarded Category 12 Clear Lanes funding via the 2019 UTP; Project also has \$2,000,000 of Category 1 funding for potential cost overruns	\$210,000,000	\$210,000,000			\$210,000,000	\$210,000,000				83.94	

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												Cat 2 DAL Approved	Cat 2 DAL Proposed	Cat 4 DAL Approved	Cat 4 DAL Proposed	Cat 12 Clear Lanes DAL Approved	Cat 12 Clear Lanes DAL Proposed	Cat 12 Strategic Priority DAL Approved	Cat 12 Strategic Priority DAL Proposed	
												\$2,619,914,466	\$3,099,602,736	\$1,223,659,249	\$1,389,346,281	\$1,622,094,151	\$3,198,085,796	\$1,131,239,279	\$1,238,818,121	
Dallas	55112	0353-05-120	SL 12	At Skillman	Reconstruct grade separation	March 2025	September 2027 <u>2030</u>	2028 <u>2031</u>	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Discussions underway between City of Dallas, TxDOT and NCTCOG regarding project scope; Project also has \$1,116,185 of Category 1 funding; <u>Staff proposes to defund this project given discussions on specific scope have not concluded, and move funding to CSJ 0047-04-031</u>	\$17,200,000 <u>\$19,264,001</u>	<u>\$0</u>			\$17,200,000	<u>\$0</u>					78.89
Dallas	54119.1	2964-10-008	SL 9	IH 35E to Dallas/Ellis County Line	Construct 0 to 2 lane frontage roads (ultimate 6) including turn lanes	November 2017 (Actual)	March <u>August</u> 2021	2021	Project split out from TIP 54119/CSJ 2964-10-005; Project also has \$432,000 of CMAQ funding, \$3,788,000 of RTR funding, and \$3,589,488 of STBG funding; <u>Staff proposes to remove Category 2 funding and replace with STBG funding as part of a funding swap to reduce the region's STBG carryover balance</u>	\$43,045,357	<u>\$0</u>	\$35,235,869	<u>\$0</u>							79.83
Dallas	54119.2	2964-10-009	SL 9	Ellis/Dallas County Line to IH 45	Construct 0 to 2 lane frontage roads (ultimate 6) including turn lanes	November 2017 (Actual)	March <u>August</u> 2021	2021	Project split out from TIP 54119/CSJ 2964-10-005; Project also has \$408,000 of CMAQ funding and \$13,722,970 of STBG funding; <u>Staff proposes to remove Category 2 funding and replace with STBG funding as part of a funding swap to reduce the region's STBG carryover balance</u>	\$67,236,678	<u>\$0</u>	\$53,105,708	<u>\$0</u>							77.62
Dallas	53003	0094-03-060	SS 482	At SH 114 and SH 183	Reconstruct interchange (Phase 2)	April 2014 (Actual)	May 2020 (Actual)	2020	Project was awarded Category 12 Clear Lanes funding via the 2019 UTP	\$210,000,000	\$210,000,000					\$210,000,000	\$210,000,000			83.89
<u>Dallas</u>	<u>TBD</u>	<u>0261-02-081</u>	<u>US 67</u>	<u>At Lake Ridge Parkway</u>	<u>Construct grade separation (Phase 1)</u>	<u>February 2021 (Actual)</u>	<u>March 2027</u>	<u>2027</u>	<u>Project split out from TIP 55014/CSJ 0261-01-041; Category 2 funding offset by reduction on TIP 55014/CSJ 0261-01-041</u>	<u>\$27,487,146</u>	<u>\$4,421,204</u>	<u>\$0</u>	<u>\$4,421,204</u>							<u>64.93</u>
Dallas	30005	0047-07-232	US 75	IH 635 to Collin County Line	Remove HOV lanes and add peak hour travel lanes	June 2020	August 2022	2022	Funded with \$15,000,000 of STBG funding; Project included on list in order to get TTC concurrence to proceed	\$15,000,000 <u>\$4,781,453</u>	\$0									92.85
<u>Dallas</u>	<u>53110.2</u>	<u>2374-02-162</u>	<u>IH 635</u>	<u>At US 80</u>	<u>Reconstruct existing interchange</u>	<u>April 2020 (Actual)</u>	<u>September 2024</u>	<u>2025</u>	<u>Staff proposes to move \$90,000,000 from TIP 53110/CSJ 0095-02-096 and \$10,350,386 from TIP 53109/CSJ 0095-02-107 to this breakout project; TxDOT to request Category 12 funding from the TTC to fund the rest of the project</u>	<u>\$210,426,225</u>	<u>\$210,426,225</u>			\$0	<u>\$100,350,386</u>	<u>\$0</u>	<u>\$110,075,839</u>			<u>74.65</u>
Dallas	53109	0095-02-107	US 80	East of Town East Blvd. to East of Belt Line Road	Reconstruct and widen 4 to 6/8 mainlanes and 2/4/6 to 4/6 lane continuous frontage roads and reconstruct IH 635 interchange	April 2020 (Actual)	September 2024 <u>2023</u>	2025	TxDOT and City of Mesquite discussing specific early action "breakout" projects to utilize this funding; <u>Staff proposes to move \$10,350,386 to TIP 53110/CSJ 2374-02-162</u>	\$305,005,199 <u>\$94,649,614</u>	<u>\$94,649,614</u>			\$105,000,000	<u>\$94,649,614</u>	\$0	\$0			82.45

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County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2031								MPO Project Score	
												Cat 2 DAL Approved	Cat 2 DAL Proposed	Cat 4 DAL Approved	Cat 4 DAL Proposed	Cat 12 Clear Lanes DAL Approved	Cat 12 Clear Lanes DAL Proposed	Cat 12 Strategic Priority DAL Approved	Cat 12 Strategic Priority DAL Proposed		
												\$2,619,914,466	\$3,099,602,736	\$1,223,659,249	\$1,389,346,281	\$1,622,094,151	\$3,198,085,796	\$1,131,239,279	\$1,238,818,121		
Dallas	53110	0095-02-096	US 80	East of Belt Line Road to Lawson Road	Reconstruct and widen 4 to 6 mainlanes and 2/4 to 4/6 lane continuous frontage roads	April 2020 (Actual)	September 2023 2024	2025	Project split out from TIP 53109; TxDOT and City of Mesquite discussing specific early action "breakout" projects to utilize this funding; <u>Reduce Category 4 funding and move to CSJ 2374-02-162; TxDOT to request Category 12 funding from the TTC for the rest of the project</u>	\$192,096,816 \$206,481,677	\$206,481,677			\$100,000,000	\$10,000,000	\$0	\$196,481,677			79.95	
Dallas	53108	0095-10-033	US 80	IH 30 to East of Town East Blvd	Reconstruct and widen 4 to 6 mainlanes and 2/6 to 4/6 lane frontage roads	April 2020 (Actual)	September 2023 2024	2025	<u>TxDOT to request Category 12 funding from the TTC for this project</u>	\$58,015,042 \$66,972,608	\$66,972,608			\$0	\$66,972,608					75.63	
Dallas	55120	0197-02-124	US 175	East of East Malloy Bridge Rd. to Kaufman County Line	Ramp modifications, mill and inlay existing frontage roads	July 2020 (Actual)	October 2020 (Actual)	2021	Project also has \$1,000,000 of Category 1 funding for potential cost overruns	\$2,163,200	\$2,163,200	\$2,163,200	\$2,163,200							79.24	
Total Proposed Funding - Dallas County											\$3,596,985,275										
Denton	83255	0816-02-072	FM 455	West of FM 2450 to East of Marion Road	Reconstruct and widen 2 lane rural highway to 4 lane divided urban	February 2018 (Actual)	January 2022 August 2022	2022	Project also has \$5,000,000 of Category 1 funding for potential cost overruns	\$42,817,890 \$44,660,582	\$44,660,582	\$42,817,890	\$44,660,582								91.11
Denton	TBD	0081-05-049	Greenbelt/Regional Outer Loop	At FM 428	TBD	TBD	TBD	TBD	Category 2 funding previously moved to TIP 13036/CSJ 0009-12-219; Project will be funded in a future 10-Year Plan update	\$50,000,000	\$0	\$0	\$0								59.61
Denton	TBD	0195-03-099	IH 35E	N. Texas Blvd to IH 35W	<u>Reconstruct interchange and existing 4 to 4/8 lane frontage roads (facility transition area)</u>	October 2019 (Actual)	January 2023	2025	<u>Project split out from TIP 13033.3/CSJ 0195-03-090; Category 12 funding to be moved from TIP 13033.3/CSJ 0195-03-090</u>	\$43,821,225	\$43,821,225	\$0	\$35,008,319			\$0	\$8,812,906			71.42	
Denton	13033.3	0195-03-090	IH 35	IH 35W to US 380	Reconstruct interchange and 4 to 4/8 lane frontage roads	January 2012 (Actual)	January 2023	2023	Project awarded Category 12 Strategic Priority funding via the 2020 UTP; <u>\$8,812,906 of Category 12 funding to be moved to CSJ 0195-03-099</u>	\$130,812,652	\$130,812,652					\$139,625,558	\$130,812,652			82.76	
Denton	55197	0195-02-074	IH 35	US 77 North of Denton to Cooke County Line South of Belz Rd	Reconstruct and widen 4 to 6 lane rural freeway with ramp modifications and reconstruct 4 to 4/6 lane frontage roads	November 2019 (Actual)	September 2022 December 2025	2026	New project awarded Category 12 Strategic Priority funding via the 2020 UTP; Project also has \$29,050,000 of Category 11 funding; <u>\$196,670,000 of Category 12 funds to be moved to TIP 55197.2/CSJ 0195-02-081</u>	\$602,790,000 \$483,232,084	\$454,182,084			\$54,090,000	\$131,202,084			\$519,650,000	\$322,980,000	90.11	
Denton	55197.2	0195-02-081	IH 35	South of Belz Rd to Cooke County Line	<u>Reconstruct and widen 4 to 6 lane rural freeway with ramp modifications and reconstruct 4 to 4/6 lane frontage roads</u>	October 2019 (Actual)	December 2024	2025	<u>Project split out from TIP 55197/CSJ 0105-02-074; \$196,670,000 Category 12 funds to be moved to this project from TIP 55197/CSJ 0195-02-074</u>	\$196,670,000	\$196,670,000					\$0	\$196,670,000			90.11	
Denton	55198	0195-03-087	IH 35	US 380 to US 77 North of Denton	Reconstruct and widen 4 to 6 lane rural freeway with ramp modifications and 4 to 4/6 lane frontage roads	November 2019 (Actual)	September 2022 January 2023	2023	Project awarded \$79,709,425 of Category 12 Strategic Priority and \$100,000,000 of Category 12 Clear Lanes funding via the 2020 UTP	\$223,357,330	\$223,357,330			\$16,360,575	\$43,647,905	\$100,000,000	\$100,000,000	\$79,709,425	\$79,709,425	79.11	
Denton	55250	0195-02-076	IH 35	At FM 455	Reconstruct and widen 4 to 6 mainlanes and reconstruct existing 4 to 4 lane frontage roads	October 2019 (Actual)	August 2022	2022	Project awarded Category 12 Strategic Priority funding via the 2020 UTP	\$27,231,547 \$27,745,863	\$27,745,863			\$369,251	\$883,567			\$26,862,296	\$26,862,296	87.58	

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FY 2017 - FY 2031

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County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2031								MPO Project Score
												Cat 2 DAL Approved	Cat 2 DAL Proposed	Cat 4 DAL Approved	Cat 4 DAL Proposed	Cat 12 Clear Lanes DAL Approved	Cat 12 Clear Lanes DAL Proposed	Cat 12 Strategic Priority DAL Approved	Cat 12 Strategic Priority DAL Proposed	
												\$2,619,914,466	\$3,099,602,736	\$1,223,659,249	\$1,389,346,281	\$1,622,094,151	\$3,198,085,796	\$1,131,239,279	\$1,238,818,121	
Denton	13033	0196-02-124	IH 35E	FM 407 to Dallas County Line	Reconstruct and convert 2 reversible to 4 concurrent managed lanes; Reconstruct 6 to 6/8 collector-distributor lanes (Dallas C/L to SH 121); Reconstruct 8 to 8 general purpose lanes (SH 121 to FM 407); Reconstruct 2/6 to 2/8 continuous frontage (FM 407 to SRT/SH 121); and reconstruct 4/6 to 2/6 continuous frontage from (SRT/SH 121 to Dallas C/L)	TBD	August 2026	2026	Some funding previously moved to TIP 13033.2/CSJ 0196-02-127 and TIP 13033.4/CSJ 0196-02-126; Remaining Category 2 funding moved to IH 35E at Lake Sharon/Dobbs/Corinth project through 2020 10-Year Plan Update; Denton Priority Project #1	\$745,933,304	\$0	\$0	\$0						78.82	
Denton	13033.1	0196-02-128	IH 35E	At FM 1171/Main Street	Reconstruct grade separation and existing 4 to 4 lane frontage roads	March 2013 (Actual)	January 2023	2023	Project added to the 10-Year Plan via 2020 UTP; Increased Category 2 funding offset by reduction on TIP 25033.2/CSJ 0196-02-125 (2020 10-Year Plan Update); Denton Priority Project #3; Increased Category 2 funding offset by reduction on CSJ 0196-01-113	\$43,805,797 \$45,022,538	\$45,022,538	\$43,805,797	\$45,022,538						78.08	
Denton	13033.2	0196-02-127	IH 35E	At Business 121	Reconstruct grade separation and existing 4 to 4 lane frontage roads	March 2013 (Actual)	January 2023 2025	2023 2025	Project added to the 10-Year Plan via 2020 UTP; Increased Category 2 funding offset by reduction on TIP 25033.2/CSJ 0196-02-125 (2020 10-Year Plan Update); Denton Priority Project #4; Increased Category 2 funding partially offset by reduction on CSJ 0196-01-113	\$82,179,822 \$96,444,954	\$96,444,954	\$82,179,822	\$96,444,954						82.90	
Denton	13033.4	0196-02-126	IH 35E	At Corporate Drive	Reconstruct grade separation and existing 4 to 4 lane frontage roads	March 2013 (Actual)	January 2023 2025	2023 2025	Project added to the 10-Year Plan via 2020 UTP; Increased Category 2 funding offset by reduction on TIP 25033.2/CSJ 0196-02-125; Denton Priority Project #5; Increased Category 2 funding offset by reduction on CSJ 0196-01-113	\$72,883,443 \$79,809,723	\$79,809,723	\$72,883,443	\$79,809,723						81.45	
Denton	25033.2	0196-02-125	IH 35E	Turbeville Road to FM 407	Reconstruct existing 4 general purpose lanes (NB only); Widen and convert 2 lane reversible to 4 lane concurrent managed lanes; Widen 4/6 lane continuous to 4/8 lane continuous frontage roads	TBD February 2019	May 2028	2028	Funding previously moved to TIP 13033.4/CSJ 0196-02-126 and TIP 13033.1/CSJ 0196-02-128; Remaining Category 2 funding moved to TIP 13033.1/CSJ 0196-02-128, TIP 13033.2/CSJ 0196-02-127, TIP 13033.4/CSJ 0196-02-126, TIP 23033.3/CSJ 0196-01-109, and IH 35E at Lake Sharon/Dobbs/Corinth projects through 2020 10-Year Plan Update	\$671,000,928	\$0	\$0	\$0						76.34	
Denton	25033.3	0196-01-109	IH 35E	South of Mayhill Road to South of SL 288	Reconstruct grade separation and existing 4 to 4 lane frontage roads	March 2013 (Actual)	April 2022 June 2025	2022 2025	Split from TIP 25033.2/CSJ 0196-02-125; Increased Category 2 funding offset by reduction on TIP 25033.2/CSJ 0196-02-125; Increased Category 2 funding partially offset by reduction on CSJ 0196-01-113	\$62,176,453 \$72,094,705	\$72,094,705	\$62,176,453	\$72,094,705						89.53	
Denton	TBD	0196-01-113	IH 35E	at Lake Sharon Drive/Dobbs Road/Corinth	Construct interchange	March 2013 (Actual)	January 2026 2028	2026 2028	Denton Priority Project #6; \$34,014,485 of Category 2 funding offset by reduction on TIP 25033.2/CSJ 0196-02-125 and TIP 13033/CSJ 0196-02-124; Decrease Category 2 funding and move to TIP 13033.1/CSJ 0196-02-128 and TIP 13033.2/CSJ 0196-02-127 and TIP 25033.3/CSJ 0196-01-109	\$45,000,000 \$65,059,297	\$3,735,754	\$34,014,485	\$3,735,754						68.29	

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County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2031								MPO Project Score
												Cat 2 DAL Approved	Cat 2 DAL Proposed	Cat 4 DAL Approved	Cat 4 DAL Proposed	Cat 12 Clear Lanes DAL Approved	Cat 12 Clear Lanes DAL Proposed	Cat 12 Strategic Priority DAL Approved	Cat 12 Strategic Priority DAL Proposed	
												\$2,619,914,466	\$3,099,602,736	\$1,223,659,249	\$1,389,346,281	\$1,622,094,151	\$3,198,085,796	\$1,131,239,279	\$1,238,818,121	
Denton	55230	0081-13-058	IH 35W	Tarrant County Line to SH 114	Reconstruct and widen 4 lane rural to 6 lane urban freeway and reconstruct 4 to 4/6 lane frontage roads	July 2021 October 2020	September 2023 July 2021	2024 2021		\$90,000,000	\$0				\$0	\$0			91.84	
Denton	55242	0081-13-050	IH 35W	SH 114 to IH 35W/IH 35E Interchange	Widen and reconstruct 4 lane rural to 6 lane urban freeway and reconstruct 2/4 to 4/6 lane frontage roads	July 2021 October 2020	September 2023 July 2021	2024 2021		\$338,580,457	\$0				\$0	\$0			86.73	
Denton	55259	0081-13-065	IH 35W	Dale Earnhardt Way to South of IH 35E/IH 35W Interchange	Reconstruct 2 to 4/6 lane discontinuous frontage roads	July 2020 (Actual)	September 2025 January 2024	2026 2024	TxDOT to request Category 12 funds from the TTC for this project	\$376,973,505 \$310,692,449	\$376,973,505				\$0	\$376,973,505			86.76	
Denton	55177	0353-09-002	SH 114	West of US 377 to East of US 377	Construct 0 to 6 lane grade separation over US 377	November 2018 (Actual)	June 2021	2021		\$52,218,505	\$52,218,505	\$26,109,253	\$26,109,253	\$26,109,253	\$26,109,253				100.00	
Denton	55235	0353-02-037	SH 114	East of IH 35W to BUS 114K	Construct 0 to 6 main lanes; Reconstruct and widen 4 to 4/6 lane frontage roads	August 2020 (Actual)	August 2025 March 2022	2025 2022	Project has \$30,000,000 of STBG funds as approved via the COVID-19 Infrastructure Program (Round 3); TxDOT to request Category 12 funds from the TTC for this project	\$84,372,179 \$62,964,313	\$54,372,179	\$0	\$0		\$0	\$54,372,179			93.14	
Denton	55260	0353-09-003	SH 114	BUS 114K to West of US 377	Construct 0 to 6 main lanes; Reconstruct and widen 4 to 4/6 frontage roads	August 2020 (Actual)	August 2025 March 2022	2025 2022		\$20,467,084 \$15,605,530	\$20,467,084	\$0	\$20,467,084						93.17	
Denton	51060	0353-02-053	BS 114K	At UP RR Underpass in Roanoke DOT No 795 342V	Replace railroad underpass and improve BS 114-K drainage	August 2015 (Actual)	November 2019 (Actual)	2020	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$3,000,000 of bridge funds and \$552,921 of CMAQ	\$10,123,776	\$7,500,000	\$7,500,000	\$7,500,000						89.06	
Denton	20118	0081-04-025	US 377	IH 35E to South of FM 1830	Widen 2 lane to 6 lane urban divided section with sidewalk improvements	January 2018 (Actual)	July 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$9,237,129 2MP1, \$12,465,854 4P1, & \$2,901,189 CMAQ	\$24,604,172	\$1,098,811	\$1,098,811	\$1,098,811						N/A	
Denton	20120	0081-03-048	US 377	Henrietta Creek Rd. to North of BS 114K	Reconstruct and widen 2/4 to 4 lane divided urban	August 2015 (Actual)	November 2019 (Actual)	2020	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$2,847,689 of Category 1 & \$1,922,275 of CMAQ	\$18,214,077	\$13,444,113	\$13,444,113	\$13,444,113						93.81	
Denton	20215	0081-04-035	US 377	At UP RR Overpass (0.4 miles South of IH 35E)	Replace with 6 lane overpass (2 to 6 Lanes)	January 2018 (Actual)	July 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$2,269,248 2MP1, \$4,019,642 of 4P1, and \$2,418,313 of Category 1 funds	\$7,788,890	\$1,500,000	\$1,500,000	\$1,500,000						N/A	
Denton	55104	0135-10-057	US 377/380	SL 288 to US 377/US 380 Intersection	Add raised median with left turn lanes, add right turn lanes and re-stripe for shared use	June 2018 (Actual)	June 2020 (Actual)	2020	Also has \$95,000 local and \$665,000 CMAQ; Local funding is the money required to pay for additional bicycle/ pedestrian scope items that TxDOT will not fund	\$18,599,014	\$17,839,014	\$17,839,014	\$17,839,014						91.90	
Denton	20096	0135-10-050	US 380	US 377 to West of CR 26 (Collin County Line)	Widen 4 to 6 lanes divided urban with new grade separations at FM 423, FM 720, Navo Rd., Teel Pkwy, and Legacy Drive with sidewalk improvements	June 2018 (Actual)	May 2021	2021	Construction also funded with \$56,200,000 CMAQ and \$22,277,120 STBG	\$140,844,543	\$62,367,423	\$62,367,423	\$62,367,423						87.93	
Total Proposed Funding - Denton County																		\$2,026,138,045		

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												Cat 2 DAL Approved	Cat 2 DAL Proposed	Cat 4 DAL Approved	Cat 4 DAL Proposed	Cat 12 Clear Lanes DAL Approved	Cat 12 Clear Lanes DAL Proposed	Cat 12 Strategic Priority DAL Approved	Cat 12 Strategic Priority DAL Proposed		
												\$2,619,914,466	\$3,099,602,736	\$1,223,659,249	\$1,389,346,281	\$1,622,094,151	\$3,198,085,796	\$1,131,239,279	\$1,238,818,121		
Ellis	13020	1394-02-027	FM 1387	Midlothian Parkway to FM 664	Reconstruct and widen from 2 lane undivided rural to 4 lane urban divided (6 lane ultimate)	November 2021	September 2025 <u>March 2026</u>	2026		\$26,260,060 <u>\$50,718,644</u>	\$25,000,000	\$25,000,000	\$25,000,000							70.00	
Ellis	11751	1051-01-037	FM 664	(On Ovilla Road) from Westmoreland Road to IH 35E	Widen 2 lanes to 6 lanes urban divided including intersection improvements along Ovilla Road/FM 664 with sidewalk improvements	June 2015 (Actual)	May 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$3,433,608 CMAQ & \$15,713,331 STBG; Low bid in 5/2018 was \$28,247,127, leaving funds in for change orders	\$30,000,000	\$17,100,000	\$17,100,000	\$17,100,000							N/A	
Ellis	13028	1051-01-052	FM 664	FM 1387 to Westmoreland Road	Reconstruct and widen 2 lane rural to 4 lane divided urban roadway (Ultimate 6 lane)	September 2020 (Actual)	July 2023 <u>July 2028</u>	2023 <u>2028</u>		\$46,661,591 <u>\$39,017,716</u>	\$32,145,761	\$32,145,761	\$32,145,761							82.22	
Ellis	13035.1	1051-01-051	FM 664	IH 35E to West of Ferris Road	Reconstruct and widen 2/4 lane rural roadway to 6 lane divided urban	January 2020 (Actual)	September 2023 <u>September 2026</u>	2023 <u>2026</u>		\$108,694,468 <u>\$93,073,891</u>	\$25,000,000	\$25,000,000	\$25,000,000							81.42	
Ellis	13035.2	1051-03-001	FM 664	West of Ferris Road to IH 45	Realign existing 2 lane rural undivided roadway to 6 lane urban roadway	January 2020 (Actual)	September 2023 <u>September 2026</u>	2023 <u>2026</u>	Breakout of TIP 13035.1/CSJ 1051-01-051	\$46,972,575 <u>\$39,673,559</u>	\$10,000,000	\$10,000,000	\$10,000,000							71.72	
Ellis	13034	0442-03-042	IH 35E	At FM 664	Reconstruct interchange	January 2020 (Actual)	September 2022 <u>February 2023</u>	2023		\$49,432,235 <u>\$41,970,617</u>	<u>\$49,432,235</u>			\$41,970,617	<u>\$49,432,235</u>					78.12	
Ellis	13042	0048-04-094	IH 35E	At FM 387 (Butcher Road)	Reconstruct interchange; Reconstruct and widen 4 to 4/6 lane frontage roads	June 2019 (Actual)	August 2022	2022	Funding from TIP 55092/CSJ 0048-04-090	\$42,000,000	\$42,000,000			\$42,000,000	\$42,000,000					90.84	
Ellis	54119.6	0442-03-044	IH 35E	Reese Drive to Dallas County Line	Construct interchange at Loop 9 and IH 35E	November 2017 (Actual)	June 2022 <u>February 2023</u>	2022 <u>2023</u>	Breakout of SL 9 project originally listed in Dallas County (TIP 54119/CSJ 2964-10-005); Project also has \$6,650,000 of STBG funding	\$18,648,267 <u>\$15,684,914</u>	<u>\$11,998,257</u>	\$9,034,914	<u>\$11,998,257</u>							80.46	
Ellis	13029	0092-03-053	IH 45	At FM 664	Construct interchange	January 2020 (Actual)	August 2022 <u>September 2025</u>	2022 <u>2026</u>	Project was awarded Category 12 Strategic Priority funding via the 2019 UTP; Project also has \$4,486,132 of Category 1 funding	\$62,648,178 <u>\$44,709,469</u>	<u>\$62,648,478</u>	\$6,223,337	<u>\$28,648,178</u>				\$34,000,000	\$34,000,000		76.70	
Ellis	54119.3	2964-12-001	SL 9	From IH 35E to Dallas County Line	Construct 0 to 2 lane frontage roads (ultimate 6) including turn lanes	November 2017 (Actual)	March 2021 <u>August 2021</u>	2021	Breakout of SL 9 project originally listed in Dallas County (TIP 54119/CSJ 2964-10-005); Project also has \$734,000 of CMAQ funding and \$1,500,000 of Category 1 funding; <u>Staff proposes to remove Category 2 funding and replace with STBG funding as part of a funding swap to reduce the region's STBG carryover balance</u>	\$11,004,170	<u>\$0</u>	\$8,770,170	<u>\$0</u>							83.87	
Ellis	54119.4	2964-12-002	SL 9	Dallas/Ellis County Line to Ellis/Dallas County Line	Construct 0 to 2 lane frontage roads (ultimate 6) including turn lanes	November 2017 (Actual)	March 2021 <u>August 2021</u>	2021	Breakout of SL 9 project originally listed in Dallas County (TIP 54119/CSJ 2964-10-005); Project also has \$96,000 of CMAQ funding and \$1,500,000 of Category 1 funding; <u>Staff proposes to remove Category 2 funding and replace with STBG funding as part of a funding swap to reduce the region's STBG carryover balance</u>	\$11,893,729	<u>\$0</u>	\$10,297,729	<u>\$0</u>							77.58	
Ellis	35001	0172-05-115	US 287	At Walnut Grove Road	Construct interchange	April 2017 (Actual)	April 2019 (Actual)	2019	Project also has \$976,621 of Category 11 funding	\$27,676,261	\$26,700,000			\$26,700,000	\$26,700,000					86.84	
Ellis	55014	0261-01-041	US 67	At Lake Ridge Parkway	Construct grade separation (Phase 1)	February 2021 (Actual)	October 2023 <u>March 2027</u>	2023 <u>2027</u>	Project added to the 10-Year Plan via 2020 UTP; \$10,000,000 of Category 1 funding added to UTP; <u>Staff proposes to move excess funding to breakout project in Dallas County (CSJ 0261-02-081)</u>	\$30,694,054 <u>\$45,115,258</u>	<u>\$30,694,054</u>	\$35,115,258	<u>\$30,694,054</u>							64.93	
Total Proposed Funding - Ellis County																				\$332,718,485	

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10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District)
FY 2017 - FY 2031

DRAFT

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2031								MPO Project Score
												Cat 2 DAL Approved	Cat 2 DAL Proposed	Cat 4 DAL Approved	Cat 4 DAL Proposed	Cat 12 Clear Lanes DAL Approved	Cat 12 Clear Lanes DAL Proposed	Cat 12 Strategic Priority DAL Approved	Cat 12 Strategic Priority DAL Proposed	
												\$2,619,914,466	\$3,099,602,736	\$1,223,659,249	\$1,389,346,281	\$1,622,094,151	\$3,198,085,796	\$1,131,239,279	\$1,238,818,121	
Kaufman	TBD	0095-03-085	FM 460	at US 80	Replace bridge and approaches	April 2020 (Actual)	June 2022 <u>August 2023</u>	2022 <u>2023</u>	Project awarded INFRA grant funding; Category 4 funding was committed as well as part of grant application; Project also has \$1,003,816 of Category 1 funding and \$1,882,263 of Category 6 funding	\$9,239,667	\$6,443,588			\$6,443,588	\$6,443,588					87.33
Kaufman	55111	2588-01-017	FM 548	Windmill Farms Blvd to South of SH 205 (Rockwall County Line)	Widen and reconstruct 2 lane rural to 4 lane urban divided (6 lane ultimate)	July 2019 (Actual)	March 2023 <u>March 2026</u>	2023 <u>2026</u>		\$27,221,220 <u>\$39,613,924</u>	\$8,448,796	\$8,448,796	\$8,448,796							80.78
Kaufman	55111.2	2588-01-022	FM 548	North of US 80 to Windmill Farms Blvd	Widen and reconstruct 2 lane rural to 6 lane urban divided	July 2019 (Actual)	2023 <u>2026</u>	2025 <u>2026</u>	Project split out from TIP 55111/CSJ 2588-01-017	\$49,551,204 <u>\$64,419,678</u>	\$49,551,204	\$49,551,204	\$49,551,204							80.78
Kaufman	51460	0197-03-054	US 175	FM 148 to CR 4106 in Crandall	Construct new 2 lane frontage roads; Convert existing frontage road from 2 lane, 2-way to 2 lane, 1-way frontage road and ramp modifications	February 2019 (Actual)	October 2020 (Actual)	2021		\$12,925,618	\$12,925,618	\$12,925,618	\$12,925,618							79.23
Kaufman	55134	0197-03-074	US 175	Dallas County Line to West of FM 1389	Ramp modifications, mill and inlay existing frontage roads	July 2020 (Actual)	October 2020 (Actual)	2021	Project also has \$1,000,000 of Category 1 funding for potential cost overruns	\$3,163,200	\$2,163,200	\$2,163,200	\$2,163,200							78.16
Kaufman	53086	0095-03-080	US 80	Lawson Rd. (Dallas/Kaufman C/L) to FM 460	Reconstruct and widen 4 to 6 mainlanes and reconstruct and widen 2/4 lane discontinuous frontage roads to 4/6 lane continuous frontage roads	April 2020 (Actual)	June 2022 <u>August 2023</u>	2022 <u>2023</u>		\$140,021,693 <u>\$133,000,000</u>	\$133,000,000			\$133,000,000	\$133,000,000	\$0	\$0			87.15
Total Proposed Funding - Kaufman County																			\$212,532,406	
Rockwall	83222	1015-01-023	FM 3549	IH 30 to North of SH 66	Widen from 2 lane rural to 4 lane urban divided section with sidewalk improvements	March 2016 (Actual)	May 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project let 4/18; Project also has \$859,000 of CMAQ & \$733,798 Category 11	\$9,917,861	\$8,325,063	\$8,325,063	\$8,325,063							N/A
Rockwall	13017	2588-02-008	FM 548	S of SH 205 (Kaufman County Line) to SH 205	Widen and reconstruct 2 lane rural to 4 lane divided urban roadway (Ultimate 6)	July 2019 (Actual)	2023 <u>2026</u>	2023 <u>2026</u>		\$6,200,000 <u>\$8,592,968</u>	\$6,200,000	\$6,200,000	\$6,200,000							78.71
Rockwall	13036	0009-12-219	IH 30	SH 205 to West of FM 2642 (Hunt County Line)	Reconstruct & widen 4 to 6 main lanes; Reconstruct & widen 4 to 4/6 lane frontage roads; Construct new & reconstruct existing interchanges; Ramp modifications; Pedestrian improvements	March 2019 (Actual)	September 2022	2023	Project awarded Category 12 Clear Lanes funding via the 2020 UTP; Project also has \$50,000,000 of CMAQ funds; <u>Increased funding offset by reduction on TIP 55221/CSJ 0009-12-215</u>	\$260,984,096 <u>\$304,603,781</u>	<u>\$254,603,781</u>	\$68,764,518	<u>\$76,783,395</u>	\$142,219,578	<u>\$177,820,386</u>					80.07
Rockwall	55195	0009-12-220	IH 30	Dalrock Road to East of Horizon Road	Construct 0/4 to 4/6 lane frontage roads; Reconstruct Horizon Road interchange and ramp modifications	March 2019 (Actual)	September 2022	2023	Split from TIP 13036/CSJ 0009-12-219; Project awarded Category 12 Clear Lanes funding via the 2020 UTP; <u>Move \$35,600,808 to TIP 13036/CSJ 0009-12-219</u>	\$214,025,080 <u>\$178,424,272</u>	<u>\$178,424,273</u>		\$32,000,000	\$32,000,000	\$182,025,080	<u>\$146,424,272</u>				81.35
Rockwall	55221	0009-12-215	IH 30	Dalrock Road to SH 205 (Horizon Rd.)	Add shoulder; Reconstruct and widen 6 to 8 mainlanes; Reconstruct 4/6 lane discontinuous to 4/6 lane continuous frontage roads; <u>Ramp modifications and interchange at FM 740 across Lake Ray Hubbard; Ramp modifications</u>	March 2019 (Actual)	September 2022	2023	Project awarded Category 12 Clear Lanes funding via the 2020 UTP	\$107,211,136 <u>\$93,302,686</u>	<u>\$93,302,686</u>	\$69,111,136	<u>\$55,202,686</u>	\$38,100,000	\$38,100,000					83.74
Rockwall	55222	0009-12-221	IH 30	Dalrock Road (Rockwall County Line) to East of Dalrock Road	Transition from Dalrock Interchange including reconstruction of existing 4 to 4 lane frontage roads and ramps	September 2018 (Actual)	March 2021 (Actual)	2021	Project split out from TIP 55169/CSJ 0009-11-241; Project was awarded Category 4 funds via the 2019 UTP; Project also has \$1,000,000 of Category 1 funding for potential cost overruns	\$8,000,000	\$7,000,000			\$7,000,000	\$7,000,000					96.33

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10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District)
FY 2017 - FY 2031

DRAFT

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2031						MPO Project Score		
												Cat 2 DAL Approved	Cat 2 DAL Proposed	Cat 4 DAL Approved	Cat 4 DAL Proposed	Cat 12 Clear Lanes DAL Approved	Cat 12 Clear Lanes DAL Proposed		Cat 12 Strategic Priority DAL Approved	Cat 12 Strategic Priority DAL Proposed
												\$2,619,914,466	\$3,099,602,736	\$1,223,659,249	\$1,389,346,281	\$1,622,094,151	\$3,198,085,796		\$1,131,239,279	\$1,238,818,121
Rockwall	13038	0451-05-001	SH 205	JCT SH 205/John King (South Goliad Street) to JCT SH 205/John King (North Goliad Street)	Widen 4 to 6 lane divided urban roadway	January 2020 (Actual)	February 2023 April 2026	2026	Project split out from TIP 55074	\$61,219,472 \$37,352,578	\$24,032,505	\$24,032,505	\$24,032,505						83.19	
Rockwall	55074	0451-04-021	SH 205	JCT SH 205/John King (North Goliad Street) to North of John King (Collin County Line)	Widen 2 lane rural highway to 4 lane divided (6 lane ultimate)	January 2020 (Actual)	2023 April 2026	2026		\$5,525,459 \$6,206,000	\$5,525,459	\$5,525,459	\$5,525,459						88.75	
Rockwall	2998	1290-02-017	SH 276	SH 205 to FM 549	Reconstruct and widen 2 lane rural to 4 lane divided urban (Ultimate 6)	February 2016 (Actual)	April 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project let 4/18; Project also has \$1,658,000 of CMAQ and \$699,442 of Category 1	\$17,257,442	\$14,900,000	\$14,900,000	\$14,900,000						N/A	
Rockwall	55096	1290-03-027	SH 276	FM 549 to East of FM 549	Reconstruct and widen 2 lane rural to 4 lane divided urban (Ultimate 6)	February 2016 (Actual)	April 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Category 1 funds will be used to cover overruns	\$719,165	\$719,165	\$719,165	\$719,165						N/A	
Total Proposed Funding - Rockwall County																		\$593,032,931		
Various	TBD	0918-00-341	VA	Regional Mobility Assistance Patrol (Dallas District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	N/A	September 2022	2023	Staff proposes to request Category 12 funds from the TTC for this project; Additional funds would pay for a proposed expansion of this program; Includes \$4,387,500 of STBG	\$6,084,000	\$1,696,500						\$0	\$1,696,500	N/A	
Various	TBD	0918-00-342	VA	Regional Mobility Assistance Patrol (Dallas District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	N/A	September 2023	2024	Staff proposes to request Category 12 funds from the TTC for this project; Additional funds would pay for a proposed expansion of this program; Includes \$4,575,000 of STBG	\$6,588,000	\$2,013,000						\$0	\$2,013,000	N/A	
Various	TBD	0918-00-362	VA	Regional Mobility Assistance Patrol (Dallas District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	N/A	September 2024	2025	Staff proposes to request Category 12 funds from the TTC for this project; Additional funds would pay for a proposed expansion of this program; Includes \$4,725,000 of STBG	\$7,056,000	\$2,331,000						\$0	\$2,331,000	N/A	
Total Proposed Funding - Various County																		\$6,040,500		
Total Category 2, 4, and 12 Funding										\$8,409,326,339	\$2,707,018,470	\$2,657,662,581	\$1,204,744,782	\$1,314,759,841	\$1,622,094,151	\$3,198,085,796	\$1,131,239,279	\$1,238,818,121		
Total Amount Remaining for Programming										\$516,526,595	(\$87,104,004)	\$441,940,155	\$18,914,467	\$74,586,440	\$0	\$0	\$0	\$0		
Total Allocation/Authorizations										\$8,925,852,934										

Project Lettings (Includes Proposed Funding for FY 2022-FY 2031)			
	Category 2	Category 4	Category 12
2016	\$0	\$2,746,785	\$0
2018	\$77,106,426	\$56,477,612	\$0
2019	\$547,894,686	\$201,700,000	\$442,115,800
2020	\$88,735,687	\$0	\$422,015,000
2021	\$435,379,059	\$211,526,407	\$252,010,693
2022-2031	\$1,508,546,723	\$842,309,037	\$3,320,762,424
Total	\$2,657,662,581	\$1,314,759,841	\$4,436,903,917

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**10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District)
FY 2017 - FY 2031**

DRAFT

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2031								MPO Project Score		
												Cat 2 FTW Approved	Cat 2 FTW Proposed	Cat 4 FTW Approved	Cat 4 FTW Proposed	Cat 12 Clear Lanes FTW Approved	Cat 12 Clear Lanes FTW Proposed	Cat 12 Strategic Priority FTW Approved	Cat 12 Strategic Priority FTW Proposed			
												\$1,088,239,717	\$1,093,956,888	\$542,843,326	\$545,473,225	\$799,602,000	\$1,010,602,000	\$208,330,000	\$285,917,500			
Denton	54068	3559-01-004	SH 170	Denton County Line to SH 114 Interchange	Restripe 2 to 4 mainlanes and ramp modifications	May 2020 (Actual)	June 2020 (Actual)	2020	Project is a breakout of TIP 54088/CSJ 3559-02-007; Implemented by TxDOT Fort Worth District	\$1,000,000	\$1,000,000							\$1,000,000	\$1,000,000	63.12		
Total Proposed Funding - Denton County																				\$1,000,000		
Hood	54114	0080-11-001	US 377	Johnson/Hood County Line to South of SH 171	Construct 0 to 4 lane divided roadway with interchange at US 377 and BU 377; Grade separation at FWW and SH 171	September 2017 (Actual)	August 2018 (Actual)	2018	Category 2 funds for this project have been swapped for Category 7 due to increased cash flow capacity at the federal level; Project also has \$11,800,000 in local funding from Hood County	\$41,000,000	\$0	\$0	\$0							N/A		
Hood	54018 54019	0080-03-049 0080-04-081	US 377	End of Brazos River Bridge to West of FM 51 East of Old Acton Highway to Brazos River Bridge	US 377: Widen 4 lane to 6 lanes (with a 4 lane transitional section at end) with 0 to 4 lane discontinuous access roads and ramps; SH 144: Widen 4 lane undivided to 4/5 lane divided and intersection improvements; FM 51: Widen 2 lane undivided to 4 lane undivided Widen 4 lane continuous two-way left turn lane to 6 lane divided with interchange at BU 377H	September 2022	May April 2026	2026		\$35,000,000	\$25,000,000	\$25,000,000	\$25,000,000							72.76		
Total Proposed Funding - Hood County																					\$25,000,000	
Johnson	13040	0747-05-043	FM 157	8th Street to North of County Road 108B South of CR 109	Realign roadway 2 lane rural to 2 lane urban with sidewalks and turn lanes	September December 2021	May 2024 August 2023	2024 2023	Project split out from TIP 13041/CSJ 0747-05-042	\$6,700,000 \$4,500,000	\$6,700,000	\$4,500,000	\$6,700,000							78.10		
Johnson	13041	0747-05-042	FM 157	US 67 to 8th Street	Reconstruct from 2 lane rural to 2 lane urban with sidewalks and turn lanes	September December 2021	May 2024 August 2023	2024 2023		\$6,800,000	\$6,800,000	\$6,800,000	\$6,800,000							87.39		
Johnson	54053	0747-05-035	FM 157	BU 287P to US 67	Realign and widen roadway and widen 2 to 4 lanes rural divided	February 2022 October 2021	August 2026	2026		\$78,000,000	\$78,000,000	\$78,000,000	\$78,000,000							72.84		
Johnson	11955	1181-02-033	FM 917	West of Ave F to Main Street - Eddy Avenue to South Main Street	Construct railroad grade separation and realign FM 917	June 2022 December 2021	July 2024 February 2023	2024 2023		\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000							77.01		
Johnson	11955	1181-03-036	FM 917	South Main Street to East of SH 174	Construct railroad grade separation and realign FM 917	June 2022 December 2021	July 2024 February 2023	2024 2023	Project split out from TIP 11955/CSJ 1181-02-033	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000							86.06		
Johnson	13046	0014-03-088	IH 35W	At FM 917	Reconstruct interchange	May 2021 April 2022	February 2024 January 2023	2024 2023		\$22,000,000 \$15,000,000	\$22,000,000			\$15,000,000	\$22,000,000					84.42		
Johnson	13060	0172-10-013	US 287	Tarrant County Line to Lone Star Road/FM 157	Construct freeway auxiliary lanes, new 0 to 2 lane frontage roads, ramps, Texas U-turn at Lone Star Bridge and widen from 2 to 3 lanes, Lone Star Road widen 2 to 3 lanes, shared use path, intersection improvements at US 287 and Lone Star Road/FM 157, retaining wall, drainage structure, sidewalks and signals Construct 0 to 4 lane frontage roads and intersection improvements at US 287 and Lone Star Road/FM 157	August 2021 October 2020	August June 2021	2021	Project added to the 10-Year Plan via 2020 UTP; Staff proposes to remove Category 2 funding and replace with STBG funding to help reduce regional carryover balance	\$22,800,000	\$0	\$22,800,000	\$0							78.96		
Johnson	54125	0080-12-001	US 377	North of SH 171 to Johnson/Hood County Line	Construct 0 to 4 lane divided roadway with an interchange at US 377 and BU 377	September 2017 (Actual)	August 2018 (Actual)	2018	Project split out from TIP 54114/CSJ 0080-11-001 in Hood County; Project also has \$10,750,000 of Category 12 (425) funds	\$14,700,000	\$3,950,000	\$3,950,000	\$3,950,000							N/A		
Total Proposed Funding - Johnson County																				\$130,450,000		

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FY 2017 - FY 2031**

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County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2031						MPO Project Score		
												Cat 2 FTW Approved	Cat 2 FTW Proposed	Cat 4 FTW Approved	Cat 4 FTW Proposed	Cat 12 Clear Lanes FTW Approved	Cat 12 Clear Lanes FTW Proposed		Cat 12 Strategic Priority FTW Approved	Cat 12 Strategic Priority FTW Proposed
												\$1,088,239,717	\$1,093,956,888	\$542,843,326	\$545,473,225	\$799,602,000	\$1,010,602,000		\$208,330,000	\$285,917,500
Parker	14012	0313-02-057	FM 51	North of Cottondale Road to Texas Drive	Widen 2 lane roadway to 3 lanes urban; intersection improvements including turn lanes and new signal improvements	March 2019 (Actual)	May 2019 (Actual)	2019	Flooding issue; Project also has \$3,650,000 of Category 5 and \$900,000 of Category 7 funds	\$16,550,000	\$12,000,000	\$12,000,000	\$12,000,000						85.32	
Parker	13054	0314-07-061	IH 20	FM 2552 to Bankhead Highway	Construct 0 to 4/6 westbound and eastbound frontage roads and U-turn bridges	August 2023	September 2024 October 2023	2025	\$11,000,000 of Category 1 funded in UTP; <u>TxDOT to request Category 12 funding to replace Category 1 funding and cover the remaining funding needed</u>	\$52,000,000 \$32,000,000	\$52,000,000			\$21,000,000	\$21,000,000	\$0	\$31,000,000		75.83	
Parker	13061	0008-03-094	IH 20	FM 1187/3325 to Tarrant/Parker County Line	<u>Reconstruct IH 20 frontage roads, reconstruct ramps, reconstruct main lanes for freight clearance, and construct shared-use paths from FM 1187/FM 3325 to Walsh Ranch Parkway</u> Construct interchange at Walsh Ranch Parkway and eastbound entrance ramp, westbound exit ramp, and U-turn at FM 1187	September 2022	January 2025	2025	Project split out from CSJ 1068-05-014	\$29,000,000 \$30,000,000	\$29,000,000			\$29,000,000	\$29,000,000				79.21	
Parker	13062	1068-05-014	IH 30	IH 20 to Tarrant/Parker County Line	Construct westbound ramps to FM 1187, construct eastbound ramps to IH 30 and IH 20	September 2022	January 2025	2025	Grouped project	\$6,000,000 \$10,000,000	\$6,000,000			\$6,000,000	\$6,000,000				78.99	
Parker	14012	0171-03-070	SH 199	North of Ash Street to North of Old Springtown Road	Reconstruct roadway and intersection improvements	March 2019 (Actual)	May 2019 (Actual)	2019	Project split out from TIP 14012/CSJ 0313-02-057; Grouped project; Fully funded with Category 1 funds, so remove Category 2 funds	\$0	\$0	\$0							76.15	
											Total Proposed Funding - Parker County							\$99,000,000		
Tarrant	11244	0718-02-045	FM 156	US 81/287 to Watauga Rd. (McElroy)	Reconstruct and widen 2 lane to 4 lane divided	July 2018 (Actual)	August 2018 (Actual)	2018	Category 2 funds for this project were swapped for Category 7 due to increased cash flow capacity at the federal level; Project already had \$13,109,245 of Category 7 before this change; Low bid of \$48.6M; TxDOT wants to keep remainder for potential change orders	\$53,109,245	\$0	\$0							N/A	
Tarrant	13019	0008-16-043	IH 20	At Chisholm Trail Parkway	Add northbound and southbound direct connect ramps	January 2025	September 2027	2028		\$31,085,095	\$31,085,095	\$31,085,095	\$31,085,095						63.16	
Tarrant	13027	2374-05-084	IH 20	Park Springs Blvd. to Dallas County Line	Reconstruct freeway from 8 to 10 lanes and 4/6/8 lane to 4/6/8 lane continuous frontage roads	June 2023	August 2031 January 2024	2031 2024	Split from IH 20 from US 287 to Park Springs Blvd; Funding previously moved to TIP 13027.2/CSJ 2374-05-093	\$300,000,000	\$0	\$0	\$0						76.01	
Tarrant	13027	2374-05-093	IH 20	Park Springs Blvd. to Dallas County Line	Operational improvements	June 2023	January 2025 2024	2025	\$50,000,000 of Category 2 funding previously offset by a reduction on TIP 13027.1/CSJ 2374-05-084	\$125,000,000 \$300,000,000	\$50,000,000	\$50,000,000	\$50,000,000			\$0	\$0		76.01	
Tarrant	55043	2374-05-066	IH 20	IH 820 to Park Springs	Reconstruct & widen 8/10 to 10 general purpose lanes, 4/6 discontinuous frontage road lanes to 4/8 discontinuous frontage road lanes, & 0 to 8 CD lanes (from IH 820 to US 287) and add shared-use path and sidewalks	September 2020 (Actual)	September June 2021	2022 2021	Split from IH 20 from US 287 to Park Springs Blvd; Project is part of the Southeast Connector project	\$536,545,645	\$536,545,645	\$330,215,646	\$330,215,646	\$153,000,000	\$153,000,000		\$53,330,000	\$53,330,000	82.70	
Tarrant	55045	0008-13-206	IH 20	IH 20/IH 820 Interchange to Forest Hill Drive	Reconstruct and widen 8 to 12 mainlanes and 4/6 discontinuous frontage road lanes to 4/8 continuous frontage road lanes and add shared-use path and sidewalks	September 2020 (Actual)	September June 2021	2022 2021	Project is part of the Southeast Connector	\$115,402,715	\$115,402,715	\$115,402,715	\$115,402,715						85.40	
Tarrant	55182	0008-16-042	IH 20	Bryant Irvin Road to Winscott Road	Construct 1 auxiliary lane in each direction and ramp modification	April 2019 (Actual)	April 2020 (Actual)	2020		\$23,000,000	\$23,000,000			\$23,000,000	\$23,000,000				77.27	

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10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District)
FY 2017 - FY 2031

DRAFT

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2031								MPO Project Score
												Cat 2 FTW Approved	Cat 2 FTW Proposed	Cat 4 FTW Approved	Cat 4 FTW Proposed	Cat 12 Clear Lanes FTW Approved	Cat 12 Clear Lanes FTW Proposed	Cat 12 Strategic Priority FTW Approved	Cat 12 Strategic Priority FTW Proposed	
												\$1,088,239,717	\$1,093,956,888	\$542,843,326	\$545,473,225	\$799,602,000	\$1,010,602,000	\$208,330,000	\$285,917,500	
Tarrant	13002	1068-01-230	IH 30	IH 820 to Chisholm Trail Parkway	Reconstruct from 6 to 8 mainlanes; Reconstruct 2/8 lane to 2/8 lane discontinuous frontage roads and convert 2 way frontage road sections to one way eastbound and westbound (1 lane to 2 lane discontinuous)	April 2022	September 2025	2026	Category 2 funding moved to TIP 55045/CSJ 0008-13-206; Project will be re-funded in a future 10-Year Plan update; <u>TxDOT to request Category 12 funding from the TTC for this project</u>	\$130,000,000 \$637,144,167	\$130,000,000	\$0	\$0			\$0	\$130,000,000			73.24
Tarrant	13003	1068-01-214	IH 30	SS 580 (East of Linkcrest Drive) to IH 820	Reconstruct 4 to 6 main lanes; Reconstruct 4 lane discontinuous frontage to 4/6 lane continuous frontage roads; Reconstruct SS 580 interchange	October 2021 2020	September 2024	2025	<u>TxDOT to request Category 12 funding from the TTC for this project</u>	\$140,000,000 \$90,000,000	\$140,000,000	\$0	\$0	\$90,000,000	\$90,000,000	\$0	\$50,000,000			79.63
Tarrant	TBD	1068-02-072	IH 30	US 287 East of IH 35W to Cooper Street	Widen 6 to 8/10 general purpose lanes	January 2025	September 2031	2032	<u>Staff proposes to move funding to a project being implemented in an earlier year; Project will be funded in a future 10-Year Plan Update</u>	\$1,000,000,000 \$500,000,000	\$0	\$10,000,000	\$0							60.78
Tarrant	13001	1068-02-147	IH 30	West of Cooper Street to Dallas County Line	Reconstruct and widen 6 to 8 general purpose lanes, convert 2 concurrent express lanes to 2/3 concurrent express lanes, and reconstruct existing 4/6 to 4/6 discontinuous frontage road lanes	April 2021 December 2021	September 2024	2025	TxDOT to build safety barriers into managed lane design	\$127,820,000 \$103,820,000	\$127,820,000			\$103,820,000	\$127,820,000					80.82
Tarrant	TBD	0014-02-055	IH 35W	North of IH 20 to South of SH 174	IH 20 Interchange operational improvements	November 2022	August 2027	2027	<u>TxDOT to request Category 12 funding from the TTC for this project</u>	\$75,000,000	\$75,000,000					\$0	\$75,000,000			83.01
Tarrant	55041	0008-13-125	IH 820 (SE)	IH 20 to Brentwood Stair Road	Reconstruct and widen freeway from 4/8 to 8/14 main lanes and 4/6 discontinuous frontage road lanes to 4/8 continuous frontage road lanes and remove 4 to 0 CD lanes; Add shared-use path and sidewalks	September 2020 (Actual)	September 2021	2022	Project is part of the Southeast Connector; Design-build project; Project awarded \$340,202,000 of Category 12 Clear Lanes funding via the 2019 UTP and an additional \$89,400,000 via the 2020 UTP; Project also awarded \$350,000,000 of Design-Build funding	\$819,422,670	\$469,422,670	\$39,820,670	\$39,820,670		\$429,602,000	\$429,602,000			81.89	
Tarrant	13005	0008-14-132	IH 820	Navajo Trail/Cahoba Drive to Marine Creek Parkway	Relocate ramps, realign frontage roads, add bridges	June 2021	September 2025	2026	Project is a breakout of TIP 13005/CSJ 0171-05-068	\$20,000,000	\$20,000,000	\$20,000,000	\$20,000,000							86.84
Tarrant	13056	0008-05-029	Lancaster Avenue/ SH 180	IH 35W to Tierney Road	Reconstruct roadway 6 to 6 lanes with pedestrian improvements	January 2023	August 2025	2025	Project has a \$5,000,000 commitment from City of Fort Worth	\$42,500,000	\$37,500,000	\$37,500,000	\$37,500,000							80.42
Tarrant	13057	0008-06-052	Lancaster Avenue/ SH 180	Tierney Road to IH 820	Reconstruct roadway 6 to 6 lanes with pedestrian improvements	January 2023	August 2025	2025	Split from TIP 13056; Project has a \$5,000,000 commitment from City of Fort Worth	\$17,500,000	\$12,500,000	\$12,500,000	\$12,500,000							79.36
Tarrant	13006	0353-03-100	SH 114	FM 1938 to Dove Road	Construct 0 to 2 lane eastbound frontage road from FM 1938 to Solana/Kirkwood with the addition of auxiliary lanes & construct 0 to 2 lane westbound & 0 to 2 lane eastbound frontage roads from Solana/ Kirkwood to Dove with the addition of auxiliary lanes & ramp modifications	June 2020 (Actual)	July 2020 (Actual)	2020	Local contribution of \$3,000,000 by the City of Southlake	\$36,000,000	\$33,000,000	\$33,000,000	\$33,000,000							80.68
Tarrant	13007	0364-01-147	SH 121	Stars and Stripes Blvd to South of IH 635	Construct IH 635 and FM 2499 deferred connections	April 2009 (Actual)	March 2018 (Actual)	2018	Design-build; Project also has \$1,600,000 of Category 1 funding	\$371,600,000	\$370,000,000				\$370,000,000	\$370,000,000			N/A	
Tarrant	13049	0364-01-148	SH 121	Glade Road to SH 183	Interim operational bottleneck improvement, ITS, and illumination	August 2018 (Actual)	September 2018 (Actual)	2019	Also has \$1.6M of STBG funds & \$1.8M of Category 1 funds; Cat 2 funds replaced with \$25,000,000 of Cat 7 funds	\$28,400,000	\$0	\$0	\$0							N/A

Amounts only include Category 2/4/12 funding.
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10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District)
FY 2017 - FY 2031

DRAFT

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2031						MPO Project Score		
												Cat 2 FTW Approved	Cat 2 FTW Proposed	Cat 4 FTW Approved	Cat 4 FTW Proposed	Cat 12 Clear Lanes FTW Approved	Cat 12 Clear Lanes FTW Proposed		Cat 12 Strategic Priority FTW Approved	Cat 12 Strategic Priority FTW Proposed
												\$1,088,239,717	\$1,093,956,888	\$542,843,326	\$545,473,225	\$799,602,000	\$1,010,602,000		\$208,330,000	\$285,917,500
Tarrant	54088	3559-02-007	SH 170	IH 35W to Denton County Line	Construct 0 to 4 mainlanes for the following segments only (IH 35W to Westport Parkway; Park Vista Blvd. to Independence Parkway; UPRR to Denton County Line)	May 2020 (Actual)	June 2020 (Actual)	2020	Project awarded \$154,000,000 of Category 12 Strategic Priority funding in the 2020 UTP	\$154,000,000	\$154,000,000						\$154,000,000	\$154,000,000	63.12	
Tarrant	13064	0094-05-070	SH 183	At Pumphrey	Construct intersection improvements including turn lanes and new traffic signal	November 2023	June 2024 January 2022	2024 2025		\$20,000,000 \$10,000,000	\$10,000,000	\$10,000,000							61.51	
Tarrant	TBD	0094-01-032	SH 183	At UP RR	Replace railroad underpass	August 2021	August 2022	2022	Staff proposes to add project to the 10-Year Plan; Project also has \$12,000,000 of Category 6 funding	\$30,000,000	\$18,000,000	\$0	\$18,000,000						88.61	
Tarrant	TBD	0008-14-059 0364-01-054	SH 183/IH 820	SH 183 from East of IH 820/SH 121 Interchange to Reliance Parkway and IH 820 from East of IH 35W to West of IH 820/SH 121 Interchange	SH 183: Widen from 4 to 6 managed lanes; IH 820: Widen from 4 to 6 general purpose lanes	April 2023	August 2023	2023	Project to be funded by the private sector as part of the North Tarrant Express CDA; NTE Segments 1 and 2	\$162,000,000	\$0								72.81	
Tarrant	TBD	0094-02-136 0364-05-039	SH 183	Reliance Parkway to SH 161	Construct 6/8 to 8 general purpose lanes and 2/3 to 6 managed lanes	April 2023	August 2023	2023	Project to be funded by the private sector as part of the North Tarrant Express CDA	\$862,000,000	\$0								72.81	
Tarrant	13005	0171-05-068	SH 199	South End of Lake Worth Bridge Azle Avenue to IH 820	Construct 0 to 6 main lanes and interchange at IH 820	June 2021	September 2025 February 2024	2026 2025	\$20,000,000 of Category 2 funds previously moved to CSJ 0008-14-132 (part of the SH 199 improvements)	\$180,000,000	\$180,000,000	\$180,000,000	\$180,000,000						86.64	
Tarrant	13037	0171-05-094	SH 199	West Fork of Trinity River to IH 820	Reconstruct and widen 4/6 to 4/6 lane divided urban	June 2021	August 2023	2023 2025		\$68,661,515	\$68,661,515	\$68,661,515	\$68,661,515						78.28	
Tarrant	55173	0171-05-097	SH 199	South end of Lake Worth Bridge to Azle Avenue	Construct 0 to 6 lane freeway, construct bridges over SH 199	April 2020 (Actual)	June 2020 (Actual)	2020		\$22,000,000	\$22,000,000		\$22,000,000	\$22,000,000					90.50	
Tarrant	55176	0171-04-050	SH 199	North of FM 1886 to South end of Lake Worth Bridge	Reconstruct & widen 4 lane arterial to 6 lane freeway; Reconstruct & widen 4 lane to 4 lane frontage roads; Construct bridges over Lake Worth & traffic management system	April 2020 (Actual)	June 2020 (Actual)	2020		\$113,999,400	\$113,999,400	\$45,006,400	\$45,006,400	\$68,993,000	\$68,993,000				89.09	
Tarrant	13008	2266-02-148	SH 360	North of E. Randol Mill Rd. to South of E. Randol Mill Rd.	Reconstruct 6 to 8 main lanes and railroad underpass and 4/8 lane to 4/8 lane continuous frontage roads	November 2017 (Actual)	August 2024 October 2022	2025	Project is split out from TIP 51346	\$55,000,000	\$55,000,000	\$55,000,000	\$55,000,000						94.82	
Tarrant	13058	2266-02-150	SH 360	SH 183 to IH 30	Operational improvements	June 2024	August 2024	2024		\$20,000,000 \$22,718,955	\$20,000,000	\$20,000,000	\$20,000,000						77.49	
Tarrant	51346	2266-02-086	SH 360	North of E. Abram Street to IH 20 Interchange	Reconstruct and widen from 6 to 8 lanes	November 2017 (Actual)	February 2018 (Actual)	2018		\$62,000,000	\$62,000,000	\$62,000,000	\$62,000,000						N/A	
Tarrant	13059	0172-09-037	US 287	Union Pacific Railroad Heritage Parkway to Johnson County Line	Construct freeway auxiliary lanes, construct 0/4 to 4 frontage road lanes, Texas U-turn, retaining walls, drainage structures, sidewalks, and signalization Construct 0/4 to 4 lane frontage roads	August 2021 October 2020	August June 2021	2021	Project added to the 10-Year Plan via 2020 UTP; Staff proposes to remove Category 2 funding and replace with STBG funding to help reduce regional carryover balance	\$11,250,000	\$0	\$11,250,000	\$0						76.90	
Tarrant	55042	0172-09-028	US 287	IH 20 Interchange to Sublett Road	Reconstruct and widen 4 to 6 general purpose lanes and 4/6 discontinuous frontage road lanes to 4/6 discontinuous frontage road lanes, and add shared-use path and sidewalks	September 2020 (Actual)	September June 2021	2022 2021	Project is part of the Southeast Connector; Design-build project	\$30,000,000	\$30,000,000		\$30,000,000	\$30,000,000					80.36	

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**10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District)
FY 2017 - FY 2031**

DRAFT

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2031						MPO Project Score			
												Cat 2 FTW Approved	Cat 2 FTW Proposed	Cat 4 FTW Approved	Cat 4 FTW Proposed	Cat 12 Clear Lanes FTW Approved	Cat 12 Clear Lanes FTW Proposed		Cat 12 Strategic Priority FTW Approved	Cat 12 Strategic Priority FTW Proposed	
												\$1,088,239,717	\$1,093,956,888	\$542,843,326	\$545,473,225	\$799,602,000	\$1,010,602,000		\$208,330,000	\$285,917,500	
Tarrant	55044	0172-06-080	US 287	IH 820 to Berry Street	Reconstruct 6 to 6 mainlanes plus 0 to 2 auxiliary lanes with 4 discontinuous frontage road lanes to 4/6 discontinuous frontage road lanes; Add shared-use path and sidewalks	September 2020 (Actual)	September June 2021	2022	Project is part of the Southeast Connector; Design-build project	\$89,874,140	\$89,874,140	\$49,874,140	\$49,874,140	\$40,000,000	\$40,000,000					80.20	
Tarrant	13063	0014-15-078	US 81/US 287	IH 35W South of North Tarrant Parkway to Avondale Haslet Road	Operational improvements including ramp modifications, 0 to 2 lane frontage roads, and sidewalks Construct frontage roads and intersection improvements	December January 2021	September 2024 August 2023	2025 2023	Project added to the 10-Year Plan via 2020 UTP	\$71,600,010 \$70,000,000	\$13,000,000	\$5,000,000	\$5,000,000	\$0	\$8,000,000					81.86	
Total Proposed Funding - Tarrant County																					\$3,007,811,181
Wise	13004	0013-09-012	BU 81-D	North of CR 1160 to North of CR 2090	Realignment of BU 81-D at realigned intersection of US 81/287 and FM 1810/BU 81-D	July 2021	September January 2024	2025	Split from TIP 13004/CSJ 2418-01-013	\$3,600,000	\$3,600,000	\$3,600,000	\$3,600,000							67.70	
Wise	13004	2418-01-013	FM 1810	West of CR 1170 to intersection of US 81/287 at FM 1810	Realignment of FM 1810 and grade separation & retaining walls at realigned intersection at US 81/287 & BU 81D	July 2021	September January 2024	2025		\$17,000,000 \$13,300,000	\$13,300,000	\$13,300,000	\$13,300,000							67.70	
Wise	53141	0312-04-022	FM 730	Approximately 3 miles north of SH 114 to SH 114	Widen and reconstruct from 2 lane to 2 lane urban for shoulders and safety, add turn lanes	N/A	February 2022	2022	Original Prop 1 project; Project not eligible for Category 4 funding, so <u>previously</u> changed to Category 2; <u>Project also has Category 6 funding under CSJ 0312-04-029</u>	\$26,000,000 \$14,000,000	\$26,000,000	\$14,000,000	\$26,000,000							72.48	
Wise	13004	0013-07-083	US 81	North of CR 2195 to North of US 380	Construct mainlane grade separation at relocated FM 1810 and US 81D, with addition of ramps and 0 to 2 lane frontage roads	July 2021	September January 2024	2025	Split from TIP 13004/CSJ 2418-01-013; Project also has \$8,000,000 of Category 1 funding	\$32,700,000 \$24,700,000	\$16,700,000	\$16,700,000	\$16,700,000							68.44	
Total Proposed Funding - Wise County																					\$59,600,000
Various	TBD	0902-00-309	VA	Regional Mobility Assistance Patrol (Fort Worth District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	N/A	September 2022	2023	Staff proposes to request Category 12 funds from the TTC for this project; Additional funds would pay for a proposed expansion of this program; Includes \$2,567,500 of STBG	\$3,380,000	\$812,500							\$0	\$812,500	N/A	
Various	TBD	0902-00-310	VA	Regional Mobility Assistance Patrol (Fort Worth District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	N/A	September 2023	2024	Staff proposes to request Category 12 funds from the TTC for this project; Additional funds would pay for a proposed expansion of this program; Includes \$2,905,000 of STBG	\$3,780,000	\$875,000							\$0	\$875,000	N/A	
Various	TBD	0902-00-311	VA	Regional Mobility Assistance Patrol (Fort Worth District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	N/A	September 2024	2025	Staff proposes to request Category 12 funds from the TTC for this project; Additional funds would pay for a proposed expansion of this program; Includes \$3,132,000 of STBG	\$4,032,000	\$900,000							\$0	\$900,000	N/A	
Total Proposed Funding - Various County																					\$2,587,500
Total Category 2, 4, and 12 Funding											\$3,325,448,681	\$1,399,966,181	\$1,388,116,181	\$601,813,000	\$640,813,000	\$799,602,000	\$1,010,602,000	\$208,330,000	\$285,917,500		
Total Amount Remaining for Programming											(\$389,499,068)	(\$311,726,464)	(\$294,159,293)	(\$58,969,674)	(\$95,339,775)	\$0	\$0	\$0	\$0		
Total Allocation/Authorizations											\$2,935,949,613										

Project Lettings (Includes Proposed Funding for FY 2022-FY 2031)			
	Category 2	Category 4	Category 12
2017	\$0	\$0	\$0
2018	\$65,950,000	\$0	\$370,000,000
2019	\$12,000,000	\$0	\$0
2020	\$78,006,400	\$113,993,000	\$155,000,000
2021	\$0	\$0	\$0
2022-2031	\$1,232,159,781	\$526,820,000	\$771,519,500
Total	\$1,388,116,181	\$640,813,000	\$1,296,519,500

Amounts only include Category 2/4/12 funding.
Red text and strikethroughs indicate changes since October 2020 RTC meeting
Carryover funds from previous years are not accounted for.

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Paris District)

DRAFT

FY 2017 - FY 2031

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2031				MPO Project Score
												Cat 2 Hunt Approved	Cat 2 Hunt Proposed	Cat 12 Hunt Approved	Cat 12 Hunt Proposed	
												\$57,350,000	\$67,022,160	\$142,000,000	\$150,569,206	
Hunt	13052	2659-01-010	FM 1570	IH 30 to SH 66	Construct 2 lane to 4 lane divided with shoulders (HMAC pavement and RR crossing) North project	June 2025 January 2021	August 2025 May 2024	2025	Hunt County is doing environmental clearance; TxDOT to request Category 12 funding for this project	\$16,800,000 \$15,000,000	\$16,800,000	\$15,000,000	\$15,000,000	\$0	\$1,800,000	82.54
Hunt	13051	0692-01-020	FM 1570	SH 34 to IH 30	Widen 2 to 4 lane divided roadway (South Project)	June 2027 January 2021	October 2027 May 2024	2028 2025	TxDOT to request Category 12 funding for this project	\$24,640,000 \$22,000,000	\$24,640,000			\$0	\$24,640,000	90.27
Hunt	13039	2658-01-013	FM 2642	FM 35 to SH 66	Widen 2 lane to 4 lane divided urban with sidewalks	June 2020 (Actual)	September 2022	2023 2025	Project also has \$11,485,840 of Category 7 funds; TxDOT to request Category 12 funding for this project	\$21,056,000 \$18,800,000	\$8,066,160	\$7,314,160	\$7,314,160	\$0	\$752,000	82.30
Hunt	13050	0009-13-167	IH 30	At FM 1570	Construct interchange	June 2022 2020	September August 2022	2023 2022	Project was awarded Category 12 funds via 2018 UTP; Project also has \$8,000,000 of Category 7 funds; TxDOT to request additional Category 12 funding for this project	\$31,200,000 \$30,000,000	\$31,200,000			\$22,000,000	\$23,200,000	75.78
Hunt	55223	0009-13-173	IH 30	West of FM 1903 to East of FM 1903	Reconstruct overpass and approaches	June 2022 2020	September 2022 2024	2023 2025	Project also has \$6,450,000 of Category 7 funds	\$37,908,000 \$30,000,000	\$23,408,000	\$15,550,000	\$23,408,000			76.27
Hunt	55224	0009-13-168	IH 30	South of FM 36 to North of FM 36	Reconstruct overpass	February 2023 June 2020	May 2023	2023	Project was awarded Category 12 funds via 2018 UTP; TxDOT to request additional Category 12 funding for this project	\$26,000,000 \$25,000,000	\$26,000,000			\$25,000,000	\$26,000,000	77.26
Hunt	55225	0009-13-169	IH 30	South of FM 1565 to North of FM 1565	Reconstruct overpass	February 2023 June 2020	May 2023	2023	Project was awarded Category 12 funds via the 2018 UTP; TxDOT to request additional Category 12 funding for this project	\$26,000,000 \$25,000,000	\$26,000,000			\$25,000,000	\$26,000,000	76.40
Hunt	55226	0009-13-170	IH 30	South of CR 2509 to North of CR 2509	Construct new interchange	February 2023 June 2020	May 2023	2023	Project was awarded Category 12 funds via 2018 UTP; TxDOT to request additional Category 12 funding for this project	\$31,200,000 \$30,000,000	\$31,200,000			\$30,000,000	\$31,200,000	82.02
Hunt	13065	0009-13-174	IH 30	FM 2642 to FM 1570	Widen 4 to 6 lane freeway	August 2025	August 2026	2026	Project was awarded Category 12 funds via the 2020 UTP	\$44,800,000 \$40,000,000	\$16,781,206			\$40,000,000	\$16,781,206	62.27
Hunt	TBD	0009-13-175	IH 30	0.5 miles SW of Monty Stratton to 0.5 miles NE of Monty Stratton	Reconstruct overpass	June 2023	September June 2024	2023 2025	Funded with \$4,200,000 of STBG through COVID-19 Infrastructure Program (Round 3)	\$4,200,000	\$0					64.92
Hunt	13053	0768-01-057	SH 24/ SH 11	Culver Street to Live Oak Street and SH 11 from SH 24 to Monroe Street	Construct pedestrian safety and traffic calming improvements	September 2019 (Actual)	March 2023 September 2024	2023 2025	TxDOT to request additional Category 12 funding for this project	\$5,096,000 \$4,900,000	\$5,096,000	\$4,900,000	\$4,900,000	\$0	\$196,000	65.49
Hunt	55152	1290-07-001	SH 276	West of FM 36 to SH 34	Construct 4 lane facility on new location (Quinlan Bypass) with a continuous left turn lane	November 2018 (Actual)	October 2020 (Actual)	2021		\$16,400,000	\$16,400,000	\$16,400,000	\$16,400,000			80.86
											Total Proposed Funding - Hunt County				\$217,591,366	
											Total Category 2 and 12 Funding				\$217,591,366	
											Total Amount Remaining for Programming				\$0	
											Total Allocation/Authorizations				\$217,591,366	

Project Lettings (Includes Proposed Funding for FY 2022-FY 2031)		
	Category 2	Category 12
2017	\$0	\$0
2018	\$0	\$0
2019	\$0	\$0
2020	\$0	\$0
2021	\$16,400,000	\$0
2022-2031	\$50,622,160	\$150,569,206
Total	\$67,022,160	\$150,569,206

Amounts only include Category 2 and 12 funding.
Red text and strikethroughs indicate changes since October 2020 RTC meeting
Carryover funds from previous years are not accounted for.

**10-Year Plan Cost/Revenue Matrix for the Dallas-Fort Worth Region
Corridor Preservation Program**

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (STBG)
Collin	20085	0047-04-022	SH 5	SH 121 to CR 375	Reconstruct and widen 2 lane rural highway to 4 lane urban	September 2018 (Actual)	April 2023	2023		\$67,954,081	\$500,000
Collin	13026.2	0047-04-030	SH 5	South of CR 275 to South of SH 121	Reconstruct, widen, and realign 2 lane undivided roadway to 4 lane divided urban roadway (Ultimate 6); Realign SH 121/SH 5 intersection	December 2022	September 2023	2024		\$21,201,649	\$500,000
Collin	55257	0549-03-031	SH 121	at SH 5	Reconstruct interchange	December 2022	September 2023	2024		\$26,548,591	\$500,000
Collin	54023	0091-03-022	SH 289	N. Bus 289C (North of Celina) to N of CR 60/CR 107 (Grayson County Line)	Reconstruct and widen 2 lane rural highway to 4 lane divided urban (Ultimate 6)	December 2018 (Actual)	July 2023	2023		\$14,055,246	\$500,000
Collin	55236	1392-03-012	FM 1461	West of County Road 166 to CR 123	Widen and reconstruct 2 lane rural to 4 lane urban (Ultimate 6)	October 2019 (Actual)	January 2024	2024		\$7,795,805	\$500,000
Collin	55237	1973-01-015	FM 1461	SH 289 to West of County Road 166	Widen and reconstruct 2 lane rural to 4 lane urban (Ultimate 6)	October 2019 (Actual)	January 2024	2024		\$45,190,870	\$500,000
Collin	55238	2845-01-020	FM 455	SH 5 to East of Wildwood Trail	Reconstruct and widen 2 to 4 lane urban divided (Ultimate 6)	May 2019 (Actual)	December 2025	2026		\$8,990,001	\$500,000
Dallas	55232	0095-13-038	IH 20	Lawson Road to Kaufman County Line	Add 0 to 4 lane continuous frontage roads	April 2020 (Actual)	August 2027	2027		\$72,990,000	\$500,000
Dallas	11930	0581-02-077	SL 12	Spur 408 to South of SH 183	Construct 0 to 2 reversible HOV/Managed lanes; SH 183 to SH 356: Widen 6 to 8 general purpose lanes and 4/6 discontinuous to 6/8 continuous frontage roads; SH 356 to Spur 408: Widen 4 discontinuous to 4/8 continuous frontage roads		August 2029	2029		\$672,000,000	\$500,000
Dallas	11950	0353-06-063	SH 114	Spur 348 to East of Rochelle Blvd	Widen 4 to 8 general purpose lanes, 2 to 4 concurrent HOV/Managed Lanes, and reconstruct 4/6 lane to 4/8 lane continuous frontage roads (Ultimate)		August 2029	2029		\$155,000,000	\$500,000
Dallas	11951	0353-04-111	SH 114	East of International Parkway to Spur 348	East of International Pkwy to SH 161: Reconstruct and widen 7 to 8 general purpose lanes, 1 westbound to 4 concurrent HOV/Managed lanes and 4 lane to 4/8 lane discontinuous frontage roads; From SH 161 to Spur 348: Widen 6 to 8 general purpose lanes, 2 to 4 concurrent HOV/Managed Lanes, and reconstruct 4/8 lane to 4/8 lane continuous frontage roads (Ultimate)		August 2029	2029		\$528,000,000	\$500,000
Dallas	52569	0353-06-064	SH 114	SL 12 to SH 183	Widen 4/8 to 6/8 general purpose lanes and reconstruct 4/8 to 4/6/8 continuous frontage roads (ultimate)		August 2029	2029			\$500,000
Dallas	53108	0095-10-033	US 80	IH 30 to East Town East Blvd	Reconstruct and widen 4 to 6 mainlanes and 2/6 to 4/6 lane frontage roads	February 2019 (Actual)	September 2022	2023		\$136,301,942	\$500,000
Denton	55239	1951-01-011	FM 1515	Masch Branch Road in City of Denton to Bonnie Brae Street	Widen and reconstruct 2 lane rural to 4/6 lane urban	September 2020	August 2028	2028		\$36,775,382	\$500,000
Denton	55259	0081-13-065	IH 35W	Dale Earnhardt Way to South of IH 35E/IH 35W Interchange	Reconstruct 2 to 4/6 lane discontinuous frontage roads	July 2020 (Actual)	January 2024	2024		\$310,692,449	\$500,000
Denton	20175	2250-02-013	SL 288	US 380 West of Denton to IH 35 at LP 288	Construct 2 lane rural roadway on new location with interchange at IH 35; NW quadrant & interchange	September 2020 (Actual)	September 2026	2027		\$18,200,869	\$500,000
Denton	53075	2250-02-014	SL 288	US 380 West of Denton to IH 35W South of Denton	Construct 0 to 2 lane frontage roads (Ultimate 4 lanes)	September 2020 (Actual)	September 2026	2027		\$40,052,869	\$500,000
Denton	55229	0081-06-040	US 377	US 380 to North of BUS 377E	Reconstruct and widen 2 lane undivided roadway to 4 lane divided facility (Ultimate 6 lane)	October 2020	August 2028	2028		\$127,615,463	\$500,000

**10-Year Plan Cost/Revenue Matrix for the Dallas-Fort Worth Region
Corridor Preservation Program**

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (STBG)
Ellis	83223	1051-01-038	FM 664	US 287 in Waxahachie to FM 1387	Reconstruct and widen 2 lane rural to 4 lane divided urban roadway (Ultimate 6)	September 2020 (Actual)	September 2025	2026		\$48,559,701	\$500,000
Ellis	55227	0048-04-092	IH 35E	At FM 1446	Reconstruct interchange at FM 1446 including 4 to 4/6 lane frontage roads and ramp modifications	June 2019 (Actual)	November 2022	2023		\$30,000,000	\$500,000
Ellis	55228	0048-04-093	IH 35E	At FM 66	Reconstruct interchange at FM 66 including 4/6 lane frontage roads and ramp modifications	June 2019 (Actual)	November 2022	2023		\$30,000,000	\$500,000
Kaufman	TBD	2588-01-020	FM 548	US 80 to FM 1641	Widen and reconstruct 2 lane to 4 lane urban divided	August 2020 (Actual)	April 2028	2028		\$1,295,925	\$500,000
Kaufman	55256	1217-01-019	FM 1641	FM 548 to FM 148	Widen and reconstruct 2 lane to 4 lane urban divided	August 2020 (Actual)	April 2028	2028		\$43,573,208	\$500,000
Kaufman	55219	0095-14-027	IH 20	Dallas County Line to SP 557	Add 0 to 4 lane continuous frontage roads	April 2020 (Actual)	April 2027	2027		\$373,040,000	\$500,000
Kaufman	55220	0495-01-071	IH 20	SP 557 to East of CR 138 (Wilson Road)	Add 0 to 4 lane continuous frontage roads	April 2020 (Actual)	April 2027	2027		\$143,730,000	\$500,000
Kaufman	55072	0451-02-028	SH 205	US 80 in Terrell to South of FM 548	Widen 2 lane rural highway to 4 lane divided (Ultimate 6)	April 2019 (Actual)	February 2023	2023		\$67,147,628	\$500,000
Rockwall	51255	1290-03-016	SH 276	FM 549 to FM 551	Reconstruct and widen 2 lane rural to 4 lane divided urban (ultimate 6)	August 2019 (Actual)	March 2023	2023		\$25,455,639	\$500,000
Rockwall	52524	1290-03-020	SH 276	FM 551 to FM 548	Reconstruct and widen 2 lane rural to 4 lane divided urban (ultimate 6)	August 2019 (Actual)	March 2023	2023		\$16,278,334	\$500,000
Rockwall	54035	1290-04-011	SH 276	FM 548 to Hunt County Line	Reconstruct and widen 2 lane rural to 4 lane divided urban (ultimate 6)	August 2019 (Actual)	March 2023	2023		\$21,105,442	\$500,000
Rockwall	55006	1017-01-015	FM 552	SH 205 to SH 66	Widen from 2 lane rural to 4 lane urban section	August 2019 (Actual)	March 2023	2023		\$45,544,229	\$500,000
Rockwall	55071	0451-01-053	SH 205	South of FM 548 to Jct SH 205/John King (S. Goliad St.)	Widen 2 lane rural highway to 4 lane divided (6 lane ultimate)	April 2019 (Actual)	February 2023	2023		\$67,862,132	\$500,000
Rockwall	83221	1015-01-024	FM 549	SH 205 to SH 276	Widen from 2 lane rural to 4 lane urban section	May 2019 (Actual)	August 2026	2026		\$15,838,439	\$500,000

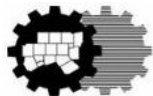
Proposed Category 2/STBG Funding Exchanges

DRAFT

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Programmed Category 2 To Be Released	Category 7 To Be Programmed
Eastern Subregion												
Dallas	54119.1	2964-10-008	SL 9	IH 35E to Dallas/Ellis County Line	Construct 0 to 2 lane frontage roads (ultimate 6) including turn lanes	November 2017 (Actual)	March 2021 August 2021	2021	Project split out from TIP 54119/CSJ 2964-10-005; Project also has \$432,000 of CMAQ funding, \$3,788,000 of RTR funding, and \$3,589,488 of STBG funding; <u>Staff proposes to remove Category 2 funding and replace with STBG funding as part of a funding swap to reduce the region's STBG carryover balance</u>	\$43,045,357	(\$35,235,869)	\$35,235,869
Dallas	54119.2	2964-10-009	SL 9	Ellis/Dallas County Line to IH 45	Construct 0 to 2 lane frontage roads (ultimate 6) including turn lanes	November 2017 (Actual)	March 2021 August 2021	2021	Project split out from TIP 54119/CSJ 2964-10-005; Project also has \$408,000 of CMAQ funding and \$13,722,970 of STBG funding; <u>Staff proposes to remove Category 2 funding and replace with STBG funding as part of a funding swap to reduce the region's STBG carryover balance</u>	\$67,236,678	(\$53,105,708)	\$53,105,708
Ellis	54119.3	2964-12-001	SL 9	From IH 35E to Dallas County Line	Construct 0 to 2 lane frontage roads (ultimate 6) including turn lanes	November 2017 (Actual)	March 2021 August 2021	2021	Breakout of SL 9 project originally listed in Dallas County (TIP 54119/CSJ 2964-10-005); Project also has \$734,000 of CMAQ funding and \$1,500,000 of Category 1 funding; <u>Staff proposes to remove Category 2 funding and replace with STBG funding as part of a funding swap to reduce the region's STBG carryover balance</u>	\$11,004,170	(\$8,770,170)	\$8,770,170
Ellis	54119.4	2964-12-002	SL 9	Dallas/Ellis County Line to Ellis/Dallas County Line	Construct 0 to 2 lane frontage roads (ultimate 6) including turn lanes	November 2017 (Actual)	March 2021 August 2021	2021	Breakout of SL 9 project originally listed in Dallas County (TIP 54119/CSJ 2964-10-005); Project also has \$96,000 of CMAQ funding and \$1,500,000 of Category 1 funding; <u>Staff proposes to remove Category 2 funding and replace with STBG funding as part of a funding swap to reduce the region's STBG carryover balance</u>	\$11,893,729	(\$10,297,729)	\$10,297,729
											(\$107,409,476)	\$107,409,476
Western Subregion												
Johnson	13060	0172-10-013	US 287	Tarrant County Line to Lone Star Road/FM 157	<u>Construct freeway auxiliary lanes, new 0 to 2 lane frontage roads, ramps, Texas U-turn at Lone Star Bridge and widen from 2 to 3 lanes, Lone Star Road widen 2 to 3 lanes, shared use path, intersection improvements at US 287 and Lone Star Road/FM 157, retaining wall, drainage structure, sidewalks and signals</u> Construct 0 to 4 lane frontage roads and intersection improvements at US 287 and Lone Star Road/FM 157	October 2020 August 2021	June 2021 August 2021	2021	Project added to the 10-Year Plan via 2020 UTP; <u>Remove Category 2 funding and replace with STBG funding</u>	\$22,800,000	(\$22,800,000)	\$22,800,000
Tarrant	13059	0172-09-037	US 287	<u>Union Pacific Railroad Heritage Parkway</u> to Johnson County Line	<u>Construct freeway auxiliary lanes, construct 0/4 to 4 frontage road lanes, Texas U-turn, retaining walls, drainage structures, sidewalks, and signalization</u> Construct 0/4 to 4 lane frontage roads	October 2020 August 2021	June 2021 August 2021	2021	Project added to the 10-Year Plan via 2020 UTP; <u>Remove Category 2 funding and replace with STBG funding</u>	\$11,250,000	(\$11,250,000)	\$11,250,000
											(\$34,050,000)	\$34,050,000

2022 UNIFIED TRANSPORTATION PROGRAM (UTP) AND REGIONAL 10-YEAR PLAN UPDATE

**Regional Transportation Council
June 10, 2021**



**North Central Texas
Council of Governments
Transportation Department**

BACKGROUND

- Texas House Bill (HB) 20 requires that Metropolitan Planning Organizations (MPO) develop 10-Year Plans using performance-based planning and project selection methods
- Includes projects funded with Category 2 (MPO selected), Category 4 (TxDOT District selected), and Category 12 (Texas Transportation Commission selected)
- Regional 10-Year Plan was originally approved by the Regional Transportation Council (RTC) in December 2016
- This plan is updated annually in conjunction with the development of TxDOT's UTP

ACTIVITIES UNDERTAKEN SINCE LAST UPDATE

- TxDOT began developing the 2022 UTP.
- NCTCOG staff has coordinated with the TxDOT Districts regarding project updates (e.g., costs/funding, environmental clearance and let dates), and potential new projects.
- Proposed new projects were scored using the same process used in previous years.
- To satisfy a March 12, 2021 deadline set forth by TxDOT, a draft project listing was developed that included project scores, project revisions, and potential new projects.

PRINCIPLES FOR THE DEVELOPMENT OF THE REGIONAL 10-YEAR PLAN

- Project should be included in Mobility 2045
- Focus on system versus new, stand-alone projects
- Fully fund existing projects before funding new projects
- Ensure equity of county allocations
- Maintain toll lanes/toll managed lanes on selected corridors
- Re-fund previously unfunded projects, when possible
- Ensure all RTC projects are approved in 2022 UTP (including “placeholders”)
- Projects must be scored and should have a score sufficient to qualify for funding

REGIONAL FUNDING ALLOCATIONS FOR 2017-2022 UTPs

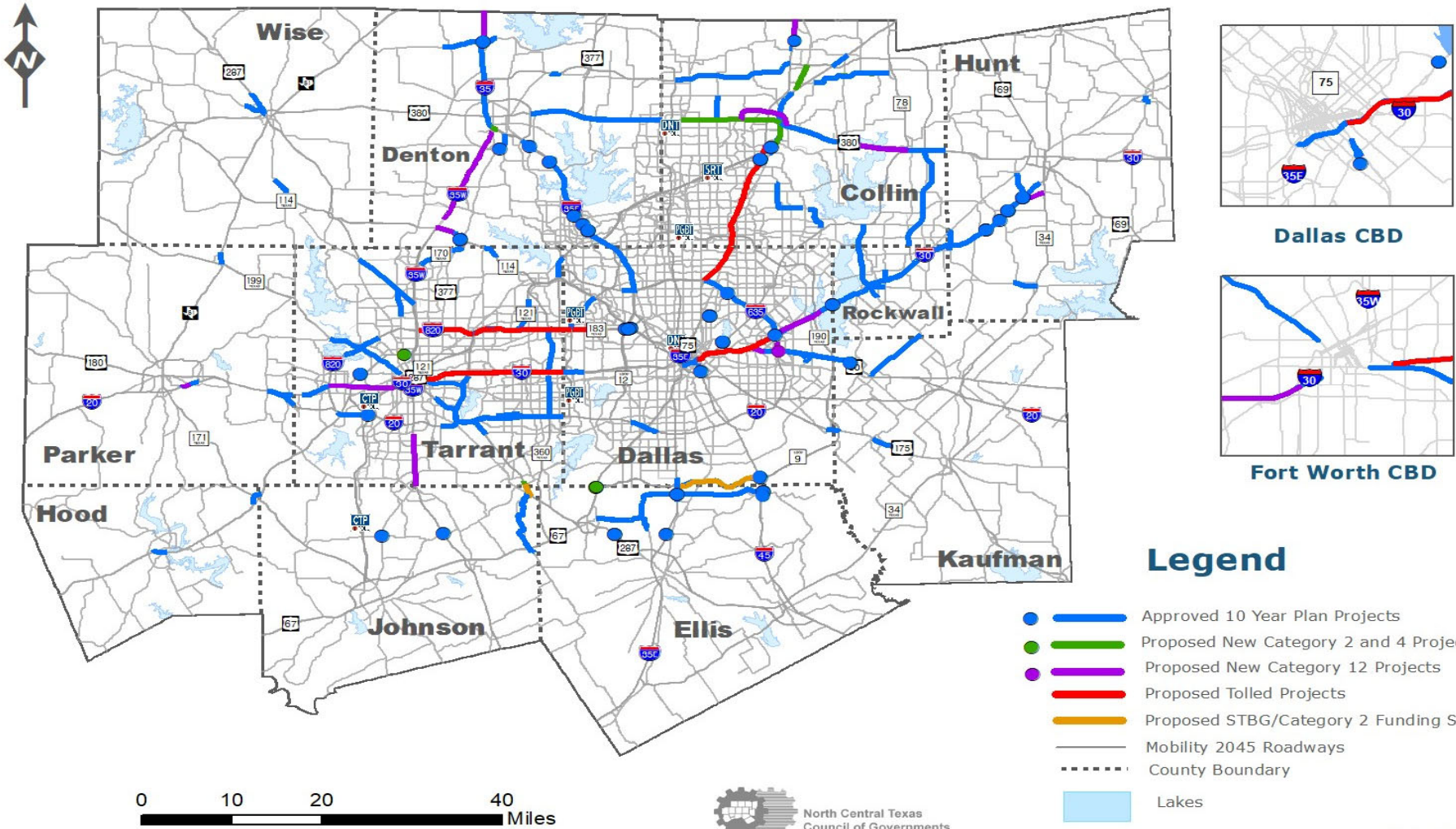
Funding Category	2017 Allocation	2018 Allocation	2019 Allocation	2020 Allocation	2021 Allocation	2022 Proposed Allocation
Category 2	\$3.784B	\$3.607B	\$3.832B	\$3.516B	\$2.913B	\$2.931B
Category 4	\$830M	\$1.553B	\$1.637B	\$1.537B	\$1.340B	\$1.348B
Category 12	\$812M	\$2.130B	\$1.395B	\$3.041B	\$3.089B	TBD
Total Allocation	\$5.426B	\$7.290B	\$6.864B	\$8.094B	\$7.342B	\$4.279B

PROPOSED STBG/CATEGORY 2 FUNDING EXCHANGE

- Given that Surface Transportation Block Grant (STBG) funds are not being obligated as quickly as needed, a STBG/Category 2 funding exchange is being proposed.
- Two projects were identified for this proposal: US 287 in Johnson and Tarrant Counties and State Loop 9 in Dallas and Ellis Counties
- The US 287 projects have ~\$34M of Category 2 funding, which will be exchanged with ~\$34M of STBG funds
- The State Loop 9 projects have ~\$107M of Category 2 funding, which will be exchanged with ~\$107M of STBG funds
- Both projects were selected because they can be let in FY 2021, which will allow the region to quickly reduce the carryover balance of STBG funds.
- A proposal will be brought back with specific projects on which to program the freed-up Category 2 funds.

Dallas-Fort Worth Regional 10 Year Plan Projects

FY 2017 - FY 2031

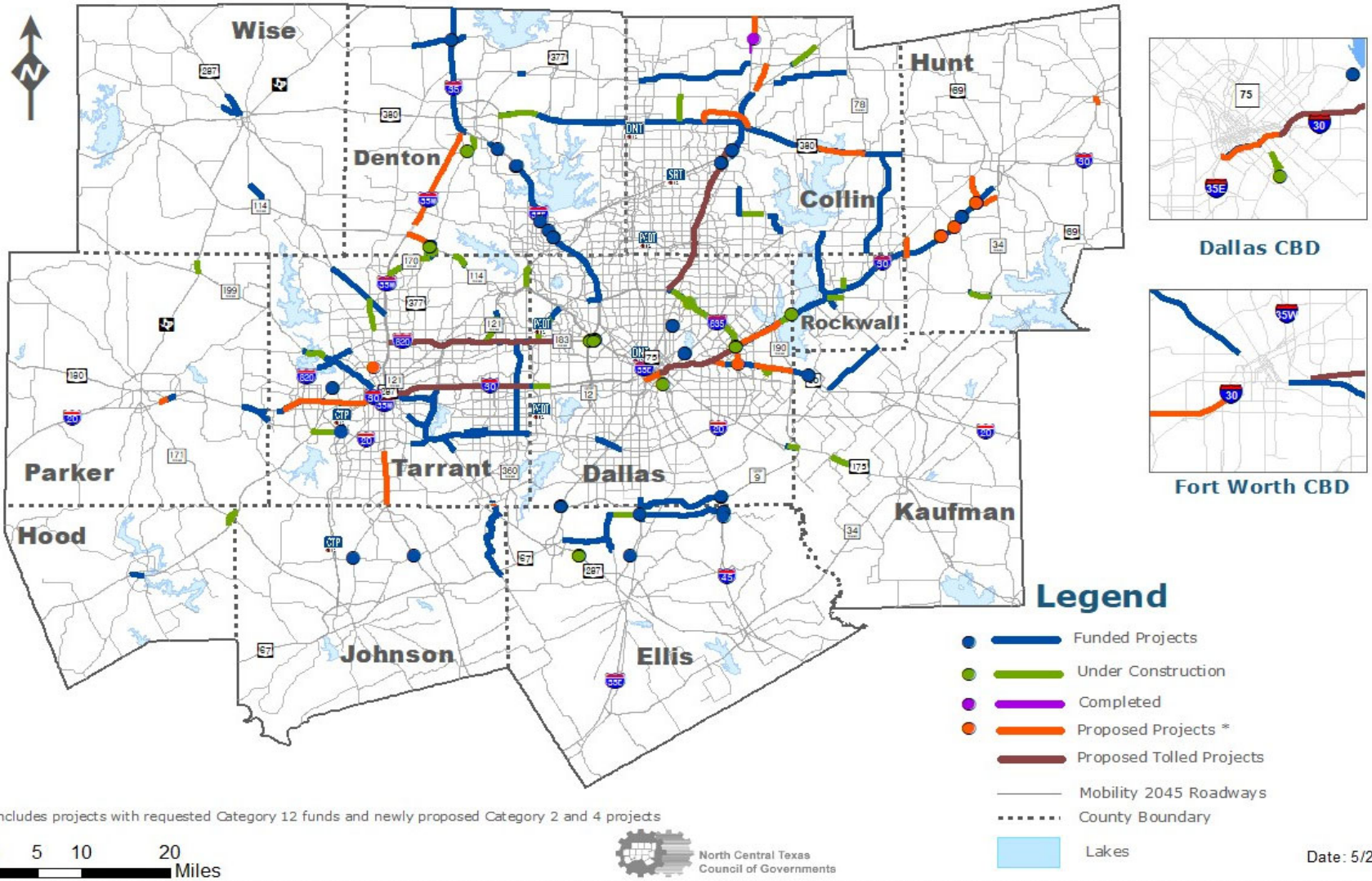


Legend

- — Approved 10 Year Plan Projects
- — Proposed New Category 2 and 4 Projects
- — Proposed New Category 12 Projects
- Proposed Tolled Projects
- Proposed STBG/Category 2 Funding Swap
- Mobility 2045 Roadways
- County Boundary
- Lakes

Dallas-Fort Worth Regional 10 Year Plan Project Status

FY 2017 - FY 2031



* Includes projects with requested Category 12 funds and newly proposed Category 2 and 4 projects

0 5 10 20 Miles



Legend

- Funded Projects
- Under Construction
- Completed
- Proposed Projects *
- Proposed Tolled Projects
- Mobility 2045 Roadways
- ⋯ County Boundary
- Lakes

Date: 5/27/2021

NEXT STEPS

- Finalize project selection/update efforts in coordination with TxDOT staff
- Await decisions by the TTC on Category 12 funding
- Bring back listings to the committees for approval
- Bring back any project changes to the STTC and RTC once the TTC weighs in and approves the UTP

TIMELINE

MEETING/TASK	DATE
Funding Targets Received	February 2021
Initial draft list due to TxDOT	March 12, 2021
STTC Information	May 28, 2021
RTC Information	June 10, 2021
Public Involvement	June 2021
STTC Action	June 25, 2021
RTC Action	July 8, 2021
TxDOT Public Meetings for 2022 UTP	June/July 2021
Anticipated TTC Approval of 2022 UTP	August 2021

CONTACT/QUESTIONS?

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Regional 10-Year Plan Scoring Process for the Dallas/Fort Worth Metropolitan Area

The following document addresses the requirements set forth in Chapter 16.105 of the Texas Administrative Code.

Is the project in the 1st 10 years of Mobility 2045? If so, project continues to be scored.
The Methodology below is a two-step process which has a theoretical maximum of 100 for MPO Score.

The scoring process includes a **System Selection** (i.e., part of a larger/regional network) and **Technical Selection** (i.e., project need). These processes run concurrently and are weighted to produce a **Selection Score** that is 40% of the total score. Because of the State's interest in projects that are ready to let within a 10-year window, the **Prioritization Score** is 60% of the total score.

System Selection (30%)					
Continuity (60%)		Regional commitment to phased implementation (20%)		Prior Funding Commitments (20%)	
Building Final Phase	100 pts	Final Phase of Multi-phase Project	50 pts	Yes	50 pts
Yes, Connects with Freeway	75 pts	Complete Ultimate Build (of Single-phase Project)	25 pts	No	0 pts
Regional Project	70 pts	First phase of Multi-phase Project	20 pts		
Connecting to a project under feasibility or pending other studies	25 pts				
No continuity	1 pt				

Technical Selection (70%)									
Congestion Reduction (20%)		System Reliability (10%)	Safety (20%)	Infrastructure Condition (20%)		Freight Movement (10%)	Economic Vitality (10%)		Environmental Sustainability (10%)
No-Build Level of Congestion (10%)	# of Networks with Level of Congestion over 1.25 (10%)	Level of Travel Time Reliability	Fatal & Incapacitating Crash Rate	Pavement Condition (10%)	National Bridge Inventory (NBI) Sufficiency (10%)	Average Truck Volume Percentage	Activity Density Change – Recent (5%)	Activity Density Change - Future (5%)	Impact by Project Type

Once projects have been selected, they are then prioritized using the following criteria.

Prioritization					
Planning Status (40%)		Ready to Let (Within 10-Year Window) (40%)		Local Support (20%)	
Environmentally Cleared	100 pts	Project Will Let During Years 1-4	100 pts	Community Support and Local Funding Support for Construction	100 pts
Environmental Clearance expected within 1-2 years	80 pts	Project Will Let During Years 5-7	70 pts	Community Support and Local Funding Support for Pre-Construction Phases	75 pts
Under evaluation or needs reevaluation	50 pts	Project Will Let During Years 8-10	40 pts	No local funding support	50 pts
Feasibility Study Ongoing	25 pts				
Planning Has Not started	1 pt				

PROJECT PROPOSALS: *AV2.2/2.3*

REGIONAL TRANSPORTATION COUNCIL
Thomas Bamonte, Senior Program Manager
Connected and Automated Vehicles Program

June 10, 2021

AV2.2/2.3 BACKGROUND

October 2018: Regional Transportation Council approves “AV 2.0”

- AV2.1: Regional planning exercise for future mobility technology (\$1.5m)
- AV2.2: AV deployment support for local partners (\$10m)
- AV2.3: Strategic investments in AV services (\$20m)

September – November 2021: STTC/RTC funding availability announcements

November 2020: RTC approves consolidated project approach

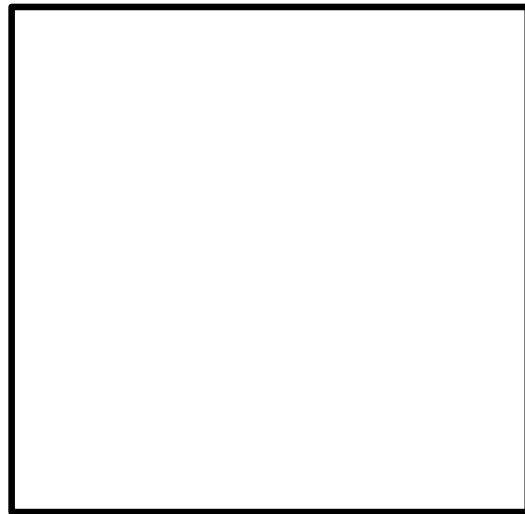
December 2020: Information forum for STTC members

December 2020 – March 2021: Staff technical support to interested parties and applicants

March 2021: Applicants submit proposals

April 2021: Staff review

AV FREIGHT: ZERO TO NETWORK



Aurora

Kodiak

tu simple

AV trucks making regular runs between DFW-Houston and other destinations



2017:

2021: DFW AV Truck Hub



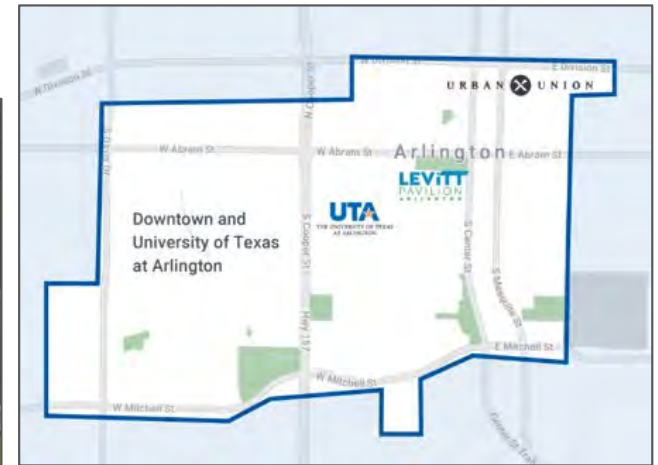
AV EVOLUTION: DEMO -> PILOT -> SERVICE



2017: Public demo



2019: Fixed route service pilots



2021: Area-wide service



NEXT STEP: REGIONAL AV PROGRAM

Multiple AV types: 18 wheelers to sidewalk delivery bots

Multiple use cases: Moving freight, people, and data

Workforce: Preparing tomorrow's transportation workforce

Infrastructure: Vehicles and infrastructure working together

Equity: Targeted use cases to support community needs

Economic development: DFW as innovation center

Regional coordination: Ongoing staff support for project sponsors

CEDAR VALLEY CAMPUS AV CLUSTER

Project Location: Dallas College Cedar Valley Campus and environs to the south.

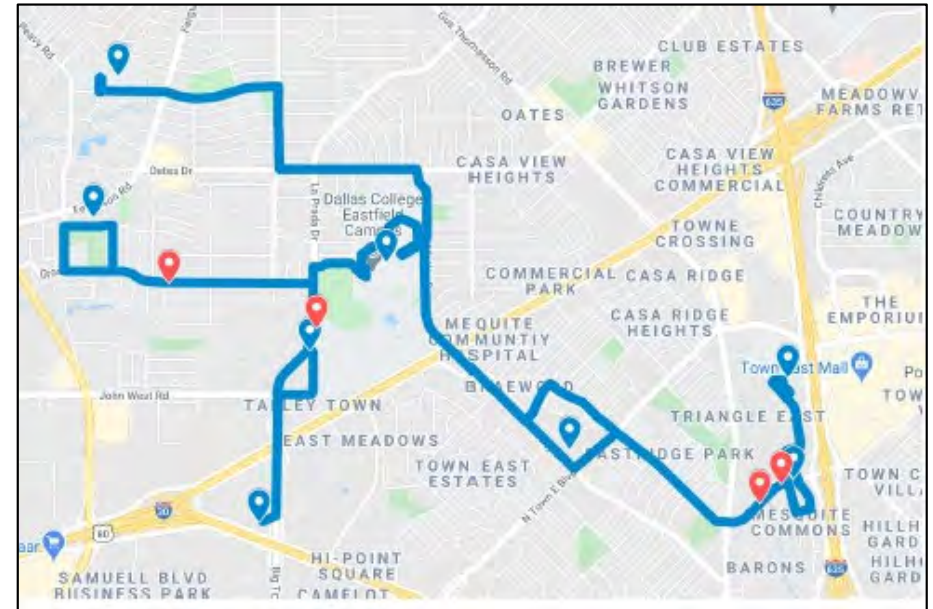
Description: Use automated vehicles to serve the campus, neighboring “feeder” high school, community centers, and neighborhood. Workforce development component.



EASTFIELD CAMPUS COMMUNITY CONNECTOR

Project location: Dallas College Eastfield Campus and environs.

Description: Automated vehicle transportation for campus and neighboring communities in Dallas and Mesquite. Transit, job center, community connections. Workforce development component.



WORKFORCE DEVELOPMENT: EASTFIELD CAMPUS & CEDAR VALLEY CAMPUS PROJECTS

Description: Workforce development program for:

- (1) transportation technology;
- (2) trucking transportation; and
- (3) goods delivery.



PAUL QUINN COLLEGE COMMUNITY FOOD DELIVERY BOT SERVICE

Project location: Neighborhood immediately surrounding Paul Quinn College in South Dallas.

Description: Automated vehicle delivery service of produce from PQC's campus farm to nearby households (approx. 250 at a time). Includes equipping approximately 500 households over life of project with Internet access and training necessary to access bot delivery service and other opportunities.

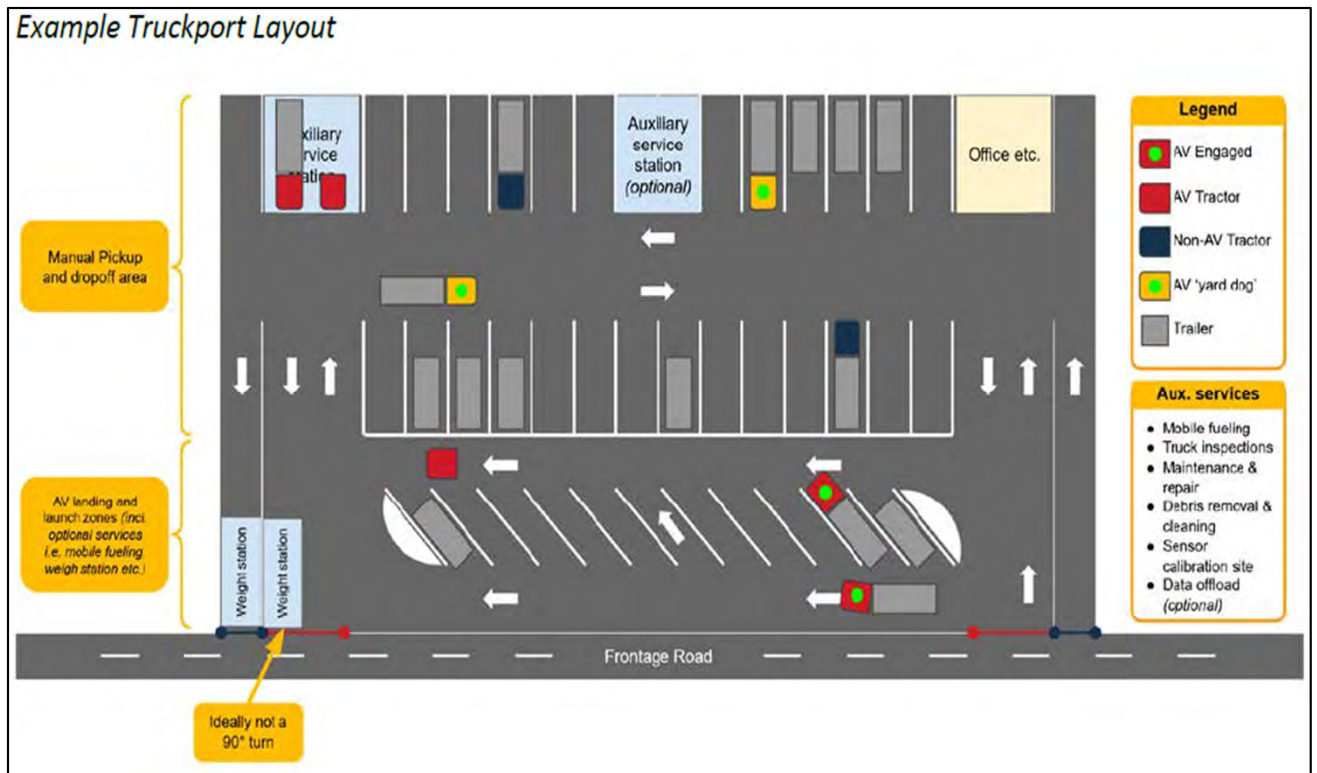
Low-income, Low-access to food – The map below is a representation of the above service area with an overlay of the USDA food desert designated neighborhoods, nearly the entire service area.



TARRANT AV TRUCKPORT

Project location: Northwest Fort Worth (I-35W/SH-170)

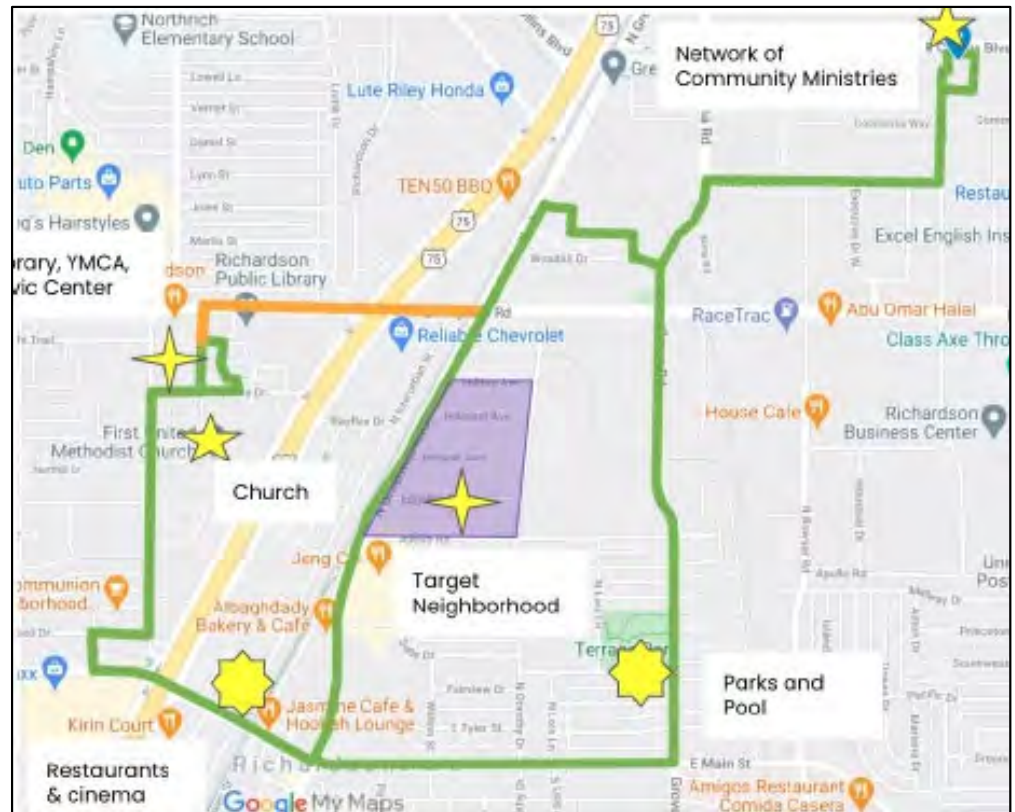
Description: Build and operate nation's first AV truckport where AV freight companies can pick up and drop off trailers. Serves as a first mile/ last mile stop for human driven trucks before the long haul in AV mode.



RICHARDSON CAV TEST BED & COMMUNITY CONNECTOR

Project Location: Northeast Richardson

Description: Applying CAV solutions to intersections in the technology district to support AV operations as part of AV deployment serving a wide variety of destinations—including City Hall, senior-heavy neighborhood, transit-oriented developments, social service center, the Innovation Quarter, and new UTD Center for Smart and Connected Mobility.



DART LOVE LINK AV AIRPORT CONNECTOR

Project location: Service between Inwood Station and Love Field in Dallas.

Description: Four electric and automated buses serving an established route that includes a major airport (Love Field) and already has special route-branding.



SUMMARY OF AV2.2/2.3 PROJECTS

Item 10: Recommended AV2.2/2.3 Projects

Implementing Agency	Description	AV2.2: Infrastructure	AV2.3: AV Service	Local	Federal	Total (Local + Federal)	RTC TDCs	Agreement Expectation
Dallas College	Cedar Valley College AV Service/Workforce Development	\$1,150,000	\$2,840,000	\$810,000	\$3,990,000	\$4,800,000	0	Dallas College & TxDOT
Dallas College	Eastfield College AV Service/Workforce Development	\$1,150,000	\$3,560,000	\$990,000	\$4,710,000	\$5,700,000	0	Dallas College & TxDOT
NCTCOG	Paul Quinn College Food & internet delivery	\$250,000	\$1,325,000	\$0	\$1,575,000	\$1,575,000	375,000	NCTCOG & TxDOT
City of Fort Worth	I-35W AV Truckport	\$2,500,000	\$2,297,578	\$0	\$4,797,578	\$4,797,578	1,009,516	City of Fort Worth & TxDOT
City of Richardson	Richardson CAV Infrastructure	\$1,500,000	\$3,300,000	\$171,000	\$4,800,000	\$4,971,000	789,000	City of Richardson & TxDOT
DART	DART Love Link AV Bus Service	\$500,000	\$1,250,000	\$0	\$1,750,000	\$1,750,000	350,000	DART & FTA
		AV2.2	AV2.3	Local	Federal	Total (Local + Federal)	RTC TDCs	
Total		\$7,050,000	\$14,572,578	\$1,971,000	\$21,622,578	\$23,593,578	2,523,516	

NEXT STEPS

June 2021:

- Action item presented to STTC

July 2021: Action item presented to RTC

Fall 2021: S/TIP approval expected

Summer 2022: TxDOT agreements expected to be finalized by project teams

FY23: Project implementation

Contacts

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G4910-9X

DEPARTMENT OF TRANSPORTATION

Office of the Secretary of Transportation

Notice of Funding Opportunity for the Department of Transportation's National Infrastructure Investments (i.e., the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program) under the Consolidated Appropriations Act, 2021

AGENCY: Office of the Secretary of Transportation, DOT

ACTION: Notice of Funding Opportunity

SUMMARY: The purpose of this notice is to solicit applications for Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants. Funds for the FY 2021 RAISE grant program are to be awarded on a competitive basis for surface transportation infrastructure projects that will have a significant local or regional impact. This program was formerly known as BUILD Transportation Grants

DATES: Applications must be submitted by 5:00 PM Eastern on July 12, 2021.

ADDRESSES: Applications must be submitted through [Grants.gov](https://www.grants.gov).

FOR FURTHER INFORMATION CONTACT: For further information concerning this notice, please contact the RAISE grant program staff via e-mail at RAISEgrants@dot.gov, or call Howard Hill at 202-366-0301. A TDD is available for individuals who are deaf or hard of hearing at 202-366-3993. In addition, DOT will regularly post answers to questions and requests for clarifications as well as information about webinars for further guidance on DOT's website at www.transportation.gov/RAISEgrants.

SUPPLEMENTARY INFORMATION: Each section of this notice contains information and instructions relevant to the application process for these RAISE grants, and all applicants should read this notice in its entirety so that they have the information they need to submit eligible and competitive applications.

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- A. Program Description
- B. Federal Award Information
- C. Eligibility Information
- D. Application and Submission Information
- E. Application Review Information
- F. Federal Award Administration Information
- G. Federal Awarding Agency Contacts
- H. Other Information

A. Program Description

1. Overview

The Consolidated Appropriations Act, 2021 (Pub. L. 116-260, December 27, 2020) (“FY 2021 Appropriations Act”) appropriated \$1 billion to be awarded by the Department of Transportation (“DOT”) for National Infrastructure Investments (now known as Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grants.) RAISE Grants are for capital investments in surface transportation that will have a significant local or regional impact. In addition to capital awards, DOT will award no more than \$30 million for eligible planning, preparation or design of projects eligible for RAISE Grants that do not result in construction with FY2021 RAISE funding, of which at least \$10 million will be awarded to projects located in or to directly benefit areas of persistent poverty.

Since this program was created, \$8.9 billion has been awarded for capital investments in surface transportation infrastructure over 12 rounds of competitive grants. Throughout the program, these discretionary grant awards have supported projects that have a significant local or regional impact consistent with DOT's strategic infrastructure goal.¹ FY 2021 RAISE grants continue to align with DOT's infrastructure goal by guiding strategic investments that enable more efficient movement of people and goods. The FY 2021 RAISE round also highlights this Administration's priorities to invest in national infrastructure projects that result in good-paying jobs, improve safety, apply transformative technology, and explicitly address climate change and racial equity.

Section E of this NOFO, which outlines FY 2021 RAISE Grant selection criteria, describes the process for selecting projects that further these goals. Section F.3 describes progress and performance reporting requirements for selected projects, including the relationship between that reporting and the program's selection criteria.

Consistent with DOT's R.O.U.T.E.S. initiative, DOT seeks rural projects that address deteriorating conditions and disproportionately high fatality rates on rural transportation infrastructure. Please visit <https://www.transportation.gov/rural> to learn more about DOT's efforts to address disparities in rural infrastructure.

2. Additional Information

The RAISE grant program is described in the Federal Assistance Listings under the assistance listing program title "National Infrastructure Investments" and assistance listing number 20.933.

¹ See U.S. Department of Transportation Strategic Plan for FY 2018–2022 (Feb. 2018) at <https://www.transportation.gov/dot-strategic-plan>.

3. Changes from the FY 2020 NOFO

National Infrastructure Investments are now known as Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants, formerly TIGER and BUILD Transportation Grants. This FY 2021 RAISE Notice updates the FY 2020 RAISE NOFO to reflect this Administration's priorities for creating good-paying jobs, improving safety, applying transformative technology, and explicitly addressing climate change and advancing racial equity. Consistent with the FY 2021 Appropriations Act requirement that the Secretary shall consider and award projects based solely on the selection criteria from the FY 2017 Notice of Funding Opportunity, the seven selection criteria remain the same as FY 2017. The primary selection criteria are safety, environmental sustainability, quality of life, economic competitiveness, and state of good repair. The secondary selection criteria are partnership and innovation. The Department revised the descriptions of the criteria to clarify how they align with long-term project outcomes. A summary of these changes is provided below, but applicants should refer to Section E for descriptions of the selection criteria.

Consistent with the environmental sustainability merit criterion, the Department seeks to fund projects under the RAISE Program that considered climate change and environmental justice in the planning stage and were designed with specific elements to address climate change impacts. Projects that incorporate such planning considerations are expected to better address climate change and advance long-term environmental sustainability. Projects should directly support Climate Action Plans or apply environmental justice screening tools in the planning stage. Projects should include components that reduce emissions, promote energy efficiency, increase resiliency, and recycle or redevelop existing infrastructure. This objective is consistent with Executive Order 14008, *Tackling the Climate Crisis at Home and Abroad* (86 FR 7619). As part of the Department's implementation of that Executive Order, the Department seeks to fund

projects that, to the extent possible, target at least 40% of resources and benefits towards low-income communities, disadvantaged communities, communities underserved by affordable transportation, or overburdened² communities. Section E describes climate change and environmental justice considerations an applicant can undertake. Projects that have not sufficiently considered climate change and environmental justice in their planning, as determined by the Department, will be required to before receiving funds for construction. See Section F.2 of this NOFO for program requirements.

Consistent with the quality of life and partnership merit criteria, the Department seeks to use the RAISE program to encourage racial equity in two areas: (1) incorporating planning and adopting policies related to racial equity and reducing barriers to opportunity; and (2) investing in projects that either proactively address racial equity and barriers to opportunity, including automobile dependence as a form of barrier, or redress prior inequities and barriers to opportunity. This objective supports the Department's strategic goal related to infrastructure, with the potential for significantly enhancing environmental stewardship and community partnerships, and reflects Executive Order 13985, *Advancing Racial Equity and Support for Underserved Communities Through the Federal Government* (86 FR 7009). Section E describes racial equity considerations that an applicant can undertake to address these criteria. Projects that have not sufficiently considered racial equity in their planning, as determined by the Department, will be required to before receiving funds for construction. See Section F.4 of this NOFO for program requirements.

² Overburdened Community: Minority, low-income, tribal, or indigenous populations or geographic locations in the United States that potentially experience disproportionate environmental harms and risks. This disproportionality can be as a result of greater vulnerability to environmental hazards, lack of opportunity for public participation, or other factors. Increased vulnerability may be attributable to an accumulation of negative or lack of positive environmental, health, economic, or social conditions within these populations or places. The term describes situations where multiple factors, including both environmental and socio-economic stressors, may act cumulatively to affect health and the environment and contribute to persistent environmental health disparities.

The FY 2021 Appropriations Act allows for up to \$30 million to be awarded for the planning, preparation or design of projects eligible for RAISE Grants, of which at least \$10 million will be awarded to projects located in or to directly benefit areas of persistent poverty planning projects. Areas of persistent poverty are defined in Section C.3.iii.

The Department published a FY 2021 RAISE NOFO on January 19, 2021 and withdrew that NOFO on January 22, 2021. This notice supersedes the withdrawn NOFO. Unless repeated here, the content of the withdrawn NOFO is ineffective.

Applicants who are planning to re-apply using materials prepared for prior competitions should ensure that their FY 2021 application fully addresses the criteria and considerations described in this Notice and that all relevant information is up to date.

B. Federal Award Information

1. Amount Available

The FY 2021 Appropriations Act appropriated \$1 billion to be awarded by DOT for the RAISE grant program. FY 2021 RAISE grants are for capital investments in surface transportation infrastructure and are to be awarded on a competitive basis for projects that will have a significant local or regional impact. DOT will award no more than \$30 million (of the \$1 billion) for the planning, preparation or design of eligible projects, of which at least \$10 million will be awarded to projects located in or to directly benefit areas of persistent poverty (as defined in Section C.3.iii.). DOT refers to awards for the planning, preparation or design of eligible projects as RAISE planning grants. The FY 2021 Appropriations Act also allows DOT to retain up to \$20 million of the \$1 billion for award, oversight and administration of grants and credit assistance made under the program. In addition to the FY 2021 RAISE funds, unobligated program funds may be made available from prior rounds and awarded under this solicitation to projects that can be obligated before the obligation deadline associated with the respective prior

year funds. The Department expects not more than \$30 million of prior year funds may be awarded. If this solicitation does not result in the award and obligation of all available funds, DOT may publish additional solicitations.

The FY 2021 Appropriations Act allows up to 20 percent of available funds (or \$200 million) to be used by DOT to pay the subsidy and administrative costs of a project receiving credit assistance under the Transportation Infrastructure Finance and Innovation Act of 1998 (TIFIA) or Railroad Rehabilitation and Improvement Financing (RRIF) programs, if that use of the FY 2021 RAISE funds would further the purposes of the RAISE grant program.

2. Award Size

The FY 2021 Appropriations Act specifies that RAISE grants may not be less than \$5 million, except that for projects located in rural areas (as defined in Section C.3.ii) the minimum award size is \$1 million. Grants may not be greater than \$25 million. There is no minimum award size for RAISE planning grants, regardless of location. Applicants are strongly encouraged to submit applications only for eligible award amounts.

3. Restrictions on Funding

Pursuant to the FY 2021 Appropriations Act, no more than 10 percent of the funds made available for RAISE grants (or \$100 million) may be awarded to projects in a single State. The Act also directs that not more than 50 percent of the funds provided for RAISE grants (or \$500 million) shall be awarded to rural projects (as defined in section C.3.ii) and directs that not more than 50 percent of the funds provided for RAISE grants (or \$500 million) shall be awarded to urban projects (as defined in section C.3.ii). Further, DOT must take measures to ensure an equitable geographic distribution of grant funds, an appropriate balance in addressing the needs of urban and rural areas including in tribal areas, and investment in a variety of transportation modes.

4. Availability of Funds

The FY 2021 Appropriations Act requires that FY 2021 RAISE grants funds are available for obligation only through September 30, 2024. Obligation occurs when a selected applicant and DOT enter into a written grant agreement after the applicant has satisfied applicable administrative requirements, including transportation planning and environmental review requirements. Unless authorized by DOT in writing after DOT's announcement of FY 2021 RAISE awards, any costs incurred prior to DOT's obligation of funds for a project ("pre-award costs") are ineligible for reimbursement.³ All FY 2021 RAISE funds must be expended (the grant obligation must be liquidated or actually paid out to the grant recipient) by September 30, 2029. After this date, unliquidated funds are no longer available to the project. As part of the review and selection process described in Section E.2., DOT will consider a project's likelihood of being ready to proceed with an obligation of RAISE grant funds within the statutory timeline. No waiver is possible for these deadlines.

5. Previous BUILD/TIGER Awards

Recipients of BUILD/TIGER grants may apply for funding to support additional phases of a project previously awarded funds in the BUILD/TIGER program. However, to be competitive, the applicant should demonstrate the extent to which the previously funded project phase has met estimated project schedules and budget, as well as the ability to realize the benefits expected for the project. A previous BUILD/TIGER award, or application, does not affect competitiveness under the FY 2021 RAISE competition.

³ Pre-award costs are only costs incurred directly pursuant to the negotiation and anticipation of the RAISE award where such costs are necessary for efficient and timely performance of the scope of work, as determined by DOT. Costs incurred under an advance construction (23 U.S.C. 115) authorization before the DOT announces that a project is selected for a FY 2021 RAISE award cannot be charged to FY 2021 RAISE funds.

Likewise, costs incurred under an FTA Letter of No Prejudice under Chapter 53 of title 49 U.S.C. before the DOT announces that a project is selected for a FY 2021 RAISE award cannot be charged to FY 2021 RAISE funds.

C. Eligibility Information

To be selected for a RAISE grant, an applicant must be an Eligible Applicant and the project must be an Eligible Project.

1. Eligible Applicants

Eligible Applicants for RAISE grants are State, local, Tribal, and U.S. territories' governments, including transit agencies, port authorities, metropolitan planning organizations (MPOs), and other political subdivisions of State or local governments.

Multiple States or jurisdictions may submit a joint application and should identify a lead applicant as the primary point of contact and also identify the primary recipient of the award. Joint applications should include a description of the roles and responsibilities of each applicant.

DOT expects that the eligible applicant that submits the application will administer and deliver the project. If the applicant seeks a transfer of the award to another agency, a letter of support from the designated entity must be included in the application.

2. Cost Sharing or Matching

Per the FY 2021 Appropriations Act, the Federal share of project costs for which an expenditure is made under the RAISE grant program may not exceed 80 percent for a project located in an urban area.⁴ The Secretary may increase the Federal share of costs above 80 percent for projects located in rural areas and for planning projects located in areas of persistent poverty. Urban area and rural area are defined in Section C.3.ii of this notice. Areas of persistent poverty are defined in Section C.3.iii. DOT shall give priority to projects that require a contribution of Federal funds to complete an overall financing package.

⁴ To meet match requirements, the minimum total project cost for a project located in an urban area must be \$6.25 million.

Non-Federal sources include State funds originating from programs funded by State revenue, local funds originating from State or local revenue-funded programs, or private funds. Toll credits under 23 U.S.C. 120(i) are considered a Federal source under the RAISE program and, therefore, cannot be used to satisfy the statutory cost sharing requirement of a RAISE award. Unless otherwise authorized by statute, non-Federal cost-share may not be counted as the non-Federal share for both the RAISE grant and another Federal grant program. DOT will not consider previously incurred costs or previously expended or encumbered funds towards the matching requirement for any project. Matching funds are subject to the same Federal requirements described in Section F.2. as awarded funds. If repaid from non-Federal sources, Federal credit assistance is considered non-Federal share.

See Section D.2.iii for information about documenting cost sharing in the application.

For each project that receives a RAISE grant award, the terms of the award will require the recipient to complete the project using at least the level of non-Federal funding that was specified in the application. If the actual costs of the project are greater than the costs estimated in the application, the recipient will be responsible for increasing the non-Federal contribution. If the actual costs of the project are less than the costs estimated in the application, DOT will generally reduce the Federal contribution.

3. Other

i. Eligible Projects

(a) Capital Projects

Eligible projects for RAISE grants are surface transportation capital projects within the United States or any territory or possession of the United States that include, but are not limited to: (1) highway, bridge, or other road projects eligible under title 23, United States Code; (2) public transportation projects eligible under chapter 53 of title 49, United States Code; (3)

passenger and freight rail transportation projects; (4) port infrastructure investments (including inland port infrastructure and land ports of entry); (5) intermodal projects; and (6) projects investing in surface transportation facilities that are located on Tribal land and for which title or maintenance responsibility is vested in the Federal Government.⁵

Other than projects described in this section, improvements to Federally owned facilities are ineligible under the FY 2021 RAISE program. Research, demonstration, or pilot projects are eligible only if they will result in long-term, permanent surface transportation infrastructure that has independent utility as defined in Section C.3.iv.

(b) Planning Projects

Activities eligible for funding under RAISE planning grants are related to the planning, preparation, or design— for example environmental analysis, feasibility studies, and other pre-construction activities—of eligible surface transportation capital projects described in Section C.3.i.(a).

In addition, eligible activities related to multidisciplinary projects or regional planning may include: (1) Development of master plans, comprehensive plans, or corridor plans; (2) Planning activities related to the development of a multimodal freight corridor, including those that seek to reduce conflicts with residential areas and with passenger and non-motorized traffic; (3) Development of port and regional port planning grants, including State-wide or multi-port planning within a single jurisdiction or region; (4) Risk assessments and planning to identify vulnerabilities and address the transportation system’s ability to withstand probable occurrence or recurrence of an emergency or major disaster.

⁵ Please note that DOT may award a RAISE grant to pay for the surface transportation components of a broader project that has non-surface transportation components, and applicants are encouraged to apply for RAISE grants to pay for the surface transportation components of these projects.

ii. Rural/Urban Definition

For purposes of this notice, a project is designated as urban if it is located within (or on the boundary of) a Census-designated urbanized area⁶ that had a population greater than 200,000 in the 2010 Census.⁷ If a project is located outside a Census-designated urbanized area with a population greater than 200,000, it is designated as a rural project. Rural and urban definitions differ in some other DOT programs, including TIFIA.

A project located in both an urban and a rural area will be designated as *urban* if the majority of the project's costs will be spent in urban areas. Conversely, a project located in both an urban area and a rural area will be designated as *rural* if the majority of the project's costs will be spent in rural areas. For RAISE planning grants, the location of the project being planned, prepared, or designed will be used for the urban or rural designation.

This definition affects four aspects of the program: (1) not more than \$500 million of the funds provided for RAISE grants are to be used for projects in rural areas; (2) not more than \$500 million of the funds provided for RAISE grants are to be used for projects in urban areas; (3) for a project in a rural area the minimum award is \$1 million; and (4) the Secretary may increase the Federal share above 80 percent to pay for the costs of a project in a rural area.

iii. Areas of Persistent Poverty

Areas of Persistent Poverty means: (1) any county that has consistently had greater than or equal to 20 percent of the population living in poverty during the 30-year period preceding December 27, 2020, as measured by the 1990 and 2000⁸ decennial census and the most recent

⁶ Lists of UAs as defined by the Census Bureau are available on the Census Bureau website at <https://www.census.gov/geographies/reference-maps/2010/geo/2010-census-urban-areas.html>.

⁷ See www.transportation.gov/RAISEBUILDgrants for a list of UAs.

⁸ See <https://www.census.gov/data/tables/time-series/dec/census-poverty.html> for county dataset.

annual Small Area Income Poverty Estimates as estimated by the Bureau of the census⁹; (2) any census tract with a poverty rate of at least 20 percent as measured by the 2014-2018 5-year data series available from the American Community Survey of the Bureau of the Census¹⁰; or (3) any territory or possession of the United States. A county satisfies this definition only if 20 percent of its population was living in poverty in all three of the listed datasets: (a) the 1990 decennial census; (b) the 2000 decennial census; and (c) the 2019 Small Area Income Poverty Estimates. DOT will list all counties and census tracts that meet this definition for Areas of Persistent Poverty on the RAISE website at <https://www.transportation.gov/RAISEgrants>.

The FY 2021 definition for Area of Persistent Poverty may differ from other DOT programs, including the FY 2020 FTA Hope Discretionary Grant program.

This definition for Areas of Persistent Poverty affects two aspects of the program: (1) there is no minimum grant size for a planning projects that are located in or are to directly benefit an area of persistent poverty, and (2) the Secretary may increase the Federal share above 80 percent to pay for the costs of a planning project that is located in or is to directly benefit an area of persistent poverty.

The Department will only consider direct benefits to Areas of Persistent Poverty that are clearly and explicitly described in the application narrative. Unless the application addresses the direct benefits to an Areas of Persistent Poverty consistent with the definition in this section, the Department will not assume the project benefits an Area of Persistent Poverty.

⁹ See <https://www.census.gov/data/datasets/2019/demo/saipe/2019-state-and-county.html> for December 2019 Small Area Income Poverty Dataset

¹⁰ See <https://data.census.gov/cedsci/table?q=ACSST1Y2018.S1701&tid=ACSST5Y2018.S1701&hidePreview=false> for 2014-2018 five year data series from the American Community Survey

iv. Project Components

An application may describe a project that contains more than one component, and may describe components that may be carried out by parties other than the applicant. DOT expects, and will impose requirements on fund recipients to ensure, that all components included in an application will be delivered as part of the RAISE project, regardless of whether a component includes Federal funding. The status of each component should be clearly described (for example, in the project schedule). DOT may award funds for a component, instead of the larger project, if that component (1) independently meets minimum award amounts described in Section B and all eligibility requirements described in Section C; (2) independently aligns well with the selection criteria specified in Section E.1; and (3) meets National Environmental Policy Act (NEPA) requirements with respect to independent utility. Independent utility means that the component will represent a transportation improvement that is usable and represents a reasonable expenditure of DOT funds even if no other improvements are made in the area, and will be ready for intended use upon completion of that component's construction. All project components that are presented together in a single application must demonstrate a relationship or connection between them. (See Section D.2. for Required Approvals).

Applicants should be aware that, depending upon the relationship between project components and applicable Federal law, DOT funding of only some project components may make other project components subject to Federal requirements as described in Section F.2.

DOT strongly encourages applicants to identify in their applications the project components that have independent utility and separately detail costs and requested RAISE grant funding for those components. If the application identifies one or more independent project components, the application should clearly identify how each independent component addresses

selection criteria and produces benefits on its own, in addition to describing how the full proposal of which the independent component is a part addresses selection criteria.

v. Application Limit

Each lead applicant may submit no more than three applications. Unrelated project components should not be bundled in a single application for the purpose of adhering to the limit. If a lead applicant submits more than three applications as the lead applicant, only the first three received will be considered.

D. Application and Submission Information

1. Address to Request Application Package

Instructions for submitting applications can be found at www.transportation.gov/RAISEgrants along with specific instructions for the forms and attachments required for submission.

2. Content and Form of Application Submission

The application must include the Standard Form 424 (Application for Federal Assistance), cover page, and the Project Narrative. Applicants are encouraged to also complete SF-424C and attach to their application the “RAISE 2021 Project Information” form available at www.transportation.gov/RAISEgrants.

DOT recommends that the project narrative follow the basic outline below to address the program requirements and assist evaluators in locating relevant information.

I. Project Description	See D.2.i
II. Project Location	See D.2.ii
III. Grant Funds, Sources and Uses of all Project Funding	See D.2.iii
IV. Selection Criteria	See D.2. iv. and E.1
V. Environmental Risk Review	See D.2. v. and E.1.ii
VI. Benefit Cost Analysis	See D.2.vi. and E.1. iii.

The project narrative should include the information necessary for DOT to determine that the project satisfies project requirements described in Sections B and C and to assess the selection criteria specified in Section E.1. To the extent practicable, applicants should provide supporting data and documentation in a form that is directly verifiable by DOT. DOT expects applications to be complete upon submission. DOT may ask any applicant to supplement data in its application but is not required to do so. Lack of supporting information provided with the application negatively affects competitiveness of the application, as described in Section E.2.

In addition to a detailed statement of work, detailed project schedule, and detailed project budget, the project narrative should include a table of contents, maps and graphics, as appropriate, to make the information easier to review. DOT recommends that the project narrative be prepared with standard formatting preferences (a single-spaced document, using a standard 12-point font such as Times New Roman, with 1-inch margins). The project narrative may not exceed 30 pages in length, excluding cover pages and table of contents. The only substantive portions that may exceed the 30-page limit are documents supporting assertions or conclusions made in the 30-page project narrative, but evaluators are not required to review supporting documents as part of the merit review described in Section E. If possible, website links to supporting documentation should be provided rather than copies of these supporting materials. If supporting documents are submitted, applicants should clearly reference these in the respective section of the project narrative. DOT recommends using appropriately descriptive file names (e.g., “Project Narrative,” “Maps,” “Memoranda of Understanding and Letters of Support,”) for all attachments. DOT recommends applications include the following sections:

- i. Project Description

The first section of the application should provide a description of the project, the transportation challenges that it is intended to address, and how it will address those challenges.

This section should discuss the project’s history, including a description of any previously completed components. The applicant may use this section to place the project into a broader context of other transportation infrastructure investments being pursued by the project sponsor. Applicants may also include a detailed statement of work that focuses on the technical and engineering aspects of the project and describes in detail the project to be constructed.

ii. Project Location

This section of the application should describe the project location, including a detailed geographical description of the proposed project, a map of the project’s location, and description of connections to existing transportation infrastructure. The application should also identify:

(a) whether the project is located in an Area of Persistent Poverty including the relevant County and/or census tract; and

(b) the Census-designated urbanized area in which the project is located, if relevant.

If the project is not located in an Area of Persistent Poverty but is a project to directly benefit such an area, the application should clearly and explicitly describe those benefits and the affected county or census tract(s). For a project to directly benefit an Area of Persistent Poverty, measurable and non-trivial outcomes, consistent with the selection criteria describe in Section E of this NOFO, must be located in that Area of Persistent Poverty.

iii. Grant Funds, Sources and Uses of Project Funds

This section of the application should describe the budget for the RAISE project (i.e. the project scope that includes RAISE funding). This budget should **not** include any previously incurred expenses. The budget should show how each source of funds will be spent. The budget should also show how each funding source will share in each major construction activity, and present that data in dollars and percentages. If applicable, the budget should identify Federal funds that have been previously authorized by a Federal agency. Funding sources should be

grouped into three categories: non-Federal, RAISE, and other Federal. If the project contains individual components, the budget should separate the costs of each project component. If the project will be completed in phases, the budget should separate the costs of each phase. The budget should clearly identify any expenses expected to be incurred between time of award and obligation because these expenses are not eligible for reimbursement, as described in Section B.4, or for cost sharing, as described in Section C.2. The budget details should sufficiently demonstrate that the project satisfies the statutory cost-sharing requirements described in Section C.2. At a minimum, it should include:

- (a) Costs for the FY2021 RAISE project;
- (b) For all funds to be used for eligible project costs, the source and amount of those funds;
- (c) For non-Federal funds to be used for eligible project costs, documentation of funding commitments. Documentation should also be included as an appendix to the application. If the applicant is not a State DOT and matching contributions from a State DOT are included as non-Federal match, a supporting letter from the State indicating the source of the funds; and
- (d) For Federal funds to be used for eligible project costs, the amount, nature, and source of any required non-Federal match for those funds.

In addition to the information enumerated above, this section should provide complete information on how all project funds may be used. For example, if a particular source of funds is available only after a condition is satisfied, the application should identify that condition and describe the applicant's control over whether it is satisfied. Similarly, if a particular source of funds is available for expenditure only during a fixed time period, the application should describe that restriction. Complete information about project funds will ensure that DOT's

expectations for award execution align with any funding restrictions unrelated to DOT, even if an award differs from the applicant's request.

iv. Selection Criteria

This section of the application should demonstrate how the project aligns with the criteria described in Section E.1 of this notice. DOT encourages applicants to either address each criterion or expressly state that the project does not address the criterion. Applicants are not required to follow a specific format, but the outline suggested addresses each criterion separately and promotes a clear discussion that assists project evaluators. To minimize redundant information in the application, DOT encourages applicants to cross-reference from this section of their application to relevant substantive information in other sections of the application. The guidance in this section is about how the applicant should organize their application. Guidance describing how DOT will evaluate projects against the Selection Criteria is in Section E.1 of this notice. Applicants also should review that section before considering how to organize their application.

(1) Primary Selection Criteria

(a) Safety

This section of the application should describe the anticipated outcomes of the project that support the Safety criterion (described in Section E.1.i.(a) of this notice). The applicant should include information on, and to the extent possible, quantify, how the project would improve safety outcomes within the project area or wider transportation network, to include how the project will reduce the number, rate, and consequences of transportation-related accidents, serious injuries, and fatalities. The application should provide evidence to support the claimed level of effectiveness of the project in reducing accidents, serious injuries, and/or fatalities. If applicable, the applicant should also include information on how the project will improve safety

at highway-rail grade crossings and/or contribute to preventing unintended releases of hazardous materials.

(b) Environmental Sustainability

This section of the application should describe how the project addresses the environmental sustainability criterion (described in Section E.1.i.(b) of this notice). Applicants are encouraged to provide information demonstrating that they have considered climate change and environmental justice in the planning stage, in addition to a description of specific project elements that address climate change impacts. Applicants are encouraged to include information demonstrating how the project will reduce emissions, promote energy efficiency, incorporate electrification or zero emission vehicle infrastructure, increase resiliency, improve stormwater management, and recycle or redevelop existing infrastructure. Additional information for how this criterion will be evaluated is in Section E.1.i. of this notice.

(c) Quality of Life

This section should describe how the project increases or improves transportation choices for individuals, expands access to essential services, improves connectivity for citizens to jobs, health care, and other critical destinations; proactively addresses racial equity and barriers to opportunity; or otherwise addresses the quality of life criterion (described in Section E.1.i.(c) of this notice).

(d) Economic Competitiveness

This section of the application should describe how the project will support the Economic Competitiveness criterion (described in Section E.1.i.(d) of this notice). The applicant should include information about expected impacts of the project on the movement of goods and people, including how the project increases the efficiency of movement and thereby reduces costs of doing business, improves local and regional freight connectivity to the national and global

economy, reduces burdens of commuting, and improves overall well-being. Applicants could also describe whether project delivery and implementation provides opportunities for workers to find good-paying jobs directly related to the project, including opportunities through unions, project labor agreements¹¹, local hiring provisions, or other targeted preferential hiring provisions¹² The applicant should describe the extent to which the project contributes to the functioning and growth of the economy, including the extent to which the project addresses congestion or freight connectivity, bridges service gaps in rural areas, or promotes the expansion of private economic development.

(e) State of Good Repair

This section of the application should describe how the project will contribute to a state of good repair by improving the condition or resilience of existing transportation facilities and systems (described in Section E.1.i.(e) of this notice), including the project's current condition, how the proposed project will improve it, and any estimates of impacts on long-term cost structures or overall life-cycle costs.

(2) Secondary Selection Criteria

(a) Partnership

This section of the application should include information to assess the partnership criterion (described in Section E.1.ii.(a) of this notice) including a list of all project parties and details about the proposed grant recipient and other public and private parties who are involved in delivering the project. This section should also describe efforts to collaborate among stakeholders, including with the private sector.

¹¹ Project labor agreement must be consistent with Executive Order 13502.

¹² Preferential hiring provisions must be authorized and comply with Sec. 199B of the FY2021 Appropriations Act.

Applications for projects involving other Federal agencies, or requiring action from other Federal agencies, should demonstrate commitment and involvement of those agencies. For example, relevant port projects should demonstrate alignment with U.S. Army Corps of Engineers investment strategies.

(b) Innovation

This section of the application should describe innovative strategies used and the anticipated benefits of using those strategies, including those corresponding to three categories (described in Section E.1.ii.(b) of this notice): (i) Innovative Technologies, (ii) Innovative Project Delivery, or (iii) Innovative Financing.

(i) Innovative Technologies

If an applicant is proposing to adopt innovative technology, the application should demonstrate the applicant's capacity to implement those innovations, the applicant's understanding of applicable Federal requirements and whether the innovations may require extraordinary permitting, approvals, exemptions, waivers, or other procedural actions, and the effects of those innovations on the project delivery timeline.

If an applicant is proposing to deploy autonomous vehicles or other innovative motor vehicle technology, the application should demonstrate that all vehicles will comply with applicable safety requirements, including those administered by the National Highway Traffic Safety Administration (NHTSA) and Federal Motor Carrier Safety Administration (FMCSA). Specifically, the application should show that vehicles acquired for the proposed project will comply with applicable Federal Motor Vehicle Safety Standards (FMVSS) and Federal Motor Carrier Safety Regulations (FMCSR). If the vehicles may not comply, the application should either (1) show that the vehicles and their proposed operations are within the scope of an exemption or waiver that has already been granted by NHTSA, FMCSA, or both agencies or (2)

directly address whether the project will require exemptions or waivers from the FMVSS, FMCSR, or any other regulation and, if the project will require exemptions or waivers, present a plan for obtaining them.

(ii) Innovative Project Delivery

If an applicant plans to use innovative approaches to project delivery or is located in a State with NEPA delegation authority, applicants should describe those project delivery methods and how they are expected to improve the efficiency of the project development or expedite project delivery.

(iii) Innovative Financing

If an applicant plans to incorporate innovative funding or financing, the applicant should describe the funding or financing approach, including a description of all activities undertaken to pursue private funding or financing for the project and the outcomes of those activities.

v. Environmental Risk

This section of the application should include sufficient information for DOT to evaluate whether the project is reasonably expected to begin construction in a timely manner. To assist DOT's project environmental risk review, the applicant should provide the information requested on project schedule, required approvals and permits, NEPA, risk and mitigation strategies, each of which is described in greater detail in the following sections. Applicants are not required to follow the specific format described here, but this organization, which addresses each relevant aspect of environmental risk, promotes a clear discussion that assists project evaluators. To minimize redundant information in the application, DOT encourages applicants to cross-reference from this section of their application to relevant substantive information in other sections of the application.

The guidance here is about what information applicants should provide and how the applicant should organize their application. Guidance describing how DOT will evaluate environmental risk is described in Section E.1.ii of this notice. Applicants should review that section when considering how to organize their application.

(a) Project Schedule

The applicant should include a detailed project schedule that identifies all major project milestones. Examples of such milestones include State and local planning approvals (e.g., programming on the Statewide Transportation Improvement Program); start and completion of NEPA and other Federal environmental reviews and approvals including permitting; design completion; right of way acquisition; approval of plans, specifications and estimates; procurement; State and local approvals; project partnership and implementation agreements, including agreements with railroads; and construction. The project schedule should be sufficiently detailed to demonstrate that:

- (1.) all necessary activities will be complete to allow RAISE grant funds to be obligated sufficiently in advance of the statutory deadline (June 30, 2024¹³), and that any unexpected delays will not put the funds at risk of expiring before they are obligated;
- (2.) the project can begin construction upon obligation of grant funds and that those funds will be spent expeditiously once construction starts, with all funds expended by September 30, 2029; and

¹³ The statutory obligation deadline is September 30, 2024. The Department assesses risk against an earlier deadline of June 30, 2024 to allow time to complete administrative processing and address challenges before the statutory deadline.

(3.) all real property and right-of-way acquisition will be completed in a timely manner in accordance with 49 CFR part 24, 23 CFR part 710, and other applicable legal requirements or a statement that no right-of-way acquisition is necessary.

(b) Required Approvals

1. Environmental Permits and Reviews. The application should demonstrate receipt (or reasonably anticipated receipt) of all environmental approvals and permits necessary for the project to proceed to construction on the timeline specified in the project schedule and necessary to meet the statutory obligation deadline, including satisfaction of all Federal, State and local requirements and completion of the NEPA process. Specifically, the application should include:

- i. Information about the NEPA status of the project. If the NEPA process is complete, an applicant should indicate the date of completion, and provide a website link or other reference to the final Categorical Exclusion, Finding of No Significant Impact, Record of Decision, and any other NEPA documents prepared. If the NEPA process is underway, but not complete, the application should detail the type of NEPA review underway, where the project is in the process, and indicate the anticipated date of completion of all milestones and of the final NEPA determination. If the last agency action with respect to NEPA documents occurred more than three years before the application date, the applicant should describe why the project has been delayed and include a proposed approach for verifying and, if necessary, updating this material in accordance with applicable NEPA requirements.

- ii.** Information on reviews, approvals, and permits by other agencies. An application should indicate whether the proposed project requires reviews or approval actions by other agencies,¹⁴ indicate the status of such actions, and provide detailed information about the status of those reviews or approvals and should demonstrate compliance with any other applicable Federal, State or local requirements, and when such approvals are expected. Applicants should provide a website link or other reference to copies of any reviews, approvals, and permits prepared.
 - iii.** Environmental studies or other documents, preferably through a website link, that describe in detail known project impacts, and possible mitigation for those impacts.
 - iv.** A description of discussions with the appropriate DOT operating administration field or headquarters office regarding the project's compliance with NEPA and other applicable Federal environmental reviews and approvals.
 - v.** A description of public engagement about the project that has occurred, including details on the degree to which public comments and commitments have been integrated into project development and design.
- 2. State and Local Approvals.** The applicant should demonstrate receipt of State and local approvals on which the project depends, such as State and local environmental and planning approvals and Statewide Transportation Improvement Program (STIP) or (Transportation Improvement Program) TIP

¹⁴ Projects that may impact protected resources such as wetlands, species habitat, cultural or historic resources require review and approval by Federal and State agencies with jurisdiction over those resources.

funding. For projects acquiring State DOT-owned right of way, applicants should demonstrate they have coordinated the project with the State DOT or transportation facility owner. Additional support from relevant State and local officials is not required; however, an applicant should demonstrate that the project has broad public support.

3. Federal Transportation Requirements Affecting State and Local Planning. The planning requirements applicable to the relevant operating administration apply to all RAISE grant projects¹⁵, including intermodal projects located at airport facilities¹⁶. Applicants should demonstrate that a project that is required to be included in the relevant State, metropolitan, and local planning documents has been or will be included in such documents. If the project is not included in a relevant planning document at the time the application is submitted, the applicant should submit a statement from the appropriate planning agency that actions are

¹⁵ Under 23 U.S.C. 134 and 135, all projects requiring an action by FHWA must be in the applicable plan and programming documents (e.g., metropolitan transportation plan, transportation improvement program (TIP) and statewide transportation improvement program (STIP)). Further, in air quality non-attainment and maintenance areas, all regionally significant projects, regardless of the funding source, must be included in the conforming metropolitan transportation plan and TIP. Inclusion in the STIP is required under certain circumstances. To the extent a project is required to be on a metropolitan transportation plan, TIP, and/or STIP, it will not receive a RAISE grant until it is included in such plans. Plans that do not currently include the awarded RAISE project can be amended by the State and MPO. Projects that are not required to be in long range transportation plans, STIPs, and TIPs will not need to be included in such plans to receive a RAISE grant. Port, freight rail, and intermodal projects are not required to be on the State Rail Plans called for in the Passenger Rail Investment and Improvement Act of 2008, or in a State Freight Plan as described in the FAST Act. However, applicants seeking funding for freight projects are encouraged to demonstrate that they have done sufficient planning to ensure that projects fit into a prioritized list of capital needs and are consistent with long-range goals. Means of demonstrating this consistency would include whether the project is in a TIP or a State Freight Plan that conforms to the requirements 49 U.S.C. 70202 prior to the start of construction. Port planning guidelines are available at StrongPorts.gov.

¹⁶ Projects at grant obligated airports must be compatible with the FAA-approved Airport Layout Plan, as well as aeronautical surfaces associated with the landing and takeoff of aircraft at the airport. Additionally, projects at an airport: must comply with established Sponsor Grant Assurances, including (but not limited to) requirements for non-exclusive use facilities, consultation with users, consistency with local plans including development of the area surrounding the airport, and consideration of the interest of nearby communities, among others; and must not adversely affect the continued and unhindered access of passengers to the terminal.

underway to include the project in the relevant planning document. To the extent possible, freight projects should be included in a State Freight Plan and supported by a State Freight Advisory Committee (49 U.S.C. 70201, 70202), if these exist. Applicants should provide links or other documentation supporting this consideration. Because projects have different schedules, the construction start date for each RAISE grant must be specified in the project-specific agreements signed by relevant operating administration and the grant recipients, based on critical path items that applicants identify in the application and will be consistent with relevant State and local plans.

(c) Assessment of Project Risks and Mitigation Strategies

Project risks, such as procurement delays, environmental uncertainties, increases in real estate acquisition costs, uncommitted local match, unavailability of vehicles that either comply with Federal Motor Vehicle Safety Standards or are exempt from Federal Motor Vehicle Safety Standards in a manner that allows for their legal acquisition and deployment, unavailability of domestically manufactured equipment, or lack of legislative approval, affect the likelihood of successful project start and completion. The applicant should identify all material risks to the project and the strategies that the lead applicant and any project partners have undertaken or will undertake to mitigate those risks. The applicant should assess the greatest risks to the project and identify how the project parties will mitigate those risks.

If an applicant anticipates pursuing a waiver for relevant domestic preference laws, the applicant should describe steps that have been or will be taken to

maximize the use of domestic goods, products, and materials in constructing its project.

To the extent the applicant is unfamiliar with the Federal program, the applicant should contact the appropriate DOT operating administration field or headquarters offices, as found in contact information at www.transportation.gov/RAISEgrants, for information on the pre-requisite steps to obligate Federal funds in order to ensure that their project schedule is reasonable and that there are no risks of delays in satisfying Federal requirements.

RAISE planning grant applicants should describe their capacity to successfully implement the proposed activities in a timely manner.

vi. Benefit Cost Analysis

This section describes the recommended approach for the completion and submission of a benefit-cost analysis (BCA) as an appendix to the Project Narrative. The results of the analysis should be summarized in the Project Narrative directly, as described in Section D.2.

The appendix should provide present value estimates of a project's benefits and costs relative to a no-build baseline. To calculate present values, applicants should apply a real discount rate (i.e., the discount rate net of the inflation rate) of 7 percent per year to the project's streams of benefits and costs. The purpose of the BCA is to enable DOT to evaluate the project's cost-effectiveness by estimating a benefit-cost ratio for the project.

The primary economic benefits from projects eligible for RAISE grants are likely to include savings in travel time costs, vehicle or terminal operating costs, and safety costs for both existing users of the improved facility and new users who may be attracted to it as a result of the project. Reduced damages from vehicle emissions and savings in maintenance costs to public

agencies may also be quantified. Applicants may describe other categories of benefits in the BCA that are more difficult to quantify and value in economic terms, such as improving the reliability of travel times or improvements to the existing human and natural environments (such as increased connectivity, improved public health, storm water runoff mitigation, and noise reduction), while also providing numerical estimates of the magnitude and timing of each of these additional impacts wherever possible. Any benefits claimed for the project, both quantified and unquantified, should be clearly tied to the expected outcomes of the project.

The BCA should include the full costs of developing, constructing, operating, and maintaining the proposed project, as well as the expected timing or schedule for costs in each of these categories. The BCA may also consider the present discounted value of any remaining service life of the asset at the end of the analysis period. The costs and benefits that are compared in the BCA should also cover the same project scope.

The BCA should carefully document the assumptions and methodology used to produce the analysis, including a description of the baseline, the sources of data used to project the outcomes of the project, and the values of key input parameters. Applicants should provide all relevant files used for their BCA, including any spreadsheet files and technical memos describing the analysis (whether created in-house or by a contractor). The spreadsheets and technical memos should present the calculations in sufficient detail and transparency to allow the analysis to be reproduced by DOT evaluators. Detailed guidance for estimating some types of quantitative benefits and costs, together with recommended economic values for converting them to dollar terms and discounting to their present values, are available in DOT's guidance for conducting BCAs for projects seeking funding under the RAISE grant program (see www.transportation.gov/RAISEgrants/additional-guidance).

3. Unique Entity Identifier and System for Award Management (SAM)

Each applicant must: 1) be registered in SAM before submitting its application; 2) provide a valid unique entity identifier in its application; and 3) continue to maintain an active SAM registration with current information at all times during which it has an active Federal award or an application or plan under consideration by a Federal awarding agency. DOT may not make a RAISE grant to an applicant until the applicant has complied with all applicable unique entity identifier and SAM requirements and, if an applicant has not fully complied with the requirements by the time DOT is ready to make a RAISE grant, DOT may determine that the applicant is not qualified to receive a RAISE grant and use that determination as a basis for making a RAISE grant to another applicant.

4. Submission Dates and Times

Applications must be submitted by 5:00 PM Eastern on July 12, 2021. To submit an application through Grants.gov, applicants must:

- (1) Obtain a Data Universal Numbering System (DUNS) number;
- (2) Register with the System for Award Management (SAM) at www.SAM.gov;
- (3) Create a Grants.gov username and password; and
- (4) The E-Business Point of Contact (POC) at the applicant's organization must respond to the registration email from Grants.gov and login at Grants.gov to authorize the applicant as the Authorized Organization Representative (AOR). Please note that there can be more than one AOR for an organization.

Please note that the Grants.gov registration process usually takes 2-4 weeks to complete and that DOT will not consider late applications that are the result of failure to register or comply

with Grants.gov applicant requirements in a timely manner. For information and instruction on each of these processes, please see instructions at

<http://www.grants.gov/web/grants/applicants/applicant-faqs.html>. If applicants experience difficulties at any point during the registration or application process, please call the Grants.gov Customer Service Support Hotline at 1(800) 518-4726, Monday-Friday from 7:00 a.m. to 9:00 p.m. EST.

5. Other Submission Requirements

(a) Submission Location

Applications must be submitted to Grants.gov.

(b) Consideration of Applications:

Only applicants who comply with all submission deadlines described in this notice and electronically submit valid applications through Grants.gov will be eligible for award.

Applicants are strongly encouraged to make submissions in advance of the deadline.

(c) Late Applications

Applicants experiencing technical issues with Grants.gov that are beyond the applicant's control must contact RAISEgrants@dot.gov prior to the application deadline with the user name of the registrant and details of the technical issue experienced. The applicant must provide:

- (1) Details of the technical issue experienced;
- (2) Screen capture(s) of the technical issues experienced along with corresponding Grants.gov "Grant tracking number;"
- (3) The "Legal Business Name" for the applicant that was provided in the SF-424;
- (4) The AOR name submitted in the SF-424;
- (5) The DUNS number associated with the application; and

(6) The Grants.gov Help Desk Tracking Number.

To ensure a fair competition of limited discretionary funds, the following conditions are not valid reasons to permit late submissions: (1) failure to complete the registration process before the deadline; (2) failure to follow Grants.gov instructions on how to register and apply as posted on its website; (3) failure to follow all instructions in this notice of funding opportunity; and (4) technical issues experienced with the applicant's computer or information technology environment. After DOT reviews all information submitted and contact the Grants.gov Help Desk to validate reported technical issues, DOT staff will contact late applicants to approve or deny a request to submit a late application through Grants.gov. If the reported technical issues cannot be validated, late applications will be rejected as untimely.

(d) Compliance with Section 508 of the Rehabilitation Act of 1973

The Department encourages applicants to submit documents that are compliant with Section 508 of the Rehabilitation Act of 1973. Section 508 guidelines are available at <https://www.access-board.gov/ict/>.

E. Application Review Information

1. Criteria

(a) Capital Projects

This section specifies the criteria that DOT will use to evaluate and award applications for RAISE grants. The criteria incorporate the statutory eligibility requirements for this program, which are specified in this notice as relevant. For each proposed project, DOT will review the potential long-term benefits for the primary and secondary merit criteria described in this section. DOT does not consider any primary merit criterion more important than the others. Applications that do not demonstrate the project will, more likely than not generate benefits in one or more merit criteria for at least the useful life of the project; demonstrate moderate local or regional

impact; and contain sufficient information to assess the projects benefits will not proceed in the evaluation process. In evaluating the primary and secondary merit criteria, DOT will review the project's local or regional impact as well as the content and credibility of information used to explain project benefits. As described in section E.2, projects that address primary merit criteria will be more competitive than projects that only address secondary merit criteria.

i. Primary Merit Criteria

(a) Safety

DOT will assess the project's ability to foster a safe transportation system for the movement of goods and people, consistent with the Department's strategic goal to reduce transportation-related fatalities and serious injuries across the transportation system. DOT will consider the project's estimated impacts on the number, rate, and consequences of crashes, fatalities and injuries among transportation users; the degree to which the project addresses vulnerable roadway users, the degree to which the project addresses inequities in crash victims, the extent to which the project improves safety at highway/rail grade crossings; the project's incorporation of roadway design and technology that is proven to improve safety; or the project's contribution to preventing unintended releases of hazardous materials.

(b) Environmental Sustainability

DOT will consider the extent to which the project incorporates considerations of climate change and environmental justice in the planning stage and in project delivery, such as through incorporation of specific design elements that address climate change impacts. DOT will evaluate the degree to which the project is expected to reduce emissions, promote energy efficiency, support fiscally responsible land use and transportation efficient design, incorporates electrification or zero emission vehicle infrastructure, increases resiliency, reduces pollution, and recycles or redevelops brownfield sites, particularly communities that disproportionately

experience climate-change-related consequences. DOT will assess whether the project has addressed environmental sustainability, including but not limited to the following examples:

(1) A Local/Regional/State Climate Action Plan which results in lower greenhouse gas emissions has been prepared and the project directly supports that Climate Action Plan;

(2) A Local/Regional/State Equitable Development Plan has been prepared and the project directly supports that Equitable Development Plan;

(3) The project sponsor has used environmental justice tools such as the EJSCREEN to minimize adverse impacts to environmental justice communities

(<https://ejscreen.epa.gov/mapper/>); or

(4) A Local/Regional/State Energy Baseline Study has been prepared and the project directly supports that study;

(5) The project supports a modal shift in freight or passenger movement to reduce emissions, or reduce induced travel demand. The project utilizes demand management strategies to reduce congestion, induced travel demand, and greenhouse gas emissions;

(6) The project incorporates electrification infrastructure, zero-emission vehicle infrastructure, or both;

(7) The project supports the installation of electric vehicle charging stations;

(8) The project promotes energy efficiency;

(9) The project serves the renewable energy supply chain;

(10) The project improves disaster preparedness and resiliency;

(11) The project avoids adverse environmental impacts to air or water quality, wetlands, and endangered species, such as through reduction in Clean Air Act criteria pollutants and greenhouse gases, improved stormwater management, or improved habitat connectivity;

(12) The project repairs existing dilapidated or idle infrastructure that is currently causing environmental harm (e.g. brownfield redevelopment);

(13) The project supports or incorporates the construction of energy- and location-efficient buildings;

(14) The project proposes recycling of materials, use of materials known to reduce or reverse carbon emissions, or both.

(c) Quality of Life

DOT will consider the extent to which the project: (i) increases transportation choices and equity for individuals; (ii) expands access to essential services for communities across the United States, particularly for underserved or disadvantaged communities; (iii) improves connectivity for citizens to jobs, health care, and other critical destinations, or (iv) proactively addresses racial equity¹⁷ and barriers to opportunity, through the planning process or through incorporation of design elements. DOT will assess whether the project addresses quality of life, including but not limited to the following examples:

(1) A racial equity impact analysis has been completed for the project;

(2) The project sponsor has adopted an equity and inclusion program/plan or has otherwise instituted equity-focused policies related to project procurement, material sourcing, construction, inspection, hiring, or other activities designed to ensure racial equity in the overall project delivery and implementation.

(3) The project includes physical-barrier-mitigating land bridges, caps, lids, linear parks, and multimodal mobility investments that either redress past barriers to opportunity

¹⁷ Definitions for “racial equity” and “underserved communities” are found in Executive Order 13985, Advancing Racial Equity and Support for Underserved Communities Through the Federal Government, Sections 2 (a) and (b).

or that proactively create new connections and opportunities for underserved communities that are underserved by transportation;

(4) The project includes new or improved walking, biking, and rolling access for the disabled, especially access that reverses the disproportional impacts of crashes on people of color, and mitigate neighborhood bifurcation; or

(5) The project includes new or improved freight access to underserved communities to increase access to goods and job opportunities for those underserved communities.

(d) Economic Competitiveness

DOT will assess the degree to which the project will (1) decrease transportation costs and improve access, through reliable and timely access, to employment centers and job opportunities;

(2) improve long-term efficiency or reliability, or reduce costs in the movement of workers or goods; (3) offer significant regional and national improvements in economic strength by

increasing the economic productivity of land, capital, or labor, and improving the economic

strength of regions and cities; (4) result in long-term job creation by supporting good-paying jobs

directly related to the project with the choice of a union, and supporting American industry

through compliance with domestic preference laws, the use of project labor agreements, local

hiring provisions, or other targeted preferential hiring requirements; or (5) help the United States

compete in a global economy by encouraging the location of important industries and future

innovations and technology in the U.S., and facilitating efficient and reliable freight movement.

This criterion is consistent with DOT's strategic objective to promote investments that bring

lasting economic benefit to the Nation.

Projects that bridge gaps in service in rural areas and projects that attract private economic development both support local or regional economic competitiveness.

(e) State of Good Repair

- ii. Consistent with the Department's strategic objective to maintain and upgrade existing transportation systems, DOT will assess whether and to what extent:
- (1) the project is consistent with relevant plans to maintain transportation facilities or systems in a state of good repair and address current and projected vulnerabilities;
 - (2) if left unimproved, the poor condition of the asset will threaten future transportation network efficiency, mobility of goods or accessibility and mobility of people, or economic growth;
 - (3) the project is appropriately capitalized, including whether project sponsor has conducted scenario planning and/or fiscal impact analysis to understand the future impact on public finances;
 - (4) a sustainable source of revenue is available for operations and maintenance of the project and the project will reduce overall life-cycle costs;
 - (5) the project will maintain or improve transportation infrastructure that supports border security functions; and
 - (6) the project includes a plan to maintain the transportation infrastructure in a state of good repair.
- DOT will prioritize projects that ensure the good condition of transportation infrastructure, including rural transportation infrastructure, that support commerce and economic growth. Secondary Merit Criteria

(a) Partnership

DOT will consider the extent to which projects demonstrate strong collaboration among a broad range of stakeholders. Projects with strong partnership typically involve multiple partners in project development and funding, such as State and local governments, other public entities, and private or nonprofit entities, particularly minority business enterprises. DOT will consider applicants that partner with State, local, or private entities for the completion and operation of

transportation infrastructure to have strong partnership. DOT will also assess the extent to which the project application demonstrates collaboration among neighboring or regional jurisdictions to achieve local or regional benefits, especially equity-focused community outreach and public engagement in the project's planning in underserved communities. In the context of public-private partnerships, DOT will assess the extent to which partners are encouraged to ensure long-term asset performance, such as through pay-for-success approaches.

DOT will also consider the extent to which projects include partnerships that bring together diverse transportation agencies or are supported, financially or otherwise, by other stakeholders that are pursuing similar objectives. For example, DOT will consider the extent to which transportation projects are coordinated with economic development, affordable housing projects, water and waste infrastructure, power and electric infrastructure, broadband and land use plans and policies or other public service efforts.

(b) Innovation

Consistent with DOT's objectives to encourage transformative projects that take the lead in deploying innovative technologies and practices that drive outcomes in terms of safety, equity, climate and resilience, and economic strength, DOT will assess the extent to which the applicant uses innovative strategies, including: (1) innovative technologies, (2) innovative project delivery, or (3) innovative financing.

1. Innovative Technologies

Consistent with overarching goals to support good-paying jobs with the choice of a union, DOT will assess innovative technological approaches to transportation, particularly in relation to automated, connected, and electric vehicles and the detection, mitigation, and documentation of safety risks. When making RAISE grant award decisions, DOT will consider

any innovative technological approaches proposed by the applicant, particularly projects which incorporate innovative technological design solutions, enhance the environment for connected, electric, and automated vehicles, or use technology to improve the detection, mitigation, and documentation of safety risks. Innovative technological approaches may include, but are not limited to:

- Conflict detection and mitigation technologies (e.g., intersection alerts and signal prioritization);
- Dynamic signaling, smart traffic signals, or pricing systems to reduce congestion;
- Traveler information systems, to include work zone data exchanges;
- Signage and design features that facilitate autonomous or semi-autonomous vehicle technologies;
- Applications to automatically capture and report safety-related issues (e.g., identifying and documenting near-miss incidents);
- Vehicle-to-Everything V2X Technologies (e.g. technology that facilitates passing of information between a vehicle and any entity that may affect the vehicle);
- Vehicle-to-Infrastructure (V2I) Technologies (e.g., digital, physical, coordination, and other infrastructure technologies and systems that allow vehicles to interact with transportation infrastructure in ways that improve their mutual performance);
- Vehicle-to-Grid Technologies (e.g., technologies and infrastructure that encourage electric vehicle charging, and broader sustainability of the power grid);

- Cybersecurity elements to protect safety-critical systems;
- Broadband deployment and the installation of high-speed networks concurrent with the transportation project construction;
- Technology at land and sea ports of entry that reduces congestion, wait times, and delays, while maintaining or enhancing the integrity of our border;
- Work Zone data exchanges or related data exchanges; or
- Other Intelligent Transportation Systems (ITS) that directly benefit the project's users.

For innovative safety proposals, DOT will evaluate safety benefits that those approaches could produce and the broader applicability of the potential results. DOT will also assess the extent to which the project uses innovative technology that supports surface transportation to significantly enhance the operational performance of the transportation system. Please note that all innovative technology must be in compliance with 2 CFR § 200.216.¹⁸

2. Innovative Project Delivery

DOT will consider the extent to which the project utilizes innovative practices in contracting (such as public-private partnerships), congestion management, asset management, or long-term operations and maintenance.

DOT also seeks projects that employ innovative approaches to improve the efficiency and effectiveness of the environmental permitting and review to accelerate project delivery and achieve improved outcomes for communities and the environment. DOT's objective is to achieve timely and consistent environmental review and permit decisions. Accordingly, projects from States with NEPA assignment authority under 23 U.S.C. 327 are considered to use an

¹⁸ <https://ecfr.federalregister.gov/current/title-2/subtitle-A/chapter-II/part-200/subpart-C/section-200.216>

innovative approach to project delivery. Participation in innovative project delivery approaches will not remove any statutory requirements affecting project delivery.

Infrastructure investment also provides opportunities for workers to find good-paying jobs with the choice to join a union, and supports American industry through the application of domestic preference requirements. Projects that use project labor agreements and deploy local hiring provisions or targeted preferential hiring provisions also contribute to innovative project delivery.

While RAISE grant award recipients are not required to employ innovative approaches, DOT encourages RAISE grant applicants to describe innovative project delivery methods for proposed projects.

3. Innovative Financing

DOT will assess the extent to which the project incorporates innovations in transportation funding and finance through both traditional and innovative means, including by using private sector funding or financing or using congestion pricing or other demand management strategies to address congestion in major urban areas.

iii. Demonstrated Project Readiness

During application evaluation, DOT may consider project readiness to assess the likelihood of a successful project. In that analysis, DOT will consider three evaluation ratings: Environmental Risk, Technical Capacity, and Financial Capacity. Environmental Risk assessment analyzes the project's environmental approvals and likelihood of the necessary approval affecting project obligation. The Technical Capacity will be reviewed for all eligible applications and will assess the applicant's capacity to successfully deliver the project in compliance with applicable Federal requirements based on factors including the recipient's experience working with Federal agencies, previous experience with BUILD or INFRA awards,

and the technical experience and resources dedicated to the project. The Financial Capacity assessment reviews the availability of matching funds and whether the applicant presented a complete funding package. Risks do not disqualify projects from award, but competitive applications clearly and directly describe achievable risk mitigation strategies. A project with mitigated risks or with a risk mitigation plan is more competitive than a comparable project with unaddressed risks.

iv. Project Costs and Benefits

DOT may consider the costs and benefits of projects seeking RAISE grant funding. To the extent possible, DOT will rely on quantitative, evidenced-based and data-supported analysis to assess how well a project addresses this criterion, including an assessment of the project's estimated benefit-cost ratio (BCR) based on the applicant-supplied BCA described in Section D.2.vi.

To evaluate the costs and benefits of a proposed project, DOT will assign the project into ranges based on its estimated BCR, and DOT will assign a level of confidence associated with the estimated BCR range. DOT will use these ranges for BCR: Less than 1; 1–1.5; 1.5–3; and greater than 3. The confidence levels are high, medium, and low. Projects for which the BCR is less than 1 will not advance to the Secretary as Highly Rated and will not be selected for an award, unless the project demonstrates clear, unquantified outcomes, as identified by the SRT, consistent with the environmental sustainability and quality of life criteria.

(b) Planning Grants

Planning grant applications will be evaluated against the same criteria as capital grants. The Department will consider how the plan, once implemented, will ultimately further the merit

criteria. DOT will not evaluate the benefits and costs (as expressed in a benefit-cost analysis) or environmental risks of projects that do not include construction.

(c) Additional Considerations

The FY 2021 Appropriations Act requires DOT to consider contributions to geographic diversity among recipients, including the need for a balance between the needs of urban and rural areas, including Tribal areas, and investment in a variety of transportation modes when selecting RAISE grant awards.

2. Review and Selection Process

DOT reviews all eligible applications received by the deadline. The RAISE grants review and selection process consists of at least a Technical Review and a Senior Review. In the Merit Review, teams comprising staff from the Office of the Secretary (OST) and operating administrations review all eligible applications and rate projects as Highly Recommended, Recommended, Acceptable, or Unacceptable. For a capital project to receive a Highly Recommended rating, (1) the project must demonstrate that, more likely than not, it will generate long-term benefits in one or more primary merit criteria and does not appear to negatively affect any of the other merit criteria; (2) the project must have a clear, direct, significant, and positive local or regional impact (i.e. the project will, more likely than not, reduce the problem or use the opportunity that project proposes to address); and (3) the application contains sufficient information to assess project benefits and the benefits claimed by the applicant appear reasonable and justifiable. Planning projects will receive the same merit review and rating as capital projects, except that for planning projects the review does not include an assessment of whether the application contains sufficient information to assess project benefits and whether those benefits appear reasonable and justifiable. If the project has not substantively changed from prior submissions to BUILD or other Department programs, staff may rely on previous analysis. The

Senior Review Team, which includes senior leadership from OST and the operating administrations, determines which projects to advance to the Secretary as Highly Rated. The FY 2021 Appropriations Act mandated RAISE grant awards by November 22, 2021. The Secretary selects from the Highly Rated projects for final awards. Consistent with past practice, the Department offers debriefs to applicants not selected for award to receive information about the RAISE project's evaluation.

3. Additional Information

Prior to award, each selected applicant will be subject to a risk assessment as required by 2 CFR § 200.206. DOT must review and consider any information about the applicant that is in the designated integrity and performance system accessible through SAM (currently the Federal Awardee Performance and Integrity Information System (FAPIIS)). An applicant may review information in FAPIIS and comment on any information about itself that a Federal awarding agency previously entered. DOT will consider comments by the applicant, in addition to the other information in FAPIIS, in making a judgment about the applicant's integrity, business ethics, and record of performance under Federal awards when completing the review of risk posed by applicants.

F. Federal Award Administration Information

1. Federal Award Notice

Following the evaluation outlined in Section E, the Secretary will announce awarded projects by posting a list of selected projects at www.transportation.gov/RAISEgrants. Notice of selection is not authorization to begin performance or to incur costs for the proposed project. Following that announcement, the relevant operating administration will contact the point of contact listed in the SF 424 to initiate negotiation of the grant agreement for authorization.

Recipients of RAISE Grant awards will not receive lump-sum cash disbursements at the time of award announcement or obligation of funds. Instead, RAISE funds will reimburse recipients only after a grant agreement has been executed, allowable expenses are incurred, and valid requests for reimbursement are submitted.

Unless authorized by DOT in writing after DOT's announcement of FY 2021 RAISE awards, any costs that a recipient incurs before DOT executes a grant agreement for that recipient's project are ineligible for reimbursement, and are ineligible match for cost share requirements.

2. Administrative and National Policy Requirements

(a) Administrative Requirements

Please visit <https://www.transportation.gov/policy-initiatives/build/grant-agreements> for the General Terms and Conditions for BUILD 2020 awards. The RAISE 2021 Terms and Conditions will be similar to the BUILD 2020 Terms and Conditions, but may include relevant updates.

All awards will be administered pursuant to the Uniform Administrative Requirements, Cost Principles and Audit Requirements for Federal Awards found in 2 C.F.R part 200, as adopted by DOT at 2 C.F.R part 1201. Federal wage rate requirements included in subchapter IV of chapter 31 of title 40, U.S.C., apply to all projects receiving funds under this program, and apply to all parts of the project, whether funded with RAISE Grant funds, other Federal funds, or non-Federal funds.

In connection with any program or activity conducted with or benefiting from funds awarded under this notice, recipients of funds must comply with all applicable requirements of Federal law, including, without limitation, the Constitution of the United States; the conditions of performance, non-discrimination requirements, and other assurances made applicable to the award of funds in accordance with regulations of the Department of Transportation; and

applicable Federal financial assistance and contracting principles promulgated by the Office of Management and Budget. In complying with these requirements, recipients, in particular, must ensure that no concession agreements are denied or other contracting decisions made on the basis of speech or other activities protected by the First Amendment. If DOT determines that a recipient has failed to comply with applicable Federal requirements, DOT may terminate the award of funds and disallow previously incurred costs, requiring the recipient to reimburse any expended award funds.

Additionally, applicable Federal laws, rules and regulations of the relevant operating administration administering the project will apply to the projects that receive RAISE grant awards, including planning requirements, Service Outcome Agreements, Stakeholder Agreements, Buy America compliance, and other requirements under DOT's other highway, transit, rail, and port grant programs. For projects that are eligible under RAISE but are not eligible under DOT's other programs or projects that are eligible under multiple DOT programs, the RAISE program will determine the appropriate requirements to ensure the project is delivered consistent with program and Department goals. In particular, Executive Order 14005 directs the Executive Branch Departments and agencies to maximize the use of goods, products, and materials produced in, and services offered in, the United States through the terms and conditions of Federal financial assistance awards. If selected for an award, grant recipients must be prepared to demonstrate how they will maximize the use of domestic goods, products, and materials in constructing their project. RAISE grant projects involving vehicle acquisition must involve only vehicles that comply with applicable Federal Motor Vehicle Safety Standards and Federal Motor Carriers Safety Regulations, or vehicles that are exempt from Federal Motor Vehicle Safety Standards or Federal Motor Carrier Safety Regulations in a manner that allows for the legal acquisition and deployment of the vehicle or vehicles.

For projects administered by FHWA, applicable Federal laws, rules, and regulations set forth in Title 23 U.S.C. and Title 23 C.F.R apply, including the 23 U.S.C. 129 restrictions on the use of toll revenues, and Section 4(f) preservation of parklands and historic properties requirements under 23 U.S.C. 138. For an illustrative list of the other applicable laws, rules, regulations, executive orders, polices, guidelines, and requirements as they relate to a RAISE grant project administered by the FHWA, please see

<https://ops.fhwa.dot.gov/Freight/infrastructure/tiger/#build18>.

For RAISE projects administered by the Federal Transit Administration and partially funded with Federal transit assistance, all relevant requirements under chapter 53 of title 49 U.S.C. apply. For transit projects funded exclusively with RAISE grant funds, some requirements of chapter 53 of title 49 U.S.C. and chapter VI of title 49 C.F.R. apply.

For projects administered by the Federal Railroad Administration, FRA requirements described in 49 U.S.C. Subtitle V, Part C apply.

(b) Program Requirements

i. Climate Change and Environmental Justice Impact Consideration

Each applicant selected for RAISE grant funding must demonstrate effort to consider climate change and environmental justice impacts as described in Section A. Projects that have not sufficiently considered climate change and environmental justice in their planning, as determined by the Department, will be required to do so before receiving funds for construction, consistent with Executive Order 14008, *Tackling the Climate Crisis at Home and Abroad* (86 FR 7619).

a. Racial Equity and Barriers to Opportunity

Each applicant selected for RAISE grant funding must demonstrate effort to improve racial equity and reduce barriers to opportunity as described in Section A. Projects that have not sufficiently considered climate change and environmental justice in their planning, as determined

by the Department, will be required to do before receiving funds for construction, consistent with Executive Order 13985, *Advancing Racial Equity and Support for Underserved Communities Through the Federal Government* (86 FR 7009).

3. Reporting

(a) Progress Reporting on Grant Activities

Each applicant selected for RAISE grant funding must submit quarterly progress reports and Federal Financial Reports (SF-425) to monitor project progress and ensure accountability and financial transparency in the RAISE grant program.

(b) System Performance Reporting

Each applicant selected for RAISE grant funding must collect and report to the DOT information on the project's performance based on performance indicators DOT identifies related to program goals (e.g travel time savings, greenhouse gas emissions, passenger counts, level of service, etc). Performance indicators should include measurable goals or targets that DOT will use internally to determine whether the project meets program goals, and grant funds achieve the intended long-term outcomes of the RAISE Grant Program. To the extent possible, performance indicators used in the reporting should align with the measures included in the application and should relate to at least one of the selection criteria defined in Section E.1. Performance reporting continues for several years after project construction is completed, and DOT does not provide RAISE grant funding specifically for performance reporting.

(c) Reporting of Matters Related to Recipient Integrity and Performance

If the total value of a selected applicant's currently active grants, cooperative agreements, and procurement contracts from all Federal awarding agencies exceeds \$10,000,000 for any period of time during the period of performance of this Federal award, then the applicant during that period of time must maintain the currency of information reported to the SAM that is made

available in the designated integrity and performance system (currently FAPIIS) about civil, criminal, or administrative proceedings described in paragraph 2 of this award term and condition. This is a statutory requirement under section 872 of Public Law 110-417, as amended (41 U.S.C. 2313). As required by section 3010 of Public Law 111-212, all information posted in the designated integrity and performance system on or after April 15, 2011, except past performance reviews required for Federal procurement contracts, will be publicly available.

G. Federal Awarding Agency Contacts

For further information concerning this notice please contact the RAISE grant program staff via e-mail at RAISEgrants@dot.gov, or call Howard Hill at 202-366-0301. A TDD is available for individuals who are deaf or hard of hearing at 202-366-3993. In addition, DOT will post answers to questions and requests for clarifications on DOT's website at www.transportation.gov/RAISEgrants. To ensure applicants receive accurate information about eligibility or the program, the applicant is encouraged to contact DOT directly, rather than through intermediaries or third parties, with questions. DOT staff may also conduct briefings on the RAISE grant selection and award process upon request.

H. Other information

1. Protection of Confidential Business Information

All information submitted as part of or in support of any application shall use publicly available data or data that can be made public and methodologies that are accepted by industry practice and standards, to the extent possible. If the applicant submits information that the applicant considers to be a trade secret or confidential commercial or financial information, the applicant must provide that information in a separate document, which the applicant may cross-reference from the application narrative or other portions of the application. For the separate document containing confidential information, the applicant must do the following: (1) state on

the cover of that document that it “Contains Confidential Business Information (CBI)”; (2) mark each page that contains confidential information with “CBI”; (3) highlight or otherwise denote the confidential content on each page; and (4) at the end of the document, explain how disclosure of the confidential information would cause substantial competitive harm. DOT will protect confidential information complying with these requirements to the extent required under applicable law. If DOT receives a Freedom of Information Act (FOIA) request for the information that the applicant has marked in accordance with this section, DOT will follow the procedures described in its FOIA regulations at 49 C.F.R. § 7.29. Only information that is in the separate document, marked in accordance with this section, and ultimately determined to be confidential under § 7.29 will be exempt from disclosure under FOIA.

2. Publication/Sharing of Application Information

Following the completion of the selection process and announcement of awards, DOT intends to publish a list of all applications received along with the names of the applicant organizations and funding amounts requested. Except for the information properly marked as described in Section H.1., DOT may make application narratives publicly available or share application information within DOT or with other Federal agencies if DOT determines that sharing is relevant to the respective program’s objectives.

3. Department Feedback on Previous Applications

DOT strives to provide as much information as possible to assist applicants with the application process. DOT will not review applications in advance, but DOT staff are available for technical questions and assistance. To efficiently use Department resources, DOT will prioritize interactions with applicants who have not already received a debrief on their FY 2020 RAISE grant application. Program staff will address questions received at RAISEgrants@dot.gov throughout the application period. DOT staff will make reasonable

efforts to schedule meetings on projects through May 15, 2021. After that date, DOT staff will schedule meetings only to the extent possible and consistent with timely completion of other activities.

Issued in Washington D.C. on April 13, 2021

A handwritten signature in black ink, appearing to read "Peter Buttigieg", written over a horizontal line.

Secretary of Transportation

Peter Paul Montgomery Buttigieg



SOURCE: <https://www.transportation.gov/RAISEgrants>

June 10, 2021

Regional Transportation Council – Information Item
FY 2021 RAISE Discretionary Grant Program – Overview & Potential Candidate Projects

RAISE Discretionary Grant Program

FY 2021 Program Overview

2

Funding Availability

\$1 Billion

– Capital Projects (Nation)

\$30 Million

– Planning Grants (Nation)

50% / 50%

– Urban / Rural Areas

Federal Cost Share / Match

Up to 80%

– Urban Areas

Up to 100%

- a. Rural Areas
- b. Planning Grants in “Areas of Persistent Poverty”

Maximum Award

\$25 Million

– per Project

\$100 Million

– per State

Minimum Award

\$5 Million

– Urban Areas

\$1 Million

– Rural Areas

No Minimum

– Planning Grants

- Project awards to be announced by November 22, 2021
- Obligation Deadline: September 30, 2024
- Expenditure Deadline: September 30, 2029

RAISE Discretionary Grant Program

Possible Opportunity to Advance North Tarrant Express (NTE) / SH 183

3

- Per prior RTC direction, staff continues to work with TxDOT and private sector partners to complete additional NTE phases and other public/private partnership (PPP) projects.
- Recent projections indicate general purpose and TEXpress capacity improvements are anticipated to be triggered in mid-2022, with an open-to-traffic date of June 2024.
- The private sector partner is currently coordinating with TxDOT to advance the first item.
- The private sector partner will be paying for these improvements in these amounts:

Capacity Improvements	\$ in Millions	Notes
SH 183/NTE Segment 1 (IH 35W/IH 820 interchange to west of IH 820/SH 121 interchange) & 2W Widening (east of Bedford/Eules Road to east of Westpark Way)	\$162	<i>Add 1 general purpose lane in NTE Segment 1 Add 1 TEXpress lane in NTE Segment 2W</i>
Reliance Parkway to SH 161 (former Segment 2E): Build 2+2 TEXpress lanes	\$860	<i>Segment (5.3 miles) would be built and operated by private sector as an extension of the current facility</i>
SH 161 to Story Road: Build 2+2 TEXpress lanes	\$270	<i>Segment (2 miles) where Cintra funds would be paid to TxDOT for lane balancing east of SH 161</i>
	\$1,292	

RAISE Discretionary Grant Program

Proposed Candidate Projects (DRAFT)

4

EAST/ WEST	AGENCY	PREVIOUS SUBMITTAL	PROJECT		TOTAL COST	GRANT FUNDS	UPDATED STATUS		
			TITLE	DESCRIPTION/LIMITS			NEPA	FUNDING	DELIVERY (Other Means)
EAST	TxDOT (Dallas)	N/A	Dallas “Loop” – Trinity Forest Spine Trail (Phase 3)	Construct Trinity Forest Spine Trail segment from Bruton Avenue to reconstructed US 175/Lake June Road interchange (w/ trail branch to Pemberton Hill Road)	\$34.0M	\$13.0M	PENDING	YES (partial)	NCTCOG/City of Dallas
BOTH	NCTCOG	N/A	NTE/SH 183 Capacity & Safety Improvements (IH 35W – Story Road)	Addition of ultimate general purpose/ TEXpress lane capacity west of SH 161, with lane balancing improvements east of SH 161	\$1.317B	\$25.0M	PENDING	YES (partial)	TxDOT/Cintra
WEST	NCTCOG	N/A	TEXRail Fort Worth Near Southside/Medical District Extension	Extend TEXRail from Fort Worth T&P Station to Near Southside/Medical District	\$120.0M	\$25.0M	PENDING	YES (partial)	FTA/NCTCOG/City of Fort Worth
EAST	NCTCOG	INFRA (2021) BUILD (2020)	Enhancing Mobility Within the Southern Dallas Inland Port	Electric bus transit, sidewalk, and traffic signal intersection improvements for enhanced employment, education, and healthcare accessibility in southern Dallas/Dallas County	\$12.8M	\$7.7M	NO	YES (partial)	COVID-19 #00X Round 3 (partial)

Selected by TxDOT (Dallas) w/ NCTCOG providing benefit-cost analysis (BCA) technical assistance; does not count against NCTCOG’s three submittal choices
 Proposed NCTCOG candidate projects

RAISE Discretionary Grant Program

Proposed Submittal Timeline

5

April 13, 2021	RAISE Grant FY 2021 NOFO Announced
May 28, 2021	STTC Information <i>(NCTCOG Projects – Candidates Identified)</i>
June 10, 2021	RTC Information
June 18, 2021	STTC Agenda “Mail-Out” <i>(NCTCOG Projects – Scope, Cost, & Funding Sources/Shares Finalized)</i>
June 21, 2021	RTC Letter of Support Deadline <i>(for projects submitted by partnering agencies, submit to Kyle Roy – kroy@nctcog.org)</i>
June 25, 2021	STTC Action
July 8, 2021	RTC Action
July 12, 2021	RAISE Grant Application Submittal Deadline – www.grants.gov
July 22, 2021	Executive Board Endorsement

Contact Information

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June 10, 2021

Regional Transportation Council – Information Item
FY 2021 RAISE Discretionary Grant Program – Overview & Potential Candidate Projects

Congestion Management Process Update

Regional
Transportation Council

June 10, 2021

Natalie Bettger



CMP Overview

One of 5 federally-mandated planning documents
(MTP, TIP, UPWP, Public Participation Plan, CMP)

**Required for urbanized areas with populations exceeding 200,000
(also known as Transportation Management Areas “TMA”)**

First enacted under ISTEA (1991) as Congestion Management System (CMS)

1994: First regional CMS adopted by Regional Transportation Council

2005: CMS amended via MTP Update

2007: CMS renamed CMP by SAFETEA-LU (2007)

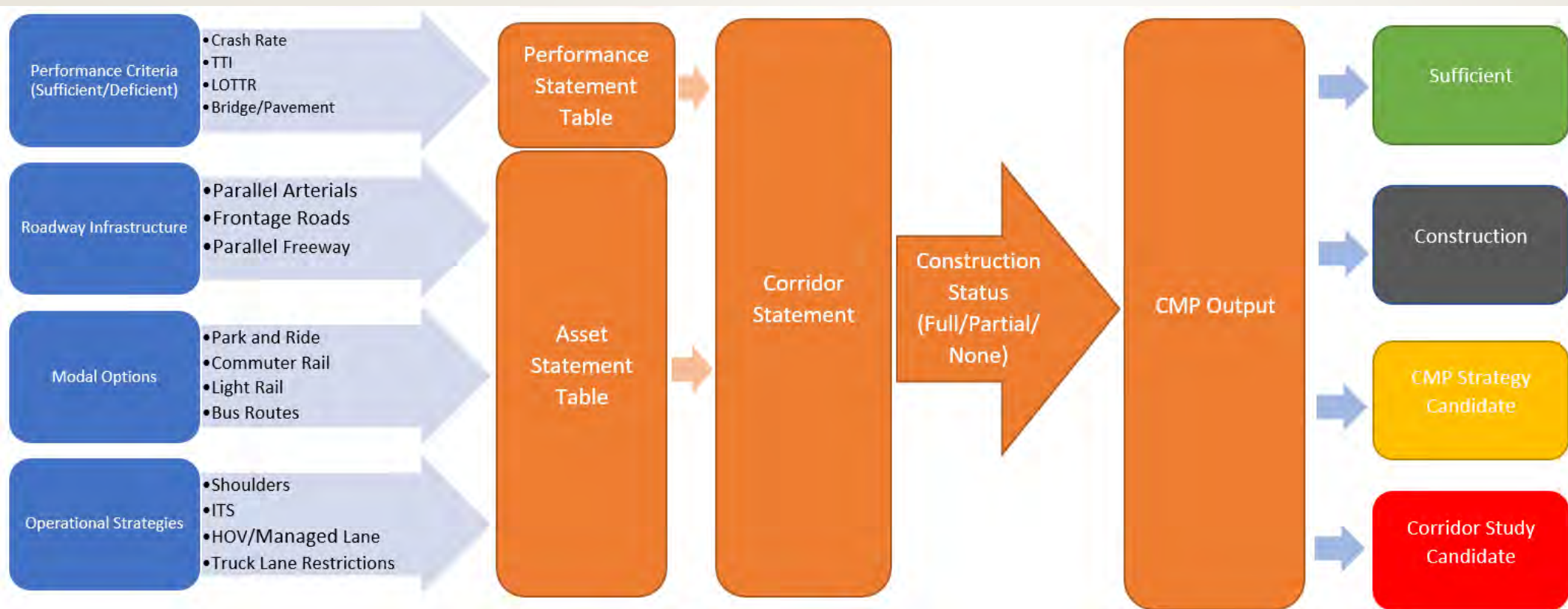
2013: Most recent update of CMP for NCTCOG



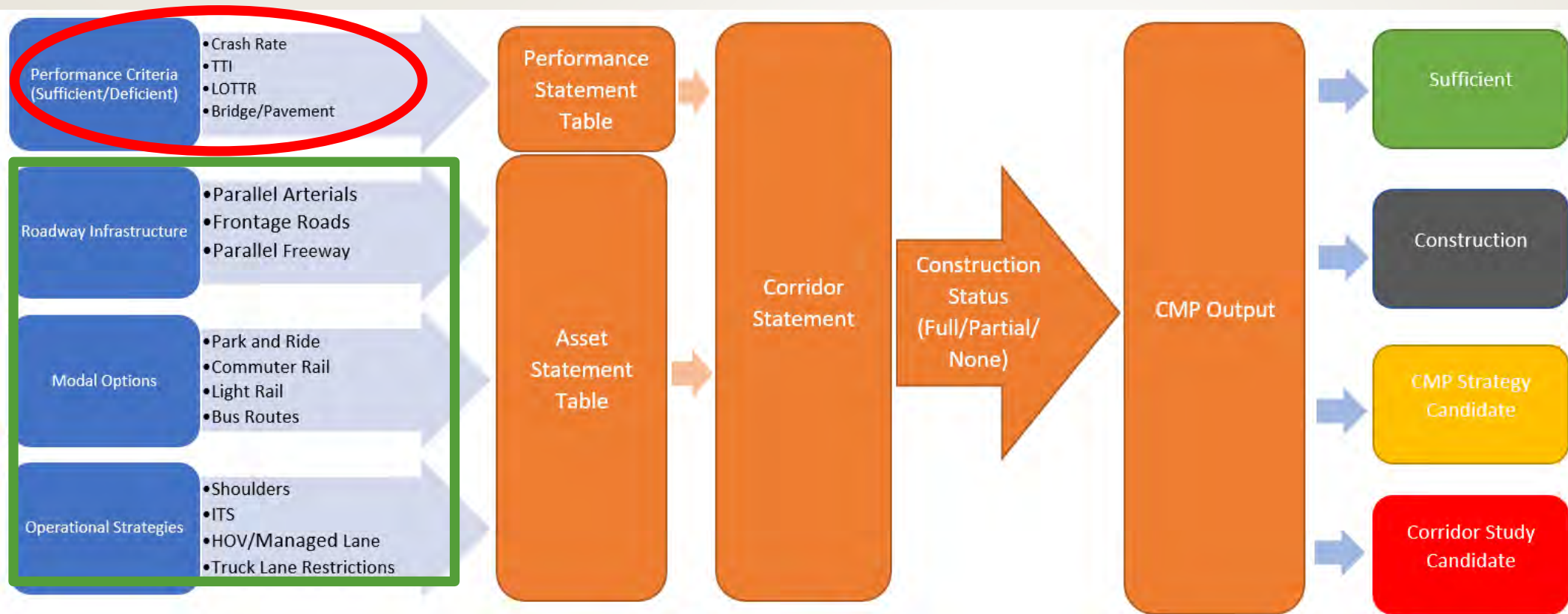
Why Do We Need Such a Process?

- Manage Travel Demands
- Reduce Single Occupancy Vehicle Travel
- Improve Efficiency of Transportation System
- Improve Safety for all Using System
- Maximize Transportation Funds
- Justify Additional Capacity is Needed
- Coordinate with Regional Partners

Congestion Management Process Flow

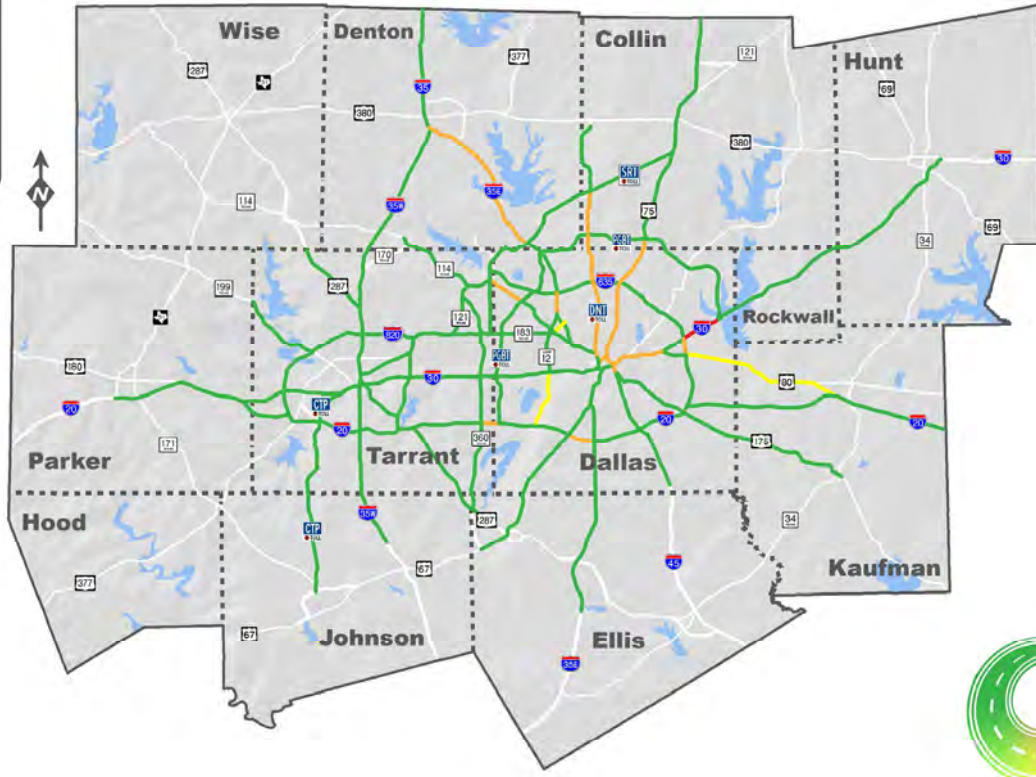


Congestion Management Process Flow



Process Outputs

-  Construction (Recent or Planned) (61)
-  Continue to Monitor (45)
-  CMP Strategy (16)
-  Rehab (3)
-  Corridor Study (1)



 North Central Texas Council of Governments
January 2021



CMP Strategy Selection

Internal Review Process

Performance
Criteria
Deficiencies

Available Assets

Identify Possible
Strategies

CMP Strategy Selection (cont.)

Expert Review Process

Review
Possible
Strategies

Evaluate
Smaller
Segments

Select
Strategies

Add to TIP

CMP Strategy Corridor Review Process

- Organize Review Group for CMP Strategy Corridors
 - Cities, TxDOT/NTTA, Transit Agencies, Counties
 - NCTCOG staff in associated program areas
- Review Existing TIP Projects on Corridor
- Group Selects Strategies
- Establish CMP Program of Projects for CMP Strategy Corridors
 - Request STTC and RTC Approval
 - Program into TIP

Project Performance Evaluation

- Develop a Set of Baseline Performance Measures to Evaluate Strategies for Effectiveness
- Look to Existing Before/After Studies for Relevant Measures
 - Before/After Speeds
 - Before/After Volumes
 - Before/After Crash Rate
 - Transit Ridership/Mode Split
 - Changes in Asset Condition
 - Changes in Criteria Performance Measures, Peak Hour LOS, Crash Rate, Travel Time Reliability
- Focus on “Initial Criteria” Performance Measures (Crash Rate, Reliability, etc.)
- Use Process to Track Federal Performance Measures as Necessary

CMP Schedule

Committee	Dates
STTC Workshop and STTC Information	May 28, 2021
Public Online Input Opportunity	June 7, 2021-July 6, 2021
RTC Information	June 10, 2021
STTC Action	June 25, 2021
RTC Action	July 8, 2021

Contacts

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Regional Transportation Council Attendance Roster
June 2020 - May 2021

RTC MEMBER	Entity	6/11/20	7/9/20	8/13/20	9/10/20	10/8/20	11/12/20	12/10/20	1/14/21	2/11/21	3/11/21	4/8/21	5/13/21
Tennell Atkins (09/17)	Dallas	P	P	P	P	P	P	P	P	P	A	P	P
Richard E. Aubin (06/18)	Garland	P	P	P	P	P	P	P	P	P	P	P	P
Dennis Bailey (02/21)	Rockwall County	--	--	--	--	--	--	--	--	P	P	P	P
Mohamed Bur (06/18)	TxDOT, Dallas	E(R)	P	E(R)	P	P	P	P	P	E(R)	P	P	P
Dianne Costa (10/19)	DCTA	P	P	P	P	P	E	E	P	P	P	P	P
Theresa Daniel (11/18)	Dallas County	P	P	P	P	P	P	P	P	P	P	P	P
Jeff Davis (11/19)	Trinity Metro	P	P	A	P	P	P	P	P	P	P	P	P
Pat Deen (08/19)	Parker County	P	P	P	P	P	P	P	P	P	P	P	A
Andy Eads (1/09)	Denton County	P	P	P	P	P	P	P	P	P	P	P	P
Kevin Falconer (07/17)	Carrollton	P	P	P	P	A	P	P	P	P	P	P	P
Gary Fickes (12/10)	Tarrant County	P	P	P	P	E(R)	E(R)	P	P	P	P	P	P
George Fuller (07/17)	McKinney	P	P	P	P	A	P	P	P	P	P	P	A
Barry Gordon (12/20)	Duncanville	--	--	--	--	--	--	--	E(R)	P	P	P	P
Rick Grady (09/18)	Plano	P	P	P	P	P	P	E	P	P	P	P	P
Lane Grayson (01/19)	Ellis County	P	P	P	P	P	P	P	P	P	P	P	P
Mojoy Haddad (10/14)	NTTA	E	P	P	P	E	P	P	P	P	P	P	P
Roger Harmon (1/02)	Johnson County	P	P	P	P	P	P	P	P	P	P	P	P
Clay Lewis Jenkins (04/11)	Dallas County	P	P	P	P	P	P	P	P	A	P	P	P
Ron Jensen (06/13)	Grand Prairie	P	P	P	P	P	P	P	A	P	A(R)	P	P
Brandon Jones (05/21)	Lewisville	--	--	--	--	--	--	--	--	--	--	--	P
Carl L. Johnson (09/20)	TxDOT, FW	--	--	--	P	P	P	E(R)	P	P	P	P	P
Jungus Jordan (4/07)	Fort Worth	P	P	P	P	P	P	P	P	P	P	P	P
John Keating (12/19)	Frisco	E(R)	E(R)	P	P	P	P	P	P	A	P	P	P
Mike Leyman (09/19)	Mansfield	P	P	P	P	P	P	P	P	P	P	E(R)	E(R)
B. Adam McGough (07/20)	Dallas	--	P	P	P	P	P	P	P	P	P	P	P
William Meadows (02/17)	DFW Airport	P	P	A	A	A	A	A	A	E(R)	P	P	E
Allen E. Meagher (12/20)	Irving	--	--	--	--	--	--	--	E(R)	E(R)	E(R)	P	P
Cara Mendelsohn (07/20)	Dallas	--	P	P	P	P	P	P	P	P	P	P	P
Robert Miklos (12/19)	Mesquite	P	P	P	P	P	P	P	A	P	P	E(R)	P
Cary Moon (06/15)	Fort Worth	P	P	P	P	E(R)	P	P	P	P	P	P	P
Ignacio Nuñez (12/20)	Arlington	--	--	--	--	--	--	P	P	P	P	P	P
Philip J. Ritter (07/20)	Dallas	--	P	P	P	P	P	P	P	P	P	P	P
Chris Schulmeister (07/20)	Allen	--	P	P	P	P	P	P	P	P	P	P	P
Casey Thomas II (07/20)	Dallas	--	A	P	E(R)	P	E(R)	P	E(R)	E(R)	A	E(R)	E(R)
Jeremy Tompkins (10/19)	Euless	P	P	P	P	P	P	P	P	P	P	P	P
T. Oscar Trevino Jr. (6/02)	Nrth Rch Hills	P	P	P	P	P	P	P	P	P	P	P	P
William Tsao (3/17)	Dallas	P	P	P	P	P	P	P	P	P	P	P	P

P= Present

A= Absent

R=Represented by Alternate

--= Not yet appointed

E= Excused Absence (personal illness, family emergency,
jury duty, business necessity, or fulfillment
of obligation arising out of elected service)

**Regional Transportation Council Attendance Roster
June 2020 - May 2021**

RTC MEMBER	Entity	6/11/20	7/9/20	8/13/20	9/10/20	10/8/20	11/12/20	12/10/20	1/14/21	2/11/21	3/11/21	4/8/21	5/13/21
Paul Wageman (10/19)	DART	P	P	P	P	P	P	P	P	P	P	P	P
Duncan Webb (6/11)	Collin County	P	P	P	P	P	P	P	P	P	P	P	P
B. Glen Whitley (2/97)	Tarrant County	P	P	P	P	P	P	P	P	P	E	E(R)	P
W. Jeff Williams (10/15)	Arlington	P	P	P	P	P	P	P	P	E(R)	P	P	P
Ann Zadeh (06/17)	Fort Worth	P	P	P	P	P	P	P	P	P	P	P	P

Note: Date in parenthesis indicates when member was 1st eligible to attend RTC meetings

P= Present

A= Absent

R=Represented by Alternate

--= Not yet appointed

E= Excused Absence (personal illness, family emergency,
jury duty, business necessity, or fulfillment
of obligation arising out of elected service)

Surface Transportation Technical Committee Attendance Roster

April 2020 - April 2021

STTC MEMBERS	Entity	4/24/20	5/22/20	6/26/20	7/24/20	8/28/20	9/25/20	10/23/20	12/4/20	1/22/21	2/26/21	3/26/21	4/23/21
Joe Atwood	Hood County	*	*	*	*	*	*	*	*	*	*	*	*
Melissa Baker	Irving	*	*	*	*	*	*	*	*	*	*	*	*
Micah Baker	Dallas County	*	*	*	*	*	*	*	*	*	*	*	*
Bryan Beck	Grapevine	*	*	*	*	*	*	*	*	*	*	*	*
Katherine Beck	Fort Worth	*	*	*	*	*	*	*	*	*	*	*	*
Marc Bentley	Farmers Branch	*	*	*	*	*	*	*	*	*	*	*	*
David Boski	Mansfield	*	*	*	*	*	*	*	*	*	*	*	*
Keith Brooks	Arlington	*	*	*	*	*	*	*	*	*	*	*	*
Shon Brooks	Waxahachie	*	*	*	*	*	*	*	*	*	*	*	*
Tanya Brooks	Fort Worth	*	*	*	*	*	*	*	*	*	*	*	*
Ceason Clemens	TxDOT Dallas	*	*	*	*	*	*	*	*	*	*	*	*
Robert Cohen	Southlake	*	*	*	*	*	*	*	*	*	*	*	*
Kent Collins	Coppell	*	*	*	*	*	*	*	*	*	*	*	*
John Cordary, Jr.	TxDOT FW	*	*	*	*	*	*	*	*	*	*	*	*
Rick Cortez	Mesquite	*	*	*	*	*	*	*	*	*	*	*	*
Hal Cranor	Euless	*	*	*	*	*	*	*	*	*	*	*	*
Fred Crosley	Trinity Metro	--	--	--	--	--	--	*	*	*	*	*	*
Clarence Daugherty	Collin County	*	*	*	*	*	*	*	*	*	*	*	*
Chad Davis	Wise County	*	*	*	*	*	*	*	*	*	*	*	*
Arturo Del Castillo	Dallas	*	*	*	*	*	*	*	*	*	*	*	*
Caryl DeVries	Grand Prairie	--	--	*	*	*	*	*	*	*	*	*	*
Greg Dickens	Hurst	*	*	*	*	*	*	*	*	*	*	*	*
David Disheroon	Johnson County	*	*	*	*	*	*	*	*	*	*	*	*
Phil Dupler	FWTA	*	*	*	*	*	*	*	*	*	*	*	*
Rebecca Diviney	Denton	--	--	--	--	--	--	--	--	--	--	--	*
Chad Edwards	Fort Worth	*	*	*	*	*	*	*	*	*	*	*	*
Claud Elsom	Rockwall County	*	*	*	*	*	*	*	*	*	*	*	*
Eric Fladager	Fort Worth	*	*	*	*	*	*	*	*	*	*	*	*
Chris Flanigan	Allen	*	*	*	*	*	*	*	*	*	*	*	*
Ann Foss	Arlington	*	*	*	*	*	*	*	*	*	*	*	*
Mike Galizio	Tarrant County	*	*	*	*	*	*	*	*	*	*	*	*
Ricardo Gonzalez	TxDOT FW	*	*	*	*	*	*	*	*	*	*	*	*
Gary Graham	McKinney	*	*	*	*	*	*	*	*	*	*	*	*
Tom Hammons	Carrollton	*	*	*	*	*	*	*	*	*	*	*	*
Ron Hartline	The Colony	*	*	*	*	*	*	*	*	*	*	*	*
Shannon Hicks	Addison	--	--	--	--	--	*	*	*	*	*	*	*
Matthew Hotelling	Flower Mound	*	*	*	*	*	*	*	*	*	*	*	*
John Hudspeth	TxDOT Dallas	*	*	*	*	*	*	*	*	*	*	*	*
Terry Hughes	Weatherford	*	*	*	*	*	*	*	*	*	*	*	*
Jeremy Hutt	Cleburne	--	--	--	*	*	*	*	*	*	*	*	*
Thuan Huynh	McKinney	*	*	*	*	*	*	*	*	*	*	*	*
Tony Irvin	DeSoto	*	*	*	*	*	*	*	*	*	*	*	*
Kelly Johnson	NTTA	*	*	*	*	*	*	*	*	*	*	*	*

P=Present A=Absent R=Represented E=Excused (personal illness, family emergency, jury duty, business necessity)

-- =Not yet eligible to attend *Meeting held by WebEx/Audio Conference. Individual attendance not taken.

Surface Transportation Technical Committee Attendance Roster
April 2020 - April 2021

STTC MEMBERS	Entity	4/24/20	5/22/20	6/26/20	7/24/20	8/28/20	9/25/20	10/23/20	12/4/20	1/22/21	2/26/21	3/26/21	4/23/21
Gus Khankarli	Dallas	*	*	*	*	*	*	*	*	*	*	*	*
Paul Knippel	Frisco	*	*	*	*	*	*	*	*	*	*	*	*
Alonzo Liñán	Keller	*	*	*	*	*	*	*	*	*	*	*	*
Eron Linn	DART	*	*	*	*	*	*	*	*	*	*	*	*
Clay Lipscomb	Plano	*	*	*	*	*	*	*	*	*	*	*	*
Paul Luedtke	Garland	*	*	*	*	*	*	*	*	*	*	*	*
Stanford Lynch	Hunt County	*	*	*	*	*	*	*	*	*	*	*	*
Alberto Mares	Ellis County	*	*	*	*	*	*	*	*	*	*	*	*
Wes McClure	Mesquite	*	*	*	*	*	*	*	*	*	*	*	*
Brian Moen	Frisco	*	*	*	*	*	*	*	*	*	*	*	*
Mark Nelson	Richardson	*	*	*	*	*	*	*	*	*	*	*	*
Jim O'Connor	Irving	*	*	*	*	*	*	*	*	*	*	*	*
Kenneth Overstreet	Bedford	*	*	*	*	*	*	*	*	*	*	*	*
Kevin Overton	Dallas	*	*	*	*	*	*	*	*	*	*	*	*
Tim Palermo	DCTA	*	*	*	*	*	*	*	*	*	*	*	*
Dipak Patel	Lancaster	*	*	*	*	*	*	*	*	*	*	*	*
Todd Plesko	DART	*	*	*	*	*	*	*	*	*	*	*	*
Shawn Poe	Richardson	*	*	*	*	*	*	*	*	*	*	*	*
John Polster	Denton County	*	*	*	*	*	*	*	*	*	*	*	*
Tim Porter	Wylie	*	*	*	*	*	*	*	*	*	*	*	*
Bryan G. Ramey II	Duncanville	*	*	*	*	*	*	*	*	*	*	*	*
Greg Royster	DFW Int. Airport	*	*	*	*	*	*	*	*	*	*	*	*
Kathryn Rush	Dallas	*	*	*	*	*	*	*	*	*	*	*	*
Moosa Saghian	Kaufman County	*	*	*	*	*	*	*	*	*	*	*	*
David Salmon	Lewisville	*	*	*	*	*	*	*	*	*	*	*	*
Brian Shewski	Plano	*	*	*	*	*	*	*	*	*	*	*	*
Walter Shumac, III	Grand Prairie	*	*	*	*	*	*	*	*	*	*	*	*
Ray Silva-Reyes	Colleyville	*	*	*	*	*	*	*	*	*	*	*	*
Randy Skinner	Tarrant County	*	*	*	*	*	*	*	*	*	*	*	*
Anjelica Solano	NTTA	--	--	--	--	--	--	--	--	*	*	*	*
Caleb Thornhill	Plano	*	*	*	*	*	*	*	*	*	*	*	*
Dave Timbrell	Garland	*	*	*	*	*	*	*	*	*	*	*	*
Press Tompkins	Greenville	*	*	*	*	*	*	*	*	*	*	*	*
Gregory Van Nieuwenhuize	Haltom City	*	*	*	*	*	*	*	*	*	*	*	*
Daniel Vedral	Irving	*	*	*	*	*	*	*	*	*	*	*	*
Caroline Waggoner	North Richland Hills	*	*	*	*	*	*	*	*	*	*	*	*
Robert Woodbury	Cedar Hill	*	*	*	*	*	*	*	*	*	*	*	*
Jamie Zech	TCEQ	*	*	*	*	*	*	*	*	*	*	*	*

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-- =Not yet eligible to attend *Meeting held by WebEx/Audio Conference. Individual attendance not taken.

MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE April 23, 2021

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, April 23, 2021, at 1:30 pm, by videoconference. The Regional Transportation Council Bylaws establish that the Technical Committee approved membership in attendance at a meeting shall constitute a quorum for action to be taken, therefore individual attendance was not taken for committee members or other attendees.

1. **Approval of March 26, 2021, Minutes:** The minutes of the March 26, 2021, meeting were approved as submitted in Electronic Item 1. Daniel Vedral (M); John Polster (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 2.1. **Changes to the 2021-2024 Transportation Improvement Program and Statewide Transportation Improvement Program Resulting from Statewide Financial Constraints:** A recommendation for Regional Transportation Council (RTC) approval of revisions to the 2021-2024 Transportation Improvement Program (TIP) was requested, along with the ability to amend the Unified Planning Work Program and other planning documents with TIP-related changes. Revisions resulting from changes proposed by the Texas Department of Transportation due to a determination that long-term State funding plans were not financially constrained were provided in Electronic Item 2.1.
 - 2.2. **Fiscal Year 2021 Education Campaigns for Transportation Initiatives: Phase 3:** Committee support for the Regional Transportation Council (RTC) to recommend North Central Texas Council of Governments (NCTCOG) Executive Board approval of \$326,000 in funding for education campaigns for Phase 3 transportation initiatives that will initiate in Fiscal Year (FY) 2021 was requested. The benefits of the initiative and cost savings obtained from bulk education campaign purchasing for the Transportation Department were provided in Electronic Item 2.2.1. A reminder of Phase 1 and Phase 2 FY2021 budgets previously approved, as well as more information on Phase 3 FY2021 education campaign costs and examples of past education campaigns were provided in Electronic Item 2.2.2.
 - 2.3. **Regional Vanpool Program Modifications to Improve Overall Efficiency:** A recommendation for Regional Transportation Council (RTC) approval of Regional Vanpool Program modifications to improve overall efficiency, including defined agency boundaries, temporary flexibility to the subsidy funding structure, and a regional cooperative vanpool procurement to create a more unified program that will benefit current and future riders was requested. Electronic Item 2.3 included additional details.
 - 2.4. **Public Transportation Agency Safety Plan Performance Measures:** A recommendation of Regional Transportation Council (RTC) approval of Public Transportation Agency Safety Plan regional transit safety targets, new federally required performance measures relating to improving transit safety in the region, was requested. Details were provided in Electronic Item 2.4.

A motion was made to approve the items on the Consent Agenda. Eron Linn (M); John Polster (S). The motion passed unanimously.

3. **“Trade Fair” Partnership with Lubbock and Rio Grande Valley Metropolitan Planning Organizations:** Ken Bunkley briefed the Committee on a proposed “Trade Fair” partnership with the Lubbock Metropolitan Planning Organization (MPO) and the Rio Grande Valley MPO. Given the large carry over balance of Surface Transportation Block Grant Program (STBG) funds, North Central Texas Council of Governments (NCTCOG) staff has been working on solutions to reduce the balance to a more manageable level. Current efforts include the Regional Transportation Council (RTC) Milestone Policy Round 2 and quarterly project tracking. As part of the Regional-10 Year Plan this year, staff will propose to advance projects currently funded with Category 2 funds, with STBG funds instead. In addition, staff proposed two “trade fair” partnerships to enable other regions to advance projects while implementing agencies in the Dallas-Fort Worth region finish getting projects ready for construction. Previous Texas Department of Transportation (TxDOT) coordination among regions to expedite project delivery as a part of the development of the Unified Transportation Program (UTP) was highlighted. After each region selected projects for inclusion in the UTP in past years, TxDOT Headquarters held periodic “trade fair” meetings. In these meetings, different regions of the state “negotiated” or “balanced” project readiness with the availability of funding and “traded” annual allocation amounts moving funding allocations around, instead of being evenly distributed each year. This enabled projects to proceed in the year in which funds were needed versus the year in which funds were individually available to any given region. This proposed partnership underscores that formula allocation at the State level is necessary to ensure equitable distribution of funding across the region. Once each region is certain that their total allocations will not change, they are more likely to be willing to negotiate innovative programs and partnerships to expedite projects. It also continues the long-standing tradition with other partners in the state, buys down carryover balances, and reduces risk within the region’s STBG program. In early 2018, NCTCOG met with the Alamo Area Metropolitan Planning Organization (AAMPO) regarding a funding partnership for a feasibility study for High-Speed Transportation from Dallas-Fort Worth to Laredo. Initially, it was determined that the RTC would contribute \$300,000 in federal funds and AAMPO would provide a \$200,000 local match. It was later determined that moving local funds between regions was challenging. Instead in fall 2018, it was proposed and the RTC agreed to program \$500,000 in RTC Local funding for a NCTCOG-led feasibility study regarding High-Speed Transportation from Dallas-Fort Worth to Laredo. In return, AAMPO agreed to allocate \$200,000 in Congestion Mitigation and Air Quality Improvement Program funding to the Dallas-Fort Worth (DFW) region. A Memorandum of Understanding is in place for this agreement. Mr. Bunkley noted the Lubbock MPO has approached NCTCOG staff about a potential trade fair partnership between the DFW and Lubbock MPO regions. The Lubbock MPO receives \$6 million of STBG funding per year. In order to cashflow priority projects, the Lubbock MPO needs an additional \$10.5 million in FY2023 and additional \$10.5 million in FY2025 for two separate projects. Staff proposed the RTC loan the Lubbock MPO \$21 million in STBG cashflow in FY2023 and FY2025. In turn, the Lubbock MPO would transfer back \$21 million of STBG allocations over three years (FY2028, FY2029, FY2030) until fully repaid. In addition, the Rio Grande Valley MPO has approached NCTCOG staff about a potential trade fair partnership between the DFW and Rio Grande Valley MPO regions. The Rio Grande Valley MPO receives \$25 million of STBG funding per year. In order to cashflow priority projects, the Rio Grande Valley MPO needs an additional \$14.6 million in FY2022. Staff proposed the RTC loan the Rio Grande Valley MPO approximately \$14.6 million in STBG cashflow in FY2022. In turn, the Lubbock Rio Grande Valley MPO will transfer back \$14.6 million of STBG allocations in FY2026. A table documenting the trade fair partnership program for FY2022 through FY2030 was highlighted. Additional information was provided in Electronic Item 3. Mike Galizio asked if the NCTCOG has done this kind of loaning to other MPOs before. Mr. Bunkley noted yes, AAMPO was an example of RTC funds loaned to another region. Michael Morris noted that annual trade fares were at one time a regular occurrence and added the proposed trade fair partnership would assist with obligating funds to help

prevent the region from losing obligation authority due to large carryover funding balances. The partnership does not negatively impact other projects and future trade fairs are not anticipated. Mr. Galizio also asked if there would be mechanisms in place for repayment of funds. Mr. Morris noted that agreements would include repayment terms and remedies. A motion was made to recommend Regional Transportation Council approval of a trade fair partnership with the Lubbock MPO of transferring: \$10,500,000 in STBG cash flow/allocation in FY2023; \$10,500,000 in STBG cash flow/allocation in FY2025; receiving \$6,903,818 back in FY2028; receiving \$6,994,465 back in FY2029; and receiving \$7,101,717 back in FY2030. Also included in the motion was a recommendation for RTC approval of a trade fair partnership with the Rio Grande Valley MPO of transferring: \$14,578,845 in STBG cash flow/allocation in FY2022 and receiving \$14,578,845 back in FY2026. In addition, action included a recommendation directing staff to enter into interlocal agreements with the Lubbock MPO and Rio Grande Valley MPO that outline the terms of agreements and directing staff to monitor the funds transfer agreement process at TxDOT to ensure that the teams of agreements are honored over time. Mark Nelson (M); Wes McClure (S). The motion passed unanimously.

4. **American Rescue Plan Act Transit Funding Allocations: Round 3:** Edgar Hernandez presented a recommendation for Regional Transportation Council approval for the third round of funding to the public transportation industry from the Federal Transit Administration (FTA) in response to the Coronavirus. The American Rescue Plan Act of 2021 (ARP) provides approximately \$30.5 billion nationwide in additional emergency funds to help alleviate the funding shortfalls to the nation's public transportation systems due to COVID-19. In addition, a small amount of funding has been made available through the Enhanced Mobility of Seniors and Individuals with Disabilities Program (Section 5310). Funding is in addition to emergency funding received through the Coronavirus Aid, Relief, and Economic Security Act (CARES) and Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA), which in total provided approximately \$39 billion to the public transportation industry. ARP funding is not required to be included in the region's Transportation Improvement Program (TIP); however, funding will be added to the TIP later for informational purposes. Projects awarded under Section 5310 must be included or be consistent with the coordinated Public Transit Human Services Transportation Plan for the region, Access North Texas. Funding is being provided at a 100 percent federal share, no local match required, and prioritizes the funds for operational and payroll needs but does also support expenses traditionally eligible under the funding programs to help prevent, prepare for, and respond to COVID-19. The primary objective of the funding is to ensure public transportation agencies receive sufficient funding, combined with CARES Act and CRRSAA apportionments to equal at least 132 percent of the urbanized area's public transit operating costs. Expenses incurred on or after January 20, 2020, are eligible for reimbursement. ARP funding must be obligated by September 30, 2024, and disbursed by September 30, 2029. As the designated recipient of urbanized area formula funds for North Texas, the North Central Texas Council of Governments (NCTCOG) is responsible for allocating the funds within the region. Available funding was highlighted, which includes approximately \$340.4 million for the Dallas-Fort Worth-Arlington Urbanized Area and \$14.1 million for the Denton-Lewisville Urbanized Area across both programs. Funding has also been allocated for the McKinney Urbanized Area and will be administered by the Texas Department of Transportation. The methodology used to allocate funds was highlighted and follows the primary objective of legislation at the regional level which provided additional Section 5307 Urbanized Area Formula Program funds to urbanized areas below 132 percent of their 2018 operating expenses as reported to the National Transit Database. Five transit providers fall below the 132 percent threshold: Dallas Area Rapid Transit (DART), the Denton County Transportation Authority (DCTA), Trinity Metro, Public Transit Services (PTS), and STAR Transit. All other transit providers exceeded the 132 percent threshold of 2018 operating expenses due to the CARES Act. Section 5310 funding will be awarded

based on eligibility and overall need, projects must be included or consistent with Access North Texas, and project selection is not yet determined but will follow the TIP process. It was noted NCTCOG staff reviewed the formula allocations to ensure CARES Act and CRRSAA funding was correctly allocated and accounted for the Trinity Railway Express, confirmed ARP funding was allocated to North Texas because agencies were below the 132 percent threshold and which agencies were below the threshold, and that the RTC has discretion on how to distribute the ARP funds. Proposed ARP funding allocations for 5307 funds were highlighted. Details were provided in Electronic Item 4. The five transit agencies are all near the 132 percent threshold except for DART, but not enough Dallas-Fort Worth-Arlington Urbanized Area Formula funds were provided through ARP to bring DART up to the 132 percent threshold. The schedule for this effort was reviewed. Because two agencies recommended for additional funding are NCTCOG subrecipients, Executive Board approval will be requested at the May 27, 2021, meeting. A motion was made to recommend Regional Transportation Council approval of American Rescue Plan Act of 2021 funding allocations detailed in Electronic Item 4 and to recommend that staff revise administrative documents as appropriate to incorporate the additional funds. Eron Linn (M); Todd Plesko (S). The motion passed unanimously.

5. **Director of Transportation Report on Selected Items:** Michael Morris provided an overview of current transportation items. Highlighted were metrics from Changing Mobility: Data, Insights, and Delivering Innovative Projects during COVID Recovery. Additional information was provided in Electronic Item 5.1 and available at www.nctcog.org/pm/covid-19. Travel behavior by mode was discussed, and he specifically noted that bicycle/pedestrian trips remained strong and freeway volumes decreased in February 2021 due to inclement weather. Aviation passenger numbers continued to increase slowly, and transit ridership has leveled. Financial implications by category were also highlighted, including toll transactions on SH 360 which have continued to operate higher than the rest of the system. Construction cost changes were also discussed and remained 10 percent lower than the previous year. Also highlighted was the status of projects being implemented in the region. He noted efforts were moving forward for high-speed transportation, autonomous transit, and the Y Connector. In addition, he discussed the SH 183 Section 2E project, as well as the revenue sharing proposal recently completed for the IH 35E/IH 635 Interchange. John Polster asked if staff could elaborate on the revenue sharing proposal with Cintra on the IH 35E/IH 635 Interchange project. Mr. Morris noted all impacted parties met earlier in the week. Cintra has two weeks to respond to the proposal and is expected to respond positively. Staff will provide an update to the Committee at its May 28 meeting.

Mr. Morris also presented information on a proposed recommendation for Regional Transportation Council (RTC) approval regarding SH 360 South. The North Texas Tollway Authority (NTTA) has been in discussions with North Central Texas Council of Governments (NCTCOG) staff about its desire to pay off the loan for the SH 360 project and place the project into the NTTA system. There is some urgency for NTTA to move forward due to increasing interest rates. Refinancing is expected to lower the interest rate from 4.25 percent to approximately 3.25 percent for a savings of approximately \$50 million through a larger refinancing effort. There are two agreements related to the SH 360 South project. The first is a project agreement between NTTA and that Texas Department of Transportation (TxDOT) that is related to the \$300 million loan and the interest accumulated, for a balance of \$330 million that NTTA would pay to TxDOT Headquarters. The second is a backstop agreement including TxDOT, NTTA, and the RTC. Repayment of the loan would release the RTC from the financial backstop for the project and eliminate RTC risk. In addition, NCTCOG previously set aside \$15 million as a contingency in case the loan backstop were utilized, so the \$15 million contingency funds could be released for project selection in the western subregion with Surface Transportation Block Grant Program funds. Other benefits

include the elimination of possible SH 360 toll rate increases due to low project performance, potential for next state SH 360 improvements beginning sooner, and consideration for some portion of the \$330 million being returned to the region by the Texas Transportation Commission in the next Unified Transportation Program. Another benefit, discussed at the recent local government meeting, was the advancement of NTTA system landscaping in the corridor. Mr. Morris also highlighted other items that were negotiated at the April 19 local government meeting. NTTA was asked and agreed to extend the wayfinding sign pilot program from five to ten years. Also negotiated was revenue sharing that will begin no later than 2053 and advancement of certain transportation improvements in the SH 360 corridor specifically SH 360 T Elbow, widening, interchange at US 287, and SH 360 T Section 2 previous to 2050. If the improvements do not occur, revenue sharing would begin in 2050. A motion was made to recommend Regional Transportation Council approval to terminate the SH 360 financial backstop. John Polster (M); Bryan Beck (S). The motion passed unanimously.

Mr. Morris also provided a status report on the Dallas City Council resolution regarding the D2 Alignment. He noted the D2 project and IH 345 are included in Mobility 2045, but that current alignments are in conflict. Efforts continue to garner interest for an adjusted D2 alignment and advancing IH 345 as a depressed facility instead of an elevated facility, to avoid conflict between the two projects and that meets the requirements of the Federal Transit Administration for core capacity and addresses IH 345 as a depressed facility with gravitational drainage. A map of the area was provided in Electronic Item 5.3. Mr. Morris also recognized Kevin Feldt for his commitment to the region and noted he has resigned from NCTCOG. He also recognized NCTCOG staff who have recently received the Dwight David Eisenhower Transportation Fellowship through the US Department of Transportation: 2020 – Catherine Osborn and Rachel Jenkins and 2021 – Vivian Fung and Nicholas Allen.

6. **Map Your Experience: Interactive Online Tool for Public Comments:** James McLane presented information on Map Your Experience, a new online mapping tool that allows the general public to submit comments on their transportation experiences at specific locations in the region. Functionality of the system was highlighted. The focus is on specific issues, not projects and fits into current data-driven planning initiatives of the North Central Texas Council of Governments (NCTCOG). Once submitted, comments are routed to the correct staff by category for roadway, transit, and bicycle/pedestrian. Mr. McLane noted the application was initially created to engage the public at in-person community events but became an important online strategy as in-person events were cancelled. As comments are received, they are processed and integrated into the current public comment framework. Recent developments include a Spanish translation of the interface. In addition, staff are working on various summary and dashboard tools to help summarize the types of comments received and categories of comments. Staff will continue to refine the interface as needed to respond to feedback and ensure the needs of the user are fulfilled. An additional tool will be introduced through the Mobility 2045 Update public involvement process. Mr. McLane discussed the value of public comments to NCTCOG when developing/evaluating policies, programs, and projects as well as determining if draft recommendations are meeting the region's needs, how recommendations could be adjusted, and if additional programs are needed to address recurring issues. Public comments are also valuable to agencies in the region to help address transportation needs in communities. Comments can help identify where issues are occurring, and which specific issues are most important to citizens. Highlighted were various options for connecting agencies with the comments received including online dashboards, maps, customized reports, exported comment data, and direct connection to the comment data feed. Details were provided in Electronic Item 6 and access to the tool is available at www.nctcog.org/MapYourExperience. Committee Chair Brian Moen asked if communication with agencies for which comments have been submitted was currently occurring, or if the method for that communication was still being developed. He

also asked if there was any interest in agencies providing comments received through their processes to NCTCOG. Mr. McLane noted that information was not currently being provided to agencies, but that staff would be happy to work with interested agencies on data-sharing options. He added there is potential for a two-way information flow and that receiving comments related to transportation would be helpful to NCTCOG. John Polster discussed the public comment process and noted he believed raw data should not be input without significant review, particularly if the data were to be used as a method to score projects. Michael Morris noted that this was a public involvement tool for engagement with citizens in the region and there was no intention of using data as part of project scoring. As comments from the dashboard or categorized, it will help staff focus on areas of concern for which they may not have been otherwise aware.

7. **Regional Pedestrian Safety Action Plan (2021):** Matt Fall provided an update on the regional Pedestrian Safety Action Plan (PSAP) completed in early 2021 in response to the steadily increasing number of pedestrian fatalities across North Texas. Texas is one of the seven states that account for 54 percent of pedestrian fatalities nationwide, with fatality rates that are consistently above the national average. For this reason, the Federal Highway Administration designated Texas as a pedestrian focus state and the Cities of Dallas and Fort Worth as focus cities. To address the region's pedestrian fatality rates being consistently above the national average, the North Central Texas Council of Governments (NCTCOG) developed a regional Pedestrian Safety Action Plan that will compliment Mobility 2045 goals and policies with a more targeted focus on pedestrian safety. Key elements of the plan include the analysis of the demographics and contributing factors to determine who is involved in pedestrian crashes and how they occur, crash density maps, and pedestrian safety corridors that identify areas with the highest frequency of documented crashes between motor vehicles and pedestrians. Infographics developed through analysis of the PSAP data were highlighted. Of note, approximately 95 percent of fatal and serious crashes happen in urban areas, with two-thirds of those occurring in non-intersections. Analysis also revealed that two-thirds of all pedestrian crashes and 80 percent of fatal pedestrian crashes happen in dark lighting conditions. Mr. Fall highlighted key elements of public outreach throughout development of the plan, which included a public opinion survey that was conducted online between May and July 2019. Key results of the online survey showed that residents want to work more and want to walk on wide sidewalks and shared-use paths. They viewed the absence of sidewalks as the most significant barrier to not walking more frequently and favorably ranked the use of various pedestrian safety treatments on walkable facilities. Respondents also favorably ranked educational programs for all roadway users including bicyclist and pedestrians, not just motorists. He noted that the Texas Department of Transportation's (TxDOT's) Research and Technology Implementation Office completed a crash data research project just prior to the completion of NCTCOG's PSAP in the 12-county region. Coordination with researchers was beneficial to NCTCOG's work including the guidance they provided while developing the methodology to identify safety corridors. The full TxDOT report is included as an appendix in the PSAP. Also highlighted was pedestrian crash density. The highest concentration of crashes occurs in the core areas of Dallas and Tarrant Counties, mainly Dallas and Fort Worth. A total of 105 safety corridors were identified within four counties and ten cities. Crashes reported along the safety corridors comprise 30 percent of all reported pedestrian crashes even though the linear miles of the safety corridors in the plan comprise less than 1 percent of the total centerline miles of the region. PSAP goals, policies, and action items were also highlighted. Details were provided in Electronic Item 7 and also available in the finalized plan available at www.nctcog.org/pedsafetyplan. In summary, Mr. Fall noted that the top five takeaways from the plan are residents desire to walk more, targeting key corridors is the most effective way to stretch limited funding for safety measures, level of service needs to be an integral part of infrastructure development, regionally significant corridors should be prioritized for project selection, and local governments are encouraged to develop their own

detailed local pedestrian safety plans. The schedule for this effort was reviewed, with action requested for endorsement of the PSAP at the May 28, 2021, Committee meeting. The ultimate intent is for the plan to be adopted by reference as part of the Mobility Plan 2045 Update. In the near future, NCTCOG staff will facilitate the initial round of road safety audits focused on pedestrian safety in some of the safety corridors identified in the plan. John Polster discussed data analysis that indicated approximately two-thirds of all pedestrian crashes and 80 percent of fatal crashes happen in dark lighted conditions and noted he believed staff should focus on these areas. If 80 percent of the problem can be resolved by fixing what happens in dark lighted conditions, he noted focusing on dark lighted conditions will address 30 percent of the fatalities in the most urban areas. He also suggested that staff include review of the percentage of pedestrian crashes and fatalities that involve pedestrian alcohol use, as well as time of day. Mr. Fall noted that staff has reviewed alcohol related incidents and will include information involving both pedestrian and motorist alcohol use in the next presentation to the Committee. Alonzo Liñán noted that in review of data related to fatalities that occur in dark conditions, staff should be sure not to inadvertently interpret that the fatalities happen because it is dark even though they occurred in the dark and cautioned against concluding that additional lighting will solve all fatalities that occur in dark lighted conditions.

8. **2023-2026 Transportation Improvement Program Development:** Cody Derrick briefed the Committee on the 2023-2026 Transportation Improvement Program (TIP) development process. North Central Texas Council of Governments (NCTCOG) staff have been reviewing all active projects currently in the Transportation Improvement Program and will be scheduling meetings with agencies to discuss projects. Meeting attendees should include staff from the appropriate departments that can answer questions about the status of projects and fiscal managers to answer questions about expenditures, agreements, and invoicing. Texas Department of Transportation (TxDOT) staff will also be present to help set realistic expectations regarding timing and process. During the meetings, agencies should provide project information by phases, estimated start and end dates in month/year format, and the availability of local match. The status of advanced funding agreements with TxDOT and interlocal agreements with NCTCOG will also be needed. Agencies were reminded to submit timely invoices to TxDOT for federal and State funds, and to complete monthly invoicing and reporting to the Revenue and Project Tracking System for Regional Toll Revenue (RTR) projects. Mr. Derrick also noted that requests for project modifications will also be included as part of the TIP-development process. Agencies can request changes to project scope or limits and funding changes (advancing or delaying a project, additional funding, cost savings), but certain changes may not be possible due to funding availability. Changes to implementing agencies should also be noted. During development of the 2022-2026 TIP, NCTCOG staff will focus on project readiness as well as projects on the Metropolitan Planning Organization Milestone Policy list, Federal Highway Administration (FHWA) Inactive list, FHWA Preliminary Engineering Audit list, and projects in the Transportation Alternatives Set-Aside program. Additionally, staff will review requests for projects to be placed in the first of the new TIP (FY2023) to determine project readiness and seek TxDOT concurrence when possible. Staff will also focus on closing out completed RTR projects. The timeline for this effort was highlighted. Draft listings are expected to be presented to the Committee in February 2022, followed by public meetings and presentation to the RTC. Action on final listings is expected by the Committee in April 2022 and RTC in May 2022. Upon approval, the final document will be submitted to TxDOT with Texas Transportation Commission approval expected in August/September 2022 and federal/State approval anticipated in October/November 2022. Details on the 2023-2026 TIP development process, timeline, and focus areas were provided in Electronic Item 8. John Polster asked if staff was closing out all RTR projects, or only existing RTR projects. Mr. Derrick noted that staff will be closing out recently or previously completed RTR projects. Wes McClure asked

if staff would also be reviewing TxDOT-managed RTR projects for close out. Mr. Derrick noted that staff has been coordinating with TxDOT about on-system close outs and will continue to focus on that effort.

9. **Legislative Update:** Nicholas Allen provided an update on federal legislative actions. He noted the Biden Administration's infrastructure plan provides approximately \$2.3 trillion in funding over an eight-year period, with approximately \$571 billion for transportation. The bill's expansive definition of "infrastructure" is controversial as it includes items not traditionally considered transportation infrastructure such as broadband, childcare, and long-term care facilities. Republicans have been vocal about a less expansive plan and have released details of an alternative plan. A partisan vote is anticipated in the Senate, so the bill must move forward through a budget reconciliation. Mr. Allen highlighted some of the major transportation funding allocations in the American Jobs Plan, which include electric vehicles and charging infrastructure, maintenance highways, roads, and bridges, Amtrak, mega projects, reconnecting minority neighborhoods, road safety, and ports (including land ports). A separate surface transportation reauthorization bill will still be needed since the Fixing America's Surface Transportation Act expires on September 30, 2021. An update on State legislative actions was also provided. On April 6, 2021, the Senate approved its version of the budget, SB 1. On April 22, 2021, the House approved its version of a Committee Substitute for SB 1. The bill is expected to head back to the Senate to be heard in conference committee. Some version of the FY2022-23 budget is expected to go to the Governor on or before the May 31, 2021, deadline. Bill topics related to the RTC Legislative Program were highlighted. Related to transportation funding are bills that would require registration fees for alternatively fueled vehicles, as well as a bill that would allow the Texas Transportation Commission to issue Texas Mobility Fund obligations in FY2022. Related to high-speed transportation, a bill related to creation of a High-Speed Rail Legislative Review Committee was approved by the full Senate and the House version of the bill was heard on April 1. Other bills include those related to constraining high-speed rail projects in Texas, which have seen no new action. Several safety bills of interest were highlighted and included a bill that would allow Texas Department of Transportation districts to temporarily lower speed limits on certain roads and several bills related to pedestrian and bicycle safety. Air quality-related bill topics include a bill that would create the Texas Transportation Electrification Council to prepare and assess public electric vehicle charging infrastructure and develop a plan to implement the infrastructure and associated technologies throughout the state. Other bills include preemption of local regulations on greenhouse gas emissions and a bill that would allow for counties that paid into the LIRAP program to remit them and use them on air quality focused LIP projects. Also of interest is unmanned aircraft systems (UAS). On April 21, 2021, a committee substitute was heard in the Senate Veterans Affairs and Border Security Committee that would add military installations and airports to the list of critical infrastructure where UAS are prohibited. In addition, bills have been filed that would prohibit arming unmanned aircraft and that would have important implications for the definition of surveillance and image for the UAS industry in Texas. Legislative updates will continue to be provided to members.
10. **Dallas-Fort Worth High-Speed Transportation Connections Study:** Brendon Wheeler provided an update regarding the Dallas to Fort Worth High-Speed Transportation (DFW HST) Connections Study. The objective of the study is to evaluate high-speed transportation alternatives (both alignments and technology) to connect Dallas-Fort Worth to other proposed high-performance passenger systems in the state, enhance and connect Dallas-Fort Worth to the regional transportation system, as well as obtain federal environmental approval of the viable alternative. The initial set of alignments/corridors and modes of transportation being screened during Level 1, Level 2, and Level 3 evaluations were highlighted, with the resulting recommendation of three alignments along IH 30 recommended for Phase 2 efforts to develop the draft environmental study documentation.

Further refinement of these alignments along IH 30 provides the opportunity for options to incorporate the design of the HST system with the IH 30 ultimate redesign efforts from IH 35W to west of Cooper Street. The project team has also identified the possibility of incorporating the HST system along IH 30 from east of Cooper Street to IH 35E within the existing managed lane footprint. Each of these opportunities will be compared with designing the HST system along the periphery of the existing IH 30 main lanes for the length of the corridor. Mode recommendations from the screenings include hyperloop (emerging technology) and high-speed rail (proven technology). He noted the project team went through an extensive effort to understand the technologies in order to properly rank options based on NASA's technology readiness scale regarding how the technologies compete for commercial application readiness. Public and agency engagement efforts were highlighted, including meetings with elected officials, federal agencies, working groups, public engagement, and stakeholder meetings, with the project team having hosted over 60 presentations, briefings, and meetings over the last year. Also highlighted was a new online engagement activity to incorporate additional public input that will allow the public to review Level 3 alignments directly and provide feedback on areas of significance and concern. In addition, he noted upcoming virtual public meetings scheduled for noon on May 19 and 6 pm on May 20. The upcoming schedule for this effort was highlighted, and Mr. Wheeler noted action on the alignment and mode recommendations to proceed into Phase 2 efforts would be requested at the June Committee meeting and July RTC meeting. John Polster noted one of the alignment alternatives mentioned was in Texas Department of Transportation right-of-way. When the region was pursuing the hyperloop test track, he asked if he recalled correctly that TxDOT Headquarters indicated this type of technology could not be implemented in the right-of-way and asked if there had been some type of policy change. Michael Morris noted that TxDOT Headquarters never provided a response about whether a hyperloop certification facility could be included in TxDOT right-of-way but noted a meeting in which the Governor's direction was to stay on public-sector property. He noted NCTCOG would move forward with the proposed recommendations and look forward to hearing comments from all parties.

11. **Status Report on Engine Off North Texas:** Huong Duong presented an overview of the updated Engine Off North Texas program. Engine Off North Texas was created to address unnecessary idling from heavy-duty vehicles in the Dallas-Fort Worth region which creates nitrogen oxides emissions. In 2007, locally enforced idling restrictions were added to the Dallas-Fort Worth State Implementation Plan and the North Central Texas Council of Governments began encouraging local governments to sign the Texas Commission on Environmental Quality Memorandum of Agreement which authorized local governments to enforce the vehicle idling restriction rule. Engine Off North Texas Program purpose is to improve the air quality in the region by reducing the emissions related to unnecessary idling. In March 2021, Engine Off North Texas launched a revitalized program and continues to encourage local governments to adopt an idling restriction policy, offers outreach and educational materials about the effects of idling, and also offers alternative strategies to idling. Available resources include a local government guide that offers multiple options for implementation of idle restriction policy and enforcement strategies, regulatory signs, posters, brochures, a complaint hotline, and other information that can help bring awareness to the impacts of idling and available solutions. Materials are available online at www.engineoffnorthtexas.org or by email at engineoffnorthtexas@nctcog.org. The Engine Off North Texas Program has contributed to the adoption of idling policies in several cities, but much more remains to be done. Engine Off North Texas will continue to partner with local businesses and governments to identify problem areas in the region, continue to provide resources and bring awareness to the effects of idling, as well as promote idling alternatives. Lastly, staff will continue to encourage the adoption and enforcement of idling restriction policies. Committee members were asked to provide the appropriate contacts within their member agencies to help in efforts to improve air quality in the region. Kevin

Overton asked what happens when a complaint is received through the hotline. He also asked what happens when a MOA has expired. Ms. Duong noted the complaint is recorded in a database and the agency for which the complaint was made is then contacted. Regarding expired MOAs, she noted that expiration could impact whether an agency could continue to enforce idling restriction rules. Specifically for the City of Dallas, if the idling rule was included in city ordinances, the City could continue to enforce idling restrictions. Details were provided in Electronic Item 11.

12. **North Texas Regional Integration of Sustainability Efforts Coalition:** Tamara Cook presented information regarding the North Texas Regional Integration of Sustainability Efforts (RISE) Coalition, an extension of an original effort to promote sustainability and environmental initiatives on a regional scale. In 2020, the original cities formed the RISE Coalition to facilitate peer exchange opportunities on a variety of sustainability efforts. Key topics for FY2021 were highlighted, and it was noted that the North Central Texas Council of Governments (NCTCOG) specifically supports two programs: a regional emissions inventory focused on greenhouse gas emissions and subsequently after the inventory is complete the development of a tool kit or menu of strategies that could be adopted by local governments. Currently, RISE voting members include the cities of Cedar Hill, Dallas, Denton, Farmers Branch, Fort Worth, Lewisville, Plano, and the Tarrant Regional Water District. She noted the purpose of the presentation was to bring the information to a broader audience and encourage local governments interested in expanding their sustainability efforts to participate. Participation is open to local governments eligible for membership in NCTCOG. In-person meetings are held quarterly, with the next meeting schedule for April 26. Additional information was provided in Electronic Item 12 and at [North Central Texas Council of Governments - RISE Membership \(nctcog.org\)](https://www.nctcog.org). Michael Morris encouraged members to provide this information to broader city/county staff as transportation and environmental policies potentially overlap in the future. Committee Chair Brian Moen asked what department or staff positions are active in this area. Ms. Cook noted that involved staff include sustainability coordinators, as well as staffs from a variety of departments.
13. **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 13.1)
 2. East/West Equity Update (Electronic Item 13.2)
 3. Deadline to Submit Requests for Transportation Improvement Program Modifications through the August 2021 Cycle – April 23, 2021 (<https://rtrinternal.nctcog.org/login/>)
 4. Air Quality Funding Opportunities for Vehicles (<https://www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle>)
 5. Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/dfw-clean-cities-meetings>)
 6. Commercial Motor Vehicle Violations: Enforcement, Prosecution, and Reporting Training Opportunity for Prosecutors and Judges,
 7. May 18 and 19, 2021 (<https://www.nctcog.org/trans/quality/safety/transportation-safety/commercial-vehicle-enforcement>)
 8. Status of Texas Volkswagen Environmental Mitigation Program Funding Programs (Electronic Item 13.3)
 9. Status Report on Ozone Season (Electronic Item 13.4)
 10. March Online Input Opportunity Minutes (Electronic Item 13.5)
 11. Public Comments Report (Electronic Item 13.6)
 12. Written Progress Reports:
 - Local Motion (Electronic Item 13.7)
 - Partner Progress Reports (Electronic Item 13.8)

14. **Other Business (Old and New)**: There was no discussion on this item.
15. **Next Meeting**: The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on May 28, 2021.

The meeting adjourned at 4:05 pm.



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

June 2021

INSIDE

Additional funding OK'd to help transit

The Regional Transportation Council has approved allocation of more than \$354 million in federal assistance to transit providers in the Dallas-Fort Worth area as part of the American Rescue Plan.

This was the third relief package provided to public transportation agencies across the nation. With the infusion to Dallas Area Rapid Transit, Denton County Transportation Authority, Trinity Metro, Public Transit Services (Parker and Palo Pinto counties) and Star Transit (Dallas, Kaufman and Rockwall counties), the region's providers have now received 132% of operating costs through a combination of three emergency relief bills since the COVID-19 pandemic began. Read more on page 2.



North Central Texas
Council of Governments

NASA to help region integrate Advanced Air Mobility

North Texas is attracting attention for its embrace of creative transportation solutions from an agency that knows something about moving people in innovative ways – NASA.

The North Central Texas Council of Governments has entered into an agreement with the National Aeronautics and Space Administration to study the potential of drone technology and integrate it into future transportation plans.

NASA will work with NCTCOG and a group of public- and private-sector partners to study cargo-carrying drones and automated air taxis during a series of at least four future workshops.

NASA has been engaged with the Federal Aviation Administration and other regions about how to integrate Advanced Air Mobility technologies such as drones, also called unmanned aircraft systems, into metropolitan areas.

Drones are becoming more common for use in business, public safety and for recreational purposes. During the COVID-19 pandemic, NCTCOG has been hosting monthly virtual workshops to help professional operators and hobbyists remain up to date on the rules and regulations governing drone use.

The NASA workshops will bring together subject-matter experts from NASA and transportation planning to help the region develop best practices, from identifying a common set of terms to use in discussions and planning documents, to evaluating potential criteria that might be used in locating future “vertiports.”

NCTCOG will coordinate with NASA on how emerging cargo-carrying drone and passenger-carrying air taxi services can best be included in its civic transportation plans. NCTCOG's workshops are expected to be held in summer 2022.

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

American Rescue Plan funding approved by RTC to help transit agencies

The Regional Transportation Council has approved more than \$354 million in federal assistance to transit providers in the Dallas-Fort Worth area as part of the American Rescue Plan Act.

This was the third relief package provided to public transportation agencies across the nation. With the recent infusion to Dallas Area Rapid Transit, Trinity Metro, Denton County Transportation Authority, Public Transit Services (Parker and Palo Pinto counties) and STAR Transit (Kaufman, Rockwall and a portion of Dallas County), the region's providers have now received 132% of their Fiscal Year 2018 operating costs, through a combination of three emergency relief bills since the COVID-19 pandemic began. Signed into law in March, this legislation was preceded by the Coronavirus Aid, Relief, and

Economic Security (CARES) Act and Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA), which provided \$39 billion to transit agencies across the US. The primary objective of the funding is to ensure public transit agencies receive sufficient funding to address the impacts caused by COVID-19.

Public transportation continues to be one of the hardest-hit modes of transportation by the pandemic, with ridership still down approximately 50%,

according to data collected by NCTCOG. Efforts have been underway since the beginning of the pandemic to boost public confidence in transit vehicles and ensure they could continue providing reliable service. Masks remain required on transit vehicles and at stations. The transit agencies have closely followed other COVID-19 protocols as they have sought to keep employees and passengers safe and healthy.

Funding for the American Rescue Plan will be provided at a 100% federal share, with no local match required. Funds are prioritized for operational and payroll needs but can also be used to support expenses traditionally eligible under the Urbanized Area Formula Program and the Enhanced Mobility of Seniors and Individuals with Disabilities Program.

For updates on how public transportation and other modes are recovering from the effects of the pandemic, visit www.nctcog.org/pm/covid-19.



Federal aid is helping transit agencies through COVID-19 pandemic while they work to continue keeping employees and riders healthy.

Annual report highlights pandemic progress

Progress North Texas 2021 is now available and takes readers on a journey through how the region's roadways, public transit and air travel were affected by COVID-19.

The pandemic had a profound effect on many aspects of life, including transportation. But North Texans will also read about some positive developments in areas such as active transportation and system reliability, and how the region is coming together to solve problems.

This year's report is organized around the theme of Transportation For All. Transportation serves its constituents best when its components work together. The region has growing transit and bicycle-pedestrian options that complement the roadway system to help keep people moving in a rapidly growing metropolitan area.

Congratulations to Angie Anderson of Cleburne High School, whose illustration of what Transportation For All means to her won this year's contest. Angie's artwork is featured on the cover.

Read this year's report online at www.nctcog.org/ourregion. Copies are also available for neighborhood associations, community organizations or any individual or group wanting to learn more about transportation planning. The FREE report can be requested directly from the webpage.

\$2.3M available for diesel emissions reduction

NCTCOG is offering approximately \$2.3 million in grant funding for projects that reduce freight emissions through two competitive calls for projects.

Assistance is available for entities seeking to reduce idling from transport refrigeration units of heavy-duty diesel trucks and trailers through the North Texas Freight Terminal Electrification 2020 Call for Projects.

Additionally, entities can qualify for funding for replacement of existing diesel-powered heavy-duty vehicles or equipment and installation of idling control technology for rail and switch yards through the North Texas Emissions Reduction Project 2020 Call for Projects.

The terminal electrification funding opportunity is open to any entity owning or operating a private freight terminal or distribution center that receives heavy-duty truck transport refrigeration units and/or trailers in the 10-county non-attainment area. Up to 30% of the eligible project cost can be funded.

Funding will be used to assist in the following:

- Construction and installation of EPA SmartWay-verified electrified parking spaces at truck terminals and distribution centers
- Installation of electric power monitoring equipment
- Installation of electric power connection kits used to power heavy-duty truck and trailer refrigeration units

The North Texas Emissions Reduction Project funding is available to private-sector fleets for heavy-duty diesel vehicles and equipment operating in the Dallas-Fort Worth area. Project funding may be used for replacement of an older diesel on-road vehicle and non-road equipment with a newer model year. Vehicle replacement includes over-the-road, long-haul trucks and other freight and goods movement trucks and equipment.

Also, funding is available for installation of idling control technology at rail and switch yards. Funding could cover between 25% and 45% of the eligible project cost.

Applications for both calls for projects are due to NCTCOG at 5 p.m. July 9. For information, visit www.nctcog.org/agfunding.

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

\$2.3 million

Grant funding offered by NCTCOG available for projects that reduce freight emissions.

PUBLIC *Involvement*

Online public input opportunity begins June 7

Beginning June 7, members of the public can provide input on several transportation initiatives managed by NCTCOG staff, including the Unified Planning Work Program, regional 10-Year Plan and Congestion Management Process. Residents can comment on these and other topics through July 6 by visiting www.nctcog.org/input.

The Unified Planning Work Program for regional transportation planning provides a summary of the transportation and related air quality planning efforts to be conducted by NCTCOG as the metropolitan planning organization. Draft recommendations for the Fiscal Year 2022 and Fiscal Year 2023 UPWP will be presented.

The 10-Year Plan identifies major projects to be implemented in the region through 2031. Urbanized areas with populations over 200,000 must implement and maintain a CMP to measure congestion levels and prioritize management strategies. Details on both initiatives will also be presented for review and comment. In addition to maintaining transportation planning documents, NCTCOG staff assists in managing funding for different modes of transportation and will present information related to Federal Transit Administration funding through the American Rescue Plan Act of 2021 and Fiscal Year 2021 Program of Projects. Funding requests for several automated vehicle projects will also be discussed.

Finally, federal regulations require large metropolitan areas to conduct a review of the metropolitan planning process every four years. Details of this year's Federal Highway Administration and FTA joint certification review process will be provided. The presentation and a survey from the federal agencies will be available online at www.nctcog.org/input. All public comments for this item should be submitted directly to FHWA and FTA.

Proposed modifications to the list of funded projects, Mobility 2045 administrative revisions, the Access North Texas plan, Map Your Experience tool and vehicle funding opportunities will also be highlighted. To request printed copies of the information discussed, call 817-608-2365 or email cbaylor@nctcog.org.

Prepared in cooperation with the US Department of Transportation (Federal Highway Administration and Federal Transit Administration) and the Texas Department of Transportation. The contents of this report reflect the views of the authors who are responsible for the opinions, findings and conclusions presented herein. The contents do not necessarily reflect the views or policies of the Federal Highway Administration or the Texas Department of Transportation.

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