

AGENDA

Regional Transportation Council Thursday, August 12, 2021 North Central Texas Council of Governments

The RTC meeting on August 12, 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 822 8179 1029# 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 822 8179 1029# 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 July 8, 2021, Minutes**
 Action Possible Action Information Minutes: 5
Presenter: Theresa Daniel, RTC Chair
Item Summary: Approval of the July 8, 2021, minutes contained in [Electronic Item 2](#) will be requested.
Background: N/A
- 1:15 – 1:15 3. **Consent Agenda (There are no items on the Consent Agenda)**
 Action Possible Action Information Minutes: 0
- 1:15 – 1:30 4. **Orientation to Agenda/Director of Transportation Report**
 Action Possible Action Information Minutes: 15
Presenter: Michael Morris, NCTCOG
1. Welcome to Nadine Lee, President and Chief Executive Officer, Dallas Area Rapid Transit (DART Chair Paul N. Wageman)
 2. Texas Department of Transportation (TxDOT) Names Brian Barth, P.E., as Deputy Executive Director for Program Delivery
 3. Recognition of Former Regional Transportation Council (RTC) Members Upon Return to In-Person Meetings

4. RTC New Member Orientation
5. Today's Agenda Briefly Covering Many Items to include those Previously Delayed
6. Comprehensive List of Projects Item Being Developed, to be Presented at a Future Meeting along with the East/West Equity Briefing
7. Follow Up on Letter to the Secretary of Transportation, 2021-2024 Transportation Improvement Program Approved
8. Follow Up on Letter to the Texas Transportation Commission IH 35E Phase 2, Project Approved and TxDOT Meetings have begun on SH 183
9. Format of Future RTC Meetings
10. Letter to the Region on Margaret McDermott Bridge ([Electronic Item 4.1](#))
11. Fort Worth Bypass Channel, Fort Worth's Panther Island to Receive Federal Funding in 2022 ([Electronic Item 4.2](#))
12. Early Completion of IH 635/SH 121 ([Electronic Item 4.3](#))
13. Announcement of Green Transportation Infrastructure Workshop, August 24, 2021 ([Electronic Item 4.4](#))
14. Blue-Green-Grey Funding Initiative Request for Proposals due by 5:00 pm, Friday, August 13, 2021
15. Clean Air Action Day, August 4, 2021
16. Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/events>)
17. Air Quality Funding Opportunities for Vehicles (<https://www.nctcog.org/trans/quality/air/funding-and-resources>)
18. Status Report on Ozone ([Electronic Item 4.5](#))
19. North Texas Unmanned Aircraft Systems Safety and Integration Initiative's Community Integration Working Group ([Electronic Item 4.6](#))
20. Monthly Know Before You Fly Your Drone Workshops (<https://www.northtexasuas.com/UAS-Taskforce#Workshops>)
21. Auto Occupancy/High-Occupancy Vehicle Subsidy Report ([Electronic Item 4.7](#))
22. August Online Input Opportunity Notice ([Electronic Item 4.8](#))
23. Public Comments Report ([Electronic Item 4.9](#))
24. Recent Correspondence ([Electronic Item 4.10](#))
25. Recent News Articles ([Electronic Item 4.11](#))
26. Recent Press Releases ([Electronic Item 4.12](#))

1:30 – 1:40

5. **Ensuring Equity: Dallas Opportunity Zone 1 Funding Partnership and Federal Transit Administration Areas of Persistent Poverty Grant**

Action Possible Action Information Minutes: 10

Presenter: Christie Gotti, NCTCOG

Item Summary: Staff will request Regional Transportation Council (RTC) approval of a funding partnership with the City of Dallas and a proposed Federal Transit Administration (FTA) grant application in the City of Fort Worth, including the ability to amend the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other administrative/planning documents, as needed, to incorporate these projects.

Background: Ongoing discussions have occurred about needed transportation improvements in southern Dallas. As part of the

RTC action on the Assessment Policy in April 2019, the RTC committed to additional funding for Dallas Opportunity Zone 1. A funding request has been received from the City of Dallas for projects in that area. North Central Texas Council of Governments (NCTCOG) staff is proposing to fund several of these projects to help improve walkability, promote revitalization in Environmental Justice communities, and address deficient pavement condition.

In July 2021, the FTA announced the FY2021 Areas of Persistent Poverty Funding Opportunity. Eligible projects include planning studies, engineering studies, technical studies, or financial plans and must be located in an Area of Persistent Poverty. A copy of the Notice of Funding Opportunity (NOFO) detailing the grant program for Fiscal Year 2021, as well as the application requirements is available in [Electronic Item 5.1](#). Applications are due by August 30, 2021. In response to the NOFO, NCTCOG staff requests approval to submit a proposal to study transit access to food, jobs, healthcare, affordable housing, and other needs as identified by the residents of the 76104 zip code in southeast Fort Worth. This zip code is an area of persistent poverty as well as a food desert, and was identified by University of Texas Southwestern Medical Center as having the lowest life expectancy of any zip code in the state.

Details on the proposed partnership with the City of Dallas and the proposed FTA grant application in Fort Worth can be found in [Electronic Item 5.2](#).

Performance Measure(s) Addressed: Roadway, Air Quality

1:40 – 1:45

6. **2021 Incident Management Freeway Blocking Equipment Call for Projects**
 Action Possible Action Information Minutes: 5
Presenter: Sonya Landrum, NCTCOG
Item Summary: Staff will request approval to use \$1 million in Regional Toll Revenue (RTR) funding to fund the regional Incident Management Freeway Blocking Equipment Call for Projects.
Background: In July 2020, the Regional Transportation Council approved the Incident Management Blocking Equipment Pilot Project as part of the 2020 Incident Management Equipment Purchase Call for Projects. In support of the North Central Texas Council of Governments Traffic Incident Management Training Program, funding was made available for the purchase of freeway emergency scene management blocking equipment (e.g., crash barriers, attenuators, etc.) to provide protection to incident responders responding to traffic crashes in the North Central Texas nonattainment area. Due to Buy America compliancy restrictions associated with Federal Highway Administration funding, projects selected under the special pilot project were approved to be funded with RTR funding. Based on multiple requests from member agencies to seek funding to

purchase similar blocking equipment funded under the pilot project, staff will request approval to utilize RTR funding for projects selected under a 2021 Incident Management Freeway Blocking Equipment Call for Projects. Additional information on this request is provided in [Electronic Item 6](#).

Performance Measure(s) Addressed: Safety

- 1:45 – 1:50** 7. **Supplemental Environmental Project Funding Recommendation for Comprehensive Air Quality Planning**
- Action Possible Action Information Minutes: 5
- Presenter: Lori Clark, NCTCOG
- Item Summary: Staff will request Regional Transportation Committee approval of funding recommendations for the North Central Texas Clean School Bus Program, which receives funds through the Texas Commission on Environmental Quality's (TCEQ's) Supplemental Environmental Projects (SEP).
- Background: The North Central Texas Council of Governments (NCTCOG) administers the North Central Texas Clean School Bus Program, which has been approved by the TCEQ as a third-party SEP initiative. Through this program, NCTCOG can offer funding for projects to replace old diesel school buses. NCTCOG recently solicited school bus replacement projects from school districts in the 10-county ozone nonattainment area with eligible model year diesel school buses and has developed funding recommendations for responses received. [Electronic Item 7](#) provides an overview of the solicitation of responses and staff recommendations.

Performance Measure(s) Addressed: Air Quality

- 1:50 – 1:55** 8. **Advanced Transportation and Congestion Management Technologies Deployment Initiative Grant Program**
- Action Possible Action Information Minutes: 5
- Presenter: Thomas Bamonte, NCTCOG
- Item Summary: Staff will request Regional Transportation Council (RTC) approval of regional support for the City of Fort Worth's application for a grant under the United States Department of Transportation (US DOT) 2021 Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) grant program.
- Background: In June 2021, US DOT issued the announcement for the 2021 ATCMTD grant program. The Notice of Funding Opportunity that details the \$60 million grant program for Fiscal Year 2021 is available at <https://www.grants.gov/web/grants/view-opportunity.html?oppId=334272>. Applications are due to US DOT by August 23, 2021. The City of Fort Worth is submitting a grant application for a project on the North Tarrant Express (NTE) corridors (I-35W/SH 180). The project will include a variety of connected vehicle technologies and infrastructure upgrades like technology-enhanced lane striping designed to improve safety and operations for all road users

and provide a supportive operational environment for the operation of automated and connected vehicles. The project would help Dallas-Fort Worth (DFW) gain leadership in the deployment of such technologies, which are expected to scale to similar corridors in DFW and beyond over the next decade. Staff seeks RTC approval of the use of up to \$2 million in Regional Toll Revenue funds as a regional contribution to the \$14 million project in the event US DOT awards the requested grant. The remaining project funding upon receipt of a grant award will come from Cintra, the operator of the NTE corridors (\$5 million), and US DOT (\$7 million). [Electronic Item 8](#) contains more information.

Performance Measure(s) Addressed: Safety, Roadway

1:55 – 2:05

9. **Regional Automated Transportation System Guidelines Development**

Action Possible Action Information Minutes: 10

Presenter: Brendon Wheeler, NCTCOG

Item Summary: Staff will provide background information and an update on the Regional Automated Transportation System (ATS) Guidelines Development Project.

Background: As part of the Regional Automated Transportation System Initiative (also referred to as the “People Mover Program” in the past), staff issued a request for proposals at the end of 2020. The purpose of this consultant procurement is to develop a set of performance guidelines for ATS vehicle technology and elevated guideway standards to be used in shaping future engineering procurements related to the Regional Automated Transportation System Initiative. Future engineering procurements related to this initiative will utilize these guidelines in project development activities for systems capable of operating in either a people-movement environment or a goods/freight-movement environment. Hence, the Guidelines Development Project is aimed at providing general performance guidelines applicable to a wide range of specific use cases. In February 2021, a consultant was selected, and staff will update the Council on the status of contract development and project delivery.

Performance Measure(s) Addressed: Transit, Safety

2:05 – 2:10

10. **Status Report on Texas Volkswagen Environmental Mitigation Program Funding**

Action Possible Action Information Minutes: 5

Presenter: Lori Clark, NCTCOG

Item Summary: Staff will provide an update on the progress of Volkswagen Settlement activities. Comments recently submitted to the Texas Commission on Environmental Quality (TCEQ) will be highlighted, and staff will request outreach assistance to optimize zero emission vehicle (ZEV) infrastructure funding for the North Central Texas Council of Governments area.

Background: The consent decree issued as part of the Volkswagen Settlement included an initiative to implement new emissions-reducing projects under the Environmental Mitigation Trust. TCEQ administers the Environmental Mitigation Trust under the Texas Volkswagen Environmental Mitigation Program (TxVEMP). Opportunities released under this program continue to progress. Staff has continued to promote availability of funds and has developed outreach resources related to currently available funding. Staff has also completed several analyses related to allocation of remaining funding under the TxVEMP. [Electronic Item 10.1](#) provides an overview of program funds requested thus far and recommended actions to promote further applications. [Electronic Item 10.2](#) provides a copy of comments recently transmitted to the TCEQ about distribution of funding not yet released.

Performance Measure(s) Addressed: Air Quality

2:10 – 2:20 11. **North Texas Regional Integration of Sustainability Efforts Coalition**

Action Possible Action Information Minutes: 10

Presenters: Chris Klaus, Transportation Department, NCTCOG
Tamara Cook, Environment and Development Department, NCTCOG

Item Summary: Staff will present information regarding the North Texas Regional Integration of Sustainability Efforts (RISE) Coalition.

Background: The RISE Coalition existing membership of Carrollton, Cedar Hill, Dallas, Denton, Farmers Branch, Fort Worth, Lewisville, Plano, and Tarrant Regional Water District wishes to extend an invitation for all North Central Texas Council of Governments members to collaborate with them in networking, leveraging regional resources, and sharing best practices. The RISE Coalition, formerly the North Central Texas Stewardship Forum, works to engage interested local governments in peer-exchange opportunities to support sustainability and environmental initiatives. Currently, a Regional Emissions Inventory is under development. Near term topic areas of focus may include Emissions Impact Analysis and Mitigation/Adaptation Strategy Development, Urban Heat Island Reduction Strategy Analysis, and Food Diversion and Waste Reduction Programs. Please see [Electronic Item 11](#) for more information.

Performance Measure(s) Addressed: Air Quality

2:20 – 2:25 12. **Fiscal Year 2021 Project Tracking Initiative**

Action Possible Action Information Minutes: 5

Presenter: Brian Dell, NCTCOG

Item Summary: Staff will provide the Council with an update to the Fiscal Year (FY) 2021 Project Tracking Initiative that was initiated in order to reduce the region's carryover funding balances and expedite project delivery.

Background: Almost every year, Regional Transportation Council (RTC)-selected projects being implemented by local governments experience delays. While a one-year delay is of less consequence, projects tend to be delayed year after year. Over time, these delays led to the need to implement the Metropolitan Planning Organization Milestone Policy, which identifies projects that have not advanced to construction after being funded for at least 10 years. However, a 10-year project review does not create an action plan soon enough to reduce the region's growing Congestion Mitigation and Air Quality Improvement Program, Surface Transportation Block Grant Program, and Transportation Alternatives Set Aside carryover balances. As a secondary line of offense, staff has implemented a project tracking initiative that will highlight project schedule commitments to the Surface Transportation Technical Committee and the RTC on a regular basis and report local agency progress toward the committed project development schedules. A list of projects that were scheduled to begin in FY2021 and their current status can be found in [Electronic Item 12.1](#). Additional details on this initiative can be found in [Electronic Item 12.2](#).

Performance Measure(s) Addressed: Roadway, Air Quality

13. **Progress Reports**

Action Possible Action Information

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

- RTC Attendance ([Electronic Item 13.1](#))
- Local Motion ([Electronic Item 13.2](#))

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

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

16. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for **1:00 pm, Thursday, September 9, 2021**.

REGIONAL TRANSPORTATION COUNCIL
July 8, 2021

In accordance with the Texas Governor's March 13, 2020, Disaster Declaration which was renewed through July 31, 2021, and subsequent suspension of certain Texas Open Meetings Act provisions, the July 8, 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: Dennis Bailey, Mohamed Bur, Dianne Costa, Theresa M. Daniel, Jeff Davis, Kevin Falconer, George Fuller, Barry L. Gordon, Rick Grady, Lane Grayson, Ron Massingill (representing Roger Harmon), Clay Lewis Jenkins, Ron Jensen, Brandon Jones, Mike Leyman, Alison Maguire, B. Adam McGough, Raj Narayanan (representing William Meadows), Allan E. Meagher, Cara Mendelsohn, Robert Miklos, Cary Moon, Barbara Odom-Wesley (representing City of Arlington), Philip J. Ritter, Jim R. Ross, Chris Schulmeister, Jeremy Tompkins, T. Oscar Trevino Jr., William Tsao, Paul Voelker (representing the cities of Richardson and Addison), Paul N. Wageman, and Duncan Webb. Individual attendance was not taken for non-RTC member attendees.

1. **Opportunity for the Public to Speak on Today's Agenda: Consistent with HB 2840:** This item allows members of the public an opportunity to give input on agenda items. Regional Transportation Council Chair Theresa M. Daniel asked if there were any public comments. No members of the public chose to speak.
2. **Approval of the June 10, 2021, Minutes:** The minutes of the June 10, 2021, meeting were approved as submitted in Reference Item 2. Rick Grady (M); Duncan Webb (S). The motion passed unanimously.
3. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 3.1. **Transportation Improvement Program Modifications:** Regional Transportation Council approval of revisions to the 2021-2024 Transportation Improvement Program (TIP) was requested, along with the ability to amend the Unified Planning Work Program and other planning documents with TIP-related changes. August 2021 revisions to the 2021-2024 TIP were provided as Electronic Item 3.1 for the Council's consideration.
 - 3.2. **Congestion Management Process Update:** Regional Transportation Council approval of the 2021 Congestion Management Process (CMP), including the corridor evaluation process and the process to develop the CMP program of projects was requested. Detailed evaluation of the performance measures and available assets for each CMP segment were provided in Electronic Item 3.2.1 and an overview of the CMP was provided in Electronic Item 3.2.2.

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

4. **Orientation to the Agenda/Director of Transportation Report:** Michael Morris reviewed items in the Director of Transportation Report. He highlighted a letter to the Secretary of Transportation, provided in Electronic Item 4.1, regarding the impasse between State and national government on approval of the Statewide Transportation Improvement Program (STIP). Approval has been delayed due to a single project that is not within the region, and the letter requests that the Secretary allow other projects in the region and other parts of the

state proceed. In addition, Mr. Morris noted that Regional Transportation Council (RTC) Chair Theresa M. Daniel had approved events for the August 12, 2021, RTC meeting at the Irving Convention Center. The RTC business meeting will be held at 1:00 pm, lunch for RTC members at 12:00 pm, and RTC New Member Orientation open to all RTC members at 9:45 am. In addition, he thanked RTC members who participated in the Federal Certification Review held June 14-16, 2021. Mr. Morris also provided an update related to transportation commitments associated with the location of Uber Headquarters in the City of Dallas. Uber has decided to locate a smaller headquarters than originally planned in Dallas and has withdrawn its request of tax subsidies from State, county, and city government. Uber has also contacted the North Central Texas Council of Governments (NCTCOG) indicating that Uber no longer required the \$10-15 million commitment made by the RTC. Mr. Morris noted that the proposed improvements included sidewalks, safer crosswalks, and new technology parking lots are the types of improvements that should be funded in the region and proposed that the RTC stay firm to its original commitments made to the City of Dallas and Uber. Also highlighted was the revenue sharing discussion between the Texas Department of Transportation and Cintra on improvements in the IH 635E/IH 35 Interchange. Upfront and annual payments were discussed, with funds provided to the eastern subregion since the subregion was the source of the revenue used for improvements. Staff will bring back a future proposal for use of the revenue. Mr. Morris thanked staff who worked on the performance metrics provided to members monthly in response to COVID. Details were provided in Electronic Item 4.3. He noted staff will continue to monitor transit ridership and work with transit partners on efforts to increase ridership. Information regarding the third round of the Blue-Green-Grey funding initiative was provided in Electronic Item 4.4. The deadline for Requests for Proposals is Friday, August 13, 2021, 5:00 pm. The status of Texas Volkswagen Environmental Mitigation Program funding was provided in Electronic Item 4.5. He noted that staff would present information on the latest strategy moving forward at the August 12 RTC meeting. Current Dallas-Fort Worth Clean Cities 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 4.6 contained information from the current ozone season report. Mr. Morris also discussed the importance of safety on the transportation system and a potential statewide partnership. Additional information will be provided to members in the future. Information from the 2020 Transportation Safety Performance Measures Report was included in Electronic Item 4.7 and Electronic Item 4.8. The 2020 Travel Demand Management Performance Report was available at <https://www.nctcog.org/trans/manage/tm/tm-performance-measures>. Also included in the Director of Transportation Report was correspondence about World Cup 2026 provided in Electronic Item 4.9, and information regarding the Access North Texas 2022 Plan Update, provided in Electronic Item 4.10 and also available online at www.accessnorthtexas.org. Electronic Item 4.11 contained June online input opportunity minutes. The Public Comments Report was provided in Electronic Item 4.12, recent new articles in Electronic Item 4.13, and recent press releases in Electronic Item 4.14. Also noted was the latest publication of Progress North Texas, which will be provided to members in print at a future RTC meeting. Mr. Morris highlighted correspondence to members of the Texas Transportation Commission requesting assistance to achieve implementation of Interstate Highway (IH) 35E-Phase 2 and the North Tarrant Express (NTE) projects. These are phased constructed projects and from a policy standpoint, there are two major things at risk. From a State perspective, the government operated in good faith to get right-of-way for these projects, which was laid out for the full projects during the first phases. In addition, under the federal process for which the RTC is responsible, the projects are critical to the implementation of the region's Congestion Management Process, air quality conformity, and safety. A copy of the proposed correspondence was provided in Electronic Item 4.2. A motion was made to approve

correspondence from the Regional Transportation Council to the Texas Transportation Commission requesting approval of IH 35E-Phase 2 and the North Tarrant Express projects provided in Electronic Item 4.2. Duncan Webb (M); Dianne Costa (S). Theresa Daniel, Cary Moon, and Mohamed Bur (TxDOT Dallas) abstained. A representative from TxDOT Fort Worth was not in attendance. The motion passed.

5. **FY2022 and FY2023 Unified Planning Work Program:** Vickie Alexander presented the proposed FY2022 and FY2023 Unified Planning Work Program for Regional Transportation Planning. The document represents work planned from October 1, 2021, to September 30, 2023, to be conducted by the North Central Texas Council of Governments (NCTCOG) staff utilizing federal Transportation Planning Funds (TPF) and other funding sources, and is one of the five federally required planning documents as part of the responsibilities of the metropolitan planning organization (MPO). Ms. Alexander highlighted the planning process and noted that Appendix H of the Work Program contains a Continuing Memorandum of Understanding among the MPO, the Texas Department of Transportation, public transportation operators, and other transportation agencies. The agreement documents the cooperative, performance-based planning and programming process with partner agencies in the Dallas-Fort Worth region, and also includes the cities of Arlington, Grand Prairie, McKinney and Mesquite as direct recipients of Federal Transit Administration (FTA) funds for the operation of the transportation services they provide. It was noted there is no term associated with the agreement, and that it is revisited only if the roles and responsibilities of the participating parties change. Ms. Alexander reviewed the format of the UPWP document that includes five major tasks: 1) Administration and Management, 2) Transportation Data Development and Maintenance, 3) Short-Range Planning and Programming, and Air Quality and Transit Operations, 4) Metropolitan Transportation Plan, and 5) Special Studies and System Operation. Within these five tasks are several subtasks containing numerous projects. In addition to activities carried out using Transportation Planning Funds, NCTCOG also includes in the document work activities carried out through other funding sources such the US Department of Transportation, Environmental Protection Agency, Texas Department of Transportation (TxDOT), Texas Commission on Environmental Quality, as well as numerous local sources. Major planning initiatives contained in the proposed document were highlighted, including an update to Mobility 2045, development of the 2023-2026 Transportation Improvement Program, associated air quality conformity analysis, transit asset management, data collection/travel model enhancements, advancement of technology (autonomous and connected vehicles, high-speed passenger transportation, people-mover systems, etc.), freight planning, and development of a Regional Railroad Information System. Other initiatives include integrated planning for transportation and stormwater management, case studies of mixed-use developments, process to determine return on investment of transportation infrastructure, comprehensive transit studies, bicycle/pedestrian plans, corridor/area studies, development of a Regional Greenhouse Gas Emissions inventory, support for military installations, and continued emphasis on performance-based planning. Also provided was a summary of the federal Transportation Planning Funds for the FY2022 and FY2023 UPWP. Staff anticipates approximately \$6.2 million in Federal Transit Administration 5303 funds, approximately \$16.9 million in Federal Highway Administration PL funds, and approximately \$4.7 million in FY2021 carryover funds. The total amount of Transportation Planning Funds anticipated to be available for the FY2022 and FY2023 UPWP is approximately \$28 million. Through the projects programmed in in the Work Program, about \$25.1 million dollars have been programmed resulting in an anticipated carry over balance into FY2024 of around \$2.7 million. She noted that funding amounts could vary as a result of federal authorizing legislation scheduled to expire in September 2021. Since exact allocations are unknown, staff will bring back updates to the Regional Transportation Council (RTC) for approval. In addition, she noted development of the Work

Program budget was ahead of the Agency's budget schedule so carry over funding totals or programing amounts could change as approval of the Agency's budget moves forward. In addition to TPF, other funding sources were highlighted. It was noted that approximately \$169 million in funding is passed through NCTCOG to transportation partners for programs such as the Dallas Area Rapid Transit Vanpool Program or subrecipients in transit and air quality programs. The schedule for this effort was reviewed, which began in February 2021 when requests for NCTCOG assistance were sent to local agencies. A draft of the document was provided to Texas Department of Transportation and posted online at www.nctcog.org/trans/study/unified-planning-work-program for review and comment, and a printed copy of the document was available to members upon request. Additional information on the development of the Work Program was provided in Electronic Item 5.2. If approved, the final document will be due to TxDOT July 30, 2021. Ms. Alexander reviewed the action requested of the Council. As part of the action, she requested reaffirmation of the Unified Planning Work Program policies provided in Electronic Item 5.1. These policies guide the allocation of federal Transportation Planning Funds. In addition, a draft RTC resolution supporting approval of the Work Program was provided in Electronic Item 5.3 for the Council's consideration. RTC Chair Theresa Daniel noted that the funding summary was helpful and allows members to better understand the variety of the source of funds, as well as the associated flexibility and challenges. A motion was made to approve the FY2022 and FY2023 Unified Planning Work Program for Regional Transportation Planning, including the resolution in Electronic Item 5.3, as well as reaffirmation of the Unified Planning Work Program Policies contained in Exhibit I-8 of the Work Program which were provided in Electronic Item 5.1 of the meeting materials. The Council's action also included approval for staff to administratively amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved projects contained in the Work Program. Dianne Costa (M); Rick Grady (S). The motion passed unanimously.

6. **2022 Unified Transportation Program and Regional 10-Year Plan Update:** Christie Gotti presented the latest project listings for the Regional 10-Year Plan Update and its inclusion in the 2022 Unified Transportation Program (UTP). The Regional 10-Year Plan was originally approved by the Regional Transportation Council (RTC) as the region's response to Texas House Bill (HB) 20 that requires metropolitan planning organizations to develop 10-year plans using performance-based planning and project selection methods. The plan includes projects funded specifically with funded with Category 2 (MPO selected), Category 4 (TxDOT district), and Category 12 (TTC) funds. Since initial approval in 2016, North Central Texas Council of Governments (NCTCOG) staff have brought annual updates to the plan in conjunction with the development of the Texas Department of Transportation's UTP. The process to develop the draft project listings was highlighted, which was provided in Electronic Item 6.1. Proposed new projects were scored using the same process used in previous years, which was provided in Electronic Item 6.3. Principles for the development of the Regional 10-Year Plan were also highlighted. Details were provided in Electronic Item 6.2. She noted there were insufficient Category 2 or and Category 4 revenues to refund any previously unfunded projects, and that staff would continue to focus on those projects as it works through the next iteration of the Regional 10-Year Plan. She also noted historical allocations for each of the funding categories back to the 2017 UTP, and that the draft 2022 UTP was expected to be released soon by TxDOT which would provide information on the total Category 12 funds to be allocated for the region. Ms. Gotti also presented a Surface Transportation Block Grant Program (STBG)/Category 2 funding exchange being proposed to help quickly reduce the region's large carryover balance of STBG funds. US 287 and Loop 9 will be advancing in 2021 and total approximately \$141 million in Category 2 funds that could be swapped with STBG funds. For the Loop 9 project, cost

estimates have come in substantially lower having added benefit. Mohamed Bur, TxDOT Dallas, noted funding available for the project totaled \$124 million and that the price was bid at \$78 million, leaving over \$40 million available for projects elsewhere in the eastern subregion. Ms. Gotti noted that a proposal will be brought back at a later time with specific projects on which to program the freed-up Category 2 funds. Maps showing approved and proposed projects in the Regional 10-Year Plan and their current status were highlighted, and it was noted that the map only included projects funded through the Regional 10-Year Plan. Staff will bring back to the Council a more comprehensive view of what is under construction across the region and in all funding programs, as well as the status of projects (including those that have been completed). The timeline for the 10-Year Plan effort was reviewed. She noted TxDOT public meetings for the 2022 UTP were scheduled for June/July 2021, and that Texas Transportation Commission approval of the 2022 UTP was anticipated in August 2021. Once staff has been formally notified of Category 12 projects funded in the region, staff will bring back any projects changes to the Surface Transportation Technical Committee and RTC. Rick Grady asked if that map presented was available on the NCTCOG website and if it was interactive. Ms. Gotti noted the map is available on the website, but is not interactive. She added there is an interactive map on the website that is a more comprehensive version and includes every active project. Members can click on individual segments and receive a full project profile. She noted staff would provide members a link to the web page. Michael Morris noted that staff will bring back a comprehensive list of active projects at a future meeting. Barbara Odom-Wesley asked for more information about the scoring process for Regional 10-Year Plan projects, provided in Electronic Item 6.3. Ms. Gotti noted it was a multi-tiered process in which projects are initially screened to determine if the project is in the first ten years of the Mobility Plan. Projects are then scored based on various factors to create a subset of projects that are prioritized based on the status of environmental clearance and when the project is expected to be let. Ms. Odom-Wesley asked if there were any projects that did not make it through the scoring and as a result will not move forward. Michael Morris noted that there are instances in which projects do not move forward and that staff will bring back to the Council the process for project selection in the Mobility Plan so members have the benefit of seeing how the process begins. A motion was made to approve the 2021 Regional 10-Year Plan project listing provided in Electronic Item 6.1, the proposed Category 2/STBG funding exchanges detailed in Electronic Item 6.2, and to also direct staff to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents in incorporate changes. Rick Grady (M); Barbara Odom-Wesley(S). The motioned passed unanimously.

7. **Dallas-Fort Worth High-Speed Transportation Connections Study:** Brendon Wheeler presented recommendations from the Phase 1 effort for the Dallas to Fort Worth High-Speed Transportation (DFW HST) Connections Study. As a reminder, the objective of the study is to evaluate high-speed transportation alternatives for both alignments and technology to connect Dallas and Fort Worth to other proposed high-performance passenger systems in the state, as well as to obtain federal environmental approval of the variable alternative as part of Phase 2 efforts. Mr. Wheeler noted the Dallas-Fort Worth (DFW) region has been a national leader in technology advancement, and the high-speed transportation projects in the region provide an opportunity to lead the way in introducing high-speed transportation technology and solidifying DFW as a national transportation hub. With a station in Arlington as a future connection to the Dallas Fort Worth International Airport, DFW has the ability to serve as a gateway to Texas with planned connections to other high-speed systems in the State. The initial set of 43 alignments/corridors for high-speed transportation were highlighted. Through the Phase 1 alternatives analysis, the recommendation was narrowed to IH 30, the straightest alignment between Fort Worth and

Dallas in order to maintain high-speed and keep the facility on an existing transportation corridor as much as possible. The high-speed facility could either be within the IH 30 right-of-way or adjacent to the right-of-way, with the exact alignment to be evaluated in Phase 2 of the study. Staff will continue to work with both the Texas Department of Transportation (TxDOT) districts to refine options on both sections of IH 30. In the west, there may be an opportunity to incorporate the design of the HST system as part of the IH 30 ultimate redesign efforts from Downtown Fort Worth to Cooper Street as an integrated corridor, causing the highway to react to the requirements of a stricter horizontal and vertical curve design for high-speed structures or designing the high-speed facility to be on the periphery of the highway lanes as a shared corridor. In the east between Arlington and Dallas, the highway has already been reconstructed. The project team will continue to review options of sharing the right-of-way without disturbing the existing highway or potentially replacing the managed lanes along IH 30. These considerations will be coordinated with stakeholders, including TxDOT, as part of Phase 2. Mode recommendations from the study were also highlighted and included high-speed rail, a decades-old proven technology, and hyperloop, an innovative and rapidly advancing technology. North Central Texas Council of Governments (NCTCOG) staff believes given the project development timeline, hyperloop technology will have an opportunity to advance to see if it is operational by project implementation. Public and agency engagement efforts were highlighted, including meetings with elected officials, federal agencies, working groups, public engagement, and stakeholder meetings. Comments received to date have expressed general support for the IH 30 alignments, support for both hyperloop and high-speed rail, questions on the connectivity with Dallas to Houston high speed rail, and questions related to alignment and station location specifics. The questions and comments were geared towards details of the project which staff believes shows support of the concept thus far. Mr. Wheeler also provide an overview of Phase 2 activities. During Phase 2, preliminary engineering activities will be conducted, as well a National Environmental Policy Act (NEPA) effort that will result in a Record of Decision or Finding Of No Significant Impact for the project. Staff will be coordinating with federal partners on how to structure the process if moving forward with Phase 2 is approved by the Regional Transportation Council. During Phase 2, staff will also continue coordination with TxDOT, local governments, and stakeholders throughout the process which is expected to last approximately two years. He noted that requested action by the Committee included consideration of a draft RTC policy, provided in Electronic Item 6.1, to support advancing the Dallas-Fort Worth High-Speed Transportation Connections Study into Phase 2. The schedule for this effort was highlighted and details were included in Electronic Item 6.2. Todd Plesko noted the one-seat-ride policy and asked if that referred to the connection with the Dallas to Houston project, or the stations in the Dallas to Fort Worth project. He specifically asked for clarification of a one-seat-ride if hyperloop was the selected technology. Michael Morris noted if high-speed rail were selected as the technology for both the Dallas to Houston and Dallas to Fort Worth projects, the desire is a one-seat-ride for seamless connection. If hyperloop were the selected technology, then by definition a one-seat-ride is not possible. The previous one-seat-ride position of the Regional Transportation Council (RTC) is being reiterated in order that the Phase 1 recommendations not conflict with the previous RTC action. The policy reaffirms the previous RTC position for the three-station concept and a one-seat-ride. A motion was made to recommend Regional Transportation Council (RTC) adoption of P21-01, Policy Support to Advance the Dallas-Fort Worth High-Speed Transportation Connections Study into Phase 2, which provides continued support of Mobility 2045 plan policies for the 3-station concept and a one-seat-ride. The policy also directs staff to proceed with Phase 1 recommendations for alignments and modes, coordinate with federal partners to determine the appropriate path forward into National Environmental Policy Act efforts with advancing technology, continue coordination

with TxDOT and local governments in Phase 2, and integrate alignment and mode recommendations into other planning activities. Eric Fladager (M); Stanford Lynch (S). The motion passed unanimously.

8. **Automated Vehicles 2.2/2.3 Program: Approval of Proposed Projects:** Thomas Bamonte presented projects proposed for funding under the consolidated Automated Vehicles (AV) 2.2/2.3 Program. In 2018, with Regional Transportation Council (RTC) approval of the AV 2.2/2.3 Program, the Dallas-Fort Worth region became the nation's first Metropolitan Planning Organization with an AV program. This positioned the region for State and national leadership and helped attract AV companies to locate in the region. Projects proposed for funding will help build the nation's first regional AV program that covers multiple types of automated vehicles and will explore use cases moving people, freight, and data. In addition, the RTC has stated the importance of preparing a workforce for new AV technologies so proposed projects include a workforce development component to train the next generation workforce for AV technologies. Recognizing that vehicles and infrastructure work together, proposed projects also address both components. In addition, equity of project locations and economic development have been considered. He noted North Central Texas Council of Governments will continue to provide support for project sponsors and work to find opportunities to pool resources and best practices. Barry L. Gordon asked when moving freight by AV, specifically 18 wheelers, if there were any projects specific to the inland port in Dallas. Mr. Bamonte noted automated freight vehicles were currently serving the IH 45 corridor, which is adjacent to the inland port and that the area is key to building out the AV freight network in the region. A motion was made to approve the proposed projects for the Automated Vehicles 2.2/2.3 Program summarized in Electronic Item 8, and to also authorize staff to take all necessary and appropriate steps to administratively advance the projects including making any necessary changes to Transportation Development Credit or match requirements as may be required, and to provide the technical support to the local partners implementing the projects. Paul Voelker (M); George Fuller (S). The motion passed unanimously.

9. **2021 Rebuilding American Infrastructure with Sustainability and Equity Discretionary Grant Program:** Jeff Neal presented an overview of the recommended projects to be submitted for the Fiscal Year 2021 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program. Details of the grant program were highlighted, including available funding and application requirements that were detailed in the Notice of Funding Opportunity, provided in Electronic Item 9.1. Grant awards are expected to be announced by the end of November 2021. He noted merit criteria for the RAISE Discretionary Grant Program includes considerations related to sustainability, equity, and quality of life, and proposed projects meet the additional considerations. The first proposed project was to advance the next phase of the North Tarrant Express (NTE) on Interstate Highway (IH) 820/State Highway (SH) 183 "NexTE" Phase from the SH 360 Interchange east to Story Road in Irving. Proposed improvements will include the addition of managed and general-purpose lanes; improved general purpose interchanges and ramps; bicycle/pedestrian accommodations; reconstruction of Belt Line Road to allow for surplus right-of-way conversion into usable open spaces; and corridor-targeted expansion of GoCarma and TryParkingIt incentives to stimulate business activity and reduce user costs. A total of \$25 million in RAISE grant funds will be requested and if awarded, combined with private-sector financing. The next proposed project was a 2.1-mile extension of the TEXRail commuter rail line from the Fort Worth TP&P Station to new Near Southside Station near Baylor Scott & White Hospital. The project will include replacement of rail structure that will accommodate track alignment and provide for the TEXRail extension to the south adjacent to the existing Union Pacific and Fort Worth & Western railroad corridors. Proposed grant

funds requested was \$25 million. In addition, staff proposed to utilize \$38.9 million remaining from the Federal Transit Administration grant to construct the original corridor from downtown Fort Worth to the Dallas Fort Worth International Airport. The final proposed project was Enhancing Mobility within the Southern Dallas Inland Port. The project was previously submitted for other grant opportunities and project elements. Project details include expanded transit service using electric vehicles for STAR Transit in southern Dallas, Kaufman, and Rockwall counties, pedestrian improvements in the vicinity of the Veterans Affairs (VA) Medical Center and the adjacent DART light-rail station, as well as traffic intersection improvements along various arterials will enhance accessibility to employment, healthcare, and education facilities in southern Dallas and Dallas County. Proposed grant funds requested was \$10.2 million. Details were provided in Electronic Item 9.2. The timeline for this effort was reviewed. A motion was made to approve the proposed projects to submit for funding consideration through the Fiscal Year 2021 Rebuilding American Infrastructure with Sustainability and Equity Discretionary Grant Program. Action also included approval for staff to administratively amend the Transportation Improvement Program, the Statewide Transportation Improvement Program, and other planning/administration documents to include proposed projects, if selected for a grant award. Dianne Costa (M); Jeremy Tompkins (S). The motion passed unanimously.

10. **2023-2026 Transportation Improvement Program Development:** Brian Dell provided an overview of the 2023-2026 Transportation Improvement Program (TIP) development process, expectations, and upcoming meetings. The TIP is the federal and State mandated inventory of transportation projects for the region funded with various local, State, and federal funding sources. Developed every two years, the TIP covers four years of available funding and once approved, is modified on a quarterly basis. The document must be consistent with the region's Metropolitan Transportation Plan and funds the first four years of the plan. Development of the new TIP begins with a review of all existing projects and solicitation of additional locally funded projects with implementing agencies. North Central Texas Council of Governments (NCTCOG) staff develop revised project listings that will be financially constrained against the available estimated revenue in the latest Unified Transportation Program. A Mobility Plan and air quality review will then be conducted, followed by presentation of the draft information to the public, Surface Transportation Technical Committee, and Regional Transportation Council for review and comment. Once approved by the Surface Transportation Technical Committee and the Regional Transportation Council, the final project listing will be submitted to State and federal partners. As part of TIP development, staff will focus on the importance of timely project implementation and will review projects on the Metropolitan Planning Organization Milestone Policy list, and those that are at risk of losing federal funds such as projects on the Federal Highway Administration Inactive List, Preliminary Engineering Audit list, and projects in the Transportation Alternatives or Transportation Alternatives Set Aside Program. Focus will also be given to projects requested to be placed in the first year of the TIP to ensure that schedules for project implementation are realistic. In addition, staff will close out Regional Toll Revenue funded projects as completed and remind project sponsors to adhere to the requirements to provide monthly invoices and progress reports. The proposed timeline for the TIP development process was highlighted. Mr. Dell noted that North Central Texas Council of Governments staff have begun meeting with implementing agencies across the region and will complete data input, financial constraint, and analysis of listings through January 2022. Draft listings will be presented to STTC in February 2022 and to RTC in March 2022, followed by public involvement and action requested at the May 2022 RTC meeting. The final document will be submitted to the Texas Department of Transportation for inclusion in the statewide TIP in summer 2022 with Texas Transportation Commission approval expected in August/September 2022 and federal/State approval in

October/November 2022. Attendees of TIP development meetings were encouraged to be prepared to provide detailed status updates on projects by phase in order to help expedite the TIP development process. Details on the development process, timeline, and focus areas were provided in Electronic Item 10.

11. **Metropolitan Planning Organization Milestone Policy (Round 2) – Quarterly Status Update:** Brian Dell provided an update on the Metropolitan Planning Organization (MPO) Milestone Policy Round 2 projects that have not let for construction. The policy is aimed at ensuring that projects, especially those that have been funded for at least ten years and have not gone to construction, are being implemented in a timely manner. The second round of the Milestone Policy was initiated in November 2019 to review projects currently over ten years old that have not been implemented. In February 2021, the Regional Transportation Council (RTC) approved Round 2 of the Milestone Policy, which included establishing deadlines by which projects must go to construction as well as a revamped project tracking process. The previous process for project cancellation was highlighted, as well as the updated project tracking process which includes quarterly status reports on all projects on the Milestone Policy list until they go to letting. Reports must detail steps that the project sponsor is taking to advance the project, potential delays, and updated schedules. Projects are rated as low (green), medium (yellow), or high (red) risk based on the how well the project sponsor is implementing the projects and risk factors. If the committed schedule is not met and the project has been ranked as red/high risk, the project will likely be recommended for cancellation. Since February 2021, questionnaires were sent to project sponsors with projects on the Milestone Policy List that have not gone to construction. Those deemed to be at medium or high risk may require additional coordination between our staff and partners. He noted that North Central Texas Council of Governments staff were in the process of scheduling meetings for projects that may need additional attention in order to timely implementation and added that staff was available to aid partners to ensure projects stay on track. A summary of the 41 projects and funding proposed for cancellation presented in January 2021 was highlighted. Of the 41 projects on the initial list, 23 projects had not gone to construction; 15 low risk, 7 medium risk, and 1 high risk. The status of each project on the MPO Milestone Policy list, including ratings by fiscal year, was provided in Electronic Item 11.1. Mr. Dell noted an additional round of questionnaires will be sent to project sponsors to obtain updated project information and staff will continue monitoring project progress and provide information to the RTC next quarter. Additional details on the policy were provided in Electronic Item 11.2.
12. **Progress Reports:** Regional Transportation Council attendance was provided in Electronic Item 12.1, Surface Transportation Technical Committee attendance and minutes in Electronic Item 12.2, and the current Local Motion in Electronic Item 12.3.
13. **Other Business (Old or New):** There was no discussion on this item.
14. **Future Agenda Items:** There was no discussion on this item.
15. **Next Meeting:** The next meeting of the Regional Transportation Council (RTC) is scheduled for 1:00 pm, Thursday, August 12, 2021, at the Irving Convention Center. A determination was later made to hold the August RTC meeting as a videoconference.

The meeting adjourned at 2:45 pm.

Leadership of women helps deliver Margaret McDermott Bridge

The Trinity River and its levees in Dallas have long been viewed as a significant divide, bisecting communities and preventing easy access by many to the amenities of downtown Dallas and surrounding neighborhoods.

I had the pleasure recently of attending the ribbon cutting celebration for a transportation element that should begin to change that: the Margaret McDermott Bridge, designed by renowned architect Santiago Calatrava.

You probably recognize the bridge by the twin 340-foot-high white steel arches. But more important than its beauty is what you may not immediately notice. The bicycle-pedestrian lanes adjacent to the lanes of Interstate 30 will make the Margaret McDermott Bridge a gateway that so many Dallas residents need, a human reconnection.

In North Texas, we place a premium on cooperation, and this project represented an opportunity for the community, officials from all levels of government and the private sector to work together to establish a legacy that will last generations.

At the ribbon cutting event, listening to the comments from Margaret's daughter Mary and Mary's daughter Grace, I was reminded of the importance of women in delivering this project.

First, there was Margaret McDermott herself, who provided the initial funding necessary to secure such a renowned architect to design the signature elements of the bridge.

Mrs. McDermott understood a project that would stitch neighborhoods together and connect them with downtown. She may have provided seed money for the signature elements, but the work done by dedicated professionals at every level of government proved invaluable to the completion of the half-mile span connecting Oak Cliff and west Dallas with downtown.

Keeping with the theme, officials such as former Sen. Kay Bailey Hutchison and current Rep. Eddie Bernice Johnson worked to secure the federal funding to bring the vision to life. Dallas County Commissioner Dr. Elba Garcia maintained strong county support for the project.

In transportation and other industries, projects are completed by doers, who are capable of great things because of the relationships forged as they work tirelessly on behalf of their communities. Former City Manager Mary Suhm and former Assistant City Manager Jill Jordan were team builders, empowering the staff to persevere through the many challenges of a project that stretched longer than any of us wished. Gail Thomas, former president and CEO of the Trinity Trust Foundation, was also integral in making sure the bridge had the necessary support to move forward.

Next came implementation of the vision. The Texas Department of Transportation's Deputy District Engineer for the Dallas District, Ceason Clemens, oversaw construction. She and her team were asked to help integrate the signature aspects of the bridge into the design of the project.

The North Central Texas Council of Governments' Sandy Wesch helped with permitting and design review; Dallas County Director of Public Works Alberta Blair and Sarah Standifer, assistant director of stormwater operations for the City of Dallas, also played crucial roles. Anita

Wilson of the Federal Highway Administration was there for design review and urban engineering.

These strong Dallas leaders illustrated coordination is possible across the various levels of government. While their roles were different, their complementary abilities produced a bridge that serves the needs of a growing region while connecting our past to our future.

Margaret McDermott had the vision. Other influential women made that vision a reality. And generations of Dallas residents, from Grace Cook to those who follow, will benefit from their passion and perseverance to deliver this transformational structure and human-scale amenities, lessening the divide.

Michael Morris is director of transportation for the North Central Texas Council of Governments. He wrote this column for The Dallas Morning News.

Fort Worth's Panther Island will get federal funding in 2022, US Rep. Kay Granger says

By Emily Brindley

The Panther Island project will see enough federal money in the 2022 funding cycle to begin digging the channel under the already-built bridges, U.S. Rep. Kay Granger said Saturday.

Granger, R-Fort Worth, said it's not clear how much funding will come through for the project, but she's confident it will be enough to begin cutting the 1.5-mile channel.

"It comes in different buckets, so there may be some in this one and then some in the next one," Granger said. "I think it will be funded for everything they can spend in the next cycle."

Granger's comments came after a Saturday morning ribbon cutting for the North Main Street bridge. That bridge, which opened to traffic in late June, is the second of three Panther Island bridges. The White Settlement Road bridge opened in April and the Henderson Street bridge is slated to open later this summer.

But for now, all three bridges span dry land. Officials, including Granger, have long said that it was cheaper and easier to build the bridges first and then cut the channel that will connect the ends of a U-shaped bend in the Trinity River. The area known as Panther Island is not actually an island until water begins flowing through the channel.

"We didn't have to do the water this way, but it was the smart way, it could be done faster and cheaper," Granger said.

The ambitious, \$1.17 billion project is part economic development and part flood control. "Panther Island" refers specifically to the economic development portion; officials refer to the flood control portion, which is headed up by the U.S. Army Corps of Engineers, as "Central City."

Because of the multi-sourced funding, the city and county have been awaiting federal money for the flood control piece, which is primarily the digging of the channel. And while U.S. Congress in 2016 authorized the funds — which could be up to about half of the total project cost — it has not appropriated the money and actually sent it to Fort Worth.

The wait has frustrated some Fort Worth residents, who have been hearing about the eventual Panther Island for more than 15 years now.

But on Saturday, Granger said there's money on the horizon. She said the funding will come through the White House's Office of Budget and Management. Under the Trump administration, that office blocked funding for the project.

Granger hopes the funding has a better chance under the Biden administration.

"The last administration stopped the funding, so we feel very good about this administration bringing the funding forward," she said.

Granger isn't the only one who's feeling optimistic. Dan Buhman — who is now the general manager of the Tarrant Regional Water District, which is the local partner for the federal portion

of the project — told the Star-Telegram in late June that he also expects to see federal money flowing in soon.

“I have all the confidence in the world that we’ll be able to get federal funds,” Buhman said at the time.

And G.K. Maenius, the Tarrant County administrator, also said in late June that things are beginning to align for the project.

“I believe — and it’s my personal belief, but I’ve been around for a while — is that this might be one of the best opportunities we have to actually begin receiving money from government funding, from the feds,” Maenius said at the time.

Granger added on Saturday that she’s also ranking member of the House Appropriations Committee, a title she’s held since 2019.

“That helps,” she said.

<https://www.star-telegram.com/article252852913.html>



Press Release

DFW Connector Project
7651 Esters Blvd., Suite 100
Irving, TX 75063

877-411-4212
www.dfwconnector.com

FOR IMMEDIATE RELEASE
Texas Department of Transportation
Michael Peters: 817-370-6846 (office)

For more information contact:
NorthGate Constructors
Maria Woodrow: 214-998-0576 (mobile)

I-635/SH 121 INTERCHANGE VIRTUAL RIBBON CUTTING CEREMONY

State and local officials celebrate the early completion of the \$370 million Texas Clear Lanes project

GRAPEVINE (Aug. 2, 2021) — On Monday, August 2, the Texas Department of Transportation (TxDOT) and NorthGate Constructors hosted a virtual ribbon cutting ceremony for the I-635/SH 121 Interchange Project. This \$370 million project widened SH 121 to accommodate a new interchange and new direct connectors for FM 2499 and SH 26 to reduce congestion and improve safety in the area.

Date: Monday, Aug. 2
Location: [Virtual Link to Pre-Recorded Video](#)

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

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

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

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

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

For information on how TxDOT and local partners are further addressing congestion, go to: texasclearlanes.com.

###

NCTCOG Green Transportation Infrastructure Workshop

Purpose:

Introduction of green practices as they relate to transportation, and their implementation in the Dallas-Fort Worth region

Details:

August 24, 2021 from 9:30 AM to 2:30 PM

Zoom Meeting - free to attend

Sessions Include:

NCTCOG Green Infrastructure Resources

EPA Green Infrastructure Program

Local Examples and Implementation Strategies

Green Infrastructure Techniques Covered:

Low impact stormwater drainage (bioswales, rain gardens)

Green streetscapes (permeable pavements, Silva Cells)

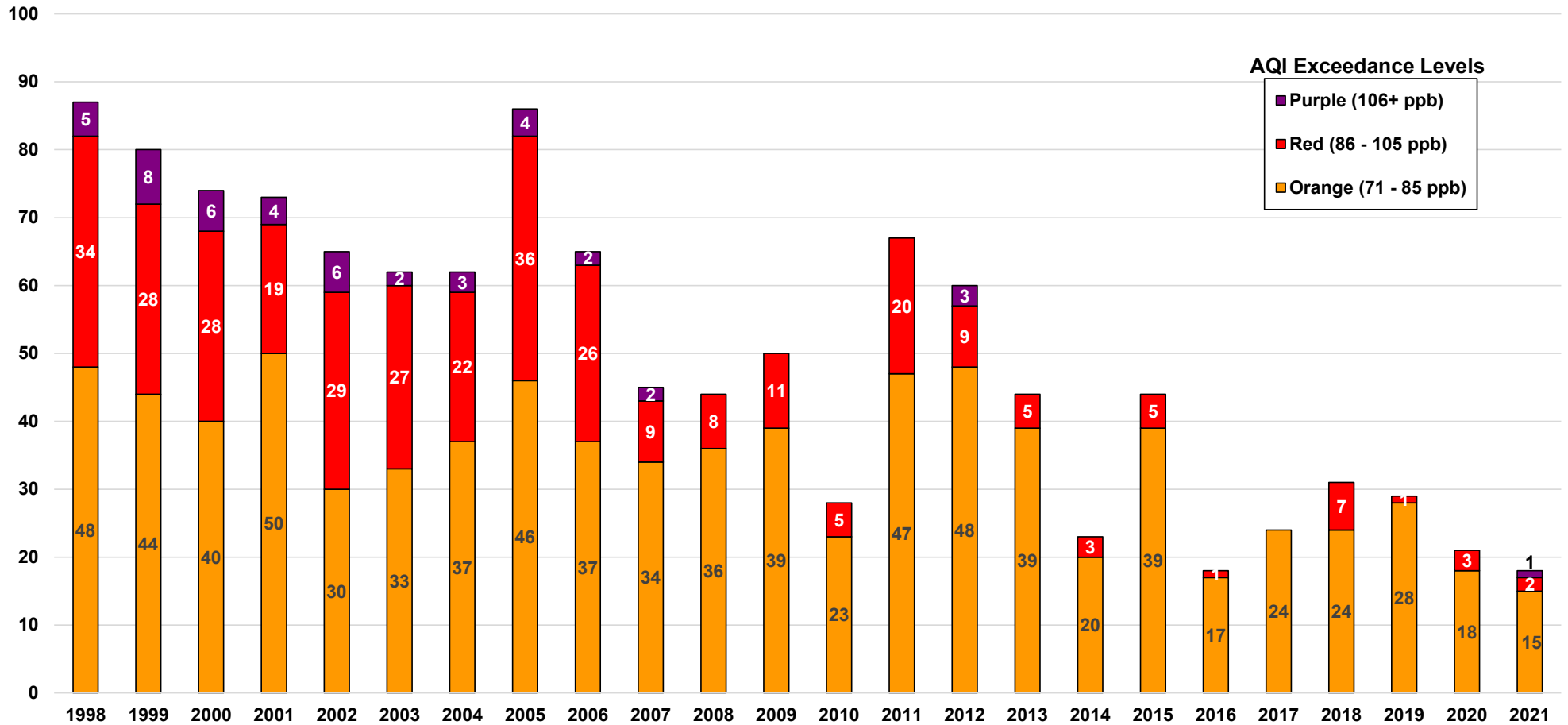
Lighting techniques (LED, solar)



Visit www.nctcog.org/greeninfrastructure for more details and registration link

8-HOUR OZONE NAAQS HISTORICAL TRENDS

Based on ≤ 70 ppb (As of August 6, 2021)



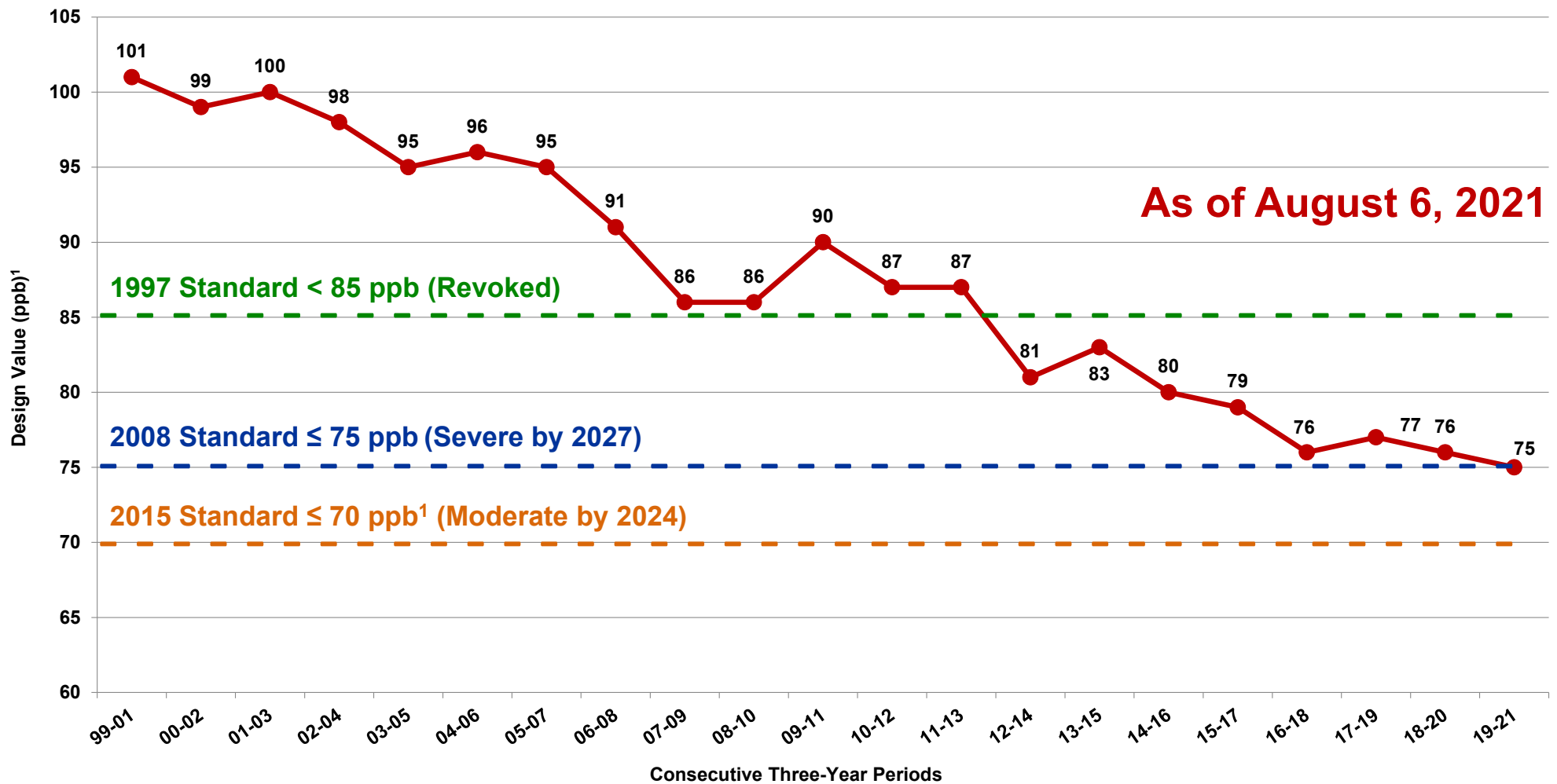
AQI Exceedance Levels

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

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

Source: TCEQ, http://www.tceq.state.tx.us/cgi-bin/compliance/monops/8hr_monthly.pl
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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The Transportation Policy Body for the North Central Texas Council of Governments
(Metropolitan Planning Organization for the Dallas-Fort Worth Region)

TO: Members of the Regional Transportation Council

DATE: July 8, 2021

FROM: Theresa M. Daniel, Ph.D., Chair

SUBJECT: Unmanned Aircraft Systems Initiative - Community Integration Working Group

We are formally inviting you to join the Community Integration Working Group within the Unmanned Aircraft Systems (UAS) Safety and Integration Task Force Initiative. The UAS Safety and Integration Task Force is a working component of the North Central Texas Council of Governments. Its role is to help mitigate reckless UAS operation and promote the safe integration of UAS technology into the Dallas-Fort Worth (DFW) regional airspace. It collaborates with the private and public sector and communicates information about this industry.

Currently, the Task Force has 290+ members and 140+ organizations represented that are collaborating with government, business, academia, and other stakeholders. The new working group will provide a forum that will allow cities to share their current use cases and policies, and also learn about other UAS use cases that can be employed by cities. The primary goals of the Community Integration Working Group are as follows:

- Characterize community concerns
- Identify current city ordinances and codes regarding Advanced Air Mobility and UAS activity
- Inventory mature applications for city use
 - Inspections
 - Public Safety
 - Package Delivery
 - Goods
 - Medical
 - Air Taxi, Air Cargo and Air Ambulance
- Inventory funding mechanism for city use

The DFW region is a leader in both the Aerospace and Air Transportation Industries with over 900 businesses, generating approximately \$10.5 billion annually. Unmanned Aircraft Systems represent the next wave of innovation in aviation, and our region's resources position the DFW area as a frontrunner to usher in this new era of aviation. We need your help to make safe and efficient integration a reality. We look forward to having you as part of our working group to further prepare the DFW region to embrace the safe and efficient operations of UAS activity. The kickoff meeting for the Community Integration Working Group is scheduled for **Friday August 20, 2021**, from 10 am to 11 am on Microsoft Teams.

July 8, 2021

If you are interested in participating or if you have any questions, please contact Ernest Huffman at ehuffman@nctcog.org or (817) 704-5612.

A handwritten signature in black ink that reads "Theresa M. Daniel". The signature is written in a cursive style with a horizontal line underneath it.

Theresa M. Daniel, Ph.D., Chair
Regional Transportation Council
County Commissioner, Dallas County

EH:lk

cc: Michael Morris, P.E., Director of Transportation



High-Occupancy Vehicle Quarterly Report

Regional Transportation Council
Meeting

August 12th, 2021



North Central Texas
Council of Governments

Managed Lane System

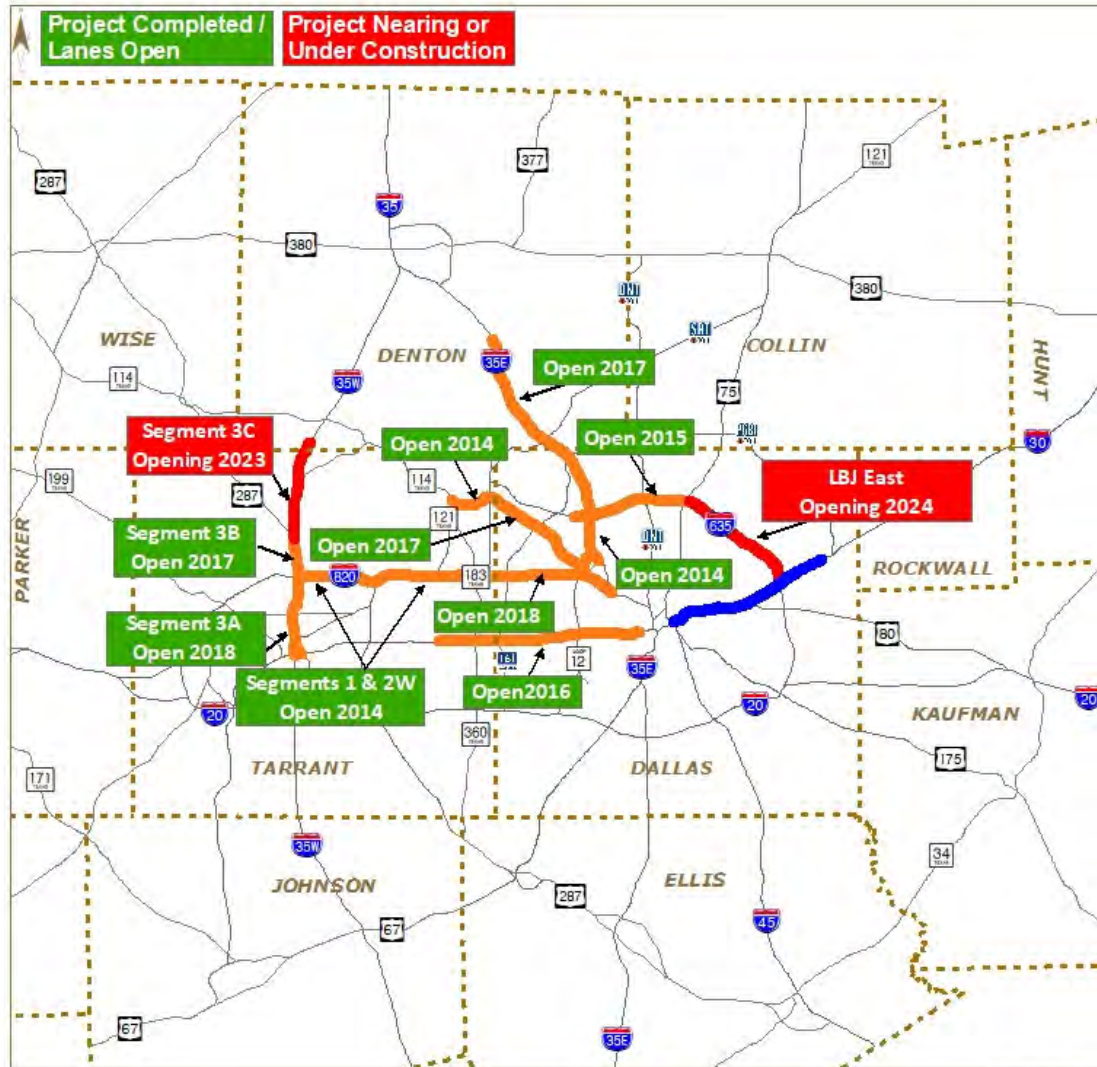
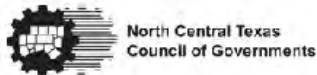
Current Express/HOV + New Managed Lanes

-  Current Express/HOV Lanes
-  Current TExpress Managed Lanes
-  TExpress Managed Lanes Under Construction
-  Major Roadways

Fort Worth CBD



Dallas CBD



Toll Managed Lane Data Monitoring

Cumulative December 2013 – August 2021

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

\$ 6,332,700 as of August 2021

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

\$ 12,407 from October 2014 – August 2021

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

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

Have there been any additional NTTA customer service needs?

No, minimal impact

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

No

Toll Managed Lane Data Monitoring

Cumulative December 2013 – August 2021

Facility	HOV 2+ Subsidy Costs	NTTA Customer Service (Additional Needs)	Project Performance Events (Speeds < 35 mph)
North Tarrant Express <ul style="list-style-type: none"> • SH 183/121 from IH 35W to SH 121 • IH 35W from IH 30 to US 287 	\$3,060,043	Negligible	0
LBJ Express <ul style="list-style-type: none"> • IH 635 from Preston Road to Greenville Avenue • IH 35E from Loop 12 to IH 635 	\$3,272,657	Negligible	0
DFW Connector SH 114 from Kimball Avenue to Freeport Parkway	N/A	Negligible	0
IH 30 Managed Lanes IH 30 from SH 161 to Westmoreland Road	N/A	Negligible	0
IH 35E Managed Lanes IH 35E from FM 2181 (Teasley) to LBJ	N/A	Negligible	0



Update

Automated Vehicle Occupancy Verification

Through Wednesday,
August 12th, 2021



HOV Users

January 24, 2020 – August 12, 2021

Users: 39,482

Vehicles: 41,286

Occupant Passes: 7,080



Total and HOV Transactions

January 24, 2020 – August 12, 2021

Total Transactions – 1,443,335

LBJ/NTE Partners – 947,010

TxDOT – 496,325

Total HOV Transactions – 565,247 (~40%)

LBJ/NTE Partners – 359,499

TxDOT – 205,748

Unique Transactions – 34,219



Questions/Contacts

Natalie Bettger

Senior Program Manager

nbettger@nctcog.org

817-695-9280

Dan Lamers

Senior Program Manager

dlamers@nctcog.org

817-695-9263

Amanda Wilson

Program Manager

awilson@nctcog.org

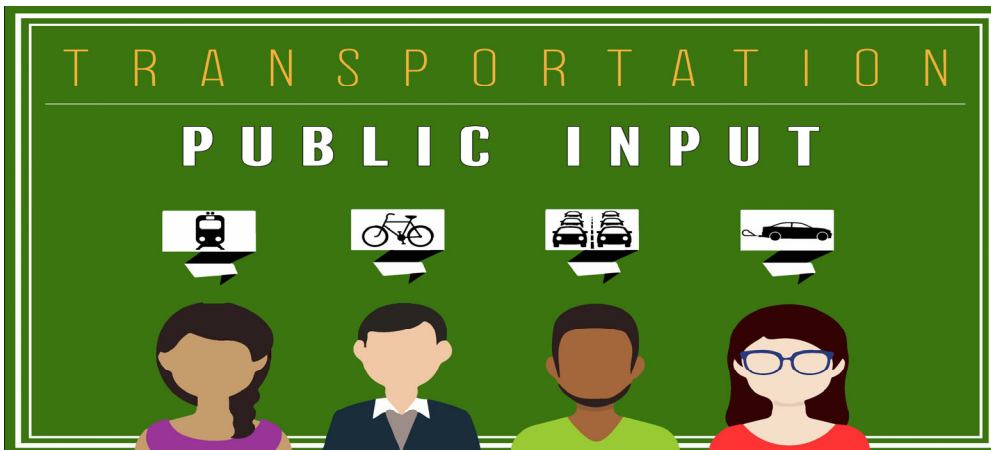
817-695-9284

Berrien Barks

Program Manager

bbarks@nctcog.org

817-695-9282



WHAT DO YOU THINK? TELL US.

Information will be posted online at www.nctcog.org/input for public review and comment **August 9 - September 7, 2021**. To request printed copies of the information, call 817-608-2365 or email cbaylor@nctcog.org.

Interactive Public Input: Map Your Experience

NCTCOG's Transportation Department is accepting public input through a new, online map tool. Comments will be used to guide upcoming planning efforts, including an update to Mobility 2045, the region's long-range metropolitan transportation plan. Help us plan for the future by letting us know how the region's transportation system can better serve you. Share your transportation experience at www.nctcog.org/mapyourexperience

Progress North Texas: Transportation For All

Progress North Texas highlights challenges, opportunities, and developments our region's transportation system has faced in the last year and how we are communicating these changes with residents and partners. For more information or to request printed copies, visit www.nctcog.org/trans/about/publications/pnt/2021

Engine Off North Texas Update

The Engine Off North Texas program focuses on reducing unnecessary idling from heavy-duty trucks by providing idling awareness and educational materials to drivers and local governments. These materials include information on alternatives to idling and assist local governments in implementing and enforcing idle reduction policies within their jurisdictions. More information: www.EngineOffNorthTexas.org

Regional Electric Vehicle Infrastructure Opportunities

Electric vehicles (EV) continue to gain popularity in Texas and across the nation as a quiet, clean, and economical alternative to traditional automobiles. EV sales are growing rapidly and are projected to comprise over 30 percent of all vehicles by 2040. This informative presentation will examine various funding opportunities for EV charging station infrastructure and promote applications prior to upcoming funding deadlines.

NCTCOG Strategic Plan for Downtown Wylie

NCTCOG staff completed the Downtown Wylie Strategic Plan in May 2021 as part of free technical assistance provided to cities through the Unified Planning Work Program. The plan provides infrastructure and policy recommendations that not only support bicycle and pedestrian infrastructure and economic development in Downtown Wylie but also the city's

goal for creating a walkable, welcoming, and vibrant downtown.

RESOURCES AND INFORMATION

- Regional Smoking Vehicle Program: www.smokingvehicle.net
- Vehicle Incentives & Funding Opportunities: www.nctcog.org/afunding
- Mobility 2045 Administrative Revisions: www.nctcog.org/input

REGIONAL TRANSPORTATION ONLINE INPUT OPPORTUNITY

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

Submit comments and questions to NCTCOG:

Email: transinfo@nctcog.org
 Website: www.nctcog.org/input
 Fax: 817-640-3028
 Phone: 817-695-9240
 Mail: P.O. Box 5888
 Arlington, TX 76005-5888

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

Reasonable accommodations will be made.

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

Se harán las adaptaciones razonables.



NCTCOGtrans



North Central Texas
Council of Governments

PUBLIC COMMENTS REPORT

WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

Purpose

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

This report is a compilation of general public comments submitted by members of the public from Sunday, June 20, through Monday, July 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 and public meeting comments were in the majority.

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

Air Quality

Twitter –

1. See @NCTCOGtrans, this is what it looks like when you're not bent over by drivers. Instead of telling the victims to suck it up, tell the perps to stop. Initiate congestion pricing on high ozone days. – Andrew Wallace (@agwallace92)



Bicycle & Pedestrian

Twitter –

1. @NorthavenTrail Bridge. #TyingIron @JeffKitner @Jayniefordallas @DallasParkRec @DallasHappiness #MoHDSquad @CityOfDallas @DallasCountyTx @TxDOTDallas @NCTCOGtrans – Lee M. Kleinman (@LeeforDallas)



Thank you for your years of service to the citizens of Dallas – Whit (@Whit1948)

2. 2021 Texas Pedestrian Safety Forum | Aug 12, 9AM. Register today for this virtual and free forum. Help us build a culture of safety and change the statistics.

<https://texaspedfsafety.org/pedestrian-safety-forum/2021-texas-pedestrian-safety-forum/>

#Texas #PedestrianSafety #VisionZero #SafetyCulture – Michelle Canton (@bonairebound)



3. we need complete streets – Tony Pham (@TonyAtCAPPA)



Project Planning

Twitter –

1. Ahem @txdot & @NCTCOGtrans



Public Meetings & Forums

Twitter –

1. Hey, Dallas! What transportation challenges would you like to see addressed? Join this upcoming public meeting on July 1 at 6 p.m. to share your thoughts. – City of Dallas (@CityOfDallas)

NCTCOGTransportation @NCTCOGtrans · Jun 29
Dallas County, we want to hear about your transportation needs! Join us July 1 at 6 pm as we use your input to help us develop a new #AccessNorthTexas plan. Register here: nctcog.zoom.us/meeting/regist

.....

July 1, @ 6 p.m.
Virtual Public Meeting
DALLAS CO.

Access North Texas

Are you an older adult, individual with disabilities, individual with low income or transportation challenges? This is for you!

ALT

2. This North Central Texas Council of Governments (#NCTCOG) webinar includes EPA #GreenInfrastructure and #HeatIslands information. – EPA Region 6 (@EPARegion6)

NCTCOGTransportation @NCTCOGtrans · Jul 12
Funding Opportunity: The Blue-Green-Grey program funds innovative solutions that combine water (blue), environment (green), and transportation (grey) components. Visit nctcog.org/greeninfrastru... for more information and to register for a preapplication meeting on Thursday, July 15.

ALT

3. Do you think there is room for public transit improvement in Tarrant County?
@NCTCOGtrans is in the process of gathering feedback on the public transportation needs of North Central TX communities. Fill out the survey by Aug. 31 at <http://accessnorthtexas.org>. – Tarrant Transit Alliance (@TarrantTransit)



Roadway

Email –

1. **Brett Schoepflin**

Tarrant county is now in the top 15 for counties in the country and the city of Fort Worth is now the 12th largest city in the country. Yet I-35W north of Fort Worth, inspite of years of toll road construction and inconvenience to north Tarrant county residents, continues to have only TWO interstate lanes each way. There are just as many toll lanes as there are interstate lanes. THIS IS UNACCEPTABLE.

THE FACT THAT ALL LEVELS OF GOVERNMENT WITHIN THIS STATE CONTINUE TO OPERATE IN A MANNER THAT ALLOW THE TOLL ROAD OPERATORS TO DICTATE ROAD CONSTRUCTION IN NORTH TARRANT COUNTY AND NORTH FORT WORTH DEMONSTRATE THE CONTEMPT THAT TEXAS GOVERNMENT ENTITIES HAVE FOR IT'S NORTH FORT WORTH AND NORTH TARRANT COUNTY CITIZENS.

Transit

Email –

1. **Brian Woods**

Amy, I am writing to you about the transportation problems that I am having. I was diagnosed with Relapsing Remitting Multiple Sclerosis in 2005 and has progressed fast in 16 years in 2016 my neurologist diagnosed me with Primary Progressive Multiple Sclerosis which is the third

stage of four. I live in Justin, Texas in Denton County also considered Fort Worth, Texas. SPAN van service from the city of Denton told me I have to use Logisticare van service for my appointments and Trinity Metro van service for day trip. I have sent emails to the State, Health and Human Service Commission (HHSC),

Denton County Commissioner Bobble Mitchell she is looking at the transportation problems that I am having. I also sent emails to the Texas Department of Transportation and they said they can't do anything because Logisticare van service is a 3rd party vendor contracted by HHSC. I sent emails to the Federal Transit Administration in Fort Worth, Texas, and Fort Worth Transportation Authority I need answers to why I am having transportation problems

Response by NCTCOG staff

Thank you for your message. I have contacted our Communications Team to find out who is best able to answer your question here at North Central Texas Council of Governments. Carli Baylor, who is copied on this email, will be following up with you once we have heard back from someone here knowledgeable about SPAN van service and public transportation.

Thank you, and we'll be back in touch soon.

Response by NCTCOG staff

Good afternoon, Brian

Thank you for reaching out to us about public transportation in Justin, Texas. Your concern about transportation accessibility in this area is very important and we appreciate you sharing. We recognize that many individuals in our region face transportation barriers, and it is our goal to better understand the transportation gaps in our 16-county North Central Texas Region. Our Transit Team would like to learn more about the challenges you are experiencing. Would you be available the morning of Monday, July 12 or Tuesday, July 13 for a call with staff?

Our role at the North Central Texas Council of Governments is to identify opportunities to enhance services and coordinate with providers to improve the current transit system in the region for all transit users, including individuals with lower incomes, individuals with disabilities, and older adults. One of the ways we coordinate regionally is through our Access North Texas plan, which aims to document transportation needs and outline strategies to address them. It helps shape planning and funding decisions and serves as a guide for agencies that will implement these strategies to improve access to work, medical appointments, education, and the community.

If you would like to further document your general experience with public transportation for Access North Texas, we encourage you to take our survey using the following link: [Access North Texas Transportation Survey - Public Input \(office.com\)](#). Responses will be analyzed and help inform strategies for the upcoming plan update. If you have any questions about Access North Texas or would like to voice further concerns about public transportation in Denton County, please feel free to contact Vivian Fung, Transportation Planner II, at vfung@nctcog.org. (I've also copied her on this email.)

2. Brian Woods

Thank you for your help I looked at the Trinity Metro ACCESS paratransit service area they cover Fort Worth, Blue Mound, and River Oaks I am in the program but I have not used the van service yet I may need to get a new bus pass. How can we get a better transportation service? Does the State need to hire more van service companies to provide transportation for people who have a disability. Logisticare van service seems like they were not properly staffed not having enough drivers to cover the area.



June 28, 2021

Michael Morris
Director of Transportation
North Central Texas Council of Governments
Centerpoint II 616 Six Flags Drive
Arlington, TX 76011

Mr. Morris,

I recently received the Summer 2021 issue of Fort Worth, Inc. and wanted to congratulate you on being chosen as one of "The 400 Most Influential People in Fort Worth." I have studied this list for several years and you are definitely well deserving of the distinction.

It was great to see you at the LeaderPrime event last week. I enjoyed your presentation and look forward to all of the positive changes in the region. (By-the-way, I chose to support the aviation aerospace and defense manufacturing curriculum develop project.)

You were always gracious to me the times I represented Tarleton when meeting with your team. As mentioned when I spoke with you after your presentation, last July I transitioned to a new role with National Farm Life Insurance Company and am still in the process of meeting other leaders in Fort Worth. It was good to see your name on the list and if I can ever be of service, please let me know.

Here's to you and being one of the best Fort Worth has to offer!

Sincerely,

A handwritten signature in black ink, appearing to read "Kyle W. McGregor".

Kyle W. McGregor
President and CEO

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JUL 01 2021

TRANSPORTATION



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

July 8, 2021

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

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

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

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

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

The Texas Transportation Commission (TTC) and the Regional Transportation Council (RTC) have partnered previously on the Interstate Highway (IH) 35E – Phase 2 project and on the North Tarrant Express (NTE) project. The Texas Department of Transportation (TxDOT) has encountered obstacles in implementing these important projects and the RTC is seeking your assistance to help achieve implementation of both projects.

The IH 35E – Phase 2 project from IH 635 to the Denton County Line (CSJ 0196-03-274) is funded with \$229 million of Category 12 Clear Lanes, \$182 million of Strategy 111/Design-Build funds, \$202 million of Category 2, and \$29 million of design funds. It has been approved in the Regional 10-Year Plan and in the 2021-2024 Transportation Improvement Program. In April 2020, the Commission authorized the issuance of a Request for Qualifications to design, construct, and maintain IH 35E – Phase 2. In July 2020, the Commission short-listed firms and authorized the issuance of a Request for Proposals, with an expected Commission conditional award in the Spring of 2021, and contract execution by Summer 2021. The project is part of the approved FY2021 Unified Transportation Program.

The NTE project involves a \$1.52 billion private-sector commitment previously memorialized in a Comprehensive Development Agreement with TxDOT. No public-sector funds are needed to implement this project, one that will provide nearly 20 miles of IH 820 and State Highway (SH) 183 improvements between IH 35W in Fort Worth and Story Road in Irving.

Both projects have been in the region's Mobility Plan for at least two decades. They are critical to implementation of the region's Congestion Management Process and Air Quality Conformity, and are part of the system of improvements required to meet our federal obligations. They include important safety improvements as well. These corridors are grandfathered projects from the State's perspective.

July 8, 2021

We are anxious for these projects to proceed. Please let us know what we can do to get them approved as soon as possible. Please contact Michael Morris, P.E., Director of Transportation at 817-695-9241 or mmorris@nctcog.org to let us know how we can help advance these projects to construction.

Sincerely,

A handwritten signature in black ink that reads "Theresa M. Daniel". The signature is written in a cursive style with a large initial "T".

Theresa M. Daniel, Ph. D., Chair
Regional Transportation Council
County Commissioner, Dallas County

CG:al

cc: Mr. Marc Williams, Executive Director, TxDOT
Mr. Bill Hale, P.E., Chief Engineer, TxDOT
Mr. Mohamed Bur, P.E., District Engineer, TxDOT, Dallas District
Mr. Carl L. Johnson, P.E., District Engineer, TxDOT, Fort Worth District



July 9, 2021

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

Subject: US 380 Freeway, CSJ 0135-15-002, CSJ 0047-05-058

Dear Michael:

It was a pleasure to visit with you and Dan Lamers on June 29th. As we discussed, there are a number of development projects proceeding along the proposed US 380 and Spur 399 corridors that we fear may affect and/or impede the EIS process and future right-of-way acquisition for the proposed bypass and spur extension. The preferred alignment and alternatives being analyzed all face development pressures, and we are concerned about preserving these corridors for the improved transportation facility. In short, we are concerned that the EIS phase is not keeping up with the pace of development along this corridor and that without assistance, the potential corridors could be obstructed by new development.

As such, McKinney requests that NCTCOG assist in advancing these important regional transportation projects by assisting with land-banking strategic portions of these corridors. This will help ensure that these transportation corridors are preserved for the very important capacity improvements that we have all long planned for.

Thanks in advance for your attention and consideration to this matter. And please know that McKinney stands prepared to assist NCTCOG in any way within our means.

Sincerely yours,

Paul G. Grimes
City Manager

C: Collin County Commissioner Duncan Webb
Clarence Daugherty, Collin County Dir of Engineering
Gary Graham, City of McKinney Dir. Of Engineering

CITY OF MCKINNEY

P.O. Box 517 • McKinney, Texas 75070 • Main 972-547-7500

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TRANSPORTATION



CONGRESS OF THE UNITED STATES
HOUSE OF REPRESENTATIVES
WASHINGTON, D. C. 20515

EDDIE BERNICE JOHNSON
THIRTIETH DISTRICT
TEXAS

July 14, 2021

Michael Morris
Director of Transportation
North Central Texas Council of Governments
616 Six Flags Drive
Arlington, TX 76011

Dear Mr. Morris:

On behalf of the Thirtieth Congressional District of Texas, please accept my sincere appreciation for your participation in the Congressional Listening Session, "Redlining in Southern Dallas: Challenges of the CRA and Lending and Investing in Underserved Communities," on July 13, 2021. Your perspective made the listening session valuable for the over 2000 constituents and interested stakeholders who tuned in.

Please know that I look forward to continuing our work together, and that your thoughts are always welcome and greatly appreciated. Again, I thank you for your time and willingness to participate in this important Congressional listening session.

Sincerely,


Eddie Bernice Johnson
Member of Congress

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Notice

Virtual Public Meeting with In-Person Option

**DANIELDALE ROAD
From DeSoto City Limits to East of Westmoreland Road
Dallas County, Texas**

Virtual Public Meeting Website: www.desototexas.gov/DanieldaleRd

The City of DeSoto is proposing to reconstruct and widen Danieldale Road from the DeSoto City Limits to East of Westmoreland Road in Dallas County, Texas. This notice advises the public that the City of DeSoto will be conducting an online virtual public meeting on the proposed project with an in-person option. **The virtual meeting will consist of a pre-recorded video presentation and will include both audio and visual components. The virtual meeting will be held on Thursday, August 12, 2021 at 6:30 PM and remain online through Friday, August 27, 2021 at 11:59 PM.** To log onto the virtual public meeting, go to the project website listed above any time during the dates and times indicated above. The presentation will not be available on the website until the earliest time and date listed above. Following the virtual public meeting, the presentation will remain available for viewing at the web address indicated above until Friday, August 27, 2021 at 11:59 PM. If you do not have internet access, you may call (972) 230-9609 between the hours of 8 AM and 5 PM, Monday through Friday, to ask questions and access project materials during the project development process.

Additionally, an in-person option will also be available for individuals who would like to participate in person instead of online. In-person attendees will be able to view the same presentation delivered in the online public meeting, review hard copies of project materials, ask questions of the City of DeSoto staff and/or consultants from a socially distanced approach, and leave written comments. **The in-person option will be held on Thursday, August 12, 2021 from 6:30 PM to 8:30 PM at the City of DeSoto's Bluebonnet Room, 211 E Pleasant Run Road, DeSoto, TX 75115.**

The proposed 0.75-mile long project would widen Danieldale Road from DeSoto City Limits to east of Westmoreland Road in Dallas County. The project is proposed to change the two-lane roadway to a four-lane roadway with a center raised median, dedicated left-turn lanes at cross streets, a sidewalk along the north side of the roadway, and a bicycle/pedestrian trail on the south side of the roadway. The roadway would be realigned at the Westmoreland Road intersection to improve operational efficiency and safety. The project would connect to the existing four-lane portion of Danieldale Road in Duncanville and transition back into a two-lane roadway east of Westmoreland Road.

Although additional right of way would be required, no residential or non-residential structures are anticipated to be displaced at this time. Information concerning services and benefits available to affected property owners and information about the tentative schedule for right-of-way acquisition and construction can be obtained from the City of DeSoto by calling (972) 230-9609.

The proposed project would involve an action in a floodplain.

The virtual public meeting and in-person option will be conducted in English. If you need an interpreter or document translator because English is not your primary language or you have difficulty communicating effectively in English, one will be provided to you. If you have a disability and need assistance, special arrangements can be made to accommodate most needs. If you need interpretation or translation services or you are a person with a disability who requires an accommodation to attend and participate in the virtual public meeting or in-person option, please contact Crystal Owens, P.E., at (972) 230-9609 no later than 4 p.m. CT, Monday, August 9, 2021. Please be aware that advance notice is required as some services and accommodations may require time for the City of DeSoto to arrange.

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JUL 27 2021

TRANSPORTATION

Written comments from the public regarding the proposed project are requested and may be submitted by mail to the City of DeSoto Office, 211 East Pleasant Run Road, DeSoto, TX 75115. Written comments may also be submitted by email to DanieldaleRd@desototexas.gov. Additionally, members of the public may call (469) 333-0439 and record a verbal comment. **All comments must be received on or before Friday, August 27, 2021.** Responses to comments received will be available online at the website shown above once they have been prepared.

If you have any general questions or concerns regarding the proposed project or virtual meeting or in-person option, please contact Crystal Owens, P.E., the Managing Director- Development Services at the City of DeSoto at DanieldaleRd@desototexas.gov.



Danieldale Road

From Desoto City Limits
To East of Westmoreland Road

City of DeSoto
Dallas County, Texas

PUBLIC MEETING

Thursday, August 12, 2021
6:30 PM to 8:30 PM

Open House
No Appointment Needed

City of DeSoto's Bluebonnet Room

211 E Pleasant Run Road
DeSoto, TX 75115

Parking

Free parking available in the
DeSoto Town Center parking
garage west of the public
meeting entrance.

Entrance Area



From US 67 going North

Take the exit for Joe Wilson Rd/Pleasant Run Rd. Turn right onto Pleasant Run Road and travel for 4.5 miles. City Hall will be on your left just after the N Hampton Road intersection.

From US 67 going South

Take the exit for Joe Wilson Rd/Pleasant Run Rd. Turn left onto Joe Wilson Road and left again onto Pleasant Run Road. Travel for 4.2 miles. City Hall will be on your left just after the N Hampton Road intersection.

Directions from IH 35E

Take exit 415 and turn west onto Pleasant Run Road. In 1.9 miles, City Hall will be on your right.



**Texas Department of Transportation
Notice of Public Hearing Disclosure of Financial Information**

Interstate Highway 35E (I-35E) Projects

**I-35E Phase 2 Project - I-35E from I-635 to the Denton County Line in Dallas County
I-35E Breakout Project #1 - I-35E at Corporate Drive and Business SH 121 in Denton County
I-35E Breakout Project #2 - I-35E at FM 1171/Main Street in Denton County
CSJs: 0196-03-274, 0196-03-282, 0196-02-126, 0196-02-127, 0196-02-128**

DISCLOSURE OF FINANCIAL INFORMATION: Pursuant to the authority granted under Texas Transportation Code, Chapter 223, Subchapter F, the Texas Department of Transportation (TxDOT) has solicited proposals and recommended selection of a proposer for award of a design-build contract (DBC) and the associated capital maintenance contract (CMC) that includes the design, development, construction, and maintenance of the I-35E Phase 2 Project. TxDOT will also be letting the I-35E Breakout Project #1 and I-35E Breakout Project #2, respectively, to construction.

Pursuant to Transportation Code, Chapter 371, Subchapter D, TxDOT is publishing financial information regarding the I-35E Phase 2 Project, I-35E Breakout Project #1, and I-35E Breakout Project #2 and providing notice of a virtual public hearing that will be held regarding the financial disclosures of the projects.

TxDOT will be conducting an online virtual public hearing on the proposed I-35E Phase 2 Project, I-35E Breakout Project #1, and I-35E Breakout Project #2. The virtual hearing will consist of a pre-recorded video presentation and will include both audio and visual components. The presentation will be posted online on Thursday, July 29, 2021 at 6 PM and will remain online until Friday, August 13, 2021 at 11:59PM. Please note, this is not a live event. The materials can be viewed at your convenience. To view the virtual public hearing materials, go to the project website at the date and time indicated above: www.keepitmovingdallas.com/i35ePhase2. If you do not have internet access, you may call Ms. Ashton Strong, P.E., at (214) 320-6297 between the hours of 8 AM and 5 PM, Monday through Friday, or by e-mail at ashton.strong@txdot.gov, to ask questions and access project materials during the project development process. Comments may be provided by email, mail or voicemail as explained below.

INFORMATION ON THE PROPOSED PROJECTS

I-35E Phase 2 Project (CSJs: 0196-03-274 and 0196-03-282)

The I-35E Phase 2 Project from I-635E to the Denton County Line in Dallas County is currently being progressed through a design-build project delivery method. The department has agreed to "grandfather" and permit the reconstruction of the existing two reversible tolled managed lanes as part of the project scope. The project includes the reconstruction and widening of I-35E from six to eight mainlanes between I-635 and the Denton County line in Dallas County. The project also includes the reconstruction of the two existing, grandfathered reversible tolled managed lanes for a total of 10 mainlanes and tolled managed lanes, construction of continuous frontage roads, and improvements to numerous intersections.

Under the DBC, construction work will begin in late 2021 and the project is scheduled to be substantially completed in early 2026. No later than a specified time prior to completion, TxDOT may exercise its sole option to require the DB Contractor to provide capital maintenance services for the I-35E Phase 2 Project under a CMC for up to three consecutive five-year terms. TxDOT owns and will continue to own the project.

I-35E Breakout Project #1 (CSJs: 0196-02-126 and 0196-02-127)

The I-35E Breakout Project #1 includes the reconstruction of frontage roads and the reconstruction of the I-35E interchanges at Corporate Drive (CSJ: 0196-02-126) and Business SH 121 (CSJ: 0196-02-127) in Denton County. The project is currently being progressed through a design bid build project delivery. Following letting, construction work will begin in early 2025 and the project is scheduled to be substantially completed in early 2028.

I-35E Breakout Project #2 (CSJs: 0196-02-128)

The I-35E Breakout Project #2 includes the reconstruction of frontage roads and the grade-separated I-35E interchange at FM 1171 / Main Street in Denton County. The project is currently being progressed through a design bid build project delivery. Following letting, construction work will begin in early 2023 and the project is scheduled to be substantially completed in fall 2025.

Project Financing. TxDOT intends to fund the I-35E Projects with federal and state funding sources. No debt has been or will be assumed to acquire, design, construct, operate and maintain the projects.

Duration of Tolling. TxDOT will collect tolls on the I-35E Projects based on the most current Regional Transportation Council (RTC) policy.

Method for Setting Toll Rates. Market-based tolls are charged on the tolled managed lanes of the I-35E Projects. The toll rates are established to maintain a minimum average speed of 50 miles per hour in the tolled managed lanes. If demand is low, such as during off-peak hours, a lower toll rate is charged; if demand is high, such as during peak commute times, a higher toll rate may apply. Pursuant to the RTC Tolled Managed Lane Policy, the initial toll rate cap of \$0.75/mile (2010\$) was established and has been escalated annually. The escalated 2021 toll rate cap is \$0.93/mile. The toll rate cap will be considered "soft" during times of deteriorating performance when a controlled rate increase above the toll rate cap will be temporarily allowed.

Competing Facilities. TxDOT has the right to build any facilities at any time. There are no terms in the DBC related to competing facilities and there are no penalties associated with their construction.

Termination for Convenience. TxDOT has the right to terminate the DBC at any time without cause. If TxDOT elects to exercise this right, TxDOT must pay the DB Contractor for the design and construction work already performed under the DBC and the costs of terminating subcontracts.

Toll Rates. Based on demand projections and subject to Commission adoption, it is estimated that the toll rates charged will be as follows:

Price per Mile	2021 (in nominal \$)*	2041 (in nominal \$)
High	0.93	1.46
Low	0.19	0.33
* Based on observed 2021 data		

Methodology for increasing toll rates. The toll rate cap shall escalate annually in accordance with Consumer Price Index for All Urban Consumers (CPI-U), released every January.

Concession Payments. There will be no concession payments because this is not a concession project.

ADDITIONAL VIRTUAL PUBLIC HEARING INFORMATION

Copies of the draft DBC for the I-35E Phase 2 Project can be accessed on TxDOT's website at www.keepitmovingdallas.com/i35ePhase2. Any environmental documentation or studies, any maps and drawings showing the project locations and designs, tentative construction schedules, and other information regarding the proposed projects are on file and available for inspection Monday through Friday between the hours of 8 a.m. and 5 p.m. at the TxDOT Dallas District Office, 4777 East US Highway 80, Mesquite, TX 75150-6643.

The virtual public hearing will be conducted in English. If you need interpretation or translation services or you are a person with a disability who requires an accommodation to participate in the virtual public hearing, please contact Emily McCann, TxDOT Public Information Officer at (214) 320-4485 no later than 4 p.m. CT, July 26, 2021. Please be aware that advance notice is required as some services and accommodations may require time for TxDOT to arrange.

Comments from the public regarding the proposed projects are requested and may be submitted by mail to the TxDOT Dallas District Office, 4777 East US Highway 80, Mesquite, TX 75150-6643 or by email to ashton.strong@txdot.gov. Additionally, as stated above, members of the public may call (833)-933-0431 and verbally provide testimony from 6 p.m. on Thursday, July 29, 2021 through 11:59 pm on Friday, August 13, 2021. **All comments must be received on or before Friday, August, 13, 2021.** Responses to written comments received and public testimony provided will be available online at www.keepitmovingdallas.com/i35ePhase2 once they have been prepared.

If you have any general questions or concerns regarding the proposed projects or the virtual hearing, please contact Ms. Ashton Strong, P.E., at (214) 320-6297 or by e-mail at ashton.strong@txdot.gov.

RECEIVED

JUL 29 2021

TRANSPORTATION



GARLAND
CITY MANAGER'S OFFICE

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

Re: IH 635 East Partnership

Dear Mr. Morris,

The City of Garland along with the RTC and cities of Dallas and Mesquite worked tirelessly to advance the IH 635 East project. We cannot overstate our appreciation for your leadership in this effort or the significance of this project for the region.

Garland was pleased to be able to partner with the RTC in reaching critical design modifications to the Garland Avenue Interchange that saved the Region over \$30 million and ensured the timely delivery of the project. As a result of these design modifications, the RTC made available \$15 million to the City of Garland for use on local projects. The City of Garland would like at this time to move forward with plans to utilize these funds for the benefit of the North Texas public.

The area adjacent to the IH 635 and Garland Avenue Interchange contains a mix of uses, many of which hold excellent opportunities for redevelopment. At the center of this area is the DART South Garland Transit Center. Garland and DART have a Memorandum of Understanding signed in April 2021 to jointly review and update the previous Transit Oriented Development (TOD) plans and identify parcels with TOD potential. This includes the general area around the South Garland Transit Center at 4501 Leon Road. Both Garland and DART own parcels of land in this area and are working to form a partnership to redevelop the area for transit-oriented development. The RTC funding would multiply the current efforts of DART and Garland to bring transit oriented redevelopment to this blighted area.

The Envision Garland Comprehensive Plan designates this area—north of LBJ Freeway, east of South Garland Avenue, west of Leon Road, and south of McCree Road— for Transit Oriented Centers and is one of several Target Investment Areas in Garland. The Envision Garland defines Transit-oriented centers as “areas of concentrated activity and increased density with maximum access to public transportation options. This type of center should be developed as mixed-use with live/work/play/shop opportunities. Transit-oriented development should be within ¼ to ½ mile of transit centers and/or rail stations and provide pedestrian and bicycle friendly access.” A Target Investment Area is an activity center that has the potential to anchor the Catalyst Area; located at key intersections; envisioned to become walkable villages and serve as the hub of live/work/shop/play opportunities for the Catalyst Area. We envision the RTC funding be used for some or all of the following: plan enhancements, land assemblage, infrastructure improvements, and public amenities to the target area.

The City of Garland requests that the \$15 million dollars in contributions towards the envision project be entered into the appropriate plan documents with the anticipation that these funds will be available for expenditure as early as 2021, if possible. We will certainly provide the RTC any documentation and specifics that are needed to accommodate this request.

I know I speak for the City Council and the citizens of Garland when I express our gratitude for the opportunity to partner with the RTC and DART on this exciting project. We look forward to continuing to work with the RTC on regionally significant projects to enhance the area's mobility.

Sincerely,

A handwritten signature in black ink, appearing to read "Bryan L. Bradford". The signature is stylized and written over the word "Sincerely,".

Bryan L. Bradford
City Manager
City of Garland



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

August 3, 2021

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

Dear Mr. Strayer:

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

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

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

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

Sincerely,

A handwritten signature in black ink that reads 'Michael Morris'. The signature is written in a cursive, flowing style.

Michael Morris, P.E.
Director of Transportation

MM:aa
Attachment

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

Dallas' ozone problem hints at possible link between grid trouble, rising temperatures and smog

The city's worst ozone pollution day since 2007 overlapped with a call for energy conservation by ERCOT. Experts say high demand may be creating smog, and vice versa.

By Morgan O'Hanlon, Dallas Morning News

Texas' power grid troubles aren't just causing problems for consumers' electricity price and supply, they also may be contributing to the state's notorious air quality problems.

According to atmospheric scientists, record levels of ozone in the Dallas area earlier this month may be proof of a cyclical link between rising temperatures, smog and demand.

June 16 marked the [first time since 2012 that the Dallas area observed Code Purple ozone pollution](#), meaning that ozone levels exceeded measurements greater than .106 parts per million. The last time ozone levels were as high was in 2007.

Ozone, an air pollutant and one of the main ingredients in smog, can make it more difficult for people to breathe. Smog, which increases in intensity as temperatures rise, can also trap heat, exacerbating its effects and making people more likely to ramp up their air conditioners.

According to Daniel Cohan, an atmospheric scientist at Rice University, mid-June's high ozone levels were one effect of slow-moving winds and high heat. Those same conditions also drove low wind farm output that contributed to ERCOT's call for energy conservation.

"The link is that the stagnant winds and heat that are driving down wind power output and driving up power demand are also causing air pollution to accumulate," Cohan explained. "Ozone smog is worst when it's hot and stagnant."

But the intersections between ozone and the grid may not end there.

Jim Schermbeck, director of Dallas-based Downwinders at Risk, said the higher energy demand may also be leading to increased ozone emissions.

"There's kind of a vicious circle that does go on," Schermbeck said. "The hotter it gets outside, and therefore the more smoggy it gets outside, the more people retreat indoors and want to turn on their ACs full blast. The more they turn on those ACs full blasts, the more demand you have from the grid and the generating plants that are powering the grid."

Although he said all many sectors of industry could be blamed for increasing pollution, he said energy generators, namely coal plants and gas-fired plants, emit particularly high levels of ozone.

Some studies, [like this one](#) by the American Geophysical Union, also suggest high energy demand may also be driving the ozone levels.

Although the North Central Texas Council of Governments [attributes the largest share of emissions of nitrogen oxides in D-FW to the transportation sector](#), Schermbeck said this explanation ignores atmospheric modeling that shows wind, and the air pollution it can carry, moving into Dallas from high density, industrial areas, including from concrete plants in Ellis county and from gas patches to the East.

“The ozone levels that we got a week and a half ago are a bad sign; they’re a red flag that that view of looking at this problem is obsolete,” Schermbeck said. “It doesn’t apply anymore. They should be looking more at industrial sources of air pollution, like the coal plants, like the cement plants, like the gas industry.”

Natural gas represented about 51% of ERCOT’s installed generation capacity [in February 2021](#) and coal made up about 13%.

If demand trends continue, ozone levels may also continue to rise.

As temperatures climbed to the upper nineties and winds slowed to a halt during the mid-June conservation period, demand peaked at about 70,000 megawatts. In comparison, demand peaked at 69,000 megawatts during February’s storms, a new winter record.

Demand in the ERCOT region only climbed above 70,000 megawatts for the first time [in 2016](#). This summer, ERCOT expects an all-time record for demand to reach 77,000 megawatts, according to its 2021 summer forecast. In 2022, that demand is expected to rise to almost 79,000 megawatts.

In addition to summers getting hotter, some grid experts suspect the demand increase on the grid is being driven by the state’s growing population.

Although some legislators attempted to get demand-side solutions to Texas’ grid problem passed during the 87th legislative session, almost all attempts were shot down. [Proposals](#) included bills that would have implemented efficiency programs to reduce demand.

North Texas could soon see a reduction in rush-hour traffic, air emissions

Citing early pandemic-level traffic patterns, the Regional Transportation Council is looking to decrease congestion during peak commute hours.

By Chloe Bennett, Dallas Morning News

Last year, North Texas led the state in population growth, [adding thousands of new residents](#) and subsequently, increasing the number of vehicles on roadways.

That's why earlier this month, The Regional Transportation Council adopted a resolution to lessen the number of vehicles on the road during rush hours by 20% annually.

The transportation council is part of the North Central Texas Council of Governments, which is made up of 16 counties across the region. Representatives from cities and school districts also serve on the council.

NCTCOG's transportation department has a plan to work with public employers such as cities and counties, to decrease the number of drive-alone trips on roadways. The resolution, which went into effect on June 10, will act as a guideline for employers to reach the trip reduction goal.

The plan includes providing public transit passes to employees and utilizing Try Parking It, a program that matches users with similar routes to increase carpooling.

Try Parking It is a public mobile app and was launched by NCTCOG's transportation department in 2019. Users can record carpools, bike rides or other travel alternatives and receive estimates on miles and air emissions they saved.

Sonya Landrum, program manager for NCTCOG's transportation department, said the council will also work with the private sector on increasing already-existing carpooling and public-transit programs.

Landrum said some private companies that have relocated to the region are already promoting carpooling and other travel alternatives.

"A positive from the information that we have, a lot of the companies that are moving here are moving here from places that had mandatory trip reduction requirements in place. Those companies are used to implementing programs that promote not driving by yourself," she said.

States, including California and Washington, are practicing similar programs to reduce congestion.

Although the council of governments can allocate funding to public entities for single-occupancy trip reductions, the organization can only encourage the private sector to follow suit.

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

The resolution cited congestion levels during tight COVID-19 restrictions such as shelter-in-place orders in North Texas. "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," the [resolution](#) reads.

During peak times in March and April of 2020, [traffic congestion in Dallas-Fort Worth decreased by as much as 42% compared with 2019 averages](#), according to the traffic index on TomTom, a location technology company.

The transportation department plans to present its progress of reducing congestion and emissions to the RTC annually.

“We’re not asking people not to travel period. We’re not saying ‘don’t go places,’ just change the way that you go to those places,” Landrum said.

The Average Dallas Driver Spent 40 Hours Sitting in Traffic Last Year

If you could get back the two days you spent sitting in traffic last year, what would you do with them?

By Alex Macon, D Magazine

Office closures and business shutdowns in the early days of the COVID-19 pandemic briefly reduced overall traffic congestion in 2020. But “briefly” is doing a lot of work there. It wasn’t long before rush hour returned with a vengeance, and your average auto commuter in the Dallas area still spent about 40 hours sitting in traffic last year, the seventh worst rate among major American metro areas. (The average auto commuter in Houston, coming in third, spent 49 hours tapping their fingers on the wheel and waiting.)

That’s all according to the latest [Urban Mobility Report](#) from the Texas A&M Transportation Institute, with funding from the Texas Department of Transportation and the National Institute for Congestion Reduction.

You can dig into the data for the Dallas area in [more detail at this link](#). Those locked-down days of the spring and early summer did have a major impact on traffic congestion and delays. That 40-hour number at the top sounds rough, but in 2019 traffic congestion stopped your average North Texas auto commuter for 65 hours. Last year was unusual, obviously, and it remains the case that we’ve sure got to do something about all this traffic, according to the report’s authors. [From the press release](#):

Although the link between springtime pandemic shutdowns and roadway traffic is apparent, the report notes, some parts of the picture are less clear. For instance, roadway traffic volume and gridlock increased steadily in the fall months even as new COVID cases and hospitalizations were surging.

Regardless of what prompts a sharp and temporary drop in traffic — be it a pandemic or an economic recession — strategies for a more lasting solution remain constant, requiring a balanced and diverse approach, the authors say.

Getting the best possible use out of the current roadway network, adding capacity (whether for cars and trucks or other modes including public transit and bicycle/pedestrian routes), and changing land development patterns all play an important role. Giving travelers more choices is also critical, as the nation’s pandemic response demonstrated.

“Flexible work hours and reliable internet connections allow employees to choose work schedules that are beneficial for meeting family needs and the needs of their jobs,” says report co-author David Schrank. “And it also reduces the demand for roadway space, which is beneficial for the rest of us.”

If anything, it shows the enormous potential contained within Dallas Area Rapid Transit’s [plan to overhaul its bus network](#). It obviously won’t be an overnight fix, but if we can gradually get more people more comfortable—and more confident in—public transit, perhaps we can get some of that time back.

Census data help organizations aid Tarrant County communities hit by high poverty rates

By Lauren Castle, Fort Worth Star-Telegram

Census data concerning people experiencing poverty in Tarrant County highlight the disparities among cities in the area.

According to the 2019 [American Community Survey](#) 5-year estimate by the U.S. Census Bureau, there were 241,703 (11.9%) people out of Tarrant County's population of 2,023,452 estimated to have lived below the poverty line.

This information helps social service agencies to determine the needs of the most vulnerable and devise programs to assist them.

The national poverty rate was 10.5% and Texas' was 13.6% in 2019. Even with Tarrant County being slightly higher than the national average, some cities were two times higher.

Rose Bradshaw, president and CEO of the [North Texas Community Foundation](#), said reliable data on Tarrant County's employment, education and economy is needed to guide future investment.

"Census data can help us identify the most strategic and pressing areas for intervention and enable us to track progress over time," Bradshaw said. "The key challenge lies in turning data into actionable information that local residents and elected officials can use to tackle the issues confronting our community – and capitalize on opportunities available to us."

The Census reported 14.5% of Fort Worth's 858,543 residents lived below the poverty line, according to the survey estimate. Three cities in the county have residents experiencing poverty at least two times more than the national poverty rate: Forest Hill, Pelican Bay and Everman. Forest Hill, a city with the population of 12,974, had the highest poverty rate at 25.4%.

The five-year estimates are based on data collected over the period of time for the particular region.

Many agencies focusing on food insecurity, health and child care concerns use this type of data to understand the various factors that can cause a person to have a certain need and develop programs to address the problems.

WHY DOES THE POVERTY RATE MATTER?

According to the U.S. Census Bureau, [the 2019 national poverty rate](#) was the lowest since estimates were published in 1959. There were 34 million people living in poverty in the country in 2019. The median household income was \$68,708.

The [U.S Department of Health and Human Services](#) designates the poverty guidelines each year. However, the Census uses a different way to determine who lives in poverty.

[The federal agency determines poverty](#) by using a set of income thresholds that vary by family size and composition. The poverty definition includes money before taxes, but does not include capital gains or non-cash benefits like food stamps.

[The United Way for Tarrant County](#) looks at several types of data concerning poverty including from the Census. Faye Beaulieu, the agency's senior vice president of community investment, said it looks at free lunch program statistics and the number of people who live right above the poverty rate.

"Resources are limited," Beaulieu said. "You need to target them where you can do the most good."

For United Way, the number of people who live right above the poverty line is important because they are just one crisis away from needing help. The agency calls this group to be Asset-Limited, Income Constrained, Employed (ALICE). They struggle to manage to have the basic needs: housing, food, transportation, child care, health care and necessary technology.

Many of these people work in the service and hospitality industry, are child care workers and caretakers. Beaulieu said many were the first ones to lose their jobs during the COVID-19 pandemic.

According to [the United Way's 2018 ALICE report](#), 25% of people in Tarrant County are only one crisis away from being in poverty. A crisis could be a big expense involving transportation, childcare or health. Beaulieu said people who are considered as ALICE have a difficult time planning for the future like college, home ownership or retirement.

ADDRESSING FOOD INSECURITY

The North Texas Community Foundation stated there are three ways poverty can be addressed in the community: pathways to opportunity, coordinated services and targeted outreach. Partnerships like [Tarrant To and Through \(T3\)](#) provide students with training to help in the workforce.

Organizations should consider creating customized strategies to connect those who are economically vulnerable with resources and opportunities, Taylor Snyder, strategic communications coordinator for the North Texas Community Foundation, said.

Feeding America sends a yearly report to the Tarrant Area Food Bank that includes various information detailed by zip code, including poverty data, population size and other statistics.

"It tells us how many people we need to try to support and help with food insecurity," said Julie Butner, CEO and president of the [Tarrant Area Food Bank](#). The food bank serves 13 counties.

The organization uses the number of people in need gathered by the report to determine the amount of food it should anticipate distributing to partners. It also helps them decide what [changes need to be made in the strategic plan](#).

When looking at the report, the food bank learned it wasn't serving rural areas enough. This led to its decision to create a satellite facility in Parker County.

HELPING CHILDREN

One in six children in the United States lived in poverty in 2018, according to [The Children's Defense Fund](#).

The organization stated children who experience poverty are more likely to have poor academic performance, not graduating high school and become involved in the criminal justice system.

[Child Care Associates](#), an organization based in Fort Worth, addresses early education and childcare concerns of children of all circumstances in the area. Kara Waddell, CEO and president, said child poverty information is one of the many factors it uses to help guide services. She said there are concentrations of need for children and families in the county.

“For example, when I came to Fort Worth 7+ years ago, I pulled child poverty data along with school performance data and asked our team out loud, ‘How quickly can we be meaningfully engaged in Everman?’” Waddell stated. “We saw the need and the opportunity to closely partner with the community and the school district... and that partnership is thriving today.”

According to the survey, Everman had a 20.4% poverty rate.

Child Care Associates has several locations and school district partnerships across the county including in the areas with higher poverty levels like Everman, Forest Hill, Fort Worth and Haltom City.

The medical community looks into data to determine how best to address health and its related concerns. Cook Children’s and Texas Health have taken the poverty rate into mind when conducting past community assessments.

When looking into community needs in 2018, The Center for Children’s Health at Cook Children’s used the [County Health Rankings Model](#) as one tool to determine the various factors that influence health needs. According to the model, created by the University of Wisconsin Population Health Institute and the Robert Wood Johnson Foundation, social and economic factors influence a person’s health outcome by 40%.

ZIP CODES WITH HIGH POVERTY AND HEALTH NEEDS

[In its 2019 report](#), Texas Health looked into how cities in the Dallas-Fort Worth area fell into the Social-Needs Index which factors in income, poverty, unemployment, occupation, educational attainment, and linguistic problems to understand possible poor health outcomes.

According to the Texas Health report, two of the many zip codes with higher levels of need were 76119 and 76010.

The 2019 American Community Survey 5-year Estimate reported there were 50,180 people in Fort Worth, Forest Hill and Arlington who lived in 76119. The area had a poverty rate of 26.9%. The zip code had 64% living under the ALICE threshold, according to the 2018 United Way ALICE Report.

The zip code of 76010 had 58,284 people who live inside its boundaries that surrounds Arlington and Grand Prairie. The survey reported 29.3% lived in poverty. According to the 2018 United Way ALICE Report, 65% of residents lived under the ALICE threshold.

Texas Health conducted focus groups to understand more of the problems affecting residents. In 76119, there were a high number of new HIV diagnoses, problems with access to transportation due to cost and time, many cases of untreated mental health issues, and limited access to affordable housing.

It learned residents in 76010 did not know about available benefits, limited access to transportation and dental care, and had a need for affordable housing for older adults.

The [Fort Worth Star-Telegram has reported](#) on the disparities of residents living in neighborhoods that fall under the 76104 zip code. According to the 2019 Census data, the area with 17,869 residents had a poverty rate of 33.9%. In the 2018 United Way ALICE report, the agency stated that 70% were below the ALICE threshold.

To know more about the poverty rate in your city, visit: <https://data.census.gov/cedsci/>

TCEQ plan calls for no new emissions controls to combat deadly haze pollution in Texas

The plan adopted Wednesday sets the commission's standards for the next decade. Critics believe it doesn't go far enough to protect human health and will spur lawsuits.

By Morgan O'Hanlon, Dallas Morning News

The Texas Commission on Environmental Quality on Wednesday adopted its revised plan for the next decade that includes no new emissions control measures to control haze, a [toxic brew](#) of pollutants known for affecting visibility.

Critics of the plan say its failure to implement new emissions control measures puts the health of Texans at risk from poor air quality.

But under TCEQ's interpretation of the federal Clean Air Act, the commission argues that it does not have to consider human health in its standards to meet obligations to the Environmental Protection Agency.

"I think what we have here are just fundamentally different views of what this provision of the Clean Air Act is," said John Niermann, Chairman of the TCEQ, during the Wednesday morning meeting. "The way I look at it, 169A (the section of the act governing haze) is about visibility. It's an aesthetic standard."

TCEQ ruled that emissions control measures under consideration would not significantly improve visibility caused by haze in either regional areas like Big Bend National Park and Guadalupe Mountains National Park or in "Class I" federal lands like Oklahoma's Wichita Mountains Wilderness and Arkansas' Caney Creek Wilderness Area.

Additionally, Niermann argued, the measures weren't cost effective. He said it would be expensive and time consuming to implement emissions reducing measures like scrubbers, systems that are used to remove harmful materials from industrial exhaust gases.

"The cost would be \$200 million annually," Niermann said. He added that because the onus would be on providers, including electrical generating coal plants to implement these measures, "there may be additional unquantified costs in terms of electric reliability."

In an [explanation of its plan](#), Tonya Baer, director of TCEQ'S Office of Air, wrote, "it is not reasonable to implement new measures to improve visibility to a degree that is imperceptible to the human eye at the costs described above."

Daniel Cohan, an atmospheric scientist at Rice University, said the emissions reductions measures should be implemented because of their potential to protect public health.

"Just like we control greenhouse gases — even when we can't feel how much hotter it would be with them — we control air pollutants and ozone smog even if we don't feel them searing our lungs," he said. "Although the air quality improvements may not be perceptible to the human eye, doing nothing is missing cost-effective opportunities to reduce haze and control particulate matter, potentially saving hundreds of lives."

According to Cohan's [research](#), leaving Texas coal plant pollution unscrubbed [contributes to hundreds of deaths](#) each year.

In addition to not considering haze control measures, Cyrus Reed, director the Sierra Club's Lonestar Chapter, said that although the haze plan does pinpoint electric generation, particularly coal plants, as a large source of the pollutant, it ignores other significant sources, including natural gas production.

Finally, critics argue, failure to add sufficient haze reduction measures in the adopted version of the plan will lead to delays.

Like most Clean Air Act provisions, the haze rule tasks states with developing control plans and EPA with approving them. From the adoption date, the EPA has 18 months to reject a state implementation plan.

Because he does not expect President Joe Biden's EPA to accept this plan, Reed expects the TCEQ plan will trigger lawsuits.

"By adopting a do-nothing plan, TCU is almost certain to attract lawsuits and see this plan rejected by the EPA, much like EPA rejected the previous plan under phase one," Reed said.

Cohan said the first phase of Texas regional haze plan, which was adopted in 2009, followed a similar trajectory.

"For the first phase of regional haze rule, TCEQ also issued a weak plan," Cohan said. "EPA rejected it (and) eventually issued a federal plan for Texas that would have required scrubbers at most coal plants, but then Trump wiped that out before it took effect."

Texas Transportation Commission Awarded \$89 Million; Most Funding Ever for Transit

The Texas Transportation Commission announces its award of \$89 million, making it the most funding ever for transit

By NBC DFW

With help from federal COVID-19 relief funding, the Texas Transportation Commission has approved \$89 million in transit funding.

It's the largest amount of funding at one time for transit agencies across the state. This funding supports equitable, reliable transit services that are an essential part of life for many people across Texas.

These funds support rural and urban transit services in over 96% of the state's land area, serving 41% of the state's population. Funding for the state makes up \$35 million, whereas Federal funds were \$54 million.

The funding includes over \$10 million from the federal American Rescue Plan (ARP) Act to help transit agencies manage the impacts of COVID-19. Since the beginning of the COVID-19 pandemic, Texas transit agencies have worked diligently to maintain safe and reliable transit services throughout the state. TxDOT funding contributed to the nearly 20 million transit rides provided in Fiscal Year 2020, even during the pandemic.

"When most services shut down during the pandemic, these transit agencies continued serving thousands of Texans across the state," TxDOT Executive Director Marc Williams said. "In a time when they were needed most, these agencies helped people get to jobs, groceries or the medical care they needed. This additional funding will continue to improve access for Texans, enabling TxDOT to fulfill our mission of 'Connecting You with Texas.'"

These funds also include over \$7 million for selected public transportation projects that address the needs of seniors and individuals with disabilities. There were 39 projects across the state selected in a competitive process to receive funding, including:

"During the pandemic, we saw how important these transit agencies are for many Texans, especially in the more rural regions of the state," Texas Transportation Commissioner Alvin New said. "Transit can be a lifeline for many people, and I'm happy to see this amount of funding go to these communities."

Valley Metro in the Lower Rio Grande Valley, will be able to expand its transit service offerings with on-demand microtransit, increasing its flexibility in scheduling and routes, and offering advance reservations to seniors and individuals with disabilities.

Spartan Public Transportation in the Levelland area, will be able to fill existing service gaps, maintain vehicles, pay mobility managers who help plan and manage trips, and purchase four accessible replacement vehicles.

South East Texas Regional Planning Commission in the Beaumont area will use these funds to continue and expand its collaborative work with local transit agencies that provide seniors with curb-to-curb paratransit service to nutrition centers, Area Agency on Aging programs, and foster grandparent programs.

The approved awards fund public transportation providers in rural, small urban, and large urban areas. Funds can be used to support a combination of service and capital program expenses. Each transit agency determines specifically what they pay for with the funds they receive.

Earmarks could bring \$16M for Fort Worth area projects in House infrastructure bill

By Nathan Hart, Fort Star-Telegram

Around \$16 million in federal money could go toward Fort Worth area projects because to earmarking, a practice recently revived after years of it being banned.

The U.S. House passed an infrastructure bill Thursday that includes funding for Democratic Rep. Marc Veasey's earmarked projects in Fort Worth. Veasey's projects include new lights for Dallas Area Rapid Transit and money for the TRE Trinity Lakes Station and Trinity Metro's Grove Street building.

The bill passed on a 221-201 party-line vote, with two House Republicans voting yes.

Earmarking is a process where a senator or representative uses legislation to direct federal funds to projects in their home state or district. Under House rules, every representative can request funding for 10 projects, but it is ultimately up to committees to choose which projects get funding.

Republican Beth Van Duyne proposed projects, but none was included in the bill, which she ultimately voted against.

"Yes, we would have wanted to have our projects move forward but unfortunately this bill was so fraught with debt and other dangerous issues for years to come there's no way that I could support it," Van Duyne told the Star-Telegram.

Asked how she would deal with another bill that pushes Democrat priorities but also includes funding for her projects, Van Duyne said it was important to not let one part of a bill drive her vote.

The House Committee on Transportation and Infrastructure used a bipartisan process to select which projects would be included. Roughly two-thirds of both Democrats' and Republicans' requested projects were funded.

Earmarks were banned in 2011, then seen as a vessel for corruption. They returned this year with new requirements for transparency and restrictions on where the earmark money can go.

Here are Veasey's projects that would receive funding:

- \$2.8 million for Dallas Area Rapid Transit stations.
- \$12 million for the Trinity Railway Express station at the Trinity Lakes Station near Trinity Boulevard and Loop 820.
- \$3.3 for the Trinity Metro Grove Street Intermodal Campus Rehabilitation.

Low-income people of color bear brunt of rising pedestrian deaths in Texas

A new state law aims to fight the problem. Meanwhile, Dallas and other Texas cities and nationwide are embracing an anti-crash program called Vision Zero.

By David Montgomery, Dallas Morning News

On a recent sunlit day, Aboobiada Ali Abdalla stood at the intersection of Tarnef and DeMoss drives in southwest Houston, once again revisiting the tragedy nearly five years ago that forever changed the lives of his family.

In August 2016, his 4-year-old son, Mohammed, was killed when he was hit in the crosswalk by a black GMC Acadia as the boy and his mother were walking an older brother and sister to school. Today, a marker at the base of a nearby loblolly pine bears the inscription: "In Memory of Mohammed Ali Abdalla 2011-2016."

The family still lives just a block from the site of the crash in Houston's diverse Gulfton neighborhood. Time has helped them heal, but Abdalla and his wife, Wigdan Ahmed Mohammed, both warn that Gulfton's streets are still danger zones for anyone on foot, despite the city's commitment to making improvements after their son's death.

"I believe there's still a long way to go," Wigdan Ahmed Mohammed said in a recent phone interview. Added the father: "It's still unsafe."

Often described as "the Ellis Island of Houston," Gulfton is the most densely populated neighborhood in the nation's fourth-largest city. Predominantly Hispanic, the low- to middle-income community also is one of the city's most ethnically diverse, heavily comprised of immigrants who collectively speak at least 50 languages. Many of its roughly 50,000 residents live in aging apartment complexes built in the 1970s for prospering energy workers who moved out decades ago when Houston's oil economy suffered a collapse.

With miles of broken or missing sidewalks, inadequate outdoor lighting, distracted drivers and wide streets that facilitate speeding, Gulfton could also be Exhibit A in what has become an alarming nationwide increase in pedestrian fatalities in recent years, disproportionately concentrated in the neighborhoods of people of color with low incomes.

Tales of narrowly being missed by a car or SUV are a routine part of neighborhood conversations, residents say. From 2016 to 2020, five pedestrians were hit and killed and 22 injured on the streets of Gulfton, according to data from the Texas Department of Transportation.

In all, 104 pedestrians were hit by vehicles during the five-year period in that community, nearly all people of color, according to LINK Houston, a transportation advocacy nonprofit that analyzed the TxDOT data for Stateline.

"It blew me away that 6% of our streets accounts for 60% of our fatalities," Houston Mayor Sylvester Turner told Stateline. "Just think about [that](#). Six percent of our streets accounts for 60% of our fatalities. And many of those streets are in communities where ... your vulnerable communities are, communities that have been underserved and under-resourced for decades."

A new Texas law aims to combat the problem. Meanwhile, cities in the Lone Star State and nationwide are embracing an anti-crash strategy dubbed Vision Zero. Turner also says it's time to turn the page on the "car is king" culture.

"Just building a roadway capacity to carry more cars and trucks, that's the old paradigm," Turner said. Now, he said, Houston officials want to design a city where roads and streets "kind of fade" into a broader landscape that emphasizes parks and green space — what he describes as a "walkable, livable city."

17 fatalities a day in U.S.

Nationwide, the number of pedestrians killed by drivers from 2010 to 2019 rose 45% to 6,237 a year, the equivalent of at least 17 fatalities a day, according to Smart Growth America, a nonprofit coalition of advocacy groups based in Washington, D.C.

Of the 53,435 fatalities that occurred during the decadelong period, Black pedestrians were killed at a rate 82% higher than non-Hispanic whites, according to the group's March "Dangerously by Design 2021" report. The fatality rate in the nation's lowest-income neighborhoods was nearly twice that of middle-income census tracts and nearly three times that of higher-income areas, the survey found.

"The lower a metro area's median household income, the more dangerous its streets are likely to be for people walking," the report stated. "This is unsurprising, given that low-income communities are less likely than higher-income communities to have sidewalks, marked crosswalks and street design to support safer, slower speeds."

Possible factors in the decadelong climb in pedestrian fatalities include the cellphones distractions — especially texting — and a shift in vehicle preference from cars to heavier light trucks and SUVs, which can inflict more serious injuries, according to the Governors Highway Safety Association.

But pedestrians sometimes ignore designated crosswalks, often resorting to jaywalking in the middle of the street. Experts say that many also often try to beat oncoming cars or fail to yield to vehicles. Others simply aren't paying attention to traffic.

Vision Zero program

All of Texas' major metropolitan areas are confronting an upturn in pedestrian crashes and are trying to reverse the pattern by adopting Vision Zero, which strives to end road crashes. Vision Zero started in Sweden 22 years ago, registered success in New York City and since has been adopted in 45 U.S. cities, said Leah Shahum, executive director of the Vision Zero Network.

Dallas, where the City Council in 2019 set a goal of eliminating traffic fatalities and cutting severe injuries in half by 2030, is among cities that have embraced Vision Zero.

Cities that have adopted the program vary in their approaches and priorities. In launching the first U.S. Vision Zero program in 2014, New York City created a task force encompassing 11 city departments to examine and combat all aspects of rising pedestrian crashes. One result was a 30% drop in traffic fatalities during the late afternoon and evening from late October through December 2016, compared with the same time period over the previous three years.

Portland, Ore., significantly restrained speeders by cutting residential speed limits to 20 mph from 25 mph and installing cameras that tell motorists how fast they're driving. Los Angeles has boosted Vision Zero funding to its highest level to date, but experts still worry about persistent speeding and a disproportionate number of pedestrian deaths in predominantly Black and Latino neighborhoods, news reports say.

Texas Gov. Greg Abbott on June 18 signed a law imposing potential criminal penalties against motorists who injure someone in a crosswalk. The bipartisan bill stemmed from the death of a woman who was fatally struck in a crosswalk in Missouri City, a Houston suburb.

State Rep. Ron Reynolds, D-Missouri City, who sponsored the bill in the House, compared the new statute to decades-old state laws fining people for not wearing seatbelts. He said the threat of criminal sanctions serves as a powerful deterrent to enforce good behavior in an automobile. The law also requires motorists to come to a complete stop while yielding to pedestrians in the crosswalk.

"It's going to help potentially save some lives," Reynolds said. "I think it's going to send a real message, 'Hey, I'd better slow down.'"

Trends in D-FW, Texas

Statewide, the overall number of pedestrian crashes in Texas fell from 5,975 in 2019 to 4,844 last year, but the number of fatalities rose from 661 to 717, according to TxDOT.

At least 60% of those killed during both years were people of color, according to LINK Houston.

The state's largest cities show similar trends.

A study of a 12-county metropolitan region anchored by Dallas-Fort Worth reported that the number of pedestrian fatalities climbed from 95 in 2014 to 146 in 2018, an overall increase of 54%. Pedestrians accounted for 1 in 5 of all traffic fatalities in D-FW, the nation's fourth-most populous region. Nearly a quarter were hit-and-run.

In Dallas County, Black residents accounted for 33% of the pedestrian fatalities though they comprise only 23% of the population. In Tarrant County, Black residents, who comprise more than 16% of the population, accounted for 30% of the pedestrian deaths.

The survey, conducted by the North Central Texas Council of Governments, also cited contributing factors behind the rising numbers of pedestrian crashes, both in Texas and nationwide. Among the findings: Pedestrian fatalities occur mostly in urban areas, at night in poor lighting and often not at intersections, suggesting that jaywalking continues to be a problem.

In San Antonio, the most severe pedestrian crashes from 2014 to 2018 took place along only 1% of the city's roadways, said Greg Leininger, San Antonio's Vision Zero director. The city recorded 4,487 pedestrian accidents in that period, according to a public works department study.

Former City Council member Shirley Gonzales, who led efforts to create a Vision Zero program in San Antonio, recalls repeatedly being approached by residents with horror stories about pedestrian crashes even before she was elected.

“We knew it was mostly people of color being killed on the streets, and if we wanted to address this issue, we needed to address some inequities in our city,” she said. “When I was block-walking my community and shortly after as a newly elected council member, I would be approached by people who said a family member had been killed crossing the street,” she said. “Or a lady told me about her mother being killed while walking to church in the morning.”

And in Austin, the north-south artery of Interstate 35 claimed another victim June 20, when a 76-year-old man was struck in a hit-and-run along the frontage road. His body was discovered that morning by a security guard at a nearby construction site, and debris led police to conclude that the hit-and-run vehicle was a 2019-2021 silver Toyota Corolla that sustained extensive front end damage. Just two weeks earlier, the interstate was shut down for about three hours after a person was hit by an 18-wheeler, possibly while trying to cross the freeway.

The data reveals a pattern of racial disparities among people killed trying to cross I-35, according to a report released in May by Austin’s Vision Zero. Although Black people comprise less than 8% of the Austin population, they accounted for 20% of the pedestrians killed on the interstate in the last five years, according to the report.

Seeking solutions

The recently signed Texas law was named after Lisa Torry Smith, who was killed by an SUV in a crosswalk in Missouri City while walking her son to school. The law was pushed by her sister, Gina Torry of Minneapolis.

“In honoring my sister’s life and death, I have made it a point to ensure to the best of our ability that this doesn’t happen again,” Gina Torry said. “And if it does, there are consequences.”

Other advocacy efforts have been less successful. Kathy Sokolic of Austin became chair of the Central Texas Families for Safe Streets after her then-9-year-old nephew was left permanently injured when hit by a pickup in 2016.

She worked with state Rep. Celia Israel, D-Austin, on a bill to reduce speed limits in residential areas, but it died after failing to get considered in advance of a critical deadline.

Sokolic said the bill’s demise left her angry and disappointed, but she plans to keep fighting. “I couldn’t fix my nephew, so I figured I could fix the law,” she said.

Stemmons Freeway Has the Deadliest Stretch of Road in Texas

By Jacob Vaughn, Dallas Observer

Ice-slicked roads took over Texas during winter storm Uri. Around 6 a.m. on Feb. 11, cars on I-35 in Fort Worth started slamming into each other, sliding and unable to stop due to the freeze. By the end of the day, several commuters had died and dozens more were injured.

More than 80 police units and a dozen ambulances showed up at the scene. "Please keep in your prayers the families who have lost a loved one in this massive fatality accident," Fort Worth police officer Daniel Segura said during a press conference at the time. "In my almost 20 years in service, this is the first time ever that [I've seen] anything like this in Fort Worth."

According to a [report by MoneyGeek](#), a Reno-based personal finance website, 10% of crashes in Texas are caused by poor weather conditions.

MoneyGeek analyzed more than 10,000 fatal Texas crashes from 2017-2019, which includes nearly 4,000 roads in the state. They looked at drunk-driving rates, weather conditions and the times of day of each crash happened in order to identify some of the deadliest roads in each county.

For the report, MoneyGeek looked at data from the National Highway Traffic Safety Administration Fatal Accident Reporting System.

A quarter of the fatal accidents involved drunk driving, according to the report. The report also found that Dallas is home to three of ten deadliest five-mile stretches in Texas. Two of those top the list.

Throughout the two-year period, there were 20 fatal accidents on Stemmons Freeway (part of I-35), putting it at the top the list. Coming in second is Dallas' Marvin D. Love Freeway, where there were 15 deadly crashes. Clocking in at No. 5 on the list is Texas State Highway Loop 12, which saw 12 deadly accidents.

The number of fatal accidents in Dallas County during the two years MoneyGeek studied reached 806. Of those, 243 were the result of drunk driving. Across the country, about 28 people die every day in drunk-driving crashes, according to the National Highway Traffic Safety Administration. In Texas, there's about two deaths per day caused by drunk driving.

The second-leading cause of crashes in Texas is distracted driving. Last year, there were 364 deaths, as well as 2,200 seriously injured people as a result of distracted driving, according to Texas Department of Transportation. In Texas, a driver can face a fine of up to \$200 for texting while behind the wheel.

In 2019 alone, there were nearly 60,000 crashes caused by poor weather conditions: snow, ice, sleet and fog, for example.

Taking precautions, like replacing brittle windshield wipers and dirty headlights, maintaining proper tire pressure and your breaks, can help prevent crashes during bad weather.

Downtown Fort Worth is preparing for a population boom. Here are the key housing projects

By Luke Ranker, Fort Worth Star-Telegram

Thousands of new residents will be calling downtown Fort Worth home over the next few years as residential development picks up after a pandemic-induced lull.

A handful of projects under construction will bring about 1,500 people to downtown by late next year, including several affordable housing units. Projects in the planning stage bring the total to 3,000, according to Downtown Fort Worth Inc. Looking at just projects under construction, that's a 10% increase in population for downtown in the coming year.

"You've got a lot of new people that are consumers and workers all in the center city that weren't here before," said Andy Taft, Downtown Fort Worth president. Zooming out from just downtown, Taft noted there are about 5,000 new apartment units in Fort Worth's core in places like the Near Southside, West Seventh and Race Street.

Those residents stabilize downtown businesses like shops and restaurants when there's a fluctuation in tourism or office workers. Many of those businesses need a boost after the pandemic.

The Star-Telegram in late June walked a [104-block area of downtown and found 31.5% of ground floor](#), street-facing retail or restaurant locations were closed. The nonscientific survey was not far off from Downtown Fort Worth Inc.'s estimate at that 27.2% of the street-facing square footage is unoccupied.

Three projects on opposite ends of downtown's core will bring more than 870 housing units through the first half of next year.

[Burnett Lofts at 601 W 13th Street near West Lancaster](#) features 330 units and is pre-leasing. The Catalyst Urban Development project is expected to open fully later this year with a 6,000-square-foot fitness center, dog park and a pool. It's about a 13-minute walk to Sundance Square Plaza.

In a partnership with Fort Worth Housing Solutions, Stonehawk Capital is building a 295-unit complex called The Huntley on the northeast side of downtown. More than half of the units are set aside for affordable housing, while the rest will be priced at the market rate. The project takes up the block between Weatherford and East First Street west of Harding Street. It's about a 15-minute walk to the plaza.

Back on the south end of downtown, but down the street from the Burnett Lofts, the Kent Lofts are expected to break ground later this year at 130 East Lancaster, Taft said. The five-story, 248-unit building features underground parking, a plaza at the corner of Main Street and a rooftop deck.

At least one project in the works will alter the downtown skyline, depending on which direction the viewer is looking.

Near the Fort Worth Convention Center, 901 Commerce is expected to break ground in late summer or early fall, Taft said.

The Southern Land Company has been planning to bring a 26-story tower to the site just northeast of the convention center since at least 2017. The concept, which includes a rooftop pool, features about 280 luxury units in 18 stories. Parking will take up another eight stories starting at the ground level.

Another project that brought hopes of a skyline change to the northwest corner of downtown appears to be dead.

Transwestern Development had been in negotiations on a project called 1000 Weatherford, a more than 300-unit tower that would slightly alter the skyline at Weatherford and Lexington. As originally pitched in 2019, a 12-story tower would sit in the middle of the block atop a roughly five-story building that includes a parking garage. At another point during the planning state, the tower portion was cut, leaving just a mid-size apartment complex.

Downtown Fort Worth Inc. officials said Friday said they believed the project was on hold, but a Transwestern spokesperson said in an email the company was “not building the development.” Attempts to reach someone at the city of Fort Worth were unsuccessful.

Dominated by parking and vacant lots and the multi-lane thoroughfares of West Belknap and Weatherford, the area is desperate for activity. The city will be moving [government functions to the former Pier 1 tower](#) a few blocks away over the next few years. Fort Worth agreed to buy the mostly vacant office building for use as City Hall in February.

A few other projects are still in planning stages.

In the Rock Island area northeast of the downtown core, where there has been significant residential growth in the past few years, 1101 Poindexter Street is slated to bring six townhouse-style units. Down the street on a sliver of land next to Pioneers Rest Cemetery, Houston-based Urban Genesis is working on a small apartment complex. That developer is also forming plans for lots between Texas and 10th Street in the Upper West Side portion of downtown, said Melissa Konur, director of planning for Downtown Fort Worth Inc.

“Initially downtowns were built on their residential base and the commercial grew out of that,” Taft said. “When American development patterns turned upside down, they lost that stable base. Now American downtowns are coming back and residential is a key component to success.”

DART announces city of Wilmer joins Southern Dallas County Inland Port Transportation Management Association

The move highlights the city's dedication to developing and expanding transportation opportunities for Wilmer residents.

BY MASS Transit

The Dallas Area Rapid Transit (DART) has announced the city of Wilmer has officially joined the Southern Dallas County Inland Port Transportation Management Association (IPTMA), highlighting the city's dedication to developing and expanding transportation opportunities for Wilmer residents.

Located 15 minutes south of downtown Dallas, Wilmer has become a global distribution hub for companies like Amazon, Unilever, Sprouts, Proctor & Gamble, Whirlpool, Ace Hardware and Medline.

"The city of Wilmer is one of the fastest growing cities within Southern Dallas County. Becoming a member of IPTMA will enhance mobility within the southern Dallas Inland Port," said Sheila Petta, city of Wilmer mayor. "The City Council and I are committed to ensure our residents and businesses have transportation services that will help expand business development, work opportunities and quality of life options."

Rona Stringfellow, city administrator for Wilmer, was elected to serve on the IPTMA Board of Directors. Stringfellow has more than 20 years of experience in municipal government. A Dallas native, she graduated from the University of Houston with a Bachelor of Science Degree in Technology and a Master's in Public Affairs from the University of Texas at Dallas.

"We are excited to welcome the city of Wilmer to the Inland Port TMA family," said Laura Freeland, executive director of the Southern Dallas IPTMA. "Rona Stringfellow is an excellent addition to our board of directors. She is a strong champion of the Wilmer companies and residents."

TEXRail Ridership Numbers Growing Post-Pandemic, But Still Flag Behind Original Projections

The commuter rail system between Fort Worth and Dallas Fort Worth International Airport continues to struggle with an average of only 744 riders per weekday.

By Kim Roberts, The Texan

When the various restrictions were put in place during the COVID-19 pandemic, TEXRail, the commuter rail line between Fort Worth and the Dallas Fort Worth International Airport, saw a sharp decline in ridership numbers.

While numbers are increasing, TEXRail is still experiencing flagging ridership when compared with pre-pandemic numbers. Ridership is also well behind the [original estimates](#) that were used to justify the rail system.

Originally proposed as a measure to reduce congestion and improve connectivity in the fast-growing DFW region, the Federal Transit Administration estimated that TEXRail would average 8,300 riders per day.

In April 2021, TEXRail saw 744 users per weekday and 1,102 on Saturdays. Tarrant County has approximately 2.1 million residents.

For Fiscal Year 2021, the number of riders of the Trinity Metro system at-large, of which TEXRail is a part, is 43 percent lower than Fiscal Year 2020.

For those wishing to ride TEXRail, masks are still being required through September 13. It is following the Transportation Security Administration's guidance for public transportation.

Governor Greg Abbott [lifted the statewide mask mandate](#) in early March. "Removing statewide mandates does not end personal responsibility or the importance of caring for your family members," said Abbott. "Personal vigilance to follow the safe standards is still needed to contain [COVID-19]. It's just that now state mandates are no longer needed."

On May 18, Abbott issued an [executive order](#) prohibiting government entities in the state from requiring "any person" to wear a face covering.

TEXRail is continuing [plans to expand its route](#) into the hospital district of Fort Worth. The total cost for the two-mile TEXRail track extension is about \$120 million, with \$58.9 million coming from the Texas Department of Transportation and Federal Transit Administration. The other \$61.1 million must come from local matching funds.

Trinity Metro will receive around \$39 million in federal funding from the American Rescue Plan, Melissa Chrisman, vice president of marketing and communications told *The Texan*. "Those funds will be used to support general operating expenses across all modes of service."

Revenue for Trinity Metro in this fiscal year remains over 35 percent lower than last year's revenue. Additionally, fares paid by TEXRail passengers are only covering 1 percent of its operating costs, based on a report provided during the Trinity Metro board meeting on June 21.

Dallas-Houston bullet train opposition group wants Texas Supreme Court to reconsider its case

Texans Against High-Speed Rail believes the appointment of a new justice would provide the vote needed to hear the case against Texas Central's use of eminent domain.

By Chloe Bennett, Dallas Morning News

A group opposed to the construction of a rail line for a 90-minute bullet train between Dallas and Houston wants a rehearing after the Texas Supreme Court [declined to hear its case last month](#).

The organization, Texans Against High-Speed Rail, is made up of property owners, business owners and elected officials who are concerned about the rail company's possible use of eminent domain.

Texas Central, a private development company based in Houston, wants to create the high-speed Dallas-to-Houston rail, which would have one stop near College Station. It would stretch over 240 miles and replicate the Japanese Tokaido Shinkansen bullet train system. The company has said it will try to avoid using eminent domain, which allows it to force landowners to sell it the land it needs.

Blake Beckham, a Dallas attorney who represents Texans Against High-Speed Rail and landowners along the planned route for the bullet train, said construction would have negative consequences for many Texans, particularly thousands of landowners at risk of losing their land and the possible environmental effects of the rail.

"Nobody has any understanding of all of the ripple effects," Beckham said.

"At least with having some land taken, get something paid for. How about the guy that's next door to it? He's got to see it and hear it," he added.

In 2020, the Federal Railroad Administration published the project's final environmental impact statement, moving the project forward. The 10,000-page document was reviewed by the U.S. Department of Transportation and the U.S. Army Corps of Engineers and had been in the works for four years, according to Texas Central.

The Texas Supreme Court's June 18 decision not to hear the case against Texas Central seemed to clear the way for it to build the bullet train on private property. A district court in Leon County initially ruled in 2019 that the company was not a railroad, and therefore could not use eminent domain to seize property it needed to build the route.

When the state's 13th Court of Appeals reversed the ruling last year, finding that Texas Central is a railroad company and does have eminent domain authority, the landowners said they would appeal to the Texas Supreme Court.

Beckham said he believes [Justice Eva Guzman's resignation](#) June 11 affected the court's decision to not hear the case, as the vote to move forward was short by one. Gov. Greg Abbott will soon appoint her replacement.

"Hopefully we will have another justice and get that fourth vote where now, the court will take the case and consider it, and we'd be extremely confident that we would prevail on the merits," Beckham said.

Texas Central said the court's decision should move the project forward.

But Beckham said Texas Central still faces obstacles not only from landowners, but also because it has yet to file a project application with the Surface Transportation Board, the federal agency that has jurisdiction.

"We believe it is unequivocal that Texas Central can't do anything," Beckham said. "We don't think they can condemn land. We don't think they can begin construction until they have the ruling from the Surface Transportation Board."

In September, Texas Central spokeswoman Erin Ragsdale told *The Dallas Morning News* the company was [working to secure construction permits from the agency](#).

While awaiting the appointment of a new justice to the Texas Supreme Court, Beckham said his law firm is working pro bono with landowners.

U.S. Rep. Kevin Brady, a Houston Republican who opposes the bullet train, said he was disappointed by the Texas Supreme Court decision.

"By freeing up Texas Central to use eminent domain authority, the Court is neglecting to protect the liberties of Texas landowners whose farms, ranches and homes sit along the proposed route," he said last month in a prepared statement.

According to [public plans](#) from Texas Central, the railway will minimize disruptions to landowners by following "existing utility corridors and public rights-of-way as much as possible." The company says it plans to use eminent domain "only as a last resort."

Texas Central estimates that construction would create 17,000 jobs with a total economic impact of \$36 billion.

Dallas area's traffic: It's still not Los Angeles or New York, but getting closer

By Brian Womack, Dallas Business Journal

North Texas continues to get more accolades and population – and also traffic.

The Dallas area rose to No. 8 on the 2020 list of urban areas for the worst traffic by a key measure around the extra time a commuter must endure, [according](#) the 2021 Urban Mobility Report by The Texas A&M Transportation Institute with cooperation from INRIX.

That compares to No. 16 in 2019 for the local region.

The New York area took the top spot in 2020 followed by the Boston metro. The Houston region, which already was ranked higher than the Dallas area in 2019, shot up to No. 3. The biggest California metros -- Los Angeles and San Francisco – tied for No. 4. The Washington, D.C., area took No. 6.

Austin, while not among the biggest metro areas, took No. 7. That's up from No. 12.

The new report, released at the end of last month, examines traffic among a most unusual shift in patterns amid the challenges of COVID-19 and local restrictions around the country. It said there were essentially four “unique congestion years in one” during 2020, including the time before the pandemic, the period after it began, an initial recovery and then a more normal time in the fall.

“Annual 2020 congestion costs and travel delay were about half of the 2019 problem — total congestion delay was like 1997, more than two decades ago,” the report said. “Per commuter cost was less than 1982 in constant 2020 dollars.”

Still, even with the dramatic decline in 2020 congestion levels, the trends in the last few months of 2020 point to a return of congestion problems in 2021, the report said. For the Dallas area, other [data](#) points to more traffic showing up in recent months around the region.

While North Texas in 2020 slipped in its ranking it was still slightly better than the average among very large urban areas, or those with over 3 million in population. The average was 84 hours in 2019 for the annual amount of delay per commuter and fell to 41 hours in 2020 based on 2019 drivers. The Dallas area was at 40. Houston was at 49. Austin was 41.

Diversity in the Drone Industry: North Central Texas is Making it Happen

North Central Texas – Leading the Way in Developing a Diverse Drone Workforce!

Maggie Schuster and North Central Texas are working towards greater diversity in the drone industry – critical for expansion and growth.

By: Dawn M.K. Zoldi

The autonomous flight ecosystem of tomorrow requires a concerted effort to create a diverse workforce today. Last year, a [study by the Vertical Flight Society \(VFS\)](#) indicated that military and civilian commercial electric VTOL aircraft sectors will require 10,000 additional vertical flight-related engineers over the next decade. Only five years from now, the agricultural drone market should be worth more than \$8,000M, with drone deliveries a close second at about \$7,000M. Besides engineers, pilots, attorneys, maintainers will be needed to support these industries, as will career fields we have not even yet begun to fathom. One group leads the pack on developing the diverse team we need: The North Central Texas Council of Governments (NCTCOG) and the North Texas UAS Safety and Integration Initiative.

Maggie Schuster, CEO of UAS Plus Services LLC / Your Aerial View and current contractor for the NCTCOG's Know Before You Fly Your Drone Workshops, has made it her mission to increase drone public awareness, by sharing information on safe operational practices and all the possible careers in the unmanned aircraft community. "To truly make this a new thriving ecosystem, we need to encourage diversity in all aspects of the UAS workforce," she opines.

Maggie began her drone career during her stint as a catastrophic insurance claims adjuster. She explains, "A coworker showed me the amazing advancement of vertical inspections and how they could save lives and money. After that, I flew my first drone, and I was hooked." Schuster obtained her Part 107 shortly thereafter, started her company in the Spring of 2018, and obtained Level One with TOP-AUVSI Trusted Operator Professional certification.

Three years ago, she linked up with the NCTCOG, a voluntary association of, by and for local governments, to assist in regional planning. Established in 1966, the NCTCOG serves a 16-county region of North Central Texas. According to Schuster, as a part of the Initiative the UAS Safety and Integration Task Force (industry stakeholder group) started out in 2018 as twenty-five people in a meeting room. Under the leadership of Ernest Huffman, the Transportation Department's Aviation Planning and Education Program Manager, with his laser-focus on promoting the safe integration of UAS technology into the Dallas Fort Worth regional airspace, the group has now grown to over 300 members.

This public-private consortium, with representatives from federal, state, and local governments, the military, as well as from industry, aerospace, academia, meets monthly in a virtual format. NCTCOG UAS Safety and Integration Task Force's meetings feature three to four guest speakers per session, who cross-level industry information and bolster professional development. On average, more than 100 people dial into the sessions. Additionally, the initiative has four working groups that are focused on laws and policy, training and workforce, integration, public awareness and education within the region.

Schuster chairs the Public Awareness and Education Outreach group. As part of that effort, she and a small team, including Sharon Rossmark, CEO of Women and Drones, and Evan Merelli, Elm Aerial Services, competed for, and successfully obtained NCTCOG regional funding to create the Know Before You Fly Your Drone Workshops. The workshops focus on how drone pilots can prepare for the Part 107 test, recreational TRUST test, obtain waivers, use LAANC, and where to fly drones, among other practical tips. The Workshops also provide insights on how to start a drone-related business, provide rules and regulations updates, and best practices. The team's [website](#) contains recorded programs with their professional guest speakers.

Originally, twelve workshops were to be held at locations across North Texas over a two-year period. Efforts changed due to COVID-19. Now held in virtual format, "These workshops create an important community resource. They are designed to educate and inform all UAS pilots including first time recreational, as well as, commercial and professional pilots," informs Schuster. "We want to provide the information that every drone pilot can use to succeed." (See [here](#) for more information about the Know Before You Fly Your Drone Workshops).

Diversity in the workforce is something Schuster takes seriously. She recalls that in her first drone training class of 300, she was the only woman. She's made it her mission to inspire other women and girls to enter the drone industry, from hosting Clubhouse drop-in audio chat rooms on "Girls in STEAM," to writing a book, "Girls Can Fly Drones Too." The planned book will be an anthology of female leaders in the drone industry. She explains, "My goal is to intentionally create Workshops, chat rooms, and other content, like my book, that will serve as an example to others. Together, we are better."

Statistics bear this out. A [2020 McKinsey & Company report](#), "Diversity wins: How inclusion matters," indicates that companies with at least 30% women in top leadership roles financially outperform male-dominated competition by 48%.

Both Schuster and the Texas team merits watching. They make things happen. Just this May, the [NCTCOG announced it entered into an agreement with NASA](#), "to study the potential of drone technology and integrate it into future transportation plans. The NCTCOG was only one of five groups selected to work with NASA to plan the integration of cargo-carrying drones, automated air taxis and other Advanced Air Mobility technologies during a series of at least four future workshops.

This is not another Klyde Warren, which is why it will work

Dallas is doing its next deck park right.

By Dallas Morning News Editorial

Dallas' next deck park will emerge over Interstate 35E in the next few years. Southern Gateway Park, adjacent to the Dallas Zoo, will turn 5 acres of asphalt into a community green space that promises to rejoin neighborhood connections that have been torn asunder since the 1950s. We expect it to be a success for three reasons.

But before we get to those reasons, we should note this isn't a \$172 million Klyde Warren Park redux.

Everybody wants a Klyde Warren. In 2018, Pew Research reported no less than eight American cities building or considering deck parks constructed over freeways. McKinney Mayor George Fuller has proposed a park across State Highway 5 to connect his city's historic square and mill district. And Frisco Mayor Jeff Cheney couldn't help comparing his city's proposed performing arts venue, which is really nothing like Klyde Warren, to Dallas' deck park.

The frenzy is justified. Klyde Warren has been a roaring success, both as a park and as a feat of city planning. We're glad its spawning imitations. But stamping out exact copies won't work. That was one of the things we were looking for when Southern Gateway Public Green Foundation President April Allen presented the project plan to us last month. But before we could even ask the question, Allen described how Southern Gateway has formed an advisory council with neighborhood stakeholders and has even committed to using neighborhood contractors for some of the construction. Allen called the project "infrastructure of opportunity."

That ground-up approach is reflected in the park's design, too. Artistic renderings of the project show multilevel architecture reminiscent of Oak Cliff's topography, with walkways to the adjacent zoo and an elevated terrace that will provide some of the best views in Dallas.

Developer Mike Ablon, one of the foundation's board members, said of the park design: "This belongs no place but here."

More important, this project's leaders recognize the history of its neighborhood. A pedestrian promenade straight across the park will reconnect 12th Street, a link that the interstate severed.

We hope to see that reconnection spur economic development where it has lagged east of the freeway. Allen told us there are only five owner-occupied single-family homes within a one-mile radius of the park. What's visible from the site now are aging apartments in need of maintenance, rundown motels and fast-food joints. That needs to change. And there's evidence that it will. An economic impact study conducted by the University of North Texas at Dallas predicted almost a billion dollars of economic impact in the first five years.

Allen is sharp, and we expect this project to succeed behind her leadership.

One element that has been carried over from the Klyde Warren model is the park's reliance on public-private partnerships. This project is supported by funds from the private sector as well as the city, the Texas Department of Transportation and the zoo. As we've written before, that private sector involvement is a key ingredient to Klyde Warren's success.

Dallas doesn't need another Klyde Warren park, but it does need more public-private projects like this, led by capable people convening community stakeholders, directing investment to neglected parts of the city, through projects that are strategic and accountable.

AllianceTexas' Mobility Innovation Zone Partners with Texas A&M Transportation Institute

The transportation institute will serve as a think tank for surface and air mobility technologies at AllianceTexas—conducting research, managing strategic initiatives, and helping to shape innovations that will change the way we live.

By David Seeley, Dallas Innovates

From flying cars to driverless trucks to drone deliveries, the future of mobility could change the way we live. But a lot of R&D is needed first, and it's happening big-time at the Mobility Innovation Zone—the “MIZ”—at AllianceTexas in North Fort Worth. All the MIZ has been missing is some extra Aggie know-how, and now it's arrived: Dallas-based real estate company Hillwood has announced a research partnership between the MIZ and the Texas A&M Transportation Institute (TTI).

“Our partnership with TTI is a natural pairing for the next phase of research and development at the MIZ, and we cannot wait to see where our partnership will take us in changing the mobility landscape of the region and nation,” said Ian Kinne, director of logistics innovation for Hillwood, in a statement. “With unmatched expertise in its field, TTI ensures we have the research-backed results needed to not only set the standard for, but also make significant advancements in, budding mobility technology.”

In its new role, TTI will conduct research, manage strategic initiatives, and serve as a think tank for new mobility opportunities at AllianceTexas.

A proving ground like nowhere else

Hillwood believes the MIZ offers something found nowhere else in America: a sprawling proving ground that provides partner organizations the scale, infrastructure, and environment for the commercialization of emerging air and surface mobility technologies.

TTI's agency director Greg Winfree couldn't agree more. “The location and capabilities that the MIZ offers provide an unparalleled sandbox for research and development of the technologies that will move business, goods and people forward,” he said in the statement.

Winfree said the research partnership reinforces TTI's commitment to testing and scaling innovations that impact the way we live.

TTI packs an R&D punch

TTI is America's largest higher-education-affiliated transportation research agency. Its expertise spans engineering, planning, economics, policy, public engagement, landscape architecture, environmental sciences, data sciences, social sciences, and more.

With all that coming to the MIZ, helping a package deliver itself should be a breeze, right?

The new partnership increases Texas A&M's presence in Tarrant County, expanding upon TTI's Arlington office and the Texas A&M Law School in Fort Worth.

Staggering numbers are driving mobility R&D

Think tanks and R&D are about more than pure research. The true destination is commercialization—turning these sci-fi ideas into daily realities by testing and scaling them.

Autonomous trucking could be a huge game-changer in the \$1.6 trillion U.S. freight market, since there are currently 20 billion miles of unused truck capacity each year.

The eVTOL (electric vertical takeoff and landing) passenger market is projected to grow to \$17.7 billion by 2040.

So, it's no wonder that since 2014, there's been a 76 percent annual growth rate in funding for logistics startups.

Addressing commercialization challenges

Kinne told us the MIZ-TTI partnership will address the challenges of emerging tech commercialization in a multitude of ways, "particularly in how we build infrastructure to support what's to come [and] how we will inform and advise policymakers, NPOs, and public and private companies on how to regulate and use it."

The partnership will also address "how we work with other businesses applying mobility innovation so we can all work together to improve supply chain, efficiency, quality of life, and better use of public funds in the transportation system," he said.

For instance, Kinne says the MIZ will be focusing on the eventual adoption and commercialization of eVTOL passenger taxi services, so it's coordinating with NASA and the FAA on that.

Tech pioneers now at work at the MIZ

While TTI unpacks their bags, other tech pioneers are already deep into projects at AllianceTexas. In February, Fort Worth-based Bell Textron launched its Autonomous Pod Transport operations, offering the first point-to-point [unmanned aircraft system package delivery](#) demonstration in North Texas (above).

[Autonomous trucking startup TuSimple](#) also has an active presence at Alliance Texas, offering autonomous trucking operations that run throughout the "Texas Triangle" freight corridor. Other announced partners currently operating in the MIZ include Kodiak, ITS ConGlobal, BNSF, Phantom, Gatik, Deloitte, and Embark.

Then there are the *shhhhhh!* companies—some MIZ projects are veiled by NDA secrecy. Kinne says they will help address "the entire mobility pipeline from first mile, last mile, middle mile, logistics and inland port operations." We hope to be able to report on them in the future. The biggest surprise: it's all coming fast

We asked Kinne what will surprise people most about mobility innovation. His answer: the speed and scale in which it will be deployed in things like autonomous long-haul trucking.

"We'll see large advancements surrounding first and last mile technologies and the infrastructure in and around ports," he said, "and also the advancement of unmanned aircraft systems in the delivery of packages."

Texas will be one of the first to see big changes.

“We’ll see ancillary and tangent infrastructure improvements in energy and electrification, the deployment of next generation data and wireless communications such as broadband, and long-haul network capacities and utilization,” Kinne told us.

“We’ll also see the next iteration of 5G, and our private or public wireless communications networks will be even more robust. Given that, we’ll also see an increased demand for local data centers. Overall, this will enhance the efficiency, reliability and resiliency we’ve built into the supply chain, which will benefit customers of all levels.”

Private capital is leading the way

It takes money to drive all this, and Kinne says there’s so much flowing now, it’s driving up the speed of change.

“Presently, we’re in an unparalleled situation as private capital is leading the development and advancement of emerging mobility and automation technologies at extraordinarily fast levels,” he said. “Private investors are pushing for the adoption of new technology very quickly.”

Kinne says the MIZ is uniquely positioned as the ‘do tank’ that allows companies to commercialize advanced logistics solutions in a supportive and collaborative environment.

AllianceTexas’ multi-modal platform

AllianceTexas is a 27,000-acre industrial, mixed-use, and residential development. Its air and ground logistics assets include a premier intermodal hub, urban airspace at Fort Worth’s Alliance Airport, and interoperability across supply chain nodes—enabling a full spectrum of endeavors from first to last mile.

In addition, AllianceTexas says it is home to more than 525 companies which have built more than 50 million square feet and created over 62,000 jobs.

Why North Texas is an innovation leader

“in North Texas, the existing infrastructure is extremely unique, and our businesses in the region, and AllianceTexas in particular, are unparalleled in their willingness and cooperation to improve resiliency and reliability,” Kinne said.” North Texas has long been a leading market for trucked freight as well as boasts a deep aerospace workforce.”

“There’s no better place for innovators to move from research and development to testing and commercialization, and we believe that the MIZ is the best positioned environment to give these emerging technologies the wings to fly.”

Now that the Texas A&M Transportation Institute is on the case, a lot more action—and breaking news—may be flying out of there soon.

City Of Fort Worth: Region's Population Tops 7.8 Million

Population in North Central Texas topped 7.8 million in 2020, for a Jan. 1, 2021, total population of 7,874,950.

By Patch

Population in North Central Texas topped 7.8 million in 2020, for a Jan. 1, 2021, total population of 7,874,950.

Despite the pandemic, the region grew by nearly 160,000 residents, and 12 cities experienced estimated population growth of more than 10%. Fort Worth had the highest absolute growth, adding more than 17,000 people, while Frisco added close to 16,000, followed by McKinney with over 6,000 and Dallas with 5,560.

The U.S. Census Bureau's latest population estimates show Fort Worth jumping from the 13th to 12th largest city in the United States with a population of 927,720. Fort Worth's increase was the third largest nationwide, behind Phoenix, which added 25,194 residents, and San Antonio, which added 19,862.

Collin, Denton, Dallas and Tarrant counties each added more than 25,000 residents last year, accounting for 80% of the regional growth. The population of the region has increased by more than 1.3 million since 2010.

Find the 2021 population estimates summary and data on the [North Central Texas Council of Governments website.](#)

Proposed transit plan would revitalize the East Lancaster Corridor, if it's funded

By Eric Griffey, Spectrum Local

Since the horse and buggy days, the East Lancaster Corridor has been a transportation hub in Fort Worth.

In the 1920s, the street was designated as part of the Bankhead Highway, the first all-weather transcontinental highway stretching from Washington, D.C. to San Diego. Today, the TxDOT on-system roadway is listed as a Historic Texas Highway by the Texas Historical Commission.

Until the late 1950s, East Lancaster Avenue was the most direct route between Dallas and Fort Worth. The trip between the cities was slowed by nearly 60 intersections with traffic lights, so the state stepped in to create the Dallas-Fort Worth Turnpike — now known as Interstate 30. When I-30 came online in 1957, the freeway siphoned off roughly 17,000 cars from East Lancaster, and area businesses immediately felt the pinch.

The thoroughfare and its surrounding area fell into a steep decline that nearby residents say the city has yet to address. A swath of East Lancaster transformed into what is now known as the homeless district, a mix of shelters, resource centers and clinics. Three main shelters — the Presbyterian Night Shelter, the Union Gospel Mission and the Salvation Army — are the foundation of the area just southeast of downtown and just a couple of blocks from the city's main transit center. Over the past several decades, the department and grocery stores and restaurants that once thrived in the area closed, their windows boarded up to keep out intruders.

Thanks to the recent housing market boom and the city's population explosion, more people are settling down in the traditionally poorer Eastside areas. In every patch of real estate surrounding East Lancaster, old homes are being renovated and new businesses are slowly opening. But, people who live in the neighborhoods along the corridor point out that its main transportation artery hasn't been fundamentally updated since 1937.

An ambitious new plan to improve transit in the area is giving residents hope that economic development could follow the way it has in other cities that have improved public transportation in a specific zone.

Advancing East Lancaster is, at its core, a transit-oriented development plan. The multi-faceted plan is in its early phases, but its long-term goals include increasing access to public transportation, connecting to transit hubs for pedestrian and bike traffic, fixing the street's infrastructure issues, and promoting economic development. Proponents of the plan hope to create the kind of Bus Rapid Transit system that will start the cascading effect that beckons independent businesses.

In 2019, the city of Fort Worth initiated a study called "Transit Moves Fort Worth" to examine ways to increase transit's role in the city's overall transportation system. The study identified priority corridors, such as the East Lancaster Avenue corridor, and recommended high-capacity transit. In early 2020, Trinity Metro (the organization that manages Fort Worth's transit systems) and the city of Fort Worth applied for a grant to the Federal Transportation Administration for TOD planning of new transit systems. The

project was awarded the funds in late 2020 in coordination with local matching funds from the city of Fort Worth and Trinity Metro.

The \$600,000 windfall will pay for a transit-oriented design plan for the area, and that phase of the overall plan is expected to be completed by December. Trinity Metro has already hosted several public meetings and will hold at least two more before the project is finished. If funded, the local high-capacity route will connect the East Lancaster Avenue corridor from downtown Fort Worth on East Lancaster Avenue past Handley Drive.

“The implementation of local high-capacity transit can benefit the community with the ability to increase access to opportunities such as reduced commute time, increased walkability, connectivity to other routes and trails,” said Melissa Chrisman, a spokesperson for Trinity Metro. “Retail, restaurants, medical centers, housing, and mixed-use development can increase with economic development, resulting in direct access to additional employment and housing options.”

So far, the drafting of a plan is the only part of the project that’s been funded. Residents are hoping that once the first phase is completed, the city will move forward with the other infrastructure and economic development improvements.

Daniel Haase is the Vice President of the Central Meadowbrook Neighborhood Association, and he’s involved in various other programs designed to spur improvements in his neighborhood. Recently, Haase and others created a public improvement district in the area, which runs from Riverside Drive to Loop 820. The PID works a little like a homeowner’s association or a tax increment finance district. Local businesses agree to pay a portion of their taxes toward neighborhood improvements. The lion’s share of the East Lancaster PID money funds a private security service that has reduced crime in the area by orders of magnitude. Crime dropped by roughly 30% over the course of the life of the PID, which was created in 2017.

Though area residents and business owners have shown a willingness to take matters into their own hands, Haase said that the city has been less receptive to shell out the cash for more improvements. In the past, the City Council has shown a very “lukewarm response” to the idea of Advancing Lancaster. With a new, younger City Council, Haase said he’s more optimistic.

“They’re thinking like baby boomers, instead of trying to think like millennials,” he said of the past Council. “Millennials embrace public transportation if it’s convenient, reliable, safe and frequent. Baby boomers view anything that’s bus related as just slightly above walking. If you try to sell this on ridership increases only, it’s a no-go — it’s dead in the water. What needs to be understood by everybody involved in this thing is there’s an economic development component.”

For a model of what the Advancing Lancaster advocates are hoping to accomplish, Haase and others say the city should look to Cleveland, Ohio’s Healthline, a Bus Rapid-Transit plan with the same humble beginnings as Advancing Lancaster. The once-economically-depressed corridor it serves delivered more than \$9.5 billion in development along the Euclid Corridor — a staggering \$190 gained for every dollar spent on creating and launching the service. Bus ridership increased by 48% over the first year of the project and by as much as 60% in subsequent years.

“It's kind of a no-brainer that wherever these [BRTs] go, if they're done right, they do generate economic activity,” Haase said. “Now, we're not going to see \$9.5 billion on East Lancaster, but if we had \$9.5 million dollars, that would be great.”

One of the major components of the plan is to narrow the street, slow down traffic, and make the corridor more pedestrian-friendly. The BRT would have its own lane if the current iteration of the plan is completed. East Lancaster Avenue has become one of the deadliest streets in the city for people on foot. Since 2012, according to data from the Fort Worth Police Department, 66 pedestrians have been struck by cars on the street, and 25 of those people died from their injuries.

One major hurdle facing proponents of Advancing Lancaster is that the city doesn't own the street — TxDot does. Besides needing to be re-stripped, East Lancaster would also need water drains. Flooding is a problem on the nearly 100-year-old street. In the past, City Council members and city officials have been reluctant to take on the added financial burden of maintaining the street. TxDot has historically sold or, in many cases, given away streets in cities across Texas in an effort to reduce cost. If the city wanted East Lancaster, Haase speculated, it's just a matter of asking.

“That street is not going to be reconfigured in any kind of logical way without the city taking it over,” he said. “And if the city took it over, it's not actually that much additional lane miles for Transportation and Public works to manage. By my account, it would add about six-tenths of 1% to what they're already maintaining. If they narrowed it all to two lanes, then it would be even fewer lane miles.”

The North Central Texas Council of Governments has also set its sights on improving East Lancaster Avenue. The coalition of government officials has applied for a federal grant to apply the “complete streets” model to the area. The project would be funded by money from a federal Transportation Investment Generating Economic Recovery (TIGER) Grant, the city of Fort Worth, Tarrant County, and various state and regional sources. The project application was submitted in 2017. The Advancing Lancaster Project and the Complete Streets proposal share a lot of the same goals, including narrowing the streets and stimulating economic development.

Chrisman, the Trinity Metro spokesperson, said her organization is in the planning phase and residents can still influence the final outcome of the plan.

“Residents can provide feedback related to what improvements they would like to see along the corridor, such as trails, housing, businesses, and entertainment, and identify some of the current barriers to riding transit,” she said. “The primary avenues residents can provide feedback include commenting on the [interactive map](#), completing a community [survey](#), requesting a stakeholder [meeting](#), and attending [public meetings](#).”

All residents like Haase can do now is wait — for the TOD plan to be completed, the city to decide whether or not they want to fund other parts of the Advancing Lancaster plan, to see if the federal complete streets grant is accepted, and if the cost of the project is rolled into a bond package.

“I'm anxious to see if that [money] was put in the bond package for 2022,” he said. “Because if it didn't, I don't know when it's going to happen. This could just die on the vine.”

Safer Air, Safer Streets: North Texas Center for Mobility Technologies Announces First Two Fundings

The University of North Texas is partnering with two Dallas-area startups on breakthrough mobility solutions—with part of an estimated \$600K in total funding provided by the NTCMT. One startup is developing an airspace hazard identification and alerting service to ensure safe unmanned aircraft flights. The other is working on object detection technology to keep bicyclists safe from vehicle collisions.

By David Seeley, Dallas Innovates

In the future, pilotless aircraft will buzz through the air above us, carrying everything from people to cargo. And as cities embrace carbon-neutral transportation, bike lanes will become more common nationwide. Those two innovations come with risks: unmanned aircraft can be battered by storms and other hazards; and bikes are in danger of being struck by cars. Now two Dallas-area startups are working with the University of North Texas (UNT) to make both innovations safer—and the [North Texas Center for Mobility Technologies](#) (NTCMT) is aiding the efforts by contributing part of an estimated \$600,000 in total funding.

The two projects are the first to be funded by the NTCMT, which [launched last December](#) with a goal of making North Texas a leading transportation tech hub through industry-university collaborations. The NTCMT was created in a partnership between the Texas Research Alliance and the North Central Texas Council of Governments (NCTCOG), along with several Dallas-Fort Worth area universities. The NTCOG approved a \$2.5 million seed fund to get things moving—in every sense of the word.

Victor Fishman, executive director of the Texas Research Alliance, told Dallas Innovates the final budgets for the two projects “will be determined by discussions between the company sponsors, Emobilus and Hermes, and the University of North Texas.”

NCTCOG is reviewing funding options for the project, Fishman said.

Hermes and UNT: Detecting airspace hazards

How will unmanned aircraft be integrated into America’s airspace? That’s a big question being explored by NASA’s Advanced Air Mobility National Campaign (AAM-NC). NASA wants to help the aviation industry develop a safe unmanned air transport system to move both people and cargo from place to place—in urban, suburban, and rural environments.

One big challenge: hazards in the airspace, including heavy rains and winds and tall buildings and structures. Another obstacle is restricted airspace over installations like military bases and power stations, or certain sports events and public celebrations.

A new startup, Hermes Autonomous Air Mobility Solutions, is partnering with UNT to develop an airspace hazard identification and alerting service (AHAS) for advanced air mobility. Hermes launched just this year with three employees, and will be located in the Dallas-Fort Worth area.

Professor Kamesh Namuduri is UNT’s lead on the project. “The system is based on Professor Namuduri’s patent with UNT,” Fishman told us.

Hermes is an infrastructure partner in NASA’s campaign. “Hermès will demonstrate the project during the AAM-NC flight tests that are expected to occur during Spring 2022,” Fishman said.

“By identifying and alerting the vehicles as well as operators, AHAS will mitigate potential risks and thereby enhance the safety of unmanned air transportation,” Hermes and UNT said in a statement. “With the support from UNT, Hermes plans to develop this cloud-based product and deploy it as a commercial service for AAM by the end of 2022.”

“We’re privileged to work with North Texas Center for Mobility Technologies and contribute to the economic development of the DFW region,” Hermes President Rajendra Penna added in the statement.

Emobilus and UNT: Bike crash prevention

Each year, around 1,000 Americans die and 50,000 are seriously injured when cars collide with cyclists. UNT and Emobilus, a Plano-based startup, are working to change that—with object detection technology that will significantly improve vehicle collision avoidance systems’ awareness of cyclists.

The system is designed to do more than detect bike riders. It will also help existing and developing driver assist systems activate a vehicle’s brakes, avoiding collisions before the driver even has time to notice and react.

Emobilus is working with three UNT faculty members on the project: Xinrong Li, Qing Yang, and Song Fu. Founded in 2018, Emobilus has three employees and is currently located in Richardson.

Field tests at Inspire Park in Frisco

Last December, UNT and Emobilus connected field operational tests of prototype devices at the university’s Inspire Park facility in Frisco. UNT and Emobilus call the results “positive,” and said in a statement that they’re now pursuing additional R&D toward the design and manufacture of a commercialized product.

A lot of technology is going into this cooperative research agreement: maximizing reflective geometries; signal amplification; Doppler and micro-Doppler signature analysis; a review of existing object detection algorithms; and future object classification and tracking algorithms.

All that, just to keep your butt on your bike seat and your wheels on the road.

UNT and Emobilus say that if the project is successful, the tech can make more than cyclists safer: it can also lead to potential applications for pedestrians, joggers, motorcycles, and e-scooters.

NTCMT: Lidar to EVTOL to micro mobility

The two projects above are just the first to get funding from the NTCMT. The program is bringing coordinated expertise of four local research universities—UNT, SMU, UT Dallas and UT Arlington—to develop mobility tech across the region and around the globe.

NTCMT says it’s pursuing innovation in a long list of areas, including “autonomous vehicles, 5G, EVTOL, electric motors, micro mobility, drones, Lidar, radar, machine vision, freight, drones, first mile, last mile, networking, network splicing, object avoidance, multi-modal, on-demand mobility, last mile, personal mobility, micro mobility, fuel cells, battery, electric motors, motor controllers, route planning and more.”

Total funding ceiling: \$2 million per year

NTCMT says it expects to fund multiple projects with a total ceiling of \$2 million per year—with the ceiling possibly increased by additional sponsorships. You can learn more and even submit a proposal by [visiting NTCMT’s microsite](#).

THE ROAD HOME

THE TEXAS DEPARTMENT OF TRANSPORTATION INTENDS TO SPEND 425 BILLION WIDENING HIGHWAYS TO FIX TRAFFIC IN TEXAS CITIES. WHAT IF WE TORE THEM DOWN INSTEAD?

By Megan Kimble, The Observer

On January 19, 2018, shortly before 10 a.m., Robin Lafleur exited Texas Highway 290 at South First Street, as she did every morning on her way to work at Austin Habitat for Humanity. It was a cold, cloudy morning but Lafleur was in a good mood. She finally felt settled in her new home, which she'd bought less than a year before in Cedar Park, a suburb northwest of Austin. It was a Friday and she had happy hour plans with friends after work, so she was wearing one of her favorite outfits—maroon jeggings and a new mauve sweater with matching boots.

She doesn't remember much about what happened next. As she merged onto the frontage road, a car stopped abruptly in front of her. She slammed into it. When she woke up, she was in a hospital gown at St. David's South Austin Medical Center—nurses had cut her clothes off her body to take a CT scan. The concussion she suffered kept her out of work for more than three months. "I was told that to heal, I needed to sit in a quiet room and let the time go by," she says. "It was horrific because the days went by so slowly."

Before she moved, Lafleur had been renting an apartment less than 10 minutes from her office, but she wanted to own a home in the city where she grew up. She soon realized her nonprofit salary wouldn't get her very far. If you can't afford to buy in Austin, Lafleur says, "You're left up a creek without a paddle. Or you use that paddle, and you travel to Cedar Park."

As the price of housing in Austin has skyrocketed, low- and middle-income people like Lafleur have left the city in droves, seeking cheaper housing in the suburbs strung along Interstate 35—Round Rock and Pflugerville to the north, Buda and Kyle to the south, all of which have at least doubled or tripled in population since 2000. After she closed on her house, Lafleur joined the thousands of other people who crowd I-35 every day to get home, sitting in traffic for nearly 90 minutes to travel 25 miles. "At this point, driving on 35, which I still do every day, it's a very, very stressful and anxiety-causing event," she says.

The Texas Department of Transportation (TxDOT) wants to fix Lafleur's commute. In early 2020, after nearly three decades of planning, discussion, and community input, the Texas Transportation Commission, which oversees TxDOT, voted to allocate \$7.5 billion to the I-35 Capital Express Project, which includes plans to expand an 8-mile segment of I-35 through central Austin.

The stretch of I-35 that passes through downtown Austin is both the most congested stretch of highway in the state and the most dangerous roadway in the city—1 in 4 traffic fatalities in Austin occur on the highway or its frontage roads. The goal of the expansion, says Susan Fraser, the program manager for the I-35 project, is to make the highway safer and more efficient for the more than 200,000 vehicles that use it every day. TxDOT plans to do that by adding managed lanes, restricted to vehicles with two or more people in them.

"I know there's the mindset that if you build it, they will come," says Diann Hodges, a spokesperson for TxDOT's Austin district. "Well, they have come. Anybody who lives or drives in Austin knows the congestion that we're dealing with. So, we've got to make improvements to the road that is there to make it accessible to everyone."

Texas' population is projected to nearly double by 2050. Most of that growth will happen in urban areas like Austin, which has been the fastest-growing major metropolitan region in the country over the past decade. Texas leaders have decided that to accommodate that growth, the state urgently needs "to get new roads built swiftly and effectively," as Governor Greg Abbott has promised. Despite the fact that it is much more efficient, sustainable, and safe to move people through crowded cities by other modes—like buses and trains—TxDOT spends essentially all of its funding on enabling seamless car travel. Since 2015, TxDOT has committed more than \$25 billion to "congestion relief" projects across the state and has plans to expand highways in Houston, San Antonio, Dallas, Fort Worth, and El Paso.

This is how transportation departments across the country have functioned for decades—building ever bigger highways to fix traffic—despite the reams of evidence that it doesn't work. Between 1993 and 2017, the 100 largest urbanized areas in the United States spent more than \$500 billion adding new freeways or expanding existing ones. In those same cities, congestion increased by 144 percent, significantly outpacing population growth. "I think traffic engineers tend to think traffic is like a liquid. If the pipes aren't big enough, then it gets plugged up and overflows," says Robert Goodspeed, a professor of urban planning at the University of Michigan. "The solution is building bigger pipes. But all of the evidence says that that's not true, that instead [traffic] is much more like a gas, meaning the volume of traffic congestion will expand to take up the capacity allowed."

If traffic can expand, it can also contract. Advocates in Texas are at the epicenter of a national movement asking: What if, instead of building our aging roads back wider and higher—doubling down on the displacement that began in the 1950s and the climate consequences unfolding now—we removed those highways altogether? What if we restored the scarred, paved-over land they inhabit and gave it back to the communities it was taken from?

On a breezy, warm day in April, State Representative Armando Walle appeared before the House Transportation Committee to introduce House Joint Resolution 109, a measure that would put to a public vote whether to allow for state highway funds to be spent on things other than roadways, including sidewalks, bike lanes, and public transportation. Dozens of Texans testified in support of the bill. About an hour into the hearing, Jack Finger, a member of the advocacy group Texans for Toll Free Highways, testified against the measure. "Do not take my gas tax dollars for the bus, nor for bike paths, nor for sidewalks," he said. "The local municipalities can pay for their own. To me it smacks at a socialistic attempt to get me out of my vehicle." HJR 109 was left pending in committee.

The idea that public transit is for socialists and that highways enable free-market capitalism pervades the state's politics. According to Farm&City, a nonprofit that advocates for sustainable development across the state, Texas is one of only a few states in the country without dedicated state funding for public transportation in major metro areas. Over the past two decades, surveys have found that people who live in these urban areas, as 85 percent of Texans do, have consistently said they would prefer investments in public transit instead of bigger highways. Even the outgoing CEO of TxDOT, James Bass, said earlier this year that he'd like to see more investment in transit: "With the projected population and growth in the state of Texas, I think as we move forward in time, we'll need to consider investment in additional modes."

But the Legislature has refused. State law requires roughly 97 percent of TxDOT's roughly \$15 billion annual budget to be spent on roadways. For decades, Texas Republicans have contended that highways are the engine that powers the state's economy. "Everything we're

doing for transportation infrastructure feeds into keeping Texas number one in the nation for economic development,” Abbott said in January.

It’s the same argument advanced by the Associated General Contractors of Texas (AGC), which represents 85 percent of the state’s highway contractors. Between January 2013 and December 2020, AGC contributed more than \$2.5 million to Texas officeholders, most of that to powerful Republicans, and another \$2.2 million to Texas Infrastructure Now, a pro-road-building political action committee, according to Texans for Public Justice. In that time span, the group donated \$375,200 to Texans for Greg Abbott, \$334,950 to Texans for Dan Patrick, and \$303,100 to Senator Robert Nichols, the chair of the Senate Transportation Committee. Terry Canales, the Democratic chair of the House Transportation Committee, received just \$4,000. “As TxDOT considers how to rebuild I-35 through central Austin, we wonder, why don’t they consider other modes?” says Bo McCarver, a community activist in East Austin who worked for TxDOT from 1980 to 1999. “Well, AGC is not going to let you. The Legislature’s not going to let you.” AGC did not respond to multiple requests for comment for this story.

“TxDOT and AGC have formed a symbiotic relationship over the years,” writes Gary Scharrer, a former journalist turned AGC spokesperson, in his 2020 book, *Connecting Texas: True Tales of the People Who Built Our Highways and Bridges*. Doug Pitcock, the founder and CEO of Williams Brothers Construction, the company responsible for expanding Houston’s Katy Freeway to 26 lanes, told Scharrer that mass transit “is not a solution for solving the congestion problem on the highways. ... In my opinion, you will never do away with cars.” Pitcock himself has donated nearly \$5 million to Texas officeholders since 2013, according to the Texas Ethics Commission, with most of that going to Republican candidates or PACs.

The assertion that a Texan will always require a car is a self-fulfilling prophecy. In 1967, DeWitt Greer, the head of the Texas Highway Department—as TxDOT was known until 1975—said upon his retirement that mass transit was not the answer for Texas. “It would take a generation to break Texans of the comfortable and convenient habit of riding in the automobile. If we are to please the taxpayers,” he said, “then we must develop more adequate thoroughfares in the urban areas.”

Two generations later, the costs of that habit have come due.

Even as cars have become more fuel-efficient and electric vehicles have trickled into the market, greenhouse gas emissions from passenger vehicles have continued to climb. In Austin, the average driver emitted 12 percent more greenhouse gases in 2017 than they did in 1990, according to a *New York Times* analysis of road emission data. In Dallas-Fort Worth, the average driver emitted 27 percent more. “Suburban driving, including commuting, has been a major contributor to the expanding carbon footprint of urban areas,” the project’s lead researcher concluded.

In 2018, the last time TxDOT did an analysis of the greenhouse gases generated on its roads, it found that road emissions in Texas account for 0.48 percent of total worldwide carbon dioxide emissions, even as the state accounts for only 0.38 percent of the world’s population.

Today, TxDOT insists that fixing congestion will help reduce emissions, arguing that cars run more efficiently at higher speeds, despite research that shows emissions are more closely tied to distance traveled. Meanwhile, taking public transit can reduce average greenhouse gas emissions per mile by half, according to the U.S. Department of Transportation—and cut your

chances of dying or being seriously injured in a car crash by 90 percent, according to a study by the American Public Transportation Association.

In Round Rock, 20 miles from Lafleur's home, a limestone brick wall edges a rolling green golf course tucked just west of Texas Highway 130. Behind the wall, two-story homes sprout along streets with names like Asher Blue Drive and Lady Swiss Lane. Polyethylene wrapping flaps in the wind as workers install roofing shingles and hammer in siding. Some homes have cars parked in driveways and plants spilling out of terra-cotta pots; others are still plywood skeletons.

In 2015, this area—traffic analysis zone (TAZ) 1797—had a population of 6,879, according to the Capital Area Metropolitan Planning Organization (CAMPO). By 2045, the agency predicts the population will more than quadruple.

This projection doesn't match the on-the-ground reality, says Cole Kitten, a planner in the City of Austin's Transportation Department, because population growth is not linear. Some TAZs may have experienced rapid growth over the past decade as subdivisions were built on vacant land and people moved into new homes, but once those areas are built out, that growth should effectively get shut off. In March 2020, Kitten wrote an email to Ann Kitchen, a member of Austin's city council and the vice-chair of CAMPO's transportation policy board, to express his concerns. "This is not how demographic forecasting is done, anywhere," he wrote.

Most urban areas are required under federal law to create regional planning organizations that study and predict future travel demand based on population growth. These plans become the basis for how TxDOT prioritizes projects and allocates funding across Texas. "We do build to projections. So, we look forward to say, 'OK, what do we anticipate the traffic will be in so many years?'" says Hodges, the TxDOT spokesperson. "We are trying to accommodate what is going to be there."

But the act of predicting itself can shape the future. "A lot of people want to avoid the conversation of what is desirable, and they just say, 'Well, the number says this, and so we've got to accommodate it,'" says University of Michigan professor Robert Goodspeed. He calls this "colonizing the future." If you plan for a future of car-centric sprawl, that's what you'll get. If you don't build bus lanes or light rail stations, people won't take public transit. If you don't build enough housing to enable people like Lafleur to buy homes near their jobs, those people will climb in their cars and drive until they can afford one.

In 2019, an outside consulting firm hired by TxDOT for a different project looked at CAMPO's long-term population growth rates and registered similar concerns as Kitten, concluding the growth rates were "outside the range used in most studies." If that population growth didn't materialize, the company wrote, "the roadway configuration could be overdesigned at a higher monetary cost, with more disruption to the local community, and potentially include a greater environmental impact."

These concerns went unaddressed. CAMPO formally adopted the 2045 plan in May of last year, projecting significant population growth in Williamson County, where Round Rock and Cedar Park are located. Now, Kitten worries the same flawed growth models will be used to plan the I-35 corridor. If TxDOT engineers use CAMPO's population growth forecasts, as they've said they will, they might conclude that a much wider highway in Austin is required to accommodate the booming population growth projected in Williamson County—even if the only way to make that growth materialize is by building a bigger highway.

Adam Greenfield powers up a blue decibel meter the size of a cell phone. Greenfield, a longtime activist and the founder of a grassroots campaign called [Rethink35](#), stands on a hill overlooking Interstate 35, where East Ninth Street ends at a guardrail and tumbles sharply down a grassy slope toward the highway. It's a brisk January morning, and Austin's downtown glistens in a spread of glass and steel, a dozen cranes perched above. Traffic roars below, and the screen flickers as the foam-covered microphone registers a reading: 82. Anything over 85 decibels can cause permanent hearing damage, Greenfield says—one of many ways the highway harms people who live nearby. He makes note of the recording, part of his campaign to turn I-35 back into a boulevard.

What is now I-35 was once East Avenue, a four-lane boulevard split by a wide grassy median dotted with impeccably manicured bushes and trees. Families picnicked in the shade between the northbound and southbound lanes. In 1943, the Austin Chamber of Commerce released a [film](#) welcoming newcomers to what it called “the Friendly City.” Among scenes of Austin's treasures—Congress Avenue, the University of Texas, the 340-acre Zilker Park—the video included a shot of East Avenue. “Would you believe this was once a cow pasture?” the narrator intones with a Texas twang. “Under a program of civic improvement, it was changed into East Avenue, a pleasure to the eye and a major north-south thoroughfare.” A stone-lined drainage ditch crosses the foreground; in the background is a row of red-brick buildings. Two skinny-limbed kids sprint across the frame.

In 1928, the city's first comprehensive plan created a 6-square-mile “Negro District” on the east side of town, effectively prohibiting Black people from living west of East Avenue. Starting in the 1950s, the construction of I-35 consumed the boulevard, demolishing hundreds of homes and businesses and erecting a physical barrier between neighborhoods of color and the heart of the city. There is essentially no urban highway in the United States that didn't unleash similar violence on Black and Hispanic people so that white people could get home faster.

Even before the Federal-Aid Highway Act passed in 1956, highway builders and car manufacturers promised not only to revitalize downtowns by connecting suburban commuters to city centers, but also to “displace outmoded business sections and undesirable slum areas,” according to a General Motors promotional video made in 1939. According to Eric Avila, an urban planning professor at the University of California Los Angeles, between 1956 and 1966, highway construction consumed 37,000 units of housing in cities across the country annually, displacing hundreds of thousands of people.

Greenfield wants TxDOT to tear down I-35 through central Austin and replace it with a modernized version of East Avenue: a boulevard with space for cars but also bike paths and bus lanes and wide sidewalks, lined with apartments and offices and restaurants, trees shading courtyard cafes. His proposal is a more radical version of a campaign called [Reconnect Austin](#), which would have TxDOT tear down the elevated decks that clatter over the city, depress the highway belowground from Lady Bird Lake to Martin Luther King Jr. Boulevard, and cover most of it with a boulevard and parks, stitched into the street grid. Heyden Black Walker, an architect and urban planner who leads Reconnect Austin, says the city could reclaim nearly 74 acres of land currently occupied by frontage roads and highway barriers where it could build thousands of units of affordable housing near jobs, thus removing some of the demand on the highway.

Removing I-35 “is a chance to right a very, very grievous wrong,” Greenfield says. “I feel very mixed when I look at it. I feel the full force of its social, environmental, economic impacts, which are dire. But then I look at it and I'm like, wow. This could be more incredible than any of us could ever fathom.”

The idea of highway removal has been around almost as long as highways themselves. In the mid-1950s, the California Highway Commission started construction on Interstate 480, known as the Embarcadero Freeway, to connect the Bay Bridge on San Francisco's east side with the Golden Gate Bridge. More than a mile was built, obstructing views of the bay and cutting off Telegraph Hill from the waterfront. In 1959, after thousands of people organized, San Francisco's board of supervisors voted to cancel further construction, citing "the demolition of homes, the destruction of residential areas, [and] the forced uprooting and relocation of individuals, families, and business enterprises." In the mid-1980s, local leaders proposed tearing it down; voters rejected the proposal, convinced that it would cause gridlock.

Then, on October 17, 1989, the Loma Prieta earthquake rocked the city, damaging the highway structure beyond repair. As city leaders dithered about what to do, drivers simply maneuvered around the highway and got where they were going without noticeable delays. Bus ridership increased 15 percent. Public opinion turned—maybe the highway wasn't so necessary after all. Demolition was completed in 1993; by 2002, the space was transformed into an airy, populated, palm tree-lined boulevard, surrounded by apartments, restaurants, and offices.

In 2004, Milwaukee Mayor John Norquist, who had successfully campaigned to remove a mile-long spur of the elevated Park East Freeway in his hometown, stepped down to lead a nonprofit called Congress for New Urbanism (CNU), where he began a campaign for the removal of urban highways across the country. By 2020, CNU had active campaigns in nearly 30 cities, from Pasadena, California, to Syracuse, New York. Some campaigns call for full demolition, replacing highways with boulevards like in San Francisco. Others propose a vision like Reconnect Austin—depressing a highway and covering it with a park at street level, as Dallas did over the Woodall Rodgers Freeway in 2012. Although more than a dozen highways have since been removed, the idea has remained mostly an aspirational one, promulgated by urbanist nonprofits like CNU and the occasional mayor.

That is until President Joe Biden appointed Pete Buttigieg to lead the U.S. Department of Transportation. Seemingly overnight, the harms wrought by urban highways became mainstream news. In January, Senate Majority Leader Chuck Schumer introduced his sweeping Economic Justice Act, with \$10 billion of funding specifically earmarked for highway removal or retrofit, and a directive for agencies "to focus on improvements that will benefit the populations impacted by or previously displaced by the infrastructural barrier." At the end of March, Biden doubled down on this pledge when he unveiled a \$2 trillion infrastructure plan that included a proposed \$20 billion to "redress historic inequities and build the future of transportation infrastructure." That same month, the Federal Highway Administration intervened to stop the expansion of I-45 in Houston, citing civil rights concerns.

When you're in a car, I-345 is a blink-and-you'll-miss-it highway. It's a quick swoosh through downtown Dallas, connecting I-45 with U.S. Highway 75. You don't even see a sign for I-345 until you're on it. By that time, you're halfway through the 1.4-mile stretch, suspended 25 feet in the air by concrete. A billboard welcomes you to the historic neighborhood of Deep Ellum as you speed past. Traveling at 70 miles per hour, your experience of I-345 lasts for less than a minute.

Down on the ground, however, the experience of the highway is generational. Deep Ellum was originally settled by former slaves after the Civil War and became the cultural heart of Black Dallas. Businesses like La Conga Cafe and Gypsy Tea Room formed the backbone of a thriving Black community. Dozens of theaters and clubs along Elm Street would launch the careers of jazz and blues musicians in the 1920s and 1930s. As European immigrants settled in the neighborhood and opened grocery stores and pawnshops, Deep Ellum became one of the city's

few integrated communities. But starting in the 1950s, urban renewal came for Deep Ellum. By 1973, the elevated highway cut the neighborhood in half and consumed 54 city blocks, including the historic Harlem Theater in the heart of the community. By the late 1970s, most businesses had shuttered, and the neighborhood slowly emptied out.

In 2002, when Patrick Kennedy moved to Dallas, fresh with a degree in landscape architecture from Pennsylvania State University, he rented a place in Deep Ellum and walked to work. He'd wanted to live near his new job downtown, so every day, he'd walk along cracked sidewalks, past public storage facilities, boarded-up buildings, and surface parking lots, the black asphalt radiating heat in the summer. He'd walk under I-345, the canopy casting a long shadow blocks beyond its physical reach. And he'd wonder: Couldn't this be something better?

Almost a decade later, the City of Dallas published a master plan for downtown that concluded that the inner highway loop was "a significant barrier to surrounding neighborhoods" but that fixing it was a "long-term and expensive proposition." TxDOT had announced plans to rebuild every other highway that encircled downtown, save for I-345. Kennedy and a friend studied the traffic flows on the eastern edge of the city and saw that, while the highway was often congested during peak hours, the city streets that surrounded it sat empty. The highway had scrambled the local grid, disrupting the north-south flow of streets, which were built to carry much more traffic than they did.

"So, we said, 'OK, hypothetically, what if we just remove the thing?'" Kennedy says. They mapped the highway's right of way and the underdeveloped land that surrounded it and found that it affected hundreds of acres representing billions of dollars in developable land and millions in property tax revenue, in a city that desperately needed the money to fund basic services like schools and sewage. "I had to pitch it to the power structure of Dallas. What do they care about? They care about money," Kennedy says. The financial pitch was the Trojan horse for other, harder-to-quantify benefits, he says—equity, environment, quality of life.

Kennedy got the ear of an unconventional member of the Texas Transportation Commission, Victor Vandergriff, who commissioned a 2016 study called CityMap that, for the first time in the agency's history, included the full removal of an elevated highway as an option. TxDOT engineers talked to hundreds of people across the city, and public feedback was decisive: People didn't care all that much about congestion. They cared a lot about community and connectivity and parks and housing. Removing I-345, the study found, would increase congestion delays on nearby thoroughfares by just 1 minute.

CityMap was unlike any document TxDOT had ever produced, representing an inflection point in how some TxDOT engineers, at least in Dallas, considered their work. "We're not here to move cars," says Mo Bur, TxDOT's Dallas district engineer. "We're here to have a project that will address all kinds of transportation. And then, once we leave, what does it do to the community that the highway went through?"

According to a 2021 report, 377 acres of land in the core of the ninth-most-populous city in the country had either been subsumed by I-345 or depressed by its presence. This represented more than \$9 billion in developable land and \$255 million in total annual property tax revenue.

Removing the highway could create the capacity for 59,000 new jobs and as many as 26,000 housing units, the report found. For years, job growth has clustered in the suburbs north of Dallas while most of the affordable housing has stayed south of I-30. "The typical response has been, 'Well, how do we help low-income people drive and access jobs that are going

increasingly farther to the north?” says Kennedy, who also serves on the board of Dallas Area Rapid Transit (DART). “My response has been, ‘Why don’t we bring housing and jobs closer together and reorient downtown as the center of job growth?’”

The business community got on board immediately. “Buy land,” Mark Twain famously wrote. “They aren’t making it anymore.” Removing I-345 would do just that—make land, and very valuable land at that. But who would profit from this new land, ripped from a thriving Black community a generation before?

In St. Paul, Minnesota, the construction of I-94 through a predominantly Black neighborhood called Rondo claimed more than 700 homes. In 2020, a nonprofit called Reconnect Rondo calculated that the loss of that home equity represented at least \$157 million of generational wealth taken from Black families—the equivalent of 4,800 four-year college degrees. Policies to repair the harms wrought by a highway like I-345, which disproportionately impacted Black families and businesses, cannot be race-neutral, says Jerry Hawkins, the executive director of Dallas Truth, Racial Healing & Transformation. Removing the highway is great, he says, “but for who?”

He’s skeptical that the land created by removing the highway will actually help the people—or their descendants—who were so violently displaced by its construction. “There are a lot of larger conversations in urban development about what reparations would look like,” says Ben Crowther, a program manager for CNU’s Highways to Boulevards program. “As we think about removing things like highways, what are ways that we could provide benefits to community members for whom the highway was a barrier—who are no longer there?”

Amy Stelly, an architect and the founder of the Claiborne Avenue Alliance in New Orleans, is one of many advocates pushing to put the land liberated by a highway removal into a community land trust, which separates the ownership of a structure—like a single-family home or an apartment complex—from the land beneath it, to create permanently affordable housing. “What a land trust must do now is put that affordable housing back so that the people who make New Orleans New Orleans can move back into the neighborhood,” says Stelly, who is Black and grew up within blocks of the highway she’s fighting to tear down.

Because of a 1995 state law governing the sale of highway right of ways, the City of Dallas—or a nonprofit community land trust—would have to buy any “surplus” land created by the removal of I-345 from TxDOT at fair market value, likely out of reach for anyone but for-profit developers.

“The majority is going to be folks who have money and opportunity to develop it. That’s definitely not Black and brown folks,” Hawkins says. But that’s where federal funding—the \$10 billion earmarked by Senator Schumer in his Economic Justice Act, the \$20 billion in Biden’s American Jobs Plan—could potentially be transformative, putting that land back into community control. “Thankfully, highway removal is glamorous now,” Stelly says.

Like so many others, Robin Lafleur was grounded at home for most of 2020. In some ways, it was a relief. “It was refreshing to not be on the road in all of the hustle and bustle of I-35,” she says—a gift to get three hours of her day back. In November, she started commuting again, three to four days a week, 50 miles a day. She looked into taking transit, hoping she would be able to work on the way, but it would have added two hours to her round-trip journey.

In 2013, the Texas A&M Transportation Institute modeled seven scenarios to solve congestion on I-35 as Austin boomed. “Congestion will be severe even if a substantial amount of roadway

capacity (typically as lanes) is added,” the study concluded, recommending that planners focus on managing demand on the highway—shifting 40 percent of commuters to work-from-home, creating virtual classes for university students, replacing in-person retail shopping with online shopping.

In March 2020, those recommendations became reality. After stay-at-home orders for COVID-19 went into effect, vehicle trips dropped by roughly 40 percent on I-35 and congestion all but disappeared. “One of the things about the virus that I think is so important is that up until now that’s been a theoretical model, which might have been wrong,” says Heyden Black Walker of Reconnect Austin. In May 2020, anyone could go for a drive and see it for themselves—the fact that you don’t have to get rid of all cars to solve most traffic. “I think we should use the pandemic as a time to really learn and reevaluate what we’re doing.”

In late 2020, TxDOT released renderings for I-35 that showed a 20-lane highway, including frontage roads, an increase of eight lanes. “To spend \$7 or \$8 billion dollars on a project like that, to me, just doesn’t make sense when a better solution would be to figure out a way to improve commuter options, getting us from one spot to another in a safer vehicle,” Lafleur says.

“In a bus or on a train where you don’t have to worry about people that aren’t paying attention while they’re driving.” Lafleur loves her job, helping people find homes in Austin. She just hates getting there.

Why DART is pushing back the opening date for the Silver Line to DFW Airport

The route, which will take passengers along 10 stations between DFW Airport and southeast Plano, will now open in 2024.

By Chloe Bennett, Dallas Morning News

The opening of the long-anticipated Dallas Area Rapid Transit Silver Line has been pushed back again and will now open two years after it was initially set to begin carrying passengers between Dallas/Fort Worth Airport and Plano.

Before the COVID-19 pandemic hit North Texas, the line was scheduled to open in 2022 but has now been pushed back twice due to construction delays and unsettled agreements.

According to DART spokesman Gordon Shattles, the recent setback was partially triggered by delays in land acquisition and agreements between the agency and freight operators as well as pandemic-related slowdowns.

Some cities that the Silver Line will traverse have also requested design modifications to the rail, causing further delays, Shattles said.

DART has not yet set a month or season for the rail's opening, but the agency expects to bring customers aboard in 2024.

"The final decision on the beginning of revenue service for the DART Silver Line will be decided by the DART Board of Directors," Shattles said.

The 26-mile Silver Line has [been in the works since 1990](#) and will travel between southeast Plano and DFW Airport, stopping at 10 stations along the way. According to Shattles, the ride from 12th Street in Plano to DFW Airport will be 59 minutes.

The project is expected to cost \$1.2 billion to construct.

Silver Line meetings

DART is holding a series of virtual community meetings to get input from residents on the Silver Line's construction and operations. Shattles said the meetings will consist of presentations on the line's design and construction, updates on the project's betterment walls and progress on hike and bike trails near DART stations.

"The goal of these community meetings is to ensure our residents are engaged and informed about the progress of the long-awaited Silver Line project, and to make certain that any questions or concerns they have as construction ramps up are answered," Shattles said.

Here's a list of the virtual community meetings and video conference IDs for each Silver Line city.

To call into a meeting, dial 469-391-0632.

Coppell/Cypress Waters

Monday, July 19 from 6:00 p.m. to 7:00 p.m.

Conference ID: 469 991 010

Carrollton

Wednesday, July 21 from 6:00 p.m. to 7:00 p.m.

Conference ID: 603 227 673

Addison

Thursday, July 22 from 6:00 p.m. to 7:00 p.m.

Conference ID: 662 024 173

Richardson

Tuesday, July 27 from 6:00 p.m. to 7:00 p.m.

Conference ID: 947 152 510

Plano

Wednesday, July 28 from 6:00 p.m. to 7:00 p.m.

Conference ID: 290 948 296

Dallas

Tuesday, August 3 from 6:00 p.m. to 7:00 p.m.

Conference ID: 528 886 184

‘An Opportunity to Right the Wrong’: Dallas Releases Plan for Southern Gateway Deck Park in Oak Cliff

Construction on the first part of the park is set to begin in late 2022 and finish in late 2023

By Nathan Han, NBC DFW

More than 50 years ago, [the construction of Interstate 35E split and destroyed neighborhoods in Oak Cliff and South Dallas](#).

Now, residents may soon see part of the city of Dallas' and the Texas Department of Transportation's efforts to "right the wrong" with a 5.5-acre deck park in Oak Cliff that will be constructed over a section of I-35E and connect South Dallas neighborhoods. Dallas released its master plans Tuesday for the Southern Gateway deck park, [part of the Southern Gateway Project](#).

Phase One of the deck park will span from Ewing and Marsalis avenues on I-35E, directly next to the Dallas Zoo, and feature a lawn and over 250 trees.

It will also include other features requested by the community, with a stage and pavilion, a children's playground, a dedicated food truck area and a multipurpose building.

That 2.8-acre section "aims to open to the public in late 2023," [the Southern Gateway Public Green Foundation, a private nonprofit foundation that manages the park, said on its website](#).

Construction of the park itself is set to begin in 2022, after the construction of the deck, which will support the park, is completed. [TxDOT began that work in July 2020](#) and is about halfway finished.

The park is a public-private partnership between the Southern Gateway Public Green Foundation and the city, TxDOT and the North Central Texas Council of Governments. It will cost about \$82 million, with \$35 million coming from the foundation for the park and a combined \$7 million coming from Dallas city bond funds and \$40 million from the NCTCOG for the deck. The foundation, which manages the public park as part of the partnership, decided to build the park in two phases back in 2017 due to a lack of sufficient funding.

Phase Two of the park's timeline is dependent on securing additional infrastructure funding. [Dallas Mayor Eric Johnson signed a letter of a coalition of mayors nationwide supporting president Joe Biden's infrastructure package Tuesday](#).

[He told The Dallas Morning News' Sharon Grigsby](#) that the Southern Gateway deck park fits within Biden's call for correcting injustices in neglected communities with public infrastructure. "This project is exactly within that scope," Johnson said to Grigsby. "We're not just doing the bare minimum to connect those communities from a civil engineering standpoint but to do things within the park to drive that equity piece."

The park is connecting what a task force study said are two of the lowest-income census tracts in Dallas. [The 10th Street Historic District, a Freedman's town, was populated by former slaves and deemed a landmark neighborhood in 1993](#).

But the construction of I-35E in the early 1960s cut the area off from the rest of Oak Cliff. A pedestrian pathway named the 12th Street Promenade is an attempt to reconnect that area with a majority Latino community on the other side of I-35E, which Grigsby wrote is "exemplified by the bustling vibe on Jefferson Boulevard."

The walkable pathway will be lined with "interactive information" about former and current notable Oak Cliff residents.

Garland, Dallas County tag team on another trail to connect Garland to Richardson

The trail will create a residential connection to a larger hike and bike trail network.

By Francesca D'Annunzio, Dallas Morning News

Another trail connecting Garland to Richardson is in the works.

The city of Garland is in the design phase of The Bisby Transmission Trail project, which will create a hike and bike path in a neighborhood bordering Garland and Richardson. The path will connect Apollo Road to Jupiter Road through a one-mile path that is mostly level with no significant slope.

The \$1.85 million project is supported by Dallas County grants and Garland's bond funds.

The trail will create a residential connection to the city's larger hike and bike trail network, the Mesquite-Garland-Richardson Bikeway Connectors. This path will be safer than the on-road paths that share the street with cars, said Ziad Kharrat, Garland parks special projects administrator.

"This [trail] just has another potential to remove the cyclist or pedestrian from vehicular conflicts," he said.

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.

One of these paths includes the Bisby Transmission Trail, which is tentatively set to begin construction sometime next summer.

The construction timeline could shift because of the large volume of projects that Garland and Dallas County are working on together though, Kharrat said.

Work Continues on East Loop 820 in Fort Worth to Improve Mobility

Work continues on the [I-820 East Loop project](#) in east Fort Worth.

Bridge construction on State Hwy. 10 and the I-820 northbound to State Hwy. 121 southbound bridges is progressing where bridge beams will be placed over highways this summer. Crews are working to complete new bridges and mainline pavement on the outside of the I-820 corridor between Randol Mill Road and Trinity Boulevard.

The most recent [aerial photographs of the project are now posted.](#)

As part of the [Texas Clear Lanes](#) initiative focused on improving mobility throughout the state, the I-820 East Loop project was begun by the Texas Department of Transportation in July 2018. The work is part of a \$3.8 billion congestion relief initiative started by Gov. Greg Abbott and the Texas Legislature to reduce gridlock in some of the state's most congested areas.

Project improvements will reconstruct the existing roadway and access ramps, build additional lanes in each direction, replace the Trinity River bridge and create new direct connectors to and from State Hwy. 121.

<https://www.wbap.com/2021/07/13/work-continues-on-east-loop-820-in-fort-worth-to-improve-mobility/>

Report Outlines How Public Transit Agencies Can Advance Equity

Access to high-quality public transportation can make communities more equitable by increasing access to critical opportunities such as employment, health care and healthy food, particularly for low-income individuals and people of color. A [new paper published today](#) in the *Transportation Research Record* identifies six broad categories of equity-advancing practices that reach beyond existing guidelines and could be widely employed by public transit agencies nationwide.

“Many of the established practices for understanding and advancing public transit equity focus on precise quantitative measurements that are disconnected from riders’ day-to-day experiences,” said Alex Karner, an assistant professor of community and regional planning at The University of Texas at Austin and the study’s lead author. “In transit, equity goes far beyond simply assessing how service is distributed. We wanted to lift up practices that agencies were using to create fairer and more just public transit systems.”

The report studied eight public transit providers in various cities across the country and identified six practices that can help ensure that public transit works well for those who need it the most. These are:

- **Establishing advisory committees** to provide more formal, regular and specialized channels for public input than can be achieved through traditional meetings;
- **Partnering with advocacy organizations**, which can overcome barriers to public involvement and include hard-to-reach populations;
- **Incorporating equity into capital planning** to ensure that transit vehicles, maintenance and system expansions equitably benefit population groups;
- **Planning with other regional transportation agencies** that are often a critical venue for equity-related conversations that cross regional boundaries, covering issues such as gentrification, housing affordability, commuter-oriented public transit and other issues;
- **Using ride-hailing and microtransit solutions**, where appropriate, to facilitate public transit use and reduce gaps in service; and
- **Creating an equity culture** by altering hiring, contracting and organizational practices to better weave equity principles throughout an entire agency.

In addition to establishing these broad categories, the paper assesses each method, offering insight into its limitations and opportunities by assessing real-world implementation as employed by the eight public transit organizations included in the report. Some of the highlights include the convening of a “Transit Equity Advisory Committee” by the Tri-County Metropolitan District of Oregon (TriMet) that successfully advocated for a reduced-fare program and decriminalized fare evasion; and TriMet’s subsequent creation of a dedicated Department of Equity, Inclusion and Community Affairs to assist with their equity-related goals.

“At the end of the day, transportation equity is about fairness,” Karner said. “There are many ways that public transit agencies can pursue this goal. Our key result is that the agencies doing the most in this space have made it their mission to incorporate equity into all aspects of their day-to-day operations. And they are the most likely to succeed.”

The transit organizations included in the study are Capital Metro in Austin; the Champaign-Urbana Mass Transit District; LINK Houston, an equity-oriented nonprofit organization in Houston; the Metropolitan Transit Authority of Harris County in the Houston Metro; the Massachusetts Bay Transportation Authority; the Massachusetts Department of Transportation; TriMet; and rabbittransit, a rural transit provider in southeast Pennsylvania.

The paper, co-authored by community and regional planning graduate student Kaylyn Levine, was completed in collaboration with Federal Transit Administration partners and a community advisory group assembled to provide input on the broader research effort. “Equity Advancing Practices at Public Transit Agencies in the United States” will be free to access for a limited time and can be read here: <https://journals.sagepub.com/doi/full/10.1177/03611981211016861>

<https://news.utexas.edu/2021/07/15/report-outlines-how-public-transit-agencies-can-advance-equity/>

Texas Central Signs Up Spain's Renfe As Early Operator of High-Speed Dallas-Houston Railway

As the Early Operator of the Dallas-Houston line, Renfe will help Texas Central design and develop commercial aspects of the system and advise and consult on final design, execution, construction, testing, and the commissioning of everything from station and buildings to core systems and O&M tech.

By David Seeley, Dallas Innovates

Texas Central, developers of the high-speed train between Dallas and Houston, has signed a contract making Spain-based Renfe the Early Operator for the project.

We wrote last year that Texas Central had awarded a [\\$5.9 billion contract](#) to Renfe to develop and operate the service. Today's step moves things further down the track.

The news comes one month after Texas Central [signed a \\$16 billion contract with](#) Webuild as the design-build lead on the railway.

Renfe served 510 million passengers in 2019

If you want your high-speed trains to have an accent, Spanish should do the trick. Renfe already runs 5,000 trains daily on 7,500 miles of track—much of that in Spain, where it's a central driver of the country's transport system. It served 510 million passengers and moved 17 million tons of freight in 2019. Renfe has 30 years of experience operating high-speed trains in Spain, which is #2 in the world after China in high-speed rail lines.

From commercial aspects to O&M tech and more

As the Early Operator of the Dallas-Houston line, Renfe will help Texas Central design and develop commercial aspects of the system and advise and consult on final design, execution, construction, testing, and the commissioning of everything from station and buildings to core systems and O&M tech.

"Renfe has an established reputation for excellence in railroad operations in Spain and across the world," said Texas Central CEO Carlos Aguilar in a statement. "With their decades of expertise, they were a natural fit to join our team of best-in-class global experts setting the foundation for this new jobs-creating industry we are bringing to Texas."

Isaías Táboas, president of Renfe Operador, noted that his company is the only operator in the world that's helped design, develop, operate and maintain a high-speed train system outside of its home country.

"High-speed rail provides a safe, time efficient, and environmentally friendly transportation option," Táboas said in the statement. "We truly believe that the Texas Central Railroad project meets all the conditions to become the first truly high-speed system in the U.S. and that it will be a game changer for the state and the country."

Modeled after Japanese rail system

The railway Texas Central plans for Texas will replicate the Japan's Tokaido Shinkansen high-speed rail system—one of the safest and most punctual train systems on earth. It's transported over 10 billion passengers in the last 55+ years, with zero accidents and zero operational passenger fatalities since it was first deployed.

Texas Central estimates the project will create 17,000 direct jobs during six years of construction, over 20,000 supply chain jobs, and 1,400-plus direct permanent jobs once the train is fully operational. The Texas Central project plans to use \$7.3 billion of materials from companies across 37 U.S. states. Over the next quarter century, Texas Central estimates the project will have a direct cumulative economic impact of \$36 billion.

Transportation innovations could slash emissions

By David Nutt

Researchers say the future of transportation will be shaped by three “revolutions” – vehicle electrification, driverless cars and ride-sharing – that could result in fewer automobiles on the road, less fossil fuels extracted from the Earth and less pollution in the air. While the environmental gains may seem self-evident, the health benefits are difficult to quantify.

Now for the first time, a Cornell-led team has used transdisciplinary systems modeling to calculate those health benefits in the United States. By 2050, these innovations could potentially slash petroleum consumption by 50% and carbon dioxide emissions by 75% while simultaneously preventing 5,500 premature deaths, with an annual savings of \$58 billion.

“There are all these important emerging trends in the development of transportation, and they are becoming a reality in the near future,” said [Oliver Gao](#), the Howard Simpson Professor of civil and environmental engineering in the College of Engineering, who led the project.

“Have you ever thought about what all these revolutions mean for your health, for our climate, and for our environment, and for our energy systems?” Gao said. “These externalities don’t necessarily come directly in the mind of the general public, the travelers, or even the decision-makers.”

The group’s paper, “[Shared Use of Electric Autonomous Vehicles: Air Quality and Health Impacts of Future Mobility in the United States](#),” published June 26 in *Renewable and Sustainable Energy Reviews*. The paper’s lead author is former postdoctoral researcher Shuai Pan.

“It is worthwhile to understand the effectiveness of these mitigation strategies, as deep decarbonization is needed in the transportation sector,” Pan said.

Co-authors include Lewis M. Fulton from the University of California, Davis, and Yunsoo Choi and Jia Jung from the University of Houston. The research was supported by the U.S. Department of Transportation’s Center for Transportation, Environment and Community Health, and by Nanjing University of Information Science and Technology.

While previous studies have looked at certain facets of transportation innovation, such as the impact of electric vehicles on fuel usage and emissions, this is the first time anyone has employed a transdisciplinary systems approach that factored in human health and the associated economic benefits, according to Gao.

Gao’s [systematics research group](#) – which uses modeling to understand complex global challenges in engineering, business, societal well-being and sustainability – is uniquely positioned for such a task.

“A transportation engineer cannot address these questions,” Gao said. “Environmental science cannot address these questions. A health researcher cannot address these questions. However, this transdisciplinary group can do this.”

Pan, Fulton and Gao built an integrated assessment system that included a technical-economic mobility model, a chemical transport model and a health impact assessment tool. Then they projected the vehicle stocks, distance traveled, energy usage and carbon dioxide emissions in

the continental U.S. through 2050, and quantified the impacts of changing emissions on concentrations of fine particulate matter in the atmosphere, as well as the ensuing health and economic benefits of populations in 10 major metropolitan areas.

Their simulations show that, depending on how widely the three “revolutions” are adopted, reductions in emissions from passenger travel could prevent between 2,300 and 8,100 premature deaths annually in the U.S. in 2050.

The largest number of prevented deaths coincided with large metropolitan areas, such as Los Angeles and Chicago. At the state level, California, Texas, New York, Ohio and Florida would see the largest decreases in premature mortality.

The associated economic benefits could range from \$24 billion to \$84 billion annually.

The study hangs on a number of assumptions and uncertainties. After all, driverless cars are not yet commercially available, and sales of electric vehicles lag far behind conventional gas guzzlers.

“Another key finding is that for carbon mitigations and health benefits, vehicle electrification is by far the most important piece, followed by shared mobility (ride-sharing) and then automation,” Pan said. “The net energy impacts of self-driving vehicles are highly uncertain and automation alone may not dramatically affect energy use, emissions or vehicle-related pollution.”

A complicating factor is that the efficiency improvement and projected cost reduction from automation could actually lead to increased travel and offset other gains.

“If we automate the vehicles, you might make the transportation system more efficient, but probably more people will travel longer distances,” Gao said. “So there is a balance, there is a trade-off.”

The study concludes that policymakers can help encourage the transition to electric vehicles and boost ride sharing, for example, by issuing tighter fuel economy standards, creating economic incentives for shared mobility and investing in charging infrastructure and technological developments.

A future of autonomous flying taxis

Of course, actually creating such transportation innovations is not possible without first determining their viability.

Another research project from Gao’s lab – [published](#) July 6 in Transportation Research Part A: Policy and Practice – explores the feasibility of an airport shuttle service that uses autonomous flying taxis as a means to mitigate urban congestion. The paper’s lead author is Emily Lewis ’20.

“While you are stuck in traffic from JFK [International Airport] to Manhattan, have you ever thought, oh, I wish I could be a bird, just to fly there. Actually, that dream is not too far away,” said Gao, who directs Cornell’s [Center for Transportation, Environment and Community Health](#). “But how do you even architect a whole system, from the technology to market prediction and to operation? Would such an idea make economic sense at all?”

The study focuses on the concept of urban air mobility – essentially a transportation service for low-altitude airspace in metropolitan areas that features autonomous unmanned aerial vehicles.

Gao's team – which included co-authors Jesse Ponnock '20, Qamar Cherqaoui '20, Scott Holmdahl '20, Yus Johnson '20 and Alfred Wong '20 – focused on the three busiest airports in the U.S.: Atlanta, Los Angeles and Dallas.

They used a holistic, system-architecture analysis to identify each area's key stakeholders and the goals that meet their needs, such as fleet management, infrastructure, traffic control, safety, user experience, financial viability and performance. The modeling also took into account the relationships between annual profit, mean time between safety incidents, upfront costs and the number of passengers shuttled per day.

“Because of its geographic, meteorological and also demand factors, Los Angeles turns out to be the best case for a pilot city,” Gao said.

The analysis identified wealthy commuters, long-distance commuters, business executives, event attendees, emergency transportation and vacationers as potential early adopters of an air mobility system.

What would such a system actually look like from a passenger's perspective? It might not be too different from the ride-sharing services of today. The analysis recommended the system use FIFO (first in, first out) queuing and a smartphone interface for passengers, which may sound familiar to anyone who has ever hailed an Uber on their phone.

Also recommended: a hybrid energy source that incorporates electric energy for the autonomous vehicles.

But vehicles and apps are only part of it. For an air mobility system to become a reality, it would need the infrastructure to support it.

“This is not actually as mature as electrification or even automation,” Gao said. “This is even further away down the road. We are not comparing urban air mobility to other modes or arguing this is a better mode. We're just saying that now, given the interest, first you need to be able to architect this. And then you will have a better sense about cost.”

<https://news.cornell.edu/stories/2021/07/transportation-innovations-could-slash-emissions>

North Texas wants \$60M for road projects, including Southern Dallas Inland Port, State Highway 183

The projects would include improvements to State Highway 183, Interstate 820, Southern Dallas transit and a commuter line in Fort Worth.

By Chloe Bennett

Last week, the Regional Transportation Council voted unanimously to submit three North Texas projects to the U.S. Department of Transportation for infrastructure grants totaling \$60.2 million.

The projects were submitted to the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant fund, which was introduced in April by the federal department of transportation. It replaces a program with similar criteria, but adds environmental and racial infrastructure considerations.

The council requesting the funds is part of the North Central Texas Council of Governments, which is made up of officials from counties and cities across north and central Texas. The selected projects “effectively deal with environmental justice and climate change considerations,” program manager Jeffrey Neal said during the council’s June 10 meeting, and align with the new criteria.

Infrastructure grant programs such as RAISE are competitive, with 680 projects funded out of over 9,700 applications in 2020. The maximum grant award per project is \$25 million, and no more than \$100 million can be awarded to a single state.

The local projects are:

Interstate 820 and State Highway 183

The \$25 million in requested grant funds would be used to increase capacity on both non-tolled and express lanes along Interstate 820 and State Highway 183.

Currently, State Highway 183 is undergoing construction on a separate project, which is part of a statewide plan to decrease congestion on non-tolled roads. The \$301 million [Irving Interchange project](#) aims to rebuild the interchanges at SH 183, SH 114, Loop 12 and Spur 482 and widen roadways.

Southern Dallas Inland Port

This project would use \$10.2 million in requested grant funds to address transit and intersection issues to “enhance employment, education, and healthcare accessibility in southern Dallas/Dallas County,” the proposed item reads.

According to a previous council of governments [study](#) on the area, the cities of Cedar Hill, DeSoto, Duncanville and Lancaster would be impacted by the proposed mobility improvements.

TEXRail

An extension of a TEXRail commuter line between Texas and Pacific Station and the Southside Medical District in Fort Worth was submitted for \$25 million in grant funds.

<https://www.dallasnews.com/news/transportation/2021/07/16/north-texas-wants-57m-for-road-projects-including-southern-dallas-inland-port-state-highway-183/>

M-Line Trolley Celebrates 32 Years of Service to Dallas

The McKinney Avenue Transit Authority is celebrating 32 years of streetcar service to Dallas residents, businesses, and visitors on Thursday.

MATA was founded in 1983 in an effort to return heritage streetcars to Dallas.

Two Dallas residents, Phil Cobb and Ed Landrum, began championing the idea after discovering tracks on McKinney Avenue that had been paved over.

On July 22, 1989, the McKinney Avenue Trolley celebrated the grand opening of its 2.8-mile route.

The M-Line has expanded several times since its opening, growing to a total of 4.6 miles in length.

The first expansion occurred in 2002, extending the route north to connect to DART's Cityplace/Uptown Station.

A turntable was added in 2011, and a second expansion took place in 2015, creating the southern loop in downtown Dallas that connects riders to DART's St. Paul Station.

Currently served by seven vintage cars,

The M-Line trolley is served by served by seven vintage cars and provides more than 600,000 rides every year within Uptown and Downtown Dallas.

<https://www.nbcdfw.com/news/local/m-line-trolley-celebrates-32-years-of-service-to-dallas/2685140/>

Inspired By: Perkins and Will's Transit-Oriented Project Feels "Like a Heartbeat"

The Dallas firm behind The Epic creates social infrastructure along the extended DART blue line just south of downtown.

By Maria Lawson

Faced with an open site at the Camp Wisdom Station, Dallas-based architecture firm Perkins and Will had all the arrows pointing to one thing: opportunity.

Led by Design Director Ron Stelmarski, the studio recently wrapped up the \$10.5-million legacy project in the historically underserved neighborhood just south of downtown.

The Singing Hills Recreation is the first of its kind in Dallas and conceived as a platform for social interaction. The Center is inextricably linked to downtown Dallas, offering expanded economic opportunities and social connectedness. Built along the newly extended blue DART rail line, the building serves as an arrival gateway and a symbol of a more equitable future for the area.

"When you go to an area, and it's a bit underserved, they not only don't have access to the health and wellness issues, but they also sometimes don't have access to getting to a workplace," Stelmarski told *D CEO*. "We've combined the wellness opportunity with opportunities for being connected to downtown and other jobs, and that amplifies the situation."

Not only is the facility called Singing Hills, but it is also actually located on a hilltop. Perched on a limestone bluff, the designers took inspiration from the form and behavior of the site. The natural environment contributed to the facility as it uses it to its advantage while connecting vehicular, train, and trail networks that meet outside the recreation center. Perkins and Will used a simple form for the design to focus on the social infrastructure side.

"It was really about opening the landscape all the way, creating views, and creating connectivity between people and other people," Stelmarski said.

Stelmarski said the designers created a canopy out of southern pine wood to foster a warm and natural feeling for guests using the property's pre-existing qualities. Other inspirations for the project include Stelmarski's experiences from projects in other cities where a train brings a sense of vitality.

"As the train's passing by, that sense of time is actually really interesting," Stelmarski said. "It feels like a heartbeat. Even if there's low attendance one day at the rec center, the train is stopping by every 15 minutes or so, and you're hearing the chime of the bell."

Public service projects like this one serve as the fabric of communities, and Perkins and Will took on this idea to create a level of porosity to embody connectedness, and this theme drove the firm's decision-making for the process. To get selected, the City of Dallas had a public invitation for firms; then, the firm was interviewed and selected to serve as the architect.

One of the property's highlights includes the gymnasium being pushed half a level into the ground, preventing people from being faced with a monstrosity of a building when they get off the train. Because half of the gym is located underground, there is no glass down there, and the

upper half is a mix of glass and metal. When people walk by the building, they can take a peek at the activity from an overlook.

The space is also utilized strategically to allow future developers to expand the gymnasium to double the size later. The southern portion extends to the South to create shading and shadows throughout, and the western side has curved walls that follow along the road to have that sense of connectedness.

“Our best work comes from a balance and intersection of something very pragmatic and something very aspirational,” Stelmarski said.

<https://www.dmagazine.com/commercial-real-estate/2021/07/inspired-by-perkins-and-wills-transit-oriented-project-feels-like-a-heartbeat/>

NASA SELECTS PARTNERS IN AIR MOBILITY QUEST

By Jim Moore

NASA named the participants—13 companies and one university—in a campaign slated to test key components of the infrastructure that will manage and enable the movement of people and cargo across local and regional networks of revolutionary electric aircraft.

The aeronautics and space agency [announced July 8](#) a roster for its 2022 test campaign that includes three aircraft developers: Reliable Robotics, a company [developing automation retrofits](#) for general aviation aircraft, will join Joby Aviation, among the most [well-funded leaders](#) of a crowded field of electric vertical takeoff and landing aircraft developers, and Wisk Aero, an eVTOL developer that has also attracted major investment and [media attention](#).

The University of North Texas will join Raytheon Co. and others working on infrastructure for the demonstrations, with a third cohort working on airspace simulations.

“The National Campaign team is excited to conduct operational flight demonstrations with the first Advanced Air Mobility integrated experimental ecosystem for the urban environment that connects airspace providers, infrastructure services, and a UAM vehicle in real time,” said Starr Ginn, AAM National Campaign lead, in the news release. The agency previously announced a slate of five state and local governments will work on the campaign, and refine their own plans for enabling future networks, including the state transportation departments of Massachusetts, Minnesota, and Ohio, as well as the North Central Texas Council of Governments, the Ohio Unmanned Aircraft Systems Center, and the city of Orlando, Florida, which has also been [working with](#) another of the eVTOL leaders, Lilium.

Hundreds of companies large and small have announced prototypes in development, many with ambitious timelines for FAA certification and entry into service. One that will not require certification is headed to EAA AirVenture in Oshkosh, Wisconsin: Opener, which has logged more than 4,000 flights with a payload in its single-seat [BlackFly eVTOL prototype](#), announced July 20 its plan to conduct the “first public manned eVTOL demonstration flights” during the world’s largest airshow. BlackFly will be on display, and flown periodically, from July 26 through July 31.

As an amphibious ultralight, BlackFly will require no FAA certification, and the company plans to sell the first 25 starting in the fall, according to the company's [website](#). No price has been announced.

<https://www.aopa.org/news-and-media/all-news/2021/july/22/nasa-selects-partners-in-air-mobility-quest>

New on-demand shuttle service GoZone approved for Lewisville, Highland Village and Denton

The Denton County Transportation Authority board voted July 22 to launch a new GoZone on-demand service through Via using vans and a mobile app.

By Valerie Wigglesworth

The Denton County Transportation Authority board voted unanimously July 22 to launch [a new GoZone on-demand rideshare service](#) for certain areas of Lewisville, Highland Village and Denton.

The service will launch Sept. 7 with 32 vans operated by an agreement through a private company called Via. The service would be available 365 days a year. Fares approved for the first six months of operation range from \$0.75 in cash for a single ride to \$3 for a day pass with monthly and annual passes available at a discount.

Board members also voted to continue the fixed route bus services in Lewisville and Denton for 90 days beyond Via's start date to educate riders about the changes. That extension also allows time for troubleshooting any issues, according to board discussion with staff. That vote came after some concerns from the public as well as the Denton City Council about the change in services and the effects on riders.

DCTA plans to have someone aboard each fixed bus route every day for six weeks beginning Sept. 7 to help educate riders about the changes, per the board's vote of approval.

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

"When you look at Lewisville's numbers, we're serving less than a 10th of a percent of our population," Gilmore said of the current bus system. "Transit should be for everybody. And Via gets us there in Lewisville."

He said when comparing the number of people living within a quarter-mile of the fixed bus routes and the number covered by the new GoZones, it's a 50% increase in availability for Lewisville. Riders would have more options with Via to get to more places, which means access to more jobs, he said.

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

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

The board also voted to end DCTA's on-demand services on Sept. 6. Those include the Highland Village and Lewisville to Flower Mound Lyft programs. Both of those services have had low ridership, according to DCTA staff. Also ending are the Downtown Denton Transit

Center Evening On-Demand Zone and the Lewisville Lakeway On-Demand Zone. Those who use those services will be notified of the switch to the new Via service.

The Via on-demand service allows people to request rides through a mobile app. Trips can also be booked over the phone or in-person at the Downtown Denton Transit Center. Via trips are allowed within specific zones within Denton, Lewisville and Highland Village. Trips are not allowed between the different zones.

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

<https://communityimpact.com/dallas-fort-worth/lewisville-flower-mound-highland-village/transportation/2021/07/22/new-on-demand-shuttle-service-gozone-approved-for-lewisville-highland-village-and-denton/>

What's the purpose of the small cameras mounted on traffic signals? Curious Texas investigates

There are at least seven kinds of traffic sensors or detection systems in Texas, according to TxDOT.

By Nataly Keomoungkhoun

Affixed to many traffic light arms in the Dallas-Fort Worth area are what look like cameras aimed at oncoming vehicles.

Some people confuse them with red-light cameras, but red-light cameras use has been [banned in Texas since 2019](#).

That's why a reader asked Curious Texas, "What's the purpose of the small cameras mounted on traffic signals?"

There are at least seven kinds of traffic sensors or detection systems throughout Texas, according to the Texas Department of Transportation. The systems manage traffic flow through intersections and long corridors.

At some intersections, traffic cameras are mounted on top of a traffic stop arm to allow for a wide view of approaching cars. These cameras, which are usually white and sometimes attached to a connecting pole, are part of a [video imaging vehicle detection system](#) that uses low-resolution cameras to detect the presence of cars.

A "zone" is drawn out within the camera's view, and the system monitors the number of waiting cars stopped at a light. When there is a specified change in the number of vehicles, the camera notifies the signal to change its lights.

Dallas primarily uses radar detectors to manage the flow of traffic at intersections, according to Page Jones, a city of Dallas public information officer. The detectors are white panels that are attached to the traffic arms.

Like a traffic camera, these devices are mounted to a traffic signal and are used to detect the presence of vehicles at an intersection to trigger the lights. The panels use radar technology to detect if cars are present.

Most traffic lights in Dallas are retrofitted with the detectors when funding becomes available, Jones said.

Some traffic signals have small, black devices that look similar to a camera. These are infrared sensors that are part of a "traffic preemption system" that allows emergency vehicles such as ambulances and fire trucks to safely pass through an intersection.

The sensor receives a signal from inside the emergency vehicle to cycle the traffic lights to green, allowing automatic right-of-way. Once the vehicle passes the intersection, the signal returns to regular operation. The city of Dallas doesn't use the devices, Jones said, but they can be found elsewhere in North Texas.

And the Dallas Police Department also have closed-circuit TV cameras that monitor the flow of traffic in intersections. Dallas DOT traffic signal staff monitors the city's CCTV cameras as needed, Jones said.

Most of the devices attached to traffic signals are mounted on top, but underneath some traffic stop arms are **“downstream lighting”** indicators that help police catch red-light offenders.

The light, which can be white or blue, is wired to light up when a traffic light is red. Once illuminated, an officer parked further down the stream of traffic can see when a driver has entered the intersection during a red light.

<https://www.dallasnews.com/news/curious-texas/2021/07/22/whats-the-purpose-of-the-small-cameras-mounted-on-traffic-signals-curious-texas-investigates/>

How Traffic Studies Perpetuate a Traffic Congestion Obsession

The Texas Transportation Institute's new Urban Mobility Report peddles the myth that urban traffic congestion is a problem that can be solved

By Peter Simek, D Magazine

A few weeks ago, Texas A&M's Texas Transportation Institute released [its annual Urban Mobility Report](#). Every year since 1987, TTI has compiled what it refers to as the "definitive measure of traffic congestion in America," a document that is intended to help inform transportation decision-makers and elected officials throughout the country on how to plan transportation improvements.

The release of the report, which is co-sponsored by the Texas Department of Transportation and the National Institute for Congestion Reduction, is usual covered by media outlets around the country. This year, the headlines reported that traffic congestion dropped in half in 2020 due to the pandemic, but it was steadily rising back. In other words, sorry folks, congestion isn't going anywhere.

Solving this looming congestion problem, the report argues, is going to require a variety of solutions, but in reviewing the list of proposals in the report, they all tend to hover around a critical core assumption: reducing traffic congestion means coming up with ways to speed-up cars. That's not a surprising conclusion. Over the past 30-plus years, studies and analyses of this type have tended to view reducing traffic congestion as the number one transportation challenge facing urban regions.

But over on Planetizin, Todd Litman, the founder and executive director of the Victoria Transport Policy Institute, [argues that this is one of a number](#) of misleading assumptions baked into the Urban Mobility Report.

Litman's analysis of the Urban Mobility Report targets a critical issue around transportation planning that has come up in many of Dallas' recent transit debates, from the (now dead) Trinity River Toll Road to the proposed removal of I-345. Often, the perception of transportation needs is shaped by the narrow lens through which reports analyze transportation problems. Litman identifies some of these biases in the Urban Mobility Report. For example, the report only represents motorists' interests; it doesn't recognize that motorists are not only stuck in traffic, but they themselves are the traffic; and it only looks at the value of alternative transportation modes, such as public transit, as it relates to reducing traffic congestion.

Litman also argues that the report also lacks pretty basic academic rigor:

The UMR ignores basic research principles. It contains no literature review, fails to explain many assumptions or cite sources, does not discuss criticisms or potential biases, has no sensitivity analysis, and lacks independent peer review. It fails to give readers the information they need to understand its results.

What the report does give readers is a handy, clickable way to look at how their local communities' traffic congestion ranks compared with the rest of the country. The appeal of this kind of list is understandable. We all experience traffic congestion in the same way – sitting in our cars and staring at the clog of cars in front of us, imagining that everything could magically

speed up. The Urban Mobility Report attempts to put some hard numbers to this familiar subjective experience.

But this isn't a good way to look at transportation – or even congestion. Litman points out that the report only evaluates automobile traffic conditions and contains no information about other forms of urban mobility, even though in many cities between 20 and 40 percent of trips during peak commuting times are made by walking, bicycling, and public transit.

This ends up skewing the report's results. It ranks cities like Boston, New York, and Washington D.C. as among the most congested cities, but this is true only when you ignore the fact that many people in these cities don't have to rely on their cars to commute. The report also doesn't take other transportation planning goals into consideration in its analysis, such as affordability, safety, and social equity. Transportation mobility is boiled down to congestion and congestion only. And congestion, the report reminds us, is expensive, costing Americans some \$101 billion in 2020.

But even this congestion cost calculation is skewed, Litman argues. It exaggerates the cost of congestion by using higher travel time cost values than recommended by many transportation experts. It exaggerates the fuel savings and emissions reductions achieved by reducing congestion. And it ignores the fact that expanded roads have residual costs for both commuters and communities, including incentivizing increased vehicle traffic, increasing neighborhood pollution, and dividing and devaluing urban areas.

These biases overestimate congestion costs, exaggerate roadway expansion benefits, and undervalue other congestion-reduction strategies. The newest UMR estimates that congestion costs averaged \$605 per motorist in 2020, but that should be viewed as a higher bound estimate; more realistic baseline speeds, travel time costs, and fuel consumption models reduce this to \$150-300 per motorist, making it a modest cost overall. Most motorists seem to agree, although they complain about congestion, few support decongestion pricing or major tax increases that would solve this problem.

Unsurprisingly, a report that sees congestion as the prime problem facing urban transportation tends to recommend road expansions as a prime means of relieving this costly symptom. The Urban Mobility Report does warn elected officials against believing that any one solution can solve cities' transportation problems, but it goes on to recommend a range of potential solutions that all revolve around auto-centric approaches. These include things like focusing on roadway management, improving traffic signals, removing car wrecks more quickly, and offering improved trip planning technology.

Oddly, the report found that congestion levels dropped considerably in 2020 as more people switched to working remotely, and yet it doesn't suggest that increasing these hybrid working schedules could achieve long-term traffic reduction. And it of course suggests adding roadway capacity, but then it warns readers that large urban areas are always going to congested to some extent. As Litman points out, it's a curious paradox – to admit that roads won't ultimately eliminate traffic congestion but telling elected officials to build them anyway.

Road expansion is a cure-all, but it doesn't consider that new roads and roads expansion generate additional vehicle traffic. It also doesn't weigh other benefits of non-auto approaches to reducing vehicle congestion, such as the way multi-modal transportation options help promote affordability, safety, equity, and environmental benefits.

In Texas we're used to this kind of myopic thinking. The logic and assumptions baked into the Urban Mobility Report represent the transportation orthodoxy that has helped create the world we live in today – sprawling metro areas whose success only increases the costs of transportation. Growth has only created more crowded roads requiring more public dollars to chase an endless cycle of highway expansion. The report attempts to export Texas' simplified narrative around transportation:

Its biases are significant because planning decisions often involve trade-offs between different solutions. For example, road space can either be used for general traffic lanes or bus lanes, and money spent to expand roads is unavailable for other purposes. By exaggerating congestion costs relative to other impacts and ignoring generated traffic impacts, the UMR tends to overvalue urban roadway expansions and undervalue other congestion reduction strategies that provide more co-benefits, such as the congestion reduction strategy that also increases affordability, improves public health and safety, or reduces pollution emissions.

Is there a better way to analyze transportation needs? Litman believes so, and he outlines several improvements in his piece. These include, but are not limited to, looking at overall transportation system accessibility – how easy it is to get between two destinations – rather than simple travel speed. More accurate transportation studies should also focus on the individual traveler, and not only motorists, so that pedestrian and cycling efficiency and delays (sometimes caused by auto-centric infrastructure) can be incorporated into the results. There should also be consideration of the cost's motorists impose, rather than simply looking the costs motorists bear.

“Congestion tends to maintain a self-limited equilibrium,” Litman says. “It increases to the point that delays limit further peak-period vehicle travel.”

In other words, the problem with looking at urban mobility purely through the lens of vehicle congestion is that it ignores a basic conundrum: we will always be able to add cars to roads faster than we can build roads to accommodate them. Congestion isn't a problem to be solved; it is an essential characteristic of urban highways.

Quicker commute to downtown could mean cheaper home prices

By Brian Womack, Dallas Business Journal

A shorter commute may be less pricey than expected – at least in some cases for the Dallas region.

A new [report](#) shows that home prices are climbing less in areas with quicker times to downtown destinations. The research was released recently by Zillow and HERE Technologies.

In the Dallas [area](#), a commute time of 0 to 10 minutes to the city's core saw home prices jump 12 percent, the report said. Yet a travel time of 61 to 70 minutes has seen a much bigger climb, coming in with an increase of nearly one-third, the report showed.

Still, the median value of homes by commute time remains higher overall for those shorter times in traffic. It's highest for those trips that are around 10 minutes. Those with times of around 30 and 40 minutes come at No. 2 and No. 3. All of those came in at more than \$300,000.

Homes where the commute is 60 minutes or more show prices of about \$225,000 or less.

These are trends seen of late in key cities around the country amid the rise in work-from-home and changing priorities. Metros where values are growing the slowest, or even falling, within a 10-minute commute of the downtown center include New York, San Francisco, Boston and Chicago, along with Dallas.

"Home buyers are placing less of a premium on a short commute thanks to the rise of remote work," said Zillow economic data analyst Nicole Bachaud in a statement. "Americans are searching for a combination of affordability and more space, whether that's outdoor space or an extra bedroom to turn into a home office. In expensive, dense markets, that usually means a home farther out from the downtown core, which is more palatable when you don't need to commute every day, if at all."

Homes within a 10-minute commute to the core job center are among the most expensive in 18 of the 35 metros in the report. Now those closest to downtown are growing fastest in three of those 18.

COVID-19 is changing the way cities operate.

"The pandemic significantly impacted roadway congestion levels, traffic patterns and the timing of traditional 'rush hours' across America," said HERE traffic data scientist Kyle Jackson. "Remote work flexibility has contributed to morning rush hours being less congested and, in some markets, morning rush hour moved 60 minutes later."

Speeding and recklessness earn Dallas ‘most dangerous city for driving’ title. Here’s how we stop it

Daredevils, drag racers, road ragers and folks who have simply forgotten how to drive have made our motor-speedway streets scarier than ever.

By Sharon Grigsby, Dallas Morning News

On its best day, Dallas is a dangerous place to drive — and that goes double for cyclists and pedestrians unlucky enough to be navigating anywhere near the path of our two-ton rides.

Stir in an unprecedented pandemic and the city’s reckless streets too often feel completely out of control.

It’s not just the bored young people who reinvented themselves as daredevils and drag racers — and have yet to loosen their grip on their raceway du jour.

The past 18 months have blinded young and old alike into thinking we are the only car on the streets — and a little motor speedway practice is a swell idea. Too often when that bubble is burst, a case of road rage breaks out.

If speeding and red-light-running were an Olympic sport, Dallas would win gold.

Our city generally shows up [near the top of traffic fatality rates](#) with more than 14 deaths per 100,000 residents annually. Compared to the national average, you’re about 46% more likely to get in a car crash on Dallas streets.

Earlier this year, when an RV rental company crunched that National Highway Traffic Safety Administration information into other data, the result was Outdoorsy proclaiming Dallas as [the most dangerous city for driving in the U.S.](#)

The stat that most caught my attention came from WFAA-TV (Channel 8) reporter Rebecca Lopez, who reported last week that Dallas officers [have written 330 hazardous-driving citations](#) since July 4 and made five arrests as they double down on aggressive driving.

I thought about all of this Sunday evening as I stood alongside West Jefferson Boulevard in north Oak Cliff and watched car after car rush by, some of them at speeds double the 30-mph limit.

Just blocks past the bustling commercial district that’s home to El Ranchito and Charco Broiler, six-lane Jefferson Boulevard turns flat and fast.

Putting the pedal down is so enticing along this stretch that very few drivers even noticed what I had come here to see just west of Jefferson’s intersection with South Winnetka Avenue: a newly planted white cross, carefully lettered with “RIP Armando Leija Esparza” and clad in a rainbow of artificial flowers and “we miss you” balloons.

The handmade memorial commemorates a 48-year-old father whose son watched helplessly last week as, police say, a car traveling 76 mph careened off the road and struck Esparza as he mowed a yard.

[A manslaughter charge was filed](#) last week against the 22-year-old driver, Luis Saulo Ronzon Ramirez, in the afternoon tragedy on July 19.

Esparza and his son were hard at work in the side yard of one of Armando's Landscaping's clients when, according to police, the speeding Ramirez ran a red light, hit a pickup and flipped into the father.

Social media posts described Esparza as an amazing man who was devoted to his family and passionate about his work as "the yard wizard" who took care of scores of landscaping customers.

Several wrote about watching his son grow from a boy to a teen as he helped during school vacation each summer.

A man who identified himself as a friend wrote, "When I was in his presence, he would treat me as though I was special and I'm sure that he was that way towards everyone fortunate enough to have been able to spend time with him."

In just the few minutes I spent Sunday at Esparza's memorial, two families stopped for a moment of silence and prayer. One of the women kept asking, "How could this have happened?"

Esparza's death quickly renewed calls from north Oak Cliff residents for the city to get more aggressive in its fight against speeders.

It's a cry heard not just in this community but throughout a city where so many streets resemble drag strips. Jefferson and Hampton Road to the west, Forest Avenue and Midway Road to the north, Grand Avenue to the east and Great Trinity Forest Way to the south are just the start of a very long list.

Drivers on the street that runs alongside parts of the Santa Fe Trail in East Dallas have become so reckless that some of us hesitate to use that path.

Rudy Karimi, whose family lives near the trail, told me he's seen speeders, most often young adults with "ridiculous driving habits," hit trees and total vehicles along the street in recent months.

"Cars go into the trail over the wood bollards that snap like toothpicks when hit by something that weighs 4,000 pounds," he said. "That's not safe for me walking my 10-month-old."

One thing I miss from the years I lived in Rockwall is that, like all suburbs without a big crime problem, consistent traffic enforcement was something my family could take for granted. Police department priorities ensured that time was built into each officer's day to patrol for moving violations.

That's hardly life in the big city, where patrol officers generally have more than they can say grace over just rushing from one call to the next.

I'm not here to rag on Dallas police officers about yet another issue, but residents do have a right to want action on potentially dangerous violations. The issue isn't regulatory infractions — problems with licenses, insurance, registration, inspection — but clear threats to public safety.

The Dallas Police Department pointed out to me that it has a dedicated traffic unit, responsible for enforcement, accident investigations, DWI efforts and vehicle crimes.

The enforcement arm, active six days a week, relies on four motorcycle squads made up of four sergeants and 22 officers.

You don't have to be a math whiz to calculate those reckless drivers badly outnumber the cops.

"Even if we assigned every officer on the force to every speed racer, we'd still have hundreds more violators throughout the city," said City Council member Chad West, who represents the West Jefferson Boulevard area.

That's why even before West took office, he was interested in finding traffic-calming tools in neighborhoods to protect pedestrians and cyclists. "For decades, the city has not made them a priority," he told me Monday. "It's time we change that."

The Jefferson Boulevard Task Force has worked for months to bring residents together and work out details for a lane-reduction experiment that should go into effect in mid-August.

West also wants to bring another pilot project — miniature traffic islands — to 10 to 20 interior neighborhood streets. These are not full-fledged roundabouts, but large enough that drivers must slow down and change course a bit on the street.

West's District 1 office is working to secure funding and figure out an equitable process that will ensure that all interested residential areas apply, including those without formal neighborhood associations.

"If the neighbors like it, we would possibly put money in the next bond to make them permanent," West said.

Arterial roads, connectors and interior neighborhood streets each require different and carefully researched solutions. Even when you find the best way forward, a fix here can lead to a new problem there — as residents learned during last year's Hampton Road lane-reduction effort.

"You make changes to a more major road and drivers begin cutting through neighborhoods," West said.

That's why these types of changes must be neighborhood-driven and carefully studied — even when constituents demand immediate action.

It's not reasonable to blow up the entire street grid, nor can we police our way out of driving idiocy. But City Hall owes it to taxpayers to relentlessly ticket dangerous offenses and to put in place infrastructure that makes streets calmer.

"Deadliest cities for drivers" is one Top 10 list that Dallas needs to get off of as quickly as possible.

City Of Fort Worth: Virtual Talk Will Focus On Equity And Transit-Oriented Development

Join an Urban Design Talk on equitable transit-oriented development at 5:30 p.m. Aug. 4 via Zoom.

By Patch

Join an Urban Design Talk on equitable transit-oriented development at **5:30 p.m. Aug. 4** via Zoom.

Transit-oriented development is a style of urban planning and development that maximizes residential, business and leisure space and pedestrian activity within a half-mile walking distance of a public transit stop. This type of development is often marked by large communal squares, mixed-use pedestrian-oriented development and hubs where people congregate rather than simply pass through, such as farmers' markets, small parks and lively streets.

Transit-oriented development is considered to be a sustainable, smart-growth practice because it both tackles the issue of where growth should occur and coordinates land use and transportation so that both are used efficiently. These developments also have the ability to be a great economic engine. However, as with any development, there are potential downsides, such as transit-induced gentrification and displacement.

As Trinity Metro works to expand TEXRail and the City of Fort Worth looks to corridors like Lancaster Avenue for high-capacity transit, there exists an opportunity to improve access, build economic opportunities and create a sense of community while protecting the people who live, work and play there.

Community Design Fort Worth Urban Design Talks are monthly chats for the community to learn, converse and grow in all things urban design. Talks cover a broad list of topics including tiny homes, water, food deserts, the history of housing in Fort Worth and more.

[Tickets for the Aug. 4 talk](#) are on a pay-what-you-can basis, with a \$20 suggested donation. To learn more, [email Community Design Fort Worth](#).

Urban mixed-use project will anchor north end of Frisco's huge Fields's development

The North Fields urban village complex is planned on the south side of U.S. Highway 380.

By Steve Brown, Dallas Morning News

Frisco's huge new Fields community will have 5,000 single-family homes and thousands of apartments.

But there's more to the big Denton County development than just residential.

On U.S. Highway 380 at the north end of the 2,500-acre project, there are plans for an urban-style mixed-use project with office, retail, commercial and high-density housing.

Called North Fields, the development on the south side of U.S. 380 will be more than 175 acres.

"There isn't anything like it along 380," said developer Fehmi Karahan, one of the partners in the \$10 billion Fields project. "We'll build a real village feel."

Designs for the project by architect Gensler show more than a dozen buildings in the project, which will be just north of the PGA of America's new headquarters.

The low and mid-rise buildings will be constructed around a small lake.

"It's the equivalent in size to Legacy Town Center" in Plano, Karahan said.

Karahan was the developer of the Legacy Town Center mixed-use project on the Dallas North Tollway and the even larger more than \$3 billion Legacy West development across the tollway.

The North Fields mixed-use project is one of several commercial districts planned in the Frisco community.

The largest and tallest of the commercial buildings are to be constructed in the heart of the project along the tollway.

But Karahan Cos is moving ahead on the North Fields tract because it's next to the new PGA complex.

"We think we can target some PGA-related businesses," Karahan said. "This is far more advanced because of the 380 frontage."

The Fields development is one of North Texas' largest and most elaborate new communities. It's a project of Hunt Realty Investments and Karahan Cos.

The development surrounds the PGA of America's new headquarters and two golf courses.

Hunt Realty and Karahan bought the land for the Fields development in 2018, partnered with investors Chief Capital and Crosstie Partners.

Arizona-based homebuilder Taylor Morrison just bought land in the Fields community to build almost 500 houses. Taylor Morrison is the first builder to stake a claim in the project with its purchase in the Brookside area along Panther Creek Parkway.

Vonciel Jones Hill nominated to DART Board

By Dallas Voice

Three Dallas city council members nominated former Councilwoman Vonciel Jones Hill to the DART Board. Jones Hill had a bad relationship with the LGBTQ community throughout her four terms in office.

Council members Tennell Atkins, Casey Thomas and Carolyn King Arnold nominated Jones Hill.

During her time in office, she opposed anything the LGBT community did. She complained about HIV billboards in her district, although her district included areas that were hard-hit with HIV.

She voted against updating wording on city ordinances that were more inclusive of the trans community.

And she was the only council member to refuse to sign a letter welcoming people to Dallas for Pride weekend each year. She said she wouldn't be supporting the LGBTQ community because of her beliefs then and she wouldn't in the future. She has not made a statement changing that statement.

In 2017, she was also nominated to the DART board, but the council voted her nomination down.

Resource Center Advocacy Manager Rafael McDonnell said, "Out council members and allies need to end foolishness like this."

Appointing someone who has opposed equality for the LGBTQ community sends a bad message to DART's LGBTQ employees from a city that has LGBTQ equality written into its city charter.

<https://dallasvoice.com/vonciel-jones-hill-nominated-to-dart-board/>

Future of Hunt County transportation shown in details of proposed plan

By Brad Kellar, Royce City Herald-Banner

The future of transportation in Hunt County can be summed up in one of the maps which were presented during a public hearing in Greenville on July 20.

The draft proposal of the Hunt County Thoroughfare Plan showed multiple new highways and access roads being planned in the west, southwest and northwest corners of the county, with far fewer planned to the east and northeast.

Edmund Haas, vice president and transportation planning manager with Freese and Nichols, the consultants hired by the Hunt County Commissioners Court to prepare the draft, said the disparity is because all the evidence reveals that's where the roads will be needed in the next 25 years or so.

"Growth is occurring," Haas said, referring to multiple developments already springing up in the Caddo Mills and Royce City areas, with more spread expected to come outward from Plano and McKinney in Collin County and from the Quinlan and Lake Tawakoni area.

"Growth will come to us," he added

A second public hearing concerning the plan was July 22 in Caddo Mills.

The Hunt County plan was designed to coordinate with similar plans already being adopted by cities in the county, as well as plans and programs of adjacent counties and from the Texas Department of Transportation and the North Central Texas Council of Governments.

The Hunt County plan takes into account the county's current growth of approximately 2% a year, with the county's population to increase by more than 20 percent through 2045.

Haas said the proposal being presented during the public hearings was only a draft of the plan.

"This thoroughfare plan is a living document," Haas said. "This draft is in no way final."

The plan was designed to be able to adapt based on public input and any significant changes in population or development growth.

Many of the proposed thoroughfares in the plan focused on expected growth to the west of Greenville and included several east/west routes which would be compatible with projects already included under the county's \$24 million 2016 road bond package and TxDOT's plan to expand Interstate 30 between the Rockwall and Hopkins County lines.

Haas said the western edge of the county had "a robust network" of proposed road projects in the future.

"In the eastern part of the county we have a much less dense network, in terms of spacing," he said.

One effort Haas mentioned involved a FM 1903/FM 36 project, which is now scheduled to join with FM 6 just west of Caddo Mills to create a regional road that will give access from the Wylie, Nevada, Josephine area all the way to Interstate 30.

“That is kind of a key one, especially considering the growth in Caddo Mills,” Haas said. Haas said that U.S. Highway 380 in Hunt County will eventually have to be upgraded to a full highway/freeway style roadway, with full-service roads and multiple entrances and exits.

One north/south project would be to extend State Highway 24 south all the way to Lone Oak, to help relieve the projected increase in traffic from U.S. Highway 69.

Hunt County officials asked the public in May to fill out a short online survey to identify where new roadways, intersection improvements, and safety enhancements are needed. Haas said the survey drew more than 600 responses, with the overwhelming focus on adding safety to the roadways.

“It has already allowed us to provide some adjustments,” he said.

The proposed plan is expected to be presented to the Hunt County Commissioners Court in October, with another public hearing likely scheduled in November before the commissioners vote on formally adopting it.

The plan has been added online at

<https://www.huntcounty.net/upload/page/8875/docs/Hunt%20County%20Thoroughfare%20Plan.pdf>

Texas mayors – including Parker, Ross – voicing support for \$1T infrastructure package

By Robert Francis, Fort Worth Business Press

For President Joe Biden and the senators laboring over a nearly \$1 trillion infrastructure package, there's just one question left: Can enough Republicans get to, yes?

Biden and the senators supporting the package will get some support on Friday, July 30, when a bipartisan group of Texas mayors will lend their voice in support of the bill. That group includes three from North Texas: Fort Worth Mayor Mattie Parker, Arlington Mayor Jim Ross and John Muns, Mayor of Plano.

In a letter sent on July 16, the group, calling themselves Big City Mayors, the group said: "The framework's \$1.2 trillion over eight years will help make local economies more sustainable, resilient, and equitable. The Bipartisan Infrastructure Framework is vital to the critically needed investments in public transportation; roads; bridges; passenger and freight rail; drinking water and wastewater; clean energy and electrification; pollution cleanup; cyber-attack and extreme weather resiliency; and broadband access. We applaud the bipartisan approach of this framework, and we hope that this bi-partisan support continues in the United States Senate and the United States House of Representatives."

Seventeen GOP senators joined all Democrats in voting this week to start the debate, launching what will be a dayslong process to consider the bill. The 67-32 vote was a surprisingly strong bipartisan showing, a rarity these days in the narrowly split Congress.

But whether the number of Republican senators willing to pass a key part of Biden's agenda grows or shrinks in the days ahead will determine if the president's signature issue can make it across the finish line.

Sen. Rob Portman of Ohio, the lead Republican negotiator, predicts support will only swell ahead of final votes.

"That's pretty darn good for a start," Portman said after Wednesday's outcome. "We can build on that as members begin to realize the impact of these projects on their states and the people they represent."

For Republican senators weighing their options, there are plenty of reasons to stick with no. The bipartisan Biden plan is big, with \$550 billion in new spending beyond the typical highway and public works accounts. It's being financed from funding sources that may not pass muster with deficit hawks, including repurposing untapped COVID-19 relief aid and relying on projected future economic growth.

Besides, GOP opponents of Biden's plan argue, passing this first part of the White House's infrastructure agenda almost certainly helps pave the way for Democrats to pass a much bigger \$3.5 trillion package on childcare, health care and other far-reaching proposals that Republicans staunchly oppose. They call that plan a "reckless spending spree," but can do little to stop it under special budget rules that won't require the 60-vote threshold that will be needed to advance the bipartisan package over a filibuster in the evenly split 50-50 Senate.

Sen. James Lankford, R-Okla., who voted against launching debate this week, seems inclined to oppose the bipartisan package, even as he acknowledged the potential popularity of new roads, bridges, broadband internet and other infrastructure spending.

“That’s always the challenge,” Lankford said Thursday. “People always say, ‘We want more.’ But when you say, ‘How do we pay for it?’, they’ll often say, ‘Yeah, we need to make sure it’s paid for as well.’”

Yet some Republicans say it’s time to say yes.

After voting against Biden’s \$1.9 trillion COVID-19 relief aid bill earlier this year and preparing to vote against the next big infrastructure package on deck, some Republicans worry about ending the first year of his presidency almost empty handed.

“It feels like you’re against everything,” said Sen. Kevin Cramer, R-N.D., who was among the 17 voting to start work on the bill. “And I think that’s how it looks.”

Infrastructure is a topic that has typically generated bipartisan support, and senators are hearing from mayors and other local officials about the need for federal investments in the big-ticket public works items that cities, counties and states cannot typically afford on their own.

Included in a 57-page summary distributed to the Republican senators about the bipartisan plan were polling results, including a recent survey from The Associated Press-NORC showing 8 in 10 Americans support some infrastructure spending.

While Senate Republican leader Mitch McConnell has been open about his plan to be “100% focused” on stopping Biden’s agenda, he also knows other GOP senators wouldn’t mind having something to show voters back home.

The political calculation among the Republicans played out in a closed-door lunch meeting this week, when one side argued that a yes vote would only help Biden and Democrats push their big spending plans forward.

Their arguments against the bill echoed a statement from Donald Trump, the former president, who called Republicans derisive nicknames for working with Democrats. Trump encouraged Republicans to wait and try to pass their own bill if they regain the Senate majority in next fall’s midterm elections.

Cramer said he stood up in the lunch meeting and told his colleagues that if they kept at it, neither Democrats nor Republicans would ever end up supporting the other side, and nothing would ever get done.

“There can be winners and winners,” he said. “Not every transaction in this place requires there to be a loser for there to be a winner.”

One Republican strategist who spoke on condition of anonymity to discuss the private thinking said more senators are expected to get to yes.

The strategist said GOP senators are weighing the idea that a yes vote could be seen as a political win, showing they worked to support the bipartisan infrastructure plan. They could then

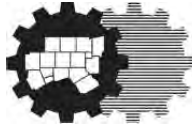
shift attention to Democrats, who face their own internal divisions as they try to carry Biden's proposals to final passage.

McConnell signaled the GOP's political strategy at work as he joined those voting to start the debate but quickly blasted Democrats for their big spending plans.

"Our country would benefit a whole lot from some targeted investment," McConnell said Thursday. "The kind of focused compromise that our colleagues have been hashing out could not contrast more sharply with the multitrillion-dollar reckless taxing and spending spree that Democrats hope to ram through on a party-line vote later this year."

Biden has been an integral partner in the debate, drawing senators close with one-on-one meetings at the White House, while giving the lawmakers space to negotiate with one another and work out the contours of the bipartisan bill.

The process has been long, tedious and full of starts and stops that made a deal seem out of reach. It has been more than a month since Biden and the senators first struck an accord to get this far, with this week's floor votes in the Senate. And there are still days to go.



North Central Texas
Council of Governments



PRESS RELEASE

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Take Action Aug. 4 to Improve Regional Air Quality

Simple changes can make a big impact on the air we breathe

July 28, 2021 (Arlington, Texas) – As the nation and region continue to take steps toward recovery from the coronavirus pandemic, with many people returning to their offices, North Texans are being encouraged to focus on improving air quality.

While it is important to be mindful of air quality every day, residents and employers will be asked to dedicate more attention to how they can help the region reach attainment of federal ozone standards on Aug. 4.

Clean Air Action Day represents a chance for North Texans to make simple changes to their daily routines that collectively can have a significant impact on the air they breathe.

The goal is to improve the air quality in the Dallas-Fort Worth area and protect people's health.

In the Dallas-Fort Worth region, 10 counties fall under nonattainment for the pollutant ozone and are working to meet the standard. Clean Air Action Day is one way the North Central Texas Council of Governments seeks to empower users of the transportation system to contribute to better air.

As residents begin to return to the office throughout the summer, social distancing measures and other Centers for Disease Control and Prevention guidelines remain in place. However, there are simple steps North Texans can take to become part of the solution.

They can take their lunch to work, use mass transit to get to the office or take steps to reduce idling when they do have to drive. Those who are still working from home can incorporate active transportation options such as bicycling or walking when they have to run errands.

North Texans are encouraged to maintain the commitments they make on Aug. 4 throughout ozone season, which ends Nov. 30. A good way to prepare to take action is to sign up for ozone alerts at www.airnorthtexas.org/signup.

After signing up, residents can commit to make small changes to their routines to help clear the air by visiting www.airnorthtexas.org/cleanairactionday.

On Clean Air Action Day, share with us how you celebrate by using #CAAD2021 and tagging us, @NCTCOGtrans. You could win a prize! And remember to log your alternative commutes at www.tryparkingit.com, the region's alternative-commute and ride-matching site. It is easy to participate on Clean Air Action Day and throughout the year.

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.

About Air North Texas:

Air North Texas is a regional air quality partnership and general public outreach effort. Air North Texas leverages existing resources and program strengths to offer the public a comprehensive resource for air quality information. Collaborative efforts focus on reducing harmful emissions, protecting public health and welfare, motivating residents to make choices that improve air quality and preserving the economic vitality of the region. Learn more at www.airnorthtexas.org.

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[FR Doc. 2021-13892 Filed 6-29-21; 8:45 am]

BILLING CODE 4910-EX-P

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Fiscal Year 2021 Competitive Funding Opportunity: Areas of Persistent Poverty Program

SUMMARY: Federal Transit Administration (FTA), U.S. Department of Transportation (DOT).

SUMMARY: Notice of funding opportunity (NOFO).

SUMMARY: The Federal Transit Administration (FTA) announces the opportunity to apply for \$16,259,614 in funding from Fiscal Year (FY) 2020 (\$39,614) and FY 2021 (\$16,220,000) for the Areas of Persistent Poverty Program (Federal Assistance Listing: 20.505). As required by law, funds will be awarded competitively for planning, engineering, or development of technical or financing plans for projects that assist areas of persistent poverty. FTA may award additional funds if they are 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. Eastern Time on August 30, 2021. Prospective applicants should initiate the process by registering on the *GRANTS.GOV* website immediately to ensure completion of the application process before the submission deadline. Instructions for applying can be found on FTA’s website at <http://transit.dot.gov/howtoapply> and in the “FIND” module of *GRANTS.GOV*. The funding opportunity ID is FTA-2021-005-TPE. Mail and fax submissions will not be accepted.

FOR FURTHER INFORMATION CONTACT: Tonya P. Holland, FTA Office of Planning and Environment, 202-493-0283, or tonya.holland@dot.gov. A TDD is available at 1-800-877-8339 (TDD/FIRS).

SUPPLEMENTARY INFORMATION:

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A. Program Description

The Areas of Persistent Poverty Program provides funds to eligible recipients or subrecipients under Title 49 U.S.C. Sections 5307, 5310, or 5311 located in areas of persistent poverty. Funding to implement the Areas of Persistent Poverty Program was appropriated by the Further Consolidated Appropriations Act, 2020 (Pub. L. 116-94, Dec. 20, 2019) and the Consolidated Appropriations Act, 2021 (Pub. L. 116-260, Dec. 27, 2020), and will be awarded through a competitive process, as described in this notice. This funding opportunity is occurring under Federal Assistance Listing number 20.505.

FTA will award grants to eligible applicants for planning, engineering, or development of technical or financing plans for projects eligible under Chapter 53 of title 49, United States Code. Applicants are encouraged to work with non-profits or other entities of their choosing to develop an eligible project. An eligible project for this NOFO is defined as a planning study (including a planning and environmental linkages study that advances the environmental analysis and review process as part of the metropolitan planning process), an engineering study, a technical study, or a financial plan.

This program supports FTA’s strategic goals and objectives through the timely and efficient investment in public transportation. This program also supports the Biden-Harris Administration’s agenda to mobilize American ingenuity to build modern infrastructure and an equitable, clean energy future. By supporting increased transit access for environmental justice (EJ) populations (see FTA Circular 4703.1), equity-focused community outreach, public engagement of underserved communities, adoption of equity-focused policies, reducing greenhouse gas emissions, and addressing the effects of climate change, FTA’s Areas of Persistent Poverty Program advances the goals of Executive Order 13985: Advancing Racial Equity and Support for Underserved Communities Through the Federal Government; Executive Order 13990: 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.

FTA seeks to use the Areas of Persistent Poverty Program to encourage racial equity in two areas: (1) Planning and policies related to racial equity and barriers to opportunity; and (2) engineering, or development of

technical or financing plans, for project investments that either proactively addresses racial equity and barriers to opportunity, including automobile dependence as a form of barrier, or redress prior inequities and barriers to opportunity.

B. Federal Award Information

FTA intends to award all available funding (approximately \$16.26 million) in the form of grants to selected applicants responding to this NOFO. Additional funds made available for this program prior to project selection may be allocated to eligible projects. Funds will remain available for obligation for four fiscal years, not including the year in which the funds are allocated to projects.

Only proposals from eligible recipients for eligible activities will be considered for funding. FTA anticipates a maximum grant award not to exceed \$850,000.

In response to a NOFO that closed on May 4, 2020, FTA received applications for 28 eligible projects requesting a total of \$11,062,307. Of the 28 projects, 25 projects were selected and funded for a total of \$8.46 million.

C. Eligibility Information

1. Eligible Applicants

Eligible applicants include States, tribes, and designated or direct recipients eligible under 49 U.S.C. 5307, 49 U.S.C. 5310, or 49 U.S.C. 5311 that are located in areas of persistent poverty. State departments of transportation may apply on behalf of eligible applicants within their States. Applicants are also encouraged to work with non-profit organizations.

For the funding made available in FY 2021, eligible projects must be located: (1) In a county that had greater than or equal to 20 percent of the population living in poverty over the 30-year period preceding the date of enactment of the Consolidated Appropriations Act, 2021 (Pub. L. 116-260, December 27, 2020), as measured by the 1990 and 2000 decennial census and the most recent Small Area Income and Poverty Estimates, or (2) in a census tract with a poverty rate of at least 20 percent as measured by the 2014-2018 five-year data series available from the American Community Survey of the Bureau of the Census; or (3) in any territory or possession of the United States. Use this link to confirm that your proposed project is in an Area of Persistent Poverty and document that in the Supplemental Form to the application—<https://datahub.transportation.gov/stories/s/tsyd-k6ij>.

For the funding made available in FY 2020, eligible projects must be located: (1) In a county that consistently had 20 percent or more of the population living in poverty over the 30-year period preceding the date of enactment of the Further Consolidated Appropriations Act, 2020 (Pub. L. 116–94, Dec. 20, 2019), as measured by the 1990 and 2000 decennial census and the most recent Small Area Income and Poverty Estimates, or (2) in a census tract with a poverty rate of at least 20 percent as measured by the 2013–2017 five-year data series available from the American Community Survey of the Bureau of the Census.

Given the small amount of FY 2020 funding available, eligible applicants for FY 2020 funds must also meet the eligibility requirements for funding in FY 2021 in order to receive available FY 2020 funding. Eligible applicants must be able to demonstrate the requisite legal, financial, and technical capabilities to receive and administer Federal funds under this program.

As described in the Appropriations Acts, applicants are encouraged to work with non-profits or other entities of their choosing to develop planning, technical, engineering, or financing plans, and applicants are encouraged to partner with non-profits that can assist with making projects low or no emissions. If an application that involves such a partnership is selected for funding, the selection process for the non-profit or other nongovernmental partners must satisfy the requirements for a competitive procurement under 49 U.S.C. 5325(a). A competitive selection process conducted by the applicant prior to applying for an Area of Persistent Poverty award will be deemed to satisfy the requirements of 49 U.S.C. 5325(a) for the named entities. Applicants are advised that any changes to the proposed partnership will require written FTA approval, must be consistent with the scope of the approved project, and may necessitate a competitive procurement.

2. Cost Sharing or Matching

The minimum Federal share for projects selected under the Areas of Persistent Poverty Program is 90 percent of the net total project cost (*i.e.*, the local share will be no more than 10 percent of the net total project cost, not 10 percent of the requested grant amount).

Eligible sources of local match include the following: Cash from non-Government 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; or funds from an undistributed cash surplus; replacement or depreciation cash fund or reserve; or new capital. In addition, transportation development credits or documentation of in-kind match may be used as local match if identified and documented in the application.

3. Eligibility Criteria

i. Eligible Activities

Under the Areas of Persistent Poverty Program, eligible projects are planning, engineering, or development of technical or financing plans for projects eligible under Chapter 53 of title 49, United States Code. For example, these activities may include planning, engineering, or development of technical or financing plans for improved transit services; new transit routes; engineering for transit facilities and improvements to existing facilities; innovative technologies; low or no emission buses or a new bus facility or intermodal center that supports transit services; integrated fare collections systems; or coordinated public transit human service transportation plans to improve transit service in an area of persistent poverty or to provide new service such as transportation for services to address the opioid epidemic, as well as increase access to environmental justice populations, while reducing greenhouse gas emissions and the effects of climate change. An eligible project also may be a planning and environmental linkages study that advances the environmental analysis and review process as part of the metropolitan planning process.

ii. Ineligible Activities

It is important to note that capital, maintenance, or operating costs of any type are, not eligible for funding under the Areas of Persistent Poverty Program. Procurement of vehicles or equipment and support of the operation and maintenance of systems also are ineligible activities.

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*. General information for submitting applications through *GRANTS.GOV* 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 424 (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: The SF-424 Application for Federal Assistance (downloaded from *GRANTS.GOV*) and the Supplemental Form for the FY 2021 Areas of Persistent Poverty Program (downloaded from *GRANTS.GOV* or the FTA website at <https://www.transit.dot.gov>). 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 Application for Federal Assistance form and the following attachments to the completed SF-424:

- i. A completed Applicant and Proposal Profile supplemental form for the Areas of Persistent Poverty Program (Supplemental Form) found on the FTA website at <https://www.transit.dot.gov>. 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 with which to confirm alignment between the proposed study area and areas of persistent poverty;
- iii. Documentation of any partnerships between the applicant and other organizations to carry out the proposed activities. 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 project; and
- iv. Documentation of any funding commitments for the proposed work.

FTA will accept only one Supplemental Form per SF-424 submission. FTA encourages States and other applicants to consider submitting a single Supplemental Form that includes multiple activities to be evaluated as a consolidated proposal. If a State or other applicant chooses to submit separate proposals for individual consideration by FTA, each proposal must be submitted using a separate SF-424 and Supplemental Form.

Applicants may attach additional supporting information to the SF-424 submission, including but not limited to letters of support, project budgets, fleet

status reports, or excerpts from relevant planning documents. Supporting documentation must be described and referenced by file name in the appropriate response section of the Supplemental Form, or it may not be reviewed.

Information such as the applicant's name, Federal amount requested, local match amount, and 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 to 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 editor. The information listed below MUST be included on the SF-424 and Supplemental Form for Areas of Persistent Poverty Program funding applications.

The SF-424 Mandatory Form and the Supplemental Form will prompt applicants for 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 for when they will be provided to FTA.
6. Identify and describe the eligible project that meets the requirements of Section C, subsection 3 of this notice, including a detailed description of the need for planning, engineering, or development of technical, or financial planning activities.
7. Address each evaluation criterion separately, demonstrating how the project responds to each criterion as described in Section E and how the project will support the Areas of Persistent Poverty Program objectives.
8. Provide a line-item budget for the project, with enough detail to indicate the various key components of the project.
9. Identify the Federal amount requested.

10. Document the matching funds, including the 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.

11. Provide an explanation of the scalability of the project.

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

13. Provide a schedule and process for the project that includes anticipated dates for incorporating the project into the region's unified planning work program, completing major tasks and substantial deliverables, and completing the project.

14. Describe how the proposed project advances the metropolitan transportation plan of the metropolitan planning organization or the statewide long-range plan prepared by the State department of transportation.

15. Propose performance criteria for the development and implementation of the proposed activities funded under the Areas of Persistent Poverty Program.

16. Identify potential State, local, or other impediments to the deliverables of the Areas of Persistent Poverty-funded work and their implementation, and how the impediments will be addressed.

17. Describe how the proposed activities address climate change. Applicants should identify any air quality nonattainment or maintenance areas under the Clean Air Act in the planning or study 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 Executive Order 13990: 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.

18. Describe how the proposed activities address environmental justice populations, racial equity, and barriers to opportunity.

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 identifiers 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 is an individual or has an exemption approved by FTA or the U.S. Office of Management and Budget pursuant to 2 CFR 25.110(c) or (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 <https://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 (FAPIS)) to ensure registration information is current and to comply with federal requirements. Applicants should refer to 2 CFR 200.113 for more information.

4. Submission Dates and Times

Project proposals must be submitted electronically through *GRANTS.GOV* by 11:59 p.m. eastern time August 30, 2021. *GRANTS.GOV* attaches a timestamp to each application at the time of submission. Proposals submitted after the deadline will be considered only under extraordinary circumstances not under the applicant's control. 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. 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 in *GRANTS.GOV* is a multi-step process, which may take several weeks to complete before an application can be submitted. Applicants who are already registered in *GRANTS.GOV* may be required to take steps to keep their registration up to date before submissions can be made successfully: (1) Registration in the System for Award Management (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. Funds under this NOFO cannot be used to reimburse applicants for otherwise eligible expenses incurred prior to an FTA award of a grant agreement unless FTA has issued pre-award authority for selected projects. Refer to Section C.3 of this NOFO (Eligible Projects) for information on activities that are eligible for funding under this grant program. Allowable direct and indirect expenses must be consistent with the government-wide Uniform Administrative Requirements and Cost Principles (2 CFR part 200) and FTA Circular 5010.1E.

6. Other Submission Requirements

The minimum Federal share for projects selected under the Areas of Persistent Poverty Program is 90 percent of the net total project cost (*i.e.*, the local share will be no more than 10 percent of the net total project cost, not 10 percent of the requested grant amount).

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 either (1) a minimum Federal funding amount (not less than 90 percent of the net total project cost); or (2) a reduced net total project cost and minimum Federal funding amount (not less than 90 percent of the reduced net total project cost) 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 would be affected by a reduced award. FTA may award a lesser amount 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. Demonstration of Need

Applications will be evaluated based on the quality and extent to which they demonstrate how the proposed activities will support planning, engineering, or development of technical or financing plans that would result in a project eligible for funding under Chapter 53 of Title 49, United States Code.

b. Demonstration of Benefits

Applications will be evaluated based on how well they describe how the proposed planning, engineering, or development of technical or financing plans address the existing condition of the transit system, improve the reliability of transit service for its riders, enhance access and mobility within the service area, accelerate innovation in areas of persistent poverty to serve

unmet needs, promote emissions reductions, reduce barriers to affordable housing, address racial equity and reduce barriers to opportunity, and support environmental justice populations. The following factors will be considered:

i. System Condition. FTA will evaluate the potential for the planning, engineering, or development of technical or financing plans to lead to an improvement in the condition of the transit system in areas of persistent poverty.

ii. Service Reliability. FTA will evaluate the potential for the planning, engineering, or development of technical or financing plans to lead to a reduction in the frequency of breakdowns or other service interruptions caused by the age and condition of the agency's transit vehicle fleet, and improve system reliability.

iii. Enhanced Access and Mobility. FTA will evaluate the potential for the planning, engineering, or development of technical or financing plans to lead to improved access and mobility for the transit riding public, such as through increased reliability, improved headways, creation of new transportation choices, or eliminating gaps in the current route network.

iv. Accelerating Innovation. FTA will evaluate the potential for the planning, engineering, or development of technical or financing plans to accelerate the introduction of innovative technologies or practices such as integrated fare payment systems permitting complete trips or advancements to propulsion systems. Innovation can also include practices such as new public transportation operational models, financial or procurement arrangements, or value capture strategies.

v. Emissions Reductions. FTA will evaluate the potential for the planning study, engineering study, or development of technical or financing plans to identify proposed actions that will reduce greenhouse gas and other harmful pollutants and/or improve resilience to climate change.

vi. Barriers to Low Income Housing. FTA will evaluate the degree to which the planning study, engineering study, or development of technical or financial plans identify proposed actions that reduce regulatory barriers that unnecessarily raise the costs of housing development or impede the development of affordable housing.

vii. Racial Equity and Barriers to Opportunity. FTA will evaluate the extent to which the planning study, engineering study, or development of technical or financial plans 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. FTA also will consider the extent to which applications incorporate 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.

viii. Environmental Justice. FTA will evaluate the extent to which the planning study, engineering study, or development of technical or financial plans will support increased access to transit for environmental justice populations and engages such populations in plan or study development. See FTA Circular 4703.1, "Environmental Justice Policy Guidance For Federal Transit Administration Recipients."

ix. Regional Support. Applicants should provide evidence of regional or local support for the proposed project. Documentation may include support letters from local and regional planning organizations, local governmental officials, public agencies, and/or non-profit or private sector partners attesting to the need for the project.

c. Funding Commitments

Applicants must identify the source of the non-Federal cost-share and describe whether such funds are currently available for the project, or will need to be secured if the project is selected for funding. FTA will consider the availability of the local cost-share as evidence of local financial commitment to the project. Additional consideration will be given to those projects for which local funds have already been made available or reserved. Applicants should submit evidence of the availability of funds for the project (*e.g.*, by including a board resolution, letter of support from the State, a budget document highlighting the line item or section committing funds to the proposed project, or other documentation of the source of non-Federal funds).

d. Project Implementation Strategy

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. Extent of partnerships, including with non-public sector entities; and

- iii. The partnerships' technical capability to develop, adopt, and implement the 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.

e. Technical, Legal, and Financial Capacity

Applicants must demonstrate that they have the technical, legal, and financial capacity to undertake the project. FTA will review relevant oversight assessments and records to determine whether there are any outstanding legal, technical, or financial issues with the applicant that would affect the outcome of the proposed project. Applicants with unresolved legal, technical or financial compliance issues from an FTA compliance review or Federal grant-related Single Audit finding must explain how corrective actions taken will mitigate negative impacts on the proposed project.

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.

Among the factors in determining the allocation of program funds, FTA may consider geographic diversity and the applicant's receipt of other competitive awards. FTA may also consider capping the amount a single applicant may receive.

3. Federal Awardee Performance and Integrity Information System Check

Prior to making an award, FTA is required to review and consider any information about the applicant that is in the Federal Awardee Performance and Integrity Information Systems (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 2 CFR 200.206 Federal awarding agency review of risk posed by applicants.

F. Federal Award Administration Information

1. Federal Award Notice

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 Areas of Persistent Poverty 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 Areas of Persistent Poverty Program funds are subject to the grant requirements of the Section 5303 Metropolitan Planning program, including those of FTA Circular 8100.1D and Circular 5010.1E. All competitive grants, regardless of the award amount, will be subject to the Congressional Notification and release process. Technical assistance regarding these requirements is available from each FTA regional office.

When applying for an award under this Program, eligible applicants and sub-recipients who are not direct recipients, or who have limited experience or access to FTA's Transit Award Management System (TrAMS), must secure the commitment of an active FTA direct recipient to apply for funding on their behalf through TrAMS if they are selected for an Areas of Persistent Poverty funding award. Documentation of such a commitment must be included in the application.

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. Applicants 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 exceed \$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 Tonya P. Holland, Office of Planning and Environment, (202) 493-0283, email: Tonya.Holland@dot.gov. A TDD is available at 1-800-877-8339 (TDD/FRS). Any addenda that FTA releases on the application process will be posted at <https://www.transit.dot.gov>. 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 <https://www.transit.dot.gov/about/regional-offices/regional-offices>.

H. Other Program Information

This program is not subject to Executive Order 12372, "Intergovernmental Review of Federal Programs."

For assistance with *GRANTS.GOV* please contact *GRANTS.GOV* by phone at 1-800-518-4726 or by email at support@grants.gov.

Nuria I. Fernandez,

Administrator.

[FR Doc. 2021-13980 Filed 6-29-21; 8:45 am]

BILLING CODE 4910-57-P

DEPARTMENT OF THE TREASURY

Bureau of the Fiscal Service

Proposed Collection of Information: Claim Against the United States for the Proceeds of a Government Check

ACTION: Notice and request for comments.

SUMMARY: The Department of the Treasury, as part of its continuing effort to reduce paperwork and respondent burden, invites the general public and other Federal agencies to take this opportunity to comment on proposed and/or continuing information collections, as required by the Paperwork Reduction Act of 1995. Currently the Bureau of the Fiscal Service within the Department of the Treasury is soliciting comments concerning the Claim Against the United States for the Proceeds of a Government Check.

DATES: Written comments should be received on or before August 30, 2021 to be assured of consideration.

ADDRESSES: Direct all written comments and requests for additional information to Bureau of the Fiscal Service, Bruce A. Sharp, Room #4006-A, P.O. Box 1328, Parkersburg, WV 26106-1328, or bruce.sharp@fiscal.treasury.gov.

SUPPLEMENTARY INFORMATION:

Title: Claim Against the United States for the Proceeds of a Government Check.
OMB Number: 1530-0010.

Form Number: FS Form 1133 and FS Form 1133-A.

Abstract: The forms are used to collect information needed to process an individual's claim for non-receipt of proceeds from a U.S. Treasury check. Once the information is analyzed, a determination is made and a recommendation is submitted to the program agency to either settle or deny the claim.

Current Actions: Extension of a currently approved collection.

Type of Review: Regular.

Affected Public: Individuals or Households.

Estimated Number of Respondents: 51,640.

Estimated Time per Respondent: 10 minutes.

Estimated Total Annual Burden Hours: 8,609.

Request for Comments: Comments submitted in response to this notice will be summarized and/or included in the request for OMB approval. All comments will become a matter of public record. Comments are invited on: 1. Whether the collection of information is necessary for the proper performance of the functions of the agency, including whether the information shall have practical utility; 2. the accuracy of the agency's estimate of the burden of the collection of information; 3. ways to enhance the quality, utility, and clarity of the information to be collected; 4. ways to minimize the burden of the collection of information on respondents, including through the use

ENSURING EQUITY: DALLAS OPPORTUNITY ZONE 1 FUNDING PARTNERSHIP AND FEDERAL TRANSIT ADMINISTRATION (FTA) AREAS OF PERSISTENT POVERTY GRANT

REGIONAL TRANSPORTATION COUNCIL

August 12, 2021

PROPOSED PARTNERSHIP WITH CITY OF DALLAS – OPPORTUNITY ZONE 1

- The City of Dallas has requested funding for improvements in several neighborhoods in Dallas Opportunity Zone 1.
- The April 2019 Assessment Policy Regional Transportation Council (RTC) approval included a provision that additional funding be considered for improvements in this opportunity zone.
- Staff proposes that the RTC fund several projects with Regional Toll Revenue (RTR) and federal Surface Transportation Block Grant (STBG) funds.
- This partnership would continue the RTC's investments in projects that would promote community revitalization in Environmental Justice areas, address deficient pavement condition, and improve walkability, including to and from public transit and other critical destinations.

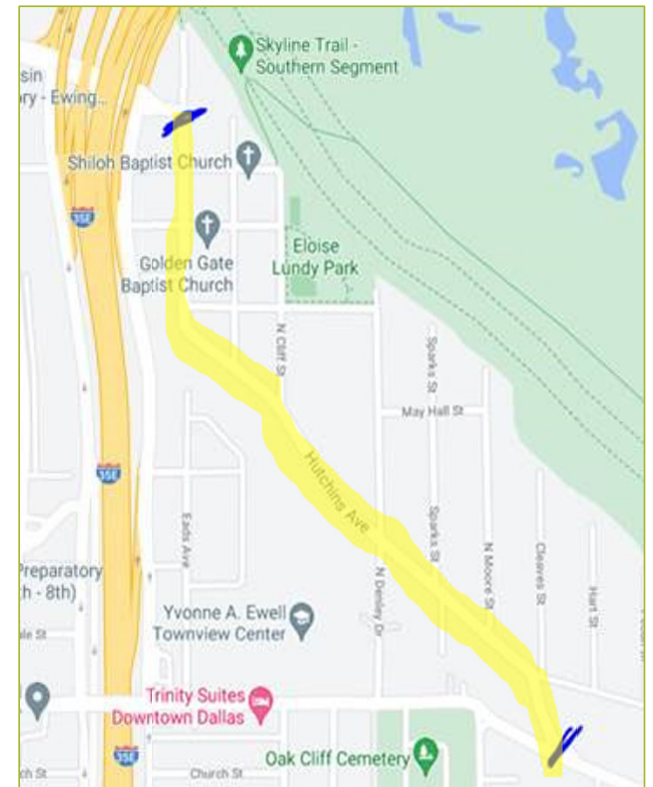
DALLAS OPPORTUNITY ZONE- PROJECT RECOMMENDATIONS

- Lancaster Road from Keist Boulevard to Ledbetter Drive
 - Scope: Construct pedestrian connections, such as crosswalks and ADA ramp improvements, and pedestrian lighting
 - Proposed funding: \$2,000,000 STBG (to be matched with City of Dallas MTP Policy Bundle Transportation Development Credits (TDC))
 - Other committed funding: \$300,000 Dallas County MCIP funds
 - Selection Rationale: Improve pedestrian connections to and from public transit and other major destinations (e.g., DART Stations, Veterans Administration hospital)



DALLAS OPPORTUNITY ZONE- PROJECT RECOMMENDATIONS

- Eads/Hutchins Avenue from Eads/Colorado to Hutchins/
8th Street
 - Scope: Reconstruct 2 lane to 2 lane roadway including sidewalks, drainage improvements, and streetlights
 - Proposed funding: \$7,000,000 (\$5,600,000 RTR to be matched with \$1,400,000 local cash)
 - Selection Rationale: Improve walkability, address deficient pavement condition, and promote revitalization in an Environmental Justice community



DALLAS OPPORTUNITY ZONE- PROJECT RECOMMENDATIONS



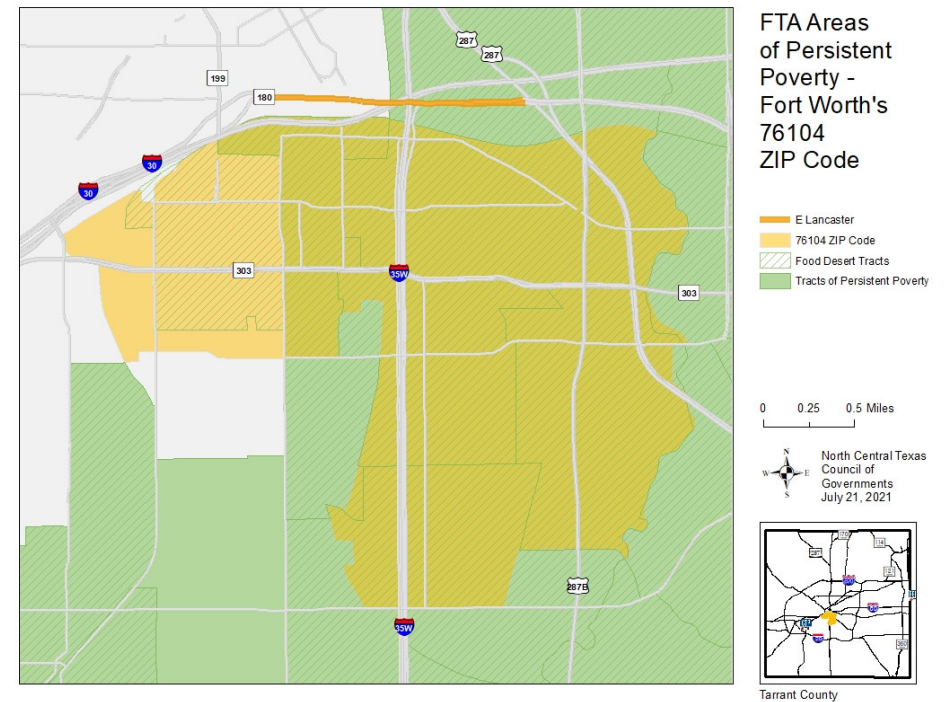
- 10th Street from IH 35E to Clarendon Drive
 - Scope: Reconstruct 2 lane to 2 lane roadway with drainage improvements
 - Proposed funding: \$3,000,000 (\$2,400,000 RTR with \$600,000 cash match)
 - Existing committed funding: \$510,000 City of Dallas Bond Program funds
 - Selection Rationale: Address deficient pavement, Environmental Justice
- South Boulevard-Park Row Historic District Planning Study
 - Scope: Develop a comprehensive plan to identify transportation and rehabilitation improvements in the South Boulevard-Park Row Historic District
 - Proposed Funding: \$500,000 STBG (to be matched with City of Dallas MTP Policy Bundle TDCs)
 - Selection Rationale: Environmental Justice

AREAS OF PERSISTENT POVERTY PROGRAM: PROGRAM OVERVIEW

- **\$16.26 Million Available Nationwide in FY 2021:**
 - Anticipated Maximum Award Amount of \$850,000
 - Federal Share 90% / Local Share 10%
- **Program Objectives:**
 - Support transportation planning to improve transit service in areas experiencing long-term economic distress
 - Improve transit access for environmental justice populations, provide equity-focused community outreach in underserved communities, and remove barriers to opportunity
 - Increase access to jobs and healthcare through enhanced transit options and improved facilities
- **Project must be located in an Area of Persistent Poverty**
 - County population \geq 20% living in poverty for over a 30-year period **OR**
 - Census tract with a poverty rate of at least 20% measured by 2014-2018 5-year ACS data
- **Eligible Activities:**
 - Planning study, engineering study, technical study, or financial plan
 - Capital, maintenance, or operating costs are **ineligible**

AREAS OF PERSISTENT POVERTY PROGRAM: PROPOSED PROJECT

- Planning to Address Transit Needs in Fort Worth's 76104 Zip Code
- **76104** - Lowest life expectancy in the state as identified by UT Southwestern
- Planning study will address transit accessibility to food, jobs, health care, affordable housing and other needs
- Coordinate with community stakeholders pursuing solutions in the area
- Support Access North Texas Goals:
 - Expand projects that have a no-wrong-door approach to accessing transit
- Federal funding amount not to exceed \$650,000 (to be matched with Regional TDCs)



AREAS OF PERSISTENT POVERTY PROGRAM: PROPOSED SUBMITTAL TIMELINE

July 1, 2021	AoPP Grant Notice of FY 2021 Announcement
August 12, 2021	RTC Action
August 26, 2021	Executive Board Authorization
August 27, 2021	STTC Endorsement
August 30, 2021	FTA Application Submittal Deadline

ACTION REQUESTED

- RTC approval of:
 - The partnership with the City of Dallas for Opportunity Zone 1 as outlined in this presentation
 - Proposed FTA Area of Persistent Poverty Program grant application, including the use of Regional TDCs as the match
 - Bring back to the RTC Phase 2 recommendations in Fort Worth in the zip code 76104
 - Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other administrative/planning documents as needed

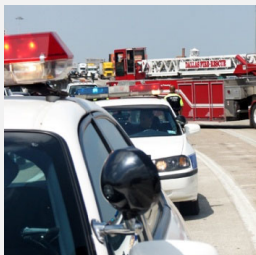
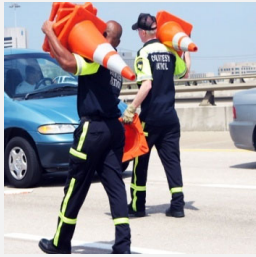
QUESTIONS?

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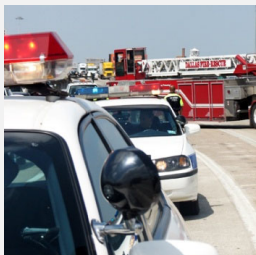
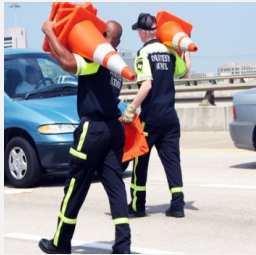
2021 NCTCOG INCIDENT MANAGEMENT FREEWAY BLOCKING EQUIPMENT CALL FOR PROJECTS

Regional Transportation Council

Sonya Landrum
Program Manager
August 12, 2021



North Central Texas
Council of Governments



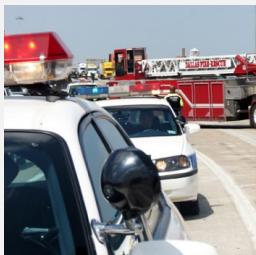
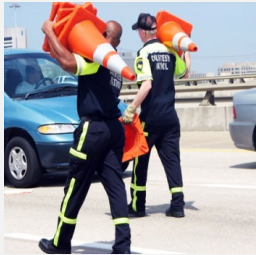
2020 NCTCOG Incident Management Equipment Purchase Call for Projects Background

2020 Incident Management (IM) Equipment Purchase Call for Projects Totaling \$1,242,942, Approved by Regional Transportation Council (RTC) on July 9, 2020

Supports Current Incident Management Training Recommendation to Use Best Practice Equipment and Technology

Additional Regional Toll Revenue (RTR) Funding in the Amount of \$132,000 Allocated to Implement the IM Blocking Equipment Pilot Project

- City of Grand Prairie, City of Mesquite, and Town of Flower Mound Awarded Funds for Blocking Equipment Pilot Project



2021 NCTCOG Incident Management Freeway Blocking Equipment Call for Projects

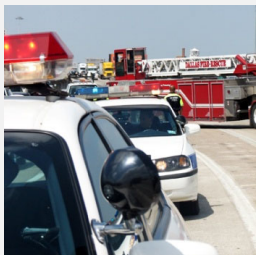
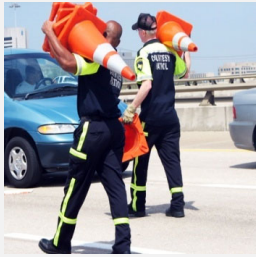
\$1M Available Based on Local Government Interest Resulting from the 2020 IM Blocking Equipment Pilot Project Initiative

Purpose: Assist Partner Agencies in Purchasing Scene Management Blocking Equipment to Provide Protection to Incident Responders Responding to Traffic Crashes

Supports: Current Incident Management Training
Recommendation to Use Best Practice Equipment and Technology

Emphasizes: Importance of Implementing Incident Management Strategies and Training

Improves Regional Roadway Safety for Responders



Eligible Recipients and Activities

Eligible Recipients

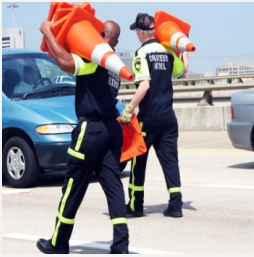
- Public Sector Partner Agencies within the NCTCOG 10-County Nonattainment Area Actively Involved in Incident Management

Eligible Activities

- Purchase of Scene Management Blocking Equipment to Provide Protection to Incident Responders that are Responding to Traffic Crashes, While Reducing the Need for Additional Fire-Truck Lighting
 - Examples include: crash attenuators, crash barriers, crash cushions, brooms/sweepers, etc.

Ineligible Activities

- Personnel and Staffing Charges
- Fire Trucks/Engines



Blocking Equipment Recommendations

Eligible Blocking Equipment Recommendations

- Blocking Equipment Should Minimize the Need for a Fire Apparatus on Scene *Solely* for the Purpose of Blocking

Eligible Blocking Equipment Recommendation Benefits

- Removes the Possibility of a Fire Apparatus Being Struck
- Minimizes Additional Lighting On-Scene
 - Lighting Can be Distracting to Motorists
 - Lighting Can Attract Intoxicated Motorists 'To' a Scene vs. 'Away From'
- Blocking Equipment Placed on 'Non-Fire Truck' Vehicles Will be Scored Higher Than Equipment Placed on Fire Trucks When Ranking Projects

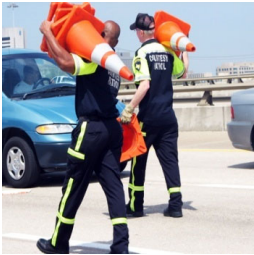
Scoring Criteria



Scoring Component	Available Points
TIM Training Attendance - NCTCOG or In-house (Since August 2013)	20
Crash Data in Jurisdiction (2016 - 2020)	10
Adoption of Incident Management Resolution	10
Incident Management Goals/Targets in Place	5
Adoption/Implementation of Regional Performance Measure Standard Definitions	5
Explanation of How Equipment will be Used to Mitigate Crashes	50
Total Score	100

Proposed Schedule

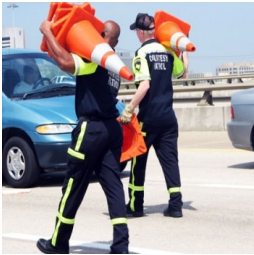
Date	Action
July 23, 2021	RSAC (Info) – IM Freeway Blocking Equipment CFP Notice
August 12, 2021	RTC (Action) – Request RTR Funds to Conduct CFP
August 27, 2021	STTC (Action) – Request Endorsement of RTC Action
August 30, 2021	Open Call for Projects (60 days)
September 13, 2021	IM Blocking Equipment CFP Forum
October 28, 2021	Close Call for Projects
Oct. 29 – Nov. 12, 2021	Evaluate Submitted Proposals
December 3, 2021	STTC (Action) – Approval of Selected Projects
Dec. 13 - Jan. 11, 2022	Public Comment Period
January 13, 2022	RTC (Action) – Approval of Selected Projects
January 28, 2022	TIP Mods Due
Early – Mid June 2022	FHWA Approval
August 2022	TTC Approval
Fall 2022	Agencies Execute Agreements with TxDOT
Fall 2022	TxDOT Sends RTR Funding to City/Implementing Agency
Winter 2022	Cities Purchase Blocking Equipment



Requested Action

Approve Allocation of \$1 Million in Regional Toll Revenue Funding to Implement the Incident Management Blocking Equipment Call for Projects

Direct Staff to Administratively Amend the TIP, the Statewide TIP and Other Administrative/Planning Documents as Needed



Contact Information

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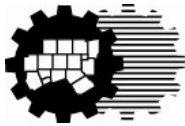
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cfountain@nctcog.org
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Supplemental Environmental Project Funding Recommendation for Comprehensive Air Quality Planning

**Regional Transportation Council Meeting
August 12, 2021**

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



North Central Texas
Council of Governments



Program Scope and Requirements

The North Central Texas Clean School Bus Program (NCTCSB) has Been Approved by the TCEQ as a Third-Party SEP Initiative

Contributions Received from TCEQ-Assessed Penalties for Air Quality Violations Since 2011, Total of \$390,500 Received

Eligible Recipients:

School Districts Operating in the 10-County Dallas-Fort Worth Ozone Nonattainment Area

Eligible Activities:

Replacement of 2002 or Older Diesel School Buses

- In Use on a Weekly Basis
- Owned by School District for the Last Two Years
- Cannot be Already Scheduled and Budgeted for Replacement
- Must be Scrapped

Eligible Funding Level: Up to 100% 2

Solicitation Process

\$274,500 Currently Available

Leveraged Registration Data to Identify School Districts Expected to have Buses Eligible for Replacement

- Few Diesel Buses Older than 2002 In Use
- 12 School Districts Identified

Sent Letter Seeking Project Requests to 12 Prospective Recipient ISDs

- Offered At Least 80% Funding

Recommendations for New Projects:

- Replace the Oldest, most Polluting Buses
- Use New Buses on Routes in Disadvantaged Areas of the District
- Purchase Alternative Fuel Buses (Propane, CNG, or Electric) if Possible to Maximize Emissions Reductions

Summary of Requests and Funding Recommendation

Pending Completion of Risk Assessment and Adoption of Clean Fleet Policy, Recommended Projects Are:

Applicant	Number of Eligible School Buses	Old School Bus Model Year	Fuel Type of New Buses	Percent Reduction in Engine NO _x Emission Rate	Recommended Funding Level For New Buses	Recommended Maximum Funding Award
Kemp ISD	1	1997	Diesel	92%	80%	Up to \$89,600
Cedar Hill ISD	2	2001; 2002	Propane	95%	90%	Up to \$216,000
Total of Recommended Awards*					Up to \$305,600	
Amount Currently Available					\$274,500	

**If NCTCOG Receives Additional SEP Contributions, Recommend Applying Additional Funds to Awards herein to Cover Small Shortfall in Currently Available Funding*

New SEP Agreement with TCEQ will be Negotiated with Updated Requirements to Enable Ongoing Ability to Accept Contributions and Fund School Bus Emissions Reduction Projects 4

Schedule

Milestone	Estimated Timeframe
RTC Approval of Recommended Funding	August 12, 2021
STTC Endorsement of RTC Approval	August 27, 2021
Executive Board Authorization	August 26, 2021
Project Implementation	2021-2022

Relevance to Regional Planning

Air Quality Emphasis Areas:

High-Emitting Vehicles/Equipment

Idling

Hard Accelerations

Low Speeds

Cold Starts

Vehicle Miles of Travel

Energy and Fuel Use

Performance Measure: Air Quality

Mobility 2045 Air Quality Policies:

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

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

Mobility 2045 Chapter 4 – Environmental Considerations

Action Requested

RTC Approval of Funding Recommendations:

Up to \$89,600 to Kemp ISD to Replace 1 School Bus

Up to \$216,000 to Cedar Hill ISD to Replace 2 School Buses

Application of Additional SEP Contributions to these Awards to Cover Small Shortfall in Currently Available Funds

For More Information

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Chris Klaus

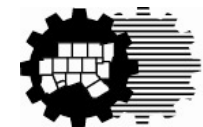
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ATCMTD Grant Application: Regional Support

Thomas J. Bamonte
Regional Transportation Council | 8.12.2021

Overview

ATCMTD Program

- ATCMTD = Advanced Transportation and Congestion Management Technologies Deployment
- USDOT program
- Transportation technology focus
- \$60M available
- Highly competitive

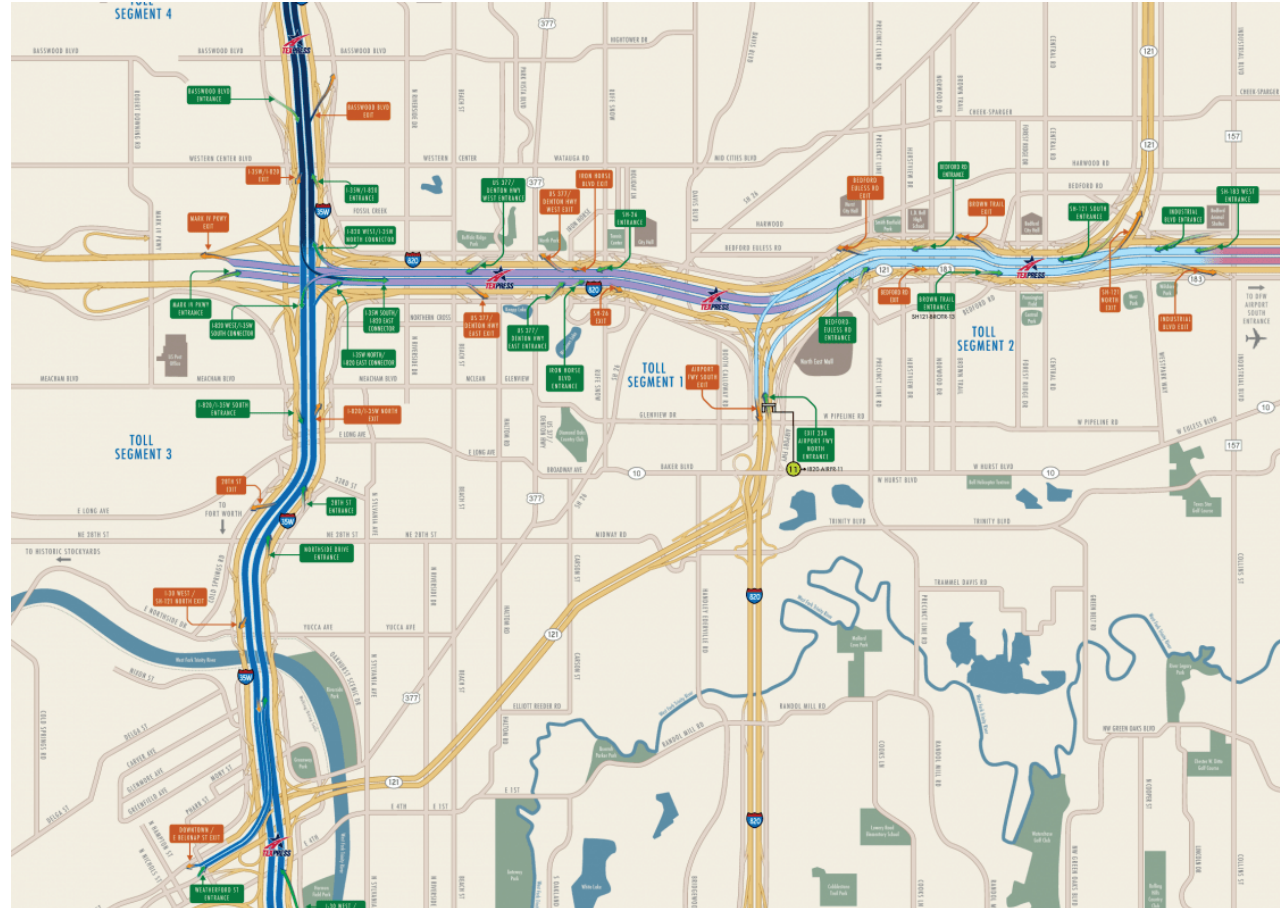
Proposed Project

- Applicant: Fort Worth
- North Tarrant Express
- Technology support for all motorists
- Benefits: Safety, operations, automated vehicles
- DFW technology leadership
- \$14M budget; \$2M from NCTCOG

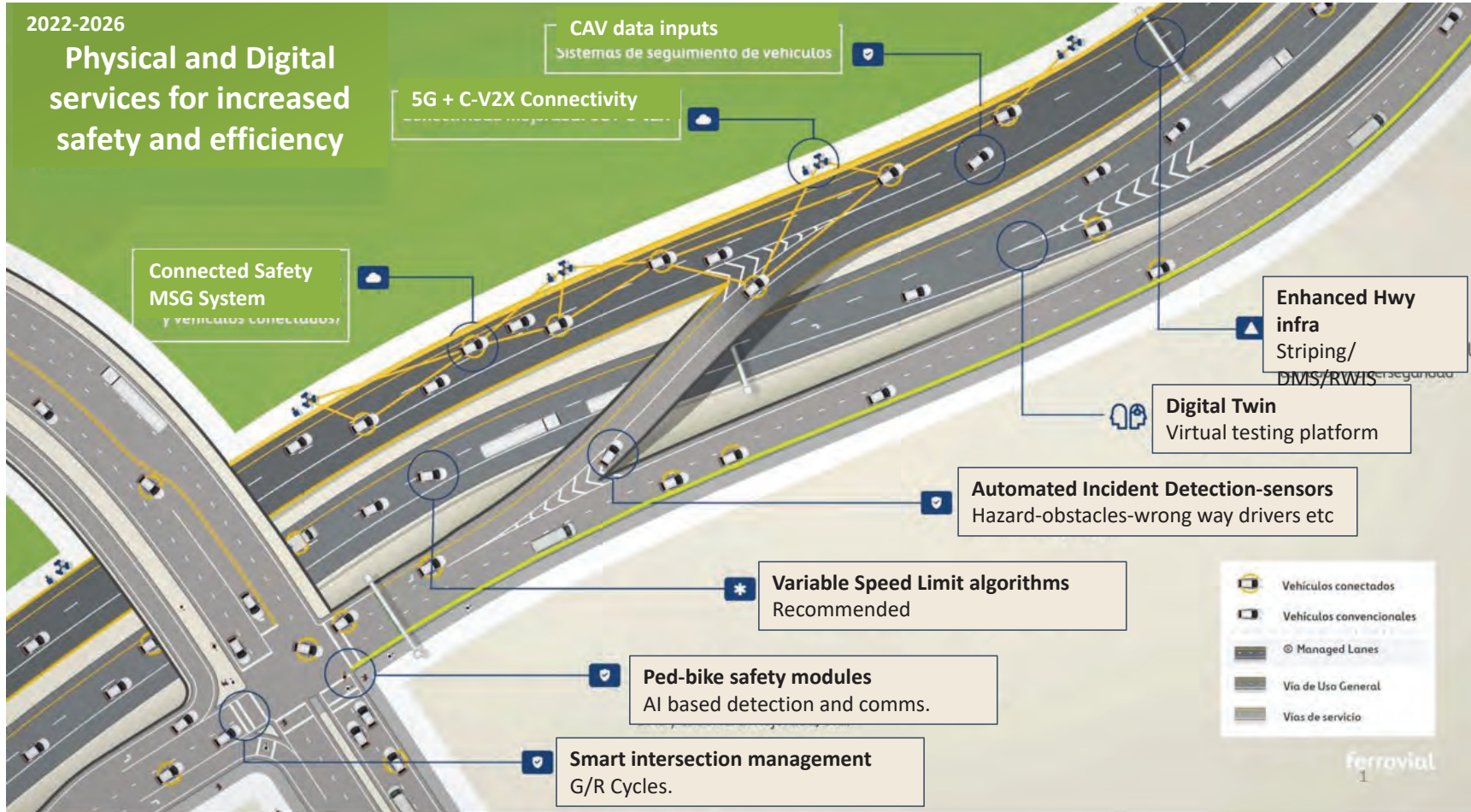
Project Limits

Project limits include entirety of NTE and NTE35W corridors (TEXpress lanes, general purpose and frontage roads) including:

- I-820 and SH 121/183
- I35W from north of I-30 to US 81/287 and Eagle Parkway



Technology



Additional Elements

AIVIA Recommendations will deliver significantly enhanced performance for ALL road-users

Enhanced Striping

Optimal performance for **human drivers** and **CAV sensors** in all weather conditions:

- At **night**
- In the **rain**
- **Glare** at exits from tunnels/overpasses
- Entry/Exit ramp **“forks”**

Particularly important on concrete surfaces



Road Safety

Expanded Digital Signage

- **Dynamic Message** for real-time information and advisories
New DMS locations
- **Dynamic Raised Pavement Markings at decision points**



Road Safety

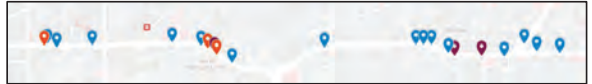
Barrier & Attenuator Impact Sensors

AI enabled cloud solution with remote mesh gateways and impact sensors

Benefits

1. **Protection** – incident detection
2. **Efficiency** – optimized maintenance
3. **Enforcement** – identify “hit & run”

Trial Locations



- Attenuators
- Guardrails & end treatments
- Cable Barriers
- Critical signs & lane separators

Road Safety

Requested RTC Action

Regional Transportation Council approval for:

1. Providing up to \$2 million of Regional Toll Revenue (RTR) funds in support of the project if USDOT accepts the ATCMTD application from the City of Fort Worth; and
2. Authorize staff to take all necessary and appropriate steps to advance such funding and provide technical support to Fort Worth and the other project partners to help ensure successful delivery of the project for the region.

Contact



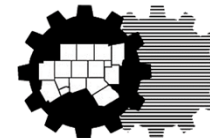
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STATUS REPORT ON TEXAS VOLKSWAGEN ENVIRONMENTAL MITIGATION PROGRAM FUNDING

**Regional Transportation Council
August 12, 2021**

**Lori Clark
Program Manager**



North Central Texas
Council of Governments

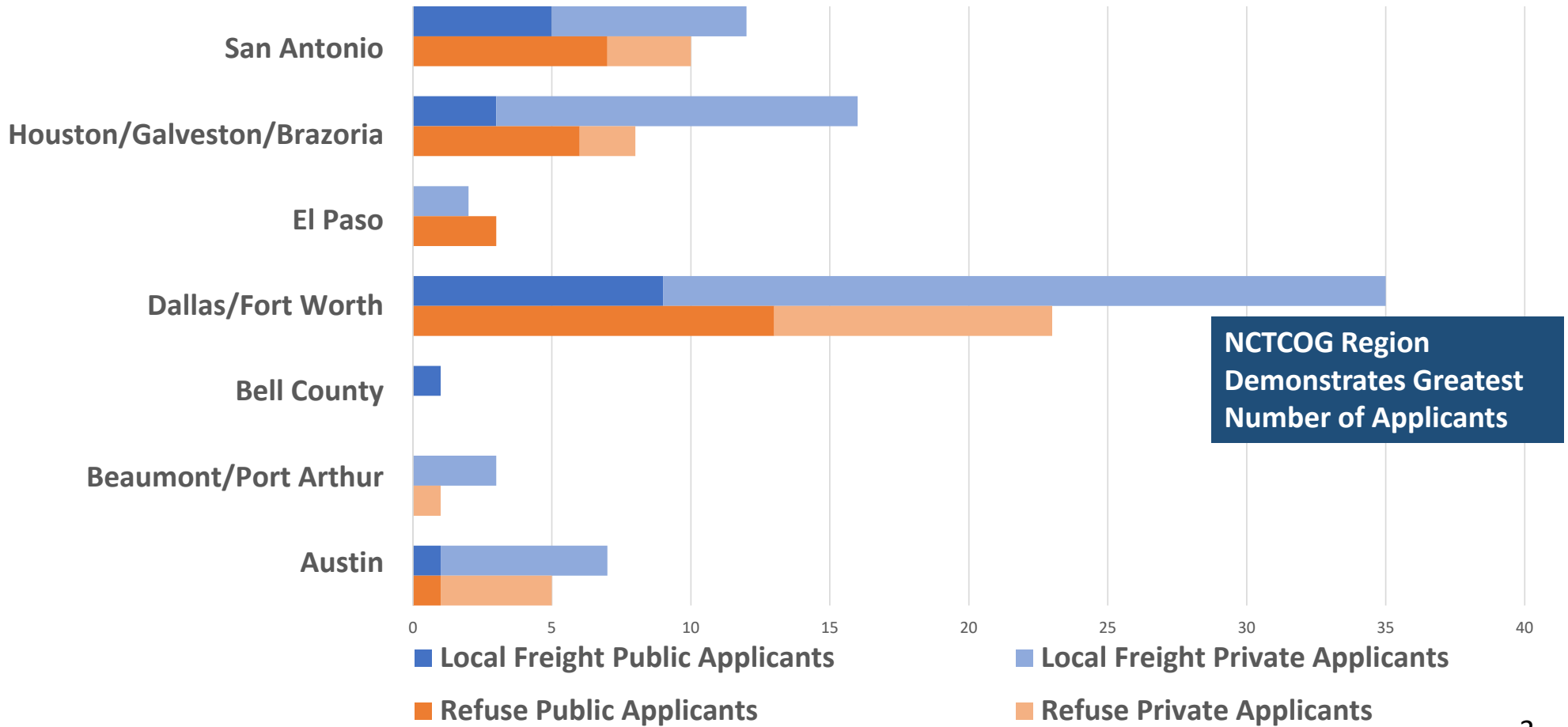
OVERVIEW OF TEXAS VOLKSWAGEN ENVIRONMENTAL MITIGATION PROGRAM (TXVEMP) FUNDING

Statewide Allocation	Program	DFW Area Allocation	Schedule	Status*
~\$169.5 Million	School, Shuttle, and Transit Buses	\$11,684,806	Closed	>\$17.3 Million Requested All Available Funds Awarded
	Refuse Vehicles	\$8,346,290	Closed	\$9,448,544 Requested \$4,741,259 Awarded
	Freight & Port Drayage Vehicles	\$6,677,032	Closed	\$8,876,816 Requested \$5,619,030 Awarded
	Electric Forklifts and Port Cargo-Handling Equipment	\$6,677,032	To Be Determined	
	Electric Airport Ground Support Equipment			
	Ocean-Going Vessel Shore Power			
~\$35.5 Million	ZEV Infrastructure - Level 2 Rebate	\$10,465,958 (Statewide)	Open; First-Come First Served Until 9/9/2021	\$4,217,500 Requested \$870,000 Awarded
	ZEV Infrastructure – DC Fast Charge and Hydrogen Refueling	~\$25 Million (Statewide)	Possible Opening Summer/Fall 2021	

*Data reflects information posted at www.texasvwfund.org as of August 2, 2021

NUMBER OF APPLICANTS BY REGION

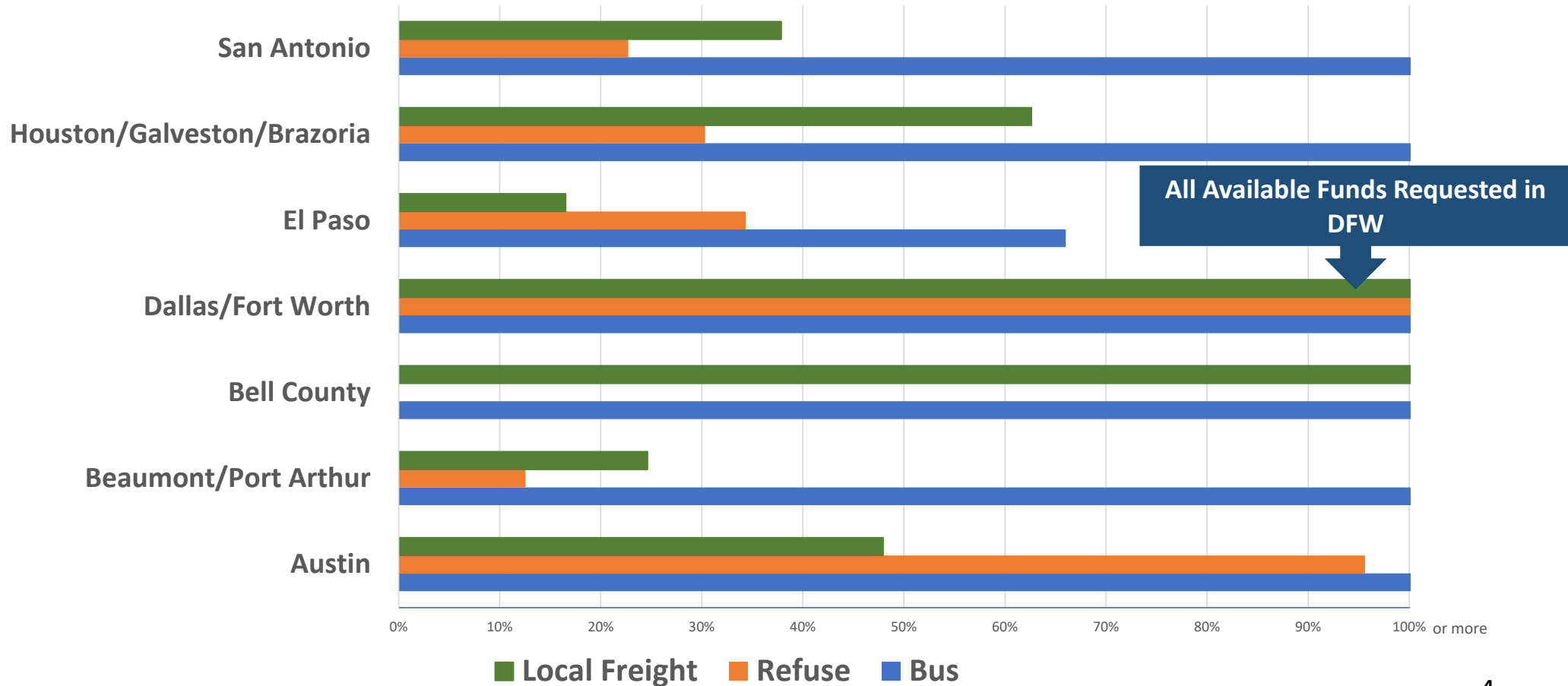
Local Freight and Refuse Vehicle Applicants



Data reflects information posted at www.texasvfund.org as of August 2, 2021

PERCENT FUNDING REQUESTED BY REGION

Percent Available Funds Requested by Funding Round



UNREQUESTED FUNDS BY FUNDING ROUND

Priority Area	Balance Remaining from Previously Competed Funding Rounds			
	Bus	Refuse	Local Freight	Total
Austin	\$0	\$178,530	\$1,696,215	\$1,874,745
Beaumont/Port Author	\$0	\$1,569,362	\$1,082,198	\$2,651,560
Bell County	\$0	\$520,766	\$0	\$520,766
Dallas/Fort Worth	\$0	\$0	\$0	\$0
El Paso	\$1,999,948	\$2,760,340	\$2,806,501	\$7,566,789
Houston/Galveston/Brazoria	\$0	\$5,266,067	\$2,259,748	\$7,525,815
San Antonio	\$0	\$11,898,849	\$7,652,666	\$19,551,515
Total	\$1,999,948	\$22,193,914	\$15,497,328	\$39,691,190

Dallas-Fort Worth area applicants requested **~\$9 Million more** than the amount allocated to DFW by the TxVEMP. The original “fair share allocation” recommended by the RTC and NCTCOG was **over \$60 Million, or nearly double that provided by the TxVEMP.**

**Over \$39 Million
“Leftover” Funds
From Other Areas
of the State**

COMMENTS TO TCEQ ON REMAINING TXVEMP FUNDS

Incorporate Selection Criteria for the Upcoming Competitive Funding Round for Direct Current Fast Charge Electric Vehicle Charging and/or Hydrogen Fueling Stations:

Fill Inter-Regional Infrastructure Gaps Using Criteria Established by the Federal Highway Administration Alternative Fuel Corridor Program

Key Gaps Remain to Connect DFW to Neighboring Metro Areas

Prioritize Projects in Urbanized areas with the Greatest Shortfall in Existing Infrastructure Availability

Two Scenarios Evaluated, with DFW Ranking 2nd or 3rd in Greatest Shortfall

Modify How “Leftover” Dollars are Distributed Relative to Previous Funding Rounds:

Revisit Allocation Among Priority Areas to More Closely Follow Observed Demand

Seeking “Fair Share” Allocation to DFW

Maximize Emissions Reductions by Ensuring Future Funding is Offered for ZEV Projects Only

TxVEMP Offers Flexibility Not Available in Texas Emissions Reduction Plan, Allowing Opportunity to Advance Cleanest Available Technologies

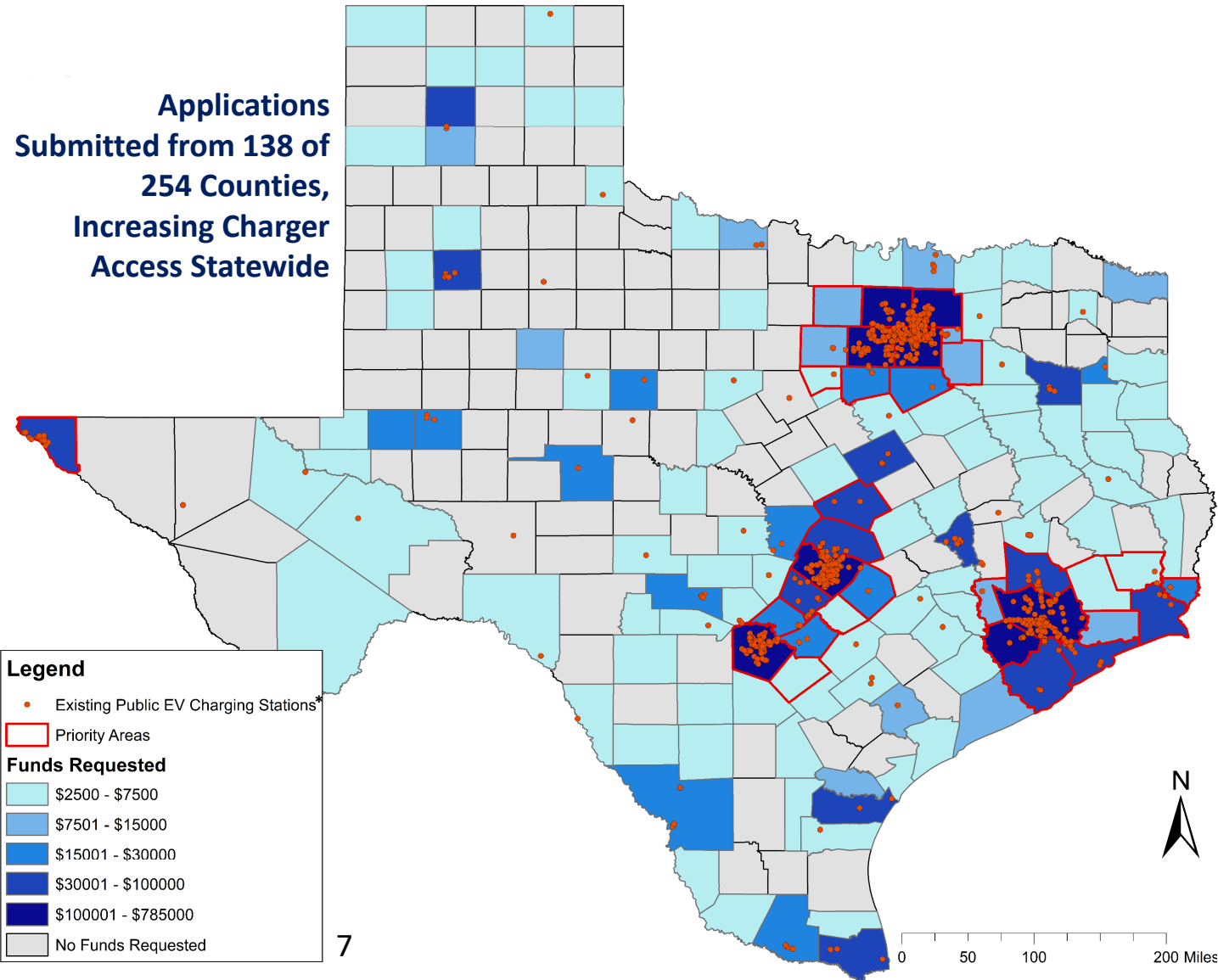
Copy of Correspondence and Accompanying Analyses Provided as Electronic Item 10.2⁶

GEOGRAPHIC DISTRIBUTION OF ZEV LEVEL 2 FUNDING REQUESTS

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

Priority Areas

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



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

TXVEMP ZEV INFRASTRUCTURE LEVEL 2 REBATE

Funding Awarded on a First Come, First Served Basis

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

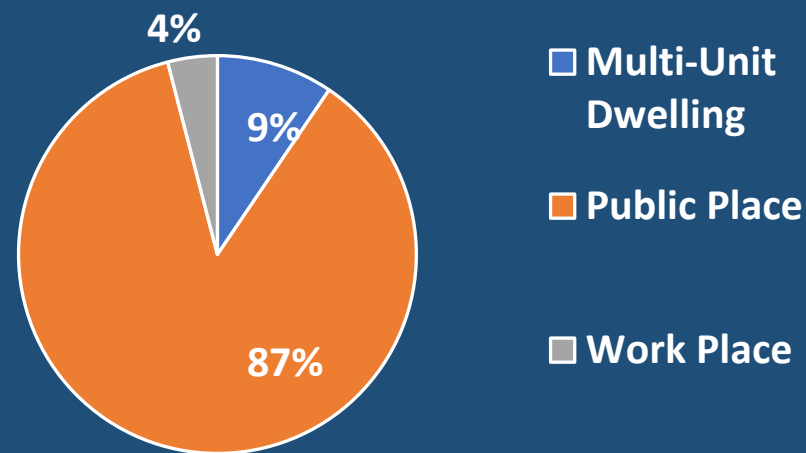
Total Statewide Allocation = \$10,465,958



Funds Remaining Funds Requested

1701 Sites Requested Statewide

Distribution by Site Type



DFW Area Has Requested 27% of All Funds to Date

8

LOCAL GOVERNMENTS CALL TO ACTION

Share Information With Workplaces and Multifamily Properties to Encourage Applications

www.dfwcleancities.org/workplacecharging

www.dfwcleancities.org/multifamily

Staff Available to Provide Presentations

Private Properties Can Combine Rebate with Tax Credit

Consider Applying for Stations on Public Sector Property

Level 2 Stations Best-Suited For Sites Where People Stay

Several Hours (e.g. parks, libraries, community centers, stadiums)

Contact Staff for Eligibility Details and Application Assistance

Seek Advice from Peers who Already Applied!

Cities of Arlington, Dallas, Farmers Branch, and Terrell

MULTI-FAMILY HOUSING GRANTS AVAILABLE
TO PURCHASE AND INSTALL LIGHT DUTY LEVEL 2 CHARGING STATIONS
First Come, First Served Until September 2021

Reimbursement: \$2500 per installation not to exceed 60% of cost

Attract Residents
New residents are placing higher importance on sustainable amenities in their apartment homes.

Stay Sustainable
Increase LEED certification rating and property "resilience", possibly leading to lower insurance rates and higher property values.

Get Ahead
EV sales are growing rapidly and one of the largest areas of expansion is amongst renters.

Types of Charging

- LEVEL 1**
+2-5 miles of EV range per hour
- LEVEL 2**
+10-20 miles of EV range per hour
- DC FAST**
+60-80 miles of EV range per 20 minutes

For more information, see www.dfwcleancities.org/multifamily, or contact: cleancities@nctcog.org

EV Infrastructure Costs & Considerations

- Strategic placement of stations minimizes trenching costs at install
- Visibility maximizes station use
- Choose locations based on compatibility with existing electricity use
- EV infrastructure in new construction minimizes install costs

20x
"An individual who has access to EV charging at work is 20 times more likely to buy a plug-in" - U.S. DOE 2018

TIPS
Survey your employees' EV interests
Contact us to save half on new stations

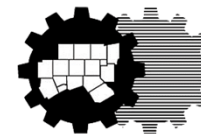
cleancities@nctcog.org
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FOR MORE INFORMATION

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See www.nctcog.org/aqfunding, Click on
“Volkswagen Settlement” Under “Hot Topics”



North Central Texas
Council of Governments



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

July 15, 2021

Mr. Jon Niermann, Commissioner
Texas Commission on Environmental Quality
P.O. Box 13087 MC 100
Austin, Texas 78711-3087
ATTN: VW Settlement

Re: Comments Regarding Investment Priorities of Remaining Texas Volkswagen Environmental Mitigation Program Funding

Dear Commissioner Niermann,

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth (DFW) area, and the North Central Texas Council of Governments (NCTCOG) Transportation Department, which serves as staff to the RTC, enclosed are formal comments regarding allocation of remaining funds under the Texas Volkswagen Environmental Mitigation Plan (TxVEMP), including the upcoming opportunity for Zero Emission Vehicle (ZEV) supply equipment and balances remaining from prior funding rounds.

The RTC appreciates the hard work completed by the Texas Commission on Environmental Quality (TCEQ) staff in developing the Plan and awarding funds to date. Much has been accomplished since inception leading to critical emission reductions and advancing technologies across many sectors. However, moving forward, the RTC makes the following recommendations to further maximize limited resources and program effectiveness:

- Incorporate the following selection criteria for the upcoming ZEV supply equipment funding round, which will be focused on Direct Current Fast Charge electric vehicle charging and/or hydrogen fueling stations:
 - Fill inter-regional gaps in infrastructure, using criteria established by the Federal Highway Administration Alternative Fuel Corridor Program.
 - Prioritize projects in urbanized areas with the greatest shortfall in existing infrastructure availability.
- For funding distributions of dollars remaining from previously competed funding cycles:
 - Revisit allocation methodology and distribute “leftover” dollars from the bus, refuse truck, and local freight funding rounds to priority areas based on observed demand. The RTC notes that demand for funding made available to date has not been aligned with the allocation of funding made by the TCEQ.
 - Ensure future funding is offered for ZEV projects only, as the TxVEMP presents an opportunity to help transition to the cleanest available technologies without the cost effectiveness requirements of the Texas Emissions Reduction Plan.

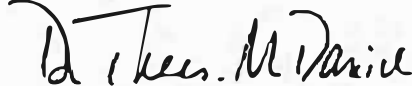
Technical detail and suggested analyses supporting these recommendations are included in the attachments. The RTC wishes to convey our commitment to partnership regarding implementation of these funds. To date, the DFW area is the only TxVEMP priority area that has requested every

Commissioner Niermann
Page Two

July 15, 2021

dollar made available through the program with demand exceeding allocated supply. NCTCOG staff is committed to continue promoting availability of funds and ensuring that fleets in the DFW priority area take advantage of the opportunities made available. We appreciate your consideration of these recommendations. In the event you have any questions, please contact Chris Klaus, Senior Program Manager of Air Quality Planning and Operations at NCTCOG, at (817) 695-9286 or cklaus@nctcog.org.

Sincerely,



Theresa M. Daniel, Ph.D., Chair
Regional Transportation Council
County Commissioner, Dallas County

BM/LPC:ch
Attachment

cc: Donna Huff, Director, Air Quality Division, TCEQ
Mike Wilson, Deputy Director, Air Quality Division, TCEQ
Joe Walton, Technical Advisor, Air Quality Division, TCEQ
Chris Klaus, Senior Program Manager, NCTCOG

Regional Transportation Council Policy Paper Regarding Investment Priorities of Remaining Texas Volkswagen Environmental Mitigation Program Funding

The Regional Transportation Council (RTC) recommends the Texas Commission on Environmental Quality (TCEQ) consider the following when planning future funding opportunities under the Texas Volkswagen Environmental Mitigation Program (TxVEMP):

1. Use Federal Highway Administration (FHWA) Alternative Fuel Corridor Designations and Corridor Gaps as a Selection Criteria for Direct Current Fast Charge (DCFC) Electric Vehicle (EV) Charging Stations Under the Upcoming ZEV Supply Equipment Funding Cycle

In response to the Electrify America solicitation for input on their “Cycle 3” investments, NCTCOG evaluated gaps in access to EV charging infrastructure between the urban areas across Texas and identified a list of highway exits that may have priority locations for installation of DCFC infrastructure. This analysis was completed based on criteria set out by the Federal Highway Administration (FHWA) under the Alternative Fuel Corridors program. The RTC recommends that the TCEQ review this analysis, provided in [Attachment A](#), and establish selection criteria for DCFC locations based upon a similar approach.

2. Recommend Use of ZEV Supply Equipment Analysis Tool to Determine Priority Locations for DCFC Investments Under the Upcoming ZEV Supply Equipment Funding Cycle

The RTC recommends that the TCEQ utilize the analysis provided in [Attachment B](#) when setting selection criteria for DCFC selection, or similar approach in order to justify meaningful allocation of funds. NCTCOG conducted this analysis on the priority areas defined within the TxVEMP to determine which areas are most in need of DCFC investment. The Electric Vehicle Infrastructure Projection (EVI-Pro) Lite tool, developed by the National Renewable Energy Laboratory as a simple way to estimate amount of EV charging needed in an area, was used to determine the total necessary charging infrastructure needed to support EVs across the TxVEMP priority areas.

Results highlight the need for additional infrastructure proves to be greater in certain priority areas compared to others based upon two different scenarios: scenario 1: current EV registration and scenario 2: two percent EV penetration of all registered vehicles.

Based on scenario 1: existing EV registration, the DFW, Austin, and Bell County priority areas currently show deficits in public DCFC and should be the highest priority areas for new DCFC investment. This deficit is the most severe in Bell County, which currently has no public DCFC options available, followed by the DFW area showing the second greatest deficit.

Scenario 2: two percent EV penetration was completed to identify the amount of DCFC locations needed to support a hypothetical target of two percent EV penetration over each priority area. The two percent EV adoption rate was selected to represent a potential target benchmark for all regions to advance toward, which would represent an increase in EV adoption for all areas. NCTCOG analysis shows the greatest EV penetration exists in the Austin area at approximately 1.2 percent of all vehicle

registration. The greatest need is once again in Bell County, followed by Beaumont-Port Arthur, then DFW, El Paso, San Antonio, and Houston. The TCEQ should consider whether it wishes to use funds to support existing adoption, or to drive additional adoption, and leverage this analysis tool to develop data-driven criteria to meet the chosen objective.

Additionally, to ensure equitable investment in EVs, the TCEQ is encouraged to utilize environmental justice data to identify location of minority and low-income populations compared to existing and EV charging infrastructure. For North Texas, environmental justice data can be accessed via <https://www.nctcog.org/trans/involve/ej>. For other priority areas, the Environmental Protection Agency maintains an Environmental Justice Screening and Mapping Tool at <https://ejscreen.epa.gov/mapper/>, which includes a “Demographic Index” layer similar to the data in the NCTCOG tool.

3. Reallocate Remaining Balances From Prior TxVEMP Funding Rounds to ZEV Projects Which Will Achieve Greatest Emissions Reductions

The RTC recommends that the TCEQ reallocate unspent funds from prior TxVEMP funding rounds toward projects that achieve the greatest emission reduction. As shown in Table 1, there is approximately \$39.7 million in unrequested funds from the first three funding rounds.

Table 1. Unrequested Funds for Bus, Refuse, and Freight Rounds by Priority Area.

Area	Unrequested Funds			Total
	Bus	Refuse	Freight	
Austin	\$0	\$178,530	\$1,696,215	\$1,874,745
Beaumont/Port Arthur	\$0	\$1,569,362	\$1,082,198	\$2,651,560
Bell County	\$0	\$520,766	\$0	\$520,766
Dallas/Fort Worth	\$0	\$0	\$0	\$0
El Paso	\$1,999,948	\$2,760,340	\$2,806,501	\$7,566,789
Houston/Galveston/Brazoria	\$0	\$5,266,067	\$2,259,748	\$7,525,815
San Antonio	\$0	\$11,898,849	\$7,652,666	\$19,551,515
Total	\$1,999,948	\$22,193,914	\$15,497,328	\$39,691,190

As demand for funding in the DFW area exceeded available funds in all three funding cycles, the RTC recommends all vehicle types be eligible in a future funding cycle released to exhaust remaining balances. As regions continue to violate national ozone standards, projects that maximize ozone-forming nitrogen oxides (NO_x) reduction are valuable. As delivery trucks accumulate more miles consistently throughout the year than a bus, more benefits would likely be achieved from a ZEV delivery truck than from a ZEV school bus, especially in an ozone season. Thus, rather than a first-come, first-served program, a competitive evaluation after close of an application window would ensure funding for the projects with the most vehicle utilization, which offer the greatest emissions reductions. Allowing all vehicle types to compete together in a single funding round could help balance goals to fund the most cost-effective ZEV projects, to fund

projects which are in demand, and to ensure expeditious implementation to achieve emissions reductions quickly.

Additionally, it is recommended the additional funding rounds be available only to ZEV projects. Given the lack of demand demonstrated for clean diesel projects across the majority of sectors, coupled with the increasing need for emissions reductions to reach attainment and the opportunity to award TxVEMP funding without statutory obligations to meet specific cost per ton criteria, the opportunity to use remaining TxVEMP funding to support ZEV projects should not be missed.

4. Reallocate Remaining Balances Among Regions Based Upon Fair Share Allocation and Observed Demand

Further, it is recommended the TCEQ revisit its methodology of allocating TxVEMP funds to ensure a fair-share allocation to each priority area. The approach used in the mitigation plan resulted in a substantial portion of funds in most areas left unrequested, while the DFW area demonstrated substantial demand and was left with projects unable to be funded. This was especially evident in the Freight & Port Drayage Vehicles and Refuse Vehicles funding rounds with \$15,497,328 and \$22,193,914 left unrequested respectively across all areas (Table 1), while DFW was the only area that requested 100% of its allocation, as shown in Attachment C. By contrast, San Antonio was allocated nearly twice the amount of funding as DFW for these two funding rounds and requested less than 40% of its allocation per round.

As the DFW region again faces reclassification under federal ozone standards, every available dollar to implement emissions-reducing projects is needed. As shown by the funding requests from the region, there is substantial demand for these dollars in DFW. The demand for funding remains high in DFW, especially for ZEV buses. Note the number of DFW-area school districts that signed on to a letter to Governor Abbott on the topic of reallocating funds for electric school buses, which was recently coordinated by Environment Texas (Attachment D). Representation from North Texas far outweighed any other part of the State.

Opening future funding cycles with the same allocation distribution among regions as the original release – or worse, opening future cycles with remaining balances allocated among regions left as-is - is likely to again result in missed opportunities to quickly implement projects in areas with high demand. During development of the TxVEMP, the RTC had recommended different allocation methodologies which would have provided better balance between funds available, and funds requested among various regions. A copy of this correspondence is enclosed as Attachment E. RTC encourages the TCEQ to again consider this approach when evaluating any future allocations to specific priority areas.

ATTACHMENT A

NCTCOG Priority Locations for DCFC Stations Based on FHWA Corridor Designations and Infrastructure Gap Analysis*							
Interstate	Exit	Location Site Type	Parking Type	24 Hr Access	Public/Private	Nearest retail space	Also Recommended By TxETRA**
I35W	15	Truck stop	Surface	Y	Private	Colocated	N
		Truck stop	Surface	N	Private	Colocated	N
I35E	TX-34	Truck stop	Surface	Y	Private	Colocated	N
		Truck stop	Surface	Y	Private	Colocated	N
	403	Truck stop	Surface	Y	Private	Colocated	N
		Store/Retail	Surface	N	Private	Colocated	N
I35	302	Store/Retail	Surface	N	Private	Colocated	Y
		Truck stop	Surface	N	Private	Colocated	Y
I30	124	Store/Retail	Surface	Y	Private	Colocated	Y
		Truck stop	Surface	Y	Private	Colocated	Y
		Truck stop	Surface	Y	Private	Colocated	Y
	201	Truck stop	Surface	Y	Private	Colocated	N
		Truck stop	Surface	N	Private	Colocated	N
		Truck stop	Surface	Y	Private	Colocated	N
		Store/Retail	Surface	Y	Private	Colocated	N
I20	178	Truck stop	Surface	Y	Private	Colocated	N
		Truck stop	Surface	N	Private	Colocated	N
	217	Truck stop	Surface	Y	Private	Colocated	Y
	288	Store/Retail	Surface	Y	Private	Colocated	Y
		Store/Retail	Surface	N	Private	Colocated	Y
	386	Truck stop	Surface	N	Private	Colocated	N
		Truck stop	Surface	Y	Private	Colocated	N
		Truck stop	Surface	Y	Private	Colocated	N
	444	Store/Retail	Surface	Y	Private	Colocated	N
		Truck stop	Surface	Y	Private	Colocated	N
	556	Store/Retail	Surface	Y	Private	Colocated	N
		Truck stop	Surface	Y	Private	Colocated	N
		Store/Retail	Surface	N	Private	Colocated	N
		Truck stop	Surface	Y	Private	Colocated	N
	503	Truck stop	Surface	Y	Private	Colocated	N
		Truck stop	Surface	Y	Private	Colocated	N
		Truck stop	Surface	Y	Private	Colocated	N
		Truck stop	Surface	Y	Private	Colocated	N
		Truck stop	Surface	Y	Private	Colocated	N
	596	Store/Retail	Surface	N	Private	Colocated	N
Truck stop		Surface	N	Private	Colocated	N	
Truck stop		Surface	Y	Private	Colocated	N	
Truck stop		Surface	Y	Private	Colocated	N	
US-75	48	Store/Retail	Surface	Y	Private	Colocated	N
		Truck stop	Surface	Y	Private	Colocated	N
		Truck stop	Surface	Y	Private	Colocated	N
I40	36	Truck stop	Surface	Y	Private	Colocated	N
		Truck stop	Surface	N	Private	Colocated	N
		Truck stop	Surface	N	Private	Colocated	N
	113	Truck stop	Surface	N	Private	Colocated	N
	163	Truck stop	Surface	Y	Private	Colocated	N
		Truck stop	Surface	N	Private	Colocated	N
Truck stop		Surface	N	Private	Colocated	N	
	231	Truck stop	Surface	Y	Private	Colocated	N

I45	197	Truck stop	Surface	Y	Private	Colocated	N
		Truck stop	Surface	Y	Private	Colocated	N
		Truck stop	Surface	N	Private	Colocated	N
		Truck stop	Surface	N	Private	Colocated	N
	178	Truck stop	Surface	Y	Private	Colocated	Y
		Truck stop	Surface	Y	Private	Colocated	Y
		Truck stop	Surface	Y	Private	Colocated	Y
		Truck stop	Surface	Y	Private	Colocated	Y
	164	Truck stop	Surface	Y	Private	Colocated	N
		Truck stop	Surface	Y	Private	Colocated	N
		Truck stop	Surface	Y	Private	Colocated	N
		Truck stop	Surface	Y	Private	Colocated	N

Source: NCTCOG/DFW Clean Cities

*NCTCOG/DFW Clean Cities has identified the properties listed above as being located along highway corridors in areas that potentially fill gaps in the existing EV charging network. Listing of a particular exit does not imply any endorsement or promotion of EV charging at any specific company in proximity to the location over another, nor does it imply any intent or agreement by these sites to install EV charging. This list was developed for informational purposes only.

** The Texas Electric Transportation Alliance (TxETRA) recommended electric charging sites during the Electrify America Cycle 3 comment period. Some of these locations were also identified using NCTCOG's analysis.

Data of existing Electric Vehicle (EV) charging stations was gathered by using the Alternative Fueling Station Locator tool from the Alternative Fuels Data Center (AFDC) website on June 2020. Initial data included EV charging stations with CCS and CHAdeMO connectors.

2021 EVSE Needs Analysis by Urbanized Area

Conducted by NCTCOG, May 2021

SCENARIO 1: Current EV Registration

Methodology: Evaluated using EVI-Pro Lite Tool, using DFW Clean Cities current EV Registration Data by priority area and EVSE data from the Department of Energy Alternative Fuels Station Locator

Key: EVI-Pro Lite calculates the total amount of plugs needed to support the specific amount of EVs within that region. The assumptions within the tool vary the amount of plugs needed, including: multifamily population, percent battery electric (BEV) vs. plug-in hybrid electric (PHEV), and what assumption of PHEV support. These are NOT additional plugs needed, these are total plugs needed within that region to support the current amount of registered vehicles. Cells in RED are highlighted as the calculated plug need in that region is greater than the amount of available existing plugs for that EVSE type.

URBANIZED AREAS																		
	Texas		Dallas-Fort Worth			Austin			Houston		San Antonio		El Paso		Bell County		Beaumont-Port Arthur	
EV-Pro Lite Assumption	# of Total Plugs Needed in 2021	# of Total Plugs Needed in 2021	Plugs Needed	Plugs Deficit	Plugs Needed	Plugs Deficit	# of Total Plugs Needed in 2021	Plugs Needed	Plugs Deficit	# of Total Plugs Needed in 2021	Plugs Needed	Plugs Deficit	# of Total Plugs Needed in 2021	Plugs Needed	Plugs Deficit	# of Total Plugs Needed in 2021	Plugs Needed	Plugs Deficit
Partial Support of PHEVs	1245	456	268		282		99	22	11	2	18%	6						
Public Level 2	816	286	173		177		67	16	8	4								
Public DC Fast	429	170	95	21%	105	16%	32	105	3	3	100%	2						
Total	668	261	146		162		50	9	4	3								
No Support of PHEVs	239	91	51		57		18	3	1	1								
Public Level 2	429	170	95	21%	105	16%	32	6	3	3	100%	2						
Public DC Fast	1823	651	389		403		148	35	18	9	50%	10						
Total	1394	481	294		298		116	29	15	6	40%	8						
Full Support of PHEVs	429	170	95	21%	105	16%	32	6	3	3	100%	2						
Priority Rank Based on Results		2	3		6		7		5	1								4

Existing EVSE Stations by Urbanized Area as of May 2021- Source: EVI-Pro Lite tool, Department of Energy Alternative Fuel Data Center Station Locator

EVI-Pro Lite separates EVSE analysis by Urbanized Areas defined by the US Census at https://www2.census.gov/geo/pdfs/maps-data/maps/reference/2010UAUC_List.pdf. Urbanized areas do not encompass all stations within each region. All numbers are based upon plugs and not stations. There may be multiple plugs per station.

URBANIZED AREAS																	
	Texas		Dallas-Fort Worth-Arlington Denton-Lewisville McKinney			Austin		Houston-Texas City Conroe The Woodlands		San Antonio		El Paso		Killeen Temple		Beaumont Port Arthur	
	Total	Public Level 2 plugs	Public DC Fast plugs	# of Existing Plugs	Total	Public Level 2	Public DC Fast	Total	Public Level 2	Public DC Fast	Total	Public Level 2	Public DC Fast	Total	Public Level 2	Public DC Fast	
	4726	1295	915	915	1064	347	300	347	69	9	11	9	9	9	7	4	
	3979	1161	797	797	984	300	47	300	56	9	7	9	9	7	4		
	747	134	118	118	80	47		47	13	0		0					

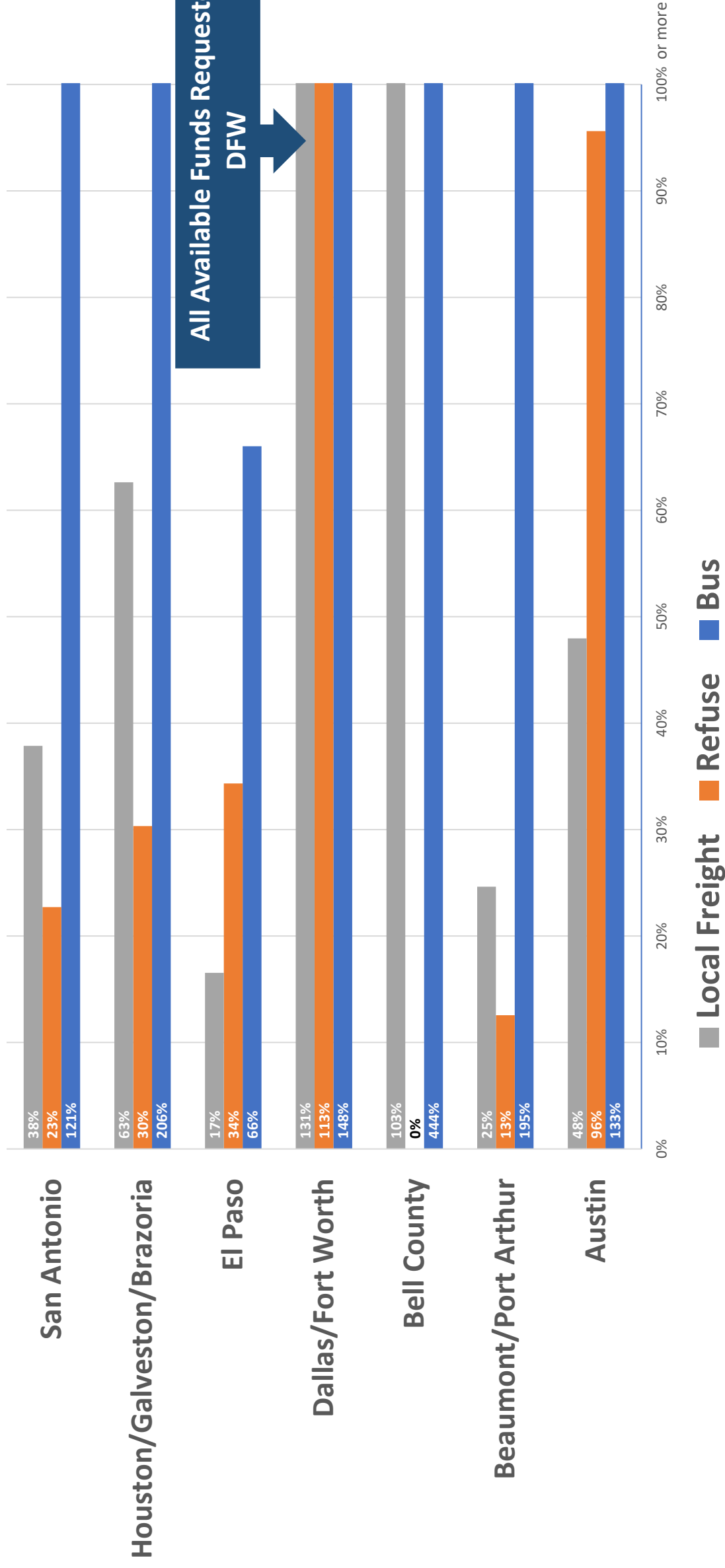
Registered EVs as of May 2021- Source: DFW Clean Cities EV Registration Tools

EV registration numbers are pulled from the counties identified as priority areas in the Texas Volkswagen Mitigation Action Plan (TxVEMP) at https://www.tec.texas.gov/assets/public/implementation/air/terp/VW/RG-537_Revised_May_2020.pdf

Texas Volkswagen Mitigation Action Plan (TxVEMP) Priority Areas																		
	Texas		Dallas-Fort Worth			Austin		Houston Galveston Brazoria		San Antonio		El Paso		Bell County		Beaumont-Port Arthur		
	Total Registered EVs*	BEV**	100 mile range	250 mile range	20-mile range	50 mile range	Total Registered EVs*	BEV**	100 mile range	250 mile range	20-mile range	50 mile range	Total Registered EVs*	BEV**	100 mile range	250 mile range	20-mile range	50 mile range
	41859	72.72%	21.82%	50.90%	8.18%	19.10%	8393	73.07%	21.92%	51.15%	8.08%	18.85%	9138	60.90%	18.27%	42.63%	11.73%	27.37%
	14666	75.10%	22.53%	52.57%	7.47%	17.43%	8393	73.07%	21.92%	51.15%	8.08%	18.85%	9138	60.90%	18.27%	42.63%	11.73%	27.37%
	3422	70.40%	21.12%	49.28%	8.88%	20.72%	8393	73.07%	21.92%	51.15%	8.08%	18.85%	9138	60.90%	18.27%	42.63%	11.73%	27.37%
	631	57.40%	17.73%	41.37%	12.27%	29.82%	8393	73.07%	21.92%	51.15%	8.08%	18.85%	9138	60.90%	18.27%	42.63%	11.73%	27.37%
	315	59.10%	17.73%	41.37%	12.27%	29.82%	8393	73.07%	21.92%	51.15%	8.08%	18.85%	9138	60.90%	18.27%	42.63%	11.73%	27.37%
	142	40.90%	12.27%	28.63%	28.63%		8393	73.07%	21.92%	51.15%	8.08%	18.85%	9138	60.90%	18.27%	42.63%	11.73%	27.37%

PERCENT FUNDING REQUESTED BY REGION

Percent Available Funds Requested by Funding Round



ATTACHMENT C

Letter to Governor Abbott on Electric School Buses

Environment Texas invites community leaders across Texas, including school board members, directors of transportation, health professionals, and others to add their names to the following letter to Governor Abbott on protecting children's health by replacing diesel school buses with clean electric buses. To sign and support this letter, please fill out the form below.

Dear Governor Abbott,

We write to ask you to protect children's health by helping school districts replace dirty diesel school buses with clean electric buses. Specifically, we request that you reallocate unspent funds from the Texas Volkswagen Environmental Mitigation Program toward a new funding round open only to electric buses and support full funding for, and improvements to, the Texas Emissions Reduction Program (TERP) Clean School Bus Program in the upcoming legislative session.

As parents, teachers, administrators, and school board members, we are very concerned with the daily exposure of our children to toxic diesel exhaust.

Approximately 95 percent of school buses, carrying some of the most vulnerable passengers, run on diesel. Numerous studies have shown that inhaling diesel exhaust can cause respiratory diseases and worsen existing conditions like asthma. The negative effects are especially pronounced in children.

Diesel exhaust is internationally recognized as a cancer-causing agent and classified as a likely carcinogen by the U.S. Environmental Protection Agency. In a study of 61 million people in 2015, researchers found that exposure to diesel soot and ground-level ozone created by diesel exhaust was linked to higher rates of mortality. New diesel still has some of these negative emissions.

A new study from the Brookings Institute analyzed 2,656 school bus retrofits in Georgia which reduced harmful emissions by 95%. Approximately 750,000 students were part of this data set each year from 2007-2017. Researchers saw significant improvements in students' respiratory health, with twice the benefit for elementary students, whose younger age increases their vulnerability. The study also found strong evidence of academic improvements after the change, most significantly noted in English test scores.

Getting to school shouldn't include a daily dose of toxic pollution or increase the chances that people will get sick. The good news is that Texas can clean up its buses by making them electric. All-electric buses are here, and they're cleaner, healthier and often cheaper for transit agencies, school districts and bus contractors to run in the long-term. To clear our air and protect our health, we urge you to help accelerate the replacement of diesel and other fossil fuel-powered buses with clean, electric buses.

Dramatic declines in battery costs and improvements in performance, including expanded driving range, have made electric buses a viable alternative to diesel-powered and other fossil fuel buses. Additionally electric school buses have no tailpipe emissions.

There is significant demand for clean school buses. TCEQ awarded \$56,962,317 from the VW Grants for School Buses, Shuttle Buses, and Transit Buses, compared to \$84,840,054 requested. The program was extremely popular and was the only VW grant round to run out of funding. The others haven't even come close.

However, those funds went almost exclusively to new diesel buses. Proposals for electric buses often take

longer to prepare, given the necessity to coordinate with electric utilities and plan for new infrastructure. As a result, we need a new program which gives school districts interested in electric buses the ability to properly compete.

Everman ISD (near Fort Worth) received the only VW grant for electric buses. Each electric school bus is expected to save the District nearly \$2,000 a year in fuel and \$4,400 a year in reduced maintenance costs compared to a diesel school bus, saving tens of thousands of dollars over the lifetime of a bus. While the total lifetime cost of an electric school bus is lower than a diesel bus because of these fuel savings, electric school buses do have a higher upfront cost. State grants can mitigate the upfront cost and help school districts save money during these difficult times.

We respectfully request you take the following actions to help more Texas school districts buy electric buses:

- Reallocate unspent Texas VW funds to an additional funding round that will be open only to electric buses.
- Support \$22 million in funding for the TERP Clean School Bus Program. In the last biennium, this program received \$6.2 million. Under HB 3745 funding for the TERP Clean School Bus Program's budget will increase to as much as \$22 million in the new biennium, as long as budget writers don't use the clean air funds for other purposes. The Legislature should also amend the program to specifically encourage electric buses.

We request the opportunity to meet with you or your staff to discuss in greater detail our ideas for protecting children's health by investing in electric school buses.

Sincerely,

Luke Metzger, Executive Director, Environment Texas
Douglas Becker, Managing Director of Transportation, Frisco ISD
Stacey Abel, Policy and Communications, Texas Electric Transportation Resources Alliance (TxETRA)
Rebecca Hallmark, Superintendent, Garner ISD
Kiley Zylman, School board Trustee, Garner ISD
Sarah Pennebaker, Trustee, Garner ISD School Board
BJ Carlton, Director of Operations, Garner ISD
Kathy Wakefield, Teacher, Garner ISD
Diane Shaw, Principal, Garner ISD
Terry Penn, Director of Transportation, Rockwall ISD
Bill Powell, Assistant Superintendent for Support Services, Cypress-Fairbanks ISD
Greg Fletcher, Director of Operations, Paradise ISD
Andrew Dillon, Innovation Fellow, West Monroe
Patrick A Cardoza, Director, Kaufman ISD
Kayne Smith, Director of Transportation Services, Cypress-Fairbanks ISD
Sandra Holliday, Manager, Houston-Galveston Area Council
David Brower, Trustee, Garner ISD
Steve McKee, Executive Director, Texas Physicians for Social Responsibility
Jason Gillis, Transportation Director, Everman ISD
Catherine Flowers, Texas Field Organizer, Moms Clean Air Force
Bay Scoggin, Director, TexPIRG
Bakeyah Nelson, Executive Director, Air Alliance Houston
Mike Herschenfeld, CEO, BlueScope Group
Michael J. Osborne, Chair Board of Directors, Texas Transportation Resources Alliance (TxETRA)
Hanna Mitchell, Program Director, Solar United Neighbors
Aaryaman Singhal, Environment and Sustainability Committee, Dallas ISD
Molly Rooke, Environment and Sustainability Committee, Dallas ISD
Jessica House, Environment and Sustainability Committee, Dallas ISD
Jack Youngkin, Director of Transportation, Garland ISD

Arati Singh, Trustee, Austin ISD
Mellen West, Member, DISD Sustainability Subcommittee
Jimmy W. Hosch, Team Leader, 350Dallas

SOURCES:

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https://www.tceq.texas.gov/assets/public/implementation/air/terp/VW/TxVEMP_Buses_Status_4.27.2020.pdf

Source: Environment Texas

Accessed online through Google docs: https://docs.google.com/forms/d/1m-QzPb-3g4MdSrCzGEYsjr0YiTnDZSvVc_-qF9Xv0TM/viewform?gxids=7628&edit_requested=true



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

September 13, 2018

Texas Commission on Environmental Quality
Air Quality Division
Implementation Grants Section, MC-204
P.O. Box 13087
Austin, TX 78711-3087
ATTN: VW Settlement

Re: Comments Regarding Draft Beneficiary Mitigation Plan for Texas

Dear Chairman Niermann:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth area, attached are formal comments on the Draft Beneficiary Mitigation Plan (Plan) for Texas. The RTC appreciates the hard work completed by the Texas Commission on Environmental Quality (TCEQ) staff in developing the draft Plan and supports the goals laid out by the TCEQ. We are in agreement with several elements of the Plan, including:

- Requiring some match for all projects;
- Setting aside funding for statewide zero-emission vehicle infrastructure; and
- Dedicating 81 percent of funds for eligible mitigation actions in certain "priority areas" of the state to maximize impacts.

However, after review of the Plan, the RTC requests that certain items be revised as the Plan is finalized. These items are detailed in the enclosed policy paper and accompanying attachments. We appreciate the TCEQ's recognition of the important role that Councils of Governments and MPOs play, and the commitment to give particular weight to comments received from our organization along with our peers across the state.

The RTC wishes to convey our commitment to partnership with regard to implementation of these funds. We appreciate your consideration of these recommendations, and will schedule a meeting to discuss these points in the event you have any questions. In the meantime, please contact Chris Klaus, Senior Program Manager of Air Quality Planning and Operations at the North Central Texas Council of Governments, at (817) 695-9286 or cklaus@nctcog.org.

Sincerely,

A handwritten signature in black ink, appearing to read "G. Fickes", is written over a horizontal line.

Gary Fickes
Chair, Regional Transportation Council
Commissioner, Tarrant County

LPC:ch
Enclosure

cc: Donna Huff, Director, Air Quality Division, TCEQ
Joe Walton, Manager, Implementation Grants Section
Steve Dayton, Technical Specialist, Implementation Grants Section
Chris Klaus, Senior Program Manager, NCTCOG

Regional Transportation Council Policy Paper Regarding Requested Changes to the Draft Beneficiary Mitigation Plan (Plan) for Texas as Released August 8, 2018

The Regional Transportation Council (RTC) requests the following be revised as the Plan is finalized.

1. Provide a Fair-Share Funding Allocation to the Dallas-Fort Worth (DFW) Area

The proposed funding allocation to the DFW Area, which is approximately \$29 million, is inexplicably low and should be modified to properly reflect an equitable distribution based on realistic expectations and technical data. The Texas Commission on Environmental Quality (TCEQ) lists the first two goals as reducing nitrogen oxides (NO_x) emissions in the areas most impacted by emissions, and reducing the potential for exposure of the public to pollutants. The Plan identifies a two-thirds to one-third division of funding between areas “close” to the ozone standard and the long-time ozone nonattainment areas. This proposal lacks sufficient technical details and ignores regional fair-share funding allocation. As the DFW Area is designated nonattainment for both the 2008 and 2015 ozone standards with a population of over 7 million persons, a higher allocation of funding to DFW is critical to meeting the stated goals of the TCEQ. The RTC previously recommended that the DFW Area receive approximately \$63 million of the Texas allocation, and stands by this original recommendation.

To aid the TCEQ’s fair-share technical assessment, the North Central Texas Council of Governments (NCTCOG) staff evaluated various metrics to determine if the original \$63 million request was valid. A summary of this evaluation is detailed in Attachment 1. This analysis shows that regardless of what metric is used to determine funding distribution across the state, the appropriate allocation to the DFW Area is far greater than what has been proposed. Thus, the RTC reiterates the need for a substantially higher allocation to the DFW Area and recommends a data-based, transparent explanation of methodology for geographic distribution in the final Plan.

2. Allow Regional Agencies to Serve as Third-Party Administrators of Mitigation Trust Funds

The RTC reiterates our previous recommendation that the TCEQ allow Councils of Governments (COGs) to serve as third-party administrators of the Trust in their areas. Regional agencies add value by being more closely attuned to regional priorities and opportunities. Moreover, the NCTCOG houses the DFW Clean Cities Coalition, which focuses on working with fleets and is a natural conduit for connecting with potential applicants and leveraging national expertise on vehicle technologies eligible under the Plan. NCTCOG has also proven its abilities as a third-party administrator of Texas Emissions Reduction Plan (TERP) funds.

The RTC respects the TCEQ’s aggressive proposal to limit administrative costs to only four percent. We support the effort to maximize funding available for project implementation. Therefore, the RTC commits that if allowed to serve as a third-party administrator, the NCTCOG would not charge any administrative costs to the Mitigation Trust fund. All administrative costs would be paid through other funding sources available to NCTCOG, thus preserving 100 percent of the funds allocated to the DFW Area for project implementation.

3. Update Emission Calculation Methodology to Use Latest/Greatest Tools

The RTC recommends the TCEQ update its emissions calculation practices to other commercially available and user-friendly tools that provide more robust project analysis, rather than rely on the in-house TERP calculator that has been proposed. It is highly recommended that the TCEQ utilize the Argonne National Laboratory Alternative Fuel Life-Cycle Environment and Economic Transportation (AFLEET) Tool for quantification of all on-road vehicle projects. AFLEET includes adjustment factors for new diesel engines that reflect the higher emission rates at low speeds, based on the real-world research detailed in Attachment 2, and will also provide multi-pollutant emissions benefits. The Environmental Protection Agency's Diesel Emissions Quantifier (DEQ) tool is recommended for non-road projects, as it also provides multi-pollutant benefits.

TERP methodology is inadequate for two reasons. First, it only estimates impacts of a single pollutant, NO_x. While NO_x emissions are the focus of the Trust, multi-pollutant benefits should be quantified in order to provide a more holistic view of Mitigation Plan impacts. Second, and more importantly, TERP methodology relies on engine certification to determine emission rates. Numerous studies have shown that the newest, cleanest diesel engines emit NO_x at rates far higher than their certification levels under various conditions, especially when at low speeds. A sample listing of research projects on this topic is included as Attachment 2. Thus, relying on engine certification alone will underestimate the emissions of new diesel engines, and overestimate potential emissions reductions achieved. This not only delays progress in reaching attainment, but also has consequences for project selection. As the Volkswagen Settlement put much emphasis on all-electric technology, it is likely that submitted projects will include several all-electric projects, as well as other alternative fuels. These technologies typically cost more, but because they can achieve superior emissions reductions, have the potential to be competitive on a cost-effectiveness basis if real-world emissions expectations are considered. If a competitive evaluation is based only on certification data, the underestimation of new diesel emissions will likely result in a decision to award funding to a project that appears to be more cost-effective on paper only, at the expense of an alternative fuel vehicle project that would have achieved more emissions reductions. Ironically, the discrepancy between certified and real-world emissions rates is what led to the Volkswagen Settlement and development of the Mitigation Trust.

4. Confirm and Clarify Equal Eligibility of Zero-Emission Vehicle Infrastructure

It is our understanding that for heavy-duty replacement or repower projects involving a new all-electric vehicle, both hydrogen refueling and electric recharging infrastructure are equally eligible to receive up to 60 percent funding as part of the project costs. The RTC supports this interpretation as it provides equity between multiple fuel types, within the constraints of the court settlement. However, we recommend that the TCEQ clarify this by adding a definition of "charging infrastructure" that specifies both hydrogen and battery-electric eligibility, similar to the definition of "All-Electric".

5. Quantify Cost Effectiveness Based Only on Mitigation Plan Funding

The RTC recommends that the TCEQ only consider the amount of Mitigation Plan funding requested for a project when calculating cost effectiveness. Applicants are likely to leverage Mitigation Plan funding with other sources to offset match requirements or to enable a smaller funding request that would make more expensive projects, such as those involving alternative fuels or infrastructure to support all-electric vehicles, more competitive on a cost-effectiveness evaluation. These projects should not be penalized for leveraging other funding sources to stretch limited dollars further.

Summary of DFW Area Fair-Share Allocation Under the Draft Beneficiary Mitigation Plan for Texas

Exhibit 1: Potential Fair Share Allocations to DFW Area Based on Various Metrics

Metric	DFW Area as % of Areas Originally Recommended by the Regional Transportation Council	DFW Area as % of Counties Proposed as Priority Counties by the TCEQ
Registered Violating Vehicles	32.77%	41.10%
Population	35.97%	41.21%
Vehicle Miles of Travel	38.82%	44.26%
NO _x Emissions	37.14%	42.66%
VOC Emissions	36.13%	40.76%
Heavy-Duty Diesel Vehicles Eligible for Replacement/Repower	34.04%	38.37%

Exhibit 2: Potential Fair Share Allocations to DFW Area Based on Various Metrics

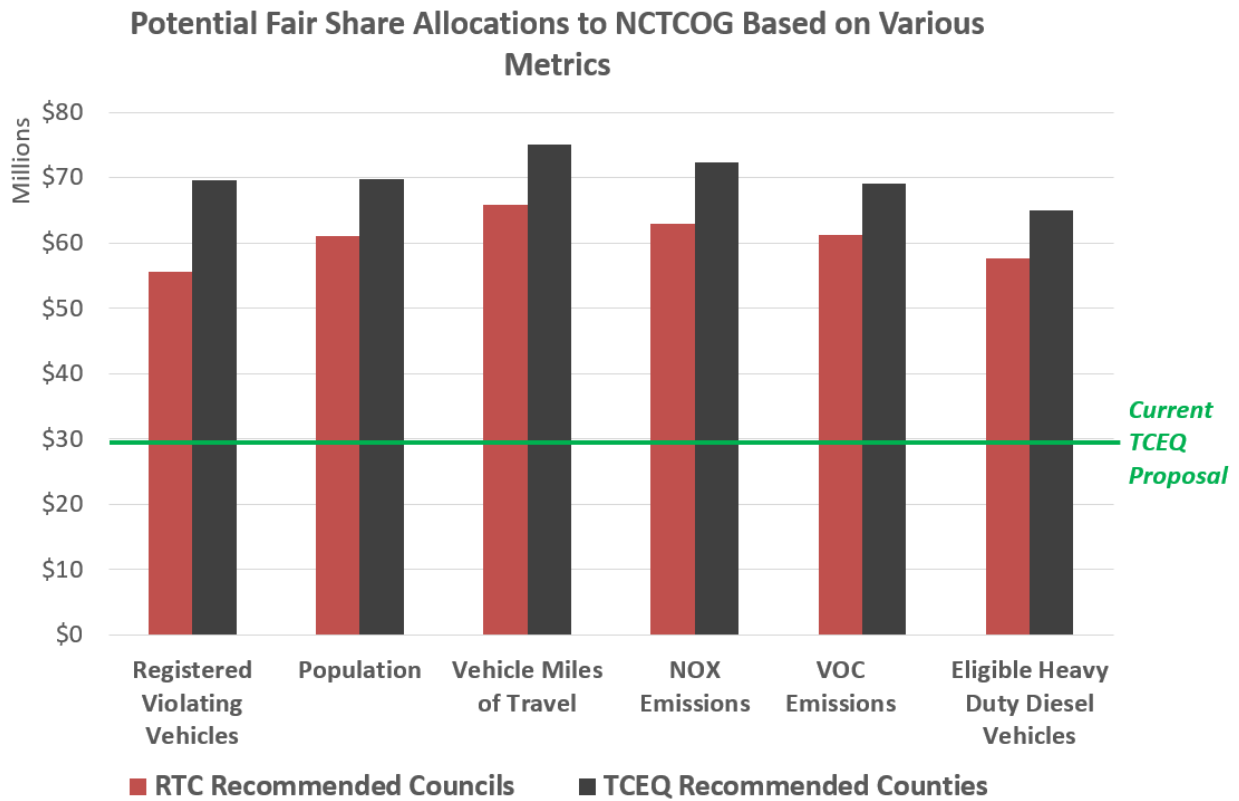
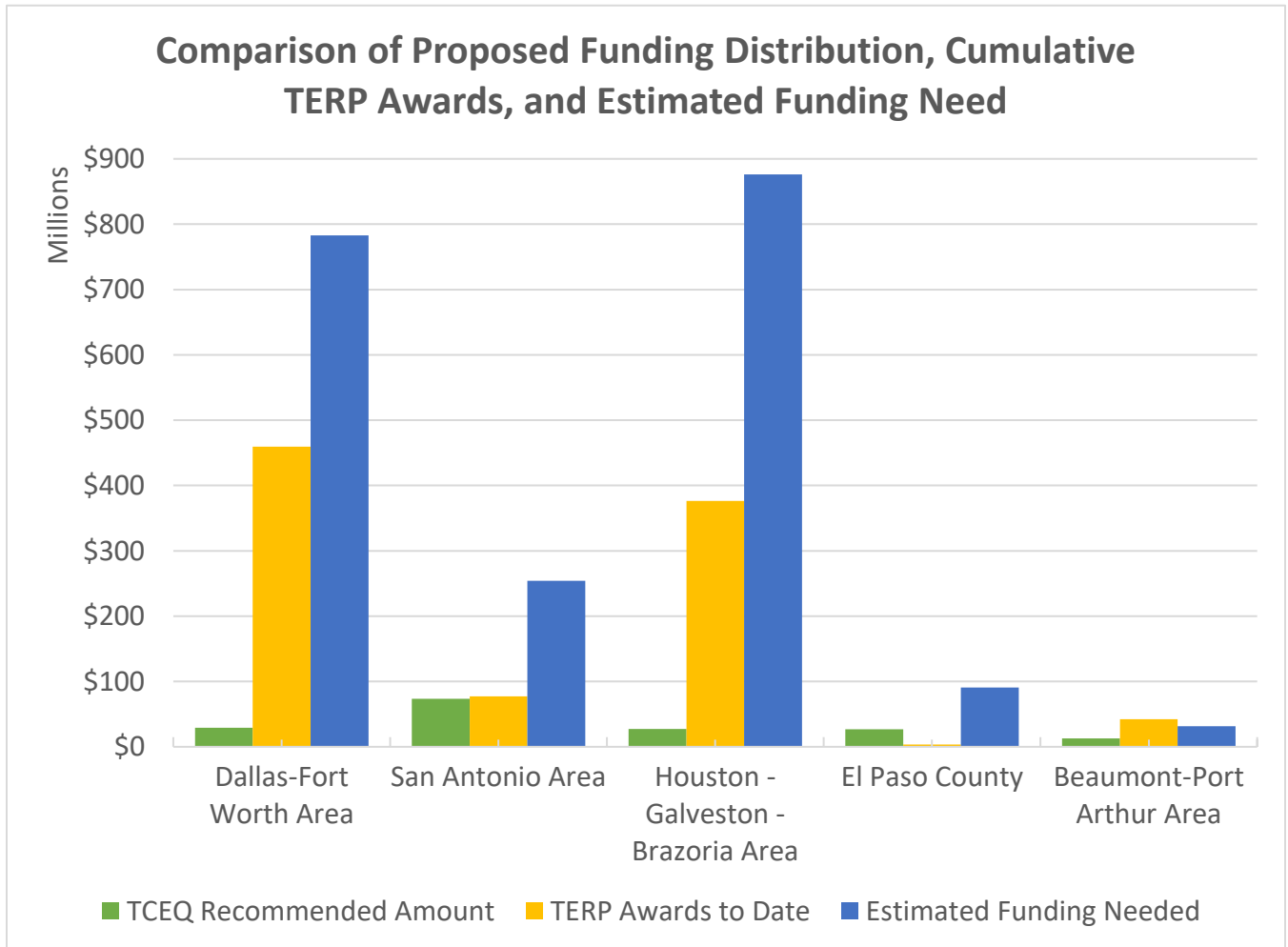


Exhibit 3: Estimated Distribution of Eligible Heavy-Duty Diesel Vehicles and Funding Need Among TCEQ-Proposed Priority Areas

Region	Estimated Number of Eligible Vehicles	Minimum Funding Need (in Millions)
Dallas-Fort Worth	21,340	\$782.8
San Antonio	6,877	\$254.2
Houston–Galveston-Brazoria	23,989	\$876.0
El Paso	2,475	\$90.6
Beaumont-Port Arthur	726	\$31.3

NCTCOG evaluated Department of Motor Vehicle Registration Data as of August 20, 2018 and identified potentially eligible heavy-duty diesel vehicles based on model year, gross vehicle weight, fuel type, and vehicle type. Minimum Funding Need is based on lowest estimated project cost identified by TCEQ in Table D.3 of the Draft Beneficiary Mitigation Plan for Texas, multiplied by the number of vehicles in each area of that type.

Exhibit 4: Comparison of TCEQ-Proposed Funding, Estimated Funding Needs from Exhibit 3, and Cumulative Texas Emissions Reduction Plan Funds Awarded from 2001-2017



Subset of Research Indicating that Heavy-Duty Diesel Engine Emissions Certification Levels are not an Accurate Indication of Real-World Emissions of Nitrogen Oxides (NO_x)

1. Seunju Yoon et al. "Comparison of NO_x Emissions from In-Use 2010 Technology Heavy-Duty Engines to Their Certification Standards." 25th CRC On-road Emissions Workshop, March 23-25, 2015, Long Beach, CA. California Air Resources Board (2015). <https://www.arb.ca.gov/research/veh-emissions/onroad-nox/crc2015-nox.pdf>
 - Slide 14: "In-use NO_x emissions from 2010 diesel trucks were higher than the certification standard and the certification level NO_x."
2. Johnson, Kent et al. "Ultra-Low NO_x Natural Gas Vehicle Evaluation ISL G NZ." Center for Environmental Research & Technology, University of California Riverside (2016). http://www.cert.ucr.edu/research/efr/2016%20CWI%20LowNOx%20NG_Finalv06.pdf
 - Section 1.2, page 11: "Although the 2010 certification standards were designed to reduce NO_x emissions, the in-use NO_x emissions are actually much higher than certification standards for certain fleets... For diesel engines low load duty cycles have a significant impact in the NO_x emissions... The cold start emissions were ten times higher than the certification standard and much higher than the corresponding hot start emissions... The main cause for the high NO_x emissions is low selective catalytic reduction (SCR) inlet temperatures resulting from low power operation."
3. Anenberg, Susan C. et al. "Impacts and mitigation of excess diesel-related NO_x emissions in 11 major vehicle markets." *Nature* 545 (2017). <https://www.nature.com/articles/nature22086>
 - Pages 467-471: "...across 11 markets, representing approximately 80 per cent of global diesel vehicle sales, nearly one-third of on-road heavy-duty diesel vehicle emissions... are in excess of certification limits."
4. Thiruvengadam, Arvind, et al. "Emission Rates of Regulated Pollutants from Current Technology Heavy-Duty Diesel and Natural Gas Goods Movement Vehicles. *Environ. Sci. Technol.* 49.8 (2015). <https://pubs.acs.org/doi/10.1021/acs.est.5b00943>
 - Pages 5236-5244: "The low percentage of activity SCR over the local and near-dock cycles contributed to a brake-specific NO_x emissions that were 5-7 times higher than in-use certification limit."
5. Quiros, David C. et al. "Real-World Emissions from Modern Heavy-Duty Diesel, Natural Gas, and Hybrid Diesel Trucks Operating Along Major California Freight Corridors." *Emission Control Science and Technology* 2.3 (2016)<https://link.springer.com/article/10.1007/s40825-016-0044-0>
 - Pages 156-172: "The ranking of certification NO_x emissions for the seven engines reported during engine-dynamometer-based certification was not maintained during real-world testing; for example, highway driving NO_x emissions were lower than certification values for some engine families and higher than certification values for others."
6. Center for Alternative Fuels, Engines, and Emissions, West Virginia University. In-Use Emissions and Performance Testing of Propane-Fueled Engines. (2017).
 - Summary Attached, courtesy of the Texas Propane Gas Association.

West Virginia University (WVU) In-Use Emissions and Performance Testing of Propane-Fueled Engines

West Virginia University performed a research program for PERC to establish exhaust emissions and performance characteristics of propane-fueled vehicles/engines through in-use testing methods in comparison to vehicles/engines fueled with other common transportation fuels. WVU used portable emissions measurement systems (PEMS) on each vehicle to collect the data (CO, CO₂, NO_x, and total hydrocarbon emissions) as they drove predetermined test routes using hot and cold starts. The Morgantown route consisted of city and highway driving, while the Stop and Go route simulated low speed operation and passenger pick up. The table below shows the specifications of the tested school buses.

Fuel	Propane (LPG)	Ultra-Low Sulfur Diesel
Vehicle	Blue Bird School Bus (6.8L, 10 Cylinder)	Blue Bird School Bus (6.7L, 6 Cylinder)
Model Year	2015	2014
Exhaust Aftertreatment	Three-Way Catalyst	Diesel Oxidation Catalyst, Diesel Particulate Filter, Selective Catalytic Reduction System

Pros: The approach to collect real-world data on specific propane-fueled vehicles/engines was robust and accurate. NO_x results are very favorable for propane.

Cons: The results are specific to the conditions of the test environment and differ from the requirements (e.g., temperature) for engine certification testing.

Noteworthy Results

- 96% NO_x reduction: Propane school bus vs. diesel school bus (stop-and-go route)
- >95% NO_x reduction: Propane school bus vs. diesel school bus (Morgantown route, cold start)
- >93% NO_x reduction: Propane school bus vs. diesel school bus (Morgantown route, hot start)
- >13% CO₂ reduction: Propane school bus vs. diesel school bus (stop-and-go route)

The findings from the WVU in-use tests of high NO_x emissions for heavy-duty vehicles are supported by other tests in literature. See “Real-World Emissions from Modern Heavy-Duty Diesel, Natural Gas, and Hybrid Diesel Trucks Operating Along Major California Freight Corridors” ([link](#)) and “Emission rates of regulated pollutants from current technology heavy-duty diesel and natural gas goods movement vehicles” ([link](#)).



North Texas Regional Integration of Sustainability Efforts (RISE) Coalition

Regional Transportation Council

Chris Klaus, TR Dept., Senior Program Manager
Tamara Cook, E&D Dept., Senior Program Manager

August 12, 2021

Purpose

To engage interested local governments in peer-exchange opportunities to support sustainability and environmental initiatives.

**Align regional
partner initiatives**

**Leverage regional
resources and share
best practices**

**Provide networking
and capacity
building
opportunities**

**Identify funding
opportunities for
projects**

Provide mentorship

**Collaborate as a
group on regional
sustainability
projects and
initiatives**

North
Texas
RISE
Coalition

Current Focus Topics

RISE Coalition is guided by a Work Program that is adopted annually

Current RISE Voting Members

- Carrollton
- Cedar Hill
- Dallas
- Denton
- Farmers Branch
- Fort Worth
- Lewisville
- Plano
- Tarrant Regional Water District

Key topics for FY2021 and beyond, include, but are not limited to:

- Regional Emissions Assessment
- Emissions Impact Analysis and Mitigation/Adaptation Strategy Development
- Urban Heat Island Reduction Strategy Analysis
- Food Diversion and Waste Reduction Programs



North
Texas
RISE
Coalition

RISE Coalition Membership

All local government members in North Central Texas are invited to join the RISE Coalition.

Quarterly in-person meetings are posted on the NCTCOG Events Calendar and on the RISE Coalition website at

<https://www.nctcog.org/envir/committees/regional-integration-of-sustainability-efforts-ris>

The RISE Coalition is a cost-share program. Contributions from member governments support the activities of the Coalition.

Please visit the RISE Membership page to learn more about FY2022 membership.

<https://www.nctcog.org/envir/development-excellence/rise-coalition/rise-membership>

North
Texas
RISE
Coalition

Get Involved

Next RISE Meeting
October 15, 2021
RSVP Requested

<https://www.nctcog.org/envir/committees/regional-integration-of-sustainability-efforts-ris>

NCTCOG's Free E-Mail Lists and Committee Updates

<https://www.nctcog.org/stay-informed?ext=>

<https://www.nctcog.org/envir/mail>

RISE Website:

<https://www.nctcog.org/envir/development-excellence/rise-coalition>



NCTCOG Greenhouse Gas Emissions Inventory Program

City Cohort

Licenses will be available for member cities to utilize ICLEI software (ClearPath) to produce their own Greenhouse Gas (GHG) emissions inventory using the U.S. Community Protocol for Accounting and Reporting of GHG emissions.

Greenhouse Gas Emissions Inventory Program Website:

<https://www.nctcog.org/trans/quality/air/emissions-inventories/local-regional-greenhouse-gas-emission-inventory>

Participating Cities:

Carrollton	Denton	Fort Worth	Grand Prairie	Mesquite	Plano
Cedar Hill	Farmers Branch	Frisco	Grapevine	Lewisville	Dallas (support city)



North
Texas
RISE
Coalition

Contacts

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Transportation
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CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

TIP CODE	CSJ	PROJECT SPONSOR	FACILITY	PHASE	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	REVISED START DATE	OBLIGATION STATUS	COMMENTS
40054	0902-90-076	TXDOT-FORT WORTH	CS	C	WALNUT CREEK ELEMENTARY PEDESTRIAN WALKWAY; ALONG STRIBLING DR/STRIBLING DR N FROM TIMBEROAKS DR TO STRIBLING CIR	ALONG HIGH CREST DR FROM STRIBLING DR TO WALNUT CREEK DR	SAFE ROUTES TO SCHOOL; PEDESTRIAN IMPROVEMENTS INCLUDING SIDEWALKS AND CROSSWALKS	\$250,421	\$0	\$62,605	\$313,026	\$250,421	08/2020	08/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF JULY 2020; FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION
40054	0902-90-076	TXDOT-FORT WORTH	CS	CE	WALNUT CREEK ELEMENTARY PEDESTRIAN WALKWAY; ALONG STRIBLING DR/STRIBLING DR N FROM TIMBEROAKS DR TO STRIBLING CIR	ALONG HIGH CREST DR FROM STRIBLING DR TO WALNUT CREEK DR	SAFE ROUTES TO SCHOOL; PEDESTRIAN IMPROVEMENTS INCLUDING SIDEWALKS AND CROSSWALKS	\$6,636	\$0	\$1,659	\$8,295	\$6,636	08/2020	08/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF JULY 2020; FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION
11913.2	0918-00-356	TXDOT-DALLAS	VARIOUS	I	DIGITAL VIDEO PROJECT; ON ALL STATE FACILITIES	IN THE DALLAS DISTRICT	UPGRADE ITS CCTV ANALOG CAMERAS LOCATED THROUGHOUT THE DALLAS DISTRICT (APPROXIMATELY 576) WITH DIGITAL CAMERAS TO BE COMPATIBLE WITH UPGRADED DALTRANS TRAFFIC MANAGEMENT CENTER VIDEO EQUIPMENT	\$2,300,000	\$575,000	\$0	\$2,875,000	\$2,300,000	09/2020	08/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF JULY 2020; FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION
14080	0902-90-163	GRAND PRAIRIE	VA	E	REGIONAL VELOWEB TRAIL FROM TERMINATION OF FORT WORTH TRAIL AT CITY LIMITS	MIKE LEWIS PARK AT EXISTING TRAIL NEAR ROY ORR BLVD	CONSTRUCT SHARED-USE PATH	\$220,508	\$0	\$55,127	\$275,635	\$220,508	06/2020	09/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF SEPTEMBER 2020; FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION
14080	0902-90-163	GRAND PRAIRIE	VA	ENV	REGIONAL VELOWEB TRAIL FROM TERMINATION OF FORT WORTH TRAIL AT CITY LIMITS	MIKE LEWIS PARK AT EXISTING TRAIL NEAR ROY ORR BLVD	CONSTRUCT SHARED-USE PATH	\$22,000	\$0	\$5,500	\$27,500	\$22,000	09/2020	09/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF SEPTEMBER 2020; FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION
14059	2208-01-070	TXDOT-FORT WORTH	SS 303	C	COLLINS ST	SH 360	CONSTRUCT NEW SIDEWALK, RECONSTRUCT EXISTING SIDEWALK, ADD LIGHTING, AND SIGNAGE	\$3,144,000	\$786,000	\$0	\$3,930,000	\$3,144,000	AZ	09/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF AUGUST 2020; FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION
11898.4	0718-02-074	TXDOT-FORT WORTH	FM 156	C	AT AVONDALE/HASLET PKWY		CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING LEFT AND RIGHT TURN LANES AND NEW SIDEWALKS	\$4,385,280	\$1,096,320	\$0	\$5,481,600	\$4,385,280	07/2020	10/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF SEPTEMBER 2020
11913	0918-00-353	TXDOT-DALLAS	VA	I	DIGITAL VIDEO PROJECT		PURCHASE NEW DIGITAL VIDEO SOFTWARE AND HARDWARE FOR TRAFFIC MANAGEMENT CENTER TO ALLOW FOR DIGITAL VIDEO TO BE INTEGRATED INTO THE TMC SOFTWARE, DISPLAYS, AND SHARING WITH PARTNER AGENCIES; INTELLIGENT TRANSPORTATION SYSTEM	\$1,200,000	\$300,000	\$0	\$1,500,000	\$1,363,468	09/2020	10/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF SEPTEMBER 2020; FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION
11898.3	0902-90-141	TXDOT-FORT WORTH	CS	C	ON AVONDALE-HASLET FROM INTERMODAL PARKWAY TO WEST OF HASLET COUNTY LINE ROAD;	HASLET PARKWAY/INTERMODAL PARKWAY CONNECTOR FROM IH 35W/SH 170 TO TRANSPORT DRIVE	ON AVONDALE-HASLET: CONST NEW 0 LN TO 4 LN AND RECONST AND WIDEN EXISTING 2 LN TO 4 LN DIVIDED URBAN ROADWAY AND NEW SIDEWALKS; ON HASLET PKWY/INTERMODAL PKWY: CONST 0 TO 4 LN DIVIDED URBAN WITH NEW SIDEWALKS	\$320,000	\$0	\$80,000	\$400,000	\$320,000	09/2020	10/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF SEPTEMBER 2020
25060	0902-90-036	TXDOT-FORT WORTH	CS	C	ON CHEEK SPARGER RD FROM SH 26	TO BROWN TRAIL	OVERLAY AND PAVEMENT MARKINGS; INSTALL SIDEWALKS, INCREASE SUPER ELEVATION, CONSTRUCT PAVED SHOULDERS (FROM SAN BAR LN TO E OF OAKBRIAR LN)	\$351,869	\$0	\$87,967	\$439,836	\$351,869	11/2020	11/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF AUGUST 2020; FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION
14010	1601-01-032	PARKER CO	FM 730	C	AT EAST LOOP		INTERSECTION IMPROVEMENTS, INCLUDING ADDITIONAL LEFT TURN LANES AND DEDICATED RIGHT TURN LANES AND NEW SIGNAL IMPROVEMENTS	\$980,000	\$245,000	\$0	\$1,225,000	\$980,000	08/2020	12/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF JULY 2020; FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION

CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

TIP CODE	CSJ	PROJECT SPONSOR	FACILITY	PHASE	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	REVISED START DATE	OBLIGATION STATUS	COMMENTS
14011	0008-03-119	PARKER CO	US 180	C	AT EAST LOOP		CONSTRUCTION OF INTERSECTION IMPROVEMENTS INCLUDING NEW TRAFFIC SIGNALS AND CONSTRUCTION OF DEDICATED TURN LANES	\$980,000	\$245,000	\$0	\$1,225,000	\$980,000	08/2020	12/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF JULY 2020; FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION
40060	0902-90-081	RICHLAND HILLS	CS	C	RICHLAND HILLS TRE CONNECTION; GLENVIEW DRIVE ON THE NORTH	INTERSECTION OF SH 121 WESTBOUND FRONTAGE ROAD AND HANDLEY-EDERVILLE ROAD ON THE SOUTH	CONSTRUCT BICYCLE AND PEDESTRIAN IMPROVEMENTS INCLUDING SHARED-USE PATH, BIKEWAYS, SIDEWALKS, CROSSWALKS, AND SIGNAGE	\$1,117,774	\$0	\$279,444	\$1,397,218	\$1,094,569	08/2020	12/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF JULY 2020; FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION
40060	0902-90-081	RICHLAND HILLS	CS	CE	RICHLAND HILLS TRE CONNECTION; GLENVIEW DRIVE ON THE NORTH	INTERSECTION OF SH 121 WESTBOUND FRONTAGE ROAD AND HANDLEY-EDERVILLE ROAD ON THE SOUTH	CONSTRUCT BICYCLE AND PEDESTRIAN IMPROVEMENTS INCLUDING SHARED-USE PATH, BIKEWAYS, SIDEWALKS, CROSSWALKS, AND SIGNAGE	\$76,233	\$0	\$19,058	\$95,291	\$79,551	08/2020	12/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF JULY 2020; FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION
14065	0918-47-274	DALLAS	VA	E	SOPAC TRAIL FROM INTERSECTION OF GREENVILLE AVENUE AND MEADOW	NORTHAVEN TRAIL	CONSTRUCT SHARED USE PATH	\$400,000	\$0	\$0	\$400,000	\$400,000	11/2020	09/2021 03/2021	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF SEPTEMBER 2020
14064	0918-47-273	DALLAS	VA	E	ON KCS TRAIL CONNECTOR FROM LBJ/SKILLMAN DART STATION	RICHARDSON CITY LIMIT	CONSTRUCT SHARED USE PATH	\$400,000	\$0	\$0	\$400,000	\$400,000	01/2021	09/2021	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF SEPTEMBER 2020
14013.3	0902-00-235	FORT WORTH	CS	E	CENTREPORT TRAIL FROM CENTREPORT STATION	CITY LIMITS	CONSTRUCT 12' WIDE SHARED-USE PATH	\$127,973	\$0	\$0	\$127,973	\$190,000	08/2020	12/2021	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF MARCH 2020
14013.2	0918-48-003	DART	VA	E	COTTON BELT VELOWEB TRAIL FROM DFW AIRPORT NORTH COTTON BELT STATION	SHILOH COTTON BELT STATION	DESIGN FOR COTTON BELT VELOWEB TRAIL (26 MILES) AND CONSTRUCTION OF MULTIPLE SECTIONS OF THE TRAIL CORRIDOR (IN COPPELL, CARROLLTON, ADDISON, DALLAS, PLANO, AND RICHARDSON)	\$14,830,000	\$0	\$0	\$14,830,000	\$14,830,000	11/2020	01/2021 (ACTUAL)	OBLIGATED (2021)	FUNDING HAS OBLIGATED AS OF JANUARY 2021
14013.2	0918-48-003	DART	VA	R	COTTON BELT VELOWEB TRAIL FROM DFW AIRPORT NORTH COTTON BELT STATION	SHILOH COTTON BELT STATION	DESIGN FOR COTTON BELT VELOWEB TRAIL (26 MILES) AND CONSTRUCTION OF MULTIPLE SECTIONS OF THE TRAIL CORRIDOR (IN COPPELL, CARROLLTON, ADDISON, DALLAS, PLANO, AND RICHARDSON)	\$150,000	\$0	\$0	\$150,000	\$150,000	11/2020	01/2021 (ACTUAL)	OBLIGATED (2021)	FUNDING HAS OBLIGATED AS OF JANUARY 2021
55108.1	0047-07-228	TXDOT-DALLAS	US 75	C	AT NORTHAVEN ROAD		CONSTRUCT BIKE/PEDESTRIAN BRIDGE OVER US 75 (ON SYSTEM SECTION)	\$5,680,000	\$1,420,000	\$0	\$7,100,000	\$3,996,564 \$6,383,704	06/2021	02/2021 (ACTUAL)	OBLIGATED (2021)	FUNDING HAS OBLIGATED AS OF JANUARY 2021
55108.2	0918-47-242	TXDOT-DALLAS	VA	C	ON NORTHAVEN TRAIL FROM WEST OF US 75 AT NORTHAVEN ROAD TO US 75 BRIDGE	AND FROM EAST OF US 75 TO WHITE ROCK CREEK TRAIL/COTTONWOOD TRAIL JUNCTION	CONSTRUCT APPROACHES TO A BICYCLE/PEDESTRIAN FACILITY OVER US 75 AND CONSTRUCT A BICYCLE/PEDESTRIAN BRIDGE OVER WHITE ROCK CREEK (OFF SYSTEM SECTION)	\$1,207,448	\$0	\$301,862	\$1,509,310	\$1,207,448	06/2021	02/2021 (ACTUAL)	OBLIGATED (2021)	FUNDING HAS OBLIGATED AS OF JANUARY 2021
14027	0918-47-290	CEDAR HILL	CS	C	ON WINTERGREEN ROAD	AT NEW CLARK ROAD	NEW SIGNAL IMPROVEMENTS, INCLUDING RETIMING	\$280,000	\$0	\$70,000	\$350,000	\$280,000	09/2020	03/2021 (ACTUAL)	OBLIGATED (2021)	FUNDING OBLIGATED AS OF MARCH 2021
11925	0008-12-095	TXDOT-FORT WORTH	IH 20	C	AT TRANSVISION TRAFFIC MANAGEMENT CENTER	ON IH 20 AT MCCART	PURCHASE NEW DIGITAL VIDEO SOFTWARE AND HARDWARE FOR TRAFFIC MANAGEMENT CENTER (TMC) TO ALLOW FOR DIGITAL VIDEO TO BE INTEGRATED INTO THE TMC SOFTWARE, DISPLAYS, AND TO ENABLE SHARING WITH PARTNER AGENCIES	\$2,250,000	\$562,500	\$0	\$2,812,500	\$1,558,823	08/2020	04/2021 (ACTUAL)	OBLIGATED (2021)	
40055	0902-90-079	NORTH RICHLAND HILLS	CS	C	NRH ACTIVE TRANSPORTATION PROJECTS FOR TRAIL/ON-ROAD BOUNDED BY NORTH TARRANT PARKWAY TO THE NORTH	PRECINCT LINE ROAD TO THE EAST, GLENVIEW DRIVE TO THE SOUTH, SUNCREST DRIVE TO THE WEST	CONSTRUCT BIKE/PED SAFETY IMPROVEMENTS INCL INSTALLING FLASHING BEACONS, BIKE/PED SIGNALS, CROSSWALKS, SIGNAGE, SIDEWALKS, BIKEWAYS, REFUGE ISLANDS AT INTERSECTIONS, AND SHARED USE PATH FROM EXISTING COTTON BELT TRAIL TO EXISTING JOHN BARFIELD TRAIL	\$308,647	\$0	\$77,162	\$385,809	\$301,653	09/2020	05/2021 (ACTUAL)	OBLIGATED (2021)	FUNDING HAS OBLIGATED AS OF MARCH 2021

CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

TIP CODE	CSJ	PROJECT SPONSOR	FACILITY	PHASE	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	REVISED START DATE	OBLIGATION STATUS	COMMENTS
13032	0009-02-067	TXDOT-DALLAS	SH 78	C	AT GASTON AVE		RECONFIGURE INTERSECTION WITH SIDEWALK IMPROVEMENTS	\$5,600,000	\$1,400,000	\$0	\$7,000,000	<u>\$4,884,196</u>	11/2020	05/2021 <u>(ACTUAL)</u>	OBLIGATED (2021)	<u>FUNDING OBLIGATED AS OF APRIL 2021</u>
11630.6	0008-08-077	GRAND PRAIRIE	SH 180	E	EAST OF HENSLEY	GREAT SOUTHWEST PKWY	INSTALLATION OF 4 NEW CCTV CAMERAS AND 5 NEW DMS ALONG SH 180 TO FACILITATE TRAFFIC MANAGEMENT BY VIEWING TRAFFIC CONDITIONS VIA CCTV AND ADJUSTING SIGNAL TIMING AND PROVIDING FEEDBACK TO MOTORING PUBLIC VIA DMS	\$40,000	\$10,000	\$0	\$50,000	<u>\$40,000</u>	08/2020	06/2021 <u>09/2022</u>	OBLIGATED (2021)	<u>FUNDING OBLIGATED AS OF APRIL 2021; PROJECT TO BE DELAYED TO FY 2023</u>
11652.1	0902-00-278	TXDOT-FORT WORTH	VA	C	VARIOUS LOCATIONS ALONG SH 199 AND US 377		INSTALLATION OF MINOR INTERSECTION IMPROVEMENTS, INCLUDING BROAD BAND RADIOS AND CCTV IP CAMERAS	\$133,200	\$33,300	\$0	\$166,500	<u>\$133,200</u>	09/2020	07/2021 <u>(ACTUAL)</u>	OBLIGATED (2021)	<u>FUNDING HAS OBLIGATED AS OF JUNE 2021</u>
54119.1	2964-10-008	TXDOT-DALLAS	SL 9	C	IH 35E	DALLAS/ELLIS COUNTY LINE	CONSTRUCT 0 TO 2 LANE FRONTAGE ROADS (ULTIMATE 6) INCLUDING TURN LANES	\$345,600	\$86,400	\$0	\$432,000	<u>\$345,600</u>	03/2021	7/2021 <u>(ACTUAL)</u>	OBLIGATED (2021)	<u>FUNDING OBLIGATED AS OF JUNE 2021</u>
54119.2	2964-10-009	TXDOT-DALLAS	SL 9	C	ELLIS/DALLAS COUNTY LINE	IH 45	CONSTRUCT 0 TO 2 LANE FRONTAGE ROADS (ULTIMATE 6) INCLUDING TURN LANES	\$326,400	\$81,600	\$0	\$408,000	<u>\$326,400</u>	03/2021	7/2021 <u>(ACTUAL)</u>	OBLIGATED (2021)	<u>FUNDING OBLIGATED AS OF JUNE 2021</u>
<u>54119.3</u>	<u>2964-12-001</u>	<u>TXDOT-DALLAS</u>	<u>SL 9</u>	<u>C</u>	<u>IH 35E</u>	<u>DALLAS COUNTY LINE</u>	<u>CONSTRUCT 0 TO 2 LANE FRONTAGE ROADS (ULTIMATE 6) INCLUDING TURN LANES</u>	<u>\$587,200</u>	<u>\$146,800</u>	<u>\$0</u>	<u>\$734,000</u>	<u>\$587,200</u>	<u>03/2021</u>	<u>7/2021 (ACTUAL)</u>	<u>OBLIGATED (2021)</u>	<u>FUNDING HAS OBLIGATED AS OF JUNE 2021; FUNDING HAD BEEN LISTED IN FY 2023, BUT HAS BEEN ADVANCED</u>
<u>54119.4</u>	<u>2964-12-002</u>	<u>TXDOT-DALLAS</u>	<u>SL 9</u>	<u>C</u>	<u>DALLAS/ELLIS COUNTY LINE</u>	<u>ELLIS/DALLAS COUNTY LINE</u>	<u>CONSTRUCT 0 TO 2 LANE FRONTAGE ROADS (ULTIMATE 6) INCLUDING TURN LANES</u>	<u>\$76,800</u>	<u>\$19,200</u>	<u>\$0</u>	<u>\$96,000</u>	<u>\$76,800</u>	<u>03/2021</u>	<u>7/2021 (ACTUAL)</u>	<u>OBLIGATED (2021)</u>	<u>FUNDING HAS OBLIGATED AS OF JUNE 2021; FUNDING HAD BEEN LISTED IN FY 2023, BUT HAS BEEN ADVANCED</u>
20096	0135-10-050	TXDOT-DALLAS	US 380	C	US 377	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 DR, WITH SIDEWALK IMPROVEMENTS	\$44,960,000	\$11,240,000	\$0	\$56,200,000	<u>\$44,960,000</u>	05/2021	08/2021 <u>05/2021</u>	OBLIGATED (2021)	<u>FUNDING HAS OBLIGATED AS OF JULY 2021</u>
40061	0902-90-082	FORT WORTH	VA	C	WJ TURNER ELEM, DIAMOND HILL ELEM AND BONNIE BRAE ELEM SCHOOL CAMPUSES BOUNDED BY W LORRAINE ST TO THE N	NORTH BEACH ST TO THE EAST; BRENNAN AVE TO THE S, TITUS ST TO THE W	CONSTRUCT NEW AND RECONSTRUCT EXISTING SIDEWALKS, DRIVEWAYS, CROSSWALKS, SIGNS, AND PEDESTRIAN SIGNALS (SAFE ROUTES TO SCHOOLS FOR 3 SCHOOLS IN NORTH DISTRICT)	\$764,577	\$0	\$191,144	\$955,721	<u>\$764,577</u>	07/2020	08/2021 <u>12/2021</u>	OBLIGATED (2021)	<u>FUNDING OBLIGATED AS OF JULY 2021; ISSUES WITH ENVIRONMENTAL CLEARANCE HAVE BEEN RESOLVED AND THE CITY OF FORT WORTH EXPECTS TO ADVANCE THE PROJECT IN FY 2021; PROJECT TO BE DELAYED TO FY 2022 DUE TO ISSUES WITH THE ENVIRONMENTAL CLEARANCE PROCESS</u>
40063	0902-90-083	FORT WORTH	VA	C	D MCRAE ELEM BOUNDED BY AVE J TO THE N, S AYERS AVE TO THE E, LITTLEJOHN AVE TO THE S, THRALL ST TO THE W; DAGGETT ELEM	BOUNDED BY WILLING/FAIRMOUNT AVE TO THE W, W RICHMOND AVE TO THE N, HEMPHILL ST TO THE E, CANTEY ST TO THE S	CONSTRUCT NEW AND RECONSTRUCT EXISTING SIDEWALKS, DRIVEWAYS, CROSSWALKS, SIGNS, AND PEDESTRIAN SIGNALS (SAFE ROUTES TO SCHOOLS FOR 2 SCHOOLS IN SOUTH DISTRICT)	\$406,255	\$0	\$101,564	\$507,819	<u>\$406,254</u>	07/2020	08/2021 <u>12/2021</u>	OBLIGATED (2021)	<u>FUNDING OBLIGATED AS OF JULY 2021; ISSUES WITH ENVIRONMENTAL CLEARANCE HAVE BEEN RESOLVED AND THE CITY OF FORT WORTH EXPECTS TO ADVANCE THE PROJECT IN FY 2021; PROJECT TO BE DELAYED TO FY 2022 DUE TO ISSUES WITH THE ENVIRONMENTAL CLEARANCE PROCESS</u>
14079	0918-47-295	DALLAS	CS	E	PARK LANE FROM GREENVILLE AVENUE	HEMLOCK AVENUE	RECONSTRUCT ROADWAY TO ACCOMMODATE BICYCLE LANE AND SIDEWALKS FROM GREENVILLE AVE TO HEMLOCK AVE; INTERSECTION IMPROVEMENTS AT SHADY BROOK AND 5-POINT INTERSECTIONS; RESTRIPE PAVEMENT TO ACCOMMODATE 4 THROUGH LANES WITH LEFT TURN LANES AND BICYCLE LANES	\$559,390	\$0	\$0	\$559,390	\$559,390	10/2020	09/2021 <u>06/2021</u>	OBLIGATED (2021)	FUNDING OBLIGATED AS OF FEBRUARY 2021
25066.2	0581-01-157	DALLAS	SL 12	E	AT CARBONDALE		CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING REGRADING, REPAVING, AND SIDEWALKS	\$160,000	\$40,000	\$0	\$200,000	<u>\$170,200</u>	09/2020	09/2021 <u>05/2021</u>	OBLIGATED (2021)	<u>FUNDING HAS OBLIGATED AS OF JULY 2021</u>

CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

TIP CODE	CSJ	PROJECT SPONSOR	FACILITY	PHASE	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	REVISED START DATE	OBLIGATION STATUS	COMMENTS
11657.1	0918-00-297	NCTCOG	VA	I	M&O - AIR QUALITY PUBLIC EDUCATION AND OUTREACH PROGRAM	IMPLEMENT STRATEGIC COMMUNICATION EFFORTS TO EDUCATE AND INFORM THE REGION ON TRANSPORTATION AND AIR QUALITY RELATED	ISSUES, INCLUDING STRATEGIES FOR IMPROVEMENT, FUNDING OPPORTUNITIES, TRAINING INITIATIVES, AND NEW PROGRAMS/POLICIES; MAJOR EFFORTS WILL FOCUS ON TRANSPORTATION AND AIR QUALITY, PUBLIC OUTREACH, EDUCATION, AND ENGAGEMENT PROGRAMS	\$1,560,000	\$0	\$0	\$1,560,000	\$0	06/2021	06/2021 08/2021	EXPECTED TO OBLIGATE IN FY 2021	
11616	0902-00-256	NCTCOG	VA	I	REGIONAL TRAFFIC SIGNAL RETIMING; DEVELOP AND IMPLEMENT TRAFFIC SIGNAL COORDINATION IN THE DFW NON-ATTAINMENT AREA;		INCLUDES IMPROVING SIGNAL OPERATION AND PROGRESSION THROUGH TRAFFIC SIGNAL RETIMING, EQUIPMENT AND IMPLEMENTATION, AND EVALUATION OF THE RESULTANT IMPROVEMENTS; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE	\$1,040,000	\$130,000	\$130,000	\$1,300,000	\$0	09/2020	07/2021 08/2021	EXPECTED TO OBLIGATE IN FY 2021	
40049	0918-47-206	DALLAS	VA	C	LAKE HIGHLANDS TRAIL NORTHERN EXTENSION & LAKE HIGHLANDS TRAIL PHASE 2A, 2B; FROM EXISTING WHITE ROCK CREEK TRAIL TO	EXISTING LAKE HIGHLANDS TRAIL AT WHITE ROCK TRAIL ROADWAY TO THE LAKE HIGHLANDS DART STATION NEAR WALNUT HILL	CONSTRUCT NEW SHARED-USE PATH FOR BICYCLISTS AND PEDESTRIANS; BIKEWAY AND PEDESTRIAN IMPROVEMENTS INCLUDING SIDEWALKS, BICYCLE/PEDESTRIAN SIGNALS, CROSSWALKS, SIGNAGE, AND BICYCLE/PEDESTRIAN TRAFFIC COUNT EQUIPMENT	\$1,238,753	\$0	\$309,688	\$1,548,441	\$0	02/2021	06/2021 08/2021	EXPECTED TO OBLIGATE IN FY 2021	
40062	0902-90-084	FORT WORTH	VA	C	CC MOSS ELEM, BOUNDED BY MARTIN LUTHER KING JR FWY TO THE SW, PATE DR TO THE E, E BERRY ST TO THE N	ML PHILLIPS ELEM BOUNDED BY CAMP BOWIE BLVD TO THE SE, WINTHROP AVE TO THE E, CALMONT AVE TO THE N, LACKLAND RD TO THE W	CONSTRUCT NEW AND RECONSTRUCT EXISTING SIDEWALKS, DRIVEWAYS, CROSSWALKS, SIGNS, AND PEDESTRIAN SIGNALS (SAFE ROUTES TO SCHOOLS FOR 2 SCHOOLS IN SOUTH DISTRICT)	\$431,070	\$0	\$107,768	\$538,838	\$0	07/2020	12/2021 08/2021	EXPECTED TO OBLIGATE IN FY 2021	<u>ISSUES WITH ENVIRONMENTAL CLEARANCE HAVE BEEN RESOLVED AND THE CITY OF FORT WORTH EXPECTS TO ADVANCE THE PROJECT IN FY 2021; PROJECT TO BE DELAYED TO FY 2022 DUE TO ISSUES WITH THE ENVIRONMENTAL CLEARANCE PROCESS</u>
14013.2	0918-48-004	DART	VA	C	COTTON BELT VELOWEB TRAIL FROM DFW AIRPORT NORTH COTTON BELT STATION	SHILOH COTTON BELT STATION	DESIGN FOR COTTON BELT VELOWEB TRAIL (26 MILES) AND CONSTRUCTION OF MULTIPLE SECTIONS OF THE TRAIL CORRIDOR (IN COPPELL, CARROLLTON, ADDISON, DALLAS, PLANO, AND RICHARDSON)	\$8,401,592	\$0	\$2,100,398	\$10,501,990	\$0	11/2020	08/2021 09/2021	EXPECTED TO OBLIGATE IN FY 2021	<u>TRANSIT TRANSFER HAS BEEN INITIATED</u>
25066.1	0918-47-310	DALLAS	CS	E	ON LINFIELD RD OVER UPRR RAIL YARD FROM SH 310 TO CARBONDALE ST	AND ON CARBONDALE ST FROM LINFIELD RD TO SL 12	CONSTRUCT BICYCLE AND PEDESTRIAN BRIDGE ON LINFIELD ROAD OVER THE UPRR RAIL YARD; ADD LANDSCAPING TO THE PROJECT AREA INCLUDING ALONG CARBONDALE STREET	\$900,000	\$0	\$0	\$900,000	\$0	11/2020	05/2021 09/2021	EXPECTED TO OBLIGATE IN FY 2021	
14018	0918-47-281	DALLAS	CS	E	BOUNDED BY US 75 TO THE WEST, GREENVILLE AVE TO THE EAST,	LOVERS LN TO THE NORTH, AND MOCKINGBIRD LN TO THE SOUTH	PEDESTRIAN IMPROVEMENTS INCLUDING TRAFFIC SIGNALS, SIDEWALKS, CROSSWALKS, LIGHTING, AND INTERSECTION IMPROVEMENTS	\$281,897	\$0	\$70,474	\$352,371	\$0	02/2021	09/2021	EXPECTED TO OBLIGATE IN FY 2021	
11614.5	0918-46-267	DENTON	VA	R	CITY OF DENTON SCHOOL CONNECTION SIDEWALKS		NEW SIDEWALK SEGMENTS NEAR SCHOOL SITES AT PECAN CREEK ELEMENTARY SCHOOL ALONG POCKRUS PAGE ROAD AND WOODROW WILSON ELEMENTARY SCHOOL IN THE CITY OF DENTON	\$60,800	\$0	\$15,200	\$76,000	\$0	07/2020	06/2021 10/2021	NOT EXPECTED TO OBLIGATE IN FY 2021	<u>THE ENVIRONMENTAL CLEARANCE IS DELAYED AND ROW CANNOT BE PURCHASED UNTIL THE PROJECT IS CLEARED.</u>
25022	0902-90-050	FORT WORTH	VA	C	CENTERPOINT TRAIL FROM TRINITY BLVD/SKYVIEW DR	TRINITY RAILWAY EXPRESS (TRE) CENTREPORT RAIL STATION	CONSTRUCT SHARED-USE PATH (TRAIL) FROM THE INTERSECTION OF TRINITY BLVD/SKYVIEW DRIVE TO CENTREPORT RAIL STATION; PRELIMINARY ENGINEERING FOR CONNECTION TO MIKE LEWIS TRAIL	\$0	\$0	\$0	\$0	\$0	06/2021	10/2021	NOT EXPECTED TO OBLIGATE IN FY 2021	PROJECT PHASE DELAYED TO FY 2022 VIA FEBRUARY 2020 TIP MODIFICATION CYCLE; PENDING ENVIRONMENTAL CLEARANCE
14052	0902-90-147	COLLEYVILLE	CS	C	GLADE ROAD AT BLUEBONNET DRIVE		LOWER INTERSECTION TO ELIMINATE A 3-WAY STOP	\$1,200,000	\$0	\$300,000	\$1,500,000	\$0	10/2020	10/2021	NOT EXPECTED TO OBLIGATE IN FY 2021	PROJECT TO BE DELAYED TO FY 2022 DUE TO DELAYS ASSOCIATED WITH THE ENVIRONMENTAL CLEARANCE PROCESS

CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

TIP CODE	CSJ	PROJECT SPONSOR	FACILITY	PHASE	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	REVISED START DATE	OBLIGATION STATUS	COMMENTS
14013.3	0902-00-235	FORT WORTH	CS	R	CENTREPORT TRAIL FROM CENTREPORT STATION	CITY LIMITS	CONSTRUCT 12' WIDE SHARED-USE PATH	\$165,200	\$0	\$0	\$165,200	\$0	06/2021	06/2021 <u>11/2021</u>	NOT EXPECTED TO OBLIGATE IN FY 2021	<u>PROJECT HAS BEEN DELAYED DUE TO REVISIONS TO THE ALIGNMENT, WHICH HAS LED TO LONGER DESIGN TIME</u>
19005	0918-24-251	PLANO	VA	C	PLANO CITYWIDE CCTV CAMERA EXPANSION		INSTALL NEW CCTV CAMERAS CITYWIDE	\$1,867,000	\$0	\$0	\$1,867,000	\$0	06/2021	06/2021 <u>11/2021</u>	NOT EXPECTED TO OBLIGATE IN FY 2021	<u>PROJECT DELAYED DUE TO THE DELAY IN APPROVAL OF THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM AND THE RESULTING DELAYS IN EXECUTING THE AFA</u>
14058	0902-90-153	FORT WORTH	CS	E	TRINITY TRAIL FROM TRINITY BLVD.	TRINITY LAKES STATION	CONSTRUCT SHARED USE PATH	\$40,267	\$0	\$0	\$40,267	\$0	10/2019	12/2021	NOT EXPECTED TO OBLIGATE IN FY 2021	PROJECT TO BE DELAYED TO FY 2022 AS THE CITY AND THE DEVELOPER ARE STILL WORKING THROUGH AGREEMENT TERMS FOR OVERALL PROJECT
14036	0902-90-139	FORT WORTH	BUS 287	E	BUS 287/NORTH MAIN STREET AT NORTH HANGAR ENTRANCE		ADD RIGHT TURN LANES FOR SOUTHBOUND TRAFFIC	\$52,000	\$0	\$0	\$52,000	\$0	09/2020	12/2021	NOT EXPECTED TO OBLIGATE IN FY 2021	PROJECT TO BE DELAYED TO FY 2022 DUE TO INACTIVITY
14037	0902-90-137	FORT WORTH	BUS 287	E	BUS 287/NORTH MAIN STREET AT NORTH AIRPORT ENTRANCE		ADD RIGHT TURN LANE FOR SOUTHBOUND TRAFFIC INTO AIRPORT'S NORTHERN ENTRANCE (MAIN ENTRANCE FOR JET FUEL TRUCKS)	\$52,000	\$0	\$0	\$52,000	\$0	09/2020	12/2021	NOT EXPECTED TO OBLIGATE IN FY 2021	PROJECT TO BE DELAYED TO FY 2022 DUE TO INACTIVITY
14085	0918-47-296	DALLAS	VA	C	CIRCUIT TRAIL CONNECTOR/KATY TRAIL EXTENSION FROM KATY TRAIL	TRINITY STRAND TRAIL	EXTEND TRINITY STRAND TRAIL TO THE KATY TRAIL VIA HI LINE DRIVE AND VICTORY AVENUE TO HOUSTON STREET	\$8,000,000	\$0	\$2,000,000	\$10,000,000	\$0	04/2021	04/2021 <u>01/2022</u>	NOT EXPECTED TO OBLIGATE IN FY 2021	PROJECT TO BE DELAYED TO FY 2022 <u>DUE TO DELAYS ASSOCIATED WITH THE ENVIRONMENTAL CLEARANCE PROCESS</u>
11614.5	0918-46-267	DENTON	VA	C	CITY OF DENTON SCHOOL CONNECTION SIDEWALKS		NEW SIDEWALK SEGMENTS NEAR SCHOOL SITES AT PECAN CREEK ELEMENTARY SCHOOL ALONG POCKRUS PAGE ROAD AND WOODROW WILSON ELEMENTARY SCHOOL IN THE CITY OF DENTON	\$264,480	\$0	\$66,120	\$330,600	\$0	07/2020	01/2022	NOT EXPECTED TO OBLIGATE IN FY 2021	PROJECT TO BE DELAYED TO FY 2022 <u>DUE TO DELAYS IN STARTING DESIGN, WHICH HAS AFFECTED THE REST OF THE SCHEDULE</u>
40017	0918-46-282	CARROLLTON	VA	C	DUDLEY BRANCH TRAIL FROM NORTH CARROLLTON/FRANKFORD DART STATION	OLD DENTON RD	CONSTRUCT APPROX 2.1 MILES BIKE/PEDESTRIAN TRAIL	\$2,804,347	\$0	\$934,785	\$3,739,132	\$0	07/2021	01/2022	NOT EXPECTED TO OBLIGATE IN FY 2021	PROJECT TO BE DELAYED TO FY 2022 DUE TO THE NEED TO RE-EVALUATE THE PROJECT'S ALIGNMENT BASED ON PUBLIC INPUT
40017	0918-46-282	CARROLLTON	VA	CE	DUDLEY BRANCH TRAIL FROM NORTH CARROLLTON/FRANKFORD DART STATION	OLD DENTON RD	CONSTRUCT APPROX 2.1 MILES BIKE/PEDESTRIAN TRAIL	\$195,653	\$0	\$65,218	\$260,871	\$0	07/2021	01/2022	NOT EXPECTED TO OBLIGATE IN FY 2021	PROJECT TO BE DELAYED TO FY 2022 DUE TO THE NEED TO RE-EVALUATE THE PROJECT'S ALIGNMENT BASED ON PUBLIC INPUT
11630.6	0008-08-077	GRAND PRAIRIE	SH 180	C	EAST OF HENSLEY	GREAT SOUTHWEST PKWY	INSTALLATION OF 4 NEW CCTV CAMERAS AND 5 NEW DMS ALONG SH 180 TO FACILITATE TRAFFIC MANAGEMENT BY VIEWING TRAFFIC CONDITIONS VIA CCTV AND ADJUSTING SIGNAL TIMING AND PROVIDING FEEDBACK TO MOTORING PUBLIC VIA DMS	\$400,000	\$100,000	\$0	\$500,000	\$0	04/2021	06/2021 <u>01/2022</u>	NOT EXPECTED TO OBLIGATE IN FY 2021	<u>PROJECT TO BE DELAYED TO FY 2022; PROJECT TO BE DELAYED TO FY 2023</u>
25036	1068-04-176	GRAND PRAIRIE	IH 30	C	MACARTHUR	SH 161	INSTALLATION OF NEW DYNAMIC MESSAGE SIGNS AND NEW CCTV CAMERAS	\$400,480	\$100,120	\$0	\$500,600	\$0	10/2020	03/2022	NOT EXPECTED TO OBLIGATE IN FY 2021	PROJECT TO BE DELAYED TO FY 2022 DUE TO DELAYS IN GETTING THE ENGINEERING STARTED
14013	0918-47-236	DALLAS CO	VA	C	TRAIL CONNECTIONS TO FUTURE CYPRESS WATERS COTTON BELT RAIL STATION; FROM SOUTH OF CYPRESS WATERS COTTON BELT STATION	TO EXISTING TRAIL NORTH OF OLYMPUS BLVD	CONSTRUCT SHARED USE PATH AND RELATED PEDESTRIAN AND BICYCLE IMPROVEMENTS (PEDESTRIAN CROSSWALKS, SIGNAGE, LIGHTING, AND SIGNALS) IN PROXIMITY OF THE FUTURE CYPRESS WATERS COTTON BELT RAIL STATION	\$1,834,068	\$0	\$458,517	\$2,292,585	\$0	04/2021	04/2022	NOT EXPECTED TO OBLIGATE IN FY 2021	PROJECT TO BE DELAYED TO FY 2022 <u>DUE TO DELAYS IN THE DESIGN AND ENVIRONMENTAL CLEARANCE PROCESS</u>

CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

TIP CODE	CSJ	PROJECT SPONSOR	FACILITY	PHASE	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	REVISED START DATE	OBLIGATION STATUS	COMMENTS
14081	2374-05-092	GRAND PRAIRIE	VA	C	ON GREAT SOUTHWEST PARKWAY FROM EASTBOUND IH 20 FRONTAGE ROAD	WESTBOUND IH 20 FRONTAGE ROAD	WIDEN ROADWAY FROM 4 TO 6 LANES WITH SIDEWALKS	\$375,200	\$93,800	\$0	\$469,000	\$0	08/2021	<u>12/2024</u> 08/2021	NOT EXPECTED TO OBLIGATE IN FY 2021	<u>CONSTRUCTION TO BE DELAYED TO FY 2025; NOVEMBER 2020 TIP MODIFICATION MOVED CONSTRUCTION INTO FY 2021. DELAY DUE TO ENGINEERING STARTING LATER THAN ANTICIPATED AS WELL AS ADDING MORE TIME TO THE SCHEDULE FOR PRE-CONSTRUCTION PHASES TO BE COMPLETED</u>
14051	0902-90-146	GRAPEVINE	VA	E	NORTHWEST HIGHWAY AND SH 26 FROM WEST SH 114	SH 121	INSTALLATION OF ITS FIBER AND ITS EQUIPMENT	\$0	\$0	\$0	\$0	\$0	07/2020	N/A	NOT EXPECTED TO OBLIGATE IN FY 2021	FEBRUARY 2021 TIP MODIFICATION TO MOVE ENGINEERING FUNDS TO CONSTRUCTION (FY 2022); CITY OF GRAPEVINE TO PAY FOR ENGINEERING WITH LOCAL FUNDS
25022	0902-90-050	FORT WORTH	VA	R	CENTERPOINT TRAIL FROM TRINITY BLVD/SKYVIEW DR	TRINITY RAILWAY EXPRESS (TRE) CENTREPORT RAIL STATION	CONSTRUCT SHARED-USE PATH (TRAIL) FROM THE INTERSECTION OF TRINITY BLVD/SKYVIEW DR TO CENTREPORT RAIL STATION; PRELIMINARY ENGINEERING FOR CONNECTION TO MIKE LEWIS TRAIL	\$110,200	\$0	\$27,550	\$137,750	\$0	10/2020	N/A	NOT EXPECTED TO OBLIGATE IN FY 2021	CITY OF FORT WORTH HAS INDICATED THAT FUNDING WILL NOT BE NEEDED FOR RIGHT-OF-WAY; FUNDING TO BE MOVED TO CONSTRUCTION (FY 2022)
25022	0902-90-050	FORT WORTH	VA	U	CENTERPOINT TRAIL FROM TRINITY BLVD/SKYVIEW DR	TRINITY RAILWAY EXPRESS (TRE) CENTREPORT RAIL STATION	CONSTRUCT SHARED-USE PATH (TRAIL) FROM THE INTERSECTION OF TRINITY BLVD/SKYVIEW DR TO CENTREPORT RAIL STATION; PRELIMINARY ENGINEERING FOR CONNECTION TO MIKE LEWIS TRAIL	\$34,200	\$0	\$8,550	\$42,750	\$0	10/2020	N/A	NOT EXPECTED TO OBLIGATE IN FY 2021	CITY OF FORT WORTH HAS INDICATED THAT FUNDING WILL NOT BE NEEDED FOR UTILITIES; FUNDING TO BE MOVED TO CONSTRUCTION (FY 2022)
19010	0135-02-067	MCKINNEY	CS	E	ON US 380/WEST UNIVERSITY DRIVE AT COMMUNITY AVE		CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING DUAL LEFT TURN LANES AND RIGHT TURN LANES	\$0	\$0	\$0	\$0	\$0	03/2021	N/A	NOT EXPECTED TO OBLIGATE IN FY 2021	FEBRUARY 2021 TIP MODIFICATION MOVED ENGINEERING FUNDING TO CONSTRUCTION PHASE; CITY OF MCKINNEY TO PAY FOR ENGINEERING WITH LOCAL FUNDS
25066.1	0918-47-310	DALLAS	CS	R	ON LINFIELD RD OVER UPRR RAIL YARD FROM SH 310 TO CARBONDALE ST	AND ON CARBONDALE ST FROM LINFIELD RD TO SL 12	CONSTRUCT BICYCLE AND PEDESTRIAN BRIDGE ON LINFIELD ROAD OVER THE UPRR RAIL YARD; ADD LANDSCAPING TO THE PROJECT AREA INCLUDING ALONG CARBONDALE STREET	\$0	\$0	\$0	\$0	\$0	11/2021	N/A	NOT EXPECTED TO OBLIGATE IN FY 2021	PROJECT PHASE DELAYED TO FY 2022 VIA NOVEMBER 2020 TIP MODIFICATION CYCLE
							TOTAL	\$126,657,418	\$18,711,040	\$7,927,360	\$153,295,818	\$92,066,607				

TOTAL CLOSEOUTS/WITHDRAWALS	(\$1,026,975)
TOTAL PROJECT ADJUSTMENTS	\$258,772
TOTAL OBLIGATED IN 2020	\$16,488,302
TOTAL OBLIGATED IN 2021	\$75,578,305
TOTAL EXPECTED TO OBLIGATE	\$13,853,312
TOTAL NOT EXPECTED TO OBLIGATE	\$17,855,895

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

TIP CODE	CSJ	PROJECT SPONSOR	FACILITY	PHASE	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	REVISED START DATE	OBLIGATION STATUS	COMMENT
11670.2	0902-00-274	TXDOT	VA	I	IH 30 DALLAS	IH 30 FORT WORTH	TX CONNECTED FREIGHT CORR (TCFC) ON IH 30 FROM DAL TO FW, TXDOT WILL: CONDUCT STAKEHOLDER OUTREACH, DEV CONOPS & PLANS; PERFORM DESIGN & APP DEV, SYSTEM INTEGRATION & TESTING; DEPLOY, OPERATE, MAINTAIN, COLLECT DATA & ANALYSIS OF COMMUNICATIONS EQUIP	\$800,000	\$200,000	\$0	\$1,000,000	\$800,000	02/2020	05/2019 (ACTUAL)	OBLIGATED (2020)	FUNDING OBLIGATED AS OF JULY 2020
11684	0902-00-283	NCTCOG	VA	I	REGION WIDE PROJECT TO ASSIST LOCAL PARTNERS AS THEY IMPLEMENT AV DEPLOYMENTS BY PROVIDING FUNDING FOR COSTS RELATED	TO DEPLOYMENTS AND SUPPORTING COSTS OF ACTIVE AUTOMATED VEHICLE DEPLOYMENTS IN PARTNERSHIP WITH THE PRIVATE SECTOR;	INCLUDES LOCAL GOVERNMENT STAFF & CONSULTANT TIME, INFRASTRUCTURE UPGRADES (EX: SIGNAL, STRIPING, DSRC & 5G CONNECTIVITY), LEGAL SERVICES, PUBLIC ED, SAFETY (EX: COORD W/ FIRST RESPONDERS); SOFTWARE & TECH EXPERTISE; NCTCOG ADMINISTRATION	\$2,120,000	\$0	\$0	\$2,120,000	\$2,120,000	09/2020	07/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF JULY 2020; FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION
11685	0902-00-281	NCTCOG	VA	I	REGION WIDE PROJECT TO PROVIDE AV RELATED PLANNING ASSISTANCE TO LOCAL PARTNERS;	INCLUDES STAFF AND CONSULTANT TIME, AND NCTCOG ADMIN; AUTOMATED TRANSPORTATION PLANNING RESOURCES FOR CITIES	PLANNING ACTIVITIES MAY INCLUDE: TRAFFIC MODELING; IDENTIFYING USE CASES; POLICY DEVELOPMENT; PUBLIC OUTREACH & ED; SCENARIO PLANNING; LAND USE PLANNING	\$850,000	\$0	\$0	\$850,000	\$850,000	08/2021	07/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF JULY 2020; FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION
11619.1	0902-90-124	TXDOT-FORT WORTH	VA	C	REGIONAL MOBILITY ASSISTANCE PATROL (FORT WORTH DISTRICT)		MOBILITY ASSISTANCE PATROL THAT PROVIDES ASSISTANCE TO STRANDED MOTORISTS DUE TO VEHICLE PROBLEMS OR NON-INJURY ACCIDENTS	\$2,125,000	\$531,250	\$0	\$2,656,250	\$2,125,000	09/2020	08/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF AUGUST 2020; FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION
11650	0902-00-262	NCTCOG	VA	I	CORRIDOR STUDIES AND CAPITAL ASSET MANAGEMENT	IDENTIFY STRATEGIES TO EXTEND OPERATIONAL LIFE OF TRANSPORTATION FACILITIES BY PROMOTING USE OF STRATEGIC MAINTENANCE,	REPAIR, AND EXPANSION; INCLUDES CONTINUED DEVELOPMENT, MONITORING, AND TECHNICAL ASSISTANCE TO REGIONAL PARTNERS TO BALANCE PRESERVATION VS. UPGRADE OF ASSETS	\$280,000	\$0	\$0	\$280,000	\$280,000	09/2020	09/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF SEPTEMBER 2020; FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION
11893.5	0902-00-259	NCTCOG	VA	I	511 TRAVELER INFORMATION SYSTEM (ITS)		DEVELOP AND IMPLEMENT TRAVELER INFORMATION SYSTEM IN REGION	\$780,000	\$195,000	\$0	\$975,000	\$780,000	09/2021	09/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF SEPTEMBER 2020; FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION
11898.3	0902-90-141	TXDOT-FORT WORTH	CS	U	ON AVONDALE-HASLET FROM INTERMODAL PARKWAY TO WEST OF HASLET COUNTY LINE ROAD;	HASLET PARKWAY/INTERMODAL PARKWAY CONNECTOR FROM IH 35W/SH 170 TO TRANSPORT DRIVE	ON AVONDALE-HASLET: CONST NEW 0 LN TO 4 LN AND RECONST AND WIDEN EXISTING 2 LN TO 4 LN DIVIDED URBAN ROADWAY AND NEW SIDEWALKS; ON HASLET PKWY/INTERMODAL PKWY: CONST 0 TO 4 LN DIVIDED URBAN WITH NEW SIDEWALKS	\$800,000	\$0	\$200,000	\$1,000,000	\$800,000	06/2020	10/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF SEPTEMBER 2020
11898.3	0902-90-141	TXDOT-FORT WORTH	CS	C	ON AVONDALE-HASLET FROM INTERMODAL PARKWAY TO WEST OF HASLET COUNTY LINE ROAD;	HASLET PARKWAY/INTERMODAL PARKWAY CONNECTOR FROM IH 35W/SH 170 TO TRANSPORT DRIVE	ON AVONDALE-HASLET: CONST NEW 0 LN TO 4 LN AND RECONST AND WIDEN EXISTING 2 LN TO 4 LN DIVIDED URBAN ROADWAY AND NEW SIDEWALKS; ON HASLET PKWY/INTERMODAL PKWY: CONST 0 TO 4 LN DIVIDED URBAN WITH NEW SIDEWALKS	\$14,160,000	\$0	\$3,540,000	\$17,700,000	\$14,160,000	09/2020	10/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF SEPTEMBER 2020
11612.2	0902-00-233	NCTCOG	VARIOUS	I	REGION-WIDE EMPLOYER TRIP REDUCTION PROGRAM (ETR)	TRACK AND IMPLEMENT ETR STRATEGIES THROUGH COMMUTER/EMPLOYER OUTREACH; MANAGEMENT/OVERSIGHT OF TRYPARKINGIT.COM	PERFORMANCE MONITORING/REPORTING; MAINTAIN/UPDATE THE TDM TOOLKIT, TRIP REDUCTION MANUAL FOR EMPLOYERS, OUTREACH MATERIALS; MANAGED LANE REIMBURSEMENT; ADMINISTRATION OF VANPOOL PROGRAM; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE	\$861,000	\$0	\$0	\$861,000	\$861,000	06/2021	10/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF SEPTEMBER 2020; FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

TIP CODE	CSJ	PROJECT SPONSOR	FACILITY	PHASE	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	REVISED START DATE	OBLIGATION STATUS	COMMENT
11621.1	0902-00-266	NCTCOG	VA	I	PLANNING STUDIES AND STREAMLINED PROJECT DELIVERY (REGIONAL)		PROVIDE MPO PLANNING SUPPORT AND TECHNICAL ASSISTANCE FOR SURFACE TRANSPORTATION PROJECTS WITHIN THE METROPOLITAN PLANNING AREA INCLUDING PLANNING STUDIES AND EXPEDITE ENVIRONMENTAL REVIEW PROCESS	\$1,248,000	\$0	\$0	\$1,248,000	\$1,248,000	06/2021	10/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF SEPTEMBER 2020; FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION
11613.2	0902-00-272	NCTCOG	VARIOUS	I	REGIONAL GOODS MOVEMENT/CORRIDOR STUDIES; CONDUCT GENERAL CORRIDOR STUDIES & PLANNING ACTIVITIES IN SUPPORT OF THE	REGION'S GOOD MOVMT INCL; NCTCOG STAFF TIME & CONSULTANT ASSISTANCE TO ASSESS IMPACT OF TRUCK, RAIL, & OTHER FREIGHT	MOVMT, DATA COLLECTION & ANALYSIS, SAFETY, COORD WITH PRIVATE SECTOR PARTNERS IN FREIGHT BUSINESS; MONITORING TRUCK LANE CORRIDORS, HAZMAT, ECON ANALYSIS, LAND USE COMPATIBILITY, PASSENGER & FREIGHT RAIL INTEGRATION, PUBLIC OUTREACH/EDUCATION	\$657,000	\$0	\$0	\$657,000	\$657,000	08/2021	10/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF SEPTEMBER 2020; FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION
11693	0918-00-312	NCTCOG	VA	I	SMART TRANSIT CORRIDORS AND WALKABLE PLACES		DEVELOP AND IMPLEMENT MULTIMODAL STRATEGIES TO INCREASE NON-SINGLE OCCUPANT VEHICLE TRANSPORTATION OPTIONS THROUGH COORDINATED LAND USE AND TRANSPORTATION PLANNING IN PRIORITY TRANSIT CORRIDORS AND WALKABLE NEIGHBORHOODS	\$364,000	\$0	\$0	\$364,000	\$364,000	08/2021	10/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF SEPTEMBER 2020; FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION
25060	0902-90-036	TXDOT-FORT WORTH	CS	C	ON CHEEK SPARGER RD FROM SH 26	TO BROWN TRAIL	OVERLAY AND PAVEMENT MARKINGS; INSTALL SIDEWALKS, INCREASE SUPER ELEVATION, CONSTRUCT PAVED SHOULDERS (FROM SAN BAR LN TO E OF OAKBRIAR LN)	\$1,189,882	\$0	\$297,470	\$1,487,352	\$1,189,882	11/2020	11/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF AUGUST 2020; FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION
25013	0902-90-172	FORT WORTH	CS	E	MEANDERING ROAD FROM SH 183 TO ANAHUAC AVE	LTJG BARNETT FROM MEANDERING ROAD TO NASJRB EAST GATE	RECONSTRUCT MEANDERING ROAD FROM 4 TO 3 LANES, REALIGN INTERSECTION AT ROBERTS CUT OFF, CONSTRUCT INTERSECTION IMPROVEMENTS AT YALE ST AND LTJG BARNETT, ADD SIDEWALKS AND SIDEPATHS WITHIN PROJECT LIMITS AND BIKE LANES ON LT JG BARNETT	\$900,000	\$0	\$0	\$900,000	\$900,000	09/2016	11/2020 (ACTUAL)	OBLIGATED (2021)	COST OVERRUN FUNDS ON A PREVIOUSLY OBLIGATED PHASE; FUNDING HAS OBLIGATED AS OF NOVEMBER 2020
11618.1	0918-00-345	TXDOT-DALLAS	VA	I	REGIONAL MOBILITY ASSISTANCE PATROL (DALLAS DISTRICT)		MOBILITY ASSISTANCE PATROL THAT PROVIDES ASSISTANCE TO STRANDED MOTORISTS DUE TO VEHICLE PROBLEMS OR NON-INJURY ACCIDENTS	\$3,400,000	\$850,000	\$0	\$4,250,000	\$3,400,000	11/2021	11/2020 (ACTUAL)	OBLIGATED (2021)	FUNDING HAS OBLIGATED AS OF NOVEMBER 2020
11258.9	0918-47-072	DALLAS	CS	C	8 INTERSECTIONS AT KCS RR IN DALLAS AT E DALLAS/KCS RR CROSSINGS - PEAVY RD, GUS THOMASSON RD,	BARNES BRIDGE RD, CENTERVILLE RD, LAKELAND DR, HIGHLAND DR, SANTA ANNA AVE, ST FRANCIS AVE, & MARIPOSA DR AT KCS RR	UPGRADE GATES AND INSTALL MEDIANS, SIGNAGE, PAVEMENT MARKINGS & PEDESTRIAN ACCESS AT ALL NINE LOCATIONS; RESURFACE AT LAKELAND, ST FRANCIS, & MARIPOSA	\$1,828,070	\$0	\$457,017	\$2,285,087	\$1,774,408	12/2020	12/2020 (ACTUAL)	OBLIGATED (2021)	PROJECT HAS OBLIGATED AS OF OCTOBER 2021 (ADVANCED CONSTRUCTION)
11572	0902-48-579	TXDOT-FORT WORTH	CS	E	US 81/US 287 AT FM 3479/HARMON ROAD/NORTH TARRANT PARKWAY		CONSTRUCT NORTH TARRANT PARKWAY OVER US 81 WITH TURNAROUND ON EASTSIDE; CONSTRUCT HARMON RD OVER US 81	\$501,000	\$125,250	\$0	\$626,250	\$501,000	12/2020	12/2020 (ACTUAL)	OBLIGATED (2021)	FUNDING HAS OBLIGATED AS OF DECEMBER 2020
14074	0918-46-319	DENTON	CS	R	BONNIE BRAE STREET FROM WINDSOR DRIVE	US 77	WIDEN FROM 2/4 LANES TO 4 LANES DIVIDED WITH SIDEWALKS AND SHARED-USE PATH (SEGMENT 6B)	\$1,589,200	\$0	\$397,300	\$1,986,500	\$1,589,200	01/2021	01/2021 (ACTUAL)	OBLIGATED (2021)	FUNDING OBLIGATED UNDER ROW CSJ 0918-46-320 (ADVANCED CONSTRUCTION)
14026.2	0902-38-139	WEATHERFORD	VA	E	NEW BYPASS ROUTE FROM FM 2552/US 180 NORTHWEST TO FM 51/MAIN ST	FM 51/MAIN ST SOUTHWEST TO US 180/WACO ST	RECONSTRUCT 2/4 LANE ROADWAY TO 4 LANE BYPASS INCLUDING NEW BICYCLE LANES AND SIDEWALKS	\$1,386,000	\$0	\$0	\$1,386,000	\$1,108,800	02/2021	02/2021 (ACTUAL)	OBLIGATED (2021)	PROJECT SPLIT OUT FROM TIP 14026/CSJ 0008 03-121, WHICH OBLIGATED FEBRUARY 2021

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

TIP CODE	CSJ	PROJECT SPONSOR	FACILITY	PHASE	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	REVISED START DATE	OBLIGATION STATUS	COMMENT
14026.3	0313-02-065	WEATHERFORD	FM 51	E	SOUTH OF INTERSECTION OF FM 51/BRIDGE STREET	NORTH OF INTERSECTION OF FM 51/BRIDGE STREET	CONSTRUCT INTERSECTION IMPROVEMENTS AT FM 51 FOR NEW 4 LANE BYPASS	\$221,760	\$55,440	\$0	\$277,200	\$221,760	02/2021	02/2021 (ACTUAL)	OBLIGATED (2021)	PROJECT SPLIT OUT FROM TIP 14026/CSJ 0008 03-121, WHICH OBLIGATED FEBRUARY 2021
14026	0008-03-121	WEATHERFORD	US 180	E	INTERSECTION AT US 180/FM 2552	INTERSECTION AT US180/WACO ST	CONSTRUCT INTERSECTION IMPROVEMENTS AT US 180/FM 2552 AND US 180/WACO ST FOR NEW 4 LANE BYPASS CONNECTIONS	\$253,440	\$63,360	\$0	\$316,800	\$253,440	03/2021	02/2021 (ACTUAL)	OBLIGATED (2021)	FUNDING OBLIGATED AS OF FEBRUARY 2021
20066	2374-03-074	TXDOT-DALLAS	IH 20	C	AT BONNIE VIEW RD		IMPROVE APPROACH, WIDEN BRIDGE TO ADD TURN LANES, AND REPLACE TRAFFIC SIGNAL SYSTEM	\$2,174,916	\$543,729	\$0	\$2,718,645	<u>\$2,174,916</u>	05/2021	05/2021 (ACTUAL)	OBLIGATED (2021)	<u>FUNDING OBLIGATED AS OF APRIL 2021</u>
11647.1	0918-00-347	NCTCOG	VA	I	LAND USE/TRANSPORTATION AND BIKE/PEDESTRIAN INITIATIVES INCLUDES BICYCLE/PEDESTRIAN PLANNING,	TRANSIT ORIENTED DEVELOPMENT, REGIONAL PEDESTRIAN SAFETY PROGRAM, IMPLEMENTATION OF SUSTAINABLE DEVELOPMENT INITIATIVES;	INCLUDES NCTCOG STAFF TIME AND POSSIBLE CONSULTANT ASSISTANCE TO DEVELOP AND IMPLEMENT FUNDING PROGRAMS, COLLECT AND ANALYZE DATA; SCHOOL SITING/LAND USE CONNECTIONS, SAFE ROUTES TO SCHOOL, SAFETY AND EDUCATION	\$1,503,000	\$0	\$0	\$1,503,000	<u>\$1,503,000</u>	09/2020	<u>06/2021 (ACTUAL)</u> 09/2021	OBLIGATED (2021)	<u>FUNDING OBLIGATED AS OF JUNE 2021</u>
54119.1	2964-10-008	TXDOT-DALLAS	SL 9	C	IH 35E	DALLAS/ELLIS COUNTY LINE	CONSTRUCT 0 TO 2 LANE FRONTAGE ROADS (ULTIMATE 6) INCLUDING TURN LANES	\$2,871,590	\$717,898	\$0	\$3,589,488	<u>\$23,413,324</u>	03/2021	07/2021 (ACTUAL)	OBLIGATED (2021)	<u>FUNDING HAS OBLIGATED AS OF JUNE 2021; OBLIGATION INCLUDES ADDITIONAL STBG FUNDING RESULTING FROM CATEGORY 2/7 FUNDING EXCHANGE IMPLEMENTED AS PART OF THE REGIONAL 10-YEAR PLAN UPDATE</u>
54119.2	2964-10-009	TXDOT-DALLAS	SL 9	C	ELLIS/DALLAS COUNTY LINE	IH 45	CONSTRUCT 0 TO 2 LANE FRONTAGE ROADS (ULTIMATE 6) INCLUDING TURN LANES	\$10,978,376	\$2,744,594	\$0	\$13,722,970	<u>\$53,462,942</u>	03/2021	07/2021 (ACTUAL)	OBLIGATED (2021)	<u>FUNDING HAS OBLIGATED AS OF JUNE 2021; OBLIGATION INCLUDES ADDITIONAL STBG FUNDING RESULTING FROM CATEGORY 2/7 FUNDING EXCHANGE IMPLEMENTED AS PART OF THE REGIONAL 10-YEAR PLAN UPDATE</u>
<u>54119.3</u>	<u>2964-12-001</u>	<u>TXDOT-DALLAS</u>	<u>SL 9</u>	<u>C</u>	<u>IH 35E</u>	<u>DALLAS COUNTY LINE</u>	<u>CONSTRUCT 0 TO 2 LANE FRONTAGE ROADS (ULTIMATE 6) INCLUDING TURN LANES</u>	<u>\$7,016,136</u>	<u>\$1,754,034</u>	<u>\$0</u>	<u>\$8,770,170</u>	<u>\$4,139,798</u>	<u>03/2021</u>	<u>07/2021 (ACTUAL)</u>	<u>OBLIGATED (2021)</u>	<u>FUNDING HAS OBLIGATED AS OF JUNE 2021; FUNDING HAD BEEN LISTED IN FY 2023, BUT WAS ADVANCED</u>
<u>54119.4</u>	<u>2964-12-002</u>	<u>TXDOT-DALLAS</u>	<u>SL 9</u>	<u>C</u>	<u>DALLAS/ELLIS COUNTY LINE</u>	<u>ELLIS/DALLAS COUNTY LINE</u>	<u>CONSTRUCT 0 TO 2 LANE FRONTAGE ROADS (ULTIMATE 6) INCLUDING TURN LANES</u>	<u>\$8,238,183</u>	<u>\$2,059,546</u>	<u>\$0</u>	<u>\$10,297,729</u>	<u>\$4,975,317</u>	<u>03/2021</u>	<u>07/2021 (ACTUAL)</u>	<u>OBLIGATED (2021)</u>	<u>FUNDING HAS OBLIGATED AS OF JUNE 2021; FUNDING HAD BEEN LISTED IN FY 2023, BUT WAS ADVANCED</u>
11615.3	0902-00-279	NCTCOG	VA	I	REGIONAL AERIAL PHOTOGRAPHY: DATA COLLECTION/PLANNING		COOPERATIVE DIGITAL AERIAL PHOTOGRAPHY DATA COLLECTION TO IMPROVE TRAVEL DEMAND MODEL, OUTER LOOP PLANNING, AND CORRIDOR ALIGNMENT PLANNING, AND TRACK POPULATION/EMPLOYMENT CHANGES	\$1,700,000	\$425,000	\$0	\$2,125,000	<u>\$1,700,000</u>	02/2021	<u>07/2021 (ACTUAL)</u> 04/2021	OBLIGATED (2021)	<u>FUNDING OBLIGATED AS OF JULY 2021</u>
11655.1	0902-00-240	NCTCOG	VA	I	REVENUE AND PROJECT TRACKING SYSTEM (RAPTS)		TRACK, MONITOR, AND ASSESS REGIONAL TRANSPORTATION AND AIR QUALITY PROJECTS THROUGH THE RAPTS WEBSITE; INCLUDES SOFTWARE DEVELOPMENT AND NCTCOG STAFF TIME	\$447,200	\$0	\$0	\$447,200	<u>\$447,200</u>	06/2021	<u>07/2021 (ACTUAL)</u> 06/2021	OBLIGATED (2021)	<u>FUNDING HAS OBLIGATED AS OF JULY 2021</u>
11694	0918-00-317	NCTCOG	VA	I	REGIONAL AIR QUALITY INITIATIVES	IDENTIFY AND IMPLEMENT POLICIES/BEST PRACTICES TO IMPROVE AIR QUALITY AND ENSURE COMPLIANCE WITH FEDERAL STANDARDS;	INCLUDING STRATEGIES TO REDUCE EMISSIONS FROM COMMERCIAL AND CONSUMER VEHICLES, IMPLEMENTATION OF NEW VEHICLE TECHNOLOGIES, AND ASSIST LOCAL GOVERNMENTS AND BUSINESS WITH THE DEPLOYMENT OF LOW-EMISSION TECHNOLOGIES	\$2,543,000	\$0	\$0	\$2,543,000	<u>\$2,543,000</u>	06/2021	<u>08/2021 (ACTUAL)</u> 06/2021	OBLIGATED (2021)	<u>FUNDING OBLIGATED AS OF AUGUST 2021</u>
55166.2	0442-02-165	TXDOT-DALLAS	IH 35E	C	SOUTH OF MARSALIS AVENUE, OVER IH 35	NORTH OF EWING AVENUE	CONSTRUCT LOCAL ENHANCEMENTS	\$12,987,805	\$0	\$0	\$12,987,805	<u>\$12,987,805</u>	02/2021	08/2021	OBLIGATED (2021)	<u>FUNDING OBLIGATED AS OF MAY 2021; NOVEMBER 2020 TIP MODIFICATION TO ADD PROJECT TO THE 2021-2024 TIP TO COVER CHANGE ORDER ON SOUTHERN GATEWAY DEC PLAZA</u>

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

TIP CODE	CSJ	PROJECT SPONSOR	FACILITY	PHASE	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	REVISED START DATE	OBLIGATION STATUS	COMMENT
<u>13059</u>	<u>0172-09-037</u>	<u>TXDOT FORT WORTH</u>	<u>US 287</u>	<u>C</u>	<u>UNION PACIFIC RAILROAD</u>	<u>JOHNSON COUNTY LINE</u>	<u>CONSTRUCT FREEWAY AUX LANES, CONSTRUCT 0/4 TO 4 FRONTAGE ROAD LANES, TEXAS UTURN, RETAINING WALLS, DRAINAGE STRUCTURES, SIDEWALKS, AND SIGNALIZATION</u>	<u>\$9,000,000</u>	<u>\$2,250,000</u>	<u>\$0</u>	<u>\$11,250,000</u>	<u>\$9,000,000</u>	<u>08/2021</u>	<u>08/2021</u>	<u>OBLIGATED (2021)</u>	<u>FUNDING HAS OBLIGATED AS OF JULY 2021; PROJECT WAS ORIGINALLY FUNDED WITH CATEGORY 2 AND WAS SWITCHED FOR STBG VIA A FUNDING EXCHANGE IMPLEMENTED AS PART OF THE REGIONAL 10-YEAR PLAN UPDAT</u>
<u>13060</u>	<u>0172-10-013</u>	<u>TXDOT FORT WORTH</u>	<u>US 287</u>	<u>C</u>	<u>TARRANT COUNTY LINE</u>	<u>LONE STAR ROAD/FM 157</u>	<u>CONST FRWY AUX LNS, NEW 0 TO 2 LN FR. RAMPS, TX UTURN AT LONE STAR BRDG AND WIDEN FRM 2 TO 3 LNS, LONE STAR RD WIDEN 2 TO 3 LNS, SHARED USE PATH, INTERSECTION IMPS AT US 287 & LONE STAR RD/FM 157, RETAINING WALL, DRAINAGE STRUC, SIDEWALKS & SIGNALS</u>	<u>\$18,240,000</u>	<u>\$4,560,000</u>	<u>\$0</u>	<u>\$22,800,000</u>	<u>\$16,229,657</u>	<u>08/2021</u>	<u>08/2021</u>	<u>OBLIGATED (2021)</u>	<u>FUNDING HAS OBLIGATED AS OF JULY 2021; PROJECT WAS ORIGINALLY FUNDED WITH CATEGORY 2 AND WAS SWITCHED FOR STBG VIA A FUNDING EXCHANGE IMPLEMENTED AS PART OF THE REGIONAL 10-YEAR PLAN UPDAT</u>
13060.2	0172-10-017	TXDOT-FORT WORTH	US 287	C	LONE STAR RD	ENTRANCE RAMP TO SB US 287	CONSTRUCT NEW 0 TO 2 LANE SB FRONTAGE ROAD, INTERSECTION IMPROVEMENTS AT US 287 AND LONE STAR RD, SIDEWALKS, DRAINAGE STRUCTURES	\$1,200,000	\$300,000	\$0	\$1,500,000	<u>\$1,279,029</u>	08/2021	08/2021	OBLIGATED (2021)	<u>FUNDING OBLIGATED AS OF JULY 2021; FEBRUARY 2021 TIP MODIFICATION TO ADD NEW PROJECT TO THE 2021-2024 TIP</u>
20096	0135-10-050	TXDOT-DALLAS	US 380	C	US 377	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 DR, WITH SIDEWALK IMPROVEMENTS	\$17,821,696	\$4,455,424	\$0	\$22,277,120	<u>\$44,137,151</u>	05/2021	<u>08/2021</u> <u>05/2021</u>	OBLIGATED (2021)	<u>FUNDING HAS OBLIGATED AS OF JULY 2021</u>
14054	0902-90-148	FORT WORTH	CS	E	HORNE STREET FROM VICKERY BLVD.	CAMP BOWIE BLVD.	WIDEN FROM 2 TO 3 LANES WITH BICYCLE LANES, PEDESTRIAN/SIDEWALK IMPROVEMENTS, AND TRAFFIC SIGNAL IMPROVEMENTS	\$1,020,712	\$0	\$0	\$1,020,712	\$1,613,177	07/2021	07/2021	OBLIGATED (2021)	FUNDING OBLIGATED AS OF JANUARY 2021 (OBLIGATED EARLY)
14077	0918-24-249	ANNA	CS	E	FERGUSON PKWY FROM ELM STREET	THE COLLIN COUNTY OUTER LOOP	CONSTRUCT 0/2 TO 4 LANE URBAN DIVIDED (6 LANES ULTIMATE), INCLUDING NEW SIDEWALKS AND 0 TO 6 LANE BRIDGE OVER SLAYTER CREEK	\$1,072,481	\$0	\$268,120	\$1,340,601	<u>\$1,072,481</u>	09/2018	<u>09/2021</u> <u>05/2021</u>	OBLIGATED (2021)	<u>FUNDING HAS OBLIGATED AS OF JULY 2021</u>
11572	0902-48-579	TXDOT-FORT WORTH	CS	R	US 81/US 287 AT FM 3479/HARMON ROAD/NORTH TARRANT PARKWAY		CONSTRUCT NORTH TARRANT PARKWAY OVER US 81 WITH TURNAROUND ON EASTSIDE; CONSTRUCT HARMON RD OVER US 81	\$260,000	\$65,000	\$0	\$325,000	\$260,000	08/2020	<u>06/2022</u> <u>12/2021</u>	OBLIGATED (2021)	FUNDING HAS OBLIGATED AS OF DECEMBER 2020
11572	0902-48-579	TXDOT-FORT WORTH	CS	U	US 81/US 287 AT FM 3479/HARMON ROAD/NORTH TARRANT PARKWAY		CONSTRUCT NORTH TARRANT PARKWAY OVER US 81 WITH TURNAROUND ON EASTSIDE; CONSTRUCT HARMON RD OVER US 81	\$220,000	\$55,000	\$0	\$275,000	\$220,000	06/2021	06/2022	OBLIGATED (2021)	FUNDING HAS OBLIGATED AS OF DECEMBER 2020; ROW TO START IN 12/2021 WITH UTILITIES TO BEGIN SIX MONTHS LATER IN 6/2022
14050	0902-90-145	GRAPEVINE	CS	E	EULESS-GRAPEVINE ROAD FROM SH 360	HUGHES ROAD	WIDEN FROM 2 TO 4 LANES WITH NEW SIDEWALK AND INSTALL NEW TRAFFIC SIGNAL AT THE INTERSECTION OF SH 360 FRONTAGE ROAD AND EULESS-GRAPEVINE ROAD	\$224,560	\$0	\$0	\$224,560	\$0	10/2020	<u>08/2021</u> <u>06/2021</u>	EXPECTED TO OBLIGATE IN FY 2021	
14048	0902-90-144	GRAPEVINE	CS	E	ON FAIRWAY DRIVE FROM SH 26	MARINA DRIVE	WIDEN FROM 2 TO 3 LANES WITH NEW MINIMUM 10' SHARED-USE PATH	\$338,940	\$0	\$0	\$338,940	\$0	10/2020	<u>08/2021</u> <u>06/2021</u>	EXPECTED TO OBLIGATE IN FY 2021	
25061	0918-47-294	NCTCOG	VA	E	IRVING BICYCLE MASTER PLAN; CITYWIDE		DEVELOP A CITYWIDE BICYCLE MASTER PLAN TO IDENTIFY CORRIDORS AND METHODOLOGIES FOR PROVIDING BICYCLE CONNECTIVITY FROM EXISTING FACILITIES AND TRAILS TO ADDITIONAL AREAS OF THE CITY; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE	\$400,000	\$0	\$0	\$400,000	\$0	04/2020	<u>08/2021</u> <u>05/2021</u>	EXPECTED TO OBLIGATE IN FY 2021	

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

TIP CODE	CSJ	PROJECT SPONSOR	FACILITY	PHASE	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	REVISED START DATE	OBLIGATION STATUS	COMMENT
52553	0171-05-081	TXDOT-FORT WORTH	SH 199	C	AT BYPASS CHANNEL (ON HENDERSON)	NEAR FW CBD & TRINITY RIVER	CONSTRUCT 4 LANE BRIDGE AT NEW LOCATION OF PROPOSED BYPASS CHANNEL	\$22,858,937	\$5,714,734	\$0	\$28,573,671	\$0	05/2014	08/2021	EXPECTED TO OBLIGATE IN FY 2021	FUNDING REFLECTS CHANGE ORDER TO CONSTRUCTION PHASE
11554.1	0902-00-269	NCTCOG	VA	I	PEOPLE MOVER TEST TRACK		INCLUDING ANALYSIS OF VARIOUS TECHNOLOGIES AND ALIGNMENT OPTIONS FOR WARRANTED PEOPLE MOVER LOCATIONS IN THE DFW REGION AND CONNECT THOSE LOCATIONS TO EXISTING REGIONAL TRANSPORTATION NETWORKS	\$642,000	\$0	\$0	\$642,000	\$0	08/2021	08/2021	EXPECTED TO OBLIGATE IN FY 2021	
25089.1	0902-00-300	NCTCOG	VA	I	REGIONAL RAIL INFORMATION SYSTEM (RRIS)		DEVELOPMENT & IMPLEMENTATION OF A (RRIS) TO ASSIST WITH FREIGHT & PASSENGER TRAIN INTERACTIONS; INCREASED PLANNED FREIGHT & PASSENGER RAIL GROWTH, IDENTIFY RAIL BOTTLENECKS & ENHANCE LONG TERM MOBILITY PLAN PROJECTS INCLU. CONSULTANT AND STAFF ACTIVITIES	\$7,100,000	\$0	\$0	\$7,100,000	\$0	09/2020	08/2021 09/2021	EXPECTED TO OBLIGATE IN FY 2021	FEBRUARY 2021 TIP MODIFICATION TO ADD PROJECT TO THE 2021-2024 TIP
14082	0902-90-164	HALTOM CITY	CS	E	BROADWAY AVE FROM US 377	SH 26	RECONSTRUCT AND WIDEN FROM 2 TO 3 LANES WITH INTERSECTION, SIDEWALK AND SIGNAL IMPROVEMENTS	\$659,190	\$0	\$0	\$659,190	\$0	11/2020	07/2021 09/2021	EXPECTED TO OBLIGATE IN FY 2021	
14085.2	0918-47-307	NCTCOG	VA	E	OAK FARMS REG CORR CONCEPTUAL ENG STUDY; ALONG JEFFERSON BLVD VIADUCT FROM YOUNG TO EWING; ALONG HOUSTON ST VIADUCT FRM	YOUNG TO GREENBRIAR LN; ON GREENBRIAR LN FRM JEFFERSON BLVD TO BECKLEY AVE; ON EADS AVE FRM COLORADO TO HUTCHINS	CONCEPTUAL ENGINEERING STUDY TO RECONST ROADWAYS TO IMPLEMENT COMPLETE STREETS, INCLUDING: ON-STREET PARKING, SIDEWALKS, BIKE LANES/PATHS, CONVERT TO 2-WAY OPERATIONS, REMOVE RAMPS, IMPROVE ACCESSIBILITY BY STREETCAR, ADD TRAFFIC CALMING	\$3,405,000	\$0	\$0	\$3,405,000	\$0	09/2020	07/2021 09/2021	EXPECTED TO OBLIGATE IN FY 2021	
25080.1	0902-00-303	NCTCOG	VA	E	INTEGRATED TRANSPORTATION STORMWATER MGMT PROJECT; APPROX 2,816 SQ MI STUDY AREA WITHIN CLEAR, ELM, & WEST FORK TRINITY;	INCLUDES WISE CO & PORTIONS OF DALLAS, DENTON, ELLIS, HOOD, JOHNSON, PARKER & TARRANT CO; ASSESS CURRENT & FUTURE FLOOD	RISK VULNERABILITY FOR TRANS INFRASTRUCTURE & DEVELOPED LAND TO MINIMIZE & MITIGATE IMPACTS OF TRANS PROJECTS & DETERMINE ADAPTIVE & SUSTAINABLE STRATEGIES TO ACCOMMODATE URBAN GROWTH WHILE ALSO INTEGRATING STORMWATER NEEDS & ENVIR STEWARDSHIP	\$3,000,000	\$0	\$0	\$3,000,000	\$0	11/2020	07/2021 09/2021	EXPECTED TO OBLIGATE IN FY 2021	FEBRUARY 2021 TIP MODIFICATION TO ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
11649	0918-00-343	NCTCOG	VA	I	DART VANPOOL PROGRAM		OPERATE A VANPOOL SUBSIDY INITIATIVE FOR COMMUTERS TRAVELING LONG DISTANCES AND IN AREAS WITH LITTLE OR NO FIXED ROUTE SERVICE; SUBSIDIZE A PORTION OF THE COST FOR STAFFING, VEHICLE LEASE COSTS, VANPOOL VEHICLE WRAPPINGS, AND EMERGENCY RIDE HOME SERVICES	\$2,146,000	\$0	\$536,500	\$2,682,500	\$0	09/2020	08/2021 09/2021	EXPECTED TO OBLIGATE IN FY 2021	
11674	0902-00-287	NCTCOG	VA	T	DFW CORE EXPRESS HIGH SPEED RAIL	FROM DALLAS TO FORT WORTH	COMPLETION OF THE DFW CORE EXPRESS SERVICE HIGH-SPEED RAIL PROJECT ENVIRONMENTAL PROCESS; INCLUDES COG STAFF TIME AND CONSULTANT ASSISTANCE	\$6,000,000	\$0	\$0	\$6,000,000	\$0	02/2021	09/2021	EXPECTED TO OBLIGATE IN FY 2021	
11663.2	0902-00-220	TXDOT-FORT WORTH	VA	I	REGIONAL MANAGED LANE SYSTEM		DEVELOP, TEST, & IMPLEMENT TECHNOLOGY TO DETECT & VERIFY AUTO OCCUPANCY ON REGIONAL MANAGED LANE SYSTEM INCLUDING PUBLIC OUTREACH, EDUCATION, & INTEGRATION INTO EXISTING TOLLING SOFTWARE/HARDWARE; PROJECT INVOLVES CONSULTANT ASSISTANCE	\$279,610	\$69,902	\$0	\$349,512	\$0	09/2021	09/2021	EXPECTED TO OBLIGATE IN FY 2021	

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

TIP CODE	CSJ	PROJECT SPONSOR	FACILITY	PHASE	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	REVISED START DATE	OBLIGATION STATUS	COMMENT
11696.2	0902-00-301	NCTCOG TXDOT-FORT WORTH	VA	I	REGIONWIDE OPTIMIZED FREIGHT MOVEMENT PROJECT; INCLUDES RESEARCH, DEPLOYMENT,	& MONITORING OF TRANSPORTATION INNOVATIONS AND TECHNOLOGY TO IMPROVE FLOW OF FREIGHT VEHICLES	THROUGH INTERSECTIONS IN DALLAS-FORT WORTH IN PARTNERSHIP WITH INDUSTRY, GOVERNMENTS & OTHER PERTINENT PARTIES; INCLUDES NCTCOG STAFF TIME	\$4,800,000	\$0	\$0	\$4,800,000	\$0	09/2021	09/2021	EXPECTED TO OBLIGATE IN FY 2021	FEBRUARY 2021 TIP MODIFICATION TO ADD PROJECT TO THE 2021-2024 TIP
25069	0918-24-262	PLANO	VA	C	COLLIN CREEK MALL AT PARK BLVD AND US 75		CONSTRUCT 2,000 VEHICLE CAPACITY PARKING GARAGE TO PROVIDE PARKING FOR DOWNTOWN PLANO LIGHT RAIL STATION AND ADJACENT MIXED-USE DEVELOPMENT; INCLUDES ELECTRIC VEHICLE CHARGING INFRASTRUCTURE	\$30,000,000	\$0	\$7,500,000	\$37,500,000	\$0	10/2020	08/2021	NOT EXPECTED TO OBLIGATE IN FY 2021	CITY IS COORDINATING WITH TXDOT ON AGREEMENT AND MAY START DESIGN PHASE II FY 2021, BUT LIKELY NOT THE CONSTRUCTION FUNDS; NCTCOG COORDINATING WITH TXDOT TO DETERMINE IF OBLIGATION IN FY 2021 IS POSSIBLE
21009.1	0918-47-328	NCTCOG	VA	E	BACHMAN LAKE PLANNING STUDY; BOUNDED BY MOCKINGBIRD LANE TO THE SOUTH, IH 35E TO THE WEST,	INWOOD ROAD TO THE EAST, AND ROYAL LANE TO THE NORTH	CONDUCT PLANNING STUDY TO IDENTIFY SAFE PEDESTRIAN ACCESS/FACILITIES ALONG MAJOR ROADWAYS TO CREATE CONNECTIONS TO NEARBY TRAILS AND THE DART BACHMAN STATION, AND EVALUATE LOVE FIELD ACCESS; INCLUDES NCTCOG STAFF TIME & CONSULTANT ASSISTANCE	\$800,000	\$0	\$0	\$800,000	\$0	09/2021	09/2021	NOT EXPECTED TO OBLIGATE IN FY 2021	<u>PROJECT PHASE TO BE DELAYED TO FY 2022;</u> NOVEMBER 2020 TIP MODIFICATION TO ADD PROJECT TO THE 2021-2024 TIP
14024	0918-47-240	SACHSE	CS	R	ON MERRITT RD/WOODBRIDGE PKWY FROM PLEASANT VALLEY ROAD	NORTH OF SACHSE ROAD	RECONSTRUCT AND WIDEN 2 TO 4 LANE DIVIDED URBAN; INTERSECTION, SIGNAL, AND SHARED-USE PATH IMPROVEMENTS ALONG MERRITT ROAD, INCLUDING ILLUMINATION AND MEDIAN LANDSCAPE	\$800,000	\$0	\$200,000	\$1,000,000	\$0	02/2021	<u>10/2021</u> 06/2021	NOT EXPECTED TO OBLIGATE IN FY 2021	AGREEMENT EXECUTION HAS TAKEN LONGER THAN ORIGINALLY PROJECTED
25013	0902-90-172	FORT WORTH	CS	R	MEANDERING ROAD FROM SH 183 TO ANAHUAC AVE	LTJG BARNETT FROM MEANDERING ROAD TO NASJRB EAST GATE	RECONSTRUCT MEANDERING ROAD FROM 4 TO 3 LANES, REALIGN INTERSECTION AT ROBERTS CUT OFF, CONSTRUCT INTERSECTION IMPROVEMENTS AT YALE ST AND LTJG BARNETT, ADD SIDEWALKS AND SIDEPATHS WITHIN PROJECT LIMITS AND BIKE LANES ON LT JG BARNETT	\$0	\$0	\$0	\$0	\$0	09/2020	10/2021	NOT EXPECTED TO OBLIGATE IN FY 2021	PROJECT PHASE DELAYED TO FY 2022 VIA FEBRUARY 2021 TIP MODIFICATION CYCLE
14032	0918-47-246	TXDOT-DALLAS	CS	E	ON EAST BEAR CREEK ROAD FROM HAMPTON ROAD	IH 35E	RECONSTRUCT AND WIDEN FROM 2 LANES RURAL UNDIVIDED TO 4 LANES URBAN DIVIDED WITH BICYCLE/PEDESTRIAN ACCOMMODATIONS AND INTERSECTION IMPROVEMENTS	\$800,000	\$0	\$200,000	\$1,000,000	\$0	06/2017	10/2021	NOT EXPECTED TO OBLIGATE IN FY 2021	COST OVERRUN FUNDS ON A PREVIOUSLY OBLIGATED PHASE; PROJECT DELAYED DUE TO LOCAL AGREEMENT ISSUES BETWEEN CITY OF GLENN HEIGHTS AND DALLAS COUNTY
14039	0902-90-117	DFW AIRPORT	CS	C	ON GLADE ROAD; FROM NORTHBOUND SH 360 FRONTAGE ROAD	WEST AIRFIELD DRIVE	RECONSTRUCT FROM 2 TO 2 LANES (ADD SHOULDERS)	\$4,563,980	\$0	\$0	\$4,563,980	\$0	07/2021	<u>11/2021</u> 07/2021	NOT EXPECTED TO OBLIGATE IN FY 2021	
14085.3	0918-47-306	DALLAS	VA	E	OAK FARMS LOCAL CORRIDORS CONCEPTUAL ENG STUDY; BOUNDED BY IH 30 TO THE NORTH; TRINITY RIVER TO THE NORTHEAST;	BECKLEY AVE, ELSEBETH ST, & ZANG BLVD TO THE WEST; CUMBERLAND ST & MARSALIS AVE TO THE SW; & THE DART RED LINE TO THE SE	RECONSTRUCT ROADWAYS TO IMPLEMENT COMPLETE STREETS, INCLUDING CONSTRUCTING SIDEWALK, TRANSIT STOP, BIKE LANE, ON STREET PARKING AND STREETSCAPE IMPROVEMENTS; CONSTRUCT CORRIDOR CONNECTIONS; AND TRAFFIC CALMING	\$1,195,000	\$0	\$0	\$1,195,000	\$0	09/2020	<u>12/2021</u> 05/2021	NOT EXPECTED TO OBLIGATE IN FY 2021	<u>AFA EXECUTION HAS TAKEN LONGER THAN ORIGINALLY PROJECTED</u>
14032	0918-47-246	TXDOT-DALLAS	CS	R	ON EAST BEAR CREEK ROAD FROM HAMPTON ROAD	IH 35E	RECONSTRUCT AND WIDEN FROM 2 LANES RURAL UNDIVIDED TO 4 LANES URBAN DIVIDED WITH BICYCLE/PEDESTRIAN ACCOMMODATIONS AND INTERSECTION IMPROVEMENTS	\$2,000,000	\$0	\$500,000	\$2,500,000	\$0	10/2020	12/2021	NOT EXPECTED TO OBLIGATE IN FY 2021	PROJECT TO BE DELAYED TO FY 2022; PROJECT DELAYED DUE TO LOCAL AGREEMENT ISSUES BETWEEN CITY OF GLENN HEIGHTS AND DALLA COUNTY
14082	0902-90-164	HALTOM CITY	CS	R	BROADWAY AVE FROM US 377	SH 26	RECONSTRUCT AND WIDEN FROM 2 TO 3 LANES WITH INTERSECTION, SIDEWALK AND SIGNAL IMPROVEMENTS	\$42,500	\$0	\$0	\$42,500	\$0	04/2021	01/2022	NOT EXPECTED TO OBLIGATE IN FY 2021	PROJECT TO BE DELAYED TO FY 2022 DUE TO DELAYS IN GETTING AGREEMENT EXECUTED AND ENGINEERING STARTED
14002	0918-47-208	DALLAS CO	CS	R	ON WINTERGREEN RD FROM JEFFERSON STREET	WEST OF CARPENTER ROAD	RECONSTRUCT AND WIDEN 2 LANE UNDIVIDED RURAL TO 4 LANE DIVIDED URBAN	\$560,000	\$0	\$140,000	\$700,000	\$0	01/2021	03/2022	NOT EXPECTED TO OBLIGATE IN FY 2021	PROJECT TO BE DELAYED TO FY 2022

Sorted by Obligation Status, then Estimated Start Date
 Estimated Start Dates reflect schedules as of 07/2021
 Red underlined text/strikethroughs indicate projects added or changes made since last presented

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

TIP CODE	CSJ	PROJECT SPONSOR	FACILITY	PHASE	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	REVISED START DATE	OBLIGATION STATUS	COMMENT
25078	0918-47-313	NCTCOG	CS	E	ON HICKORY TREE ROAD; FROM ELAM ROAD	LAKE JUNE ROAD	PLANNING STUDY TO RECONSTRUCT AND WIDEN 2 TO 3 LANE ROADWAY WITH PEDESTRIAN IMPROVEMENTS	\$500,000	\$0	\$0	\$500,000	\$0	01/2021	08/2021 <u>06/2022</u>	NOT EXPECTED TO OBLIGATE IN FY 2021	IMPLEMENTING AGENCY MAY CHANGE, WHICH MAY IMPACT <u>HAS CHANGED, WHICH HAS IMPACTED</u> THE SCHEDULE FOR THIS OBLIGATION (DELAY IT TO A FUTURE YEAR)
20304.3	0918-47-330	TXDOT-DALLAS	VA	I	HIGHWAY INCIDENT REPORTING SOFTWARE & EQUIPMENT		PURCHASE OF HIGHWAY INCIDENT REPORTING SOFTWARE & EQUIPMENT TO MITIGATE CRASH RISK BY IMPROVING EFFICIENCY AND MINIMIZING TIME REQUIRED PER INCIDENT	\$66,540	\$0	\$0	\$66,540	\$0	09/2022	09/2022	NOT EXPECTED TO OBLIGATE IN FY 2021	FEBRUARY 2021 TIP MODIFICATION TO ADD PROJECT TO THE 2021-2024 TIP
14081	2374-05-092	GRAND PRAIRIE	VA	C	ON GREAT SOUTHWEST PARKWAY FROM EASTBOUND IH 20 FRONTAGE ROAD	WESTBOUND IH 20 FRONTAGE ROAD	WIDEN ROADWAY FROM 4 TO 6 LANES WITH SIDEWALKS	\$1,751,200	\$437,800	\$0	\$2,189,000	\$0	08/2021	08/2021 <u>12/2024</u>	NOT EXPECTED TO OBLIGATE IN FY 2021	<u>CONSTRUCTION TO BE DELAYED TO FY 2025; NOVEMBER 2020 TIP MODIFICATION MOVED CONSTRUCTION INTO FY 2021; DELAY DUE TO ENGINEERING STARTING LATER THAN ANTICIPATED AS WELL AS ADDING MORE TIME TO THE SCHEDULE FOR PRE-CONSTRUCTION PHASES TO BE COMPLETED</u>
11559	0902-48-799	FWTA	CS	T	TRE CROSSING	AT CALLOWAY CEMETERY	UPGRADE TO QUAD GATES AND RESURFACE CROSSING	\$504,186	\$0	\$126,047	\$630,233	\$0	02/2020	2/2020 (ACTUAL)	NOT EXPECTED TO OBLIGATE IN FY 2021	<u>TRANSIT TRANSFER FOR \$100,000 HAS BEEN INITIATED; REMAINDER OF THE FUNDS TO BE MOVED TO TIP 14078/CSJ 0902-90-155; PROJECT PREVIOUSLY STARTED AND IS PARTIALLY OBLIGATED, BUT THESE UNOBLIGATED FUNDS REMAIN</u>
11682	0918-24-257	FRISCO	VA	I	CITY OF FRISCO - AUTOMATED VEHICLE DEPLOYMENT; BOUNDED BY LEBANON RD TO THE NORTH,	DALLAS PARKWAY TO THE EAST, SH 121 TO THE SOUTH, AND LEGACY DR TO THE WEST	IMPLEMENT A LOW/MEDIUM SPEED AV SHUTTLE DEPLOYMENT FOR EMPLOYEES/RESIDENTS/VISITORS OF \$5 BILLION DOLLAR MILE, AND HALL PARK; CITY WILL CONTRACT FOR SERVICES/OPERATION OF SHUTTLE	\$300,000	\$0	\$75,000	\$375,000	\$0	08/2020	N/A	NOT EXPECTED TO OBLIGATE IN FY 2021	CITY HAS OPTED TO CANCEL THIS PROJECT AND RETURN FUNDS TO REGIONAL POOL
14060	0918-24-258	MCKINNEY	CS	E	E LOUISIANA STREET FROM SH 5	THROCKMORTON ST	RECONSTRUCT FROM 2 TO 2 LANES INCLUDING ON-STREET PARKING, ROUNDABOUT AT THE INTERSECTION OF EAST LOUISIANA AND GREENVILLE ST, AND SIDEWALK IMPROVEMENTS	\$0	\$0	\$0	\$0	\$0	10/2020	N/A	NOT EXPECTED TO OBLIGATE IN FY 2021	FEBRUARY 2021 TIP MODIFICATION REMOVED STBG FUNDING FROM THIS PROJECT
11613.1	8300-00-038	TXDOT	VA	I	NORTH CENTRAL TEXAS REGIONAL RAIL STUDY		REGIONAL STUDY FOR ALL FREIGHT/PASSENGER RAIL LINES IN THE DFW REGION	\$320,000	\$0	\$80,000	\$400,000	\$0	03/2019	03/2019 (ACTUAL)	NOT EXPECTED TO OBLIGATE	FUNDS ARE NOT BEING USED AT THIS TIME; PROJECT IS FULLY FUNDED USING STATE RAIL SAFETY FUNDS
TOTAL								\$231,667,090	\$28,172,961	\$14,517,454	\$274,357,505	\$217,142,287				

TOTAL CLOSEOUTS/WITHDRAWALS	(\$1,884,921)
TOTAL PROJECT ADJUSTMENTS	\$1,129,715
TOTAL OBLIGATED IN FY 2020	\$26,234,882
TOTAL OBLIGATED IN FY 2021	\$190,907,405
TOTAL EXPECTED TO OBLIGATE	\$51,854,237
TOTAL NOT EXPECTED TO OBLIGATE	\$44,203,406

TRANSPORTATION ALTERNATIVES SET ASIDE FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

TIP CODE	CSJ	PROJECT SPONSOR	FACILITY	PHASE	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	REVISED START DATE	OBLIGATION STATUS	COMMENTS
40046	0918-11-099	TERRELL	VA	C	DR. BRUCE WOOD ELEMENTARY SCHOOL CONNECTION EXTENSIONS; SAFE ROUTES TO SCHOOL	ALONG ROCKWALL AVENUE TO SOUTH OF KENNEDY, AND ALONG DRAINAGE EASEMENT NORTH OF BAKER FROM ROCKWALL TO FRANCES	SAFE ROUTES TO SCHOOL PEDESTRIAN IMPROVEMENTS IN PROXIMITY TO ELEMENTARY SCHOOL INCLUDING CONSTRUCT AND RECONSTRUCT SIDEWALKS, BICYCLE/PEDESTRIAN SIGNALS, SIGNAGE, AND CROSSWALKS	\$507,662	\$0	\$126,915	\$634,577	\$507,662	05/2020	08/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF JULY 2020; FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION
40046	0918-11-099	TERRELL	VA	CE	DR. BRUCE WOOD ELEMENTARY SCHOOL CONNECTION EXTENSIONS; SAFE ROUTES TO SCHOOL	ALONG ROCKWALL AVENUE TO SOUTH OF KENNEDY, AND ALONG DRAINAGE EASEMENT NORTH OF BAKER FROM ROCKWALL TO FRANCES	SAFE ROUTES TO SCHOOL PEDESTRIAN IMPROVEMENTS IN PROXIMITY TO ELEMENTARY SCHOOL INCLUDING CONSTRUCT AND RECONSTRUCT SIDEWALKS, BICYCLE/PEDESTRIAN SIGNALS, SIGNAGE, AND CROSSWALKS	\$26,718	\$0	\$6,680	\$33,398	\$26,718	05/2020	08/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF JULY 2020; FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION
40037	0918-25-025	HEATH	CS	C	SRTS TRAIL PROJECT - SMIRL & HUBBARD; EXISTING PATH AT FM 740 TRAIL	EXISTING PATH WEST OF DUNFORD DRIVE	CONSTRUCT A SHARED-USE PATH FOR BICYCLISTS AND PEDESTRIANS ALONG HUBBARD DR	\$296,711	\$0	\$74,178	\$370,889	\$296,711	12/2020	11/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF JUNE 2020; FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION
40037	0918-25-025	HEATH	CS	CE	SRTS TRAIL PROJECT - SMIRL & HUBBARD; EXISTING PATH AT FM 740 TRAIL	EXISTING PATH WEST OF DUNFORD DRIVE	CONSTRUCT A SHARED-USE PATH FOR BICYCLISTS AND PEDESTRIANS ALONG HUBBARD DR	\$18,435	\$0	\$4,609	\$23,044	\$18,435	12/2020	11/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF JUNE 2020; FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION
40060	0902-90-081	RICHLAND HILLS	CS	C	RICHLAND HILLS TRE CONNECTION; GLENVIEW DRIVE ON THE NORTH	INTERSECTION OF SH 121 WESTBOUND FRONTAGE ROAD AND HANDLEY-EDERVILLE ROAD ON THE SOUTH	CONSTRUCT BICYCLE AND PEDESTRIAN IMPROVEMENTS INCLUDING SHARED-USE PATH, BIKEWAYS, SIDEWALKS, CROSSWALKS, AND SIGNAGE	\$161,281	\$0	\$40,320	\$201,601	\$50,608	08/2020	12/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF JULY 2020; FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION
40048	0918-47-205	DALLAS	VA	C	TRINITY STRAND TRAIL PHASE 2; EXISTING TRINITY STRAND TRAIL AT THE INTERSECTION OF MARKET CNTR BLVD & TURTLE CREEK BLVD	INWOOD/LOVE FIELD DART STATION	CONSTRUCT BICYCLE AND PEDESTRIAN IMPROVEMENTS INCLUDING SHARED-USE PATH, ON STREET BIKEWAY, BICYCLE/PEDESTRIAN SIGNALS, CROSSWALKS, SIGNAGE, AND BICYCLE/PEDESTRIAN TRAFFIC COUNT EQUIPMENT	\$4,742,746	\$0	\$1,185,686	\$5,928,432	\$4,742,746	08/2020	01/2021 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF JULY 2020; FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION
40048	0918-47-205	DALLAS	VA	CE	TRINITY STRAND TRAIL PHASE 2; EXISTING TRINITY STRAND TRAIL AT THE INTERSECTION OF MARKET CNTR BLVD & TURTLE CREEK BLVD	INWOOD/LOVE FIELD DART STATION	CONSTRUCT BICYCLE AND PEDESTRIAN IMPROVEMENTS INCLUDING SHARED-USE PATH, ON STREET BIKEWAY, BICYCLE/PEDESTRIAN SIGNALS, CROSSWALKS, SIGNAGE, AND BICYCLE/PEDESTRIAN TRAFFIC COUNT EQUIPMENT	\$257,254	\$0	\$64,314	\$321,568	\$257,254	08/2020	01/2021 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF JULY 2020; FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION
40055	0902-90-079	NORTH RICHLAND HILLS	CS	C	NRH ACTIVE TRANSPORTATION PROJECTS FOR TRAIL/ON-ROAD BOUNDED BY NORTH TARRANT PARKWAY TO THE NORTH	PRECINCT LINE ROAD TO THE EAST, GLENVIEW DRIVE TO THE SOUTH, SUNCREST DRIVE TO THE WEST	CONSTRUCT BIKE/PED SAFETY IMPROVEMENTS INCL INSTALLING FLASHING BEACONS, BIKE/PED SIGNALS, CROSSWALKS, SIGNAGE, SIDEWALKS, BIKEWAYS, REFUGE ISLANDS AT INTERSECTIONS, AND SHARED USE PATH FROM EXISTING COTTON BELT TRAIL TO EXISTING JOHN BARFIELD TRAIL	\$161,729	\$0	\$40,432	\$202,161	\$161,729	09/2020	05/2021 (ACTUAL)	OBLIGATED (2021)	FUNDING OBLIGATED AS OF MARCH 2021
40055	0902-90-079	NORTH RICHLAND HILLS	CS	CE	NRH ACTIVE TRANSPORTATION PROJECTS FOR TRAIL/ON-ROAD BOUNDED BY NORTH TARRANT PARKWAY TO THE NORTH	PRECINCT LINE ROAD TO THE EAST, GLENVIEW DRIVE TO THE SOUTH, SUNCREST DRIVE TO THE WEST	CONSTRUCT BIKE/PED SAFETY IMPROVEMENTS INCL INSTALLING FLASHING BEACONS, BIKE/PED SIGNALS, CROSSWALKS, SIGNAGE, SIDEWALKS, BIKEWAYS, REFUGE ISLANDS AT INTERSECTIONS, AND SHARED USE PATH FROM EXISTING COTTON BELT TRAIL TO EXISTING JOHN BARFIELD TRAIL	\$28,059	\$0	\$7,015	\$35,074	\$28,059	09/2020	05/2021 (ACTUAL)	OBLIGATED (2021)	ALL TA SET ASIDE FUNDS FOR THIS PROJECT OBLIGATED FOR CONSTRUCTION
<u>40045</u>	<u>0918-47-203</u>	<u>DALLAS COUNTY</u>	<u>VA</u>	<u>C</u>	<u>FM 1382 SIDE PATH FROM INTERSECTION OF FM 1382 AND CAMP WISDOM ROAD</u>	<u>MANSFIELD RD</u>	<u>CONSTRUCT NEW SHARED-USE PATH FOR BICYCLISTS AND PEDESTRIANS INCLUDING CROSSWALKS AND SIGNAGE</u>	<u>\$1,554,908</u>	<u>\$0</u>	<u>\$388,727</u>	<u>\$1,943,635</u>	<u>\$1,554,908</u>	<u>07/2021</u>	<u>08/2021</u>	<u>OBLIGATED (2021)</u>	<u>FUNDING OBLIGATED AS OF JUNE 2021; PROJECT WAS ORIGINALLY LISTED IN FY 2022</u>
<u>40045</u>	<u>0918-47-203</u>	<u>DALLAS COUNTY</u>	<u>VA</u>	<u>CE</u>	<u>FM 1382 SIDE PATH FROM INTERSECTION OF FM 1382 AND CAMP WISDOM ROAD</u>	<u>MANSFIELD RD</u>	<u>CONSTRUCT NEW SHARED-USE PATH FOR BICYCLISTS AND PEDESTRIANS INCLUDING CROSSWALKS AND SIGNAGE</u>	<u>\$74,043</u>	<u>\$0</u>	<u>\$18,511</u>	<u>\$92,554</u>	<u>\$74,043</u>	<u>07/2021</u>	<u>08/2021</u>	<u>OBLIGATED (2021)</u>	<u>FUNDING OBLIGATED AS OF JUNE 2021; PROJECT WAS ORIGINALLY LISTED IN FY 2022</u>

TRANSPORTATION ALTERNATIVES SET ASIDE FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

TIP CODE	CSJ	PROJECT SPONSOR	FACILITY	PHASE	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	REVISED START DATE	OBLIGATION STATUS	COMMENTS
40041	0918-47-202	CEDAR HILL	VA	C	SOUTH CLARK RD TRAIL VELOWEB; FROM EXISTING RED OAK CREEK TRAIL	E BELT LINE RD	CONSTRUCT SHARED-USE PATH, BICYCLE/PEDESTRIAN SIGNALS, CROSSWALKS, SIGNAGE, AND SAFETY IMPROVEMENTS	\$943,733	\$0	\$235,934	\$1,179,667	<u>\$998,442</u>	08/2020	<u>08/2021</u> 09/2021	OBLIGATED (2021)	<u>FUNDING OBLIGATED AS OF JUNE 2021;</u> <u>PROJECT TO BE DELAYED TO FY 2022 DUE TO</u> <u>ISSUES WITH UTILITY RELOCATIONS</u>
40041	0918-47-202	CEDAR HILL	VA	CE	SOUTH CLARK RD TRAIL VELOWEB; FROM EXISTING RED OAK CREEK TRAIL	E BELT LINE RD	CONSTRUCT SHARED-USE PATH, BICYCLE/PEDESTRIAN SIGNALS, CROSSWALKS, SIGNAGE, AND SAFETY IMPROVEMENTS	\$109,418	\$0	\$27,354	\$136,772	<u>\$54,709</u>	08/2020	<u>08/2021</u> 09/2021	OBLIGATED (2021)	<u>FUNDING OBLIGATED AS OF JUNE 2021;</u> <u>PROJECT TO BE DELAYED TO FY 2022 DUE TO</u> <u>ISSUES WITH UTILITY RELOCATIONS</u>
40069	0902-38-138	HUDSON OAKS	VA	E	HUDSON OAKS MULTIMODAL TRAIL; ON OAKRIDGE DRIVE FROM SOUTH OF SONORA CANYON ROAD TO INSPIRATION DRIVE AND	ON INSPIRATION DRIVE FROM OAKRIDGE ROAD TO HUDSON OAKS DRIVE	CONSTRUCT SHARED USE PATH	\$79,184	\$0	\$19,796	\$98,980	<u>\$79,184</u>	09/2021	09/2021	OBLIGATED (2021)	<u>FUNDING HAS OBLIGATED AS OF JULY 2021;</u> <u>FUNDING WAS DELAYED TO FY 2021 VIA</u> <u>FEBRUARY 2021 TIP MODIFICATION CYCLE;</u> <u>PENDING APPROVAL OF 2021-2024 TIP/STIP</u> <u>BEFORE ENGINEERING CAN ADVANCE</u>
40038	0918-47-209	CEDAR HILL	VA	C	SIDEWALK AND CROSSWALK IMPROVEMENTS (COMBINED) - SAFE ROUTES TO SCHOOL	NEAR HIGH POINT ELEM, LIFE SCHOOL CEDAR HILL, JOE WILSON INT, VILLAGE TECH, WATERFORD OAKS ELEM, & HIGHLAND ELEM SCHOOLS	SAFE ROUTES TO SCHOOL PEDESTRIAN IMPROVEMENTS IN PROXIMITY TO SCHOOLS, INCLUDING NEW CROSSWALKS, BICYCLE/PEDESTRIAN SIGNALS, SIGNAGE, AND SIDEWALK IMPROVEMENTS TO COMPLETE EXISTING SIDEWALK GAPS	\$1,418,054	\$0	\$354,513	\$1,772,567	<u>\$1,244,462</u>	08/2020	<u>08/2021</u> 05/2021	OBLIGATED (2021)	<u>FUNDING OBLIGATED AS OF JULY 2021</u>
40038	0918-47-209	CEDAR HILL	VA	CE	SIDEWALK AND CROSSWALK IMPROVEMENTS (COMBINED) - SAFE ROUTES TO SCHOOL	NEAR HIGH POINT ELEM, LIFE SCHOOL CEDAR HILL, JOE WILSON INT, VILLAGE TECH, WATERFORD OAKS ELEM, & HIGHLAND ELEM SCHOOLS	SAFE ROUTES TO SCHOOL PEDESTRIAN IMPROVEMENTS IN PROXIMITY TO SCHOOLS, INCLUDING NEW CROSSWALKS, BICYCLE/PEDESTRIAN SIGNALS, SIGNAGE, AND SIDEWALK IMPROVEMENTS TO COMPLETE EXISTING SIDEWALK GAPS	\$141,806	\$0	\$35,451	\$177,257	<u>\$126,670</u>	08/2020	<u>08/2021</u> 05/2021	OBLIGATED (2021)	<u>FUNDING OBLIGATED AS OF JULY 2021</u>
40061	0902-90-082	FORT WORTH	VA	C	WJ TURNER ELEM, DIAMOND HILL ELEM AND BONNIE BRAE ELEM SCHOOL CAMPUSES BOUNDED BY W LORRAINE ST TO THE N	NORTH BEACH ST TO THE EAST; BRENNAN AVE TO THE S, TITUS ST TO THE W	CONSTRUCT NEW AND RECONSTRUCT EXISTING SIDEWALKS, DRIVEWAYS, CROSSWALKS, SIGNS, AND PEDESTRIAN SIGNALS (SAFE ROUTES TO SCHOOLS FOR 3 SCHOOLS IN NORTH DISTRICT)	\$695,354	\$0	\$173,838	\$869,192	<u>\$764,578</u>	07/2020	<u>08/2021</u> 12/2021	OBLIGATED (2021)	<u>FUNDING OBLIGATED AS OF JULY 2021; ISSUES</u> <u>WITH ENVIRONMENTAL CLEARANCE HAVE</u> <u>BEEN RESOLVED AND THE CITY OF FORT</u> <u>WORTH EXPECTS TO ADVANCE THE PROJECT IN</u> <u>FY 2021; PROJECT TO BE DELAYED TO FY 2022</u> <u>DUE TO ISSUES WITH THE ENVIRONMENTAL</u> <u>CLEARANCE PROCESS</u>
40061	0902-90-082	FORT WORTH	VA	CE	WJ TURNER ELEM, DIAMOND HILL ELEM AND BONNIE BRAE ELEM SCHOOL CAMPUSES BOUNDED BY W LORRAINE ST TO THE N	NORTH BEACH ST TO THE EAST; BRENNAN AVE TO THE S, TITUS ST TO THE W	CONSTRUCT NEW AND RECONSTRUCT EXISTING SIDEWALKS, DRIVEWAYS, CROSSWALKS, SIGNS, AND PEDESTRIAN SIGNALS (SAFE ROUTES TO SCHOOLS FOR 3 SCHOOLS IN NORTH DISTRICT)	\$69,224	\$0	\$17,305	\$86,529	\$0	07/2020	<u>08/2021</u> 12/2021	OBLIGATED (2021)	<u>ALL FUNDING OBLIGATED UNDER</u> <u>CONSTRUCTION PHASE; ISSUES WITH</u> <u>ENVIRONMENTAL CLEARANCE HAVE BEEN</u> <u>RESOLVED AND THE CITY OF FORT WORTH</u> <u>EXPECTS TO ADVANCE THE PROJECT IN FY</u> <u>2021; PROJECT TO BE DELAYED TO FY 2022</u> <u>DUE TO ISSUES WITH THE ENVIRONMENTAL</u> <u>CLEARANCE PROCESS</u>
40063	0902-90-083	FORT WORTH	VA	C	D MCRAE ELEM BOUNDED BY AVE J TO THE N, S AYERS AVE TO THE E, LITTLEJOHN AVE TO THE S, THRALL ST TO THE W; DAGGETT ELEM	BOUNDED BY WILLING/FAIRMOUNT AVE TO THE W, W RICHMOND AVE TO THE N, HEMPHILL ST TO THE E, CANTEY ST TO THE S	CONSTRUCT NEW AND RECONSTRUCT EXISTING SIDEWALKS, DRIVEWAYS, CROSSWALKS, SIGNS, AND PEDESTRIAN SIGNALS (SAFE ROUTES TO SCHOOLS FOR 2 SCHOOLS IN SOUTH DISTRICT)	\$369,540	\$0	\$92,385	\$461,925	<u>\$406,255</u>	07/2020	<u>08/2021</u> 12/2021	OBLIGATED (2021)	<u>FUNDING OBLIGATED AS OF JULY 2021; ALL</u> <u>FUNDING OBLIGATED UNDER CONSTRUCTION</u> <u>PHASE; ISSUES WITH ENVIRONMENTAL</u> <u>CLEARANCE HAVE BEEN RESOLVED AND THE</u> <u>CITY OF FORT WORTH EXPECTS TO ADVANCE</u> <u>THE PROJECT IN FY 2021; PROJECT TO BE</u> <u>DELAYED TO FY 2022 DUE TO ISSUES WITH THE</u> <u>ENVIRONMENTAL CLEARANCE PROCESS</u>
40063	0902-90-083	FORT WORTH	VA	CE	D MCRAE ELEM BOUNDED BY AVE J TO THE N, S AYERS AVE TO THE E, LITTLEJOHN AVE TO THE S, THRALL ST TO THE W; DAGGETT ELEM	BOUNDED BY WILLING/FAIRMOUNT AVE TO THE W, W RICHMOND AVE TO THE N, HEMPHILL ST TO THE E, CANTEY ST TO THE S	CONSTRUCT NEW AND RECONSTRUCT EXISTING SIDEWALKS, DRIVEWAYS, CROSSWALKS, SIGNS, AND PEDESTRIAN SIGNALS (SAFE ROUTES TO SCHOOLS FOR 2 SCHOOLS IN SOUTH DISTRICT)	\$36,714	\$0	\$9,179	\$45,893	\$0	07/2020	<u>08/2021</u> 12/2021	OBLIGATED (2021)	<u>ALL FUNDING OBLIGATED UNDER</u> <u>CONSTRUCTION PHASE; ISSUES WITH</u> <u>ENVIRONMENTAL CLEARANCE HAVE BEEN</u> <u>RESOLVED AND THE CITY OF FORT WORTH</u> <u>EXPECTS TO ADVANCE THE PROJECT IN FY</u> <u>2021; PROJECT TO BE DELAYED TO FY 2022</u> <u>DUE TO ISSUES WITH THE ENVIRONMENTAL</u> <u>CLEARANCE PROCESS</u>

TRANSPORTATION ALTERNATIVES SET ASIDE FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

TIP CODE	CSJ	PROJECT SPONSOR	FACILITY	PHASE	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	REVISED START DATE	OBLIGATION STATUS	COMMENTS
40049	0918-47-206	DALLAS	VA	C	LAKE HIGHLANDS TRAIL NORTHERN EXTENSION & LAKE HIGHLANDS TRAIL PHASE 2A, 2B; FROM EXISTING WHITE ROCK CREEK TRAIL TO	EXISTING LAKE HIGHLANDS TRAIL AT WHITE ROCK TRAIL ROADWAY TO THE LAKE HIGHLANDS DART STATION NEAR WALNUT HILL	CONSTRUCT NEW SHARED-USE PATH FOR BICYCLISTS AND PEDESTRIANS; BIKEWAY AND PEDESTRIAN IMPROVEMENTS INCLUDING SIDEWALKS, BICYCLE/PEDESTRIAN SIGNALS, CROSSWALKS, SIGNAGE, AND BICYCLE/PEDESTRIAN TRAFFIC COUNT EQUIPMENT	\$3,896,967	\$0	\$974,242	\$4,871,209	<u>\$3,315,603</u>	02/2021	<u>08/2021</u> 06/2021	OBLIGATED (2021)	<u>FUNDING OBLIGATED AS OF AUGUST 2021</u>
40049	0918-47-206	DALLAS	VA	CE	LAKE HIGHLANDS TRAIL NORTHERN EXTENSION & LAKE HIGHLANDS TRAIL PHASE 2A, 2B; FROM EXISTING WHITE ROCK CREEK TRAIL TO	EXISTING LAKE HIGHLANDS TRAIL AT WHITE ROCK TRAIL ROADWAY TO THE LAKE HIGHLANDS DART STATION NEAR WALNUT HILL	CONSTRUCT NEW SHARED-USE PATH FOR BICYCLISTS AND PEDESTRIANS; BIKEWAY AND PEDESTRIAN IMPROVEMENTS INCLUDING SIDEWALKS, BICYCLE/PEDESTRIAN SIGNALS, CROSSWALKS, SIGNAGE, AND BICYCLE/PEDESTRIAN TRAFFIC COUNT EQUIPMENT	\$540,774	\$0	\$135,194	\$675,968	<u>\$891,963</u>	02/2021	<u>08/2021</u> 06/2021	OBLIGATED (2021)	<u>FUNDING OBLIGATED AS OF AUGUST 2021</u>
54062	0008-13-221	TXDOT-FORT WORTH	IH 820	C	SH 121/SH 183 INTERCHANGE	RANDOL MILL ROAD	INTERIM PROJECT TO CNST IH 820/SH 121 DIRECT CONNECTORS; FROM RANDOL MILL RD TO TRINITY BLVD: RECNST FROM 4 TO 6 LNS PLUS 2 AUX LNS; FROM TRINITY BLVD TO N INT WITH SH 121/SH 183: WDN FROM 9 TO 11 LNS & 4/6 LN DISC FR RDS TO 2/6 LN DISC FR RDS (INTERIM)	\$102,362	\$25,591	\$0	\$127,953	\$0	01/2021	<u>08/2021</u> 04/2021	EXPECTED TO OBLIGATE IN FY 2021	FUNDING ADDED TO FY 2021 VIA FEBRUARY 2021 TIP MODIFICATION CYCLE; CHANGE ORDER ON EXISTING PROJECT
40062	0902-90-084	FORT WORTH	VA	C	CC MOSS ELEM, BOUNDED BY MARTIN LUTHER KING JR FWY TO THE SW, PATE DR TO THE E, E BERRY ST TO THE N	ML PHILLIPS ELEM BOUNDED BY CAMP BOWIE BLVD TO THE SE, WINTHROP AVE TO THE E, CALMONT AVE TO THE N, LACKLAND RD TO THE W	CONSTRUCT NEW AND RECONSTRUCT EXISTING SIDEWALKS, DRIVEWAYS, CROSSWALKS, SIGNS, AND PEDESTRIAN SIGNALS (SAFE ROUTES TO SCHOOLS FOR 2 SCHOOLS IN SOUTH DISTRICT)	\$391,882	\$0	\$97,970	\$489,852	\$0	07/2020	<u>08/2021</u> 12/2021	EXPECTED TO OBLIGATE IN FY 2021	<u>ISSUES WITH ENVIRONMENTAL CLEARANCE HAVE BEEN RESOLVED AND THE CITY OF FORT WORTH EXPECTS TO ADVANCE THE PROJECT IN FY 2021; PROJECT TO BE DELAYED TO FY 2022 DUE TO ISSUES WITH THE ENVIRONMENTAL CLEARANCE PROCESS</u>
40062	0902-90-084	FORT WORTH	VA	CE	CC MOSS ELEM, BOUNDED BY MARTIN LUTHER KING JR FWY TO THE SW, PATE DR TO THE E, E BERRY ST TO THE N	ML PHILLIPS ELEM BOUNDED BY CAMP BOWIE BLVD TO THE SE, WINTHROP AVE TO THE E, CALMONT AVE TO THE N, LACKLAND RD TO THE W	CONSTRUCT NEW AND RECONSTRUCT EXISTING SIDEWALKS, DRIVEWAYS, CROSSWALKS, SIGNS, AND PEDESTRIAN SIGNALS (SAFE ROUTES TO SCHOOLS FOR 2 SCHOOLS IN SOUTH DISTRICT)	\$39,189	\$0	\$9,797	\$48,986	\$0	07/2020	<u>08/2021</u> 12/2021	EXPECTED TO OBLIGATE IN FY 2021	<u>ISSUES WITH ENVIRONMENTAL CLEARANCE HAVE BEEN RESOLVED AND THE CITY OF FORT WORTH EXPECTS TO ADVANCE THE PROJECT IN FY 2021; PROJECT TO BE DELAYED TO FY 2022 DUE TO ISSUES WITH THE ENVIRONMENTAL CLEARANCE PROCESS</u>
40043	0918-47-210	DALLAS	VA	C	UNION BIKEWAY CONNECTOR; HOUSTON ST	N HARWOOD ST AT WOODALL RODGERS FWY	CONSTRUCT ON-STREET BIKEWAY FACILITIES	\$554,682	\$0	\$138,670	\$693,352	\$0	04/2021	<u>09/2021</u> 07/2021	EXPECTED TO OBLIGATE IN FY 2021	
40043	0918-47-210	DALLAS	VA	CE	UNION BIKEWAY CONNECTOR; HOUSTON ST	N HARWOOD ST AT WOODALL RODGERS FWY	CONSTRUCT ON-STREET BIKEWAY FACILITIES	\$55,468	\$0	\$13,867	\$69,335	\$0	04/2021	<u>09/2021</u> 07/2021	EXPECTED TO OBLIGATE IN FY 2021	
40068	0918-47-311	BALCH SPRINGS	CS	E	ON SHEILAH, MANON, HICKORY, AND QUAIL DR	BETWEEN LAKE JUNE RD AND GLENSHIRE	FLOYD ELEMENTARY SAFE ROUTES TO SCHOOL; CONSTRUCT NEW SIDEWALK, REMOVE/REPLACE EXISTING SIDEWALK AND ADA RAMPS, RELOCATION OF SCHOOL FLASHER AND SIGNAGE	\$234,537	\$0	\$0	\$234,537	\$0	02/2021	10/2021	EXPECTED TO OBLIGATE IN FY 2021	FUNDING HAS NOT OBLIGATED DUE TO DELAYED APPROVAL OF THE 2021-2024 TIP (EXPECTED JUNE 2021)
14013.2	0918-48-003	DART	VA	T	COTTON BELT VELOWEB TRAIL FROM DFW AIRPORT NORTH COTTON BELT STATION	SHILOH COTTON BELT STATION	DESIGN FOR COTTON BELT VELOWEB TRAIL (26 MILES) AND CONSTRUCTION OF MULTIPLE SECTIONS OF THE TRAIL CORRIDOR (IN COPPELL, CARROLLTON, ADDISON, DALLAS, PLANO, AND RICHARDSON)	\$0	\$0	\$0	\$0	\$0	11/2020	10/2021	NOT EXPECTED TO OBLIGATE IN FY 2021	PROJECT WAS DELAYED TO FY 2022 VIA FEBRUARY 2021 TIP MODIFICATION CYCLE
40065	0902-90-085	ARLINGTON	VA	C	JULIA BURGEN LINEAR PARK TRAIL SYSTEM; FROM THE EXISTING PATH EAST OF MARY STREET	S. PECAN STREET	CONSTRUCT NEW SHARED-USE PATH FOR BICYCLISTS AND PEDESTRIANS OVER TRADING HORSE TRIBUTARY	\$379,092	\$0	\$94,773	\$473,865	\$0	09/2021	03/2022	NOT EXPECTED TO OBLIGATE IN FY 2021	<u>PROJECT TO BE DELAYED TO FY 2022; CHANGES TO PROJECT ALIGNMENT HAVE LED TO LONGER DESIGN TIME</u>

Sorted by Obligation Status, then Estimated Start Date
 Estimated Start Dates reflect schedules as of 07/2021
 Red underlined text/strikethroughs indicate projects added or changes made since last presented

TRANSPORTATION ALTERNATIVES SET ASIDE FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

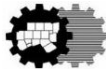
TIP CODE	CSJ	PROJECT SPONSOR	FACILITY	PHASE	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	REVISED START DATE	OBLIGATION STATUS	COMMENTS
40065	0902-90-085	ARLINGTON	VA	CE	JULIA BURGEN LINEAR PARK TRAIL SYSTEM; FROM THE EXISTING PATH EAST OF MARY STREET	S. PECAN STREET	CONSTRUCT NEW SHARED-USE PATH FOR BICYCLISTS AND PEDESTRIANS OVER TRADING HORSE TRIBUTARY	\$36,980	\$0	\$9,245	\$46,225	\$0	09/2021	03/2022	NOT EXPECTED TO OBLIGATE IN FY 2021	PROJECT TO BE DELAYED TO FY 2022; <u>CHANGES TO PROJECT ALIGNMENT HAVE LED TO LONGER DESIGN TIME</u>
40040	0918-46-306	DENTON	CS	C	SYCAMORE - WELCH ACTIVE TRANSPORTATION CONNECTION; ALONG S WELCH ST FROM EAGLE DRIVE	TO W HICKORY ST; AND ALONG W SYCAMORE ST TO DOWNTOWN DENTON DCTA STATION	CONSTRUCT NEW SHARED-USE PATH, BIKE LANES AND CROSSWALKS	\$471,698	\$0	\$117,925	\$589,623	\$0	06/2021	04/2022	NOT EXPECTED TO OBLIGATE IN FY 2021	PROJECT TO BE DELAYED TO FY 2022
40040	0918-46-306	DENTON	CS	CE	SYCAMORE - WELCH ACTIVE TRANSPORTATION CONNECTION; ALONG S WELCH ST FROM EAGLE DRIVE	TO W HICKORY ST; AND ALONG W SYCAMORE ST TO DOWNTOWN DENTON DCTA STATION	CONSTRUCT NEW SHARED-USE PATH, BIKE LANES AND CROSSWALKS	\$34,659	\$0	\$8,665	\$43,324	\$0	06/2021	04/2022	NOT EXPECTED TO OBLIGATE IN FY 2021	PROJECT TO BE DELAYED TO FY 2022
TOTAL								\$18,430,863	\$25,591	\$4,523,490	\$22,979,944	\$15,600,739				

TOTAL CLOSEOUTS/WITHDRAWALS	(\$232,707)
TOTAL PROJECT ADJUSTMENTS	(\$623,335)
TOTAL OBLIGATED IN FY 2020	\$5,900,134
TOTAL OBLIGATED IN FY 2021	\$9,700,605
TOTAL EXPECTED TO OBLIGATE	\$1,378,120
TOTAL NOT EXPECTED TO OBLIGATED	\$922,429

FISCAL YEAR 2021 PROJECT TRACKING

Regional Transportation Council

August 12, 2021



North Central Texas
Council of Governments
Transportation Department

BACKGROUND

- Due to significant implementation delays on projects across the region and a need to draw down the region's carryover balances, the TIP team has started a more robust project tracking effort in order to highlight and prevent these delays.
- At the beginning of the fiscal year, staff provided the Surface Transportation Technical Committee (STTC) and the Regional Transportation Council (RTC) with a list of projects by phase scheduled to advance during the coming year.
- Agencies are being asked to report project status on a more frequent basis.
- The status of projects scheduled for the year will continue to be presented at STTC and RTC on a quarterly basis.
- This process will provide opportunities for sponsors to raise issues that may be hindering a project's progress and help ensure that funds are being obligated in a more timely manner.

SUMMARY OF TIP FY 2021 PROJECT FUNDING – CMAQ (\$ IN MILLIONS)

	NOVEMBER 2020	AUGUST 2021
Federal Funding Allocated in FY 2021	\$73.9	\$73.9
Estimated Federal Carryover Funds (FY 2020 to FY 2021)	<u>+\$58.4</u>	<u>+\$41.9</u>
Total Available Federal Funding in FY 2021	\$132.3	\$115.8
Total Federal Funding Programmed ¹	\$121.2	\$110.4
Federal Funding Obligated (2021) ²	\$0	\$74.8
FY 2021 Project Phases ³	61	43
Project Phases Obligated to Date	14	19
Unobligated Project Phases Past Their Original Estimated Start Date	16	23

68%

1: Programmed funding is comprised of what is included in the TIP as well as transactions that have not formally been made in the TIP (e.g., early obligations)

2: Obligations based on the federal fiscal year, which runs from October to September

3: Number of phases has been adjusted as projects were advanced to FY 2020 and added into FY 2021

SUMMARY OF TIP FY 2021 PROJECT FUNDING – STBG (\$ IN MILLIONS)

	NOVEMBER 2020	AUGUST 2021
Federal Funding Allocated in FY 2021	\$116.2	\$116.2
Estimated Federal Carryover Funds (FY 2020 to FY 2021)	<u>+\$142.8</u>	<u>+\$141.8</u>
Total Available Federal Funding in FY 2021	\$259.0	\$258.0
Total Federal Funding Programmed ¹	\$154.3	\$205.4
Federal Funding Obligated (2021) ²	\$0	\$190.2
FY 2021 Project Phases ³	52	53
Project Phases Obligated to Date	10	26
Unobligated Project Phases Past Their Original Estimated Start Date	10	21

93%

1: Programmed funding is comprised of what is included in the TIP as well as transactions that have not formally been made in the TIP (e.g., early obligations)

2: Obligations based on the federal fiscal year, which runs from October to September

3: Number of phases has been adjusted as projects were advanced to FY 2020 and added into FY 2021

SUMMARY OF TIP FY 2021 PROJECT FUNDING – TA SET ASIDE (\$ IN MILLIONS)

	NOVEMBER 2020	AUGUST 2021
Federal Funding Allocated in FY 2021	\$8.2	\$8.2
Estimated Federal Carryover Funds (FY 2020 to FY 2021)	<u>+\$14.9</u>	<u>+\$9.0</u>
Total Available Federal Funding in FY2021	\$23.1	\$17.2
Total Federal Funding Programmed ¹	\$21.3	\$12.4
Federal Funding Obligated (2021) ²	\$0	\$8.8
FY 2021 Project Phases ³	29	25
Project Phases Obligated to Date	7	15
Unobligated Project Phases Past Their Original Estimated Start Date	12	10

71%

1: Programmed funding is comprised of what is included in the TIP as well as transactions that have not formally been made in the TIP (e.g., early obligations)

2: Obligations based on the federal fiscal year, which runs from October to September

3: Number of phases has been adjusted as projects were advanced to FY 2020 and added into FY 2021

SUMMARY OF PROGRESS

- Only one month remains in FY 2021 and:
 - 68 percent of CMAQ funds have been obligated
 - 93 percent of STBG funds have been obligated
 - 71 percent of TA-Set Aside funds have been obligated
- Given that regular project obligations are not occurring as quickly as needed and STBG funds have had the largest balance, an STBG/Category 2 funding partnership was implemented to rapidly reduce the balance.
- As of August 2, sufficient TA Set Aside funds have obligated to prevent the lapsing of any funds for FY 2021.

NEXT STEPS

- Continue monitoring project progress and working with project sponsors and TxDOT to resolve issues that may be causing delays in project implementation.
- Bring back another update to STTC and the RTC in the next quarter
- Begin FY 2022 project tracking

QUESTIONS?

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**Regional Transportation Council Attendance Roster
August 2020 - July 2021**

RTC MEMBER	Entity	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	6/10/21	7/8/21
Tennell Atkins (09/17)	Dallas	P	P	P	P	P	P	P	A	P	P	P	A
Richard E. Aubin (06/18)	Garland	P	P	P	P	P	P	P	P	P	P	P	A
Dennis Bailey (02/21)	Rockwall County	--	--	--	--	--	--	P	P	P	P	P	P
Mohamed Bur (06/18)	TxDOT, Dallas	E(R)	P	P	P	P	P	E(R)	P	P	P	E(R)	P
Dianne Costa (10/19)	DCTA	P	P	P	E	E	P	P	P	P	P	P	P
Theresa Daniel (11/18)	Dallas County	P	P	P	P	P	P	P	P	P	P	P	P
Jeff Davis (11/19)	Trinity Metro	A	P	P	P	P	P	P	P	P	P	P	P
Pat Deen (08/19)	Parker County	P	P	P	P	P	P	P	P	P	A	P	A
Andy Eads (1/09)	Denton County	P	P	P	P	P	P	P	P	P	P	P	E
Kevin Falconer (07/17)	Carrollton	P	P	A	P	P	P	P	P	P	P	P	P
Gary Fickes (12/10)	Tarrant County	P	P	E(R)	E(R)	P	P	P	P	P	P	P	E
George Fuller (07/17)	McKinney	P	P	A	P	P	P	P	P	P	A	P	P
Barry Gordon (12/20)	Duncanville	--	--	--	--	--	E(R)	P	P	P	P	E	P
Rick Grady (09/18)	Plano	P	P	P	P	E	P	P	P	P	P	P	P
Lane Grayson (01/19)	Ellis County	P	P	P	P	P	P	P	P	P	P	P	P
Mojoy Haddad (10/14)	NTTA	P	P	E	P	P	P	P	P	P	P	P	A
Roger Harmon (1/02)	Johnson County	P	P	P	P	P	P	P	P	P	P	P	A
Clay Lewis Jenkins (04/11)	Dallas County	P	P	P	P	P	P	A	P	P	P	P	P
Ron Jensen (06/13)	Grand Prairie	P	P	P	P	P	A	P	A(R)	P	P	P	P
Carl L. Johnson (09/20)	TxDOT, FW	--	P	P	P	E(R)	P	P	P	P	P	P	A
Brandon Jones (05/21)	Lewisville	--	--	--	--	--	--	--	--	--	P	P	P
John Keating (12/19)	Frisco	P	P	P	P	P	P	A	P	P	P	P	P
Mike Leyman (09/19)	Mansfield	P	P	P	P	P	P	P	P	E(R)	E(R)	P	P
Alison Maguire (07/21)	Denton	--	--	--	--	--	--	--	--	--	--	--	P
B. Adam McGough (07/20)	Dallas	P	P	P	P	P	P	P	P	P	P	P	P
William Meadows (02/17)	DFW Airport	A	A	A	A	A	A	E(R)	P	P	E	A	E(R)
Allen E. Meagher (12/20)	Irving	--	--	--	--	--	E(R)	E(R)	E(R)	P	P	E	P
Cara Mendelsohn (07/20)	Dallas	P	P	P	P	P	P	P	P	P	P	P	P
Robert Miklos (12/19)	Mesquite	P	P	P	P	P	A	P	P	E(R)	P	P	P
Cary Moon (06/15)	Fort Worth	P	P	E(R)	P	P	P	P	P	P	P	P	P
Philip J. Ritter (07/20)	Dallas	P	P	P	P	P	P	P	P	P	P	P	P
Jim R. Ross (07/21)	Arlington	--	--	--	--	--	--	--	--	--	--	--	P
Chris Schulmeister (07/20)	Allen	P	P	P	P	P	P	P	P	P	P	P	P
Casey Thomas II (07/20)	Dallas	P	E(R)	P	E(R)	P	E(R)	E(R)	A	E(R)	E(R)	P	A
Jeremy Tompkins (10/19)	Eules	P	P	P	P	P	P	P	P	P	P	P	P
T. Oscar Trevino Jr. (6/02)	Nrth Rch Hills	P	P	P	P	P	P	P	P	P	P	A(R)	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
August 2020 - July 2021**

RTC MEMBER	Entity	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	6/10/21	7/8/21
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	E	E(R)	P	P	E

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)



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

August 2021

INSIDE

Program to help region prepare for AVs

NCTCOG has launched a groundbreaking program that will help local governments plan for transportation-related technologies, including automated and connected vehicles.

The Automated Vehicles 2.0 program will build on the region's national leadership in automation and technology and recent public-private partnerships to support its growth and readiness.

Read more on page 2.

Transit agencies ready to welcome you back

The COVID-19 pandemic has shown how important public transportation is to keep people moving and communities connected. Since the beginning, buses and trains have provided transportation to healthcare professionals, first responders, service industry professionals, as well as other essential workers.

While transit ridership has been significantly impacted by the pandemic-related changes in commuting, North Texas' three major public transportation providers are ready to welcome riders back.

Dallas Area Rapid Transit (DART), the Denton County Transportation Authority (DCTA) and Trinity Metro have been following strict cleaning protocols since the pandemic began, and masks are still required on public transit vehicles. There are also transparent dividers between drivers and riders to promote health and safety. The region's transit providers signed on to the American Public Transit Association's "Health and Safety Commitments Program," signifying their pledge to instill confidence in customers and to protect their health and safety.

To reassure the community even further, transit providers are working every day to keep their riders and employees safe and informed. Riders are asked to share the responsibility by doing things everyone has become accustomed to since March 2020.

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

Riders are encouraged to have their fare ready to go when boarding. They may pay through the DART-maintained GoPass app, which riders of all three transit agencies are able to use. Other options are Trinity Metro's tap card for local daily, weekly, and monthly tickets and DART's GoPass tap card.



North Central Texas
Council of Governments

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

NCTCOG launches program to help region prepare for vehicle technology

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

The Automated Vehicles 2.0 (AV2.0) program will build on the region's national leadership in automation and technology and recent public-private partnerships to support its growth and readiness.

The AV2.0 program seeks to make mobility planning resources available regionwide, help communities prepare for the implementation of transportation technology and look toward future uses of technology in transportation.

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

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

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

Visit www.ConnectNTXFutures.org for more information the planning effort including workshops, virtual public meetings, focus groups and other activities. Begin the effort by taking a short survey and registering for the first virtual public meeting, scheduled for 6 p.m. August 24.

Apply for grants for electric vehicle charging stations by Sept. 9

The Texas Volkswagen Environmental Mitigation Program has funding available for the purchase and installation of new electric vehicle (EV) Level 2 charging equipment in a public place, workplace or multi-unit dwellings. Level 2 chargers can power 10-20 miles of battery range per hour. Approximately \$6 million of the \$10.4 million allocated statewide for this Level 2 opportunity is still available. Applications will be accepted until September 9.

Grant recipients will be eligible for a reimbursement of up to \$2,500 per charger installation. Up to 10 chargers can be included per application. Multiple applications may be submitted. Grants will be awarded on a first-come, first-served basis and may not exceed the following percentages of eligible costs:

- **Electric chargers available to the public:** 70%
- **Electric chargers available at a workplace or multi-dwelling unit:** 60%

More information on how to apply to the Texas Volkswagen Environmental Mitigation Program from TCEQ.

SUSTAINABILITY

NCTCOG to host green infrastructure workshop

NCTCOG will host a free green transportation infrastructure workshop 9:30 am to 2:30 pm August 24 through Zoom.

The workshop will provide an introduction of green infrastructure practices as they relate to transportation planning.

Environmental Protection Agency and NCTCOG staff will explore tools and resources available to assist with green infrastructure project development and implementation.

The workshop also will feature examples and lessons learned from implemented green transportation infrastructure projects in North Texas. Specific project topics will include permeable pavements, silva cells, LED lighting, solar lighting and low-impact stormwater drainage techniques.

This workshop is intended for professional planners and engineers, as well as any others with an interest in green solutions. Attendees will learn about innovative ways of incorporating green infrastructure into transportation projects and practical tools and resources to assist with this work. American Institute of Certified Planners Certification Maintenance (CM) credits will be offered. For more information and registration, visit www.nctcog.org/greeninfrastructure.

REGIONAL News

High-speed transportation study moving ahead

The Dallas-Fort Worth High-Speed Transportation Connections Study is moving into its second phase of analysis.

The RTC recently approved the Dallas-Fort Worth High-Speed Transportation Connections Study's Phase 1 recommendations. The current study is evaluating high-speed transportation alternatives (both alignments and technology) to modernize and enhance mobility between Dallas and Fort Worth. The RTC adopted a high-speed corridor policy, which gave staff the go-ahead to proceed with the Phase 1 recommendations, coordinate with Federal partners on NEPA requirements, and integrate alignment and mode recommendations into other planning activities.

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

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

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

The purpose of Phase 2 is to gain federal environmental approval of the preferred alignment and technology for the project. This includes conceptual and preliminary engineering, financial and project management plans. The National Environmental Policy Act requires detailed studies of all aspects of the study area, including all potential social, biological, and cultural impacts, both positive and adverse. Four open houses in the study area are currently being planned for late September and October to provide an overview of Phase 1 recommendations.

For more information visit: www.nctcog.org/dfw-hstcs.

Transportation Resources

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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

\$6 million

The remaining funding available for the purchase and installation of new electric vehicle Level 2 charging equipment.

PUBLIC *Involvement*

Public input sought on transportation plans

Dallas Fort-Worth residents can review and comment on several transportation planning efforts taking place across the region beginning August 9. Residents can submit comments through September 7 at www.nctcog.org/input.

NCTCOG staff will present details of the Strategic Plan for Downtown Wylie completed in May. NCTCOG staff provided technical support to the city through the Unified Planning Working Program. The strategic plan outlines infrastructure and policy recommendations promoting bicycle and pedestrian infrastructure as well as economic development.

Staff will also present details on Map Your Experience, the Transportation Department's online public input mapping tool. Comments from the tool will be used to guide update efforts of Mobility 2045.

Staff will also introduce details on this year's state of the region report, [Progress North Texas: Transportation For All](#). Progress North Texas highlights challenges, opportunities, and developments our region's transportation system has faced in the last year and how we are communicating these changes with residents and partners.

Electric vehicles are becoming more popular as an alternative to traditional automobiles. Staff will present information examining various funding opportunities for EV charging station infrastructure and promote applications for the upcoming funding deadlines.

Additionally, staff will give an Engine Off North Texas update. This program focuses on reducing unnecessary idling from heavy duty trucks by providing idling awareness and educational materials to drivers and local governments. Presentations will include information on alternatives to idling and assist local governments in implementing and enforcing idle reduction policies within their jurisdictions. Finally, staff will provide an overview of the mobility plan administrative revisions. Information on the Regional Smoking Vehicle Program and vehicle incentive opportunities will also be highlighted. An audio recording of the presentations will be posted at www.nctcog.org/input.

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.