

AGENDA

**REGIONAL TRANSPORTATION COUNCIL
Thursday, November 12, 2020
North Central Texas Council of Governments**

The RTC meeting on November 12, 2020, 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 898 1085 1344# 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.

11:30 am RTC Legislative Workshop

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 898 1085 1344# 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 October 8, 2020, Minutes**
 Action Possible Action Information Minutes: 5
Presenter: Roger Harmon, RTC Chair
Item Summary: Approval of the October 8, 2020, minutes contained in [Electronic Item 2](#) will be requested.
Background: N/A
- 1:15 – 1:20 3. Consent Agenda**
 Action Possible Action Information Minutes: 5
- 3.1. **FY2020 and FY2021 Unified Planning Work Program Modifications**
Presenter: Vickie Alexander, NCTCOG
Item Summary: Regional Transportation Council (RTC) approval of modifications to the FY2020 and FY2021 Unified Planning Work Program (UPWP) will be requested. Direction for staff to administratively amend the Transportation Improvement Program and other

administrative/planning documents, as appropriate, to reflect the approved modifications will also be sought.

Background: The Unified Planning Work Program is required by federal and State transportation planning regulations and provides a summary of the transportation and transportation-related air quality planning tasks to be conducted by Metropolitan Planning Organization staff. The FY2020 and FY2021 UPWP identifies the activities to be carried out between October 1, 2019, and September 30, 2021. Amendments to this document are being proposed to reflect new initiatives, project updates and funding adjustments. The proposed amendments have been posted on the North Central Texas Council of Governments website for public review and comment, and are also included as [Electronic Item 3.1.1](#). Additional information is provided in [Electronic Item 3.1.2](#). Comments received as a result of the public outreach process, if any, will be provided. The Surface Transportation Technical Committee took action at its October 23 meeting to recommend Regional Transportation Council approval.

Performance Measure(s) Addressed: Administrative

3.2. **North Texas Center for Mobility Technologies: Research Project Funding Standards**

Presenter: Thomas Bamonte, NCTCOG

Item Summary: Regional Transportation Council (RTC) approval of selection criteria and a process for providing funding for sponsored research projects on mobility technologies proposed by the North Texas Center for Mobility Technologies (NTCMT) will be requested.

Background: In February 2020, as part of the North Central Texas Council of Governments' (NCTCOG) proposal to host the Virgin Hyperloop One Certification Center, the RTC approved \$2.5 million in seed money to help fund sponsored research in mobility technologies. With the assistance of the Texas Research Alliance, the four major research universities in the region (UTA, UNT, UTD, SMU) have organized themselves into the NTCMT. Through the NTCMT, the universities will function as a Research and Development network for sponsored research. The NTCMT is intended to strengthen the capabilities of these universities in the transportation sector and attract mobility technology companies to the region and will recommend certain research projects for NCTCOG funding. The purpose of this item is to establish standards and a process through which NCTCOG identifies which research projects to

fund out of the seed money approved by the RTC. These standards and process are described in [Electronic Item 3.2](#).

Performance Measure(s) Addressed: Goods Movement, Roadway

3.3. Ratification of Emergency Funding Authorization for McKinney Avenue Transit Authority for Rail Liability Insurance

Presenter: Shannon Stevenson, NCTCOG

Item Summary: Ratification of emergency funding authorization to the McKinney Avenue Transit Authority (MATA) to continue enhanced connectivity services between Uptown and Downtown Dallas will be requested.

Background: In October 2020, MATA notified the North Central Texas Council of Governments (NCTCOG) of issues with its annual renewal of rail liability insurance, which included various insurers exiting the rail insurance market. On October 29, 2020, MATA requested emergency assistance from NCTCOG with its annual renewal of rail liability insurance as it faced an impending gap in coverage. While efforts are underway in finding a regional solution for all transit authorities regarding rail liability insurance, MATA faced an immediate need. Confronting limited options, NCTCOG staff issued a letter to MATA to ensure continuity of transit operations is maintained. A copy of the correspondence can be found in [Electronic Item 3.3.1](#). MATA is implementing safety and financial measures while exploring alternative options with Dallas Area Rapid Transit and NCTCOG.

Ratification is requested of emergency funding to MATA utilizing existing Regional Toll Revenue funds previously authorized by the Regional Transportation Council for transit projects in an amount not to exceed \$400,000 to ensure continuation of transit services and enhanced connectivity between Uptown and Downtown Dallas. More details can be found in [Electronic Item 3.3.2](#).

Performance Measure(s) Addressed: Administrative, Transit

3.4. Staging of Wreckers in Constrained Corridors

Presenter: Natalie Bettger, NCTCOG

Item Summary: Regional Transportation Council (RTC) action to adjust the limits within Transportation Improvement Program (TIP) Project 11668 to allow flexibility to stage wreckers on other technology or constrained corridors will be requested.

Background: Currently, TIP Project 11668 provides for the staging of wreckers along the SH 161 corridor that was utilized during the activation of the SH 161 peak period shoulder lane. The peak-period shoulder lane along SH 161 has

been converted to a regularly operating lane. There is funding that remains within the project that could be utilized to stage wreckers on other corridors that are technology lanes or constrained corridors. RTC action to adjust the TIP Project 11668 limits to allow this funding to be utilized on other needed corridors will be requested. The requested action includes administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other administrative/planning documents as needed.

Performance Measure(s) Addressed: Safety, Congestion

1:20 – 1:30

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

Action Possible Action Information Minutes: 10
Presenter: Michael Morris, NCTCOG

1. Moment of Silence for Mayor Curtistene McCowan
2. Dallas Area Rapid Transit (DART) President/Executive Director Gary Thomas Retiring and Other Senior Members of DART
3. Publication of Rule of Particular Applicability and Record of Decision for Texas Central Railroad High-Speed Rail Safety Standards (<https://www.federalregister.gov/documents/2020/11/03/2020-20388/texas-central-railroad-high-speed-rail-safety-standards>)
4. Changing Mobility: Data, Insights, and Delivering Innovative Projects During COVID Recovery ([Electronic Item 4.1](#)) and Online Dashboard (www.nctcog.org/pm/covid-19)
5. Metric Three Benefits: Reduced Construction Costs ([Electronic Item 4.2](#))
6. Public Comment Questioning the Inconsistency between the Term Silver Line and Continued Use of the Term Cotton Belt Trail ([Electronic Item 4.3](#))
7. DFW Connector Pilot Program Results ([Electronic Item 4.4](#))
8. East/West Equity Update ([Electronic Item 4.5](#))
9. National Traffic Incident Response Awareness Week: November 9-15, 2020 (<http://timnetwork.org/traffic-incident-response-awareness-week/>)
10. Status of Volkswagen Environmental Mitigation Program Funding Programs ([Electronic Item 4.6](#))
11. Dallas-Fort Worth Clean Cities Upcoming Events (<https://www.dfwcleancities.org/dfw-clean-cities-meetings>)
12. Air Quality Funding Opportunities for Vehicles (<https://www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle>)
13. October Online Input Opportunity Minutes ([Electronic Item 4.7](#))
14. November Online Input Opportunity Notice ([Electronic Item 4.8](#))
15. Status Report on Ozone ([Electronic Item 4.9](#))
16. Public Comments Report ([Electronic Item 4.10](#))
17. Recent Correspondence ([Electronic Item 4.11](#))
18. Recent News Articles ([Electronic Item 4.12](#))
19. Recent Press Releases ([Electronic Item 4.13](#))

- 1:30 – 1:45** 5. **COVID-19 #00X Infrastructure Program (Round 3)/Collin County Funding Partnership**
 Action Possible Action Information Minutes: 15
 Presenter: Christie Gotti, NCTCOG
 Item Summary: Staff will request Regional Transportation Council (RTC) approval of a third round of COVID-19 #00X Infrastructure Program projects, including two funding swaps with local partners and the ability to amend the Transportation Improvement Program and other planning/administrative documents to incorporate the projects.
 Background: Due to the recent COVID-19 outbreak, the economies of the United States, Texas, and Dallas-Fort Worth region have suffered large setbacks and there is an urgency to stimulate the economy. Over the past several months, North Central Texas Council of Governments staff has been working to select projects that are ready to be advanced, which will inject much needed money into the local and state economies in the coming years. Staff recommends funding a third round of projects in this program that meet one or more of the RTC policies outlined in Mobility 2045 and/or assist with achieving the region’s federal performance targets.

 Two of these projects are part of a proposed funding exchange between the RTC, Collin County, and the Cities of McKinney and Frisco. The complete list of proposed projects can be found in [Electronic Item 5.1](#). [Electronic Item 5.2](#) contains additional details about the program and projects being requested.

 Performance Measure(s) Addressed: Roadway, Air Quality
- 1:45 – 2:00** 6. **Overview of Regional Transportation Council Legislative Workshop**
 Action Possible Action Information Minutes: 15
 Presenter: Rebekah Hernandez, NCTCOG
 Item Summary: Staff will provide an overview of the Regional Transportation Council (RTC) Legislative Workshop and the draft 2021 Legislative Program for the 87th Texas Legislature.
 Background: An RTC Legislative Workshop will be held prior to the full RTC meeting. Last month RTC members were asked to provide comments on the draft 2021 Legislative Program. An updated draft RTC Legislative Program can be found in [Electronic Item 6](#). The 87th Texas Legislature will convene on January 12, 2021.

 Performance Measure(s) Addressed: Administrative, Roadway
- 2:00 – 2:10** 7. **Dallas-Fort Worth High-Speed Transportation Study Update**
 Action Possible Action Information Minutes: 10
 Presenter: Kevin Feldt, NCTCOG
 Item Summary: Staff will provide an update regarding the Dallas to Fort Worth High-Speed Transportation (DFW HST) Connections Study.

Background: Currently the project is proceeding through the first phase, including analysis of route and mode alternatives. In April 2020, North Central Texas Council of Governments staff began work on the DFW HST Connections Study with consultant assistance. The project is divided into two phases, the first being an alternatives analysis effort. The second phase will be a National Environmental Policy Act (NEPA) effort resulting in a federal government action identifying the project's next steps. Since April, staff and the consultant have been analyzing alternatives while engaging the public and stakeholders. The Phase 1 efforts are designed to reduce the number of alternatives to a minimum for more detailed analysis in the Phase 2 effort. The following items will be presented:

- Draft preliminary project purpose
- Potential mode alternatives
- Potential alignment/corridor alternatives
- Technology alternatives
- Project schedule
- Engagement opportunities

Performance Measure(s) Addressed: Safety, Transit

2:10 – 2:20

8. **Federal Highway Administration – Pavement/Bridge Condition Target Reaffirmation or Revisions**

Action Possible Action Information Minutes: 10

Presenter: Jeff Neal, NCTCOG

Item Summary: Staff will update the Regional Transportation Council (RTC) on proposed reaffirmation or revisions to the current regional position supporting statewide pavement and bridge condition, Performance Measure 2 (PM2), targets on National Highway System (NHS) facilities, as established by the Texas Department of Transportation (TxDOT) in accordance with Fixing America's Surface Transportation (FAST) Act rulemaking for federally required performance measures.

Background: Subsequent to its execution in December 2015, FAST Act rulemaking requires certain performance measures, including pavement and bridge condition ratings for designated NHS facilities, to be addressed in the long-range metropolitan transportation planning process. In 2018, the RTC affirmed regional support for TxDOT's statewide 2022 good and poor condition pavement and bridge targets, and it also agreed to collaborate with TxDOT and local governments on project planning and programming contributing toward the accomplishment of NHS pavement and bridge performance goals.

The rulemaking established an October 1, 2020, deadline for State Departments of Transportation to consider mid-range adjustments to statewide 2022 pavement and bridge targets as they each submit a Mid-Performance Progress Report to the

Federal Highway Administration. TxDOT adjusted five of the six PM2 targets according to their submittal, and as a result, Texas Metropolitan Planning Organizations have a new 180-day window to report whether they will affirm the adjusted targets or establish their own quantifiable targets. Analysis considering observed trends, both regionally and statewide, as well as potential effects on project development and implementation, will be key considerations on whether target adjustments may be recommended.

Performance Measure(s) Addressed: Administrative, Roadway

2:20 – 2:30

9. **FY2021 Project Tracking Initiative**

Action Possible Action Information Minutes: 10

Presenter: Christie Gotti, NCTCOG

Item Summary: Staff will introduce the Council to the FY2021 Project Tracking Initiative that is being initiated in order to reduce the region's carryover funding balances.

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, until it has been 3-4+ years since the originally committed start date. 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 ten years. However, a ten year project review does not create an action plan soon enough to reduce the region's growing Congestion Mitigation and Air Quality Improvement Program (CMAQ), Surface Transportation Block Grant Program (STBG), and Transportation Alternatives (TA) Set Aside Program carryover balances. As a secondary line of offense, staff is implementing a project tracking initiative that will highlight project schedule commitments to the RTC on a regular basis and report local agency progress toward the committed project development schedules. A list of projects that are scheduled to begin in FY2021 can be found in [Electronic Item 9.1](#). Additional details on this initiative can be found in [Electronic Item 9.2](#).

Performance Measure(s) Addressed: Roadway, Air Quality

2:30 – 2:40

10. **AV 2.2/AV 2.3 Projects Update**

Action Possible Action Information Minutes: 10

Presenter: Thomas Bamonte, NCTCOG

Item Summary: Staff will brief the Council on the status of Automated Vehicle (AV) Projects 2.2 and 2.3, including the availability of funding, the process for advancing proposed projects, and application review criteria.

Background: In October 2018, the Regional Transportation Council (RTC) approved Automated Vehicles Program 2.0. Project AV 2.2

provides \$10 million to help public agencies effectively support AV deployments coming to their jurisdictions. Project AV 2.3 provides \$20 million to purchase AV services to explore uses cases of regional significance. In an accompanying policy, the RTC affirmed its intention that all Dallas-Fort Worth communities should have the resources to support and utilize AV technologies. Public agencies in the region are now encouraged to build collaborative relationships with AV developers and submit proposals for AV 2.2 and AV 2.3 funding. The briefing will outline guidelines for project proposals, summarize the staff review process, and describe pertinent technology developments since RTC's adoption of the Automated Vehicles Program 2.0. [Electronic Item 10](#) contains additional background.

Performance Measure(s) Addressed: Administrative, Air Quality

11. **Progress Reports**

Action Possible Action Information

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

- RTC Attendance ([Electronic Item 11.1](#))
- STTC Attendance and Minutes ([Electronic Item 11.2](#))
- Local Motion ([Electronic Item 11.3](#))

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

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

14. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for ***1:00 pm, Thursday, December 10, 2020.***

**REGIONAL TRANSPORTATION COUNCIL
October 8, 2020**

In accordance with the Texas Governor's March 13, 2020, Disaster Declaration which was renewed through November 6, 2020, and subsequent suspension of certain Texas Open Meetings Act provisions, the October 8, 2020, 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:

1. **Opportunity for the Public to Speak on Today's Agenda: Consistent with HB 2840:**
This item allows members of the public an opportunity to give input on agenda items. Regional Transportation Council Chair Roger Harmon asked if there were any public comments. No members of the public chose to speak.
2. **Approval of the September 10, 2020, Minutes:** The minutes of the September 10, 2020, meeting were approved as submitted in Reference Item 2. Theresa Daniel (M); Ivan Hughes (S). The motion passed unanimously.
3. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 3.1. **Fiscal Year 2021 Education Campaigns for Transportation Initiatives: Phase 1:** Support to recommend Executive Board approval of up to \$215,000 in funding for education campaigns for transportation initiatives that will initiate in Fiscal Year 2021 was requested. Benefits of the education campaigns and cost savings obtained from bulk education campaign purchasing was provided in Electronic Item 3.1.1. Additional information on Phase 1 FY2021 education campaign costs was provided in Electronic Item 3.1.2.

Barbara Odom-Wesley asked if educational materials are provided in multiple languages. Michael Morris noted that yes, materials are provided in multiple languages.
 - 3.2. **Transportation Improvement Program Modifications:** Regional Transportation Council (RTC) approval of revisions to the 2021-2024 Transportation Improvement Program (TIP) was requested, along with the ability to amend the Unified Planning Work Program and other planning documents with TIP-related changes. A subset of technical corrections made prior to the submittal of the 2021-2024 TIP listings for inclusion in the Statewide TIP were included in Electronic Item 3.2.1 and consist of a list of changes that require RTC approval per the TIP Modification Policy. Electronic Item 3.2.2 is a list of administrative changes to the TIP. Additional details on the TIP development process were provided in Electronic Item 3.2.3. November 2021 quarterly modifications to the 2021-2024 TIP were provided in Electronic Item 3.2.4.
 - 3.3. **Computer Equipment and Hardware:** Approval of \$650,000 in Regional Transportation Council (RTC) Local funds for the purchase of computer hardware and equipment, with approximately \$390,000 in Transportation Planning Funds returned for other projects in the region was requested. Details were provided in Electronic Item 3.3.

A motion was made to approve the items on the Consent Agenda. Richard Aubin (M); Theresa Daniel (S). The motion passed unanimously.

4. **Orientation to the Agenda/Director of Transportation Report:** Michael Morris provided an overview of items in the Director of Transportation Report. He noted that Virgin Hyperloop has announced that the Hyperloop Certification Center will be located in West Virginia. In addition, he noted the Regional Transportation Council (RTC) and partners were awarded \$25 million in Better Utilizing Investments to Leverage Development (BUILD) funds for the for the North Texas Multimodal Operations, Velocity, Efficiency, and Safety Program. He also noted beginning with this month's meeting, performance measure emphasis areas for each agenda item will be noted differently. Items will reflect up to two of the following performance measures addressed: administrative, safety, air quality, transit, roadway, goods movement, and bicycle/pedestrian+. Mr. Morris also noted that a continuing resolution funding the government through December 11, 2020, has been approved and Fixing America's Surface Transportation (FAST) Act surface transportation funding and policies have been extended through September 30, 2021. Staff has written a letter, as requested by the RTC, to the North Texas Tollway Authority and Texas Department of Transportation Headquarters with regard to interest to extend SH 360 and potentially Chisholm Trail Parkway eventually outside the region as part of a State network. A copy of the letter will be included in next month's RTC recent correspondence. He noted details of a proposed new Strategic Traffic Signal Program were provided in Electronic Item 4.1, and the new Curb Management Regional Planning Guide is available at www.nctcog.org/parking. In addition, the Fall 2020 Traffic Incident Management Executive Level Course virtual training course announcement was provided in Electronic Item 4.2. Electronic Item 4.3 contained current information on the Auto Occupancy/High-Occupancy Vehicle Quarterly Subsidy Report. Upcoming 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/fundingvehicle>. Electronic Item 4.4 included the latest status report on ozone. An additional comment received for the August public input opportunity minutes was provided in Electronic Item 4.5 and September online input opportunity minutes were provided in Electronic Item 4.6. Electronic Item 4.7 contained a notice for the October online input opportunity. The current Public Comments Report was provided in Electronic Item 4.8, recent correspondence in Electronic Item 4.9, recent news articles in Electronic Item 4.10, and recent press releases in Electronic Item 4.11.

5. **Clear Path™ Technology Program:** Jeff Hathcock discussed the Clear Path™ Technology Program that was highlighted at the September 10, 2020, Regional Transportation Council (RTC) meeting. Since that time, the North Central Texas Council of Governments received notification it was awarded \$25 million in Better Utilizing Investments to Leverage Development (BUILD) Grant funds for the Trinity Trailway Express (TRE) transit rail line. The project includes five bridges and double tracking sections on the TRE line. In addition to the infrastructure improvements, Clear Path™ technology implementation was included in the BUILD Grant project. Approximately \$2.5 million from the BUILD Grant award is available for implementation of the technology. In addition, regional rail agencies will potentially participate and contribute approximately \$3.1 million to the total project cost of \$13.1 million. Additional RTC funding was proposed for the efforts. Details were provided in Electronic Item 5. A motion was made to approve \$400,000 in RTC Local funds and \$7.1 million in RTC federal funds as part of the total project cost to implement the Clear Path™ Technology system as outlined in Electronic Item 5. Action also included approval for staff to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents to include the project details. Rick Grady (M); Dianne Costa (S). The motion passed unanimously.

6. **2021 Unified Transportation Program and Regional 10-Year Plan Update:** Christie Gotti briefed the Regional Transportation Council (RTC) on updates to the Regional 10-Year Plan as a result of Texas Transportation Commission (TTC) action on the 2021 Unified Transportation Program (UTP). The RTC last approved Regional 10-Year Plan updates in June 2020. The changes included adjusting cost overruns on existing projects with Category 2 and/or Category 4 funds and requesting Category 12 funding from the TTC. At its August meeting, the TTC approved the Fiscal Year (FY) 2021 UTP. Staff noted funding changes made since the RTC's approval in June. FM 545 was a new project in Collin County funded with Category 4 funds. Category 2 funding changes included a decrease in funding for US 380 from \$320 million to \$278 million and an increase in funding on FM 2642 in Hunt County. Other funding changes due to cost adjustments and category funding changes were also highlighted. A listing of all 10-Year Plan changes was provided in Electronic Item 6.2. In addition, a funding overview for US 380 and north/south roadways in Collin County was provided. In December 2016, the RTC approved \$452 million for the projects and in 2018 the RTC approved additional funding for Collin County. However, funding was not added in the UTP until 2019 because control-section-job (CSJ) numbers were not assigned for the projects. For 2020, the TTC has approved \$560.6 million for the project, which is greater than the original funds proposed by the RTC in 2016. Staff will continue to advocate for fair share allocation to the region and focus on Collin County projects. Michael Morris thanked the TTC for recognizing the RTC's previous commitments in Collin County. A map of Dallas-Fort Worth Regional 10-Year Plan projects from 2016 to date was highlighted, including approved projects, the new Category 4 project, and proposed tolled projects. Ms. Gotti noted that the Texas Department of Transportation (TxDOT) has already initiated discussions on the FY2022 UTP and staff anticipates efforts will largely include refunding projects for which funding was previously removed in prior 10-Year Plans especially in light of COVID-19 funding implications. Staff anticipates very few new projects, and funding targets are not expected to be received until after the draft project listings are due to TxDOT Austin in January 2021. The timeline for this effort was highlighted. Staff will continue to coordinate with TxDOT districts to prepare the initial draft project listing due in January and will resubmit after funding targets are received. Public involvement is expected to be in the spring, with Surface Transportation Technical Committee and RTC action anticipated in the May/June timeframe, followed by TxDOT public involvement prior to anticipated TTC action in August 2021. Additional details were provided in Electronic Item 6.1. Duncan Webb thanked the RTC and TTC for their support of projects in Collin County and noted the county will continue to move forward with freeways. He added he was supportive of the information presented. Mr. Morris noted as the RTC moves forward with its Legislative Program, it is important to tie the allocation of Category 12 funds to IH 35 in Austin to actual unfunded projects. For example, the inability to fully fund US 380 comes at the expense of Category 12 funding being allocated to IH 35. There is clearly a connection since there is only a certain amount of Category 12 funds available for the TTC to allocate. A motion was made to approve the revised 2020 Regional 10-Year Plan project listings in Electronic Item 3.2 as well as the ability to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents to incorporate these changes. Dianne Costa (M); John Keating (S). The motion passed unanimously.
7. **High-Speed Rail Status Report and Contingency Action:** Michael Morris presented a status report on high-speed rail and noted that action was not needed for the item. Regarding the Dallas to Houston project, the federal government has released the final Rule of Particular Applicability and the Record of Decision for Texas Central Railroad to move towards financial closure and implementation of high-speed rail. The project is number one in the COVID-19 #00X Infrastructure Program at over \$20 billion in investment. The City of

Dallas is advancing levees as part of its floodway extension, and additional engineering is needed for high-speed rail to get to the downtown station. Texas Central will pay for the engineering cost as part of the process, and financial support from the Regional Transportation Council (RTC) is no longer necessary. Mr. Morris thanked the RTC for its continued support for this project, as well as for funding the extension of high-speed transportation from Dallas through Arlington to Fort Worth. He also thanked State Representative Yvonne Davis for her support of the project. RTC Vice Chair Theresa Daniel asked if the Governor was reconsidering his support for high-speed rail and if there would be any impact. Mr. Morris noted he had seen similar news reports but was unsure of the Governor's position, but that the region should continue efforts to advance high-speed transportation.

8. **Calls for Projects to Reduce Diesel Emissions:** Chris Klaus presented a recommendation to open three new, competitive calls for projects (CFP) to reduce diesel emissions. This effort addresses the air quality emphasis areas for high-emitting vehicles and equipment, idling, and fuel use. Over the past few years, the North Central Texas Council of Governments (NCTCOG) has been successful in receiving grant funding for multiple proposals submitted to the Environmental Protection Agency (EPA) under the National Clean Diesel Funding Assistance Program. For Fiscal Year (FY) 2020, three calls for projects are proposed with a total of approximately \$4 million available. The Clean Fleets North Texas 2020 CFP and the North Texas Freight Terminal Electrification 2020 CFP have small amounts of funding available from previous calls for projects, and the North Texas Emissions Reduction Project 2020 CFP provides new funding with more flexibility. Funding is available to replace heavy-duty diesel vehicles/equipment, rail/switch yard idle reduction technologies, and installation of infrastructure for refrigerated trucks and trailers at freight terminals. Eligible applicants for each call for project were highlighted. Projects must operate in the required geographical area for each funding program, and applicants with fleets must adopt the Clean Fleet Policy. Scoring criteria will be based 75 percent on cost per ton of NOx reduced and 25 percent on oversight to balance the benefits and administrative burden. Details were provided in Electronic Item 8. The schedule for this effort was highlighted. If approved, the calls for projects was estimated to open October 9, 2020, but flexibility was requested for staff to open shortly thereafter, if necessary. Application deadlines will be every 90 days until funds are fully awarded. A motion was made to approve opening the Clean Fleets North Texas, North Texas Emissions Reduction Project, and North Texas Freight Terminal Electrification 2020 calls for projects and associated details such as eligibility screens and selection criteria included in Electronic Item 8, as well as the proposed schedule that includes a rolling 90-day application deadline to exhaust grant funds. Theresa Daniel (M); Richard Aubin (S). The motion passed unanimously.
9. **Changing Mobility: Data, Insights, and Delivering Innovative Projects During COVID Recovery:** Michael Morris provided an update on performance metrics to help understand the impacts of COVID-19 to the transportation system. Four performance metrics have been developed that will be tracked through the COVID-19 pandemic and recovery process: 1) travel behavior response to COVID-19, 2) financial implications to traditional revenue sources, 3) benefits of travel behavior responses to areas of Regional Transportation Council (RTC) responsibility, and 4) prioritization of infrastructure improvements that offset unemployment increases. Related to travel behavior response, freeway volumes remain improved, but morning peak congestion has not returned. Afternoon peak congestion has increased but is not necessarily related to commuter trips. Transit ridership has not improved over the last few months and staff will meet with the three transit authorities to develop potential options to help increase transit ridership in the region. Bicycle/pedestrian activity remains higher than pre COVID-19, and aviation trends are also positive and will

likely take two-to-three years to fully recovery similar to after 9-11 or the previous financial crisis. Data related to financial implications, the second metric, was highlighted. Transit sales tax is fluctuating, and motor fuel tax trends remain decreased at approximately 12 percent lower than 2019. Sales tax, a component of Proposition 7 has not fully recovered, and August data is 5 percent lower than 2019 which dropped from July data and could be the result of no additional CARES funding. Also highlighted was the oil and gas severance tax related to Proposition 1 which continues to be negatively impacted with projections significantly lower for 2021 and 2022. Toll transactions have improved and are not expected to impact the ability for repayment of the \$300,000 million loan on SH 360. Tolloed managed lane transactions remain low for IH 35E TEXpress lanes for which there is a TIFIA loan. Policy metric three is related to the benefits of travel behavior responses. Air quality improvements have occurred but are not as significant as anticipated and there is concern there may be offsets occurring such as increased diesel emissions from truck travel/goods movement, or cleaner vehicles that result in a lower gain when those vehicles do not travel. Staff will be working with the Texas Commission on Environmental Quality regarding this issue and will discuss how to take advantage of this opportunity to learn about the impacts of lower travel. The final metric is how the RTC can use innovation to advance projects and create needed employment opportunities. Every \$1 billion in transportation investment produces approximately 12,000-15,000 jobs, which is a major focus area. Staff continues to advance projects within the region to have a positive impact on the economy. Supporting efforts of Metric 4 include high-speed rail, as well as an additional round of COVID-19 #00X Infrastructure Program projects that will be presented at the next meeting. Details were provided in Electronic Item 9. RTC Vice Chair Theresa Daniel asked what occurred in the 8-hour ozone historical trends for the year 2017 that caused lower exceedances. Mr. Morris noted many things impact ozone, including nitrogen oxides (NOx), volatile organic compounds (VOC), temperature, and wind. Ozone seasons with a cooler summer may have less exceedances, or seasons with a wetter spring may impact the level of VOC from natural sources. These are examples of the many impacts, as well as changing impacts from COVID-19, that are not yet fully understood and for which adjustments may be needed in air quality areas of lesser focus. The travel behavior changes have provided an opportunity for the region and the State to rethink efforts since larger decreases were not realized and consider what other influences may be impacting air quality. Rick Grady discussed IH 35E managed lanes and asked if there was any concern within the current system regarding bond lettings and interest rates that these bonds would receive in the future considering that this revenue repays the bonds. Mr. Morris discussed repayment and noted that the short-term impacts of COVID-19 are not expected to increase financial risk.

10. **North Texas Center for Mobility Technologies: Research Project Funding Standards:** Thomas Bamonte presented proposed selection criteria and the process for providing funding for sponsored research projects on mobility technologies proposed by the North Texas Center for Mobility Technologies (NTCMT). In February 2020, as part of efforts to bring the hyperloop certification center to the region, the Regional Transportation Council (RTC) approved \$2.5 million in seed funding for university research projects on mobility technologies that will help attract mobility-related companies to the region. In response to that action, four major research universities in the region (University of Texas at Arlington, University of North Texas, University of Texas at Dallas, and Southern Methodist University) have come together to form the NTCMT. NTCMT will function as a Research and Development network for mobility-related companies and public agencies in response to research sponsored by industry and other third parties. Mr. Bamonte highlighted the proposed evaluation process for selecting research projects eligible for funding. The NCTMT will complete initial vetting and propose research projects to the North Central Texas Council of Governments (NCTCOG) for funding consideration. NCTCOG subject matter expert(s)

will evaluate proposals and final decisions on research project funding requests will be reported to the Surface Transportation Technical Committee and RTC, including a description of the NCTCOG contribution amount and how the project meets the selection criteria. Proposed projects must be sponsored by an outside party, related to mobility technology, supported by contributions from an industry sponsor and university, and advance a regional goal such as improved access, environmental protection/resiliency, economic development, equity, and technology innovation leadership. Mr. Bamonte noted that action will be sought at next month's meeting and requested members provide input. Devan Allen asked if staff would elaborate on the bullet that addresses equity. Staff gave examples of research on equipping vehicles to be more ADA accessible, to advance technology that helps close the gap on food deserts, or how to advance technology equitably in both affluent and lower-income communities. John Keating noted he was pleased to hear the RTC is thinking of issues such as food deserts, thinking beyond roads and tollways and of the end user.

11. **Overview of Regional Transportation Council Legislative Workshop:** Rebekah Hernandez provided an overview of the Regional Transportation Council (RTC) Legislative Workshop held prior to the meeting. Members were presented information on transit operational needs and options for transit funding, as well as the structure of transit in the region. Staff then provided an overview of various funding sources and preliminary analyses of transit studies that are ongoing. Staff also reviewed the background for formula allocations and implementation of transportation statutes in the Texas Transportation Code. This information will be discussed in further details with partner agencies before formal action is taken by the RTC. Finally, staff reviewed the draft RTC Legislative Program for the 87th Texas Legislature provided to members in Electronic Item 11. The draft program includes five broad topics: 1) adequately fund transportation and utilize tools, 2) improve air quality, 3) pursue innovation, technology, and safety, 4) expand transportation positions, and 5) support transportation planning and land use. During the workshop, members commented that the Legislative Program should be more strategic, items with more focus should be moved higher in the document and narrowing the list or making the list more actionable. Jungus Jordan requested members reconvene for another RTC Legislative Workshop prior to the November 12 RTC meeting. Members were also asked to provide any comments to staff within 15 days so staff can pull comments together and provide for members at the November workshop, with a goal to approve the final RTC Legislative Program in 30-60 days. Michael Morris noted that RTC members would be provided a copy of the RTC Legislative Workshop presentation and draft RTC Legislative Program for the 87th Legislature by email, with action by the full RTC as soon as the November 12 meeting, but no later than the December 10, 2020, meeting.
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 was provided 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 is scheduled for 1:00 pm, Thursday, November 12, 2020.

The meeting adjourned at 2:30pm.



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

TO: Regional Transportation Council

DATE: November 5, 2020

FROM: Vickie Alexander
Program Manager
Program Administration

SUBJECT: Modifications to the FY2020 and FY2021 Unified Planning Work Program for Regional Transportation Planning

The Unified Planning Work Program for Regional Transportation Planning (UPWP) is required by federal and State transportation planning regulations and provides a summary of the transportation and related air quality planning tasks to be conducted by Metropolitan Planning Organization (MPO) staff. The FY2020 and FY2021 UPWP was approved by the Regional Transportation Council (RTC) in July 2019 and identifies the activities to be carried out between October 1, 2019, and September 30, 2021.

Listed below, and in the following attachment, is the fourth set of proposed modifications to the FY2020 and FY2021 UPWP. Included in these amendments are new initiatives, project updates and funding adjustments. The proposed modifications have been posted on the NCTCOG website for public review and comment. Public comments received as a result of the public outreach process, if any, will be provided. In addition, NCTCOG's allocation of Federal Transit Administration 5303 Transportation Planning Funds for FY2021 has been increased. The Surface Transportation Technical Committee took action at its meeting on October 23, 2020, to recommend Regional Transportation Council approval of the proposed modifications.

Transportation Planning Fund (TPF) FY2021 Budget Adjustments

As a result of NCTCOG's FY2021 budget development, funding adjustments to Transportation Planning Fund projects are being proposed to reflect a reallocation of resources for FY2021. These changes are highlighted in the table below.

FY2020 and FY2021 Allocation of Transportation Planning Funds

Subtask	Subtask Title	2-Year Totals		
		Current	Proposed	Variance
1.01	Community Outreach	\$3,825,200	\$3,906,800	\$81,600
1.02	Program and Policy Administration	\$506,300	\$573,700	\$67,400

FY2020 and FY2021 Allocation of Transportation Planning Funds (continued)

Subtask	Subtask Title	2-Year Totals		
		Current	Proposed	Variance
1.03	Fiscal Management and Information Systems	\$0	\$0	\$0
1.04	Computer System Applications and Data Management	\$821,800	\$768,100	(\$53,700)
	Subtask 1 – Administration and Management	\$5,153,300	\$5,248,600	\$95,300
2.01	Travel Forecasting Support	\$1,737,300	\$1,838,200	\$100,900
2.02	Transportation Data Development	\$560,700	\$559,000	(\$1,700)
2.03	Demographic Data and Forecasts	\$1,086,600	\$1,115,400	\$28,800
	Subtask 2 - Transportation Data Development and Maintenance	\$3,384,600	\$3,512,600	\$128,000
3.01	Transportation Project Programming	\$2,304,600	\$2,648,400	\$343,800
3.02	Regional Air Quality Planning	\$1,117,400	\$1,176,000	\$58,600
3.03	Air Quality Management and Operations	\$0	\$0	\$0
3.04	Public Transportation Planning and Management Studies	\$1,706,100	\$1,604,700	(\$101,400)
3.05	Transit Operations	\$0	\$0	\$0
	Subtask 3 - Short-range Planning and Programming, and Air Quality and Transit Operations	\$5,128,100	\$5,429,100	\$301,000
4.01	Metropolitan Transportation Planning	\$2,314,000	\$2,285,100	(\$28,900)
4.02	Coordination of Transportation and Environmental Planning Processes	\$498,400	\$503,800	\$5,400
4.03	Ensuring Nondiscrimination and Environmental Justice in MPO Planning/Program Activities	\$391,200	\$414,700	\$23,500
4.04	Performance-Based Planning and Coordination	\$99,200	\$108,700	\$9,500
	Subtask 4 – Metropolitan Transportation Plan	\$3,302,800	\$3,312,300	\$9,500
5.01	Regional Transportation Studies	\$1,244,800	\$1,209,500	(\$35,300)
5.02	Subarea Studies and Local Government Assistance	\$1,195,100	\$1,159,200	(\$35,900)
5.03	Land-Use/Transportation Initiatives	\$787,400	\$837,000	\$49,600

FY2020 and FY2021 Allocation of Transportation Planning Funds (continued)

Subtask	Subtask Title	2-Year Totals		
		Current	Proposed	Variance
5.04	Transportation Asset Management	\$360,000	\$311,400	(\$48,600)
5.05	Congestion Management Planning and Operations	\$1,002,500	\$968,300	(\$34,200)
5.06	Regional Freight Planning	\$52,300	\$51,700	(\$600)
5.07	Transportation System Security and Emergency Preparedness	\$58,700	\$60,700	\$2,000
5.08	Roadway and Railroad Safety	\$613,900	\$618,100	\$4,200
5.09	Regional Aviation Planning and Education	\$160,800	\$164,200	\$3,400
5.10	Regional Military and Community Coordination	\$0	\$0	\$0
5.11	Automated Vehicle Technologies	\$826,300	\$743,500	(\$82,800)
5.12	Red River Navigation System Feasibility Study	\$0	\$0	\$0
	Subtask 5 – Special Studies	\$6,301,800	\$6,123,600	(\$178,200)
	Funding Totals	\$23,270,600	\$23,626,200	\$355,600

Other Funding Source FY2021 Budget Adjustments

In addition to the adjustments proposed above for Transportation Planning Funds, adjustments are also proposed to other funding sources as a result of NCTCOG's FY2021 budget process. Affected funding sources include Department of Energy (DOE), Surface Transportation Block Grant Program (STBG), Congestion Mitigation and Air Quality Improvement Program (CMAQ), Texas Department of Transportation (TxDOT), Regional Toll Revenue (RTR), and local funds. The adjustments by funding source are included in the table below, as well as the associated Unified Planning Work Program Subtasks.

Non-TPF FY2021 Budget Adjustments

Funding Source	Amount	UPWP Subtasks
DOE	\$45,000	1.01 – Increase of \$15,000 3.03 – Increase of \$30,000
Local	\$2,332,000	1.03 – Increase of \$14,000 5.05 – Increase of \$2,275,000 5.09 – Increase of \$43,000
RTR	\$107,000	4.02 – Increase of \$107,000
STBG	\$2,171,480	1.02 – Reduction of \$44,000 5.01 – Increase of \$20,000 5.05 – Increase of \$1,806,480 5.06 – Increase of \$389,000
CMAQ	\$1,330,000	5.05 – Increase of \$1,330,000
TxDOT	\$83,170	5.05 – Increase of \$83,170

Other Transportation Planning Fund (TPF) Modifications

- 1.02 Program and Policy Administration – Program Administration (update text to reflect staff work activities on NCTCOG’s Strategic Plan relative to transportation)
- 3.02 Regional Air Quality Planning – Regional Greenhouse Gas Emission Inventory Program (add initiative and \$30,000 TPF for the purchase of software for use in creating a regional Greenhouse Gas [GHG] emissions inventory. Local funds are also being added in another item below to support development of the GHG emissions inventory.)
- 5.03 Land-use/Transportation Initiatives – Sustainable Development Initiatives (update text to reflect assistance to the City of Kennedale in identifying multimodal access, street scape and land-use improvements in the Kennedale Parkway corridor)
- 5.03 Land-use/Transportation Initiatives – Sustainable Development Initiatives (update text to reflect assistance to the City of Dallas for the Hensley Field Redevelopment Master Plan)
- VIII. Overview of Work Program Funding (update Exhibit VIII-1, FY2020 and FY2021 TPF Programming Summary, to reflect an increase in NCTCOG’s allocation of Federal Transit Administration 5303 Transportation Planning Funds for FY2021 in the amount of \$224,022)
- VIII. Overview of Work Program Funding (update Exhibit VIII-3, Anticipated Equipment/Software Purchases/Leases, to reflect change in funding source from TPF to RTC Local in FY2021 for the purchase of computer systems, printers, Voice-Over-Internet-Protocol phone devices, and other computer hardware items as a result of Buy America constraints)

- VIII. Overview of Work Program Funding (update Exhibit VIII-3, Anticipated Equipment/Software Purchases/Leases, to reflect changes in estimated software costs based on FY2021 budget adjustments and the software purchase in Subtask 3.02 for the creation of a Greenhouse Gas emissions inventory)

Other Funding Source Modifications

- 1.04 Computer System Applications and Data Management – Regional Digital Aerial Imagery (add \$620,000 Surface Transportation Block Grant Program [STBG] funds and \$102,000 Texas Department of Transportation [TxDOT] funds, and \$53,000 Local funds to support this project, and update text to reflect the use of Light Detection and Ranging [LIDAR] imagery and additional planning purposes for use of the aerial imagery).
- 3.02 Regional Air Quality Planning – Emissions Inventories and Technical Studies (add \$185,000 Texas Commission on Environmental Quality [TCEQ] funds to support the conduct of emission inventories)
- 3.02 Regional Air Quality Planning – Regional Greenhouse Gas Emission Inventory Program (add initiative and \$25,000 local funds to support development of a regional Greenhouse Gas [GHG] emissions inventory. Transportation Planning Funds are also being added in an item above to support the cost of software to create the emissions inventory.)
- 3.03 Air Quality Management and Operations – Local Government Policies/Community Readiness (add \$75,000 Department of Energy [DOE] funds and \$3,400 previously approved RTC Local funds to continue work activities for the Regional Energy Manager initiative in coordination with NCTCOG’s Environment and Development Department, and update text to reflect staff work activities related to energy efficiency/renewable energy)
- 5.03 Land-use/Transportation Initiatives – Hickory Tree Road Planning Study (add initiative and \$100,000 Regional Transportation Council [RTC] Local funds for a redesign of the Hickory Tree Road corridor in Balch Springs to advance context-sensitive design, mitigate congestion, and facilitate future economic growth. This funding will enable the project to begin pending the availability of the RTC-approved federal funds referenced in Subtask 5.03 below.)
- 5.06 Regional Freight Planning (update text to reflect staff planning activities related to the use of a regional railroad information system for the monitoring and forecasting of train traffic conditions to help reduce train congestion for both freight and passenger operations)
- 5.10 Regional Military and Community Coordination – Regional Military Compatible Use Implementation (add \$432,000 Department of Defense [DOD] funds to reflect receipt of grant award)

The following modifications have previously been approved by the Regional Transportation Council (i.e., via the Transportation Improvement Program or as a separate item) and/or NCTCOG Executive Board and are now being incorporated into the Unified Planning Work Program:

Other Funding Source Modifications

- 1.04 Computer System Applications and Data Management – Computer Resource Management and Equipment Purchases (add \$650,000 Regional Transportation Council [RTC] Local funds for the purchase of computer systems; printers; Voice-Over-Internet-Protocol phone devices; and other computer hardware items as a result of Buy America constraints when using federal funds, and update text to reflect a change in funding sources for these items)

- 5.03 Land-use/Transportation Initiatives – Bachman Lake Area Planning Study (add initiative and \$200,000 RTC Local funds and \$800,000 STBG funds matched with Transportation Development Credits for a planning study to identify safe pedestrian access/facilities along major roadways to create connections to nearby trails, parks, and the Dallas Area Rapid Transit Bachman station, as well as study Love Field)

- 5.03 Land-use/Transportation Initiatives – Hickory Tree Road Planning Study (add initiative and \$500,000 STBG funds matched with Transportation Development Credits for a redesign of the Hickory Tree Road corridor in Balch Springs to advance context-sensitive design, mitigate congestion, and facilitate future economic growth)

- 5.03 Land-use/Transportation Initiatives – Dallas Opportunity Zone 1: North Oak Cliff Planning and Conceptional Engineering Study (add initiative and \$3,405,000 STBG funds matched with Transportation Development Credits for a study of three components within the Opportunity Zone)

- 5.06 Regional Freight Planning (add \$7,100,000 STBG and \$400,000 RTC Local to support the development and implementation of a regional railroad information system for the monitoring and forecasting of train traffic conditions to help reduce train congestion for both freight and passenger operations; \$2,500,000 in BUILD grant funds and \$3,100,000 from regional rail agencies is also anticipated to be available to support this initiative)

- 5.11 Automated Vehicle Technologies – DFW Freight Optimization Corridors (add initiative and \$200,000 RTC Local funds and \$4,800,000 STBG funds matched with Transportation Development Credits for a project that will use connected vehicle and related technologies to optimize the flow of trucks between freight hubs and expressways in the region)

- 5.13 North Texas Center for Mobility Technologies (add initiative and \$2,500,000 RTC Local funds to support the development of a mobility research center that will bring together North Texas' top mobility research talent to work on sponsored research projects)

Please contact Vercie Pruitt-Jenkins at (817) 608-2325 or VPruitt-Jenkins@nctcog.org or me at (817) 695-9242 or valexander@nctcog.org if you have any questions or comments regarding these proposed modifications to the FY2020 and FY2021 UPWP prior to the Regional Transportation Council meeting. Your approval of these modifications will be requested at the meeting, as well as your direction for staff to administratively amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications.

vpj
Attachment

AMENDMENT #4 TO THE FY2020 AND FY2021 UNIFIED PLANNING WORK PROGRAM

1.02 Program and Policy Administration

Program Administration

Transportation Planning Funds

This subtask includes management and administrative activities that directly support the NCTCOG Transportation Department's role as the Metropolitan Planning Organization and fulfillment of responsibilities outlined in regulations governing the administration of Federal Highway Administration Transportation Planning Funds. This subtask is ongoing throughout Fiscal Years 2020 and 2021, and includes participation in and support for the Association of Metropolitan Planning Organizations (AMPO), the Texas Metropolitan Planning Organization (TEMPO), and the Transportation Research Board (TRB). Additionally, this subtask includes oversight and coordination of the NCTCOG University Partnership Program. Consultant assistance may be utilized to assist with this subtask. Anticipated products include:

- NCTCOG representation at AMPO and TEMPO meetings;
- NCTCOG participation in the TRB annual meeting and other conferences and professional development opportunities;
- Hosting and provision of training opportunities for local government, transportation providers, and planning agency staff;
- Appropriate office accommodations for staff and guests, including provision of consumable supplies, furniture, and leasehold improvements;
- Project topics for participation in the University Partnership Program;
- Assistance to the Texas Transportation Commission, as requested;
- Participation on and support for special task forces; ~~and~~
- **Identification of regional transportation focus areas for incorporation into NCTCOG's Strategic Plan to aid in addressing critical needs in the region; and**
- Eligible and accurate billings within identified budgets.

1.04 Computer System Applications and Data Management

Computer Resource Management and Equipment Purchases

Transportation Planning Funds

This subtask is ongoing throughout FY2020 and FY2021-, **and includes the purchase or lease of computer equipment such as Voice-Over-Internet Protocol phones, software and associated maintenance/support, licenses, and application subscriptions to support NCTCOG department staff in the fulfillment of their job responsibilities.** ~~It includes computer software and hardware purchases or leases. NCTCOG continues with the production of travel forecasts using the enhanced TransCAD model in a desktop computer/file and network server environment internal to the agency. Additional computer hardware and software will be required to support department staff in the fulfillment of their responsibilities. This includes, but is not limited to, such items as computers, printers/scanners, and monitors, as well as user licenses in various software, including TransCAD. A list of equipment and software purchases/leases anticipated to be obtained during the time period of this Work Program, including the identified funding sources,~~

is provided as Exhibit VIII-3 in Chapter VIII, Overview of Work Program Funding. Equipment and software purchases over \$5,000 per unit that are being obtained with Transportation Planning Funds require prior State and federal approval. Consultant assistance may be pursued to assist with this task. Anticipated products include:

- ~~Replacement of computers that are out of warranty;~~
- **Voice-Over-Internet Protocol phone devices;**
- **Software licenses;**
- **New and upgraded software and associated maintenance/support;**
- **Application subscriptions; and**
- ~~Other Associated equipment necessary to support activities; and.~~
- ~~Software ordered.~~

Other Funding Sources

Regional Transportation Council Local funds will be utilized to purchase or lease **computer systems and related** equipment/hardware ~~or software~~ that may not be eligible for federal reimbursement. Such items may include, but are not limited to:

- Desktop, portable and tablet computers (**i.e., replacement of computers that are out of warranty and new computers to support staff needs**); ~~and~~
- Monitors/televisions ~~and accessories;~~
- **Printers and scanners;**
- **Voice-Over-Internet-Protocol phone devices; and**
- **Associated accessories.**

Regional Digital Aerial Imagery

Other Funding Sources

During FY2021, this project will obtain high-resolution color digital imagery for areas of North Central Texas. The **aerial photography and Light Detection and Ranging (LiDAR)** imagery obtained will be high-resolution and geocoded with high-accuracy Global Positioning System coordinates (**latitude, longitude, and elevation**). The digital imagery will align with industry-accepted procedures and standards, and image accuracy will be ensured through ground control and surface integration. The resulting imagery will be used for a wide variety of planning purposes, including improvements to travel demand modeling, corridor alignment planning **and engineering analysis (including for the Regional Outer Loop)**, ~~outer loop planning;~~ **watershed hydrology modeling**, environmental support, and **population/employment change-tracking for changes in population/employment, land uses, and impervious surface cover**. This work will be supported through Surface Transportation Block Grant Program, Texas Department of Transportation, and local funds. Anticipated products include:

- Digital aerial imagery for use in a wide variety of planning purposes.

3.02 Regional Air Quality Planning

Regional Greenhouse Gas Emission Inventory Program

Transportation Planning Funds

A regional Greenhouse Gas (GHG) emissions inventory will be initiated by NCTCOG staff in FY2021 to understand the sources and sectors contributing to regional GHG emissions. GHG inventories provide regions an opportunity to understand the GHG profile to adequately determine appropriate reduction actions and allow the region to set regional GHG emission goals, enable cities who have their own inventories to compare themselves against a regional inventory, and provide a framework upon which to evaluate, analyze and prioritize GHG reduction actions. This inventory will consist of utilizing Greenhouse Gas emissions management software. Anticipated products in FY2021 include:

- Purchase of the GHG emissions management software with support for 24 months;
- Understanding of the GHG emissions management software; and
- Test runs of the GHG emissions management software.

Other Funding Sources

Utilizing local funds, in FY2021 staff will identify and gather data towards the development of a regional GHG emissions inventory. Activities will include the identification of primary sectors that contribute to GHG emissions at the regional level, inputting data into the Greenhouse Gas emissions management software, and analyzing model output results. Anticipated products include:

- Data from emissions sources; and
- Report of quality assurance/control of results.

3.03 Air Quality Management and Operations

Local Government Policies/Community Readiness

Other Funding Sources

Initiatives in this element promote policies and contractual or regulatory measures available to local governments and businesses that can influence deployment of lowest-emissions and efficient technologies by consumers and fleets. Efforts also include collaborations with local governments to provide data and peer exchange related to air quality issues to help them make decisions about appropriate action steps to take within their jurisdictions. Work continues to evaluate, develop and incorporate policy statements in the Metropolitan Transportation Plan policy bundle, as applicable. Staff works collaboratively with local, state, and national stakeholders to identify and develop these strategies. Efforts continue to maintain websites to provide technical and policy resources to regional stakeholders, including Conserve North Texas, Go Solar Texas, and Electric Vehicles North Texas.

This work element will be supported through Surface Transportation Block Grant Program funds, Department of Energy funds, Regional Transportation Council Local funds, other local funds, and Transportation Development Credits. NCTCOG may seek assistance through the University Partnership Program for analysis of health risks related to transportation impacts as opposed to other factors. This element is ongoing throughout FY2020 and FY2021. Anticipated products include:

- Technical and planning assistance to local governments, workplaces, and multifamily properties regarding deployment of electric vehicle (EV) charging stations and other electrification or alternative fuel infrastructure to facilitate clean vehicle or technology adoption by fleets and consumers;
- Development of a Zero Emissions Vehicle (ZEV) Infrastructure Deployment Plan along IH 45 to enable zero-emission travel from Dallas-Fort Worth to the Houston area, with emphasis on goods movement;
- Communications to local governments encouraging adoption of RTC-recommended local government policies, including anti-idling rules and Clean Construction Contract Language;
- Template language for contracts, ordinances, codes, and other local government mechanisms (e.g., EV-ready best practices, low-emissions requirements for contractors, etc.);
- Comments and recommendations to federal, State, and local agencies regarding regulatory practices that are relevant to use of cleaner technologies;
- Meetings, webinars, conference calls, and other forums to educate local governments about opportunities to influence fleet and consumer choices, **or facilitate energy efficiency/renewable energy activities**;
- Innovative new partnerships with key stakeholder organizations, such as vehicle auctioneers, charities and non-profits who accept donated vehicles, hospitals and universities, vehicle rental companies, and major employers in the region;
- Support for local government peer exchange on comprehensive air quality issues through the North Central Texas Stewardship Forum and other avenues;
- A task force to convene government representatives, health officials, academic representatives, and air quality experts to evaluate regional data that may indicate areas of need for additional air quality improvement or strategies;
- Support for local government efforts to provide air quality education, including to the Hood County Clean Air Coalition;
- Equitable, favorable options for capturing revenues from vehicles that do not pay traditional gasoline tax;
- Identification and development of additional policy positions by the RTC that encourage actions to help reduce mobile and other transportation sector air emissions; ~~and~~
- Data collection of electric vehicle and electric vehicle infrastructure use and performance; **and**
- **Education and data collection with local governments and utilities with regard to energy efficiency, renewable energy, and integration of energy topics with the transportation sector, especially with regard to transportation electrification and renewable natural gas potential.**

5.03 Land-use/Transportation Initiatives

Sustainable Development Initiatives

Transportation Planning Funds

This subtask includes regional, subarea, corridor, and district-level planning along with technical assistance focused on the interface between transportation and land use, including assistance with school siting. Staff will continue work on the development and implementation of tools related to land-use planning principles such as sustainable zoning practices and others, and will host training sessions and develop educational information. Staff will continue to pursue funding opportunities to expand or enhance activities. Anticipated products during FY2020 and FY2021 include:

- Technical assistance to local governments on implementing sustainable development programs and projects such as the development of unified corridor plans, land-use analysis, data collection, parking technical assistance, education and training, form-based code review, 3D visualization services, financing strategies and tools for economic development, zoning and special district analysis, and planning to promote infill and mixed-use developments;
- Online information, training, and education on topics related to Green Infrastructure, Sustainable Resource Efficiency, sustainable zoning, sustainable school siting, and other such topics to assist in growth management and land-use planning;
- Coordination between Independent School Districts (ISDs) and other stakeholders to engage in regional issues related to school siting, safe routes to school, and policy and transportation issues;
- Development of Safe Routes to School plans, training, and education information as well as promotion of Safe Routes to School encouragement activities;
- Technical assistance and best practices related to school siting and transportation connections to schools; [and](#)
- Downtown Wylie pedestrian access and streetscape study recommendations-;
- [Kennedale Parkway corridor multimodal access, streetscape and land-use recommendations for the City of Kennedale; and](#)
- [Technical assistance to the City of Dallas for the Hensley Field Redevelopment Master Plan, including monitoring of progress as it relates to military planning activities in North Texas.](#)

Bachman Lake Area Planning Study

Other Funding Sources

[In FY2021, NCTCOG staff will provide planning assistance to the City of Dallas to advance multi-modal transportation coordinated with land use at the convergence of major transportation plans and improvements including modification of major arterial roads such as North West Highway and Harry Hines Boulevard, and the possible second entryway to Love Field Airport. Planning efforts will use stakeholder engagement to identify priorities, goals, and determine areas of further study. Key emphasis of this multi-year study will be placed on addressing safe pedestrian access/facilities along major roadways to create connections to nearby trails, parks, and transit/DART stations; general connectivity of land uses; and coordination with ongoing studies. Consultant assistance may be utilized. Surface Transportation Block Grant Program funds, Regional Transportation Council](#)

Local funds, and Transportation Development Credits will be utilized to support work activities. In FY2021, anticipated products include:

- Identification of project needs, priorities, and goals; and
- Development of project work scope.

Hickory Tree Road Planning Study

Other Funding Sources

In FY2021, NCTCOG staff will provide planning assistance to the City of Balch Springs for redesign of the Hickory Tree Road corridor to advance context-sensitive design, mitigate congestion, and facilitate future economic growth. Planning efforts will use stakeholder engagement to identify goals and a preferred vision for the corridor, and identify any areas of further study. Key emphases of this study will include connectivity of and safe pedestrian access to amenities, conceptual street design that emphasizes both pedestrian safety and access management, and transportation planning integration with land use to facilitate economic growth. Surface Transportation Block Grant Program funds, Regional Transportation Council Local funds, and Transportation Development Credits will be utilized to support work activities. In FY2021, anticipated products include:

- Identification of project needs, priorities, and goals;
- Development of project work scope;
- Community outreach processes; and
- Draft and final plan and recommendations.

Dallas Opportunity Zone 1: North Oak Cliff Planning and Conceptual Engineering Study

Other Funding Sources

This project contains three components within this Opportunity Zone. The first component involves the planning and concept engineering of the Jefferson Viaduct, the Houston Viaduct, the interface thoroughfare street entitled Greenbriar Lane, and the extension onto Jefferson Boulevard. This future system of thoroughfare streets is impacted by the age of the infrastructure, changes to the Dallas levee flood control system, economic development opportunities, and context-sensitive design. The second component involves Eads Avenue, on the eastern side of IH35E. The third component is a program that involves traffic calming and access management. All three of these emphasis areas involve planning and concept engineering. It is anticipated that a majority of this work will be conducted through a procurement process engaging the engineering community. The funding source is Surface Transportation Block Grant Program funds, matched with Transportation Development Credits provided by the Regional Transportation Council. This project is contained in the Transportation Improvement Program and was approved by the Regional Transportation Council in 2019. This item will provide planning assistance to the City of Dallas and is part of a larger system of transportation projects in and near the future high-speed rail station. In FY2021, anticipated projects include:

- Identification of project needs and goals;
- Preliminary work scope for the Viaducts/Greenbriar Lane/Jefferson Boulevard;

- **Context-sensitive designs for Eads Avenue; and**
- **Identification of principles necessary for traffic calming and access management.**

5.06 Regional Freight Planning

Other Funding Sources

This subtask is ongoing throughout FY2020 and FY2021, assessing the impact of truck traffic, rail freight, and other freight movement issues within and through the DFW Region, **including planning and implementation activities related to the use of a regional railroad information system to monitor and forecast train traffic conditions for both freight and passenger operations.** This task **also** includes the collection and analysis of data pertaining to freight mobility and safety. These tasks will include continued coordination with private-sector partners in the trucking, rail, and freight-forwarding businesses. Consultant assistance may be utilized. University Partnership Program (UPP) assistance will be initiated in FY2021 for a freight economic analysis of transportation infrastructure improvements in the Dallas-Fort Worth region. The objective of this study is to develop an agency-friendly data-supported freight economic analysis framework to identify and quantify the short-term and long-term economic benefits of infrastructure improvements in the region. **Surface Transportation Block Grant Program funds in the amount of \$7,100,000, Regional Transportation Council Local funds in the amount of \$400,000, federal BUILD grant funds in the amount of \$2,500,000, and approximately \$3,100,000 from regional rail agencies will support the regional railroad information system development and implementation.** Surface Transportation Block Grant Program funds and Transportation Development Credits will be utilized ~~to support this project for all other work activities.~~ Anticipated products include:

- Monitoring of truck-lane restriction corridor conditions;
- Various reports and studies regarding freight conditions in the DFW region, including a Regional Hazardous Materials Route Study, Economic Impact Analyses, Truck Bottleneck Analysis and a Freight and Passenger Rail Integration Study;
- Recommended follow-up studies identified in Freight North Texas: The North Central Texas Regional Freight System Inventory, including a Land-Use Compatibility Analysis and a Data Collection Program which could include traffic counts, classification counts and surveys for the Regional Freight Model;
- UPP final report on freight economic analysis of transportation Infrastructure Improvements in the Dallas-Fort Worth region;
- Freight Mobility Plan;
- Corridor studies;
- Roadway/rail crossing assessments; ~~and~~
- Public outreach and educational programs; **and**
- **Development and initiation of a regional railroad information system in the Dallas-Fort Worth region.**

5.11 Automated Vehicle Technologies

DFW Freight Optimization Corridors

Other Funding Sources

This project will use connected vehicle and related technologies to optimize the flow of trucks between freight hubs and expressways in the region. The freight industry has identified this initiative as a top priority. The Value of Time for goods movement approaches \$75 per hour. There are safety, operational, and environmental benefits from reducing the number of truck stops/starts at intersections. This project will focus on intersections with high volumes and proportions of freight traffic. It will use the optimal mix of technologies and data sharing to reduce the number of stops trucks make at signalized intersections. Deployment locations will be selected based on an assessment of potential benefits and costs and after consultation with the responsible local jurisdictions and freight companies. The project will include continual performance monitoring and adjustment to deliver the maximum net benefits. Consultant assistance will be utilized. Surface Transportation Block Grant Program funds, Regional Transportation Council Local funds, and Transportation Development Credits will be utilized to support project activities. Anticipated products include:

- Completion of before and after studies of focus intersections;
- Coordination meetings with TxDOT, freight industry, and other public agencies responsible for roadways in the focus areas;
- Evaluation, procurement, and implementation of connected vehicle and other technologies; and,
- Development of data sharing tools that bridge platforms between public- and private-sector stakeholders.

5.13 North Texas Center for Mobility Technologies

Other Funding Sources

The North Central Texas Council of Governments has partnered with the Texas Research Alliance to develop a mobility research center, the North Texas Center for Mobility Technologies (NTCMT), that will bring together North Texas' top mobility research talent to work on sponsored research projects. Regional Transportation Council Local funds will be utilized to launch this initiative, with contributions from university partners as the initiative progresses. The primary functions and anticipated products of the NTCMT include:

- Readymade research and development network of and for mobility-related companies, municipalities, and other public agencies;
- Attraction of industry and academic talent to North Texas;
- Mobility-related research capabilities within North Texas universities;
- Facilitation of communication and collaboration among the universities with respect to research and development projects and the pursuit/execution of grants;
- Facilitation of university-public sector partnerships on mobility-related projects;
- Facilitation of mobility-related internships for workforce enhancement;
- Acting as a Catalyst for building similar North Texas area university networks in other industry sectors;

- Research and industry reports, regional assessments, white papers, scholarly articles focused on mobility innovation topics; and
- Applications for grants and other prospective funding sources.

VIII. Overview of Work Program Funding

Proposed Budget

The US Department of Transportation provides funds through programs of the Federal Highway Administration and the Federal Transit Administration. Both FHWA PL 112 and FTA 5303 funds are provided annually to Metropolitan Planning Organizations to support metropolitan regional transportation planning activities based on an 80 percent federal/20 percent local match requirement. TxDOT will provide the 20 percent match for the FHWA 112 and FTA 5303 funds for FY2020 and FY2021 to the MPO to carry out the UPWP in the form of transportation development credits. These transportation development credits are provided by metropolitan areas building toll roads and are used on a statewide basis to provide the match funds needed for all metropolitan planning organizations. The FY2020 and FY2021 FHWA and FTA funding levels reflected in this program are summarized in Exhibit VIII-1. The formula-based FHWA PL 112 allocation to the Unified Planning Work Program for the Dallas-Fort Worth Metropolitan Area is \$8,728,069 in FY2020 and \$7,455,075 in FY2021 for a two-year total of \$16,183,144. The Federal Transit Administration 5303 funding is \$2,920,626 in FY2020 and ~~\$2,886,792~~**\$3,110,814** in FY2021 for a two-year total of ~~\$5,807,418~~**\$6,031,440**. An estimated balance of \$4,629,455 in unexpended/unobligated FHWA PL 112 funding will be available from the FY2019 authorization. Each of these funding amounts is incorporated by source agency into the Work Program by task and subtask. Total FHWA PL 112 and FTA 5303 funding for the FY2020 and FY2021 UPWP is estimated at ~~\$26,620,017~~**\$26,844,039**. Transportation Planning Funds in the amount of ~~\$23,270,600~~**\$23,656,200** have been programmed and allocated to each of the UPWP subtasks as shown in Exhibit VIII-2. These programmed funds include the FTA 5303 allocation of ~~\$5,807,418~~**\$6,031,440**, the estimated FY2019 FHWA PL 112 fund balance of \$4,629,455, and

~~\$12,833,727~~**\$12,995,305** of Fiscal Years 2020 and 2021 FHWA PL 112 funding. The remaining balance of Fiscal Years 2020 and 2021 FHWA PL 112 funds of ~~\$3,349,417~~**\$3,187,839** is anticipated to be carried over to Fiscal Year 2022.

**EXHIBIT VIII-3
ANTICIPATED EQUIPMENT/SOFTWARE PURCHASES/LEASES**

QUANTITY	DESCRIPTION	ESTIMATED PRICE	FUNDING SOURCE	SUBTASK
65	Computer systems (desktops, portable, tablet)	\$166,500	TPF	1.04
40 131	Computer systems (desktops, portable, tablet)	\$25,000 \$529,000	RTC Local	1.04
11	Laser printers for network group usage	\$61,000	TPF RTC Local	1.04
40 7	Voice-over-Internet-Protocol (VoIP) phone devices, including accessories such as microphones for conference phones or hands-free devices.	\$15,800 \$2,800	TPF	1.04
33	Voice-over-Internet-Protocol (VoIP) phone devices, including accessories such as microphones for conference phones or hands-free devices.	\$13,000	RTC Local	1.04
---	Other computer hardware items, replacements, accessories, and upgrades (for example, text and image scanners, hard drives, additional RAM, projectors, monitors/televisions, video cards, network cabling, warranty extensions)	\$38,000 \$6,000	TPF	1.04
---	Other computer hardware items, replacements, accessories, and upgrades (for example, text and image scanners, hard drives, additional RAM, projectors, monitors/televisions, video cards, network cabling, warranty extensions)	\$12,000 \$84,000	RTC Local	1.04
---	Licenses to traffic simulation and assignment software packages (two "TransModeler" and one "DTA" dynamic)	\$6,000	TPF	1.04
---	Two years of software support by Caliper and specific renewal for 50 TransCAD licenses	\$150,000	TPF	1.04
---	Software purchases/upgrades (for example, the current or higher versions of: SPSS and Adobe licenses), software/services, cable service, application subscriptions, advanced mapping/presentation software, and software support renewals	\$80,000 \$88,000	TPF	1.04

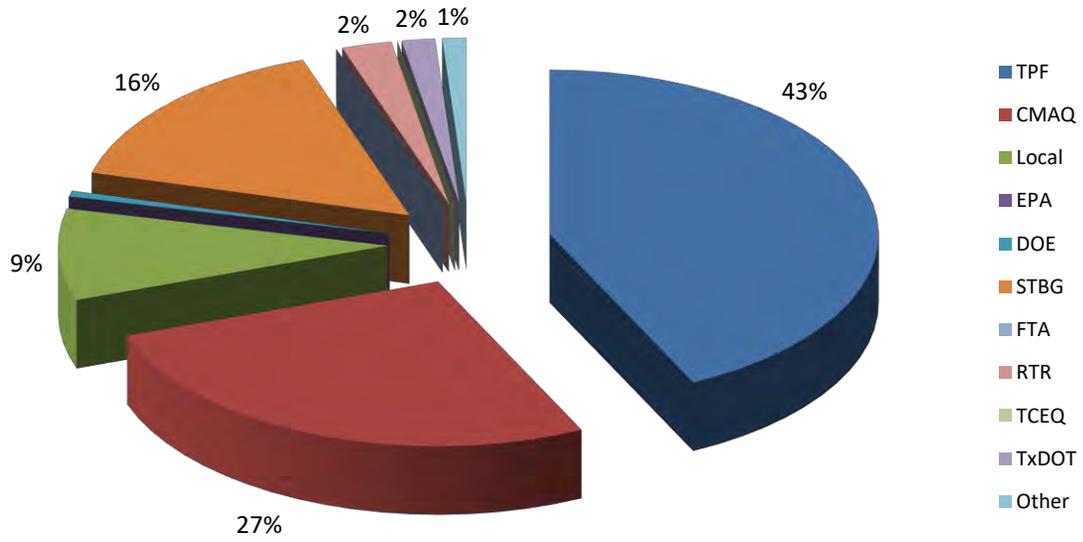
QUANTITY	DESCRIPTION	ESTIMATED PRICE	FUNDING SOURCE	SUBTASK
---	Web-based traffic count reporting software, including annual maintenance and support	\$48,000 \$40,000	TPF	2.02
--	Audio/video equipment, updates, maintenance, and video/web hosting services for the Transportation Council Room	\$150,000	RTC Local	1.02
--	Greenhouse Gas Emissions Software	\$30,000	TPF	3.02
--	Bicycle-Pedestrian Count Equipment	\$55,000 \$35,000	STBG Local	5.03
6	Computer tablets	\$9,000	DOE	1.01
--	Photography equipment	\$6,000	CMAQ	1.01
--	Video equipment	\$10,000	DOE	1.01
--	Public involvement subscriptions	\$5,000	TPF	1.01
--	Outreach and educational subscriptions	\$50,000	CMAQ	1.01

E. Funding Summary

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
1.01	\$3,906,800	\$3,288,000	CMAQ	
		\$68,500	DOE	
		\$4,000	NCTCOG Local	
Subtotal				\$7,267,300
1.02	\$573,700	\$196,200	Local	
		\$119,800	NCTCOG Local	
		\$306,800	STBG	
Subtotal				\$1,196,500
1.03		\$16,400	Local	
		\$20,000	NCTCOG Local	
		\$300,000	RTR	
		\$1,000	STBG	
Subtotal				\$337,400
1.04	\$768,100	\$1,600,000	STBG	
		\$887,000	Local	
		\$200,000	TXDOT	
Subtotal				\$3,455,100
Total	\$5,248,600	\$7,007,700		\$12,256,300

¹ Transportation Planning Funds (TPF) includes both FHWA PL-112 and FTA 5303 funds. TxDOT will apply Transportation Development Credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor person-hours, they are not reflected in the funding tables.

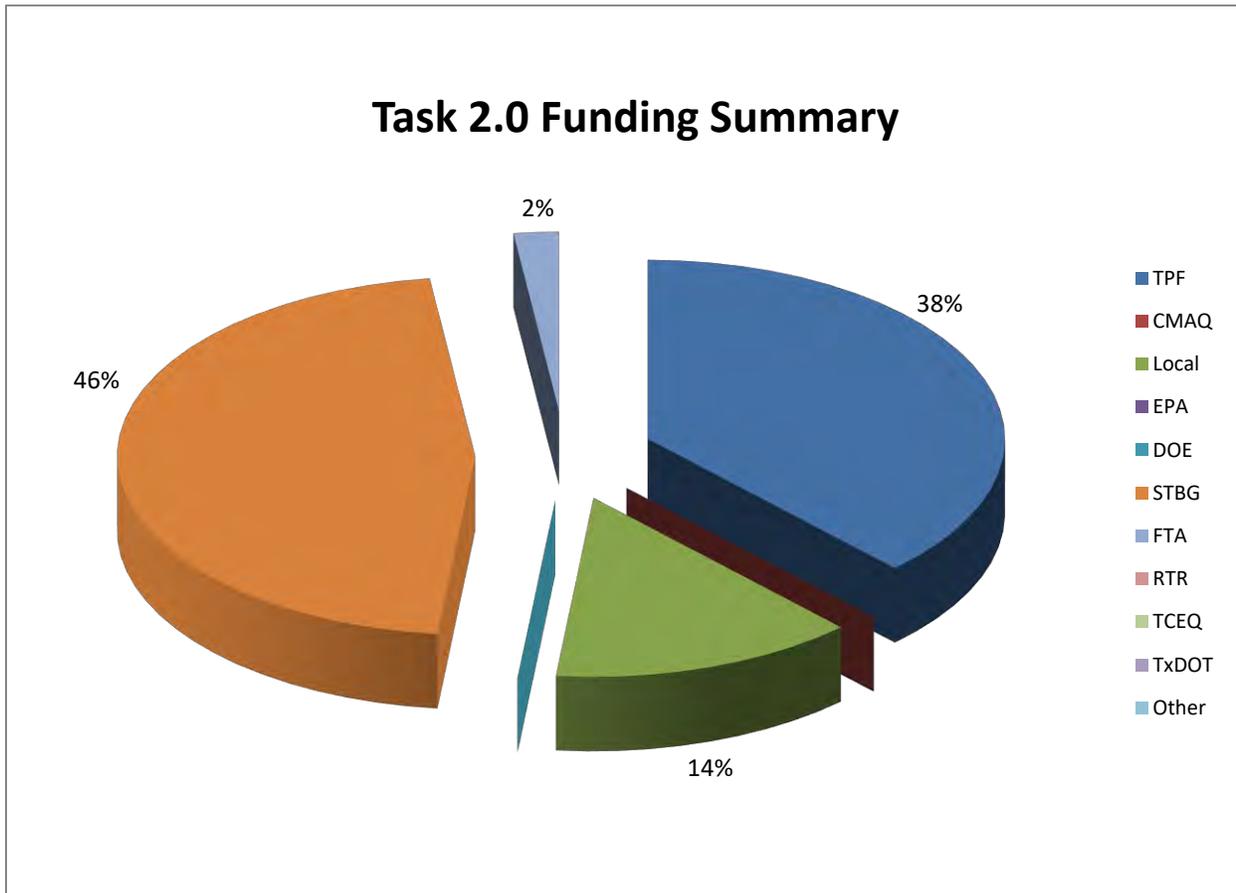
Task 1.0 Funding Summary



E. Funding Summary

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
2.01	\$1,838,200			
		\$188,600	FTA	
		\$1,194,520	Local	
		\$4,295,600	STBG	
Subtotal				\$7,516,920
2.02	\$559,000			
		\$88,500	Local	
Subtotal				\$647,500
2.03	\$1,115,400			
Subtotal				\$1,115,400
Total	\$3,512,600	\$5,767,220		\$9,279,820

¹ Transportation Planning Funds (TPF) includes both FHWA PL-112 and FTA 5303 funds. TxDOT will apply Transportation Development Credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor person-hours, they are not reflected in the funding tables.

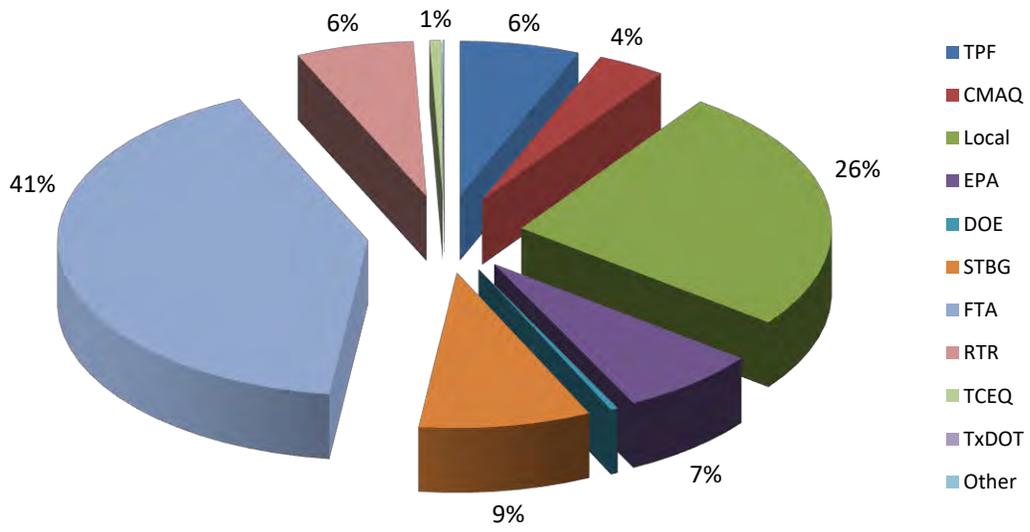


E. Funding Summary

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
3.01	\$2,648,400	\$1,888,000	RTR	
		\$1,218,400	STBG	
Subtotal				\$5,754,800
3.02	\$1,206,000	\$285,000	TCEQ	
		\$25,000	Local	
Subtotal				\$1,516,000
3.03		\$3,088,360	CMAQ	
		\$334,560	DOE	
		\$6,340,435	EPA	
		\$80,000	FHWA	
		\$16,208,475	Local	
		\$4,774,400	STBG	
		\$230,950	TCEQ	
Subtotal				\$31,057,180
3.04	\$1,604,700	\$850,000	FTA	
		\$300,000	RTR	
		\$1,854,500	STBG	
Subtotal				\$4,609,200
3.05		\$35,176,382	FTA	
		\$6,130,000	Local	
		\$3,167,400	RTR	
Subtotal				\$44,473,782
Total	\$5,459,100	\$81,951,862		\$87,410,962

¹ Transportation Planning Funds (TPF) includes both FHWA PL-112 and FTA 5303 funds. TxDOT will apply Transportation Development Credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor person-hours, they are not reflected in the funding tables.

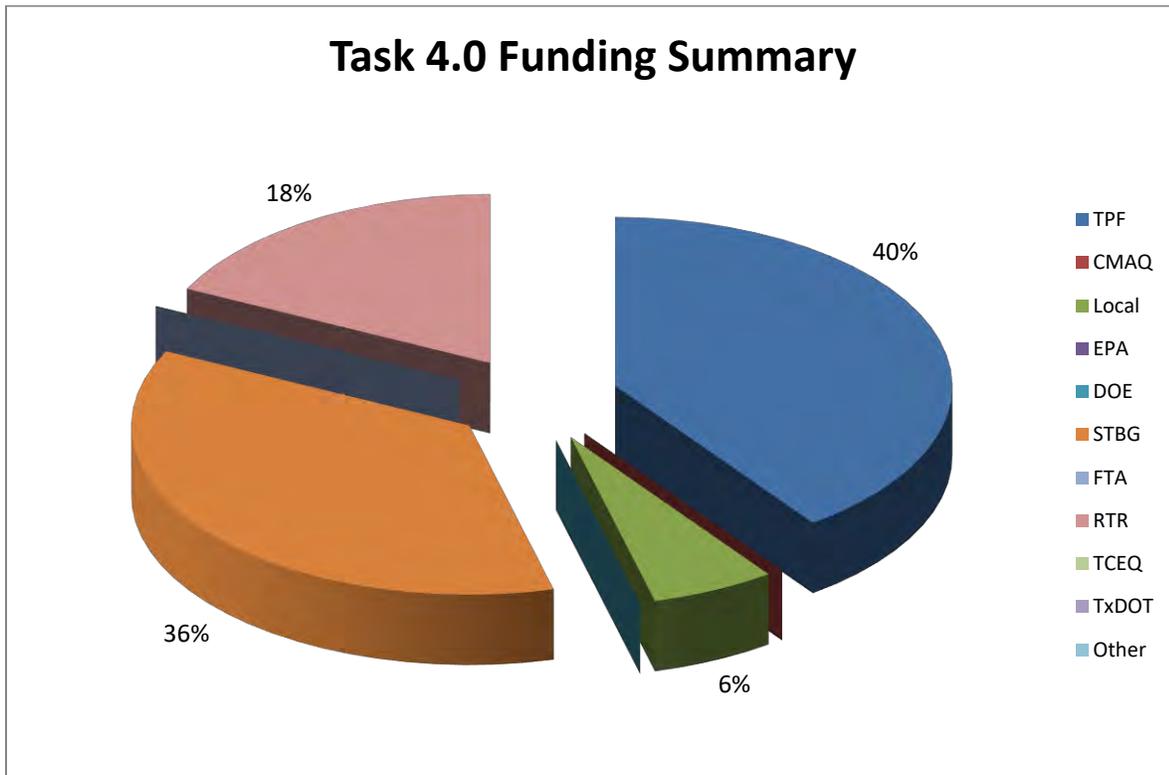
Task 3.0 Funding Summary



E. Funding Summary

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
4.01	\$2,285,100			
Subtotal				\$2,285,100
4.02	\$503,800	\$492,500	Local	
		\$1,468,180	RTR	
		\$3,000,000	STBG	
Subtotal				\$5,464,480
4.03	\$414,700			
Subtotal				\$414,700
4.04	\$108,700			
Subtotal				\$108,700
Total	\$3,312,300	\$4,960,680		\$8,272,980

¹ Transportation Planning Funds (TPF) includes both FHWA PL-112 and FTA 5303 funds. TxDOT will apply Transportation Development Credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor person-hours, they are not reflected in the funding tables.



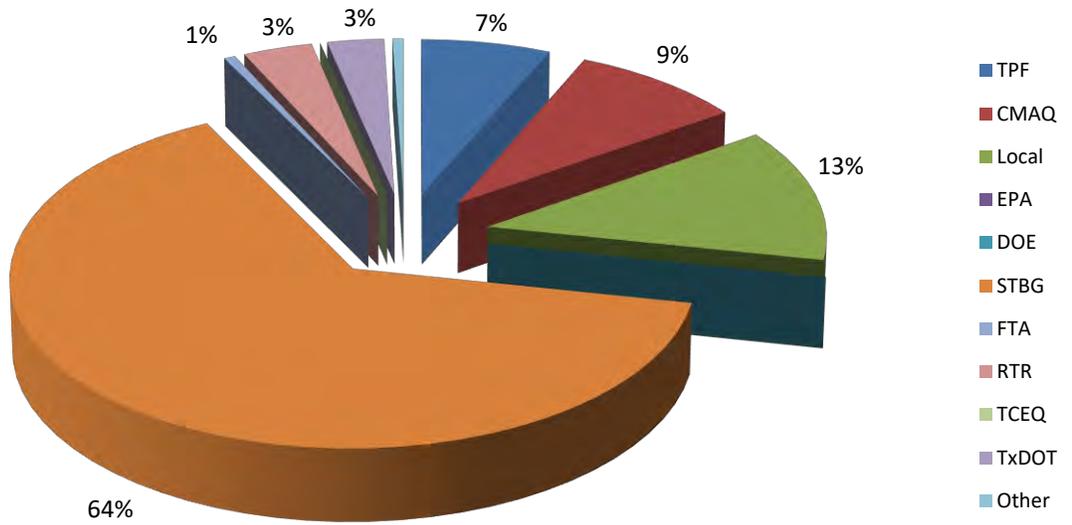
E. Funding Summary

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
5.01	\$1,209,500			
		\$736,700	Local	
		\$76,400	NTTA	
		\$2,575,600	RTR	
		\$17,045,400	STBG	
		\$200,000	TxDOT	
Subtotal				\$21,843,600
5.02	\$1,159,200			
		\$155,100	RTR	
Subtotal				\$1,314,300
5.03	\$837,000			
		\$557,500	CMAQ	
		\$529,800	FTA	
		\$2,110,665	Local	
		\$9,107,700	STBG	
Subtotal				\$13,142,665
5.04	\$311,400			
		\$350,000	STBG	
Subtotal				\$661,400
5.05	\$968,300			
		\$7,536,740	CMAQ	
		\$4,317,200	Local	
		\$547,900	RTR	
		\$12,796,285	STBG	
		\$2,402,855	TxDOT	
Subtotal				\$28,569,280
5.06	\$51,700			
		\$8,885,400	STBG	
		\$400,000	Local	
Subtotal				\$9,337,100
5.07	\$60,700			
Subtotal				\$60,700
5.08	\$618,100			
		\$24,000	Local	
		\$725,280	STBG	
Subtotal				\$1,367,380

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
5.09	\$164,200			
		\$856,900	Local	
Subtotal				\$1,021,100
5.10				
		\$432,000	DOD	
		\$281,100	Local	
Subtotal				\$713,100
5.11	\$743,500			
		\$263,100	Local	
		\$122,500	CMAQ	
		\$11,171,240	STBG	
		\$64,975	TXDOT	
Subtotal				\$12,365,315
5.12				
		\$500,000	Local	
Subtotal				\$500,000
5.13				
		\$2,500,000	Local	
Subtotal				\$2,500,000
Total	\$6,123,600	\$87,272,340		\$93,395,940

¹ Transportation Planning Funds (TPF) includes both FHWA PL-112 and FTA 5303 funds. TxDOT will apply Transportation Development Credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor person-hours, they are not reflected in the funding tables.

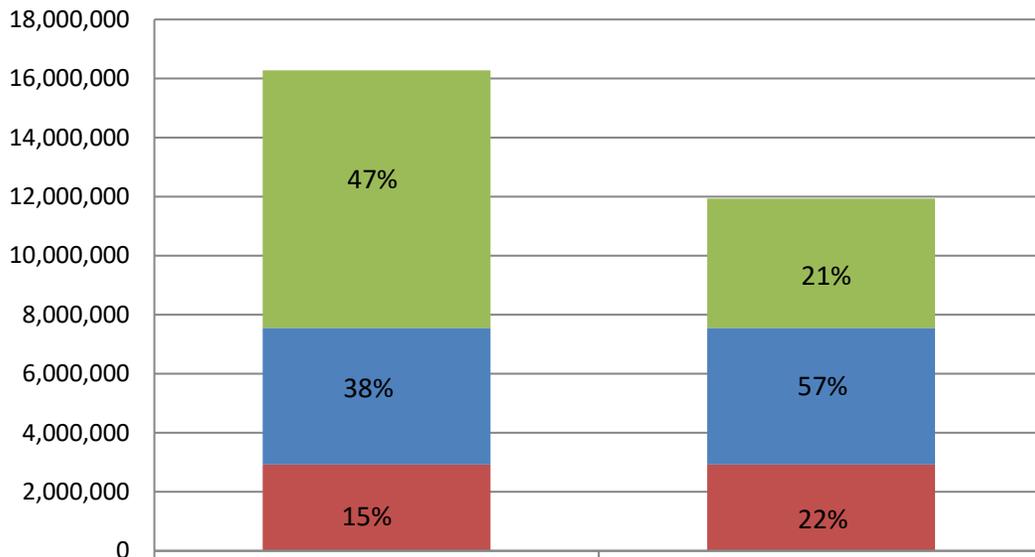
Task 5.0 Funding Summary



**EXHIBIT VIII-1
FY2020 AND FY2021 TPF PROGRAMMING SUMMARY**

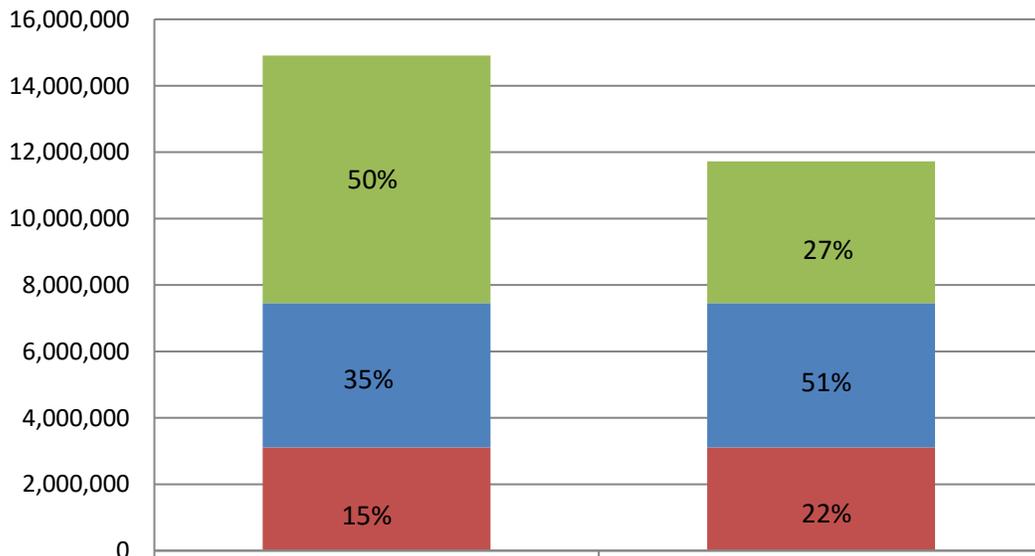
	FY2020		FY2021	
	Allocation	Programmed	Allocation	Programmed
FTA Section 5303	2,920,626	2,920,626	3,110,814	3,110,814
FHWA (PL-112)				
Carryover	4,629,455	4,629,455	4,344,050	4,344,050
New Allocation	8,728,069	4,384,019	7,455,075	4,267,236
Total TPF	16,278,150	11,934,100	14,909,939	11,722,100
Carryover		4,344,050		3,187,839
Two-Year Totals				
FTA Section 5303	6,031,440			
FHWA PL-112	20,812,599			
Total	26,844,039			
Programmed	23,656,200			
Carryover	3,187,839			

Summary of TPF 2020 Funding Levels



	Allocation	Programmed
■ FHWA (PL-112)	8,728,069	4,384,019
■ Carryover	4,629,455	4,629,455
■ FTA (5303)	2,920,626	2,920,626

Summary of TPF 2021 Funding Levels

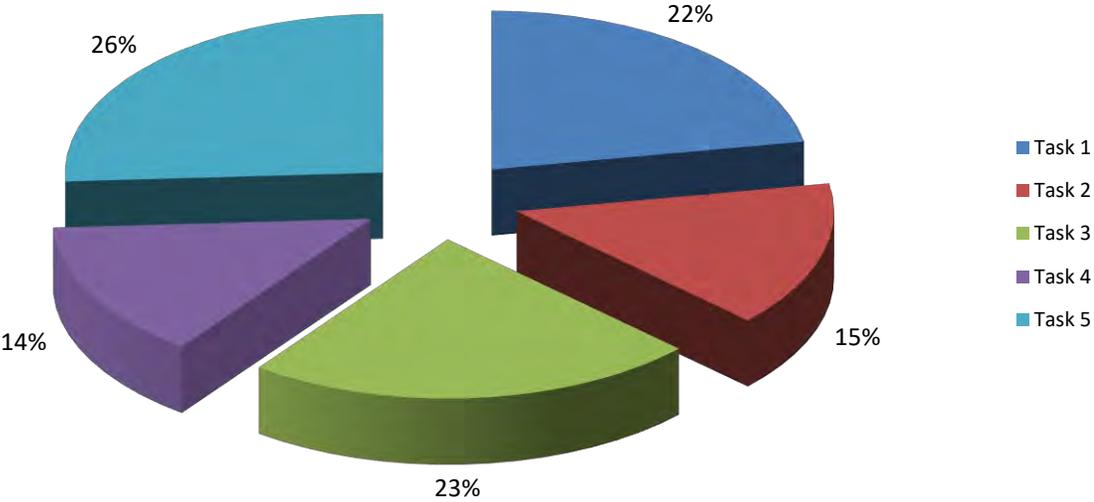


	Allocation	Programmed
■ FHWA (PL-112)	7,455,075	4,267,236
■ Carryover	4,344,050	4,344,050
■ FTA (5303)	3,110,814	3,110,814

EXHIBIT VIII-2
FY2020 AND FY2021 ALLOCATION OF TRANSPORTATION PLANNING FUNDS

Subtask	Subtask Title	TPF		
		FY2020	FY2021	Total
1.01	Community Outreach	\$1,909,200	\$1,997,600	\$3,906,800
1.02	Program Administration	\$282,700	\$291,000	\$573,700
1.03	Fiscal Management and Information Systems	\$0	\$0	\$0
1.04	Computer System Applications and Data Management	\$480,500	\$287,600	\$768,100
	Task 1.0	\$2,672,400	\$2,576,200	\$5,248,600
2.01	Travel Forecasting Support	\$916,000	\$922,200	\$1,838,200
2.02	Transportation Data Development	\$319,800	\$239,200	\$559,000
2.03	Demographic Data and Forecasts	\$602,300	\$513,100	\$1,115,400
	Task 2.0	\$1,838,100	\$1,674,500	\$3,512,600
3.01	Transportation Project Programming	\$1,226,700	\$1,421,700	\$2,648,400
3.02	Regional Air Quality Planning	\$538,300	\$667,700	\$1,206,000
3.03	Air Quality Management and Operations	\$0	\$0	\$0
3.04	Public Transportation Planning and Management Studies	\$817,800	\$786,900	\$1,604,700
3.05	Transit Operations	\$0	\$0	\$0
	Task 3.0	\$2,582,800	\$2,876,300	\$5,459,100
4.01	Metropolitan Transportation Plan	\$1,152,800	\$1,132,300	\$2,285,100
4.02	Coordination of Transportation and Environmental Planning Processes	\$247,800	\$256,000	\$503,800
4.03	Ensuring Nondiscrimination and Environmental Justice in MPO Planning/Program Activities	\$220,600	\$194,100	\$414,700
4.04	Performance Based Planning & Coordination	\$49,400	\$59,300	\$108,700
	Task 4.0	\$1,670,600	\$1,641,700	\$3,312,300
5.01	Regional Transportation Corridor Studies	\$625,000	\$584,500	\$1,209,500
5.02	Subarea Studies and Local Government Assistance	\$606,100	\$553,100	\$1,159,200
5.03	Land-Use/Transportation Initiatives	\$445,900	\$391,100	\$837,000
5.04	Transportation Asset Management	\$154,400	\$157,000	\$311,400
5.05	Congestion Management Planning and Operations	\$503,100	\$465,200	\$968,300
5.06	Regional Freight Planning	\$7,700	\$44,000	\$51,700
5.07	Transportation System Security and Emergency Preparedness	\$29,200	\$31,500	\$60,700
5.08	Roadway and Railroad Safety	\$306,100	\$312,000	\$618,100
5.09	Regional Aviation Planning and Education	\$80,400	\$83,800	\$164,200
5.10	Regional Military and Community Coordination	\$0	\$0	\$0
5.11	Automated Vehicle Technologies	\$412,300	\$331,200	\$743,500
5.12	Red River Navigation System Feasibility Study	\$0	\$0	\$0
5.13	North Texas Center for Mobility Technology	\$0	\$0	\$0
	Task 5.0	\$3,170,200	\$2,953,400	\$6,123,600
	FUNDING TOTALS	\$11,934,100	\$11,722,100	\$23,656,200

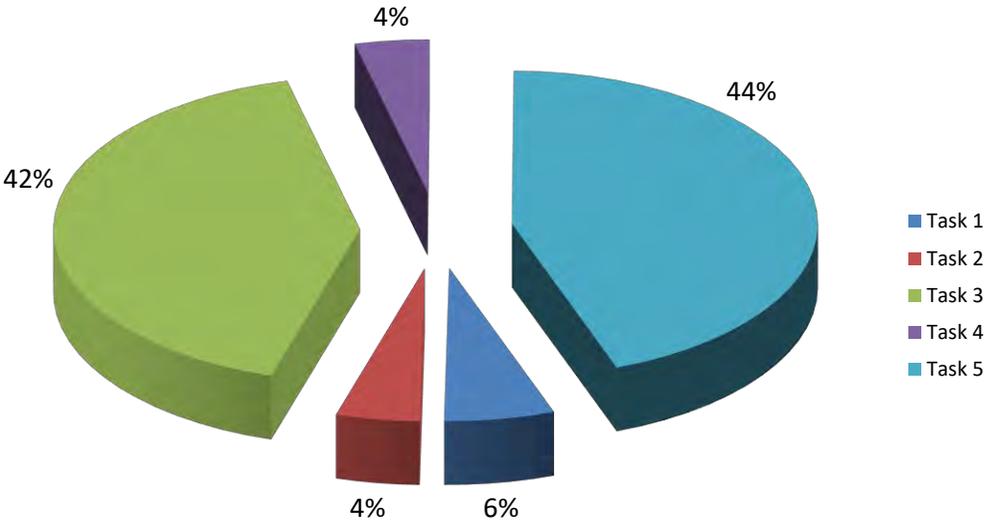
Transportation Planning Funds (TPF) Summary by Task



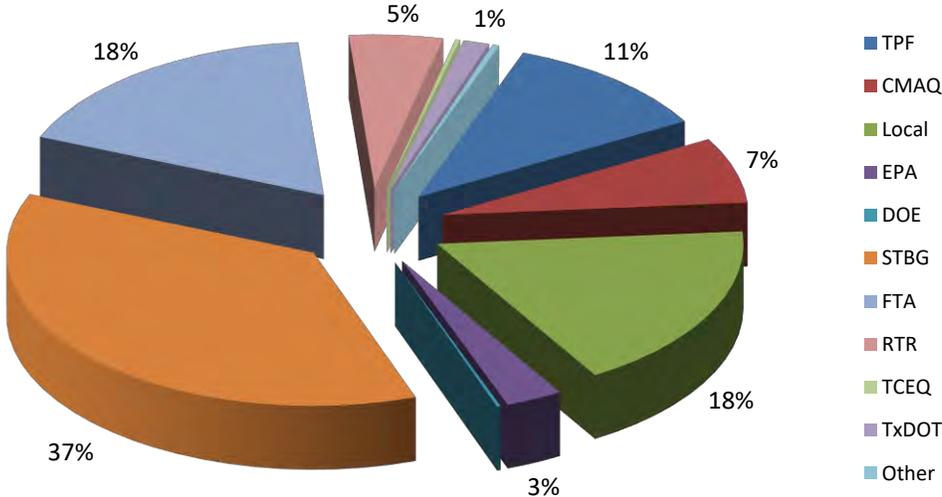
**EXHIBIT VIII-4
FY2020 AND FY2021 UPWP FUNDING SUMMARY**

Funding Source	Task 1.0 Administration	Task 2.0 Data Development	Task 3.0 Short Range Planning	Task 4.0 Metropolitan Transportation Planning	Task 5.0 Special Studies	Total
FTA Activities	44.21.00	44.22.00	44.24.00 44.25.00	44.23.01	44.23.02 44.24.00 44.22.00 44.27.00	
TPF	\$5,248,600	\$3,512,600	\$5,459,100	\$3,312,300	\$6,123,600	\$23,656,200
CMAQ	\$3,288,000	\$0	\$3,088,360	\$0	\$8,216,740	\$14,593,100
DOD	\$0	\$0	\$0	\$0	\$432,000	\$432,000
DOE	\$68,500	\$0	\$334,560	\$0	\$0	\$403,060
EPA	\$0	\$0	\$6,340,435	\$0	\$0	\$6,340,435
FAA	\$0	\$0	\$0	\$0	\$0	\$0
FHWA	\$0	\$0	\$80,000	\$0	\$0	\$80,000
FTA	\$0	\$188,600	\$36,026,382	\$0	\$529,800	\$36,744,782
HUD	\$0	\$0	\$0	\$0	\$0	\$0
Local	\$1,099,600	\$1,283,020	\$22,363,475	\$492,500	\$11,989,665	\$37,228,260
NCTCOG	\$143,800	\$0	\$0	\$0	\$0	\$143,800
Local	\$0	\$0	\$0	\$0	\$76,400	\$76,400
NTTA	\$0	\$0	\$0	\$0	\$76,400	\$76,400
RTR	\$300,000	\$0	\$5,355,400	\$1,468,180	\$3,278,600	\$10,402,180
SECO	\$0	\$0	\$0	\$0	\$0	\$0
STBG	\$1,907,800	\$4,295,600	\$7,847,300	\$3,000,000	\$60,081,305	\$77,132,005
TBD	\$0	\$0	\$0	\$0	\$0	\$0
TCEQ	\$0	\$0	\$515,950	\$0	\$0	\$515,950
TxDOT	\$200,000	\$0	\$0	\$0	\$2,667,830	\$2,867,830
Subtotal	\$12,256,300	\$9,279,820	\$87,410,962	\$8,272,980	\$93,395,940	\$210,616,002

Summary of Funding by Task



Summary of Total Funding



Modifications to the FY2020 and FY2021 Unified Planning Work Program

**Regional Transportation Council
November 12, 2020**

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

Total Programming Increase from Transportation Planning Funds

UPWP Subtask	Funding Increase	
1.0 Administration and Management	\$ 95,300	Budget Adjustment
2.0 Transportation Data Development and Maintenance	\$128,000	Budget Adjustment
3.0 Short-range Planning and Programming, and Air Quality and Transit Operations	\$301,000 \$ 30,000	Budget Adjustment GHG Software Purchase
4.0 Metropolitan Transportation Plan	\$ 9,500	Budget Adjustment
5.0 Special Studies	(\$178,200)	Budget Adjustment
Total Increase	\$385,600	

Transportation Planning Funds Two-year Summary

Current Total FY2020 and FY2021 Transportation Planning Funds (FTA 5303 and FHWA PL)	\$26,620,017
Additional FY2021 FTA 5303	<u>\$ 224,022</u>
New Total FY2020 and FY2021 Transportation Planning Funds (FTA 5303 and FHWA PL)	\$26,844,039
Prior Total Anticipated Expenditures for FY2020 and FY2021	\$23,270,600
Additional Funds Programmed for FY2020 and FY2021	<u>\$ 385,600</u>
New Total Anticipated Expenditures for FY2020 and FY2021	\$23,656,200
New PL Balance to Carry Over to FY2022	\$ 3,187,839

*More detailed information on the budget is provided in Electronic Item 3.1.1

Total Programming Increase from Other Sources

Funding Source	Additional Funding
Department of Defense	\$ 432,000
Department of Energy	\$ 120,000
Congestion Mitigation and Air Quality Improvement Program	\$ 1,330,000
Surface Transportation Block Grant Program	\$19,396,480
Regional Toll Revenue	\$ 107,000
Texas Department of Transportation	\$ 185,170
Texas Commission on Environmental Quality	\$ 185,000
Local	\$ 6,463,400
Total	\$28,219,050

Modification Schedule

October 12

Initiation of Online Public Outreach

October 23

**Action by Surface Transportation
Technical Committee**

November 12

**Action by Regional Transportation
Council**

November 19

Action by NCTCOG Executive Board

November 20

**Submittal of Modifications to Texas
Department of Transportation**

Requested RTC Action

Approve:

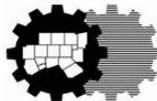
- **Proposed UPWP modifications outlined in Electronic Item 3.1.1**
- **Direction for staff to administratively amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications**

Unified Planning Work Program

Contact Information

Vickie Alexander
Program Manager
817-695-9242
valexander@nctcog.org

Vercie Pruitt-Jenkins
Administrative Program Coordinator
817-608-2325
VPruitt-Jenkins@nctcog.org



North Central Texas
Council of Governments
Transportation Department

[**https://www.nctcog.org/trans/study/unified-planning-work-program**](https://www.nctcog.org/trans/study/unified-planning-work-program)

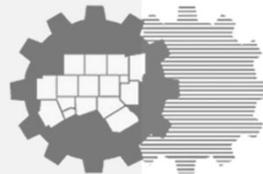


North Texas Center for Mobility Technologies:

Research Project Funding Standards

Thomas Bamonte, Senior Program Manager
Automated Vehicles Program

Regional Transportation Council
November 12, 2020



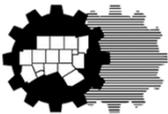
Background

February 2020: RTC approves \$2.5M in seed funding for university research projects in mobility technologies

- Goal: Provide R&D network for mobility-related companies (e.g., Hyperloop)
- North Texas universities have deep and wide-ranging research capabilities

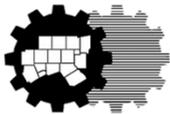
North Texas Center for Mobility Technologies (NTCMT) formed

- Comprised of DFW major research universities (UTA, UNT, UTD, SMU)
- Organized by Texas Research Alliance
- NCTCOG will sit on NTCMT advisory committees
- NTCMT will recommend research projects for NCTCOG funding
- Goal is for NTCMT to become self-sustaining initiative



Proposed Evaluation/Reporting Process

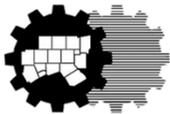
1. NTCMT submits research project proposal to NCTCOG for funding consideration, following NTCMT advisory board evaluation
2. NCTCOG staff subject matter expert(s) evaluate proposal
3. Funded research projects described in Director's Report (STTC and RTC)
4. Description includes NCTCOG contribution amount and how project meets selection criteria



Proposed Selection Criteria for Research Projects Advanced by NTCMT

Project must be:

1. Sponsored by an outside party (e.g., industry);
2. Related to mobility technology;
3. Supported by contributions from industry sponsor and university; and
4. Advance a regional goal:
 - Improved access to jobs and other destinations
 - Environmental protection/resiliency
 - Economic development
 - Equity
 - Technology innovation leadership



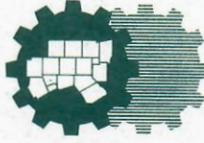
Questions | Contact Information

Thomas Bamonte, NCTCOG

Senior Program Manager, Automated Vehicles

tbamonte@nctcog.org

[@TomBamonte](#)



North Central Texas Council Of Governments

October 30, 2020

Mr. Vic Cervantes
 President
 McKinney Avenue Transit Authority
 3153 Oak Grove Ave
 Dallas, TX 75204

Dear Mr. Cervantes:

RE: Emergency Funding Authorization for McKinney Avenue Transit Authority for Rail Liability Insurance to Avoid Shutdown of Service

In response to your request for emergency assistance regarding McKinney Avenue Transit Authority's (MATA) potential gap in rail liability insurance, I am writing to confirm that the North Central Texas Council of Governments (NCTCOG) along with the Regional Transportation Council (RTC) stand committed in supporting MATA and finding a resolution to this issue. You indicated that MATA may have no choice but to discontinue service as of November 2, 2020, without the RTC's immediate funding assistance. While efforts are underway in finding a regional solution for all transit authorities, MATA's immediate need must be addressed now. As such, I am exercising the emergency authority granted to me by the RTC to authorize emergency funding up to \$400,000 for expenses associated with rail liability insurance premiums to ensure continuity of service.

Over the coming weeks, staff will seek RTC ratification of this emergency funding along with Executive Board authorization to amend the existing agreement between NCTCOG and MATA related to expansion of service. NCTCOG will modify insurance requirements outlined in the existing agreement with MATA to reflect current market conditions with the understanding that MATA will continue to exhaust all avenues in seeking coverage including possibly partnering with Dallas Area Rapid Transit.

We look forward to a continued partnership with MATA as we work together to ensure that safe and reliable transit operations continue without interruption. If you have any questions or would like further clarification, please contact me at (817) 695-9241 or at mmorris@nctcog.org.

Sincerely,

Michael Morris, P.E.
 Director of Transportation

SS:tmb

cc: Roger Harmon, RTC Chair, Judge, Johnson County
 Gary Thomas, President/Executive Director, DART

Ratification of Emergency Funding for McKinney Avenue Transit Authority for Rail Liability Insurance

REGIONAL TRANSPORTATION COUNCIL

November 12, 2020

SHANNON STEVENSON
SENIOR PROGRAM MANAGER, TRANSIT MANAGEMENT & PLANNING

Background

- October 27, 2020:** NCTCOG along with all transit agencies who provide rail service, met to discuss significant issues related to rail liability insurance and dramatic increases in premiums and overall difficulty in obtaining insurance
- October 29, 2020:** MATA notified NCTCOG about rail liability insurance issues and limited market options. Requested emergency assistance from NCTCOG with their annual renewal of rail liability insurance as they faced an impending gap in coverage
- October 30, 2020:** NCTCOG issued letter to MATA to ensure continuity of transit operations is maintained

MATA Request

How Much:

\$400,000 in Regional Toll Revenue (RTR) Funds previously approved for Transit Projects to amend current agreement with MATA to ensure continuation of transit services

What:

One-time bridge gap funding for up to a year

Future Plans:

MATA is working with NCTCOG and DART to identify a regional solution to rail liability insurance

Action Requested

RTC Ratification:

To utilize up to \$400,000 in existing Regional Toll Revenue funds previously approved for transit in an amount not to exceed \$400,000 to ensure continuation of transit services and enhanced connectivity between Uptown and Downtown Dallas.

To revise administrative documents as appropriate to incorporate this project.

For More Information

Shannon Stevenson
Senior Program Manager
Transit Management & Planning
sstevenson@nctcog.org
817-608-2304

CHANGING MOBILITY

DATA, INSIGHTS, AND DELIVERING
INNOVATIVE PROJECTS DURING COVID
RECOVERY

Regional Transportation Council
November 2020

Michael Morris, PE
Director of Transportation



POLICY METRICS: CHANGING MOBILITY

METRIC 1: Travel behavior response to COVID-19

METRIC 2: Financial implications to traditional revenue sources

METRIC 3: Benefits of travel behavior responses to areas of RTC responsibility

METRIC 4: Prioritization of infrastructure improvements that offset unemployment increases

Metric 1: TRAVEL BEHAVIOR RESPONSE TO COVID-19

TRAVEL BEHAVIOR BY MODE



Bicycle/Pedestrian (+36%, September)



Freeway Volumes (-8%, September)

Toll Road (-24%, August)

Airport Passengers (-47%, September)

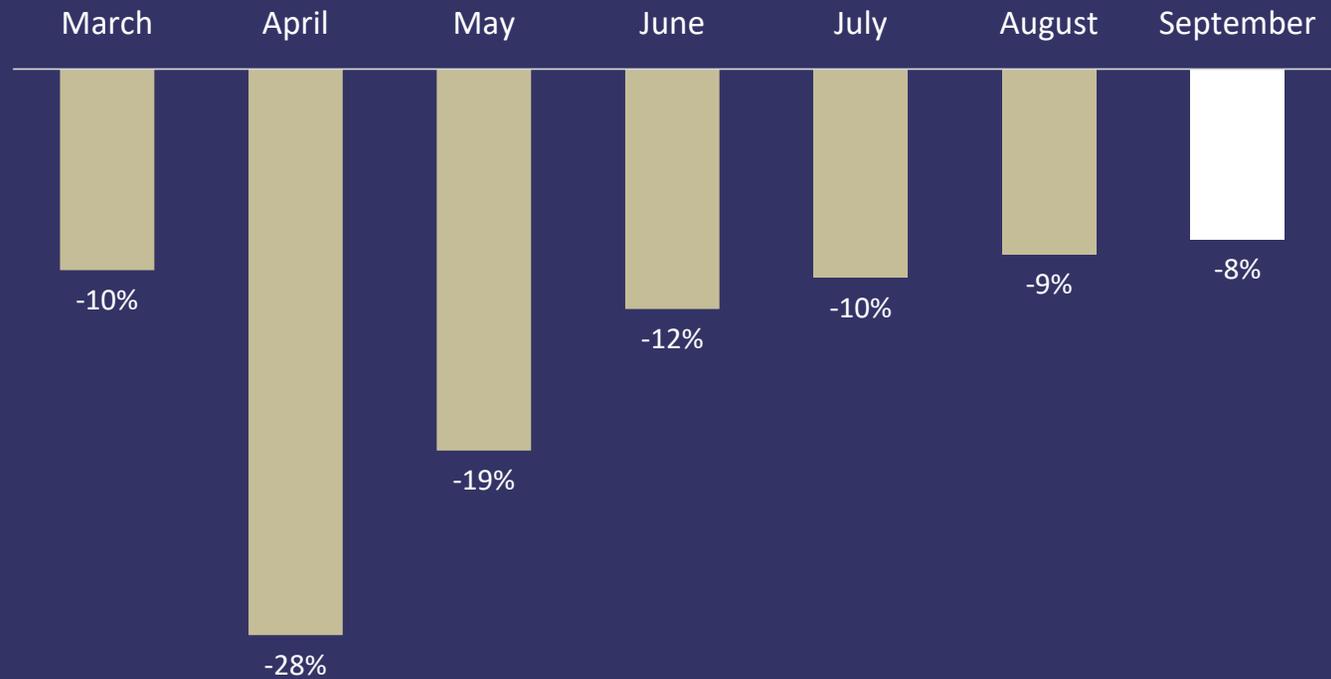
Transit Ridership (-57%, September)



ROADWAY TRENDS

Average Weekday
Freeway Volumes

Traffic Decrease vs 2019

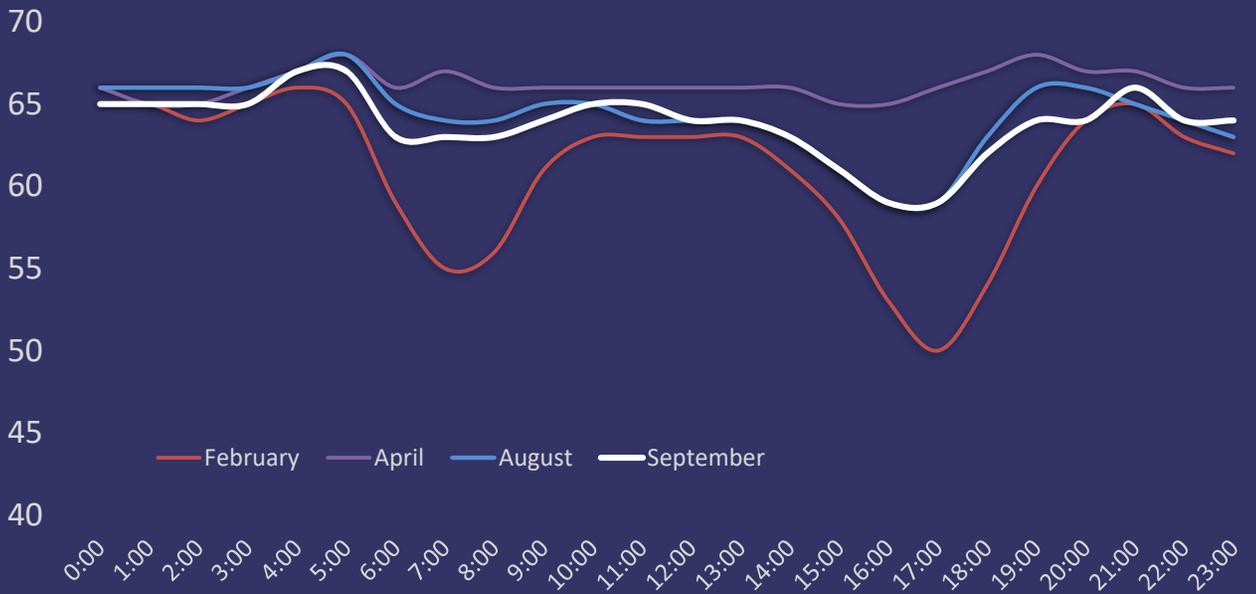


Source: TxDOT Dallas/TxDOT Fort Worth Radar Traffic Counters

ROADWAY TRENDS

Regional Average
Freeway Speeds

Average Weekday Speeds, Weighted by Traffic Volumes

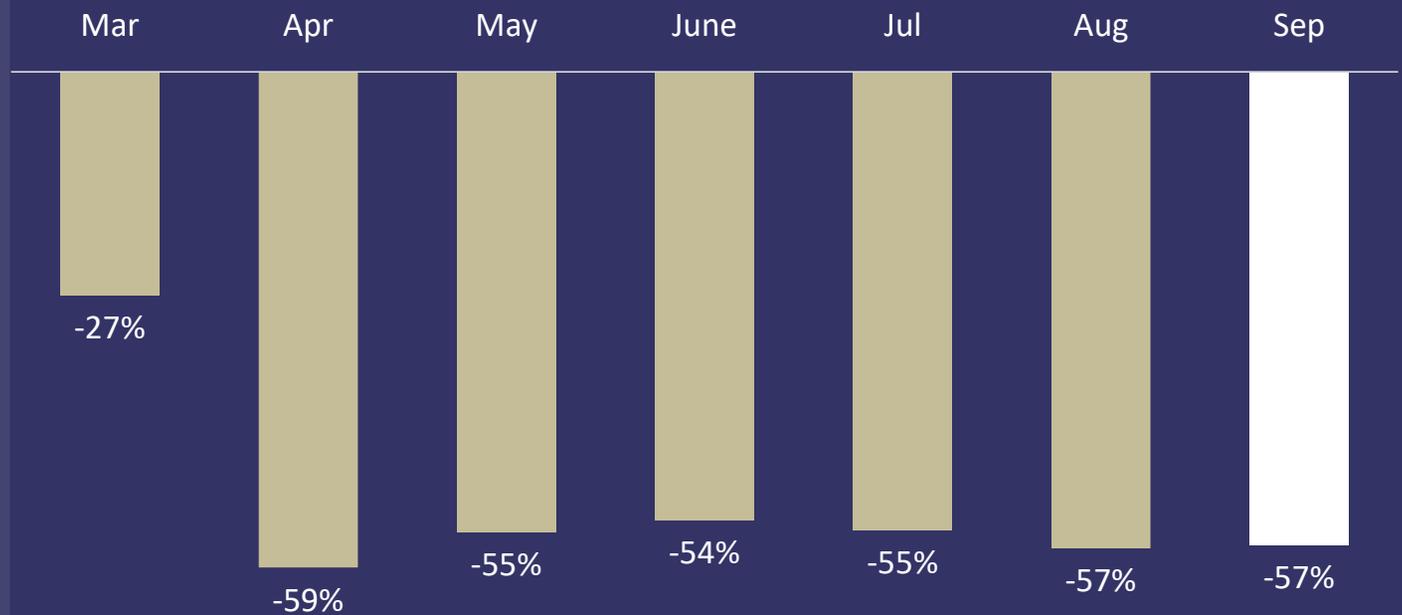


Source: TxDOT Sidewire Devices

TRANSIT IMPACTS

Weekday Ridership

Passenger Decrease : 2019 vs 2020

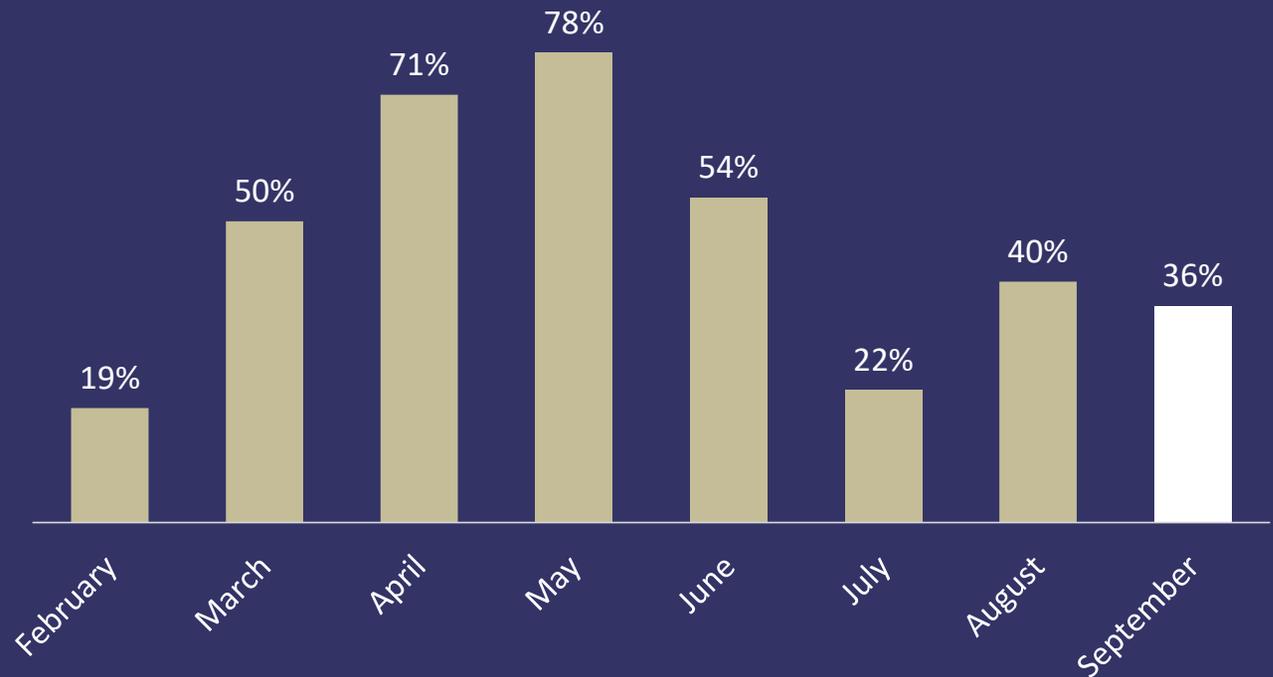


Source: DART, DCTA, and Trinity Metro

BICYCLE AND PEDESTRIAN IMPACTS

Trail Counts

Increase in Full Week Trail Usage : 2019 vs 2020

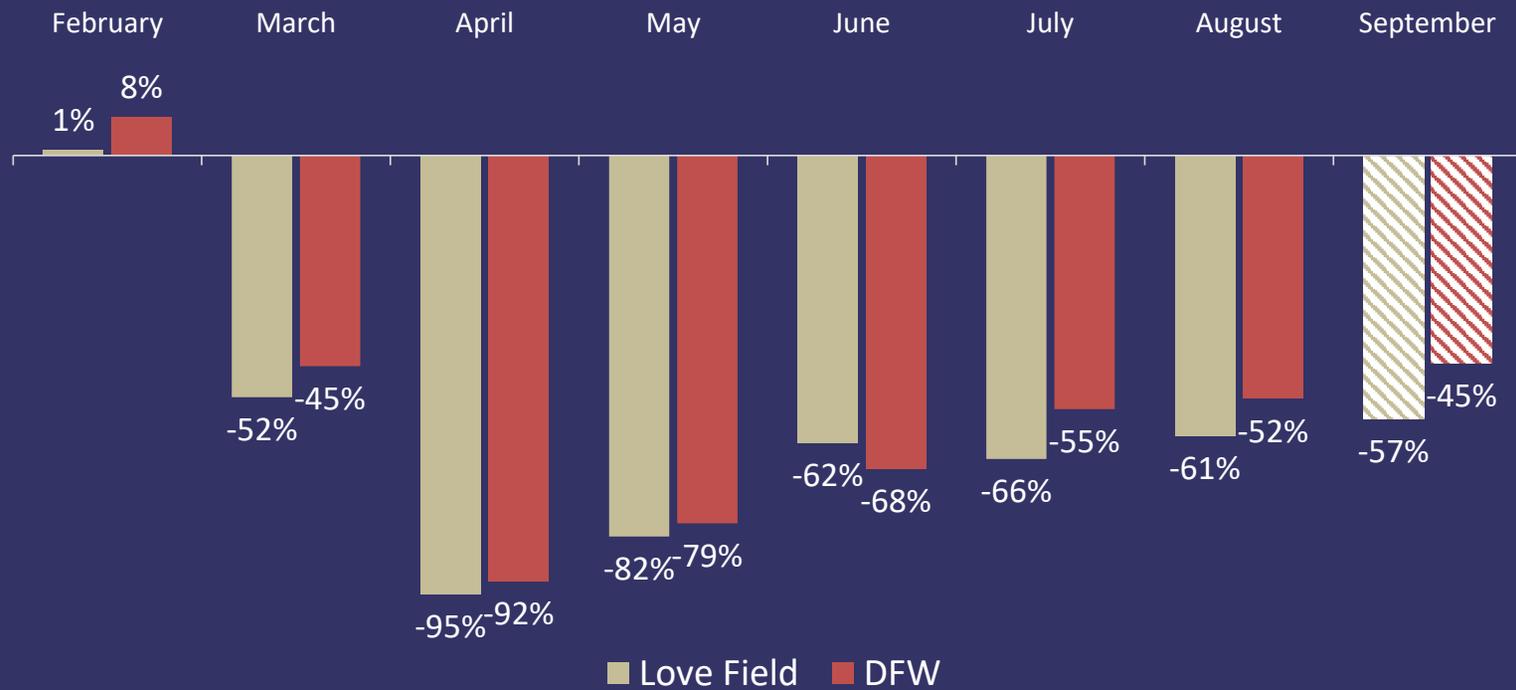


Source: NCTCOG - collected at 8 sites located in Plano, North Richland Hills, Denton, Dallas, Fort Worth, and Allen.
Note: No adjustments for weather were applied.

AIRPORT TRENDS

Passengers

Change in Airport Passengers - 2019 vs 2020



Source: Dallas Love Field and DFWIA Websites

Metric 2:

FINANCIAL IMPLICATIONS TO TRADITIONAL TRANSPORTATION REVENUE

FINANCIAL IMPLICATIONS



Motor Vehicle Sales and Rental Tax (4.3%, September)



Sales Tax (-6%, September)

Motor Fuel Tax (-10%, September)

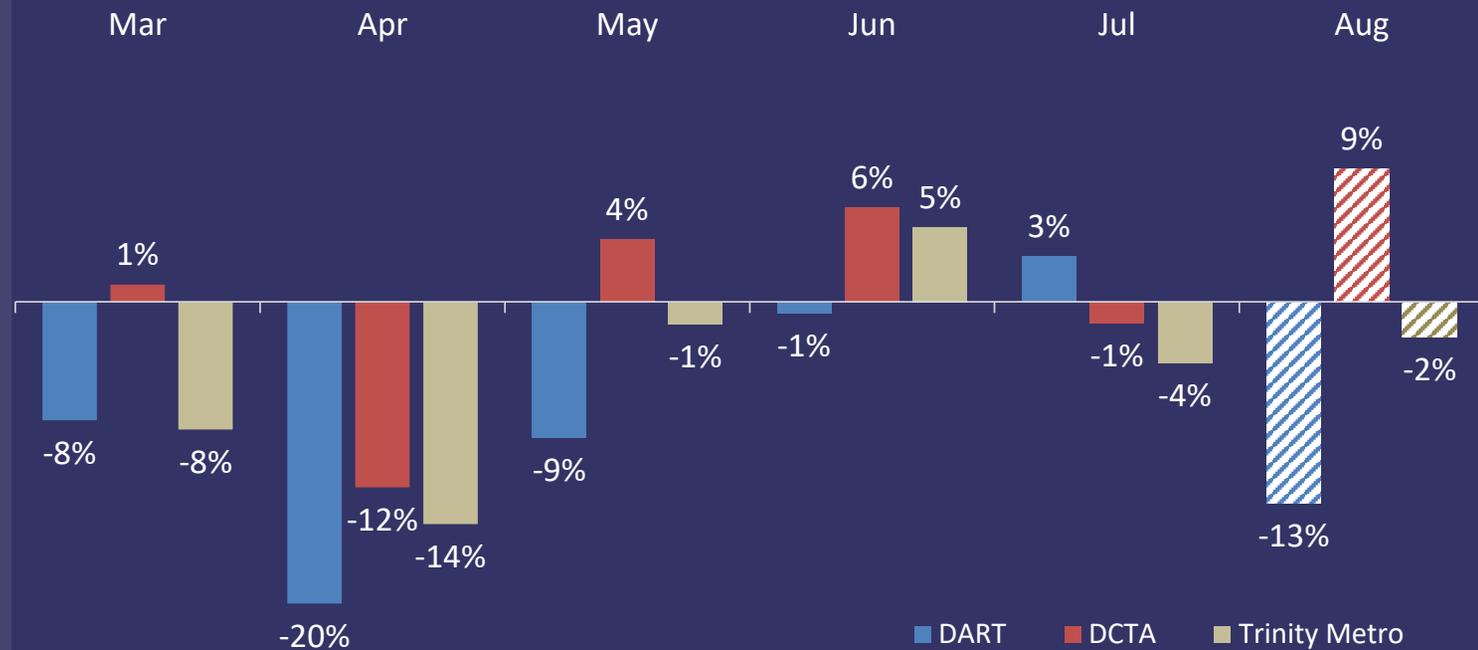
Transit Sales Tax Allocations (-11%, August)



FUNDING IMPACT

Transit - Sales Tax Allocations

Sales Taxes Allocated For Transit: 2019 vs 2020

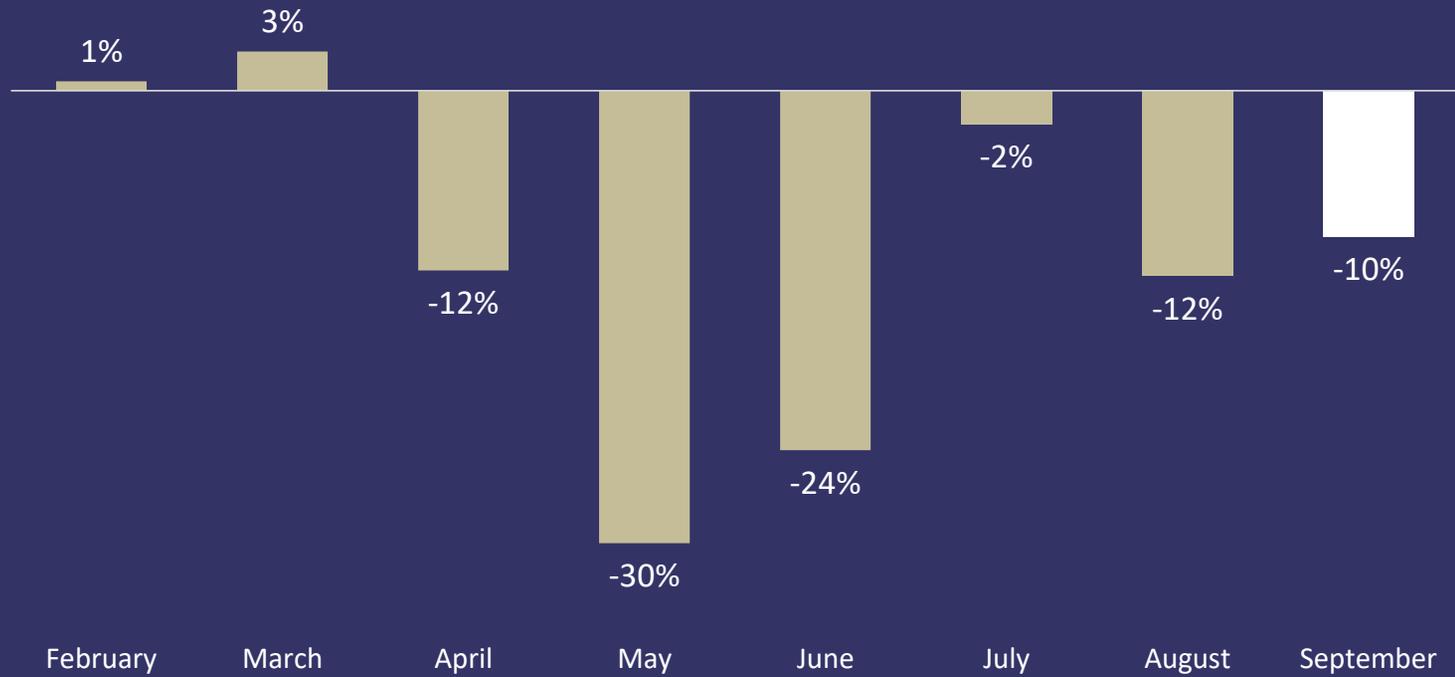


Source: DART, DCTA, and Trinity Metro

FUNDING IMPACT

Motor Fuel Tax
Decrease

Change in Motor Fuel Tax: 2020 vs 2019

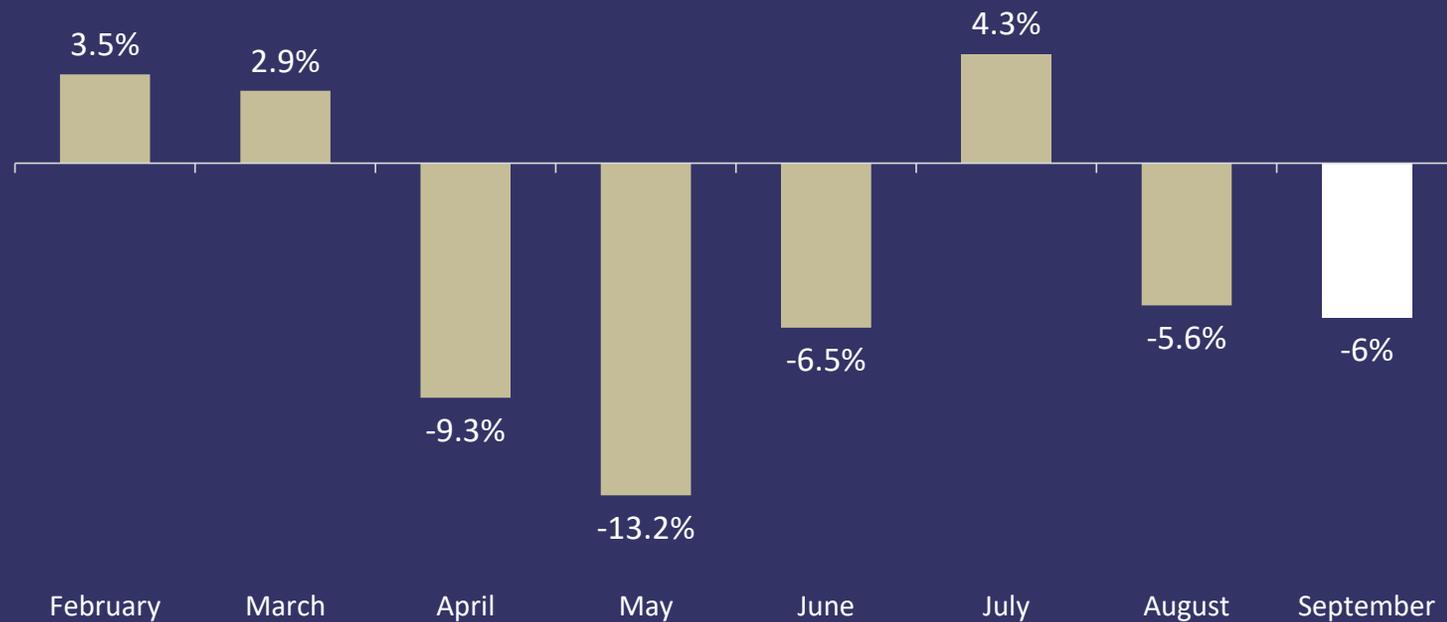


Source: Texas Comptroller of Public Accounts
Month reflects reporting data, not collection date

FUNDING IMPACT

Sales Tax
(Component of
Proposition 7¹)

Change in Fuel Tax: 2019 vs 2020



Source: Texas Comptroller of Public Accounts

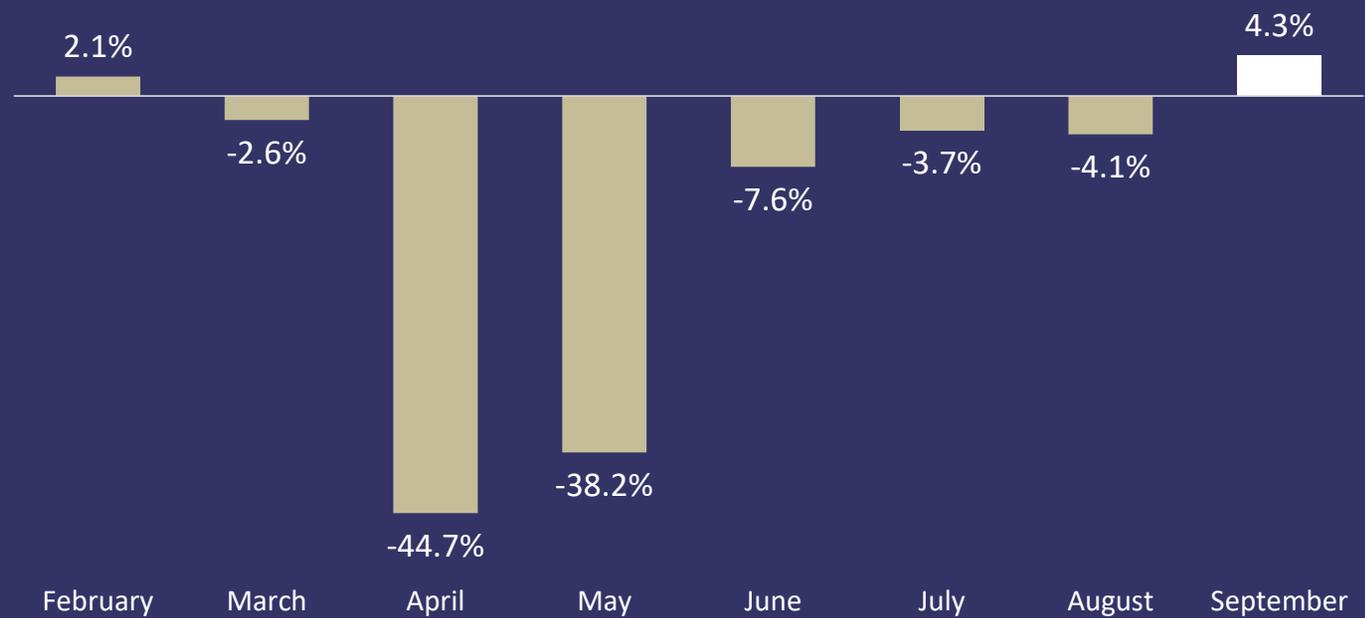
¹ Proposition 7 includes General State Sales Tax and Motor Vehicle Sales Tax

Month reflects reporting date, not collection date

FUNDING IMPACT

Motor Vehicle
Sales and Rental
Tax (Component of
Proposition 7¹)

Motor Vehicle Sales and Rental Tax
Change: 2020 vs 2019

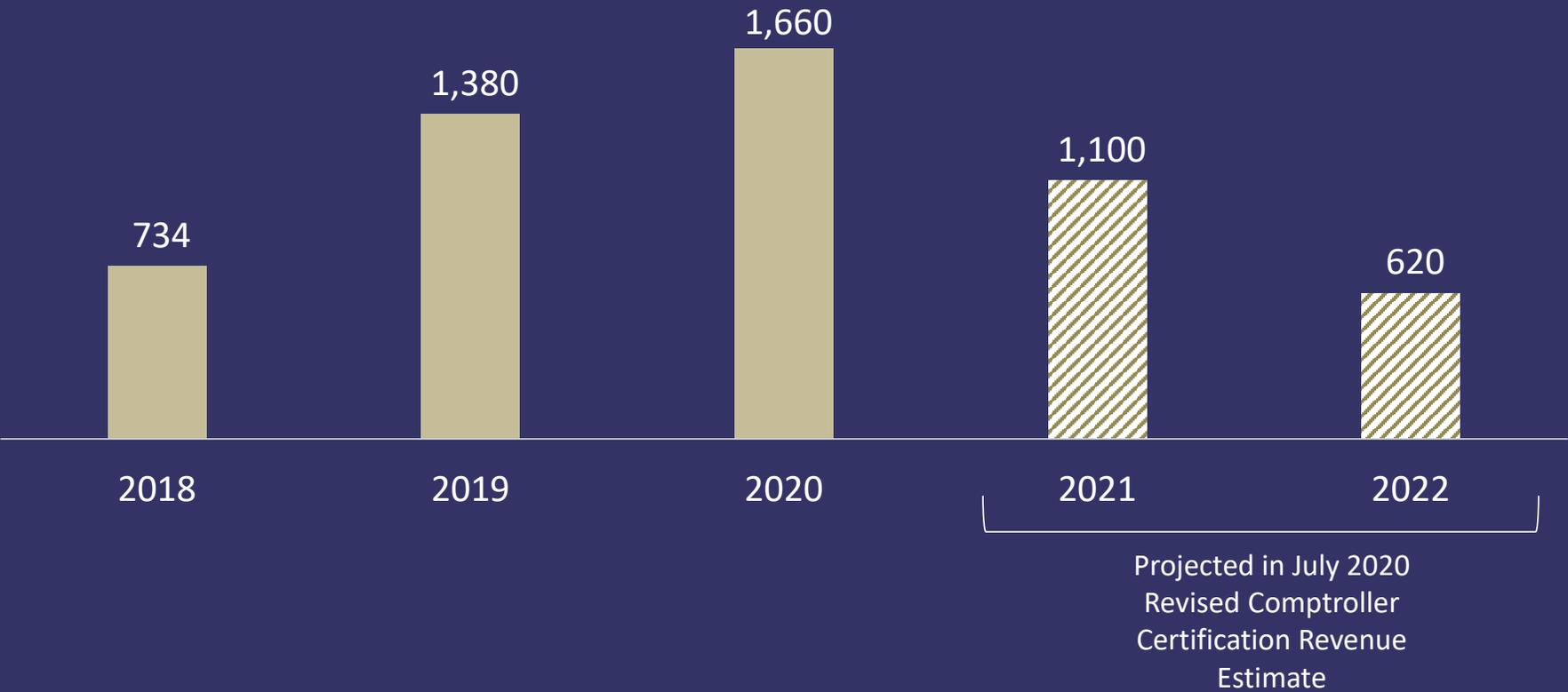


Source: Texas Comptroller of Public Accounts

¹ Proposition 7 includes General State Sales Tax and Motor Vehicle Sales Tax

Month reflects reporting date, not collection date

Proposition 1 (Oil & Gas Severance Tax) Transfers to the State Highway Fund, Millions

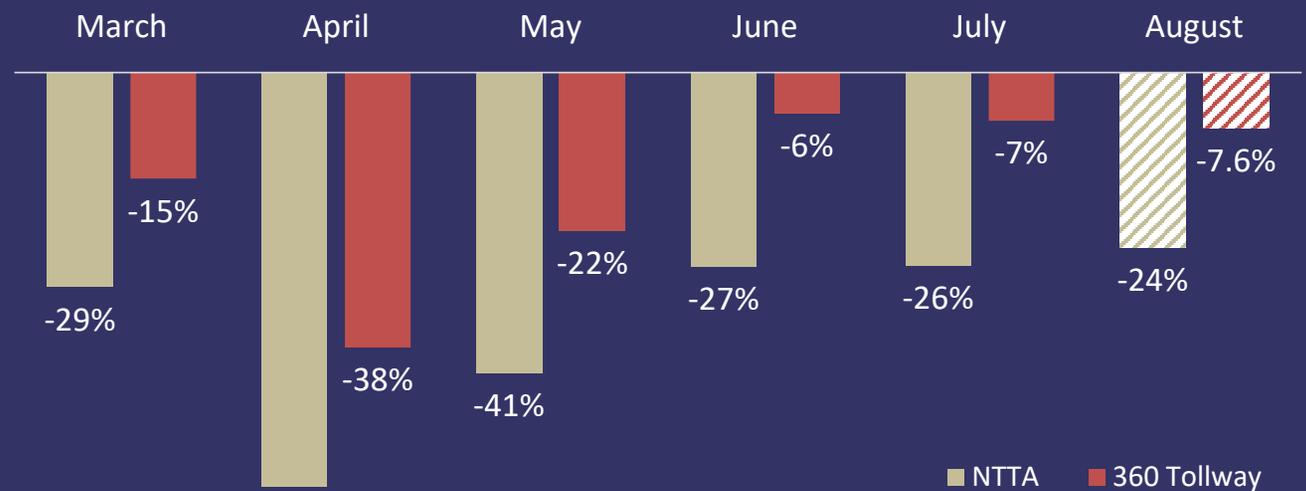


Source: Texas Comptroller of Public Accounts

FUNDING IMPACT

NTTA Transactions,
Including SH 360

Change in Tollway Transactions: 2019 vs 2020



Source: NTTA

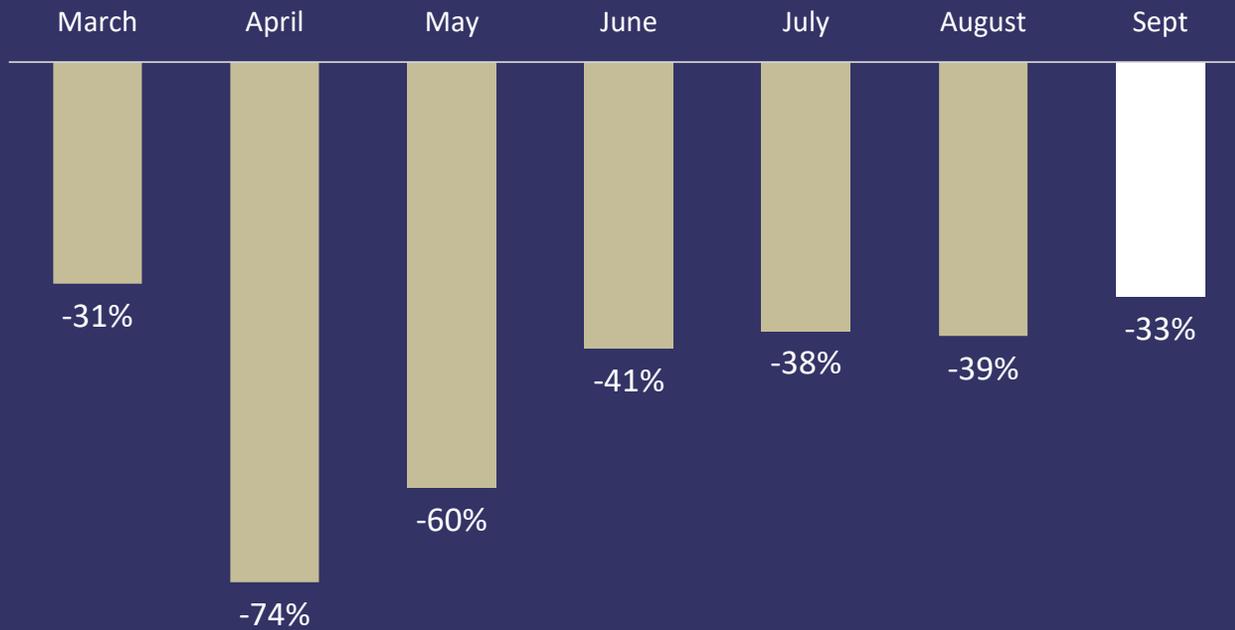
Note: Change for NTTA includes 360 Tollway

Additional Note: Despite decline in transactions, the revenues are sufficient to meet debt service for SH 360. No current impact to RTC backstop expected.

FUNDING IMPACT

I-35E TEXpress Lane Transactions

Change in Transactions: 2019 vs 2020



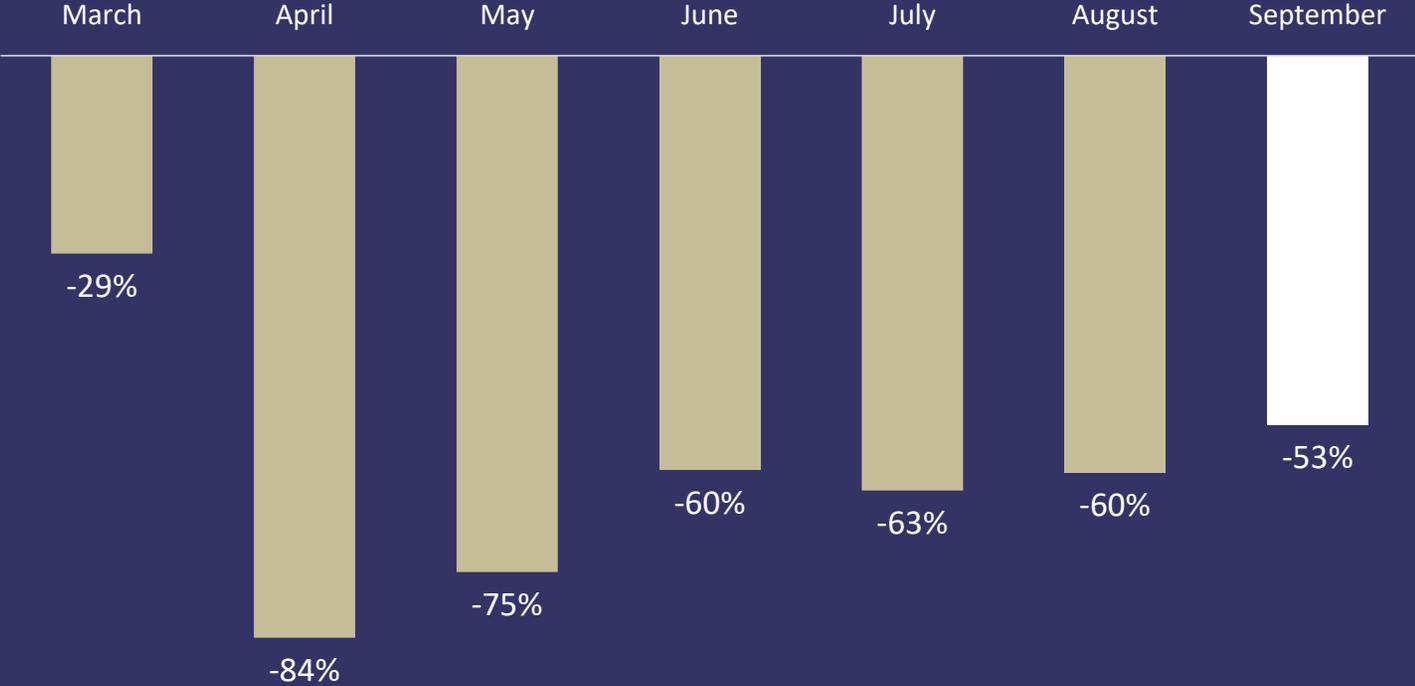
Source: TxDOT

Note: TIFIA loan not impacted at this time as interest only payment period does not begin until May 2022

MANAGED LANES DISCOUNTS

GoCarma
Transactions

Transaction Decrease vs February 2020

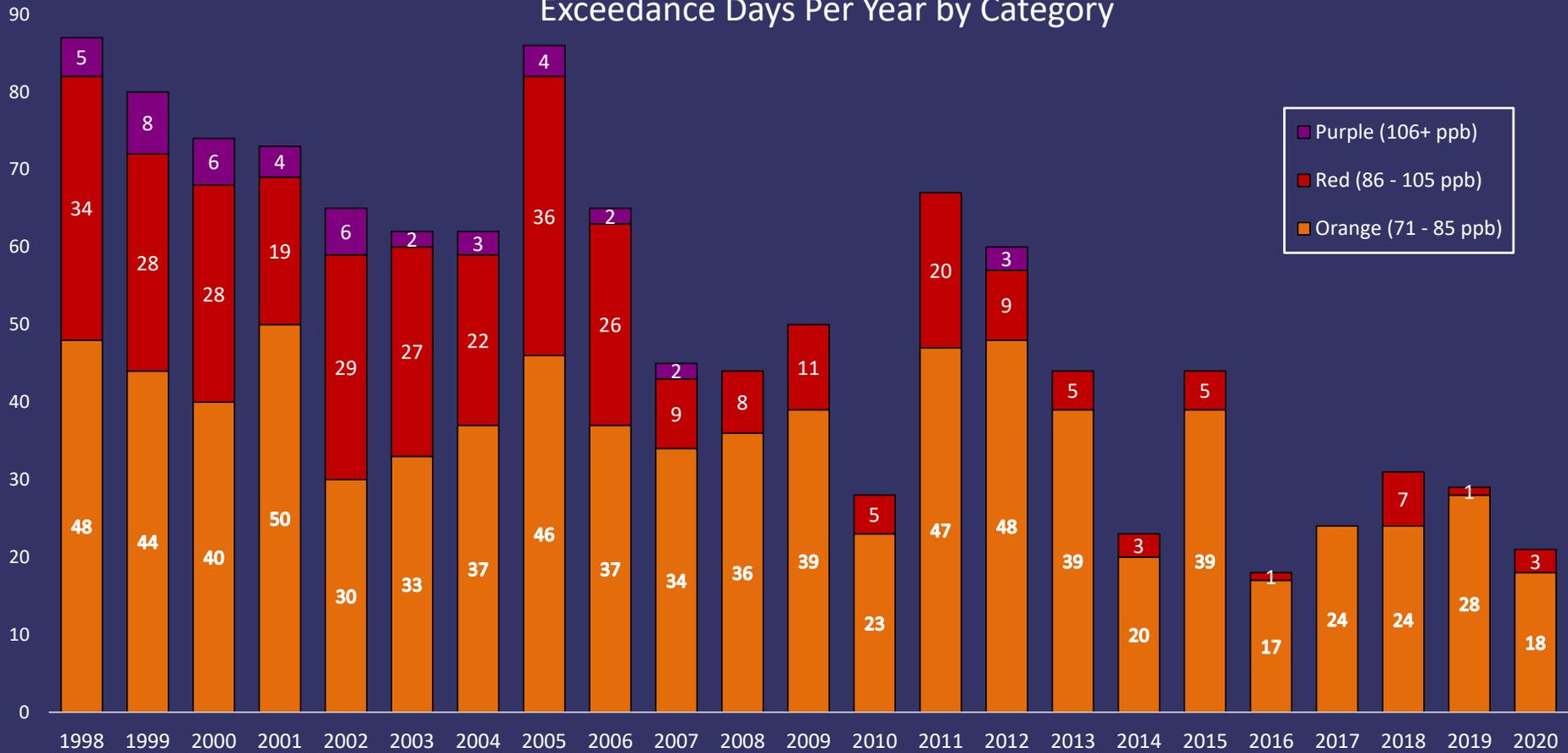


Source: GoCarma Dashboard

Metric 3: Benefits of Travel Behavior Responses to Areas of RTC Responsibility

8-HOUR OZONE NAAQS HISTORICAL TRENDS

Exceedance Days Per Year by Category

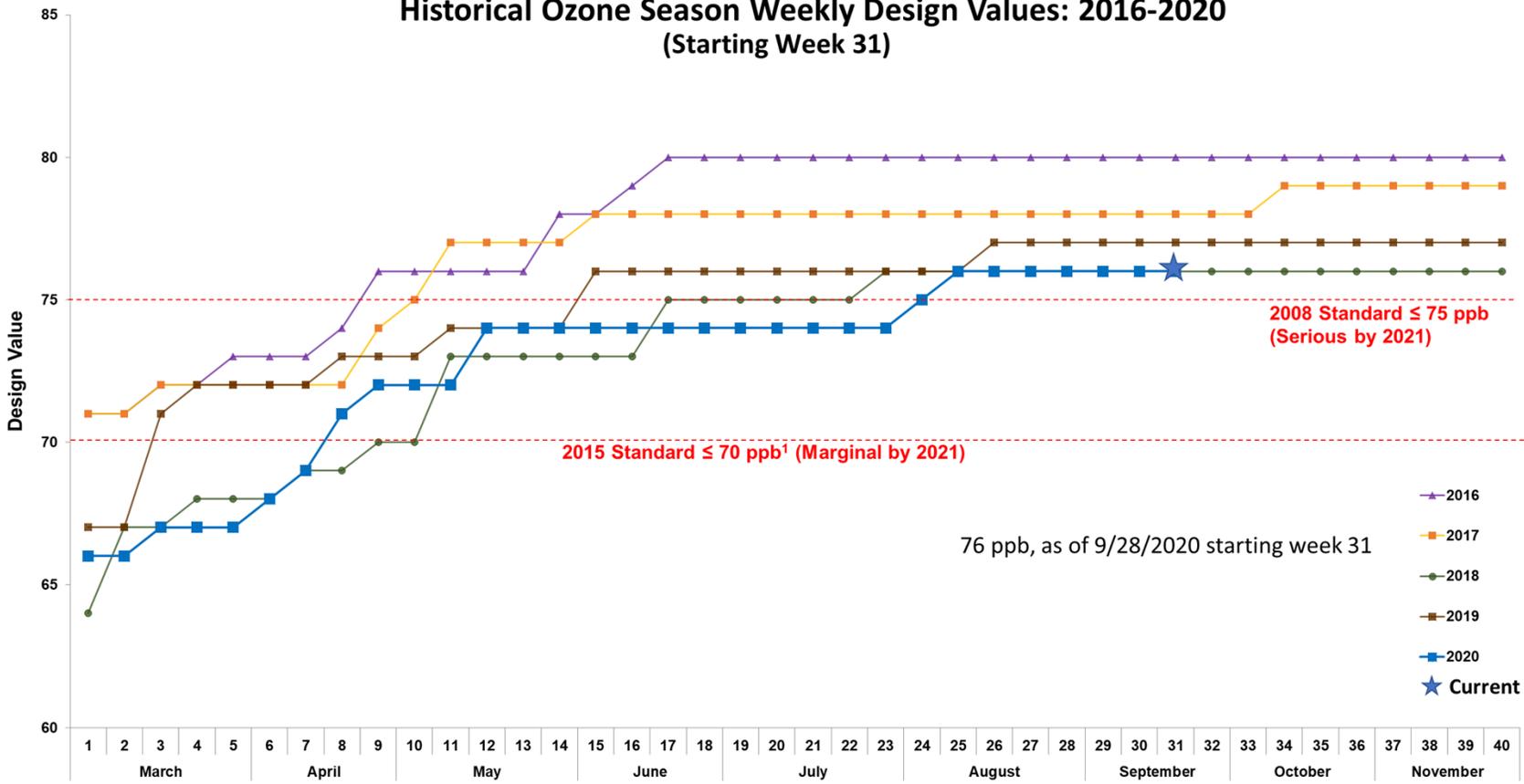


Source: Texas Commission on Environmental Quality

Exceedance Level indicates daily maximum eight-hour average ozone concentration as of August 18, 2020.

Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the revised ozone standard of 70 ppb.

Historical Ozone Season Weekly Design Values: 2016-2020 (Starting Week 31)



76 ppb, as of 9/28/2020 starting week 31

2008 Standard ≤ 75 ppb
(Serious by 2021)

2015 Standard ≤ 70 ppb¹ (Marginal by 2021)

- ▲— 2016
- 2017
- 2018
- 2019
- 2020
- ★ Current

Increased Truck Travel Time Reliability

Reliability has improved since March over 2019

Improvement is due to the reduced traffic volumes causing less non-reoccurring delays

Explanation: Due to COVID – 19 truck travel times have improved. This is likely due to the reduced number cars traveling on the region's roadways, improving bottleneck locations, and a decrease in the total number of crashes, which are causes of non-reoccurring congestion

Post COVID – 19 Expectations: Continue to see improvement of the Truck Travel Time Reliability which has been established since the pandemic and lockdowns began in the first half of 2020.

Policies that could achieve a continuation of the outcome include:

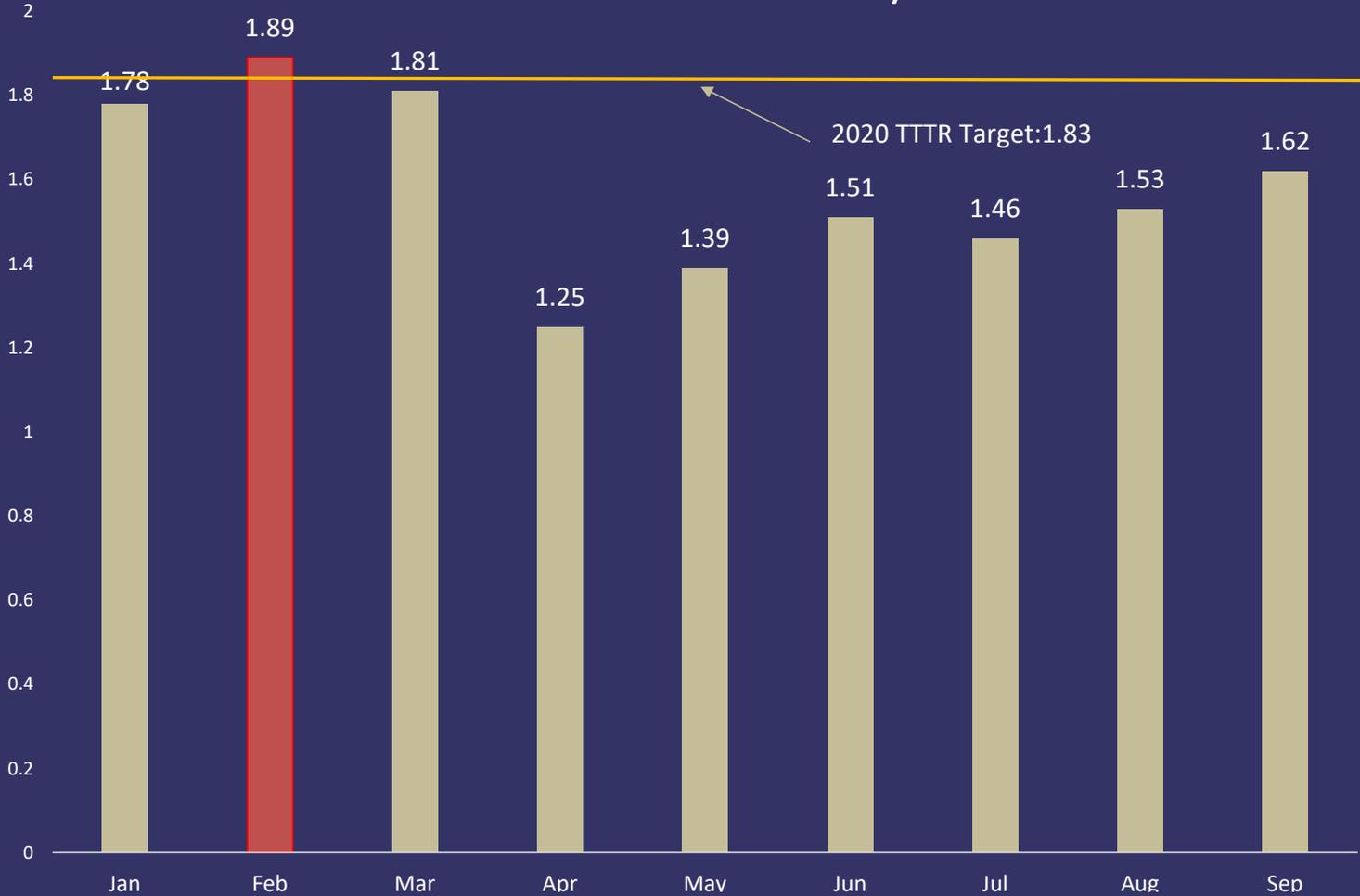
- **FP3-001** – Foster regional economic activity through safe, efficient, reliable freight movement while educating elected officials and the public regarding freight's role in the Dallas-Fort Worth region's economy.
- **FP3-002** – Encourage the freight industry to participate in freight system planning and development to improve air quality and delivery time reliability.

Truck Travel Time Reliability 2020



Lower is Better

Remain below 1.83 to achieve target



Metric 4:

Prioritization of

infrastructure improvements

that offset unemployment

increases

\$1 billion in transportation investment = 12,000-15,000 jobs

No conclusive evidence of different types of construction projects generating more/fewer jobs

For a long-term unemployment event, need near-term and long-term transportation investment for maximum benefit

Transportation impact on the economy

CANDIDATE PROJECTS

High Speed Rail: Dallas to Houston

High Speed Rail: Dallas to Fort Worth

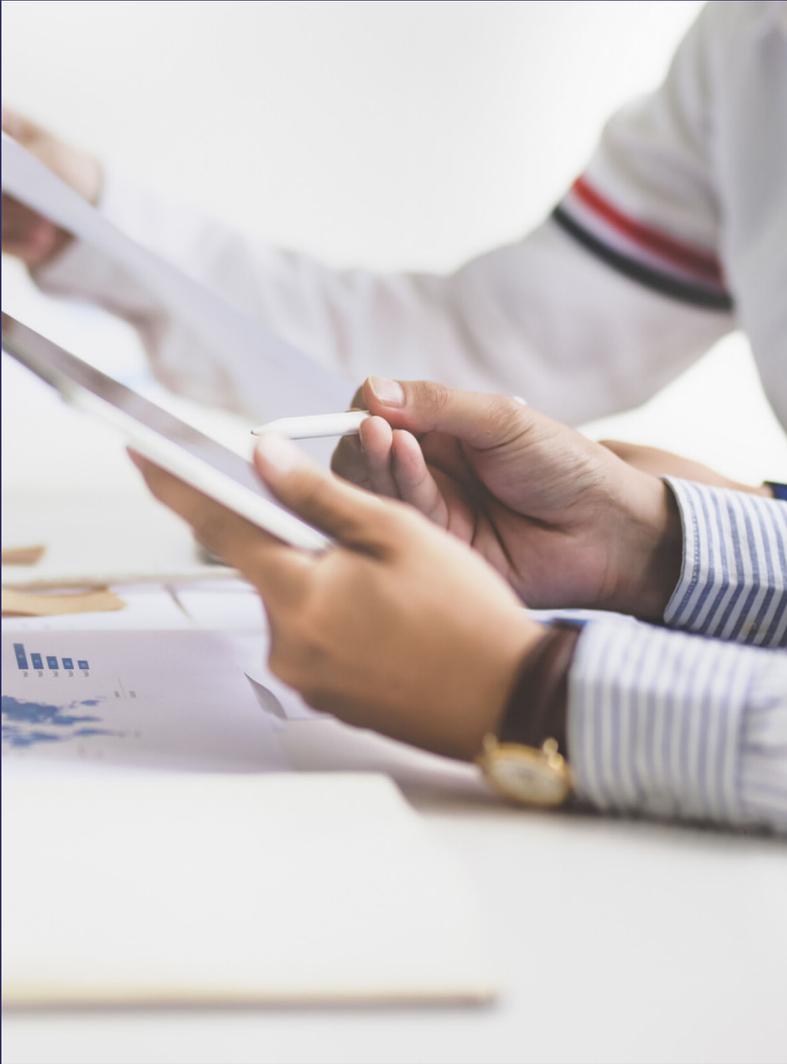
Autonomous Transit (Tarrant, Midtown)

Technology (Freeway Induction Loops)

State Highway 183 (Section 2E+)

Y Connector (IH820/IH20)

COVID-19 #00X Program



Online Dashboard: Providing Updated Information to the Public

DASHBOARD PLATFORM

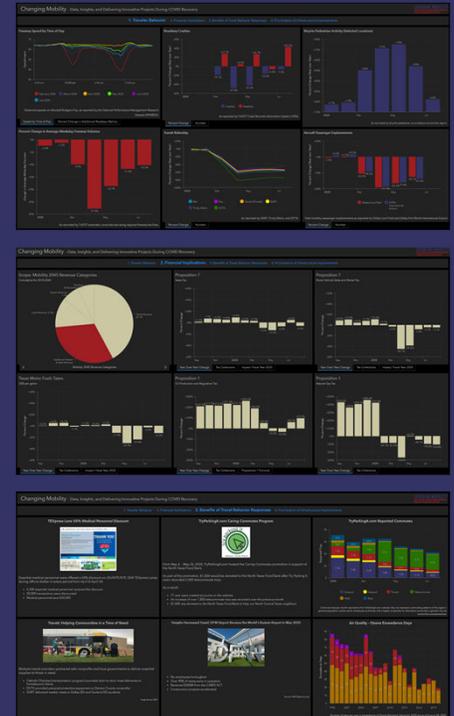
www.nctcog.org/pm/covid-19

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

Replicates material presented to committees with enhanced interactivity

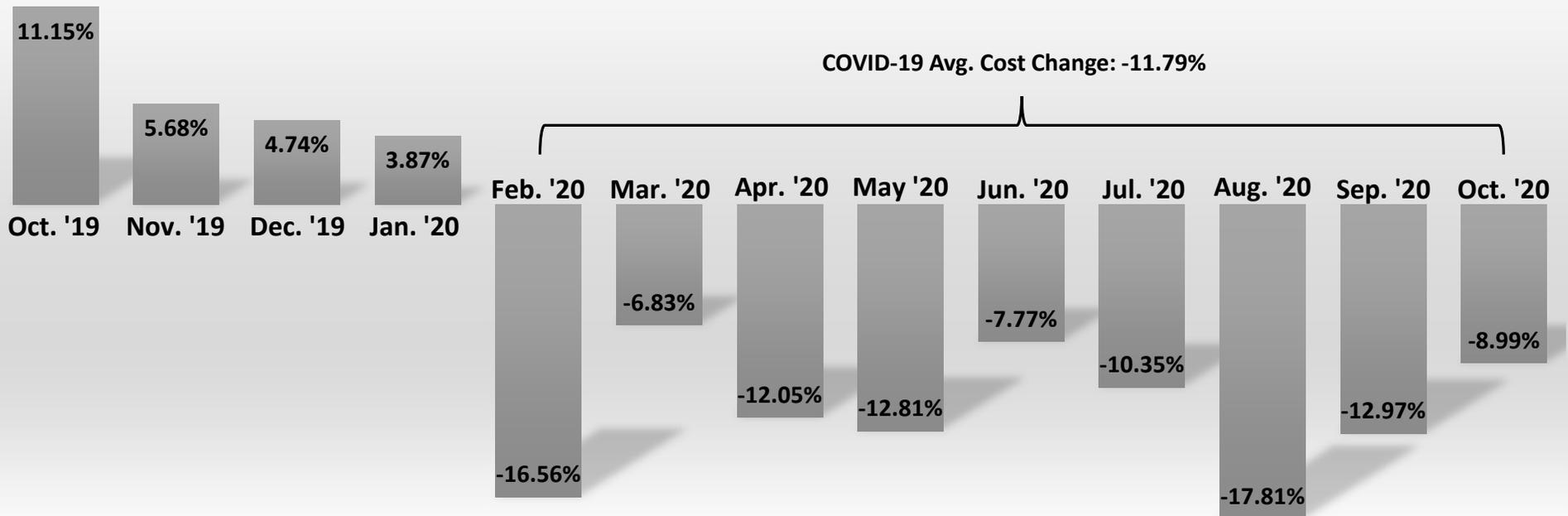
Separate dashboard for each metric tracked

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



October 2019 to October 2020 Construction Cost Changes

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



Sources: TxDOT Connect and Monthly TxDOT Letting Reports

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

Dear Carli,

November 1, 2020

What follows are my comments and questions regarding the October topics due to you by November 10, 2020:

Packet called "Regional Cotton Belt Veloweb Trail Design Funding"

Comment - It seems like a wise choice to have two construction contractors to keep costs down and to obtain a contractor with "trail" experience.

Question and Related Comments

Has anyone thought about changing the name of the Cotton Belt Trail to the Silver Line Trail for consistency with the rail line's name? Those of us who have been living in this area for a long time know the history of the corridor being called Cotton Belt and then the decision was made to change the name. I think it might be confusing for newcomers to the area to have two different names. Can the CoG recommend that the trails be re-named Silver Line for consistency?

Also, it was thought that the name Cotton Belt Rail Line might be insensitive and

derogatory to African-Americans and that is why the name was changed. If it is insensitive and derogatory for the tram line name, wouldn't it also have negative connotations for the name of the trail? My recommendation is to change the name of the Trail.

I realize the COG is mainly involved in the funding. I'd like to know if the recommendation can be filtered down to the appropriate party.

Thank you.

Sincerely,
Phyllis Schwin

RECEIVED

NOV - 1 2020

TRANSPORTATION



FINAL REPORT ON DFW CONNECTOR PILOT PROGRAM

Regional Transportation Council
November 12, 2020

Ken Kirkpatrick, Counsel for Transportation
Mindy Mize, Program Manager, Transportation Outreach & Education
Amanda Wilson, AICP, Program Manager, Public Involvement

BACKGROUND ON THE COLLECTION RISK

TxDOT Concession CDAs (NTE, LBJ)

Developer Entitled to Toll Transactions, Less Fees*

TxDOT/NTTA Tolling Services Agreement

NTTA Provides Toll Collection Services

NTTA Remits Tolls Collected, Less Fees* to TxDOT

Uncollected Tolls = Collection Risk

Developer is Entitled to Uncollected Tolls

Pay by Mail/ZipCash: Higher Collection Costs/Lower Collection Rates

TollTag: Lower Collection Costs/Higher Collection Rates

*** Transaction Fees**

WHO BEARS THE COLLECTION RISK?

FACILITY

COLLECTION RISK

NTE (IH 35W)

TxDOT

NTE (IH 820, SH 183)

NTTA

LBJ (IH 35E to US 75)

NTTA

Other Managed Lane Facilities

Public Sector



DFW CONNECTOR PILOT PROGRAM

TxDOT Requested RTC to Pay for Uncollected Tolls for IH 35W

RTC Approved Pilot Program in DFW Connector Corridor

Phase 1: Increase Surcharge to 90% to Increase TollTag Usage

Phase 2: Market Driven Approaches to Increase TollTag Usage



OBSERVATIONS FROM PHASE 1: INCREASE SURCHARGE

**Overall Traffic is Increasing
(TollTag and Pay By Mail Transactions)**

Pay By Mail Surcharge is at 90%

**Transaction Split Has Levelled out at ~70%/30%
(TollTag - 70%; Pay By Mail - 30%)**

NTE: ~65%/35%

LBJ: ~65%/35%

NTTA System: ~80%/20%

Need To Implement Market-Driven Approach To Increase TollTag Penetration Rate



PHASE 2 DETAILS

\$300,000 to Implement DFW Connector TollTag Marketing Efforts

Source of Funds: Regional Toll Revenues (Regional Pool)

Entered into an Agreement with North Texas Tollway Authority to Implement the Marketing Efforts



APPROVED MARKETING EFFORTS FOR DFW CONNECTOR PILOT PROGRAM

TollPerks for New TollTag Customers

Prize Giveaways

Preloaded TollTags to Targeted Areas

TollTag Sales at Inspection Stations in Targeted Areas

TollTag Sales at Car Dealerships in Targeted Areas



TOLLPERKS FOR NEW TOLLTAG CUSTOMERS

Concept

TollPerks Points can be Redeemed for Exclusive Rewards from Dallas-Fort Worth area Merchants

Additional TollPerks are Given to New TollTag Customers

TollTag Must be Tied to a Credit Card/Bank Account

Market in Concert with Prize Giveaway

Estimated Cost

See Prize Giveaway Information

PRIZE GIVEAWAYS

Concept

One or More Grand Prizes for a Vacation Destination or North Texas Area Sporting Team Given Away

New TollTag Customers are Entered into Drawing

TollTag Must be Tied to a Credit Card/Bank Account

Use Advertising Such as Billboards Along DFW Connector and Online/Digital Ads

Estimated Cost

Prize Pool: \$5,000

Marketing: \$40,000

TOLLPERKS & PRIZE GIVEAWAYS RESULTS

Implementation

Advertising of Promotion Along Corridor, Full Budget Utilized

New TollTag Customers Used Promo Code in TollPerks Program

8 New TollTag Accounts Tied to a Credit Card/Bank Account Redeemed Code (All From Prize Giveaway)

- Overall Increase of 9,485 TollTag Accounts During Promotion**
- 1 Redemption From High ZipCash Transaction Zip Code**

Recommendation

These Promotions Were Not Successful, Do Not Recommend in Future

Ongoing, Frequent Education Needed On Benefits Of TollTags to ZipCash Customers

PRELOADED TOLLTAGS TO TARGETED AREAS

Concept

Preloaded TollTags are Offered to High Use ZipCash Customers in Average to Low Income Zip Codes Using the DFW Connector

\$20 Credit is Offered, but TollTag Must be Tied to a Credit Card/Bank Account

Use Direct Mail Piece to Advertise to Target Group of ZipCash Users on DFW Connector

Target 10,000 Users

Estimated Costs

Incentives up to \$200,000

Staff/Marketing up to \$30,000

PRELOADED TOLLTAGS RESULTS

Implementation

NTTA Tested Direct Mail and ZipCash Bill Inserts To Targeted Zip Codes (Total of 18,000 Sent) in English and Spanish

27 New TollTag Accounts Using Promo Code (Received \$20 Incentive)

Additional 475 TollTag Accounts Created by Promo Recipients, Without Redeeming Code

Full Budget Not Utilized; Funds To Be Returned to RTR Regional Pool

ZipCash Insert Had More New Accounts Than Direct Mail, Regardless if Promo Code Was Redeemed

PRELOADED TOLLTAGS RESULTS, CONTINUED

Implementation, Continued

Retention Rate (Account Still Active At One Year Mark):

Redeemed Promo Code: 26%

Did Not Redeem: 98%

Recommendation

This Promotion Was Not Successful, Do Not Recommend In Future

Regular Messaging on Benefits of TollTags May Be More Successful

TOLLTAG SALES AT INSPECTION STATIONS IN TARGETED AREAS

Concept

TollTag Package are Offered to Customers Going Through Annual Inspection Process

TollTag Must be Tied to a Credit Card/Bank Account

Target Inspection Stations Where Highest Concentration of Users of the DFW Connector Live

Participating Inspection Stations Will Receive \$5 per TollTag Sold Through NTTA

Joint RTC/NTTA Staff Communication/Coordination Effort

Estimated Cost

\$10,000

TOLLTAG SALES AT CAR DEALERSHIPS IN TARGETED AREAS

Concept

TollTag Package is Offered to Purchasers of Vehicles as a Part of Dealer Benefits Package (e.g. Free Oil Changes)

TollTag Must be Tied to a Credit Card/Bank Account

Target Dealerships Around Highest Concentration of DFW Connector Users

Dealership Will Receive Incentive for Participating (\$5 per tag Through NTTA)

Joint RTC/NTTA Staff Communication/Coordination Effort

Estimated Cost

\$10,000



INSPECTION STATIONS/CAR DEALERSHIP RESULTS

Implementation

Since RTC Action, NTTA Started Regional Toll Partners Program

Several Large Car Dealers Now Sell TollTags

**Inspection Stations That Had Been AirCheckTexas Partners
Provided to NTTA**

**RTC Funding Was Not Used Due to New NTTA Program; Will Be
Returned to RTR Regional Pool**

Recommendation

Effort to Continue Through NTTA Regional Toll Partners Program

IMPLICATIONS FOR IH 35W

TollTag Penetration on DFW Connector Has Increased Over Time

- Project Initiation ~70%**
- Peak Rate ~90%**
- Current Rate ~85%**

Increased Rate Not Attributed to Pay-By-Mail Surcharge or Marketing Efforts; Not Recommended for Other Corridors

Increased and Regular Outreach and Education on Benefits of TollTags in High Pay-By-Mail Zip Codes is Recommended



CONTACT INFORMATION

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As of September 2020

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

Date	Projects/Programs	Relevant Actions		Cumulative Total	
		West	East	West	East
Mar-13	Final SAFETEA-LU East-West Equity Total	\$649.76	\$1,558.48	\$649.76	\$1,558.48
Jan-16	Final MAP-21 East-West Equity Total	\$320.98	\$847.62	\$970.74	\$2,406.10
Dec-16	FY 2017-2026 Regional 10-Year Planning Effort - Category 2 Funds (Transfer from the East to the West)	\$100.00	(\$100.00)	\$1,070.74	\$2,306.10
Oct-17	Transportation Alternatives Set-Aside funding for a project in Hunt County (City of Quinlan) awarded through the Statewide TA Set-Aside Call for Projects as approved by the Texas Transportation Commission in October 2017 (Minute Order #115076)	\$0.00	\$0.30	\$1,070.74	\$2,306.40
Dec-17	Category 12 funding for various overpass reconstruction projects along the IH 30 corridor in Hunt County as approved in the December 2017 update to Unified Transportation Program (UTP)	\$0.00	\$102.00	\$1,070.74	\$2,408.40
Sep-18	Category 12 funding for the construction of an interchange at IH 45 and FM 664 in Ellis County as approved in the 2019 Unified Transportation Program (UTP)	\$0.00	\$34.00	\$1,070.74	\$2,442.40
Dec-18	Transfer of Regional Toll Revenue (RTR) funds from the East to the West as approved by the RTC in December 2018 through the CMAQ/STBG: Strategic Partnerships Round 3/Intersection Improvements/MTP Policy Bundle TDC Program	\$5.80	(\$5.80)	\$1,076.54	\$2,436.60
Aug-19	Category 12 Clear Lanes funding for various projects in the region was awarded 69% East/31% West instead of being split 68% East/32% West, which gave the East a small amount of additional revenue compared to the West	\$0.00	\$33.59	\$1,076.54	\$2,470.19
Aug-19	Category 12 Strategic Priority funding for various projects in the East (IH 30 in Dallas County, IH 35 in Denton County, and IH 30 in Hunt County) and in the West (Southeast Connector in Tarrant County and SH 170 in Denton/Tarrant Counties) as approved in the 2020 Unified Transportation Program (UTP)	\$208.33	\$1,018.85	\$1,284.87	\$3,489.04
Jan-20	Transportation Alternatives (TA) Set-Aside funding for projects in Dallas County (City of Balch Springs) and Parker County (City of Hudson Oaks) awarded through the Statewide Safe Routes to School (SRTS) and TA Set-Aside Calls for Projects as approved by the Texas Transportation Commission in January 2020 (Minute Order #115662)	\$2.13	\$0.96	\$1,287.00	\$3,490.00
Aug-20	Transfer of Regional Toll Revenue funds from Denton County to the Western Subregion in exchange for an equal amount of Surface Transportation Block Grant funds as approved by the Regional Transportation Council through the COVID-19 Infrastructure Program (Round 2)	\$30.00	\$30.00	\$1,317.00	\$3,520.00

ELECTRONIC ITEM 4.5

As of September 2020

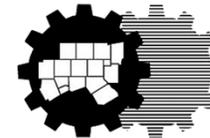
**Overview of Actions Affecting Eastern/Western Funding Shares
(\$ in Millions)**

Date	Projects/Programs	Relevant Actions		Cumulative Total	
		West	East	West	East
Aug-20	Category 12 Strategic Priority funding for the IH 30 Canyon project in Dallas County as approved by the Texas Transportation Commission in the 2021 Unified Transportation Program (UTP)	\$0.00	\$112.00	\$1,317.00	\$3,632.00
Sep-20	Additional Transportation Alternatives (TA) Set Aside funding awarded to the Eastern subregion through the 2020 TA Set Aside Call for Projects as approved by the RTC; Western subregion will receive an equal amount of CMAQ and/or STBG funding as part of a future project selection initiative to offset this extra funding.	(\$1.86)	\$1.86	\$1,315.14	\$3,633.86
Updated FAST Act Equity Percentage Share as of September 2020				26.57%	73.43%

Cumulative East-West Equity Share	Cumulative Total	
	West	East
Cumulative Total	\$1,315.14	\$3,633.86
Cumulative Percentage Shares	26.57%	73.43%
RTC Approved Target Shares	32%	68%

STATUS OF TEXAS VOLKSWAGEN ENVIRONMENTAL MITIGATION PROGRAM FUNDING PROGRAMS

**Regional Transportation Council
November 12, 2020**



North Central Texas
Council of Governments

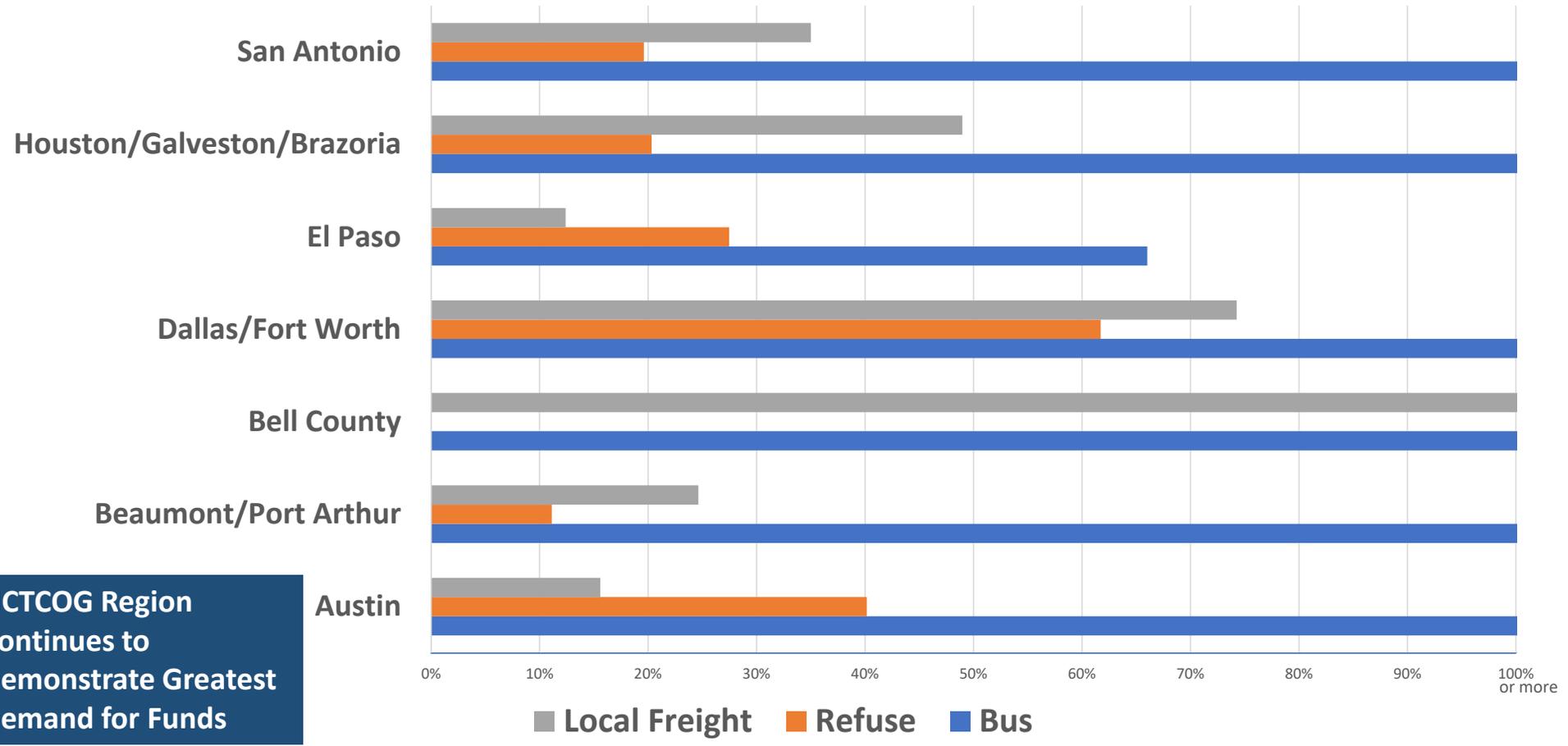
TEXAS VOLKSWAGEN ENVIRONMENTAL MITIGATION PROGRAM

Statewide Allocation	Program	DFW Area Allocation	Schedule	Status (as of October 30, 2020)
~\$169.5 Million	School, Shuttle, and Transit Buses	\$11,684,806	Closed	All Funds Awarded; Over \$17.3 Million Requested
	Refuse Vehicles	\$8,346,290	Open; First-Come First Served Until 1/27/2021	\$5,151,370 Requested* \$3,194,920 Available
	Freight & Port Drayage Vehicles	\$6,677,032	Open; First-Come First-Served Until 1/27/2021	\$4,958,484 Requested* \$1,718,548 Available
	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	~\$10.5 Million (Statewide)	Open; First-Come First Served Until 8/11/2021	\$332,500 Requested* \$10,465,958 Available
	ZEV Infrastructure – DC Fast Charge Funding	~\$25 Million (Statewide)	May Open Late 2020/Early 2021	

*Requested grant amounts are subject to change once an application has been reviewed.

PROGRESS OF FUNDING BY REGION

Percent Available Funds Requested by Funding Round

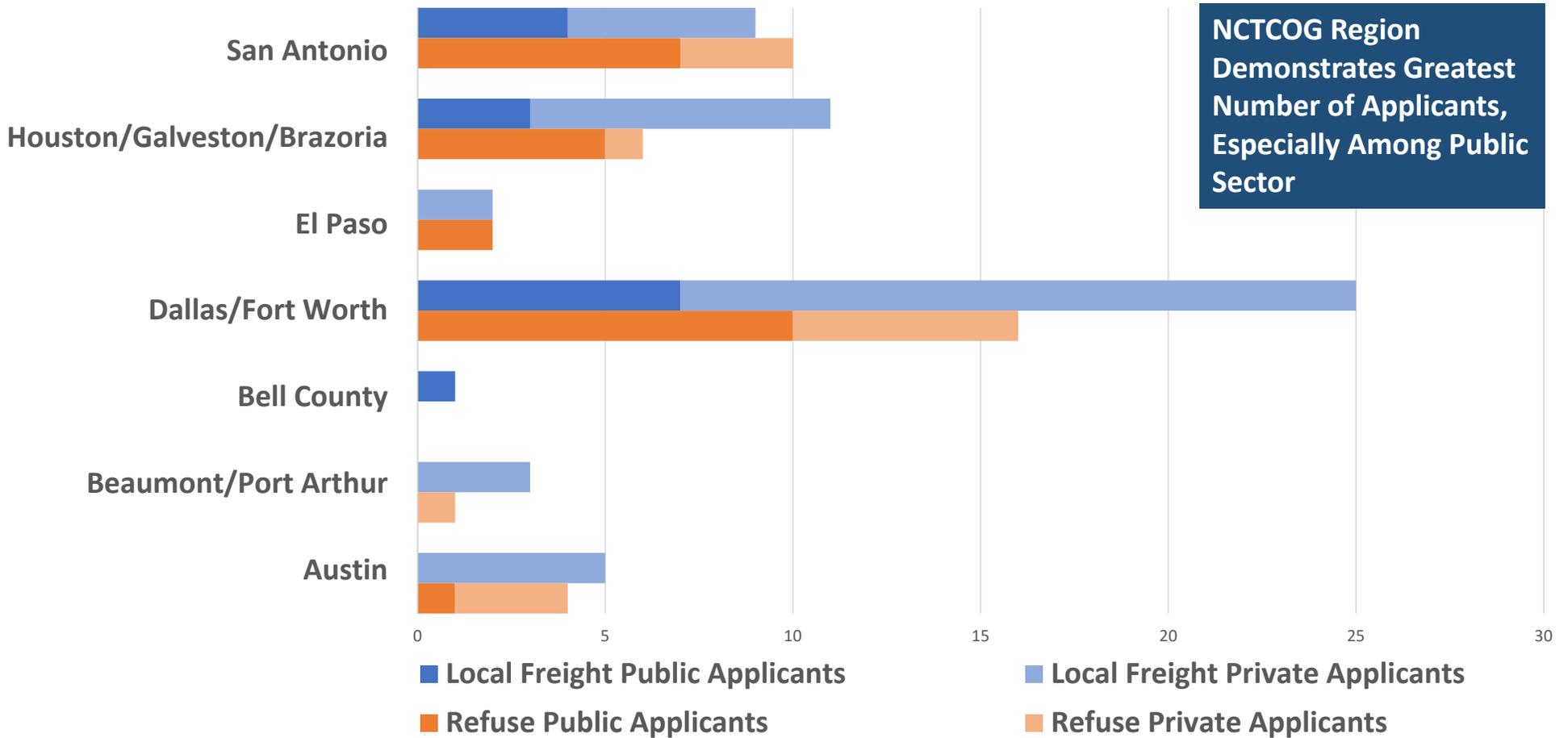


**NCTCOG Region
Continues to
Demonstrate Greatest
Demand for Funds**

Data sourced from www.texasvfund.org on October 30, 2020

PUBLIC AND PRIVATE APPLICANTS BY REGION

Local Freight and Refuse Vehicle Applicants

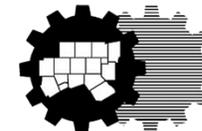


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www.nctcog.org/aqfunding, “Hot Topics”



**North Central Texas
Council of Governments**

MINUTES

REGIONAL TRANSPORTATION COUNCIL ONLINE INPUT OPPORTUNITY

Cotton Belt Trail Design Funding

Work Program Modifications

Online Public Input Opportunity Dates

Monday, October 12, 2020 - Tuesday, November 10, 2020 – The North Central Texas Council of Governments (NCTCOG) posted information at www.nctcog.org/input for public review and comment.

Purpose and Topics

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

1. Cotton Belt Trail Design Funding
2. Work Program Modifications

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

Summary of Presentations

Cotton Belt Trail Design Funding handout:

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2020/10/Tail-Funding.pdf>

In coordination with the DART Silver Line rail project, a 26-mile regional trail corridor is being designed and will be constructed in various phases. The corridor will run parallel to the Silver Line and connect seven cities across three counties from DFW Airport to Plano.

On September 10, 2020, the Regional Transportation Council (RTC) approved the following actions needed to complete the design phase of the project:

- Design of 100 percent of the entire trail:
 - Increase RTC award of \$8.2M to \$14.9M
 - Increase use of Regional Transportation Development Credits (TDC) to 3.0 million in lieu of local match
- Construction of strategic critical trail bridge sections will be done with two DART contractors.

- Fund additional safety walls near school locations for \$245K STBG funds. RTC Transportation Development Credits will be used for match.
- Assemble inventory for locations for second DART contractor.
- Administratively amending the TIP/STIP and amending other planning/administrative documents to incorporate these changes.

Work Program Modifications handout:

<https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Involve/InputMeetings/2020/10/UPWP-Handout.pdf>

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

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

The modifications in this fourth round of proposed modifications to the FY 2020 and FY 2021 UPWP address new initiatives, project updates and funding adjustments.

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

COMMENTS SUBMITTED BY WEBSITE, MAIL, EMAIL and SOCIAL MEDIA

Email

Cotton Belt Trail Design Funding

Paul McManus

The Cotton Belt Rail Trail will be absolutely wonderful in not only providing easy access to DART’s Silver Line, but it will also be a critical addition to DFW’s Trail network and also help to promote more walking, running and bicycling!

Sophie Sun

I’m really excited for this project to be approved!

Susan Kenney

I am very much in favor of the DART Silver Line project and also the Cotton Belt Trail project. I also would like to see light rail in Fort Worth along I-35 corridor connecting the north and south parts of Fort Worth to downtown Fort Worth and I would also like to see light rail connecting North Fort Worth to other parts of the metroplex, such as to Dallas, UT Dallas in Richardson, Arlington, etc.

Rod Scales

These comments are submitted on behalf of North Dallas Neighborhood Alliance and Friends of Preston Ridge Trail (PRT) (which the Line intersects) in the vicinity of Districts 11 & 12. These same comments have been given piecemeal to Jared White previously. For convenience, here is a consolidated list of comments for timely consideration in the design process :

1. Some illumination would be desirable. Light pollution issues possible.
2. How will RR barriers, if any, work for the PRT crossing vs the roadway traffic. Walkers will simply go around road and trail barriers. Why spend on movable mechanical barriers vs a cheaper zig/zag walk thru to slow you to a stop before crossing.
3. Will the landscaping allow for (small) trees to provide some shade for users, but not to interfere with the RR Line. Shade is important.
4. What design devices will be used on the trail to slow down speeding cyclists - a zig/zag barrier across the trail won't work as cyclists will go around it on the grass. And cannot interfere with the tractor mowers
5. On PRT three 4" steel posts were installed at every street intersection. Some ended in the grass, not the trail. We think the concept was flawed and a waste of money. At most, one post in the middle of the trail would suffice. Three posts do not prevent vehicle access as they just go around the posts. Abuse has not been a problem
6. Change metal benches to big stone blocks (Lueder Stone) and not on concrete pads- see those blocks at Willow Greene Condos entrance (Meandering Way/DART line). Victor Stanley metal benches (City standard) run \$3000 installed. Stone blocks run \$300 each.
7. If signage is again 3ft square stone posts, they are NOT practical as designed where the caps protrude 1 " as mower rollover bars knock the caps askew and pull off the underlying masonry (see example at Arapaho/Meandering Way north east corner). Top precast stone caps must not protrude.

And Jared has already confirmed that:
the name will be Cotton Belt Trail
it will be concrete, 12ft wide

Maura Schreier-Fleming

It is most unfortunate and frustrating that the North Texas Council of Governments doesn't have an adequate method to obtain input from the many citizens who will be impacted by DART's Cotton Belt/Silver line. Your website indicates public comments are accepted Oct. 12, 2020 - Nov. 10, 2020 for the Cotton Belt Trail (Silver Line.) The Highlands of McKamy IV & V Board has submitted many comments to DART about its work. DART has our contact information. Yet, the NTXCOG made no effort to contact us to solicit our input on the trails. We learned October 29 that the deadline for input is November 10. You can use this email for future correspondence needing citizen input. We will communicate your need to our 247 HOA neighbors.

We are very concerned and have expressed our concern that our elected officials and governing bodies consider it safe to run 60-90 trains running 45 MPH daily at-grade over the Preston Ridge walking trail. DART proposes a 4 ft chain link fence and pedestrian cages to make this situation safe. We consider this proposed solution inadequate, hazardous and unsafe. DART's answer is that the trail has been there for years and the agreement many years ago allowed at-grade trains. Years ago there were infrequent trains, not the current proposal of

double-tracking 60-90 trains DAILY! A reasonable person would recognize the difference and reject DART's proposal.

We encourage the North Texas Council of Governments to do a better job of outreach if your intent is to obtain citizen input. We hope you will address our concerns and make changes to DART's proposed Silver line.

Summary of response by Carli Baylor, NCTCOG Transportation Department

Ms. Schreier-Fleming,

Thank you for contacting the NCTCOG Transportation Department. We appreciate you providing input related to the Cotton Belt/Silver Line initiatives.

Information related to funding for this project is currently posted for public review during our October online input opportunity, and the comment period does end on November 10. However, you are welcome to contact us and/or submit any comments or questions at any point in time via email, fax, phone, web or postal mail. (I'm enclosing below all of our contact information.)

Additionally, I will make sure the below comments are included in our October online input opportunity minutes, which will be provided to the Regional Transportation Council for review during their next meeting on Thursday, November 12.

Should you have any additional questions related to the Cotton Belt Trail project, I've copied Karla Weaver and Kevin Kokes from our staff on this email.

Submit Comments & Questions to:

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

Mail

Cotton Belt Trail Design Funding

Please see attachment for comment submitted via mail.

November 1, 2020

Dear Carli,

What follows are my comments and questions regarding the October topics due to you by

November 10, 2020:

Packet called "Regional Cotton Belt Velocities Trail Design Funding"

Comment - It seems like a wise choice to have two construction contractors to keep costs down and to obtain a contractor with "trail" experience.

Question and Related Comments

Has anyone thought about changing the name of the Cotton Belt Trail to the Silver Line Trail for consistency with the rail line's name? Those of us who have been living in this area for a long time know the history of the corridor being called Cotton Belt and the decision was made to change the name. I think it might be confusing for newcomers to the area to have two different names. Can the CoG recommend that the trails be re-named Silver Line for consistency?

Also, it was thought that the name Cotton Belt Rail Line might be insensitive and

derogatory to African-Americans and that is why the name was changed. If it is insensitive and derogatory for the tram line name, wouldn't it also have negative connotations for the name of the trail? My recommendation is to change the name of the Trail.

I realize the COG is mainly involved in the funding. I'd like to know if the recommendation can be filtered down to the appropriate party.

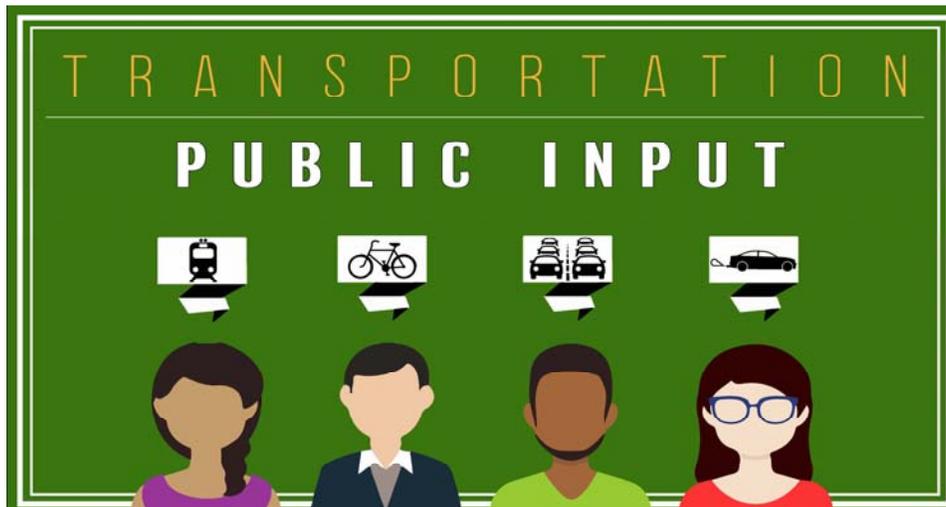
Thank you.

Sincerely,
Phyllis Schwin

RECEIVED

NOV - 4 2020

TRANSPORTATION



REGIONAL TRANSPORTATION ONLINE INPUT OPPORTUNITY

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

Submit comments and questions to NCTCOG:

Email: transinfo@nctcog.org

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.

WHAT DO YOU THINK? TELL US.

Information will be posted online at www.nctcog.org/input for public review and comment **November 9 - December 8, 2020**. To request printed copies of the information, call 817-608-2365 or email cbaylor@nctcog.org.

Collin County Partnership & COVID-19 Infrastructure Program #00X: Round 3

The COVID-19 Infrastructure Program is intended to award federal and regional funding to projects across the region that would benefit from expedited action in order to help stimulate the economy. Staff will present details on this third round of projects for public review and comment.

Transportation Performance Measures: Pavement & Bridge Target Setting

The Fixing America's Surface Transportation (FAST) Act requires NCTCOG staff to plan projects and programs that assist in achieving statewide performance targets for National Highway System (NHS) pavement and bridge conditions. Target adjustments are currently being considered. Staff will describe NCTCOG's role in the target setting process, present recent regional and statewide performance changes and explain how NCTCOG will continue to aid in improving NHS infrastructure conditions.

National Drive Electric Week: Virtual Events & Local Successes

National Drive Electric Week is an opportunity to educate Texans about the benefits of EVs, including the important role they play in improving our region's air quality. Staff will provide updates on this year's event, local EV trends and highlight successful EV projects in North Texas.

RESOURCES AND INFORMATION

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

WWW.NCTCOG.ORG/INPUT



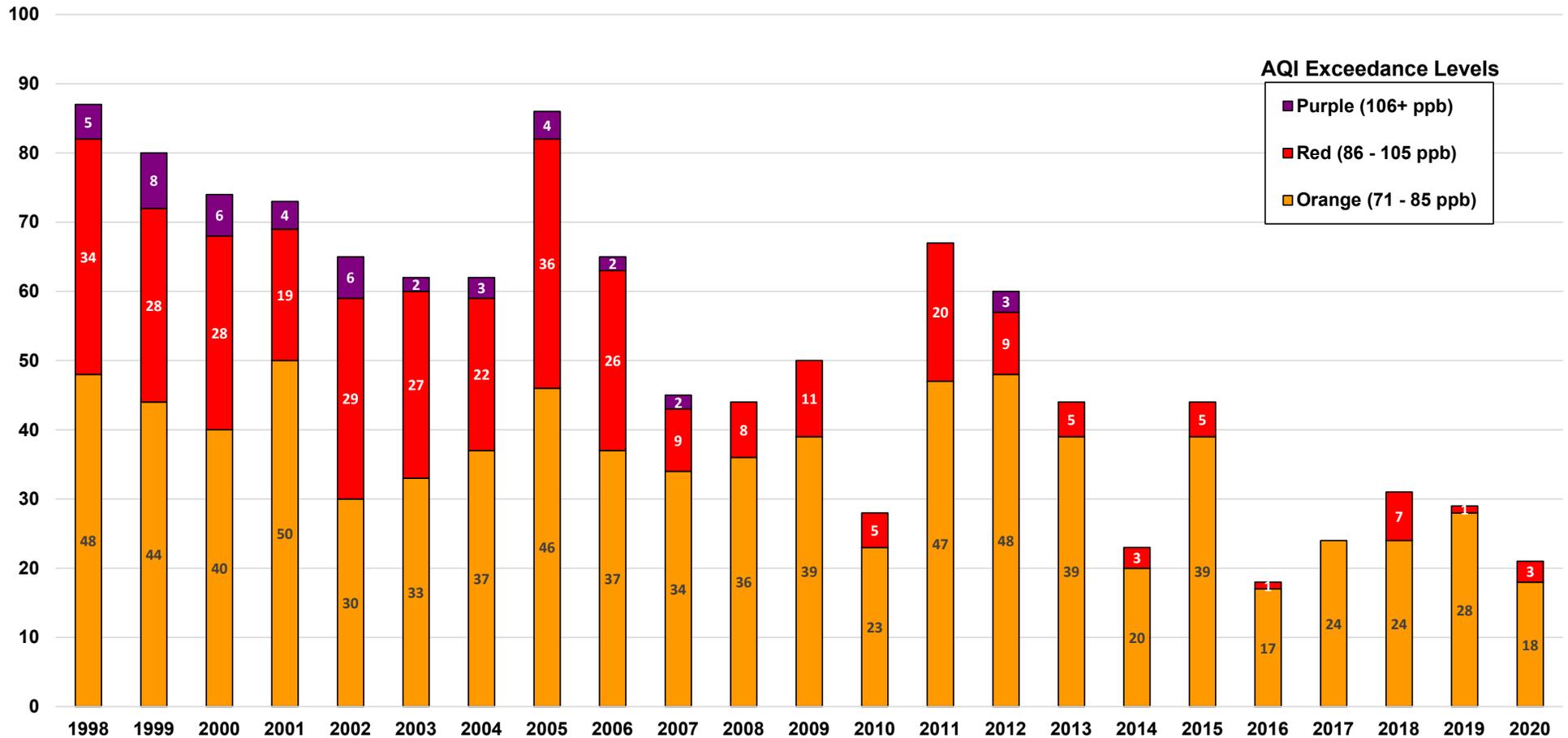
NCTCOGtrans



North Central Texas
Council of Governments

8-HOUR OZONE NAAQS HISTORICAL TRENDS

Based on ≤ 70 ppb (As of November 2, 2020)



AQI Exceedance Levels

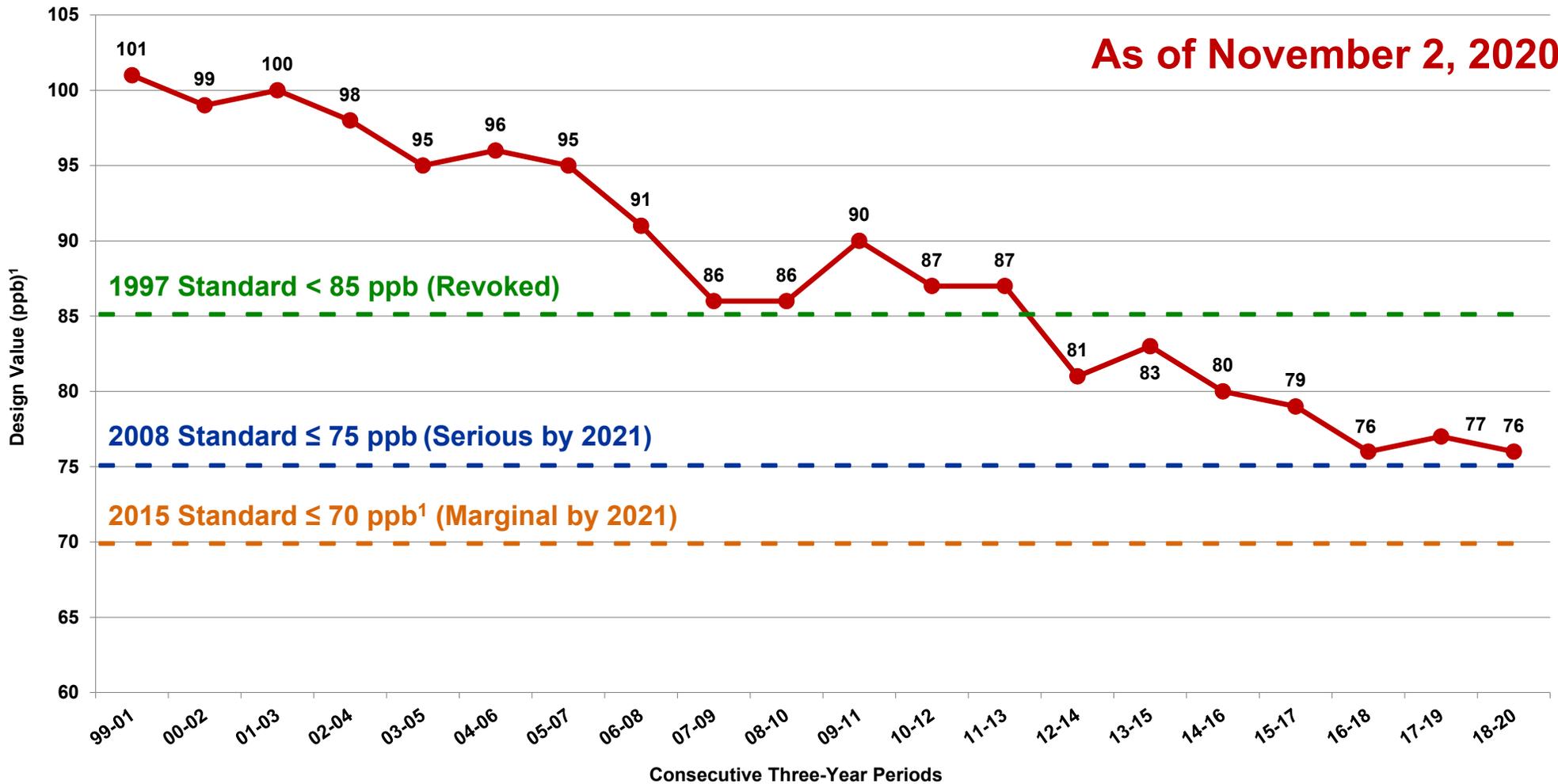
- Purple (106+ ppb)
- Red (86 - 105 ppb)
- Orange (71 - 85 ppb)

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

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

8-HOUR OZONE NAAQS HISTORICAL TRENDS

As of November 2, 2020



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

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, September 20, through Monday, October 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. Electric vehicle 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. The tool was in test mode and was open to the public through August 2020. This month, there were two Bicycle and Pedestrian comments and two Roadway comments. To read them, visit:

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

Air Quality

Email –

1. **P. Mehta**

As a citizen I am concerned about traffic and pollution, especially contributing to climate change and the recent IPCC reports that we must help lower the temperature of the Earth. Here is a summary of the IPCC report:

https://www.ipcc.ch/site/assets/uploads/sites/2/2019/06/SR15_Headline-statements.pdf

During this covid 19 pandemic, as less people have been on the roads resulting in less traffic, the air quality has significantly improved per the daily accuweather air quality measurements.

Here is an article about how traffic is a cause of global warming along with solutions from The Union of Concerned Scientists: <https://www.ucsusa.org/transportation>

As a citizen, I wanted to suggest the idea of offering some type of carpool incentive program, such as the hov lanes, but going further with that, or getting cities, companies and transportation authorities to reduce toll fees and taxes to those who carpool, and of course solutions that the above science website show as it is coming from experts.

Also wondering if there could be some type of electric tram in the middle of our highways to include in the solutions.

Response by NCTCOG

Thank you for contacting the NCTCOG Transportation Department.

The effects of the pandemic have profoundly impacted the North Central Texas region, and NCTCOG staff has been monitoring these impacts on our regional air quality. Emission pollutant levels have reduced in some ways but have remained stagnant in terms of ozone. Since the region is in nonattainment for the pollutant ozone, tracking ozone measures is a key component of our ongoing analysis, which we plan to continue in the forthcoming months.

NCTCOG also works with stakeholders across the region to implement a variety of initiatives to help improve air quality, including transportation system management (e.g. signal timing, intersection improvements), travel demand management (e.g. public transportation, programs to encourage carpooling and other alternative commutes), and programs focused on reducing vehicle emissions through proper vehicle maintenance, idle reduction and the use of alternative fuels and/or electric vehicles.

Additionally, I've enclosed below details on several of our existing programs that aid in travel demand and congestion management.

Again, thank you for contacting us and feel free to let us know if you have any additional questions.

Kind regards,

Carli

Try Parking It

Try Parking It (TPI) is a free alternative commute resource for the North Central Texas region. TPI rewards commuters for carpooling, vanpooling, taking transit, walking, biking, teleworking, working a compressed week and even brown bagging your lunch. If you currently drive alone, you can use TPI to find carpool or vanpool matches. You can also track your greener trips, including biking, walking and telecommuting to earn instant rewards. To establish a Try Parking It account, visit www.tryparkingit.com

or download the free app from the App store or from Google Play.

GoCarma

The Regional Transportation Council, NCTCOG Transportation Department's policy body, established policies for all managed lanes. One of these policies provides a High Occupancy Vehicle (HOV) toll discount during weekday peak periods. Managed lane users can receive this discount utilizing the GoCarma application, which automatically links to their toll tag account to provide a discount when two or more passengers are riding together in their vehicle. For more information, visit : <https://www.gocarma.com/dfw>

Thank you.

Bicycle & Pedestrian

Email –

1. Mitzi Davis

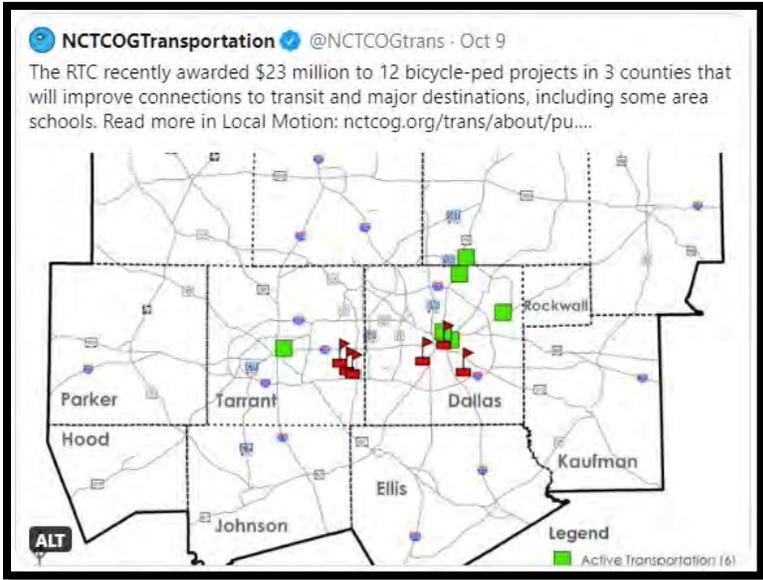
Hello,

My name is Mitzi Davis and I work with the City of Farmers Branch. I wanted to send comments so that Dallas is aware of the possible Denton Road revitalization and connectivity.

Please note that Farmers Branch has done a survey and taken into consideration a cycle track that connects to Dallas. I realize that the limits of the study do not extend all the way to Farmers Branch but it's worth noting to consider future alignment.

Twitter –

1. Fort Worth was awarded \$2,332,000 to “Construct new separated bicycle lanes, PHB signal, bicycle traffic signals, bicycle/pedestrian traffic counters, and related intersection improvements along E First St / E Fourth St from Haltom Rd to IH 35W.” @BikeFortWorth @NCTCOGtrans – Fort Worth Urban (@UrbanFortWorth)

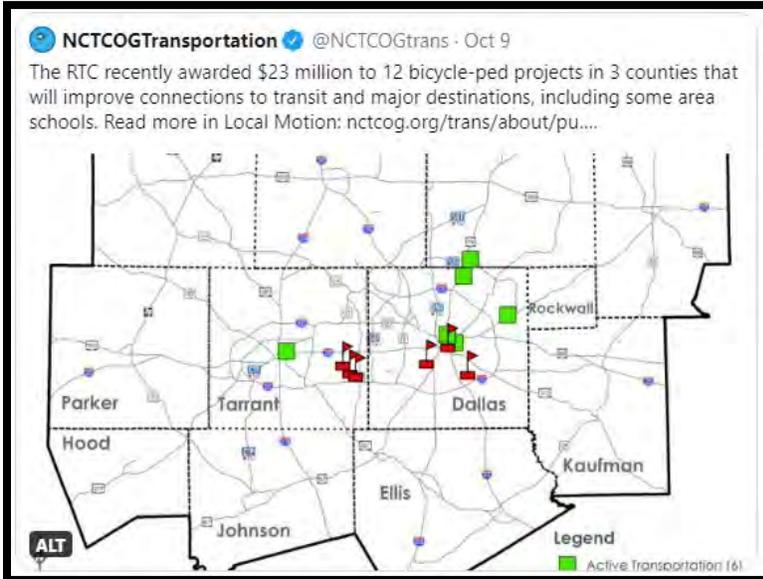


I moved to Fort Worth in May and I still have not seen a single person using any bicycle lane. This seems like having 60 people over for dinner and not having steak because there's one vegetarian in the group. – Jeremy Ross (@jrosstx)

Welcome to communist Russia (@yuri ronin)

I have seen riders using Sylvania's poorly marked and maintained bike lanes. If traffic was less chaotic, I expect there would be more. – Safety on North Sylvania (@SaveSylvania)

2. Exciting stuff all across the region!! – BikeDFW (@BikeDFW)



Electric Vehicles

Fax –

1. John Nolan (See Attachment #1)

Twitter –

1. Check out these BTS shots of an electric lawn service video we're working with @MotorWeek on in Lantana today! #GoElectric – NCTCOG Transportation (@NCTCOGtrans)



Really grateful with the PBS Motorweek Show and the NCTCOG Transportation Department for the interview today! – Carlos Ojeda Treviño (@carlosrojeda)

Facebook –

1. Check out these behind-the-scenes shots of an electric lawn service video we're working with MotorWeek on in Lantana today! #GoElectric – NCTCOG Transportation Department



Awesome, and I live here in Lantana, too! – Paul McManus

😊 – NCTCOG Transportation Department

2. National Drive Electric Week is almost here! From September 26 - October 4, communities across the country will be celebrating electrified transportation in a variety of forms. DFW Clean Cities and NCTCOG are excited to participate in a virtual event being produced just for DFW and will be hosting meetings for our local governments in the following week. We will be providing more EV info will be provided through posts all throughout NDEW! Find details on the full lineup at www.driveelectricdfw.org. #TexasEV #DFWCleanCities #NDEWDFW #DriveElectric #NDEW2020 – NCTCOG Transportation Department



Awesome! I was at the last one and really enjoyed it. – Jamie Howard Pirtle

Glad you enjoyed it, Jamie! 😊 – NCTCOG Transportation Department

3. Don't miss our Electrification for Utilities: Multi-Port, 1+MW Charging System for Medium- and Heavy-Duty EVs Part 2 webinar on Wednesday, Sept. 23 at 11 AM, featuring speakers from Argonne National Laboratory, HDR, and NACFE!

#electricvehicles #EVs #CleanCities #cleanfuels #cleanair #altfuels #alternativefuels
#electrification #utilities

Register: https://us02web.zoom.us/.../register/WN_jbymvAXLSp6XIKETNgVyug – Louisiana Clean Fuels

CLEAN CITIES WEBINAR: Transportation Electrification for Utilities
Part 2: Multi-Port, 1+MW Charging System for Medium- and Heavy-Duty EVs

Join this free webinar to learn the latest on EV charging research and standards for large electrified fleet vehicles; who are the current industry leaders; some of the best practices from pilot programs; and what lies ahead for charging technology and standards.

Wednesday, September 23rd
11 AM CDT / 12 PM EST

REGISTER NOW

LCF Webinar Wednesdays

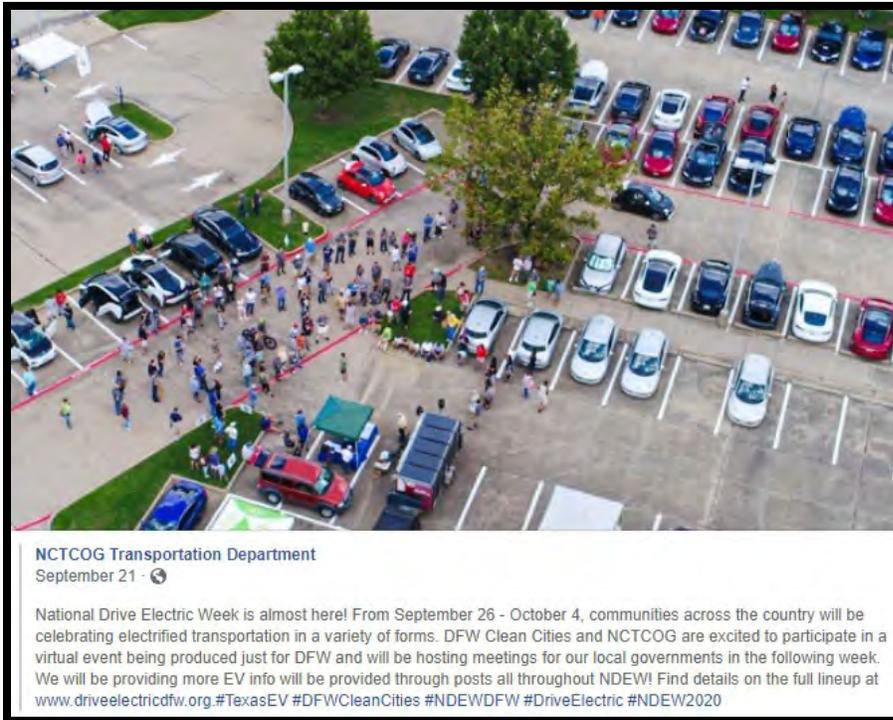
Meet our Speakers:

 <p>Ted Bohn Principle Engineer, Smart Metering/Electric Vehicle-Smart Charging Standards, Argonne National Laboratory</p>	 <p>Fernando Garcia Vice President, HDR Inc.</p>	 <p>David Schaller Industry Engagement Director, NACFE</p>
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CLEAN CITIES PARTNERS:

 <p>Dallas-Fort Worth CLEAN CITIES</p>	 <p>LAND OF ENCHANTMENT Clean Cities</p>	 <p>ARKANSAS CLEAN CITIES COALITION</p>
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4. We love National Drive Electric week. Choosing electric reduces emissions. See NCTCOG Transportation Department post below to learn more about this effort and their virtual event on Saturday, September 26. – Keep Grapevine Beautiful



5. Tomorrow join NCTCOG Transportation Department's FREE National Drive Electric Week webinar out of Dallas-Fort Worth. Topics will include: Cost of Ownership, Driving Experience, EV 101, Home Charging, Incentives, Used EVs. Register at <https://driveelectricweek.org/event?eventid=2461&view=public> – Keep Grapevine Beautiful



6. Don't miss out on these upcoming LCF #cleanfuels webinars!

Sept 30:

- Transportation Electrification for Utilities | Preparing Utilities for EVs (10:00 AM)
- Fleet Electrification (Pt. 1): EV Market Watch - Work Trucks (2:00 PM) Register:

Oct. 7: Fleet Electrification (Pt. 2): First Steps for Fleets Interested in EVs (2:00 PM)

Oct. 9: Pro Tips for Legacy CNG Fleets (Pt 2) - CNG Stations (10:30 AM)

Learn more on our website: <https://louisianacleanfuels.org/meetinginfo.php>

#cleanair #electrification #EVs #naturalgas # #electricvehicles #renewables #CNG #fleets #utilities #CleanCities #altfuels #alternativefuels – Louisiana Clean Fuels

Hear from EV expert utilities on how to implement a successful electrification program! Join this free webinar to hear best practices and lessons learned for utilities that are getting started with developing their own programs for EVs and infrastructure.

Wednesday, September 30th
10 AM CDT / 11 AM EST

REGISTER NOW

Meet our Speakers:

Edward O'Brien
Senior Economist, Louisiana Department of Natural Resources

Scott Barrios
Senior Account Manager, Entergy eTech

Jeffrey Lehman
Electric Transportation Manager, AEP

Wednesday, September 30th
2 PM CDT / 3 PM EST

REGISTER NOW

Meet our Speakers:

Wednesday, October 7th
2 PM CDT / 3 PM EST

REGISTER NOW

Meet our Speakers:

Friday, October 9th

7. Join Dallas-Fort Worth Clean Cities (NCTCOG Transportation Department) for a virtual National Drive Electric Week event taking place in Dallas!

Learn more and register: <https://driveelectricweek.org/event?eventid=2461&view=public>

#electricvehicles #EVs #electrification #NDEW #driveelectric #texasEV #NDEWdfw – Louisiana Clean Fuels

Join us as we go virtual for

National Drive Electric Week Dallas

9.26.20

what to expect

- Historic panel reuniting the director + cast of "Who Killed the Electric Car?"
- Tips from Plug In America founders on getting your first EV
- EV owner + dealership testimonials and test drives from North Texas and beyond
- Special content from the City of Dallas and Trinity Metro
- An exclusive sneak peak from Chevy
- A Tesla Cybertruck like you've never seen before
- Virtual Timed EV Road Rally

Sponsors + Collaborators

- CarbonLITE Recycling
- Oncor
- NCTCOG ● PinnPACK Packaging ● EarthX ● FortH Mobility
- North Texas Tesla Owners Group ● Adopt a Charger ● Current EV

Click here to register on our National Drive Electric Week webpage and to receive your webinar code!

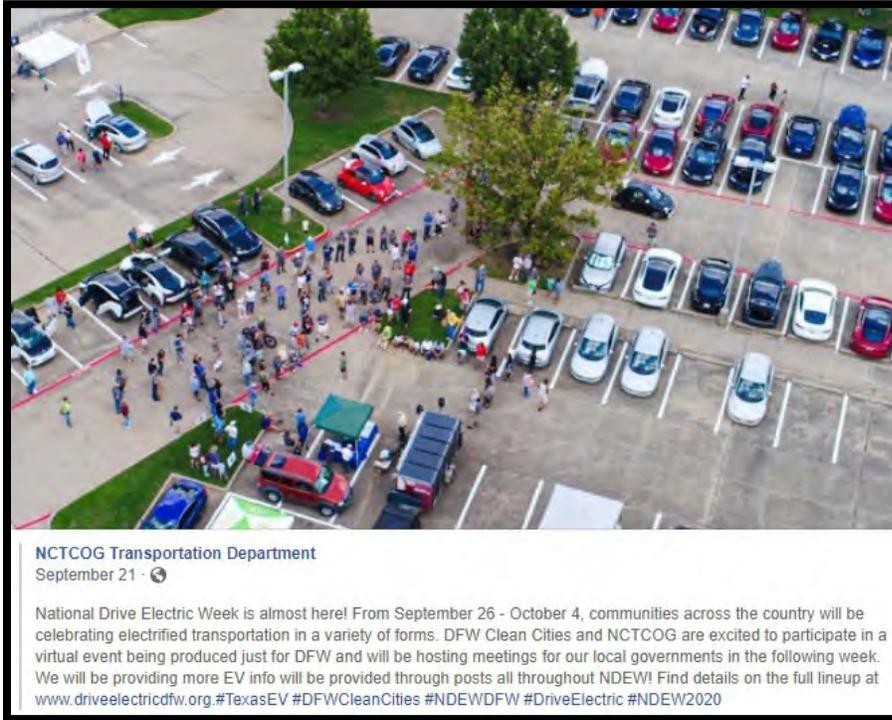
#texasEV #NDEWdfw

8. TOMORROW! Join Dallas-Fort Worth Clean Cities (NCTCOG Transportation Department) for a virtual National Drive Electric Week event taking place in Dallas!

#electricvehicles #EVs #electrification #NDEW #driveelectric #texasEV #NDEWdfw – PlugIn Louisiana: Electric Driving and Charging

DRIVEELECTRICWEEK.ORG
National Drive Electric Week
Dallas-Fort Worth, TX
Sep 26, 2020

10. Today is the start of National Drive Electric Week! NCTCOG Transportation Department and DFW Clean Cities are hosting several virtual events. Learn more at www.driveelectricdfw.org. #TexasEV #DFWCleanCities #NDEWDFW #DriveElectric #NDEW2020 – City of Denton Sustainably



11. Did you know people are 20 times more likely to purchase an electric vehicle when their workplace provides charging stations? If you come across any charging stations, post a photo of it in the comments!

For more information on charging station rebates go to:
[https://www.chargepoint.com/incentives/commercial/...](https://www.chargepoint.com/incentives/commercial/) #ISpy – NCTCOG Transportation Department



High-Speed Transportation

Email –

1. Thomas Wall Simmons

I have heard rumors that there will be a bullet train running in between Dallas and Houston.

In my opinion this is a good thing, but and that's a big butt, This is competition with Airlines and will be almost mute as far as a good form of transportation. Airlines will fight this to thin nail.

The real place that we need to have rapid rail is in between Dallas Fort Worth running down the middle of I 30.

Present rail systems are slower than a vehicle so no one will ride them until we beat the speed of automobiles or gridlock slow down traffic.

Please move this to a top priority.

Twitter –

1. Transportation planners are considering innovative ways to move people between Dallas, Arlington and Fort Worth. Do you want to learn more about high-speed technologies being considered? We have our last public meeting on them tonight at 6 pm! <http://bit.ly/DFWHST> – NCTCOGTransportation (@NCTCOGtrans)



How 'bout we start with just providing reliable and faster modern public transit with buses - something DFW hasn't managed to pull off in decades. – Downwinders at Risk (@cleanerair)

Project Planning

Email –

1. Clyde Picht

I'd like to know when the access bridges from and to Chisholm Trail Parkway from I-20 E and Chisholm Trail W will be completed. It appears that access both to and from I-20 is warranted.

2. Mike Gregory

Don't expand Heartlee Field

Rd Denton TX. If there is a need for a major artery place it north of Heartlee and in the development or make the expansion on the side of Heartlee in order to save the houses on the south side.

3. Scott Lebsack

Please do not permit the large new development north of Hartlee Field Road to access and utilize Hartlee Field Road. Please require the development to provide ingress/egress access from Highway 428, Sherman Drive. Thank you for this requirement to protect our neighborhood.

4. Carolyn Barnes

I believe the transportation plans for the area north of Loop 288 and east of I35 in Denton unnecessarily harm existing neighborhoods and rural space to build an overabundance of roads that seem to duplicate service and/or that could provide service in a less disruptive, more coherent manner.

5. Bridget Marshall

At the intersection of FM 428, the proposed Ganzer Freeway will be 3.1 miles from the proposed Outer Loop Freeway and 1.2 miles from Loop 288 Freeway. At its western end, connecting with I35, the spacing is even less with 2.9 miles between Loop 288 and the

proposed Outer Loop Freeway. Based on the NCTCOG standards of freeway spacing of 10 miles in the Outer Loop/Greenbelt Corridor Feasibility Study, the Ganzer Freeway is unnecessary. Also, the proposed Ganzer Freeway would run through an Environmentally Sensitive Area (ESA) and require several bridges to cross Clear Creek, Elm Fork of the Trinity River, the Greenbelt and floodplains in Denton County. It would be a very expensive undertaking financially, and cause an immensely negative impact on the environment. Please eliminate the proposed Ganzer Freeway from your plans.

6. Wanda Conlin

Looking at the difference in beautification of retaining walls and overpasses as you travel east from Fort Worth is eye opening. Why can those be beautiful with embellishments and warm colors while the routes through Fort Worth are dull concrete gray? Give Fort Worth roadways more artistic touches.

7. Lee L Mason

Decades of research show us that building more lanes is the best way to increase the use of personal motor vehicles. Please continue to support complete streets for cyclists and pedestrians, to provide alternative means of transit.

Twitter –

1. Nice work, but we STILL don't need @SouthwestAir Herb Kelleher Way to be rammed through the middle of Bachman Lake Park. – Wylie H Dallas (@Wylie_H_Dallas)



It's not. @VoteOmarNarvaez is getting \$upport from @NCTCOGtrans for an area plan. @CityOfDallas pausing to give CoG process a chance to catch up. Lee M. Kleinman (@LeeforDallas)

Thank you for your leadership, @LeeforDallas! – Wylie H Dallas (@Wylie_H_Dallas)

And thanks to @VoteOmarNarvaez for his leadership on this issue, as well. Great to see a City Council working well together! – Wylie H Dallas (@Wylie_H_Dallas)

Let's see what happens. Every problem is Dallas seems to be solved with concrete. Need to stop this. – JJC (@jjcflyin)

Public Meetings & Forums

Email –

1. Catherine Morgan Butschek

We stopped coming to the meeting couple yrs ago as it appeared nothing was getting done. just meeting after meeting. vote and get something approved

Facebook –

1. The Dallas Department of Transportation wants your feedback on potential changes to the City's Dockless Vehicle Program. The meeting begins at 6 pm tonight. Visit <http://bit.ly/36L5jNK> to join. Access code: 146 183 2055. – NCTCOG Transportation Department



It is great that officials want to hear from the public on this topic! – Carlos Ojeda Treviño

Safety

Twitter –

1. Our @TxDOT and @NCTCOGtrans designed transportation system in North Texas consistently kills several hundred residents each year, seriously injuring thousands more. They don't seem inclined to do much about it. – Wylie H Dallas (@Wylie_H_Dallas)

 **Don Kostelec** @KostelecPlan · Oct 1

I'm working on another piece about the continued use of the myth that 94% of crashes are caused by human error. It's amazing how pervasive its use has become. It's continued use inhibits our country's ability to address the root issues that lead to traffic deaths.

 **GMSA**
@GMSAHO

GMSA is proud to support Heidi King's nomination as NHTSA Administrator. With 94% of crashes caused by human error, King has shown unwavering commitment to

 **GMSA**
@GMSAHO

W/94% of crashes due to driver error, active safety could help
onforb.es/1DJR7fH via @forbes
[@dougnewcomb](#)

 **GMSA**
@GMSAHO

T&I Hearing, Danielson on fatalities: 94% of crashes caused by human error. 2/3 of NHTSA budget goes to states to tackle behavioral issues.

 **GMSA**
@GMSAHO

Drivers may be #StuckInTraffic but 90% of fatalities caused by human error. States need freedom to tackle issues of concern.

TxDOT is another agency that spreads the false claim that 94% of crashes are due to human error. @TxDOTCommission @TxDOTCEO should demand their staff stop using it. <https://news4sanantonio.com/news/local/state-responds-to-safety-concerns-at-finesilver-curve-07-03-2017> – Don Kostelec (@KostelecPlan)



NEWS4SA





WEATHER



WATCH

TxDOT says 94% of all crashes are due to human error.

Transit

Email –

1. Patricia Adkins

I would really like to see public transportation connecting to more in-depth Coppell, Texas area. Those without private transportation that do not live right on the bus routes have to walk miles to the nearest connection location; through all kinds of weather and lots of these people are trying to get to their daily jobs. Those that have late or night shifts can't find late night transportation either. Most of these people can't afford to pay for taxis, ubers, etc. So it is a real challenge for the low income to try and ever get ahead...

Response by NCTCOG

Thank you for reaching out to us about public transportation in Coppell. Your concerns about connectivity and accessibility in this area are very important and we appreciate you sharing them. Identifying gaps such as this can help us better understand where the need for expanded public transportation service exists. The following are a few transportation services currently serving the City of Coppell:

The City of Coppell has partnered with Denton County's non-profit SPAN Transit, to provide public transportation services, by appointment, for seniors age 60+ and individuals with disabilities. Service is provided to individuals residing in Coppell to locations in Coppell, northward to Vista Ridge Mall in Lewisville, Westward to Baylor Scott and White Grapevine, Southward to Las Colinas Medical Facility and Eastward along the I-35 corridor. The current fare for Coppell is \$2.50 per one-way trip. To learn more, you can visit their website at <https://span-transit.org/>.

Metrocrest Services currently provides limited transportation to qualifying Coppell residents. They offer door-to-door rides to local appointments for seniors 65+ or individuals with disabilities. The one-way cost is based on income and ranges from \$3 to \$10. To learn more, you can visit their website at <http://metrocrestresourceguide.org/services/senior-programs/transportation/>.

The city of Coppell has also partnered with Lyft and the Denton County Transportation Authority (DCTA) to launch "Work Hard, Get a Lyft," a workforce transit program designed to provide local employees first- and last-mile transportation. Employees at participating businesses can request discounted Lyft rides from several public transit stops directly to the workplace and back, providing an easy solution for the extra few miles of commuting. Passengers will pay the first \$2 of their trip and the City of Coppell will subsidize the next \$15. Any remaining fare over \$17 will be paid by the passenger. To learn more, you can visit their website at <https://www.dcta.net/coppell-lyft>.

We recognize there is still additional demand for public transportation services in the area. In coordination with a wide range of stakeholders, we document in Access North Texas the transportation needs of older adults, individuals with disabilities, individuals with lower incomes and others with transportation challenges within our 16-county region and outline strategies to address those needs for the next four years. From our last update of the plan in 2018, our coordination with Dallas and Denton County residents

revealed specific transportation needs, all of which can be found in the Dallas County and Denton County Chapters of the plan, along with strategies for future transportation coordination and development. We will be conducting public outreach in these counties again in 2021. You are welcome to participate if you would like to voice your concerns with transportation staff. More information will be posted to the Access North Texas website as it becomes available.

If you have additional questions or concerns, please feel free to contact Rachel Jenkins at rjenkins@nctcog.org.

2. Robert Brown

There is no easy way for those disabled like myself to schedule transportation from Greenville TX to specialty physicians in Dallas. I have Syringomyelia with a Syrinx in my Thoracic that has damaged my spinal cord. So far, it's impact is pain, heart, and the fight or flight reaction from pain. I cannot find anyone that can drive me from Greenville to Carrollton for my pain mgmt appointment.

Response by NCTCOG

Thank you for reaching out to us about public transportation options in the Greenville area. Your concern about transportation accessibility in this area is very important, and we appreciate you sharing. Identifying gaps such as this can help us better understand where the need for expanded public transportation service exists. The following are a few transportation services in the Greenville area:

Senior Center Resources and Public Transit (or The Connection) is a service that is available in your area for individuals who are seniors, low-income, or have a disability. At this time, The Connection serves primarily Greenville and Hunt Counties but can provide round trip service to Dallas at a higher cost for trips booked at least a week in advance. To learn more, you can visit their website at <https://www.scrpt.org/transportation.htm> or call (903) 454-1444 to speak to a representative.

Hunt County is also serviced by On the Go Taxi service, which is a small private operation. According to their representative, you can reach this service through their Facebook page, On The Go Taxi Service, or through their phone number at (903) 456-6525 during the following times of day:

Monday – Wednesday, 8:00am - 1:00pm

Friday & Saturday, 8:00am - 11:00am & 1:00pm - 7:00pm

Closed Thursday and Sunday

On the Go Taxi indicated that they can take individuals into Dallas County, although it is likely to be costly as they are a small, private operation.

We recognize that transportation accessibility and costs can be burdens, and it is our goal to better understand the transportation gaps in our 16-county North Central Texas region. One of the ways we work toward this goal is through our Access North Texas initiative, which aims to coordinate with the public to document the needs of regional

transit riders. From our last update of the plan in 2018, our coordination with Hunt County residents revealed specific transportation needs, all of which can be found in the Hunt County Chapter of the plan, along with strategies for future transportation coordination and development. We will be conducting public outreach in Hunt county again in 2021. You are welcome to participate if you would like to voice your concerns with transportation staff among other residents of Hunt county. More information will be posted to the Access North Texas website as it becomes available.

If you have any other questions or concerns, please feel free to contact Vivian Fung at vfung@nctcog.org.

3. Tyson Moeller

There should be coordinated meetings with DART, UPRR, FWWR and DGNO discussing safety concerns of this proposal.

Twitter –

1. Attending a virtual mtg of the Planning, Operations, & Marketing (POM) Committee of @TrinityMetro: Update on System Redesign known as A Better Connection. Here is link to presentation: <https://ridetrinitymetro.org/wp-content/uploads/2020/09/A-Better-Connection-Presentation-by-Huitt-Zollars-September-2020.pdf> @CityofFortWorth @TarrantCountyTX @TarrantTransit @NCTCOGtrans – Salvador Espino Michel (@SAL_FW)



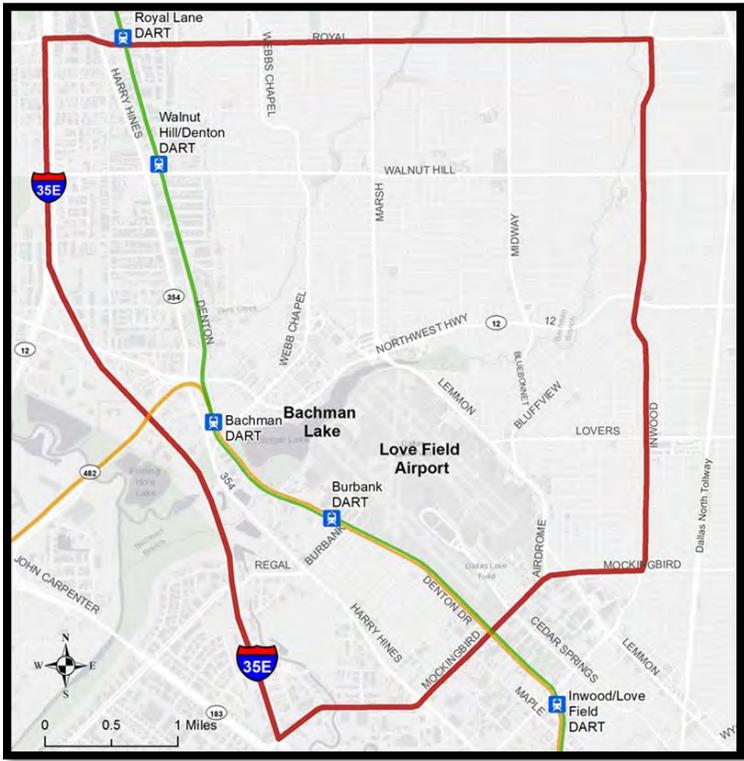
Bottom line: Does it make a difference in @CityofFortWorth funding? Or are facts too much for the them to comprehend? – Linda Ld Thornton, APR (@LindaLdThornton)

2. @TrinityMetro's @nearsouthside ZIPZONE, an on-demand daily transportation option, is expanding its service area to include more access to grocery shopping and medical facilities. @CityofFortWorth @TarrantTransit @NCTCOGtrans @JPS_Health – Salvador Espino Michel (@SAL_FW)


 Trinity Metro expands on-demand service in Near So...
 The fourth on-demand service encompasses numerous medical facilities as well as grocery stores, ...
fortworthtexas.gov

Facebook –

1. ¡Ayuda a crear una visión para mejorar el transporte en el noroeste de Dallas! Se invita a todos los residentes, negocios, y miembros de la comunidad a unirse a una conversación virtual, una “Orientación 101,” sobre un próximo proyecto. Para mas información, visite: www.nctcog.org/landuseplanning. – NCTCOG Transportation Department



Seems an obvious potential for ecotourism along the greenbelt and forks of the Trinity?
 Where are current and planned on-street bikeways? – Bud Melton

Hi, Bud! We have a lot of information on current and planned facilities on our website here: <https://www.nctcog.org/.../bik.../veloweb/on-street-bikeways>. If you have any other questions, just let us know! 😊 – NCTCOG Transportation Department

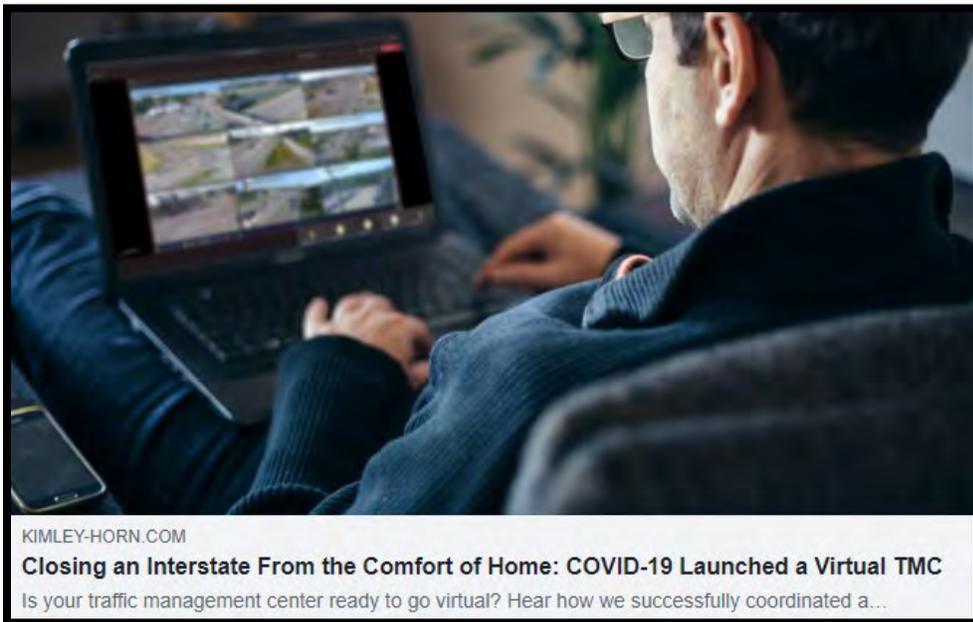
Yes, I'm aware; but concerned those less familiar with your resources would have no sense of that depth. Trying to see this from a beginner's mind. (Picture's worth a thousand words...) – Bud Melton

Wonder if having Veloweb alignments on this map would be helpful. Irving and other areas within these borders are just a short bike ride away once such connections are completed. – Bud Melton

Other

Facebook –

1. Is your traffic management center ready to go virtual? David Halloin, P.E., PTOE, and Tom Hartmann, P.E., PTOE, IMSA II, explain how we coordinated a weekend-long interstate closure remotely. City of Grand Prairie - Municipal Government City of Arlington, TX - City Hall NCTCOG Transportation Department Texas A&M Transportation Institute – Kimley-Horn



Attachment #1

Sept 22, 2020

Dear Judge Harman, Chair Regional Transportation Council

I have just received a copy of the "Fall 2020 mobility matters" I do enjoy reading about various mobility issues, as it affects all of us. I noted that Michael Morris referred to the possibility of installing induction loops on freeways for electric vehicle recharging. That is interesting to research and think of the possibilities. However, that is certainly far in the future.

It is good to think about getting off the carbon diet, even though much work will need to be done to realize that dream.

Today we need to address having the electric vehicles pay their share to keep up all the roads we all drive on. Currently I have a Toyota Tacoma pickup and drive around 15,000 miles a year. I average approximately 18 MPG. The gas tax (including state and federal) is 38.4 cents/gal. Based upon the above I am paying approximately \$320 a year in gas tax.

As we get more and more plug-in electric vehicle on the road the inequity burden of allowing electric vehicle to drive on the roads and not pay a "road tax" is substantial.

We put dye in the farmers non-taxed fuel, to prevent them from fueling their highway vehicles with a non-taxes source. How is this any different. Previously when farmers converted their pickups to propane, they had to get a tax certificate to ensure that the highway fuel was taxes.

Being at the forefront of transportation I would think the Metropolitan Planning Organization for DFW would have addressed this inequity long ago. Where is the leadership?

Sincerely,



John Nolan

2313 Garden Lane

Arlington, Texas 76015

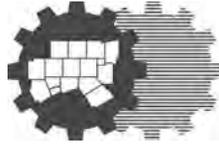
Jnolan212@sbcglobal.net

RECEIVED

CC Theresa Daniel Vice Chair

SEP 24 2020

TRANSPORTATION



North Central Texas Council of Governments

September 9, 2020

Mr. Paul Wageman
Chairman of the Board of Directors
Dallas Area Rapid Transit
1401 Pacific Ave.
Dallas, TX 75202

Mr. Gary Thomas
President/Executive Director
Dallas Area Rapid Transit
1401 Pacific Ave.
Dallas, TX 75202

Dear Chair Wageman and Mr. Thomas:

The North Central Texas Council of Governments (NCTCOG) and the Cities of Carrollton, Coppell, Dallas, Grapevine, Plano, and Richardson, the Town of Addison, and Dallas County would like to formally communicate their continued desire that the Regional Cotton Belt Trail be a priority project for Dallas Area Rapid Transit (DART) as the Silver Line Rail is being constructed. The Cotton Belt Trail project is vital to the Dallas-Fort Worth region as a multi-modal, last-mile connection and has been planned for the last 20 years in the long-range transportation plan, Mobility 2045. We applaud recent efforts by DART staff to develop business terms that minimize risk and permit expedited phasing of the bicycle / pedestrian elements.

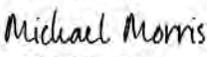
The Regional Transportation Council is committed to funding 100 percent design of the trail corridor which will minimize risk and allow for understanding of the needs of the trail corridor.

The public sector partners below would like to continue our strong partnership with DART and complete 100 percent trail design for the entire trail corridor. In addition, the partners want to ensure construction is expedited and completed prior to the beginning of the Silver Line commuter rail revenue service for each of the "critical" fatal flaw trail bridge sections, as well as the possible construction of other connecting critical sections of the trail if reasonable construction pricing is available by other trail construction contractors.

Further, the partners wish to continue our mutually beneficial partnership with DART to complete all remaining trail sections as a future phase(s) of construction once the commuter rail is operational in order to improve accessibility with each of the Silver Line rail stations and to complete the seamless trail corridor connecting each of our communities together.

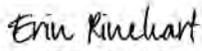
We appreciate your confidence with us as partners and your willingness to facilitate this process and advocate for your member cities and regional partners.

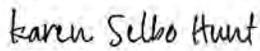
Sincerely,

DocuSigned by:

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Michael Morris, P.E.
Director of Transportation

Chair Wageman and Mr. Gary Thomas
Page Two

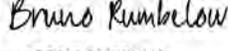
September 9, 2020

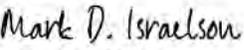
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Erin Rinehart, City Manager
City of Carrollton

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Karen Hunt, Mayor
City of Coppell

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Majed A. Al-Ghafry, Asst. City Manager
City of Dallas

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Bruno Rumbelow, City Manager
City of Grapevine

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Mark D. Israelson, City Manager
City of Plano

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Paul Voelker, Mayor
City of Richardson

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Joe Chow, Mayor
Town of Addison

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J.J. Koch, Commissioner
Dallas County

KK:bw



September 18, 2020

Rick Stopfer
Mayor

Mr. Michael Morris
Transportation Director
North Central Texas Council of Governments
P.O. Box 5888
Arlington, TX 76005-5888

Dear Mr. ~~Michael~~ *Michael* Morris,

It was a pleasure meeting via zoom on July 21, 2020 to discuss current and future opportunities on areas we were able to collaborate to improve mobility in the city of Irving and the greater Dallas Metropolitan area. On behalf of the city of Irving, thank you for your continued support, dedication and vision for improving mobility and increasing the economic vitality of the city of Irving. Your leadership and that of the Regional Transportation Council has been instrumental in bringing several projects to fruition including the Midtown Express Project and the DART Orange Line that benefit our current residents, future generations of residents' and our business community.

In addition to the projects above, the Irving Interchange Project was only possible through a strong shared relationship between the city of Irving, the RTC and your leadership. The project came in under the estimated budget which is a testament to the great work of the NCTCOG and TxDOT staff. Per our discussion, the city of Irving would like to explore opportunities to complete out the remaining portions of the Midtown Express through Irving by expanding the scope of the State Highway 183 2E+ segment.

Moving forward in your assessment of new revenues, we would like to partner on what the next steps would be to complete the SH 183 Midtown Express Project and future transportation projects.

Thank you for your continued support and we look forward to how we can partner in the future.

Sincerely,

Richard H. Stopfer
Mayor
City of Irving

CC: James Bass, Executive Director, TxDOT
Bill Hale, P.E., Chief Engineer, TxDOT
Mo Bur, P.E. District Engineer, TxDOT
Chris Hillman, City Manager, City of Irving
Orlando Sanchez, Assistant City Manager, City of Irving



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

October 6, 2020

Mr. James Bass
Executive Director
Texas Department of Transportation
125 E. 11th Street
Austin, TX 78701

Mr. James Hoffman
Executive Director/CEO
North Texas Tollway Authority
5900 W. Plano Pkwy.
Plano, TX 75093

Mr. Mo Bur, P.E.
Dallas District Engineer
Texas Department of Transportation
4777 E. Highway 80
Mesquite, TX 75150

Mr. Carl Johnson, P.E.
Fort Worth District Engineer
Texas Department of Transportation
2501 SW Loop 820
Fort Worth, TX 76133

Dear Messrs. Bass, Hoffman, Bur, and Johnson:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth (DFW) area, I would like to request that a formal process begin to develop a partnership between our agencies to extend two critically needed projects in our region, State Highway 360 South and the Chisholm Trail Parkway.

These projects are part of a long history of partnership between our agencies and have been operating very successfully. Although we have seen lower traffic volumes during the COVID-19 pandemic, the RTC has been tracking several travel behavior and financial implication performance measures and traffic on toll roads throughout the region have improved since the phased reopening began, with SH 360 having seen both a lower reduction in traffic and quicker recovery than the North Texas Tollway Authority system as a whole. This indicates a need to look at extension of SH 360 to the south because population growth is only expected to continue in the future. The Chisholm Trail Parkway is a key route that serves to reduce congestion on IH 35W into Fort Worth from the south and extending the roadway will allow additional benefits.

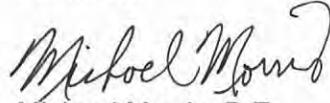
Our region is set to begin an updated to Mobility 2045 next year and this would represent an opportunity to ensure these extensions are included in the plan. The RTC would like to see the environmental review process also begin on these two corridors to expedite extensions and staff will stand ready to assist.

Messrs. Bass, Hoffman, Bur, and Johnson
Page 2

October 6, 2020

Again, thank you for your ongoing partnership on not just these projects, but the transportation system in the DFW region. We look forward to working on extensions to SH 360 and the Chisholm Trail Parkway in the near future.

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

AW:kw

cc: Dan Lamers, P.E., Senior Program Manager, NCTCOG

RECEIVED

OCT 23 2020

TRANSPORTATION

Jon Niermann, *Chairman*
Emily Lindley, *Commissioner*
Bobby Janecka, *Commissioner*
Toby Baker, *Executive Director*



TEXAS COMMISSION ON ENVIRONMENTAL QUALITY

Protecting Texas by Reducing and Preventing Pollution

October 13, 2020

Mr. Michael Eastland, Executive Director
North Central Texas Council of Governments
P.O. Box 5888
Arlington, Texas 76005-5888

Dear Mr. Eastland:

We have scheduled a public hearing to be held on December 8, 2020 at 2:00 p.m. Central Standard Time. The hearing will be conducted remotely using an internet meeting service. Individuals who plan to attend the hearing must register by December 1, 2020. To register for the hearing, please email SIPRules@tceq.texas.gov. The hearing is offered to receive testimony regarding the proposed 2021 Regional Haze State Implementation Plan (SIP) Revision (Project No. 2019-112-SIP-NR). The hearing for the proposed SIP revision is required by 40 Code of Federal Regulations §51.102 concerning SIPs.

You may download all of the documents to be considered at this public hearing at the following Web site: http://www.tceq.texas.gov/airquality/sip/bart/haze_sip.html.

Your attendance and comments are invited. Comments may now be submitted online by accessing the *e-comments* Web page located at <http://www6.tceq.texas.gov/rules/ecomments/>. If you have any questions or need additional information, please contact Ms. Margaret Earnest at Margaret.earnest@tceq.texas.gov.

Sincerely,

A handwritten signature in cursive script that reads "Kristin Jacobsen".

Kristin Jacobsen
Air Quality Division

KJ/sw

cc: Ms. Edith Marvin, P.E., Director of Environment and Development North Central Texas Council of Governments, Arlington
Mr. Michael Morris, Director of Transportation, North Central Texas Council of Governments, Arlington
Ms. Alyssa Taylor, Regional Director, Dallas/Fort Worth (*via electronic email*)

Enclosure

Jon Niermann, *Chairman*
Emily Lindley, *Commissioner*
Bobby Janecka, *Commissioner*
Toby Baker, *Executive Director*



TEXAS COMMISSION ON ENVIRONMENTAL QUALITY

Protecting Texas by Reducing and Preventing Pollution

NOTICE OF PUBLIC HEARING ON PROPOSED REVISION TO THE STATE IMPLEMENTATION PLAN

The Texas Commission on Environmental Quality (TCEQ or commission) will offer a public hearing on December 8, 2020 at 2:00 p.m. Central Standard Time.

The hearing is offered to receive testimony regarding the proposed 2021 Regional Haze State Implementation Plan (SIP) Revision (**Project No. 2019-112-SIP-NR**). The proposed SIP revision would implement the regional haze requirements of the Federal Clean Air Act, §169A and the United States Environmental Protection Agency's (EPA) Regional Haze Rule for the second regional haze planning period. The proposed SIP revision addresses regional haze in Big Bend and Guadalupe National Parks in Texas and Class I areas located outside Texas that may be affected by emissions from within the state. The hearing for the proposed SIP revision is required by 40 Code of Federal Regulations §51.102 concerning SIPs.

The virtual hearing is structured for the receipt of oral comments only. Individuals may present oral statements when called upon in order of registration. Open discussion will not be permitted during the hearing; however, commission staff members will be available to discuss the proposal 30 minutes prior to the hearing. The hearing will be conducted remotely using an internet meeting service. Individuals who plan to attend the hearing must register by December 1, 2020. To register for the hearing, please email SIPRules@tceq.texas.gov and provide the following information: your name, your affiliation, your email address, and whether or not you plan to provide oral comments during the hearing. Instructions for participating in the hearing will be sent on December 4, 2020 to those who registered for the hearing.

Persons who do not have internet access or who have special communication or other accommodation needs who plan to attend the hearing should contact Jamie Zech, Air Quality Division at (512) 239-3935 or 1-800-RELAY-TX (TDD) to register. Accommodation requests should be made as far in advance as possible.

The comment period for this SIP revision (**Project No. 2019-112-SIP-NR**) closes December 9, 2020. Written comments will be accepted through the *eComments* system at <https://www6.tceq.texas.gov/rules/ecomments/>. For additional submission methods, please contact Margaret Earnest at margaret.earnest@tceq.texas.gov.



TEXAS TREES
FOUNDATION

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OCT 26 2020

TRANSPORTATION

October 16, 2020

Commissioner J.J. Koch
Dallas County Commissioner, District 2
Dallas County Commissioners Court
411 Elm Street, 2nd Floor
Dallas, TX 75202

Dear Commissioner Koch:

The COVID-19 pandemic has undeniably reshaped life throughout Dallas County and around the world. During all the chaos, our Dallas County Commissioners have kept us safe, focused, and informed, and we at the Texas Trees Foundation are grateful. As we have been encouraged to wear masks, maintain social distance, and wash hands, there has also been encouragement and a strong call to get outside in the fresh air and sunshine. In fact, during this period when we need to isolate, many are increasingly drawn to nature to seek mental and physical relief from the stresses of these unprecedented times. As a result, the importance of trees, nature and green infrastructure has been magnified and are emerging as extremely important components of our plan for recovery from this pandemic. Collectively, one might even say that they are the heart of our recovery. The Southwestern Medical District Streetscape Plan exemplifies and reflects a Post COVID-19 landscape design for a 21st Century Medical District.

"This is an exciting and transformational project for an incredibly significant center for jobs, technology, and healthcare in the City of Dallas and Dallas County," commented Mayor Pro Tem Adam Medrano. He continued: *"We look forward to Dallas County's support to get this through construction."*

During the time that our team has been sheltering in place, we have been actively connected through technology and have continued to advance the Southwestern Medical District Streetscape Plan. And we are excited to share with you our progress. In summary, we have:

- ✓ Finalized the vision for a 10-acre Green Park at the intersection of Harry Hines Boulevard and Inwood Road, transforming a piece of utilitarian infrastructure into a place for gathering and connecting with nature, while retaining the site's full functionality as the crossroads at the heart of the Medical District.
- ✓ Created a Best Practices Advisory Committee of 61 industry leaders focused on Arts/Humanities, Education/Research, Environment, Economic Development, Operations and Transportation/Mobility that will bring global expertise to critique and elevate the design of Harry Hines, raising the quality of the transportation corridor to a level not before seen in Dallas. We believe this exceptional streetscape design will become a model for others to emulate.
- ✓ Contracted with MIG, Inc. to guide an inclusive and robust Equitable Engagement process to ensure all community stakeholders voices are heard to help ensure that this collaborative design effort is the result of a meaningful public-private partnership unlike anything previously witnessed in our community.

- ✓ Engaged Dr. Evelyn Montgomery, the Old Red Museum's Director of Collections and Exhibits, to research and write the history of the Medical District as a foundational document that will inform the design effort.
- ✓ Engaged a multidisciplinary design team led by Peter Walker Partners and Kimley-Horn Associates to complete construction documents for the Harry Hines streetscape improvements.
- ✓ Contracted with Priority Group Inc. to assist with construction document review and coordinate with government partners regarding the technical aspects of the design.

We are ready to begin design work for the Harry Hines corridor from south of Market Center Boulevard to Butler Street, and from Record Crossing to Mockingbird. In addition, we are preparing to advance the Green Park, the intersection of Harry Hines and Inwood Road, to "30% Design" so that we will qualify as a "shovel ready project" in preparation for actively seeking federal and state funding.

In reviewing the new plans, Michael Morris, Director of Transportation, NCTCOG, noted, *"The Southwestern Medical District Urban Streetscape Master Plan contains a promising mix of transportation options that will ensure our residents' health, safety and overall quality of life remain priorities as our region grows. The Regional Transportation Council has committed an initial installment of \$7 million toward the successful implementation of the project."*

The City of Dallas has requested \$10M from the MCIP 7th Call toward the construction of Harry Hines streetscape improvements. As the private sector partner leading this project, Texas Trees Foundation is hopeful that we can expand our partnership to include Dallas County. We have included with this letter a high level overview of the project but we invite and encourage you to review both the Southwestern Medical District Streetscape Plan and the Green Park Vision Report at <https://www.texas-trees.org/6895-2/> We are also available to discuss these plans should you have questions concerning any information in the enclosed document or on the website.

We consider the Southwestern Medical District Streetscape and Park initiative a tribute to all of the health care workers who have come together from across all sectors of this great Medical District. And, as we reimagine the area they will be in our hearts and minds. This legacy project will provide a respite to renew and revitalize weary bodies and rekindle spirits.

Thank you for helping make this vision a reality.

Sincerely,


Bobby B. Lyle, Chairman of the Board
Texas Trees Foundation


Janette K. Monear, President & CEO
Texas Trees Foundation

CC: Mayor Pro Tem Adam Medrano
Mayor Eric Johnson
T.C. Broadnax
Majed Al-Ghafry
Michael Morris



TEXAS TREES FOUNDATION

RECEIVED
OCT 26 2020
TRANSPORTATION

October 16, 2020

Dr. Theresa Daniel
Dallas County Commissioner, District 1
Dallas County Commissioners Court
411 Elm Street, 2nd Floor
Dallas, TX 75202

Dear Commissioner Daniel:

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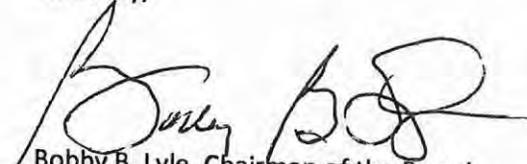
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Thank you for helping make this vision a reality.

Sincerely,


Bobby B. Lyle, Chairman of the Board
Texas Trees Foundation


Janette K. Monear, President & CEO
Texas Trees Foundation

CC: Mayor Pro Tem Adam Medrano
Mayor Eric Johnson
T.C. Broadnax
Majed Al-Ghafry
Michael Morris



RECEIVED

OCT 26 2020

TRANSPORTATION

October 16, 2020

Commissioner John Wiley Price
Dallas County Commissioner, District 3
Dallas County Commissioners Court
411 Elm Street, 2nd Floor
Dallas, TX 75202

Dear Commissioner Price:

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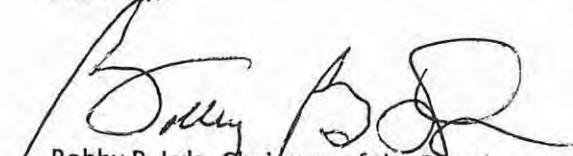
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Bobby B. Lyle, Chairman of the Board
Texas Trees Foundation



Janette K. Monear, President & CEO
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CC: Mayor Pro Tem Adam Medrano
Mayor Eric Johnson
T.C. Broadnax
Majed Al-Ghafry
Michael Morris



TEXAS TREES
FOUNDATION

RECEIVED

OCT 26 2020

TRANSPORTATION

October 16, 2020

Judge Clay Jenkins
Dallas County Judge
Dallas County Commissioners Court
411 Elm Street, 2nd Floor
Dallas, TX 75202

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Bobby B. Lyle, Chairman of the Board
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Janette K. Monear, President & CEO
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CC: Mayor Pro Tem Adam Medrano
Mayor Eric Johnson
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Majed Al-Ghafry
Michael Morris



TEXAS TREES FOUNDATION

RECEIVED

OCT 26 2020

TRANSPORTATION

October 16, 2020

Dr. Elba Garcia
Dallas County Commissioner, District 4
Dallas County Commissioners Court
411 Elm Street, 2nd Floor
Dallas, TX 75202

Dear Commissioner Garcia:

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Majed Al-Ghafry
Michael Morris



October 23, 2020

Michael Morris
Director of Transportation
North Central Texas Council of Governments

Via email: MMorris@nctcog.org

Re: Camp Wisdom Road Upgrade and Beautification

Dear Mr. Morris:

Pursuant to our conversation on October 15, I am writing this letter to request your assistance with upgrading and beautifying W. Camp Wisdom Road, from the east side of Highway 67 to S. Westmoreland Rd. Given the \$200 million private redevelopment of the former Red Bird Mall, including contributions of over \$25 million by the City of Dallas, this section of W. Camp Wisdom Road offers the opportunity to showcase the potential of southern Dallas. The RedBird development will serve as home to: companies providing thousands of jobs; three medical facilities offering quality health care; a 300-unit Class A apartment building; and many retail and restaurants. Improving the appearance of W. Camp Wisdom Road will allow the public street to complement the private development, reflecting the beauty and pride of the Red Bird area. Upgrading and beautifying Camp Wisdom Road, including landscaping, lighting enhanced sidewalks and improved utilities will help with job growth, healthcare enhancement, and improvement to the area in general. Finally, a beautiful W. Camp Wisdom Road should inspire more development on the north side of the street, further advancing the City's goal of investment in southern Dallas.

Should any questions arise, please feel free to contact me at tennell.atkins@dallascityhall.com or at 214-670-4066.

Thank you for your time and consideration,

A handwritten signature in black ink that reads "Tennell Atkins".

Tennell Atkins
Council Member, District 8



October 23, 2020

Good afternoon,

As I indicated in my verbal comments at the RTC Legislative Agenda Work Session, I am encouraged with the RTC's acknowledgement of the importance of public transit as evidenced by the consideration of the transit impact on each of our monthly agenda items. I further appreciate the inclusion of transit prioritization in our legislative agenda. Due to transit's ability to address two very important stated goals of the RTC, congestion and air quality, our prioritization for transit should be emphasized to the fullest extent possible. Therefore, it is imperative, that we push forward to ensure that it is a primary tool used to meet these stated goals. While some of the following may be more detail that can be included in the general Legislative Agenda, I include them all in an effort to have the most comprehensive agenda possible.

Opportunities to work with the state to identify key areas where transit priority can be addressed include:

- Urging the state to end the current strategy of requiring Texas public transit agencies to pay state fuel tax
- Urging the state to include dedicated funding for public transportation in major metropolitan areas in the TXDOT budget
- Urging the state to allocate some of the balance in the Texas Emissions Reduction Plan account to help Texas transit agencies electrify their fleets and deploy zero-emissions vehicles.
- Urging the state to adjust the constitutional language of prop1 and prop 7 so that specific TXDOT funds can be used broadly for "transit" and not just private vehicles.
- Urging legislative authority to allow Texas Local Option Transportation Act (TLOTA).

Thank you for your consideration. I am happy to discuss further, should there be any question.

Sincerely,

Ann Zadeh, AICP
Councilmember District 9
City of Fort Worth
817 392 8809
ann.zadeh@fortworthtexas.gov



Dallas Area Rapid Transit
P.O. Box 660163
Dallas, TX 75266-0163
214-749-3278

October 23, 2020

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

Dear Mr. Morris:

I am writing to you on behalf of Dallas Area Rapid Transit (DART) regarding the transit funding approaches and legislative agenda topics discussed at the October 8, 2020 Regional Transportation Council's (RTC) Legislative Workshop that occurred prior to the monthly RTC meeting.

We appreciate the enthusiasm shown by the RTC to discuss regional transit operational needs and funding initiatives. We found that the five funding approaches presented at the workshop were creative in terms of potentially reducing costs and creating efficiencies; however, they are policy items and require input from our Board of Directors before we can respond to them. We look forward to the opportunity to collaborate with the RTC further to enhance and expand public transportation options for millions of riders across the North Texas region. We appreciate that these five approaches will afford the DART Board with another opportunity to discuss regional policies over the coming months, and we look forward to providing the RTC with comments, suggestions, or new ideas related to the approaches presented at the workshop.

DART is generally supportive of the RTC's State Legislative topics for the 87th Texas Legislative Session as several of the topics presented, such as Improve Air Quality and Pursue Innovation, Technology, and Safety align strongly with DART initiatives. The DART Board is currently considering items to place on the agency's State Legislative Agenda, and we will communicate those to you once they have been approved.

Thank you for giving us this opportunity to provide you with feedback. Please contact me at 214-749-2544 or by email at gthomas@dart.org if you have any questions.

Sincerely,

Gary C. Thomas
Reviewed and approved, but not signed due to
COVID-19 Coronavirus Pandemic

Gary C. Thomas
President/Executive Director

c: DART Board
Joseph Costello, DART Chief Financial Officer
Edie Diaz, DART Vice President, Government and Community Relations

From: [Michael Morris](#)
To: [Rebekah Hernandez](#); [April Leger](#); [Angela Alcedo](#)
Subject: FW: Regional Transportation Council Legislative Program for the 87th Texas Legislature Input
Date: Friday, October 23, 2020 5:42:40 PM

RTC correspondence.....MM

From: Melissa Baker <mebaker@cityofirving.org>
Sent: Friday, October 23, 2020 1:48 PM
To: Michael Morris <MMorris@nctcog.org>; Rebekah Hernandez <RHernandez@nctcog.org>
Cc: Chris Hillman <chillman@cityofirving.org>; Orlando Sanchez <osanchez@cityofirving.org>; Daniel Vedral <dvedral@cityofirving.org>
Subject: Regional Transportation Council Legislative Program for the 87th Texas Legislature Input

Good afternoon Michael/Rebekah,

On behalf of our City Manager Chris Hillman, thank you for the opportunity to provide input on the Regional Transportation Council's Legislative Program for the 87th Texas Legislature.

We appreciate your work and that of the RTC supporting both the City of Irving and the entire North Texas Region.

The City of Irving does support adequately funding transportation, improving air quality, pursuing innovation, technology and safety, expanding transportation options and supporting transportation planning and land use.

We would like to specifically draw attention to sections of your legislative agenda that are of the utmost significance to the City of Irving which include adequately funding transportation and utilize tools and expand transportation options.

Thank you again for this opportunity to provide comments on the RTC's Legislative Program.

Melissa Baker

DRAFT TOPICS FOR THE REGIONAL TRANSPORTATION COUNCIL LEGISLATIVE PROGRAM 87TH TEXAS LEGISLATURE

Adequately Fund Transportation and Utilize Tools

- Ensure fair-share allocation of funds to metropolitan regions
- Identify additional revenue for transportation
- Support full appropriation of funding initiatives previously approved by the Legislature
- Allow for the ability to utilize tolling, managed lanes, debt financing and public-private partnerships in large metropolitan regions through a local decision-making process
- Authorize the use of a Comprehensive Development Agreement for specific needed projects

- Work with MPOs to allow tolled managed lanes with restrictions

Improve Air Quality

- Modernize and increase flexibility in the Local Initiative Projects (LIP) through a restricted program focused on transportation and air quality improvements; appropriate LIRAP's residual balance of previously collected funds back to counties
- Appropriate and protect TERP revenue balance; ensure funds are utilized for projects that meet the intent of the program and provide equity among fuel types
- Support system reliability, congestion relief, and encourage trip reduction strategies
- Support legislation that improves air quality

Pursue Innovation, Technology, and Safety

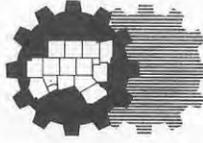
- Utilize innovation in high-speed transportation, transit, autonomous vehicles, and freight
- Support the collaboration between local governments, the military, the State, and FAA to advance regulations for the safe operations of unmanned aircraft vehicles
- Plan for shared mobility solutions; enable transportation data sharing and accessibility with appropriate privacy protection
- Increase safety, including but not limited to texting while driving, speed limits, driving under the influence, bicycle and pedestrian safety

Expand Transportation Options

- Plan, fund, and support the implementation of all modes of transportation, including transit
- Support legislation regarding excess rail liability that would allow North Texas transit agencies to operate on additional rail corridors as part of the regional transportation system.
- Retain eminent domain authority to allow planning and development of new and/or expanded transportation corridors including high speed rail, commuter rail, freight rail, roadways, and trails

Support Transportation Planning and Land Use

- Provide tools that would promote compatible development around military installations and training areas
- Support efforts to utilize performance-based planning to select high-quality transportation projects that are suitable for each region
- Support the use of State right-of-way for appropriate transportation projects



North Central Texas Council Of Governments

October 30, 2020

Mr. Vic Cervantes
President
McKinney Avenue Transit Authority
3153 Oak Grove Ave
Dallas, TX 75204

Dear Mr. Cervantes:

RE: Emergency Funding Authorization for McKinney Avenue Transit Authority for Rail Liability Insurance to Avoid Shutdown of Service

In response to your request for emergency assistance regarding McKinney Avenue Transit Authority's (MATA) potential gap in rail liability insurance, I am writing to confirm that the North Central Texas Council of Governments (NCTCOG) along with the Regional Transportation Council (RTC) stand committed in supporting MATA and finding a resolution to this issue. You indicated that MATA may have no choice but to discontinue service as of November 2, 2020, without the RTC's immediate funding assistance. While efforts are underway in finding a regional solution for all transit authorities, MATA's immediate need must be addressed now. As such, I am exercising the emergency authority granted to me by the RTC to authorize emergency funding up to \$400,000 for expenses associated with rail liability insurance premiums to ensure continuity of service.

Over the coming weeks, staff will seek RTC ratification of this emergency funding along with Executive Board authorization to amend the existing agreement between NCTCOG and MATA related to expansion of service. NCTCOG will modify insurance requirements outlined in the existing agreement with MATA to reflect current market conditions with the understanding that MATA will continue to exhaust all avenues in seeking coverage including possibly partnering with Dallas Area Rapid Transit.

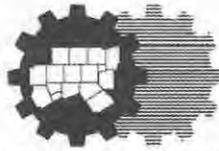
We look forward to a continued partnership with MATA as we work together to ensure that safe and reliable transit operations continue without interruption. If you have any questions or would like further clarification, please contact me at (817) 695-9241 or at mmorris@nctcog.org.

Sincerely,

Michael Morris, P.E.
Director of Transportation

SS:tmb

cc: Roger Harmon, RTC Chair, Judge, Johnson County
Gary Thomas, President/Executive Director, DART



North Central Texas Council of Governments

November 2, 2020

Office of Administration
Mail Stop: TWFN-7-A60M
ATTN: Program Management
Announcements and Editing Staff
U.S. Nuclear Regulatory Commission
Washington, DC 20555-0001

Dear U.S. Nuclear Regulatory Commission Staff:

The North Central Texas Council of Governments (NCTCOG) serves as the 12-county Metropolitan Planning Organization (MPO) for North Central Texas, which is centered around the two urban centers of Dallas and Fort Worth. As the region's MPO, NCTCOG is responsible for transportation planning for the entire region. Part of these responsibilities include planning for goods movement, including rail and roadway planning, through our long-range metropolitan transportation plan. NCTCOG would like to submit comments on the United States Nuclear Regulatory Commission notice published in the May 8, 2020, Federal Register, Docket ID NRC-2016-0231.

North Central Texas has significant rail activity throughout the region. Three Class 1 and two short line railroads, three commuter rail operations and Amtrak all use a shared rail network to move passengers and goods through the region. The increasing number of train operations in the system network has led to rail congestion and delay that clearly limits the amount of rail traffic the network can support. NCTCOG and its regional rail partners understand that these issues need to be addressed to meet current and future rail movement demands. To that end, NCTCOG and its rail partners are investing in a Regional Rail Information System (RRIS). The implementation of a regional rail information system will allow for the timely exchange of accurate information between the rail agencies within the region.

NCTCOG supports the safe and expedited movements of all goods through the region. The use of proper safety protocols and designated routes will allow hazardous material including spent nuclear fuel and greater-than Class C waste to move through the region without stoppage or delay. The federal government, through the Fixing Americas Surface Transportation (FAST) Act, has required more information sharing about the class of hazardous materials that move through cities and counties. RRIS technology can benefit a wide variety of rail issues including tracking the movement of hazardous materials that come into, out of and through the region. To ensure hazardous materials, move through the region expeditiously and safely as possible, the RRIS can be a great resource in helping the railroads and local authorities (hazardous material responders and other first responders) communicate. Hazardous material shipment information can be shared in real time with applicable agencies. Thus, hazardous material movement can move through the region with the safety, visibility and precautions needed. The tracking of hazardous material would be an enhancement to the existing RRIS system.

November 2, 2020

Even though we are moving ahead with an integrated System anyway, Federal interests should consider large metropolitan regions along the route be required and Congress pay for Regional Rail Information System technology as a condition of this action. This hazardous material tracking enhancement option would reduce health and security risk from spent nuclear fuel and greater-than Class C waste being exposed to citizens along the route. The cost of such systems is very cost effective and have tremendous broader benefits to the community.

Further contact can be made to Michael Morris, P.E., staff director of the NCTCOG Regional Transportation Council, at mmorris@nctcog.org.

Sincerely,

A handwritten signature in black ink that reads "Mike Eastland". The signature is written in a cursive, flowing style.

Mike Eastland
Executive Director

JH:lk

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

Bell completes vehicle demonstration with NASA in Fort Worth

By Evan Hoopfer, Dallas Business Journal

Bell successfully completed a demonstration with the National Aeronautics and Space Administration for one of its smallest vehicles, the Fort Worth-based manufacturer announced Wednesday.

The Bell Autonomous Pod Transport 70 launched from Floyd Carlson field in Fort Worth and flew a preprogrammed 10-mile path along the Trinity River.

Back in 2018, Bell was [chosen by NASA](#) to participate in Systems Integration and Operationalization activity. The SIO included flight demonstrations of different types of Unmanned Aircraft Systems.

Monday's demonstration was meant to learn more about how APT 70 could perform when transporting time-sensitive medical cargo like human organs. Data collected from the test will be used as the Federal Aviation Administration crafts certification guidelines for these types of vehicles.

APT 70 weighs more than 300 pounds. Monday's demonstration was conducted at 500 feet. "That is significant because most of the regulations out there are for Part 107 aircraft, so that's 55 pounds or smaller and for altitudes up to 400 feet," said Jennifer Andrews, Bell SIO project lead.

Bell has spent decades producing helicopters and tiltrotors for commercial and military customers. As the company evolves, it wants to be known more as a technology company and is trying its hand at producing other types of vehicles like [air taxis](#) and APT 70.

Bell envisions APT 70 conducting transport missions — offshore delivery, third-party logistics, humanitarian relief — with payloads up to 70 pounds. APT 70 is also capable of autonomous flight.

John Wittmaak, APT program manager at Bell, said the goal is to commercially certify APT 70 by the middle of this decade. Although this technology must go through the rigor of the FAA certification process, Wittmaak said eventual market deployment of APT 70 is a 'When,' not an 'If,' especially considering how these missions are currently being conducted.

"We see a number of different use cases that are pretty interesting and have a lot of potential from a business standpoint of saving companies' money," Wittmaak said. "There are cases where helicopters are being used to fly papers around, literally just because of time sensitivity."

Former mall site in Tarrant County will soon be a 52-acre mixed-use development

By Ryan Salchert, Dallas Business Journal

The former site of North Hills Mall in North Richland Hills will soon be home to City Point, a 52-acre mixed-use development by Farmers Branch-based Centurion American Development Group.

The new development is expected to include 366 single-family homes, including bungalows and townhomes; 400 to 600 new apartment units and 60,000 square feet of commercial space.

This commercial space will include office, retail and restaurant space. New Synergy will build City Point's bungalows and urban homes while CB Jeni will build the townhomes. The NRP Group, based out of Cleveland, will build the apartments. The project is set to break ground next week.

The new development will be built in phases, though it is not clear which portions of the development will break ground first. The entire project is expected to take seven years to be fully built out.

Since 1990, Centurion American has developed approximately 30,000 single-family lots in dozens of master-planned communities in North Texas.

In August, the *Business Journal* reported that Centurion American had [purchased more than 500 acres](#) in Little Elm for a 2,000-plus home master-planned community. In Anna, the company is working on a [325-acre master-planned community](#) called Hurricane Creek North.

The company is also no stranger to mall redevelopments. Centurion American is currently underway with a \$1 billion redevelopment of the former Collin Creek Mall in Plano. In late August, the company [offered \\$15 million](#) to buy the former mall's J.C. Penney Co. Inc. store.

What's planned for the former Texas Stadium site in Irving? Curious Texas investigates

The stadium, which opened in October 1971, was known as the home of the Dallas Cowboys.

By Nataly Keomoungkhoun, Dallas Morning News

After nearly four decades of sporting events and concerts, more than 20,000 people gathered in April 2010 to watch as an implosion leveled Texas Stadium in Irving.

The stadium, which opened in October 1971, was known as the home of the Dallas Cowboys.

It was also recognized for its gaping hole at the top of the stadium, a result of abandoned plans for a retractable roof. In the 1980s and 1990s, The Jacksons, Madonna and Willie Nelson performed at the stadium to crowds of 65,000 people.

After the Cowboys moved to AT&T Stadium in Arlington, the site of the former Texas Stadium has remained vacant. That's why reader Don Walther asked Curious Texas: "What is being planned for the former Texas Stadium site in Irving?"

The city of Irving leased the site to the Texas Department of Transportation to be used as a staging area for a construction project, said Philip Sanders, assistant city manager for the city of Irving. *The News* reported in July that the site will be part of a major construction project called the Diamond Interchange.

The \$355 million project will begin in October. It will interconnect Highway 114, State Highway 183 and Loop 12. The diamond interchange will be constructed by TxDOT and is expected to be completed in 2025, according to a news release.

"After it's complete, what will happen is it will provide much better access to the properties in and around the convergence of those three highways," Sanders said.

Another piece of infrastructure being added to the site of the former stadium is a 500-foot ["Signature Bridge"](#) that will span SH 114. The bridge, slated to be finished by the end of the year, will connect from the site to a new Dallas Area Rapid Transit (DART) Orange Line Station and more developable land.

Sanders said he expects the city to be in a position to develop that land for residential, retail and office space after the projects are complete.

"We do have a vision and a plan, and we're implementing that plan," Sanders said. "And one of the major implementation pieces is getting the roadway improvements made, and we're pretty excited about it."

DCTA installs counters along A-train Rail Trail to track usage

With the addition of these new counters, DCTA has six total counters to track its rail trail usage.

Denton County Transportation Authority (DCTA)

The Denton County Transportation Authority (DCTA) has installed four automated pedestrian and bicycle counters along the 19-mile A-train Rail Trail.

The agency's rail trail counters are a part of the same system that is used by many government and transportation agencies in North Texas. With the addition of these new counters, DCTA has six total counters to track its rail trail usage.

The Eco-Counter Urban MULTI counts pedestrians and cyclists separately with a single counter. The water-proof counters use ZELT inductive loop and passive pyroelectric technology to make the distinction between the two user types.

Urban MULTI counters are optimized to count large groups of pedestrians and cyclists with high accuracy, making it ideal for high-volume multi-use paths. They are permanently installed inside a metal bollard house that blends into the surrounding natural environment. In addition, the counters can also detect the direction of travel.

The automated counters will capture the amount of traffic and usage in certain areas of DCTA's rail trail. This is especially helpful during this time as trail usage across the country has surged during the pandemic. Below are key monthly tracking data metrics DCTA will analyze utilizing the counters:

- Number of people using the rail trail (cyclists and pedestrians)
- Areas of high traffic along the rail trail
- Where people are accessing the rail trail

"The installation of these automated rail trail counters will allow us at DCTA to better understand bicycle and pedestrian transportation trends in Denton County and surrounding areas," said Ann Boulden, DCTA director of capital development. "Capturing this rail trail data is essential to help with our goals of improving air quality and providing mobility alternatives for the many communities we serve."

DCTA will use the data received to provide better reporting of rail trail utilization to its board of directors. In addition, the data will help the agency best determine future rail trail amenities and safety enhancements such as signage, mile markers, lighting and benches.

EPA funds 12 anaerobic digestion projects

By Erin Voegele, BioMass Magazine

The U.S. EPA on Oct. 1 announced it is awarding \$3 million to 12 food waste anaerobic digestion projects. The awards relate to the Winning on Reducing Food Waste Initiative, a partnership between the EPA, USDA and Food and Drug Administration that was launched in October 2018 that aims to reduce food loss and waste through individual and combined federal action.

Anaerobic digestion is a strategy included in EPA's food recovery hierarchy that is preferable to landfilling or incineration because it reclaims resources, allowing food waste to be converted into fuel or fertilizer. This saves money and helps to reduce environmental impacts. The twelve projects selected for funding are:

Central New York Technology Development Organization in Liverpool,

New York—\$235,440: TDO plans to use the funds to upgrade an existing facility by purchasing a baler to increase the volume and diversity of the processed feedstock, including packaged food waste and food waste with more contaminants. The investment will improve the capacity of the anaerobic digester and enable it to take in feedstocks that have higher percentages of packaging. The facility can then ship out bales of aggregated packaging rather than filling dumpsters with loose packaging, ultimately decreasing the costs associated with disposing of packaging and increasing processing speed.

Center for EcoTechnology in Northampton, Massachusetts—\$290,422: The Center for EcoTechnology plans to work with government agencies, haulers, food businesses, trade associations, and other entities in New England and the Mid-Atlantic to provide technical assistance, training and capacity building that will develop and disseminate anaerobic digestion resources.

City of Oxnard in Oxnard, California—\$182,000: The city plans to conduct a feasibility evaluation of the city's organic waste for anaerobic digestion and to test run delivery to the city's wastewater treatment plant for co-digestion.

Dickinson College in Carlisle, Pennsylvania—\$300,000: The college's project aims to advance co-digestion of food waste in small-scale farm digesters in the Mid-Atlantic region and nationally. The cornerstone of the project is a co-digestion demonstration for a dairy digester scaled to regionally common farm size of less than 150 cows. The project is significant because there is currently no cost-effective model for digester operation on farms with less than 500 cows. The project builds on a program already established by the Dickinson College Farm and dining service that diverts dining hall food waste to mini digesters built by the college.

Diversion of food waste from local schools and breweries will be incorporated into the program, amounting to approximately 350 tons of food waste diverted per year. The project also includes research to optimize feedstocks, extensive outreach efforts, case studies and a video documentary.

Emory University in Atlanta, Georgia—\$298,502: The university plans to establish a prototype on its campus as a demonstration site for how to design anaerobic digestion that eliminates environmental justice concerns while demonstrating a solution for increasing

anaerobic digestion of food waste that can be replicated by universities, corporations, local communities and governments. The prototype will address environmental justice concerns, including odor, noise, air quality and water quality.

Montana State University in Bozeman, Montana—\$300,000: The grant awarded to the university will fund a 12-household, 2-year pilot study in Bozeman that will assess the potential of anaerobic digestion of food scraps to produce biofertilizer at the household level.

Students, in cooperation with the city of Bozeman, will analyze the food waste generated by the households, develop mixes of food waste that can be anaerobically digested to nutritive fertilizers, and assess two different types of anaerobic digesters for their effectiveness and household usability. Following the conclusion of the research, students will produce outreach materials and conduct a workshop to facilitate the upscaling of anaerobic digestion in households.

North Central Texas Council of Governments in Arlington, Texas: The council plans to coordinate with stakeholders in the North Central Texas region to complete a food waste to fuel feasibility study.

Florida Atlantic University in Boca Raton, Florida—\$195,426: The university plans to systematically develop the science needed to build the foundation of a regional organics diversion model that takes advantage of excess digester capacity at local wastewater treatment facilities.

University of California-Davis in Davis, California—\$299,000: The university plans to demonstrate a system for biomass recycling that produces a concentrated ammonia fertilizer by optimizing their current digester system.

University of Illinois-Chicago in Chicago, Illinois—\$300,000: The university's Energy Resource Center will partner with state agencies, industry experts, water resource recovery facilities and communities, while leveraging the U.S. Department of Energy's technical assistance outreach programs. The project is expected to provide at least 20 anaerobic digestion technical assessments utilizing EPA's Co-Digestion Economic Analysis Tool (CoEAT) along with other tools, and will provide technical support to facilities and communities evaluating the use of new and existing anaerobic digesters to divert food waste from landfills.

Educational assistance will be provided through workshops, training webinars and several anaerobic digestion project profiles.

University of Missouri-Columbia in Columbia, Missouri—\$299,000: The university plans to use the funding to increase the use of anaerobic digestion for organic waste treatment and promote operational innovations for digestate management. The university also plans to establish partnership programs and training for farmers, schools, anaerobic digestion companies and governments.

Washington State University in Pullman, Washington—\$129,727: WSU's Center for Sustaining Agriculture and Natural Resources will use the grant to leverage data derived from WSU's partnerships with other state institutions to identify three optimal areas in Washington for developing successful, multi-partner digester projects. WSU will then take advantage of the team's expertise in research and extension relating to anaerobic digestion to interview potential anaerobic digestion partners, with the goal of exploring their interest in anaerobic digestion

projects, the potential benefits and constraints that would affect their participation, and their particular industry's risks and risk thresholds. The team will produce tailored research briefs to address concerns specific to each group of stakeholders and bring the most appropriate and willing stakeholders together in project charrettes to lay out tangible groundwork for viable anaerobic digester projects.

Fort Worth's proposed wastewater plant prompts worries about effect on Trinity River

by Haley Samsel, Fort Worth star-telegram

At a virtual public meeting on Monday, concerns over the environmental impact of Fort Worth's first new wastewater treatment plant since the 1950s will come to a head as both Tarrant Regional Water District officials and Trinity River enthusiasts seek to protest the city's proposals.

For much of the past 20 years, Fort Worth has planned to [build the Mary's Creek Water Reclamation Facility](#) to accommodate growth in businesses and homes in the western part of the city. The city operates only one wastewater treatment plant: The Village Creek Water Reclamation Facility in east Fort Worth, which serves most of Tarrant County and parts of Johnson County.

"The kind of plant that we're talking about building, it's state-of-the-art, world class," said Chris Harder, Fort Worth's water director. "We are not cutting costs when it comes to the actual plant design and construction, and the expectations on the water quality from this are as high as they can possibly be."

While Fort Worth has owned the 100-acre plot next to the creek since 2011, [the city began to seriously pursue a wastewater discharge permit](#) from the Texas Commission on Environmental Quality in 2016, Harder said. The commission issued a draft permit in March, indicating its initial approval of Fort Worth's plans to discharge treated wastewater into Mary's Creek without negatively affecting water quality of the creek or the Clear Fork of the Trinity River.

Since then, the permit [has faced hurdles](#) in the form of opposition from the Tarrant Regional Water District, which is the primary supplier of raw water to 11 North Texas counties and oversees water quality in parts of the Trinity and four major reservoirs.

Water district officials [filed a formal protest with the TCEQ](#) in April, citing computer modeling data that predicted potential harm to the Trinity's water quality downstream and an increased risk of a blue-green algae bloom, particularly in summer months when Mary's Creek runs dry.

That protest, along with public comments from people who use the creek for fishing and boating, led the TCEQ to [hold a public meeting at 7 p.m. Monday](#). The dispute may end with a contested case hearing, which is similar to a civil trial in state district court.

The Tarrant Regional Water District wants Fort Worth to either use the facility's water for irrigation, therefore eliminating the need to discharge it into Mary's Creek, or to let the Tarrant Regional Water District pay for pipelines to transfer the majority of the wastewater effluent to another lake so it can be more diluted and provide water supply for the region, said Woody Frossard, the district's environmental director.

"We do support the city in their need to develop additional wastewater treatment to handle the growth of the city," said Dan Buhman, the deputy general manager of the water district. "We just support an option that does that with no negative impacts to water quality, and with positive impacts to water supply costs. We think there's a viable solution that does that."

While the city's analysis meets TCEQ standards, the permit application does not encompass how the wastewater discharges could affect the Trinity downstream, according to Frossard.

During the summer, discharges from the treatment plant could make up 99% of the Trinity's flow through Clear Fork, Frossard said.

Without other sources of water to dilute the wastewater, Frossard worries that [blue-green algae, or cyanobacteria](#), would bloom during the busiest recreational months of the year and negatively affect the ecosystem. Several dogs [who swam in an Austin lake](#) last year died as a result of an algae bloom, he noted.

"We're very concerned that it will create a condition that will cause a public health issue," Frossard said. "Once we start seeing that issue, we would have to shut the river down for public contact."

City officials say that the wastewater will improve the health of the creek by making it less stagnant and therefore less prone to algae blooms. The plant will remove enough nitrogen and phosphorus during the treatment process to where blooms will not be an "issue at all," Harder said.

"We would never have sited this location where we did without a discharge in Mary's Creek," Harder said. "You don't ever see plants designed in one location, and then the effluent discharged miles and miles away. You could see that kind of situation with secondary discharges or alternate discharges, but you still want to have the primary discharge on the creek that the plant is located on."

This is not the first conflict between Fort Worth officials and water district leaders, who during a City Council meeting in August [debated the district's efforts to grow its influence](#) over real estate development connected to its water sources.

Frossard said it is not unusual for the Tarrant Regional Water District to weigh in on projects that affect the Trinity or reservoirs it oversees. But Harder said he was surprised when the water district filed its formal protest, and does not think the alternative proposals are feasible because of the high operational costs of transporting the wastewater and the years it takes to get permits from the TCEQ.

The disconnect between the water district and city leadership over the environmental impact of the Mary's Creek plant is concerning to Teresa Patterson, who serves as the paddle trail manager for the Trinity Coalition, a nonprofit organization focused on improving the river.

The coalition has encouraged fly fishermen and others who use the Trinity to comment on Fort Worth's proposal through the TCEQ website.

"As a private person, as a member of an environmental-oriented nonprofit, and as a person who's on the river all the time, this is incredibly alarming to me to find out that the city won't talk to the current regional water district, who is one of the caretakers of our waterways," Patterson said. "That's, frankly, terrifying."

Buhman said he would like to find a way for the two parties to negotiate openly, but the looming possibility of the contested case hearing is "hampering" their ability to do so.

If the TCEQ approves the city's permit request, the design and construction process would still take between five and six years before the Mary's Creek plant is fully operational, Harder said.

In the meantime, Frossard and Buhman hope that the city will look beyond the requirements of the permit and think about how discharging the wastewater into the creek could affect the ecosystem downstream.

"The river is a focal point of the residents here of Fort Worth and the region," Buhman said. "I know the city is interested in protecting it just as much as we are, and so I think they should want to look all the way downstream, just like we do."

More than 90 prospects are in Fort Worth's relocation/expansion pipeline

By Bill Hethcock, Dallas Business Journal

Fresh off announcements of two new companies that will call Fort Worth home, and with 90-plus prospects in the pipeline, North Texas' second largest city is more than holding its own on the economic development front.

But the challenge during the COVID-19 health and economic crisis is balancing the pursuit of new companies and jobs with the needs of existing businesses, said [Brandom Gengelbach](#), the new CEO of the 1,700 member Fort Worth Chamber of Commerce.

Western apparel maker Ariat International Inc. will open its new regional distribution center this fall in Fort Worth, the company announced Sept. 17. Some 75 employees will work at the center initially, but by the end of 2024, 450 full-time jobs are expected to be created.

In addition, aviation supply chain company Incora is moving its global headquarters from southern California to Fort Worth, Texas Gov. [Greg Abbott](#)'s office announced Sept. 15. Incora, previously known as Wesco Aircraft Hardware Corp., already has two offices in Fort Worth and is planning a \$6 million capital investment at the new facility that could have up to 239 workers, the governor's office said.

Gengelbach, who took the reins at the chamber in August after the retirement of longtime president [Bill Thornton](#), said Ariat and Incora's announcements came to fruition after about two years each in the economic development pipeline. Despite the challenges of COVID-19, the Fort Worth Chamber has a healthy 90-plus prospects in its pipeline now, Gengelbach said.

Fort Worth boasts a small-town feel with big-city perks, an entrepreneurial spirit and a surprisingly low cost of living that further underlines its desirability, Gengelbach said. He said he hopes to bring further energy, vision, and a collaborative approach to the ongoing development of the area's economy.

Gengelbach discussed the city's goals and challenges:

It's obviously a challenging time to take over leadership of the chamber. What is your focus?

I think there's really two areas of focus for us:

Continuing to support businesses in Fort Worth in any and every way we can to help them survive during COVID, then the other is really setting the foundation for the future vision that we have for the Fort Worth region and for economic development in the Fort Worth region. It's hard to get too far ahead on the vision piece when we've got small businesses struggling and restaurants and bars struggling and downtown struggling and people not coming back to work.

It's been a challenge to cast that vision and be able to talk about what lies ahead, but not at the expense of the difficulty and frankly tragedy that's happening with a lot of the businesses in Fort Worth and of course in DFW and across the country.

What is Fort Worth's downtown facing right now?

We're especially proud of downtown Fort Worth because of how nice and clean and fun it is to be able to hang out there. Sundance Square is a real jewel of Fort Worth. But when you are relying on conventions and visitors to frequent the area, that obviously makes it extremely difficult during COVID for the restaurants and the stores and bars to be able to meet the needs when there are no customers from the convention and visitors standpoint. That's been a big challenge.

Then from the office standpoint, while there are several offices that are open and a lot of offices have key personnel there, there's just not enough of a pool of people there to help these businesses that are in really rough shape facing COVID. That's something we continue to see and hear and something that's going to continue to be a challenge for us during COVID.

What is the chamber doing on those fronts?

The big piece for us is to be able to provide support in any and every way that we can for the businesses. When it's during COVID and a pandemic, yes, we are a membership organization, but more importantly we're here to help preserve the Fort Worth economy the best we can under the circumstances.

What are a couple of examples?

We've done a lot of different things, such as when things were just beginning to open after shelter in place, we handed out PPE through a partnership with Facebook and Hillwood.

We handed out over 500,000 masks and I don't know how many gallons of hand sanitizer to those businesses that were opening so they wouldn't have to incur those PPE costs directly.

We did that in partnership with the Black Chamber and the Hispanic Chamber.

Also, Facebook was very gracious to provide us a \$250,000 grant where we were able to provide grants to small businesses in the Fort Worth market that were really hurting.

Then the city has almost \$15 million of CARES Act funding so we've been instrumental in partnering with the city to make sure that we have an application review process for the businesses that are going through COVID that are applying for CARES Act funding.

How is the recruiting of outside businesses going?

Like a lot of places in DFW, we're very busy on the economic development front.

Businesses have a little more time to perform some site search and due diligence from wherever they're located. I also think that from between densely populated areas like New York and San Francisco and Chicago and also from some of the recent bills and legislation that has been passed in California and Portland and other areas regarding taxing of high-paid executives, that has created a tremendous amount of interest.

And I think from an overall standpoint when you see some of the social unrest, people are recognizing that Fort Worth and DFW is an optimal place for businesses to consider.

Are companies making site visits?

We are doing socially distanced site visits. We've probably had eight or nine since March.

We've probably done half a dozen virtual site visits. A lot of it in my opinion is these organizations setting things up and getting their data and information so when there is a vaccine and there is some return to normalcy, I think you'll see a huge pickup. While I am disappointed and frustrated like everyone else, I think the growth for Fort Worth and for DFW after this is going to be huge. I think we're going to be very blessed to come out of this a lot stronger than other places in the country.

How many companies do you have in your pipeline?

We're in the 90s in terms of the amount of businesses that are interested in the area, which is above where we usually are at this time of year.

What size businesses are those 90-plus?

They're all over the place. We've got things from corporate headquarters to manufacturing, distribution. We've got everything from 30 to 50 employees to 5,000 for one project that we're working on. It's all over the board. It shows we are going to continue to be competitive once a vaccine is introduced and we can get on the other side of this.

What else would you like to add?

I think that Fort Worth, like a lot of communities in Texas, has been very blessed to be able to have job announcements during COVID. That's a rare thing to have. We had two last week.

To have those announcements, which were probably two years in the works for each of them, was a big deal and can hopefully give people hope that there's movement going on.

North Texas Bicycle and Pedestrian Project Awarded \$23.5 Million

By Dominga Gutierrez, NBCDFW

The Regional Transportation Council recently approved \$23.5 million in federal funding for construction of 12 active transportation projects in Collin, Dallas and Tarrant counties.

The entities awarded funding will contribute \$3.5 million in local match, bringing the total investment in the region's bicycle and pedestrian facilities to \$27 million as part of the 2020 Transportation Alternatives Call for Projects.

The projects will provide connections to schools and major hubs of employment in certain parts of the North Texas area for residents bicycling and walking, while increasing safety.

Data shows that during the coronavirus pandemic, as people have shifted from the office to working from home, trails across the Dallas-Fort Worth area have seen a significant increase in usage. With school underway across the region and in-person instruction an option many families have chosen, the increased emphasis on bicycling and walking could also extend to students.

In Dallas, three 'Safe Routes to School' projects will improve access to the following schools:

- Burleson Elementary School
- Comstock Middle School
- Rosemont Primary School
- Rosemont Elementary School
- Zaragoza Elementary School

Projects near the following Arlington schools were also awarded funding:

- Crow Leadership Academy
- Thornton Elementary School
- Webb Elementary School

The 'Safe Routes to School' projects could lead to the reduction of local traffic congestion and improved air quality by reducing the number of vehicle trips necessary to transport children to and from school, according to the organization.

An additional \$16.5 million in federal funding was awarded for the construction of other regionally significant projects consisting of trails and separated on-street bikeways in Dallas, Fort Worth, Garland, Plano and Richardson.

The projects will implement significant sections of the Regional Veloweb network, providing commuting access to transit and major destinations, and improving safety and comfort for people making bicycle trips, according to the organization.

Among the six active transportation projects is a \$6 million initiative to provide bicycle and pedestrian improvements along Rowlett Road/Duck Creek Drive in Garland.

A \$2.3 million project in Fort Worth would involve construction of separated bike lanes and the addition of bicycle traffic signals and bike-pedestrian counters along East Fourth Street/East First Street.

<https://www.nbcdfw.com/news/local/north-texas-bicycle-and-pedestrian-project-awarded-23-5-million/2453541/>

Green pavement markings could make Texas streets safer for cyclists

UTA study looks at effectiveness, criteria of green pavement intended to make urban biking safer

By Herb Booth, UTA News

A University of Texas at Arlington civil engineer is investigating the effectiveness of implementing green pavement markings to denote where bicyclists have dedicated lanes or share the road with motorists.

This Texas Department of Transportation (TxDOT)-funded research project will examine the use, safety, longevity and performance of the pavement markings, which are painted green to increase their visibility to cyclists, pedestrians and motorists.

Katie Kam, a UT Arlington assistant professor of research, will team with Professor Steve Mattingly, Assistant Professor Kate Hyun and Assistant Professor Taylor Li, all from the Department of Civil Engineering.

The \$299,695 TxDOT research project is funded through the agency's Research and Technology Implementation program.

"This is a TxDOT effort to see whether green pavement markings perform well and make cycling safer, thus potentially encouraging more cities to install them and more people to bike," Kam said. "The study will examine if increasing the visibility of the bike facilities with the green color encourages more biking, which in turn helps cities improve air quality and health outcomes."

She said TxDOT is also interested in the safety and performance of the materials used for the markings, such as how long they last, their traction and their reflectivity at night.

Kam and her team will first collect information for TxDOT that details which cities have green pavement markings. Current examples outside of Texas can be found in Boston, Chicago, New York City, Salt Lake City, Seattle, and Washington, D.C.

"We already know some cities, like Austin, have incorporated green pavement into bike facilities," Kam said. "There are other Texas cities that use it, too. We just have to identify who and to what extent."

In addition, the project calls for interviews within communities with bike lanes and/or green pavement markings.

Mattingly said UTA Boulevard has bike lanes as it intersects with Cooper Street. These could be painted green and the pavement markings extended through the intersection or to a bike box to reserve intersection space for cyclists.

"It could alert drivers to the possible presence of cyclists and indicate their likely location," Mattingly said.

Ali Abolmaali, chair and professor in UT Arlington's Civil Engineering Department, said this kind of project shows how the University can work within the confines of what already exists and make recommendations for a better world.

“The number of cars isn’t going away,” Abolmaali said. “We have to do everything we can to access and utilize alternative types of transportation.”

Kam said the study will provide comprehensive guidance for TxDOT and Texas cities regarding the use of green pavement markings. If, after considering cost, safety, and use, the study finds a net benefit for installing green pavement on roadways, cities will have another tool to help encourage more people to use bicycles as a mode of transportation.

Kam said the team will coordinate with the National Association of City Transportation Officials to collect data. Dallas and Fort Worth are members.

Popular park in Fort Worth suburb will get a new multimillion-dollar look

By Elizabeth Campbell, Fort Worth Star-Telegram

Almost three years after Bedford voters approved a \$70 million bond package to completely rebuild [Generations Park](#), the gates will be locked so that construction can get underway.

The park, formerly called Boys Ranch Park, will close on Oct. 12 for approximately two years to complete work on a new multi-generation recreation center, new ball fields, pavilions, trails, green space and an events lawn.

Before the park closes, there will be a groundbreaking ceremony Oct. 10.

One of the main features of the new Generations Park is the recreation facility, called The Center, said project manager Kelly Snook.

"There are a lot of wow factors with the building," Snook said.

The building will feature an indoor aquatics center with a water slide, lap lanes, a current lane where people can exercise and a hot tub.

The building will also have space for senior citizen activities, party rooms, a lounge with sofas and a fireplace and a gym with tread mills and other exercise equipment.

The park will also have an outdoor aquatic center where people can reserve cabanas, she said.

Other amenities include softball and baseball fields, trails, pavilions, a fitness patio and an events lawn. The city council voted to use \$64.5 million to renovate the park and \$5.5 million for a performing arts center at the Old Bedford School.

The council also voted to hire [the firm Steele & Freeman](#) as the construction management contractor.

"This is an exciting moment for us. This has been a three-year journey for us to get here," mayor Michael Boyter said.

City manager Jimmy Stathatos said he has worked with Steel and Freeman on previous projects.

"I have a tremendous comfort level working with them," he said.

On the Agenda: Public safety, bicycle-pedestrian projects

By Bill Hethcock, Dallas Business Journal

City of Dallas announces \$4.5M in funding for public safety initiatives

The city of Dallas and Dallas ISD will launch a \$4.5 million public safety initiative, adding street lighting, cleaning up vacant lots and expanding social emotional learning programs through the school district.

The effort will be funded by the city and Dallas ISD, officials announced Monday (Oct. 5).. The recommendations were made by the Mayor's Task Force on Safer Communities and announced at a press conference outside South Oak Cliff High School.

"Violent crime remains unacceptably high in our city, "Dallas Mayor Eric Johnson said. The task force recommended the city adopt violence prevention programs including better street lighting, reducing blight and adding citizen-based anti-crime prevention strategies.

Of the \$4.5 million, the city is setting aside \$1.7 million to remediate blight and address abandoned buildings and vacant lots in high crime areas. About \$2 million has been allocated for outdoor lighting, and violence interruption programs will get \$800,000 in funding.

In addition to those initiatives, Dallas ISD is funding the task force's recommendation of expanding social-emotional learning programs in its schools.

DFW bicycle-pedestrian projects get \$23.5M

The Regional Transportation Council of the North Central Texas Council of Governments recently approved \$23.5 million in federal funding for construction of [12 active transportation projects](#) in Collin, Dallas and Tarrant counties.

The entities awarded funding will contribute \$3.5 million in local match, bringing the total investment in the region's bicycle and pedestrian facilities to \$27 million as part of the 2020 Transportation Alternatives Program call for projects.

The enhancements are designed to improve safety and access to schools and major employment hubs in DFW for residents bicycling and walking.

Data show that during the coronavirus pandemic, as people have shifted from the office to working from home, trails across Dallas-Fort Worth have seen significantly increased use. With school now under way and in-person instruction an option many families have chosen, the increased emphasis on bicycling and walking could also extend to students.

The RTC awarded about \$7 million in federal Transportation Alternatives Program funding to six Safe Routes to School projects in September.

In Dallas, three Safe Routes to School projects will improve access to the following schools:

- Bureson Elementary School and Comstock Middle School
- Rosemont Primary School and Rosemont Elementary School
- Zaragoza Elementary School

Projects near the following Arlington schools were also awarded funding:

- Crow Leadership Academy
- Thornton Elementary School
- Webb Elementary School

The Safe Routes to School projects are also designed to lead to the reduction of traffic congestion and improve air quality by reducing the number of vehicle trips to transport children to and from school.

An additional \$16.5 million in federal funding was awarded for the construction of other projects consisting of trails and separated on-street bikeways in Dallas, Fort Worth, Garland, Plano and Richardson. The projects will tie in significant sections of the Regional Veloweb bicycle network.

Among the six active transportation projects is a \$6 million (\$4.2 million in federal funds) initiative to provide bicycle and pedestrian improvements along Rowlett Road/Duck Creek Drive in Garland.

A \$2.3 million project in Fort Worth would involve construction of separated bike lanes and the addition of bicycle traffic signals and bike-pedestrian counters along East Fourth Street/East First Street.

Panther Island board rejects federal money for feasibility study of Fort Worth project

By Luke Ranker, Fort Worth Star-Telegram

Fort Worth officials behind the \$1.17 billion Panther Island project will [reject \\$1.5 million the federal government](#) set aside to study the feasibility of the Trinity River bypass channel.

Such a study is unnecessary as the project received Congressional authorization without it, [Lee Christie, an attorney for the Trinity River Vision Authority](#), said in a memo dated Wednesday.

Typically, Army Corps of Engineer projects like the Trinity River effort receive feasibility studies, but the study was not included in the 2005 authorization. The project was reauthorized for up to \$526 million in 2016 using a private study.

The need to study the feasibility of the project, which aims to cut a 1.5-mile bypass channel between the two forks of the Trinity River, has been hotly debated since at least 2018 when it became clear the Trump Administration would not prioritize the project.

Local officials have maintained that the study is not needed because Congress approved the project and because some work, including environmental clean-up and utility relocations, have begun. Christie's memo reinforces these contentions.

"Participating in the proposed new feasibility study on the same authorized project, studying the same problems that are currently being implemented, is not only ineffective but inappropriate, unnecessary and of duplicate effort," the memo read.

The Army Corps of Engineers headquarters included the [\\$1.5 million in its 2020 budget](#) in February. Local officials were confused about the allocation then, saying they had not received direction from Washington about what kind of study was needed. Another \$1.5 million would also be needed from the Tarrant Regional Water District.

The money originated with the White House Office of Management and Budget. In a February interview with the [Star-Telegram U.S. Rep Kay Granger](#) blamed then-director Mick Mulvaney for delays with the project. Mulvaney became the Special Envoy for Northern Ireland in March.

Questions about the \$1.5 million have been mostly unanswered since the Corps received the money. The money had to be used by Sept. 30.

Mark Mazzanti, a former Army Corps of Engineers official who is coordinating the local effort for Panther Island, [recommend in August the Trinity River Vision Authority ignore the allocation](#).

Mazzanti and Jim Oliver, Tarrant Regional Water general manager, told the board they had spoken with local Corps officials. A lack of clarity about whether the local position had been made known to federal officials prompted city manager David Cooke, a Trinity River Vision Authority board member, to request it in writing.

That board approved the memo Wednesday and the Star-Telegram obtained a copy shortly after. The board did not discuss the memo during the meeting.

To date, the Army Corps has not sent the water district and other local partners, which includes the city of Fort Worth, a request or proposal for a new study, according to the memo. The local Corps office has also not received any guidance from the Washington headquarters.

When Congress authorized the Panther Island project for \$526 million in funding 2016, it cited a University of North Texas study completed in 2014 as sufficient for proving its economic benefits. The UNT study revealed a 1.99 to 1 benefit-to-cost ratio, based on an expected \$1.8 billion flood control benefit, compared to \$907 million in cost. The Trump Administration has said projects require a 2.5 to 1 benefit-to-cost return on investment.

Since the project's inception, Washington has provided about \$62 million. Local taxpayers have spent more than \$320 million. The Army Corps had requested \$38 million for 2020.

Whether the project receives funding for next year likely won't be known until February when the Corps' work plan is released, Mazzanti said.

PANTHER ISLAND BRIDGES

During an update on the three bridges that will be needed once the channel is done, Doug Rademaker, a senior project manager for the city, told the board work was proceeding smoothly.

In July and September, the Star-Telegram reported that bridges for [North Main and Henderson](#) could be done ahead of their scheduled December 2021 date. Rademaker said Wednesday that at least North Main would be done "far earlier," but didn't provide a specific date.

The bridge for White Settlement Road, which doesn't have a detour causing a pain for nearby businesses, is still on track to be done by the end of the year.

Officials have previously said traffic could flow over the bridges before work is totally done.

Fort Worth Councilman Carlos Flores, a Trinity River Vision Authority Board member, said during the meeting it would be wise not to publicly tout a completion date for the bridges.

"Let it be surprise, a pleasant one at that," he said.

'It looks like an atomic bomb went off': Many express outrage over Oncor's clear-cutting of White Rock nature area

City officials demand answers after energy company razed an estimated 3-acre swath of trees and brush that crosses through the Old Fish Hatchery Nature Area

By David Tarrant, Dallas Morning News

The damage is clear cut.

"They destroyed an ecological jewel," said Kelly Cotten, a nearby resident of the area and longtime White Rock environmental activist, after Oncor contractors last month bulldozed and clear cut a wide swath of land that runs through a beloved, historic wildlife area close to lake.

City officials, environmentalists and many East Dallas residents were united in anger and bitterness over the unforeseen actions taken by the energy company.

The Dallas Park and Recreation Board called on Oncor to temporarily suspend its tree- and brush-clearing activities along its right of way after the energy company cut down to the ground at least three acres of trees and brush that made up part of the Old Fish Hatchery Nature Area in the southwest corner of White Rock Lake.

City officials have been meeting with Oncor this week to get to the bottom of what happened and why they were not given a chance to review Oncor's plans for the maintenance ahead of time.

"We were not notified before any of this work was done," said Park Board president Calvert Collins-Bratton.

"It's not our land -- it's Oncor's easement, I get that. But any time you're dealing with real protected habitat, we should always be consulted," Collins-Bratton said.

District 9 Councilwoman Paula Blackmon was scheduled to meet Thursday afternoon with Oncor officials.

"It looks like an atomic bomb went off," Blackmon told *The News*.

All parties must figure out "how this happened, what can we do moving forward and how do we prevent it from happening again in 20 years," Blackmon said.

"These discussions need to happen," she said.

An Oncor spokeswoman said the work performed by its contractors at the hatchery site last month is part of its vegetation management operations and that it was "planned with the utmost care and consideration for any potential environmental impacts.

"Oncor works hard to balance the need for vegetation management with the need to preserve the many natural resources across our service territory," said Kerri Dunn of Oncor communications.

Oncor will be “working closely’ with city officials “to develop an area of safe, sustainable vegetation under the transmission lines and look forward to sharing those plans once they are completed,” Dunn said.

The Old Fish Hatchery Nature area is located on about 50 acres in the southwest corner of White Rock Lake. The heavily wooded area includes oak, elm, pecan and cottonwood trees, forming a natural habitat for a variety of animals and birds, including racoons, mink, coyotes, beavers, possum, foxes, river otter and a variety of birds, from warblers to woodpeckers.

It’s a unique wildlife ecosystem conveniently located in the middle of the city that feels more like a wilderness area, said Ben Sandifer, an accountant and well-known Dallas environmental watchdog.

“The worst thing that happened out of all this is just the complete moonscaping of that area. It was mulched down to the ground,” Sandifer said.

The path that Oncor cleared out under the transmission lines is about 80 feet wide and runs close to a mile right through the nature preserve, Sandifer said.

“The area that was cleared out was a forested wetland area,” a perfect habitat for wetland wildlife, Sandifer said.

The side that has been cleared down to the ground will “negatively impact” the untouched side, he said.

“Nature will heal itself, but it might be a decade before that happens. The timeframe for bringing back some of the species is very long into the future,” Sandifer said.

“That’s the negative impact of what Oncor has done to clear out an area in the shortest amount of time,” he said.

According to Oncor’s Dunn, the right-of-way under the transmission lines had become inaccessible to workers.

The area “had become overgrown with rapid-growing, dense, incompatible vegetation, many of which had the potential to reach heights that could interfere with electric equipment, and an inaccessible mat of already downed trees,” Dunn said.

‘This created a potential fire hazard,” she said.

The Old Fish Hatchery Nature Area annually draws thousands of avid birders, hikers and naturalists, and it is a natural classroom area for Dallas-area students studying environmental science and biology, Cotten said.

A beaver dam where he had taken DISD students on field trips many times over the years, was “completely wiped out,” he said. “Generations of beavers had used that dam,” he said.

Adding to the bitterness over Oncor actions is the fact that the energy company’s predecessor, TXU, had signed an agreement 20 years ago to protect the nature area when doing maintenance and avoid this exact type of damage, said Cotten, a retired environmental

consultant who helped put together the non-binding letter of intent in 2000 with TXU to protect the nature area.

“They agreed to make permanent changes,” Cotten said. But it wasn’t a binding agreement, he said. “It was a letter of intent.”

One thing that Oncor did right was to do the maintenance in the fall, Sandifer said. There wasn’t anything nesting there as would be the case in the spring. And the area is not as wet as it is in the spring making it easier to do the maintenance, he said.

But the work should have been done in a way that did less harm to the nature preserve.

“They could have easily removed the nuisance vegetation and fast-growing trees -- your cottonwoods, willows and invasive, non-native plants,” Sandifer said.

“And they could leave in place the stuff that doesn’t grow up any higher than your knees,” he said.

That approach would have still allowed vehicles that Oncor uses for maintenance to get down into these areas easily, Sandifer said.

But Oncor’s Dunn said the “sheer amount of overgrowth” in the area made such selective cutting impossible “to ensure safe and reliable service.”

The fish hatcheries were established in the 1930s and consisted of several 1-acre ponds where fingerlings were raised to stock area lakes for sport fishing. After the major drought of the 1950s and the building of other Dallas-area reservoirs, the hatcheries went fallow and became the wetland habitat that they are today, Sandifer said.

“The area went wild and ended up becoming one of the best-known places to see wildlife, not only in Dallas, but really in North Texas,” he said.

“Right in the heart of Dallas, inside Loop 12, is a great incubator for a number of species of wildlife.”

Construction of Texas High-Speed Railway in US set to begin

By Amen Mpfu, Construction Review Online

Construction of the Texas high-speed railway between Dallas and Houston is set to begin. This is after two federal decisions were published on the historic project that will bring a major boost to the economy and create thousands of jobs.

Texas Central LLC, which awarded the design-build contract for the early works to [Webuild](#) and Lane in September 2019, received the Rule of Particular Applicability (RPA) from the U.S. Department of Transportation's Federal Railroad Administration that sets the safety requirements for the railway's signal and trainset control, track rolling stock, operating rules and practices, system qualifications, and maintenance. It also received the Record of Decision (RoD), completing the environmental review process and confirming the alignment that the railway will follow between Dallas and Houston.

The two decisions are a crucial milestone for the start of work on the US \$20bn project. An estimated US \$14bn of the amount is meant for the civil works which will prove to be very important for Texas, especially in job creation. The railway is forecast to bring an estimated US \$36bn in economic benefits during the next 25 years. The immediate impact is estimated to be more than US \$10bn in the United States. Construction will lead to the creation of 17,000 direct jobs during the first six years of construction and more than 20,000 indirect jobs.

Civil engineering work

The civil engineering work on the new 379km high-speed railway between Dallas and Houston includes the design and construction of the viaduct and embankment sections along the entire route, the installation of the track system and the alignment and construction of all the buildings and services that will house maintenance and other rail system equipment.

According to Webuild Chief Executive Pietro Salini, this latest achievement, with these two decisions, brings the start of construction a step closer. "Webuild's unique track record, especially in high-speed rail, will see us apply our expertise to this project that is important for sustainable mobility. As leaders of the design and build work, we are honored to have been given this unique opportunity to build a high-speed railway in Texas," he said

The railway will transform mobility between the two cities. It will be based on Central Japan Railway's Tokaido Shinkansen system, the world's safest mass transportation system.

It will carry travelers between Dallas and Houston – with a stop at Brazos Valley near the Texas A&M University – in 90 minutes, with departures every 30 minutes during peak hours and every hour during off-peak times. It is expected to be 90 minutes faster than car travel and one hour faster than air travel considering boarding times.

Fort Worth: Construction Begins For Final Segment Of I-35w

"These major infrastructure projects have transformed mobility within the Dallas-Fort Worth Metroplex"

By Press Release Desk, News Partner

Congestion relief is on the horizon for Tarrant County as construction has begun on Segment 3C of North Tarrant Express along Interstate-35W in far north Fort Worth.

In September, North Tarrant Infrastructure – the lead contractor on the project – placed the first beams at the interchange of I-35W and SH 170. This officially kicked off the 6.7-mile reconstruction project that will rebuild main lanes, expand frontage roads and add two TEXpress managed lanes in both directions.

Segment 3C, which runs from North Tarrant Parkway to Eagle Parkway, is the final segment scheduled in the \$2.6 billion reconstruction and expansion of 35W, a major north-south corridor that is part of the trade route extending to the U.S.-Mexico border to the south and the Canadian border to the north.

The expansion of 35W, which began in 2013, follows the completion of the North Tarrant Express in 2014, a 13-mile project along SH 183/SH 121 and Interstate 820 that was one of the largest public-private partnership transportation projects in the country.

"These major infrastructure projects have transformed mobility within the Dallas-Fort Worth Metroplex," said Alberto Gonzalez, CEO of the North Tarrant Express and NTE 35W in Tarrant County and the LBJ Express in Dallas County. "We have proven that the managed lanes not only reduce congestion, but also improve safety and provide drivers with reliable travel times when they are trying to get from point A to point B."

Model provides faster construction

Ferrovial has managed the construction, operations and maintenance of the North Tarrant Express, NTE | 35W and LBJ Express, representing more than \$7 billion in new and improved highway infrastructure in one of the fastest-growing regions in the United States.

The public-private partnership design-build model has consistently delivered major projects in a fraction of the time it takes for traditional construction.

"With the private entity responsible for securing private financing upfront and having single-source responsibility for both design and construction, the financial risk is removed from the state transportation agency and construction can proceed along an expedited timeline," Gonzalez said. The concessionaire is also responsible for the ongoing maintenance and operations of each roadway for 40-plus years.

These three public-private partnership projects have collectively accounted for tens of thousands of new jobs in the North Texas region over the last decade.

"These complex and sophisticated projects are significant economic drivers: we hire hundreds of local and regional subcontractors, including minority-owned firms, who then work, live and spend money in the corridors," said Angel Beltran, CEO of North Tarrant Infrastructure.

"Additionally, the rebuilt highway corridors drive new economic development activity, attracting new and expanding businesses that are seeking enhanced access for their employees and vendors."

The North Tarrant Express 35W project is considered a critical infrastructure sector.

As the project continues, staff, contractors and construction workers are following specific guidelines to ensure the health and safety of all employees due to the COVID-19 pandemic.

[Learn more about the North Tarrant Express 35W construction project.](#)

Governor's confusion about Texas high-speed rail illustrates project's complexity

By Evan Hoopfer, Dallas Business Journal

The planned bullet train that could connect Dallas and Houston via a 90-minute train ride has the "full support" of Texas Gov. Greg Abbott, according to a letter the governor sent the Japanese prime minister earlier this month.

The letter, dated Oct. 2 and [posted on Twitter](#) by a group opposing Texas Central's high-speed rail project, also contained incorrect information, as Abbott said the project "has received all the necessary permits to begin construction."

Texas Central does not have the permits necessary to begin construction. Abbott's letter illustrates the complexities of building a high-speed rail line, as there are many steps that must be completed before the controversial project can become a reality.

The project, being developed by Dallas-based Texas Central, [did clear major regulatory hurdles](#) in September.

The Federal Railroad Administration issued the Record of Decision and the pre-publication version of the final Rule of Particular Applicability. The ROD completes the agency's Final Environmental Impact Statement, which began back in 2014, and establishes things like a final route alignment. The RPA establishes the safety requirements the project must operate under.

However, the FRA does not issue construction permits. That power falls to the Surface Transportation Board, a government agency which oversees regulation of various modes of transportation, primarily freight rail.

The STB agreed to [take jurisdiction of the project](#) in July — a major win for Texas Central. However, the STB denied a waiver that would have exempted Texas Central from the application process.

Now, Texas Central must go through the STB application process in order to receive construction permits. Because this would be the first solely dedicated high-speed rail line in the U.S., it's unclear how long it will take the application process to play out. Texas Central is in uncharted waters.

"From the beginning of this project, the Governor made clear that he could support this project if, and only if, the private property rights of Texans are fully respected and no state funding is used," said Nan Tolson, spokesperson for the governor's office, in a statement to the *Business Journal*. "The Governor's team has learned that the information it was provided was incomplete.

As a result, the Governor's Office will re-evaluate this matter after gathering additional information from all affected parties."

The high-speed rail project has manifested as an urban versus rural issue in Texas. The governor's letter rankled rural Texas residents who oppose the project. Many of those residents live in the path the rail line would take and are opposed to giving up land to Texas Central.

A group opposing the project, Texans Against High-Speed Rail, was also perturbed about another line in the letter, in which Abbott said, "I am hopeful that final negotiations of this project with Japan can be concluded so that construction can begin."

"The Governor has been given highly inaccurate information about the status of project approvals," Kyle Workman, chair and president of the group, said in a prepared statement. "Additionally, this letter further solidifies that the Japanese government, not Texas investors, is the true support behind a high-speed rail project which will lead to the evisceration of private property rights of all Texans."

Texas Central still needs to raise the lion's share of financing required to build the project. In June, the *Business Journal* [obtained a letter](#) from company chairman and project investor Drayton McLane, Jr. sent to Texas State Sen. Robert Nichols that said the project is now expected to cost \$30 billion.

Regarding Abbott's letter, a spokesperson for Texas Central said the company "is pleased to have Gov. Abbott's support as we move forward in bringing new, quality jobs to further enhance Texas' leadership in our national economic recovery after COVID-19."

Collin Creek redevelopment receives funding

By Francesca D'Annunzio, Star Local Media

At Monday night's City Council meeting, council members approved an interlocal agreement between the city of Plano, the Regional Transportation Council and the North Central Texas Council of Governments (NCTCOG) that will provide \$30 million in funding to support the Collin Creek Redevelopment Project.

Approximately \$15 million of these funds will come from a grant and the other \$15 million will come from a loan that will be repaid to NCTCOG at a 2.4 percent interest rate compounded annually for a period of 15 years.

According to a preliminary project and finance plan from the city of Plano, the entire project to revitalize Collin Creek will cost around \$80 million.

The \$30 million in loans and grants approved on Monday night will go toward the construction of a parking garage.

The parking garage will be owned by the city of Plano, but the interlocal agreement requires that a minimum of no less than 100 parking spaces be reserved as park and ride spaces available to the public at no charge.

The agreement states two notable requirements: the free parking spaces must be in a convenient location to "access transit/shuttle service to/from downtown Plano and the DART Downtown Plano Light Rail Station," and the city of Plano must also provide electric vehicle re-charging infrastructure.

Additionally, the garage will have two electric bus recharging spaces for DART.

Dallas City Council approves \$450,000 bid to clean up Shingle Mountain

The toxic pile of debris weighing over 100,000 tons has sat in southeast Dallas for over two years, but no timeline has been given to start the work

By Brooklyn Cooper, Dallas Morning News

The Dallas City Council approved a company's bid on Tuesday to clean up [Shingle Mountain](#), a six-story debris pile that has sat in southeastern Dallas for more than two years.

Officials accepted the lowest bid of \$450,000 from Q. Roberts Trucking, a construction and disposal company based in southeast Oak Cliff.

Although city records specified the length of the contract — one year — they didn't mention a start date or timeline for the work off South Central Expressway to begin.

Quincy Roberts, CEO of Roberts Trucking, is waiting for the city to authorize a start date.

"I'm hoping it's within the next couple of weeks," Roberts said. "But I honestly have no idea."

Roberts Trucking has worked on large-scale projects in North Texas, including Chisholm Trail Park in Plano and the renovation of Terminal E at DFW International Airport. Last year, the company removed 130,000 yards of debris for the city of Midlothian within 45 days.

Roberts estimated that Shingle Mountain, at 175,000 yards, could be cleared in less than 90 days. The company was the lowest of [nine bidders](#) that submitted applications to do the work.

Council member Tennell Atkins, who represents the area where Shingle Mountain sits, said that the council's work over the past two years hasn't been "an easy task."

The council's decision came a day after about 30 faith leaders, environmental activists and Dallas residents gathered to pile almost 300 pounds of shingles from the site at City Hall Plaza.

Demonstrators lined up and spoke one by one, each dropping a bag of shingles after they spoke. Many condemned the city for allowing the dumping to go on for so long.

Rabbi Nancy Kasten of Faith Forward Dallas demanded that City Manager T.C. Broadnax declare the mountain a public health emergency.

"Just because the residents of Choate Road have survived this abuse for almost three years does not mean it's not an emergency," Kasten said.

"Every day that removal does not progress is another day of environmental, personal, emotional, spiritual and physical abuse."

Shingle Mountain sits behind Marsha Jackson's home on Choate Road. Jackson, 62, said she coughs up black ["gunk"](#) from the toxins in the mound and sees a pulmonologist.

Jackson has sued Blue Star Recycling, the company that dumped the shingles, and the city, which before this month, demanded that other responsible parties contribute to the cleanup costs.

Jackson and her neighbors are at risk of breathing, heart, skin and brain health problems, according to her doctor and environmental health researchers.

“Where are the heroes in this building? They are not there,” said Jim Schermbeck, director of Downwinders at Risk, an environmental justice organization.

“They could’ve cleaned this up from day one. We’re now on year three. Dallas, move the damn mountain.”

Isaiah Madrigal, 23, lives in Highland Hills and passes Shingle Mountain often when he walks his dog.

Along with his sack of shingles, he carried a poster-sized photo of a boy wearing a mask: a neighbor who lives on Choate Road along with Jackson.

“It shows a complete disregard for human life,” Madrigal said. “It’s environmental racism, and it needs to be cleaned up.”

After the demonstration, activists loaded the sacks into a city trailer, where they were taken to McCommas Bluff Landfill on Youngblood Road, where the debris will be relocated.

“Where they’re moving it is less than a mile away, so it’s ridiculous,” Madrigal said. “Why haven’t they set a date?”

Southern Sector Rising and Downwinders at Risk are planning to demonstrate every Monday in October until officials announce a date to move Shingle Mountain.

Dallas engineering giant Jacobs gives \$8 million to Klyde Warren Park's second phase

The Jacobs Lawn will provide event space and a winter ice rink about the size of the one in Rockefeller Center.

By Cheryl Hall, Dallas Morning News

Jacobs wants to put its corporate signature on its new hometown.

The technology and engineering giant is paying \$8 million for the naming rights to a key portion of Klyde Warren Park's second phase being built over Woodall Rodgers Freeway.

The western edge of the 1.65-acre expansion will be named The Jacobs Lawn. This 36,000-square-foot multiuse green space will host markets, festivals and other recreational community events. In the winter, it will be converted into an ice rink being designed in conjunction with the Dallas Stars.

"We moved our global headquarters to Dallas in 2016, after 70-plus years in California," said Steve Demetriou, chair and CEO of Jacobs, which had \$13 billion in revenue last year. "We've made other commitments to the community, but this is going to become our hallmark."

"Everything that Klyde Warren Park represents — especially around inclusion and diversity — perfectly aligns with our culture at Jacobs."

The gift is the single largest donation to the \$100 million expansion project by a corporation and the largest corporate gift in downtown Dallas since the AT&T Performing Arts Center opened in 2009.

The donation will be announced Wednesday morning, exactly eight years after the deck park made its debut in 2012 and two years since the expansion plan was announced.

Construction is scheduled to begin late 2021, with completion in 2024.

The timing of the gift is crucial, said Jody Grant, chairman of the board of Woodall Rodgers Park Foundation. The foundation was in the middle of its capital campaign when the pandemic hit, so the board had put its fundraising on pause.

"This gift will get us back in the game," he said.

It will also help qualify the park if the federal government decides to fund infrastructure projects in a future stimulus package, Grant said. "This will get us to shovel-ready in quick order."

Jacobs has been a key partner of Klyde Warren Park since the idea of the deck park first gained traction in 2005.

"Building a 5-acre park over a major highway is a remarkable, innovative architectural and engineering feat," Grant said. "The brilliant minds at Jacobs made it possible. The success of the park has inspired similar efforts in major cities around the globe."

Klyde Warren Park has had more than 10 million visitors and has had a broad economic impact on Dallas, Grant said.

“Dallas is Big D. We’re big. We’re bold. And we’re audacious,” the retired banker said. “Jacobs is making a huge bet on Dallas and its future with this investment at a time when there isn’t a lot going on except for raising funds to meet basic needs. They’re stepping in and making a very important investment for Dallas’ future.”

Demetriou said the company is happy to help. “We were intimately involved in the arrival in Klyde Warren Park as the designer of what we see today. To be able to make a major contribution to take it to the next level is just totally consistent with what we do at Jacobs.”

Energy billionaire Kelcy Warren, who gave \$10 million to name the park after his son in 2012, remains Klyde Warren’s largest benefactor with total giving of \$30 million. He and his wife, Amy, along with Oncor and Miyama USA Texas, have also donated to the expansion project.

The Jacobs donation gives the park foundation the \$50 million in private donations it needed to start construction of the deck. “There’s nothing between us and progress except building it,” Grant said.

The park’s expansion also includes a three-story, enclosed special events pavilion across Akard Street from Jacobs Lawn. It will provide special event space that can be used during inclement weather.

Klyde Warren offers more than 1,300 free programs and events each year.

Kit Sawers, president of Klyde Warren, said the past seven months have been rough. The park had to reduce its operating budget by about 40% while spending \$75,000 on enhanced cleaning protocols. Sponsored events were canceled. Meanwhile, the park has remained open seven days a week.

“The exciting thing is that the demand for outdoor recreational activities has been enormous, because there haven’t been events in the community and families have wanted to be outside,” she said.

“While we weren’t able to play an immediate role in the city’s emergency response to COVID by providing food or medicine, we’ve definitely been playing a role in our recovery.”

Klyde Warren Park put on the only city-sanctioned fireworks celebration for the 4th of July and recently held a socially distanced movie night where 750 people sat on the lawn to watch *The Wizard of Oz*.

“We’ve been highly focused on providing free opportunities for people to be with their loved ones in a safe outdoor space,” Sawers said.

She sees the ice-skating rink, which will be about the size of the one in New York City’s Rockefeller Center, as a huge game changer that she hopes will become a holiday tradition.

“After all of the hardships with the coronavirus, this is something exciting to look forward to. It’s happiness,” she said. “It’s going to help the physical, the mental and the social well-being of our community.”

“This is an inspirational announcement that provides a little light at the end of a long, long tunnel.”

EPA Announces Award Funding for 12 Anaerobic Digestion Projects

By Waste 360

The U.S. Environmental Protection Agency (EPA) has announced a new round of monetary awards for 12 anaerobic digestion projects across the U.S. The projects are all focused on reducing food waste, and are in the following states: California, Florida, Georgia, Illinois, Massachusetts, Missouri, Montana, New York, Pennsylvania, Texas, and Washington.

Here's a look at three of the award recipients:

Emory University (Atlanta, Ga.): The university plans to establish a prototype on campus as a demonstration site for "how to design anaerobic digestion that eliminates environmental justice concerns while demonstrating a solution for increasing anaerobic digestion of food waste that can be replicated by universities, corporations, local communities and governments."

Dickinson College (Carlisle, Pa.): The college's project aims to advance co-digestion of food waste in small-scale farm digesters in the Mid-Atlantic region and nationally.

"The cornerstone of the project is a co-digestion demonstration for a dairy digester scaled to regionally common farm size of less than 150 cows. The project is significant because there is currently no cost-effective model for digester operation on farms with less than 500

North Central Texas Council of Governments (Arlington, Texas): The council plans to coordinate with stakeholders in the North Central Texas region to complete a food-waste-to-fuel feasibility study.

The awards total \$3 million and are part of the Winning on Reducing Food Waste Initiative, a partnership between the EPA, USDA and Food and Drug Administration.

[View the original article here.](#)

NCTCOG calls for public input on bike-ped trail funding

By Fort Worth Business Press Staff

The North Central Texas Council of Governments is requesting public input on funding for a planned bicycle-pedestrian project and other transportation initiatives in the Dallas-Fort-Worth region beginning Oct. 12.

NCTCOG staff has posted a presentation on the Cotton Belt Trail design funding and planning efforts at: www.nctcog.org/input This project is in coordination with the Dallas Area Rapid Transit Silver Line commuter rail project, NCTCOG said in a news release.

The 26-mile regional bicycle-pedestrian trail will run parallel to the Silver Line and connect seven cities across three North Texas counties.

The Silver Line is DART's planned commuter rail line that will start at Dallas Fort Worth International Airport and continue northeast through the cities of Grapevine, Coppell, Dallas, Carrollton, Addison and Richardson before terminating in Plano.

Additional funding was requested for the engineering of the bicycle-pedestrian trail and construction of critical portions, as well as sound walls near schools.

In September the Regional Transportation Council approved the necessary funds, voting to pay 100% of the design of the Cotton Belt Trail, and \$245,000 in Surface Transportation Block Grant funds for two safety walls near two schools.

The Unified Planning Work Program (UPWP) is a two-year statement of work identifying the transportation- and air quality-related planning tasks to be carried out within the 12-county metropolitan planning area.

Proposed modifications to the Fiscal Year 2020 and FY2021 UPWP will be posted for review and comment.

Finally, information on the Regional Smoking Vehicle Program and vehicle incentive opportunities will also be available.

North Texans are encouraged to provide their input at www.nctcog.org/input through Nov. 10. To request printed copies of the information, call (817) 608-2365 or email cbaylor@nctcog.org.

Stranded pedestrians in Dallas' Joppa community get a lift from City Council

\$500,000 is allotted for on-demand rides during bridge building, in what rep calls a long-overdue 'quality of life' issue.

By Michael Granberry, Dallas Morning News

The southern Dallas community of Joppa got some much-needed relief Tuesday when the Dallas City Council allocated \$500,000 to provide free, "on-demand" transportation via Dallas Area Rapid Transit during construction of a long-awaited pedestrian bridge over the nearby Union Pacific Railroad tracks.

But the DART service still requires approval by the transportation agency, according to spokesman Mark Ball, who said the DART board will address the matter later this year, with approval no earlier than December.

Access has long been a problem in Joppa — pronounced *jop-ee* — a freedman's town founded in 1872 by emancipated slave Henry Critz Hines. Joppa, with an estimated population of about 750, lies 6 miles southeast of downtown, between the wetlands of the Trinity River and the Union Pacific train tracks.

Adam Bazaldua, whose District 7 includes Joppa, was among those voting for the measure, which the council approved unanimously, with nary a murmur of dissent.

Even so, Bazaldua called it "an example of what should be considered a basic quality of life that we are unfortunately viewing as a celebration. Because don't get me wrong, this is a celebration and a win for the community of Joppa. But for the city of Dallas, this is something that we should look at ultimately as a failure. That we have to look at little wins like this just to provide basic quality of life that other communities across Dallas are afforded and expect."

Construction of a pedestrian bridge over the Union Pacific tracks is expected to last until October 2023.

The councilman said the \$500,000 will cover only the on-demand DART service. Ball, the DART spokesman, said the agency and city would register Joppa residents to use the service, which would take them to six destinations, "including Ledbetter Station and several commercial areas."

As for the pedestrian bridge, councilman Bazaldua said: "The specifics on the construction are still being worked out with grant funding, and although the final amount has yet to be determined, the construction project of the pedestrian bridge will be a multimillion-dollar project."

The most recent access concern dates to 2018, when Union Pacific closed a key stretch of Linfield Road, which served as the primary means of pedestrian access to the community.

As Mark Lamster, the architecture critic of *The Dallas Morning News*, wrote in [a recent special report](#) devoted to Joppa:

"Even before it was shuttered, that crossing was no bargain, the trip entailing a treacherous journey across nearly a dozen railroad tracks. For the disabled, navigating it was especially difficult. But at least it was a way across. When it was closed, however, neither the city nor the railroad provided any alternative for Joppa's now-stranded population."

The city opted in 2006 to build a vehicular bridge over the tracks but with no accommodation for pedestrians, cyclists or the disabled. Lamster noted that only one DART bus route, the 444, comes through Joppa but only during weekday rush hours. Between 9:03 a.m. and 3:24 p.m., there is no bus. The last bus to return to Joppa arrives at 8:01 p.m. On the weekends, there is no service at all.

Tuesday's vote represents an improvement, though in the view of the councilman and at least one resident, it's hardly a panacea.

"The impact of this is a long-overdue improvement that should have been done when the bridge into Joppa via Linfield Road was put in, so to avoid having to go through the railroad track," Bazaldua said.

Edgar Green, 71, who has lived in Joppa "since I was a year and a few months," welcomed Tuesday's news for what it was but says, because of what's happened in the past, he reserves the right to feel skeptical.

"Well, \$500,000, huh?" Green said. "It will be somewhat of a help, but it depends on what all is involved in \$500,000. That doesn't seem like a whole lot of money to me when the community also wants a wall to ward off the noise that the railroad creates."

During bridge construction, pedestrians will continue to use "the bridge they have now," Bazaldua said. He noted, however, that it puts them at risk, because it's devoid "of any pedestrian walkway. For instance, if there are two lanes of traffic, going to and from the entrance of Joppa from [Texas State Highway] 310, and there were trains underneath, you would essentially be a pedestrian walking on what I would consider to be a large and busy road."

Transportation is merely one of a series of needs in Joppa.

The Robert Wood Johnson Foundation announced on Oct. 1 the investment of \$356,000 in [a three-year effort](#) to examine the links between human health and air pollution in Joppa, which is adjacent to several industrial facilities. The Joppa Environmental Health Project, a joint effort of Texas A&M University and the Dallas environmental group [Downwinders at Risk](#), is one of 16 national proposals funded by the foundation's Interdisciplinary Research Leaders grant.

Jim Schermbeck, the director of Downwinders at Risk, was among those on Tuesday who applauded the fact "that they're finally paying attention to access to the community."

Schermbeck called the lack of access "a pathetic situation. It's well past the time for Joppa to be fully connected to the rest of Dallas. The funding of this pedestrian bridge, if it's done well enough, could be a gateway that the community is very proud of."

Highland Village Road access to northbound I-35E approved

By Mark Smith, The Cross Timbers Gazette

Southbound I-35E Service Road at Highland Village Road.

A project to connect Highland Village Road directly to the northbound I-35E frontage road has been approved, according to officials.

During this week's Highland Village City Council meeting, the Denton County Transportation Authority informed the City Council that the Texas Department of Transportation has approved construction of northbound access to I-35E from Highland Village Road, according to a news release from the city of Highland Village.

Currently, Highland Village Road ends at the southbound I-35E frontage road, and to access the northbound on-ramp, drivers must head south on the frontage road and go through traffic lights to turn left onto Garden Ridge Boulevard and again onto the northbound frontage road.

The city of Highland Village first requested northbound access 20 years ago, when discussions began on the expansion of I-35E, according to the city. The northbound access has been included in the Denton County portion of Phase 2 of the 35Express project, which has not been funded yet. The ultimate build-out shows Highland Village Road to be constructed as an underpass of I-35E at a signalized intersection.

After working with the North Texas Council of Governments and the Regional Transportation Commission, Surface Transportation Block Grant funds were approved along with Federal Highway Administration approval of the project in the Transportation Improvement Program.

TxDOT has agreed to fund the design in fiscal year 2021, and the transportation commission has committed to construction funding in fiscal year 2022.

Refinancing of LBJ expressway in Texas, US for US \$622m complete

By Robert Barnes, Construction Review online

[Ferrovial](#), through the LBJ Infrastructure Group consortium headed by its subsidiary Cintra, has completed refinancing of the Lyndon B. Johnson (LBJ Expressway) in Texas, US with a bond issue for an initial nominal amount of US \$544.5m; the company ultimately placed US \$622m. The deal consists of a US \$537.5m tax-exempt private activity bond (PAB) and a US \$7m taxable bond.

The company will use the funds raised in the deal to fully refinance the 2010 tax-free bond. The deal, which it has attracted strong investor interest, enables Ferrovia to advance with its strategy of reducing funding costs and maximizing the efficiency of its assets' funding structure.

LBJ Expressway

LBJ Expressway is a dynamic toll road representing a managed investment of more than US \$2.57bn. The 21.4km road is located in the Greater Dallas area and is under concession until 2061. The road expands the carrying capacity of the former LBJ, one of the most congested roads in the United States, by adding six new tolled lanes on the I-635 segment and four on the I-35 segment.

Ferrovia, through subsidiary Cintra, which has a 54.6% stake, heads the consortium that built and is maintaining and managing the asset. It is also one of the world's principal private sector developers of transportation infrastructure in terms of the number of projects and the volume of investment. It currently manages more than 1,474km of toll roads in 23 concessions in Canada, the US, Europe, Australia and Colombia. Ferrovia is the largest shareholder in the 407 ETR concessionaire, in Ontario, Canada, with a 43.23% stake.

West Texas nuclear waste plan prompts fears of radioactive trains in Fort Worth

By Luke Ranker, Fort Worth Star-Telegram

[A plan to transport 5,000 tons of high-level nuclear waste](#) from across the country to sites on the Texas-New Mexico border poses a particular danger to Fort Worth, a group of environmental activists opposed to the plan said Thursday.

The destination for much of the nuclear waste is Andrews County, where Waste Control Specialists already operates a toxic waste site. The Nuclear Regulatory Commission is considering a similar plan from nuclear company [Holtec for a high-level waste storage facility in southeastern New Mexico](#). While the nuclear waste is concerning for residents of West Texas and eastern New Mexico, Fort Worth residents should also be worried, said Lon Burnam, a former state representative and the chair of the Tarrant Coalition for Environmental Awareness.

With today's rail traffic, Burnam said trains hauling the nuclear waste may have to stop overnight in Metroplex rail yards like the massive Union Pacific Davidson Yard south of the Cultural District.

"These canisters can sit here and leak radiation without anyone knowing," Burnam said.

Burnam and a group of activists gathered Thursday at Rogers Roundhouse, which overlooks the Davidson rail yard to listen to a Nuclear Regulation Commission hearing regarding the plan. The commission took public comment during the hearing. In May, commission staff members [recommended the approval](#) of the license in [their draft environmental impact report](#), which also found that the plan would cause small or moderate impacts on public health and air quality, among other issues.

Texans have until Nov. 3 to [submit online public comments](#) on the report, which may be the last chance that the public has to voice opposition or support for the application.

High-level nuclear waste refers to spent, or used, reactor fuel and waste materials. The radioactive waste poses potentially harmful effects to humans and [decreases in radioactivity as it decays](#), which can take hundreds of thousands of years, according to the Nuclear Regulatory Commission, the federal agency that regulates nuclear power plants and the storage and disposal of waste.

Susybelle Gosslee, chairwoman for hazardous waste for the League of Women Voters, was critical of any plan that would ship toxic waste through major cities, including Dallas-Fort Worth.

The majority of the waste comes from eastern nuclear power plants, she said, suggesting that the waste either be stored on site, where there are already measures for containment, or at locations near the power plants.

"Texas should not have to pay when they didn't even get the benefit of the electricity," she said "We have to look at this as what is best for the country, what is best for all of the people."

Beyond concerns for the waste moving through Fort Worth, John MacFarlane, chairman of the [Greater Fort Worth Sierra Club](#), said he's worried about the communities on the Texas-New Mexico border near the dump sites. Toxic waste often is dumped near poor, minority areas, he

said. About 56% of Andrews County's roughly 14,700 residents reported being Hispanic, according to a 2019 U.S. Census estimate. The median household income was about \$74,000.

"We need a long term storage plan that is geologically safe and environmentally just," MacFarlane said, adding that sites in Nevada were safer and away from populations.

The reason Klyde Warren Park isn't in California

Park expansion is more evidence of the "Texas Miracle"

By Dallas Morning News Editorial

Downtown Dallas got something to celebrate last week. Klyde Warren Park announced a major donation to jump-start a 1.65-acre expansion. Construction on this next phase is set to begin in 2021 and end in 2024. It will include a three-story enclosed pavilion for special events, an ice-skating rink in winter, and a 36,000-square-foot green space that will host markets, festivals and other community events. That space will be named The Jacobs Lawn after the Jacobs technology and engineering company donated \$8 million to the project.

On the opposite end of the deck, park champions Jody and Sheila Grant are planning a fountain that will spray water 55 feet into the air, lit with pastel colors and choreographed to music. Promoters say it's destined to become a "blimp shot" and one of Dallas' most iconic locations.

Klyde Warren Park is a model for public-private partnerships, a testament to what a city can do when its business and civic leaders work together. Since opening in 2012, the park has hosted more than 10 million visitors and had a \$2.5 billion impact on the city, according to a Woodall Rodgers Park Foundation estimate.

And we would point out that its newest donor is a testament to what a corporate neighbor can do when given the opportunity. Jacobs moved its headquarters to Dallas in 2016, in part to escape the crushing tax and regulatory atmosphere in California. Jacobs isn't alone. According to reporting by CNBC, 18,000 companies left California for more business-friendly states between 2008 and 2019.

Jacobs CEO Steve Demetriou told us the business climate in Texas was a key factor in the company's decision to move here.

"It's really been, I think, part of the reason why we've had a successful run in the company over the last four years. We've seen significant shareholder value creation and our employee culture has been transformed, and I think a lot of it stems from having our home office here in Dallas," Demetriou said.

It's doubtful that the company would be in the position to contribute \$8 million to a public works project if it had stayed in California. And that, in a nutshell, is the strength of a state economy that has been dubbed "the Texas Miracle."

So, along with the rest of the city, we celebrate the success of Klyde Warren Park, we look forward to picnics on The Jacobs Lawn, and we're grateful for a place where public and private sectors can work together to make Dallas a more attractive, vibrant, livable place.

400-acre site sold in Cedar Hill, Midlothian for homes, commercial development

By Fort Worth Business Press Staff

The site's rolling terrain with changes in topography up to 300 feet allows the future master-planned community to feature spectacular views in multiple directions.

The site also benefits from the future Loop 9 that is scheduled to begin construction in Fall 2027, it will begin at the intersection of Lake Ridge Parkway and Highway 67 then extend east to Interstate 35 providing increased mobility and accessibility in the region.

Jordan Cortez and **Mason John** of Vanguard REA represented an out-of-state owner who acquired the site over 20 years ago. The purchaser, **Walton Global Holdings Ltd.**, a subsidiary of Walton International Group who plans to develop a community featuring single-family homes as well as potential commercial uses.

"The purchaser was selected over multiple competing offers based on not only the strong terms of their offer, but also their closing reputation for projects of this size. Walton closed on time at the contractual price without any entitlements in-place. Walton recognized a unique opportunity to create a spectacular development taking advantage of the Site's natural features and close proximity to Highway 67. The future Loop 9 thoroughfare was also appealing to Walton as it is expected to spur other larger scale developments in the area." said Jordan Cortez, Managing Principal of Vanguard REA.

Trinity Metro Asks City of Fort Worth for \$86 million to Extend TEXRail

Trinity Metro, which operates TEXRail, is asking the City of Fort Worth for \$86 million, most of which will be used to build a two-mile extension into the Medical District.

By Kim Roberts, The Texan

Trinity Metro, the transit authority for Tarrant County, recently sent a request to the Fort Worth City Council asking for \$86 million to fund two transit projects: a new bus rapid transit route and an extension of the TEXRail route south into the Medical District.

Council members discussed the issue at its work session this week and several council members expressed concern at the size of the request.

“I’d like to see where that request came from,” Councilman Dennis Shingleton remarked, pointing out that the city approved \$10 million in funding to Trinity Metro as part of its budgeting process in September.

City Manager David Cooke clarified that Trinity Metro is requesting to be included in the city’s bond referendum expected in May 2021. Cooke also pointed out in answer to a question by Councilman Cary Moon that Trinity Metro projects have not been included in Fort Worth’s bond packages in the past.

Moon also highlighted that “we know [ridership](#) is down and was down pre-COVID.” He added that some city projects currently proposed for funding by a bond package would have to be replaced by the Trinity Metro project.

“We need to look at how we can use Fort Worth taxpayer money. We need to do some legal review of what we can and cannot use the tax dollars for,” Councilman Jungus Jordan said.

Councilwoman Ann Zadeh, who also serves on the Regional Transportation Council of the North Central Texas Council of Governments, was not fazed by the request. “I don’t think they are over-asking,” she pointed out, stating that the appeal is part of planning for the future.

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.

In reply, Cooke sent a letter asking for more information from Trinity Metro about a schedule for the project, an estimate of increased operating expenses for the extension and how Trinity Metro plans to cover those costs, and a summary of the status of the project including negotiations with appropriate regulatory agencies.

Additionally, Cooke underscored in the letter that the agency’s projections for sales tax revenue were significantly lower than the city’s, creating concern about the accuracy of the transit authority’s operating budget. Trinity Metro claims that any revenue received above the projections will go to debt service, and yet, as Cooke pointed out, that line item is not included in the transit authority’s operating budget.

Cooke asked that the agency provide documentation to help the city “better understand Trinity Metro’s current and projected financial position.”

DART holding meetings to discuss Silver Line project after plans for \$500M development announced

You can call in or attend meetings in Richardson, Plano, Dallas, Coppell, Carrollton and Addison.

By Teri Webster, Dallas Morning News

DART is hosting a series of community meetings to discuss the ongoing work on the Silver Line Regional Rail Project.

Representatives from DART and the design contractor will discuss the latest developments and answer questions.

The Silver Line, formerly known as the Cotton Belt line, is a 26-mile, \$1.2 billion east-west commuter project that crosses seven cities and will connect Plano to DFW International Airport. [Work began in November](#) and has included the construction of embankments, bridge structures and retaining walls.

Topics covered at the meetings will include:

- Updated project drawings showing track configurations and station layout
- Status of track grade separations (bridges)
- Betterments program progress
- Station design progress
- Contacts for residents who have community concerns or need answers to frequently asked questions

This week, [the town of Addison said it is seeking a “master developer” to build on an 18-acre site surrounding its planned Silver Line rail station](#). Officials are hoping the property will be used for a transit-oriented development that could be valued at a half-billion dollars.

Richardson

Mon., Nov. 16: 6:30 to 8:30 p.m.

Call-in number: 469-391-0632

Conference ID: 706 487 124

Plano

Tues., Nov. 17: 6:30 p.m. to 8:30 p.m.

Call-in number: 469-391-0632

Conference ID: 322 006 889

Other area meetings

Coppell / Cypress Waters

Mon., Nov. 9: 6:30 p.m. to 8:30 p.m.

Call in number: 469-676-0717

Conference ID: 667 107 367

Carrollton

Wed., Nov. 11: 6:30 p.m. to 8:30 p.m.

Call-in number: 469-391-0632

Conference ID: 629 119 187

Addison

Thurs., Nov. 12: 6:30 p.m. to 8:30 p.m.

Call-in number: 469-391-0632

Conference ID: 311 726 831

Dallas

Wed., Nov. 18: 6:30 to 8:30 p.m.

Call-in number: 469-391-0632

Conference ID: 151 919 874

To access a virtual meeting link, go to [DART.org/SilverLine](https://dart.org/SilverLine). Additional information is [available online](#) or by calling DART Community Engagement at 214-749-2543.

Delayed: Garland-Gaston-Grand construction pushed to 2021

By Jaime Dunaway-Seale, Advocate Lakewood/East Dallas

Neighbors may have seen construction cones near the Garland-Gaston-Grand intersection, but construction is still many months away, a spokeswoman for the Texas Department of Transportation said.

Construction will be awarded next spring, with construction starting a few months later, said Laura Weaver, public information officer for [TxDOT](#).

In 2019, TxDOT announced it would [redesign](#) the [Garland-Gaston-Grand intersection](#) in the “reverse T” option. At the time, department spokeswoman Michelle Raglon said construction would [likely start no later than 2020](#).

The department began moving utility lines in the area, but some have been challenging to move, Weaver said.

The City of Dallas installed the construction cones with TxDOT’s approval, Weaver said.

They were installed as a deterrent against weekend street racing on Grand Avenue. The cones were used on Hampton Road in Oak Cliff with some success, Weaver said, and the city wanted to try the tactic in East Dallas.

New Waxahachie development to offer 600-plus homes

By Bill Hethcock, Dallas Business Journal

Plano-based Green Brick Partners has closed on the purchase of 214 acres in Waxahachie for development of its newest single-family residential community.

The company plans to offer over 600 homes through its Trophy Signature Homes brand in the development, called Dove Hollow.

The community will be east of I-35E, minutes from downtown Waxahachie. Land development will begin in the first quarter of 2021 and will include 50-, 60-, 70- and 80-foot wide homesites. Trophy Signature Homes give homebuyers a mix of front and rear-entry homes across three product lines.

Green Brick Partners (Nasdaq: GRBK) has seen strong interest from buyers in the residential developer/homebuilder's neighboring Buffalo Ridge community, which opened for sales in September, said Jed Dolson, the company's chief operating officer.

"Easy access to the Metroplex, a family-friendly atmosphere, and an amenity-rich downtown has homebuyers flocking to Waxahachie," Dolson said. "Dove Hollow has been designed to meet the rising demand for larger homes with ample flex and office space (and) that are less than a 30-minute drive into downtown Dallas."

Dove Hollow will be developed in three phases and will include abundant green spaces, a community park and an amenity center.

As with every Trophy Signature Homes community, all upgrades including engineered wood floors, Smart Home automation packages and modern, horizontal fireplaces will come standard with each home.

"Our fresh designs, work-from-home plans, and simplified home buying process has been a huge success (in other nearby developments)," Stewart Parker, president of Trophy Signature Homes, said in prepared remarks. "At Trophy Signature Homes, the features shown in our models are standard and always included in the price of our homes."

Our transparency has really resonated with buyers, and we are confident that Dove Hollow will be no different."

Trophy Signature Homes is slated to begin construction of their homes in Dove Hollow mid-2022.

The brand's presales in Buffalo Ridge come with three to five bedrooms, two to five bathrooms, and are priced from the \$240,000s.

Green Brick has also announced major projects in Fort Worth and McKinney in the past month.

Green Brick and Scottsdale, Ariz.-based Taylor Morrison (NYSE: TMHC) closed on the purchase of nearly 900 acres near U.S. Highway 287 for the Madero development north of Sendera Ranch in Fort Worth, the companies announced in late September. It will have more than 2,500 homes.

Green Brick Partners will sell about 1,250 homes through its Trophy Signature Homes brand there. Homes will range from 1,500 to 3,500 square feet and have three or four bedrooms and two or three bathrooms, with prices starting from the high \$200,000s.

Green Brick also will sell its Trophy Signature line at a large, new residential community in McKinney scheduled to launch next year north of U.S. Highway 380 near Lake Forest Boulevard. Green Brick has committed to 570 homesites at that community, called Painted Tree, and hopes to buy enough lots to build about twice that number, [Dolson told the Dallas Business Journal](#).

Dallas-based Oxland Group is the master developer of the planned 1,100-acre community, and homebuilder interest has been exceedingly strong, Oxland officials have said.

South Dallas leaders press DART for curb-to-curb transportation service

By Sujata Dand, Dallas Free Press

Beverly Thomas is 73 years old and has lived in the Bonton neighborhood of South Dallas almost her entire life. She's never owned a car.

"The thing is, I've never learned how to drive," Thomas says. She's always used city buses and DART trains to travel to places, but in the last few years, she's not as comfortable using public transportation. Thomas says she gets anxious about being bothered by "the younger folks" on the buses and at bus stops.

"You get to a certain age, you know, and you're worried about your safety," Thomas explains. Getting to the grocery store is also getting to be difficult, though it's just a 10-minute bus ride from Thomas' home.

"I just can't get too much stuff because it's hard to carry it all back," Thomas says.

Community leaders in South Dallas have been working to find ways to make it easier for residents like Thomas to get around. A community survey showed that 45 percent of the people in the South Dallas zip codes of 75210 and 75215 don't have cars.

"We have many bus routes, but our constituents were telling us that they had problems traveling internally within the South Dallas area," explains Diane Ragsdale. The former Dallas city councilmember chairs the South Dallas Fair Park Transportation Initiative, which surveyed community members in conjunction with DART.

"It is difficult to move from the Fiesta grocery store to a Walgreens," Ragsdale says. "The grocery store to a Chase bank... going from a Family Dollar to the neighborhood thrift store... going to the doctor or your dentist in the area."

Ragsdale and her coalition took their concerns to Dallas Area Rapid Transit.

She wanted to bring DART's GoLink service to South Dallas. GoLink is an on-call service which allows riders to call an Uber or other private company contracting with DART within a particular zone. Riders can use their DART passes. Each ride costs \$3.

The service currently is offered mostly in suburban areas such as Far North Plano or Farmers Branch that have limited bus service. It's also offered in communities where fixed bus routes haven't worked well, such Kleberg and Rylie in southern Dallas. DART added GoLink in these communities because residents in these more rural areas needed a way to get to the Buckner rail station on the green line, and one bus was not economical or efficient.

"So, it's a supplement to the rail system or bus system," says Todd Plesko, vice president of planning, servicing and scheduling for DART. "You are not getting on GoLink in Rowlett and going all the way to downtown Dallas. We are going to take you to the rail station. So, 90% of the travel on GoLink is to and from either a rail station or a major bus terminal."

Plesko says providing GoLink service to South Dallas would be a departure from the way DART has traditionally utilized the on-call service. Instead of using GoLink to travel from home to a major rail station or bus route, South Dallas leaders want to see GoLink utilized as transportation from a residence to a grocery store or community center. DART's board decided to try it as a pilot project rather than fully invest in the program for the area.

"It's a response to a community's need. That's why we are doing this as a pilot," Plesko explains. "Our board has not decided that this is something we would do in all cases, but since the community was very actively engaged with DART, and they identified some unique problems, they wanted us to have an open mind and consider where it could be applicable in select areas that have unique problems."

In late 2019, the South Dallas Fair Park Transportation Initiative and DART conducted a survey of more than 200 residents in the 75210 and 75215 zip codes. The results showed a need for internal transportation in the area. Despite having eight bus routes and three rail station stops, the survey identified some people in parts of DART's South Dallas zone that lived far away from bus stops.

Another problem was that the Martin Luther King Jr. Community Center, an essential destination for residents, was not near the rail station and required transfers between two bus stops to reach the center in the middle of the day.

"They wanted transportation access, and they identified some of the problems that they had with the bus system," Plesko says. "It was either too far to walk or the wait times were too long."

He also acknowledges the unique needs for seniors like Beverly Thomas in this community.

"A lot of people find it cumbersome to carry very many bags of groceries on a bus because the driver doesn't get off and help them carry it in."

DART's board dedicated \$50,000 for the 6-month pilot, which was expected begin this past summer but, because of the pandemic, DART has rescheduled the program to begin next spring.

South Dallas resident Aundrey Evans, 47, says he doesn't know if he will use GoLink. He doesn't have a car and uses public transportation to get everywhere.

"Do you have an aspirin?" he jokes when asked about using public transportation. "It varies from day to day. Sometimes, it can be a smooth transaction and other times it could be very bumpy because the buses are not on time."

For groceries, Evans says he generally takes a bus and a train into Downtown to shop at Target and Kroger. Even though it takes 45 minutes to an hour each way, he says it's cheaper for him to shop outside of his neighborhood, and there's more selection of food and things that he needs.

"I would love to have a nice store with affordable prices right here in our neighborhood where I won't have to leave the neighborhood," Evans says.

Ragsdale believes that if there was a curbside service for residents, it would encourage people to shop in their neighborhoods and increase the number of businesses and stores in her community.

“The mental thought process in many ways was that transportation is used to go outside of the area —catching the bus to go Downtown or catching the bus to go further south,” Ragsdale says. “That’s not a correct thought. That’s why you have to stay in constant communication with your people [in the community].”

There are some concerns about the cost of GoLink for riders. A \$3 fare for each one-way trip can add up. But Plesko says it hasn’t impacted ridership in other areas.

“We found that people have found that it’s worth it, and they do it because it’s typically cheaper than paying the full fare on Uber. Probably the lowest cost on Uber is \$6 or \$7.

So, they save a little bit of money and DART saves money because it would be more expensive for us to put out dedicated taxi cabs or special vehicles.”

Booking GoLink is easy for people who have a smart phone, but a smart phone is not a necessity. DART has a phone number to set up curbside pick-ups. There’s generally a wait time of 10 to 15 minutes from the time the request is made.

Both DART officials and South Dallas leaders say they hope getting past the pandemic will benefit the pilot results.

“We want this pilot to be successful,” Ragsdale explains. “We want to make sure that we maximize success, and so it’s important, in my opinion, that we delay it.”

Traffic Crashes in Texas Energy-Producing Areas Continue to Increase

By Insurance Journal

Texas transportation officials report that the number of traffic crashes in the energy-producing regions of Texas continues to rise.

Last year, there were more than 205,000 crashes in counties defined as the Texas energy sector by the Texas Railroad Commission (TRC), which includes large portions of West Texas, South Texas and even extends into metropolitan areas like Dallas, Fort Worth and El Paso, according to the Texas Department of Transportation (TxDOT).

These crashes, which represent a 3% increase from 2018, resulted in 1,638 traffic fatalities in the state's Barnett Shale, Eagle Ford Shale, Granite Wash, Haynesville/Bossier Shale and Permian Basin.

The list of energy sector counties is determined and compiled by the TRC. TxDOT said the information contained in its report represents reportable data collected from the Texas Peace Officer's Crash Report (CR-3). This information was received and processed by the department as of Sept. 9, 2020.

"Heavy trucks and work crews on state and county roads continue to create a challenging driving environment. That's why we're urging every motorist to slow down, drive smart and obey traffic laws to prevent crashes," TxDOT Executive Director James Bass said in a media release.

Drivers can expect to see a variety of common-sense safety reminders on TV, radio, social media, billboards and gas pumps as TxDOT kicks off its annual "Be Safe. Drive Smart" campaign in the state's energy-producing regions.

In addition, Texas Mutual Insurance Co., which helps employers prevent on-the-job incidents, is working with TxDOT to distribute educational materials to promote safe driving.

The campaign asks drivers to:

- Drive a safe speed, accounting for traffic, road conditions and weather.
- Focus 100% on driving and put the phone away, no talking or texting when behind the wheel.
- Give large trucks plenty of space, be patient, and pass only when it's safe and legal to do so.
- Obey stop signs and traffic signals.
- Never drive under the influence of alcohol or other drugs.
- Always buckle up—drivers and passengers, day and night.

The TxDOT is responsible for maintaining 80,000 miles of road and for supporting aviation, maritime, rail and public transportation across the state.

Trinity Metro, J.O. Agency take on public transit safety

The advertising campaign aims to increase ridership while building customer trust during the pandemic.

By MASS Transit

Trinity Metro and J.O. Agency have created an integrated campaign to tackle concerns about riding public transit during the pandemic.

The upbeat campaign features video and digital advertising – all done with volunteer principals and extras, including staff, a creative promotional twist and a strategic media buy. The objective is to increase ridership while building customer trust.

Because of the pandemic, Trinity Metro experienced the same declines in ridership as other systems across the country. Trinity Metro began putting in place the necessary protocols to ensure the safety of both passengers and employees.

From enhanced cleaning to social distancing to implementing a face-mask policy, all safety measures were designed to help reduce the spread of the virus. The marketing challenge was to reassure prospective riders that using the service was safe.

J.O. Agency saw an opportunity to communicate the changes to consumers in a reassuring yet light-hearted way. To put riders at ease about returning to public transit, they developed the “We Got You!” campaign. Advertising features staff and passengers in colorful face masks following the protocols while interacting and dancing to upbeat music.

Video and photo shoots included all Trinity Metro service lines: buses and commuter rail lines, The Dash and ZIPZONE, Trinity Metro’s new first-mile/last-mile solution.

The “We Got You!” media campaign includes cable television, Hulu, digital advertising, print publications, YouTube video, social media, email and audio streaming on Pandora and Spotify. All rides were free for the first six weeks of the campaign.

The campaign has delivered more than 20 million impressions and the combined ridership of buses, Trinity Railway Express, TEXRail and The Dash has increased 10.6 percent between May and August.

What should this busy, blighted Arlington road look like? Now's your chance to weigh in

By Kailey Broussard, Fort Worth Star-Telegram

If you're traveling through Arlington, you'll probably end up on Cooper Street.

The [13-mile-long](#) roadway passes through UT Arlington's main campus and runs near historic neighborhoods, car shops and shopping strips before reaching Parks Mall. Some street sections see around 85,000 vehicles a day, according to Ann Foss, city principal planner.

Despite its prominence, businesses along part of a five-mile stretch account for nearly half of the city's struggling retailers, [according to a report by the city and consulting firms](#).

Nearby buildings are 40 to 50 years old on average. Sidewalks disappear between Pioneer Parkway and the Parks Mall area — the same section where seven accidents involving vehicles and pedestrians have occurred in the past decade.

Randy Hendricks, president of Westador Neighborhood Group, said the area is the city's "heart" — a geographic center for the city that all residents use in some form. It just needs a plan and a sense of identity.

"All of this just sort of was a hodgepodge of development. It needs a vision and needs to be brought together," Hendricks said.

Hendricks is one of nearly two dozen neighborhood representatives, business leaders and officials considering plans to improve Cooper Street's stretch from UTA Boulevard to Bardin Road, or past the Parks Mall and Interstate 20. The group will hold meetings and public forums through early 2021 to draft a plan to present to City Council in the spring.

"The City Council really wanted us to take a closer look at Cooper Street and understand where it's been, where it's headed and develop a vision for the corridor to keep it strong and viable going forward," Foss said.

While presenting the analysis, which began in January but was put on hold for months due to novel coronavirus, Helen Moise, District 1 representative, said whatever the council approves will be a long-term plan that defines the area.

"This is not a five- or 10-year plan," she told the council. "A project this size will probably take, and I'm throwing out a number, probably 20-30 years, if we're lucky."

MAKING COOPER STREET 'SHINE A LITTLE BRIGHTER'

The assorted medical clinics and shops around Park Row Drive and Cooper Street are a far cry from the intersection's previous life as popular shopping center.

The spot once held a grocery store and a filling station, said Derek Carter, a committee member representing Heart of Arlington Neighborhood Association. Over the years, those businesses moved to other parts of the city and different types of shops replaced them.

Carter said he's encouraged by businesses like the Walgreens and Smoothie King that have popped up around the intersection but would like to ensure the area keeps growing.

"We just want to figure out another way to make the area shine a little brighter," Carter said. Carter and committee members held the first round of public sessions and committee meetings in early October. Concerns from early meetings about the stretch include pedestrian safety, vacant businesses and a general "tired and rundown" aesthetic.

Potential solutions the committee has discussed include naming different sections along the street, creating safer spaces for pedestrians, addressing blight and creating an enterprise zone.

"It's really about maintaining what we have and keep the flow going nicely," Carter said. The city and committee will also consider how to bolster the businesses that already line Cooper Street, such as car shops and office spaces.

"I think one of the things we'll be looking at is how can the city play a role in helping Cooper Street continue to evolve in a positive direction," Foss said.

People interested in contributing to the plan can fill out an [online survey](#), listen in to committee meetings or attend public sessions virtually or in-person at the City Council Chambers at 101 W. Abram St. The next round of committee meetings and public sessions is slated for [December](#).

Deal Ticker: Retail Project Kicks Off at Frisco's \$1 Billion Gate Mixed-Use Development

Plus, Amazon secures two new DFW last-mile shipping hubs, investor plans retail development along Lake Joe Pool, Asbury Automotive Group plans Frisco dealership, and more.

By Bianca R. Montes, D Magazine

The next phase of Frisco's \$1 billion Gate mixed-use project will bring 16,000 square-feet of restaurant and retail space to 49-acre Gate development just north of the Dallas Cowboys' Star development. A luxury Colombian seafood restaurant has already signed a lease at the two-building center, according to developers.

Conduit Architecture + Design is the architect for the project, and the MSF Contracting Group is the contractor.

The next phases for the 2.3 million-square-foot site include a 28-story tower by Dallas-based JMJ Development that will include 225 luxury hotel rooms and 150 condo units.

INDUSTRIAL

Amazon continues to expand its DFW presence with two distribution sites in Tarrant County. The e-commerce giant leased about 400,000 square feet at 651 Klein Tools Boulevard in Mansfield and 2400 Centennial Drive in Arlington. The last-mile shipping hubs are valued for construction at more than \$40 million. Arlington-based PDMS Design Group is the architect for the projects.

DXP Enterprises renewed 104,902 square-feet at Pinnacle Industrial Center – Building A in Dallas. NAI Robert Lynn represented the landlord, Pinnacle A. Jason Moser with Stream Realty Partners represented the tenant.

Magnus Chemical has expanded to The Star Commerce Center in Frisco. Magnus Chemical provides specific specialty cleaners developed and approved on foodservice equipment, along with hand care and full-service cleaning and sanitizing solutions. Located at 16005 Gateway Drive in Frisco, Magnus Chemical's new 44,144 square-foot space will accommodate the company's need for a larger store and distribution center to better supply the high demand of cleaning and sanitation products that has arisen with the COVID-19 pandemic. This location also marks Magnus Chemical's central location expansion from Irving, Texas, to a high growth area such as Frisco. Ryan Boozer, along with Charles Brewer and Lena Pierce of Stream Realty Partners' Dallas Industrial Division, represented the tenant. Gil Stroube of Lincoln Property Company represented the landlord.

2500 Broadway Street, a 30,725-square-foot industrial property on 10-acres in Sweetwater, has sold. Adam Abushagur and Davis Cagle with Marcus & Millichap represented the buyer and seller.

Fairway Supply renewed 29,665 square feet at PARC 114 – Building 3 in Irving. Jeremy Kelly and Sarah Ozanne with Stream Realty Partners represented the landlord, Link Industrial Properties. Blake Kendrick, Ryan Boozer, and Lena Pierce with Stream Realty Partners represented the tenant.

E&A TransPros, an Illinois-based logistics firm, is expanding its Dallas-Fort Worth footprint with the lease of 19,643 square-feet at Hanover 4 at 801 Hanover Drive in Grapevine. E&A has relocated from Carrollton to a project that's less than four miles from the airport's northern entrance. Gil Stroube of Lincoln Property Co. represented the landlord.

Interceramic renewed 15,400 square-feet at Jupiter Service Center in Plano. James Mantzuranis and Ryan Wolcott, SIOR with Stream Realty Partners, represented the landlord, Ranger D-TX. Steve Berger, with CBRE, represented the tenant.

Deep Ellum Brewery leased 11,040 square feet at 1133 South Madison Avenue in Dallas. Drew Feagin and Adam Jones with Stream Realty Partners represented the tenant.

OFFICE

Prism Health North Texas (PHNTX) signed a new, two-floor 12,835 square-foot lease with Healthcare Realty Trust Incorporated at 4004 Worth Street in Dallas. This new location will support the organization's nationally recognized HIV/AIDS medical research, community outreach, education, and care coordination services, along with a potential future expansion of medical services. Eliza Solender of Solender/Hall represented PHNTX, and Transwestern's Chris Lipscomb, Laney Underwood, and Brooke Sutherland represented the landlord.

A Louisiana-based company has filed a permit to build **Cascade Creek Office Condominiums** at 3721 South Stonebridge Drive in McKinney. The 61,250-square-foot project is expected to begin construction this November and complete December 2022.

Octapharma Plasma signed a new 9,598 square-foot lease with Retail Plazas at 1030 West University Drive in Denton. Transwestern's Mason Bishop represented the landlord.

Roscoe Properties leased 8,598 square-feet at Preston Commons Bank Tower in Dallas. HPI Real Estate Services & Investments represented the landlord, Medecision. Dan Harris, Randy Cooper, and Dante Krieger with Stream Realty Partners represented the tenant.

Bounty Minerals extended its 7,264 square-foot lease at 777 Main in downtown Fort Worth. Transwestern's Whit Kelly and Dallas Margeson represented the landlord.

Sandra U Buttine, OTR, renewed 5,408 square-feet at 12850 Hillcrest Road in Dallas for 3 years. Alex Foley and Ben Goldthorpe with Swearingen Realty Group represented the tenant, and Dana Alfirevic represented the landlord, Hartman Income REIT.

Remedy RX renewed 4,040 square-feet at 14110 North Dallas Parkway in Dallas for 5 years. DeMarcus Owens represented the landlord Hartman Income REIT.

Kansal Eye renewed 3,816 square-feet at 770 North Coit Road in Richardson for 3 years. Kat Morrison represented the landlord, Hartman Income REIT.

RETAIL

Hjir purchased 3.5 acres of land in the Mira Lagos Community with plans to develop a neighborhood retail center to service the residents along Lake Joe Pool. Demian P. Salmon with Stream Realty Partners and Kevin Cho with The Way Realty Advisors represented the buyer. John Carter, with Hanover Property Company, represented the seller, Hanover Properties.

Asbury Automotive Group has filed a permit to build a David McDavid Lincoln Frisco dealership and service center at 6600 State Highway 121 in Frisco. Construction on the \$10.5 million 37,800-square-foot project will begin in January 2021 and be completed by the end of the year. Praxis3 Architecture Corp is the listed design firm.

Belt Line Crossing, a 13,290-square-foot retail property at 2030 N. Beltline Road in Mesquite, has sold. Philip Levy, with Marcus & Millichap's Dallas office, represented both the seller and buyer.

The **Texas Ticket Building (Mandell Building)**, 7,396-square-foot retail property at 3508 Greenville Ave. has sold in Dallas. With Marcus & Millichap's Dallas office, Joe Santelli and Matthew Sheard represented both the seller and buyer.

Take 5 Oil Change, located on University Drive in McKinney, was sold. The storefront has a new 10-year lease in place. Commercial real estate firm STRIVE represented the seller, a Dallas-area investor, and cooperated with an outside broker to source the Buyer from San Antonio.

Wave Max Laundry has leased 3,050 square-feet at Kroger Plaza on Galloway and Kearney streets in Mesquite. David Levinson, with The Retail Connection, represented the landlord, Kimco Mesquite. Dale Bryant of CIO Realty represented the tenant.

New skyscraper in the works for downtown Dallas' south side

Almost 40-story tower would be the first phase of 18-acre mixed-use district.

By Steve Brown, Dallas Morning News

Developers are showing off plans for a new skyscraper proposed on downtown Dallas' south side.

Dallas-based Hoque Global and Lanoha Real Estate of Omaha presented designs for the NewPark mixed-use tower to be built on Canton Street near city hall.

The almost 40-story high-rise would contain a combination of office, retail, hotel and residential space in a rapier-thin tower.

The lower levels of the building would contain retail, lobby areas and parking.

Plans for the building – designed by Merriman Anderson Architects and Pickard Chilton were presented to the city of Dallas' Peer Review Design Committee.

The proposed tower project is planned to include 240,000 square feet of offices, a 245-room hotel, 268 apartments and ground-level retail.

The high-rise would be the first phase of an almost 20-acre district of new buildings along Canton and Cadiz streets on the south side of downtown.

The now-vacant property is one of the development sites that was pitched to Amazon when was looking regional office locations in 2017. The e-commerce giant decided to put its HQ2 operation in suburban Washington, D.C.

The proposed development will occupy existing surface parking lots," the developers said in their design presentation. "The new district will combine office, residential, retail, and educational uses to create an exciting, vibrant district in an area that has long sat vacant and under-utilized."

Dallas businessman and restaurateur Mike Hoque began buying up land in the southern section of downtown in 2016.

Hoque has also invested in properties adjacent to Dallas' Cedars neighborhood just south of Interstate 30.

Lanoha Real Estate is a more than 30-year-old developer that's does a wide variety of commercial and residential developments.

Fort Worth suburb banks on ‘economic engine’ to spur business, housing growth

By Elizabeth Campbell, Fort Worth Star-Telegram

For years, acres of vacant land stretched across the northern part of Haltom City.

Now new homes, a million-square-foot business park and luxury apartments are changing the landscape.

Despite the coronavirus pandemic, the Northern Cross district, a 1,588-acre area minutes away from downtown Fort Worth, Dallas/Fort Worth Airport and the Alliance corridor, is quickly taking shape and city leaders and developers are banking on its potential to rev up the economy in the area.

“This (Northern Cross) will be a jewel for this city. We won’t be as dependent on property taxes with more sales tax revenue,” said city manager Rex Phelps.

“This will be our recipe for success. This will serve as an economic engine for our city and for the region,” he said.

The Northern Cross district is a mix of single-family homes, multi-family residences, restaurants, hotels, and other businesses.

New homes are selling quickly in the High Point subdivision near Haltom High School, and construction is underway at The Stream, luxury apartments along Big Fossil Creek.

The 72-acre 820 Exchange business park is also taking shape, and will feature distribution centers, space for corporate headquarters and office space. Restaurants, including Hoffbrau Grill and Steakhouse, a Holiday Inn and two Marriott hotels are also coming to the Northern Cross district.

The business park alone will create 1,500 to 1,700 jobs, Phelps said. That will encourage more development such as restaurants, retail and entertainment, he said.

Stephen Barnes, a partner with Alpha Barnes Real Estate which developed the lots in the High Point subdivision which were pre-sold to [David Weekley and K. Hovnanian Homes](#), and is also developing The Stream luxury apartments, said the widening of 820 and the proximity to downtown Fort Worth, DFW Airport and Alliance were factors leading to high interest in the northern portion of Haltom City.

“This is an amazing convenience for commuting,” Barnes said.

In Haltom City, many of the homes were built after World War II for returning veterans, he said.

There were some new homes built, but in the past 10 years, city officials were interested in seeing more development, he said.

“We are appreciative of the city’s pro development attitude,” he said.

[Our Country Homes](#) is also building a subdivision called Heritage Place across from the Haltom City library.

Augie Gomez, principle and co-CEO at the McRae Group that is developing the [820 Exchange](#) business park in partnership with LGE Build, said work is ahead of schedule, and that Stream Realty is leasing the buildings.

Gomez said there was interest in the 820 corridor, and that the company bought property, anticipating the highway expansion.

“We were very attracted to the site,” Gomez said.

The highway widening project led Haltom City to prepare for the future by installing utilities and building roads and sidewalks.

The goal is to connect neighborhoods to parks and for people to walk to the restaurants and other businesses, Phelps said.

Phelps said the “buzz” about the 820 corridor is leading to development in other areas of Haltom City.

Haltom City has around 45,000 residents, and 1,300 businesses

Phelps said he has never seen so much development taking place at once. He said the pace of the new homes went beyond the city’s projections for residential growth in the Northern Cross area.

“Even though we are going through this COVID situation, we have more going on right now in Haltom City than anyone can remember,” he said.

Top 5 Office Projects Under Construction in Dallas

According to Yardi Matrix, more than 6 million square feet of office space was underway in the metro as of October.

By Corina Stef, Commercial Property Executive

Texas' business-friendly climate was a magnet for corporate relocations and business expansions long before the pandemic, and it remains optimistic despite the current [economic volatility](#).

According to Yardi Matrix data, Dallas had some 6.1 million square feet of office space under construction as of October. Development activity was concentrated in the Platinum Corridor North and Uptown/Oak Lawn submarkets, where half of the active pipeline is located.

Some 2.9 million square feet of office space came online across 20 properties year-to-date in the metro; the largest property was Phase I of Charles Schwab's Westlake Campus.

An additional 1.4 million square feet of space is expected to be added to inventory by year-end, as construction activity forged ahead throughout the year. Projected 2020 deliveries amount to some 4.3 million square feet, compared to the 5.6 million square feet delivered in 2019.

The list below highlights the largest office projects under construction in Dallas, based on Yardi Matrix data.

5. KEURIG DR. PEPPER AT THE STAR

In May 2019, Blue Star Land Services broke ground on Keurig Dr. Pepper's upcoming headquarters in Frisco. Dubbed Keurig Dr Pepper at The Star, the 358,000-square-foot build-to-suit office building will be home to 1,100 employees who will relocate from the beverage giant's Plano office. Completion of the 16-story property is scheduled for the first quarter of 2021.

HKS served as the architect and Manhattan Construction is the general contractor. Located at 6425 Hall of Fame Lane, the building is part of The Star, a 91-acre campus housing the Dallas Cowboys' world headquarters and practice facility.

4. THE EPIC II

In October 2019, Westdale Asset Management and KDC teamed up to develop The Epic II. The 485,000-square-foot building will encompass 470,000 square feet of office space, 15,000 square feet of retail and 1,410 parking spots. The 23-story tower is scheduled for completion in the last quarter of 2022, with U.S. Bank providing \$163.5 million in construction financing.

The Epic II will be home to [more than 3,000 Uber employees](#), making it the second-largest Uber office outside of the San Francisco headquarters. The project is rising at 2550 Pacific Ave.—in Dallas' Deep Ellum neighborhood—within The Epic, an 8-acre mixed-use development that includes office, hotel and residential space.

3. PARKLAND HOSPITAL – NEW MEDICAL OFFICE

Parkland Health & Hospital System is expanding its Dallas footprint with the addition of a new 525,000-square-foot, six-story medical office building located east of its \$1.3 billion Parkland Memorial Hospital campus.

The facility broke ground in February 2019. HKS served as the architect, The Crowther Group as the general contractor and Burns & McDonnell handled design and construction commissioning services.

At full build-out—expected in the first quarter of 2021—the \$154 million outpatient clinic will include laboratories and offices, as well as examination and treatment space. The building is taking shape at the corner of NEC Parkland Boulevard and Maple Avenue, close to a Dallas Area Rapid Transit rail station.

2. CHASE TOWER AT LEGACY WEST

The 540,000-square-foot Chase Tower at Legacy West is the second owner-occupied office project on our list. J.P. Morgan Asset Management started construction on the 12-story asset in August 2019 and expects to complete it in the second quarter of 2021. HKS provided design plans and Balfour Beatty acted as the general contractor.

The project is situated at 8181 Communications Parkway and represents the second phase of JPMorgan Chase's 49-acre Plano campus, which houses more than 6,000 employees.

It is part of Legacy West, a 250-acre master-planned business park rising on the west side of the Dallas North Tollway and housing major employers such as Liberty Mutual Insurance, Toyota and FedEx.

1. CHARLES SCHWAB WESTLAKE CAMPUS – PHASE II

The largest project on the list is the latest addition to Charles Schwab's regional campus in Westlake. The 620,000-square-foot development broke ground in December 2018 and was designed by Dallas-based Corgan Architects. Upon completion, scheduled for the second quarter of 2021, the property will encompass two buildings.

Located on 59 acres at 3101 Schwab Way, the development is adjacent to Phase I, a 555,000-square-foot office building completed in early 2020.

Following the financial giant's acquisition of TD Ameritrade last year, the Westlake campus will be home to the merged companies' headquarters, housing a total of 7,000 employees, and, at the same time, solidifying Westlake as a financial hub for Texas. When completed, the campus will total 1.2 million square feet.

\$500 million, DART-adjacent master plan underway in Addison, TX

By RE Journals

Cushman & Wakefield has been engaged by the town of Addison, Texas to solicit proposals for a master developer for an estimated 18-acre high-density, transit-oriented development opportunity within the nationally acclaimed Addison Circle urban district.

Cushman & Wakefield's engagement is the next step in the town's efforts to maximize the benefits of the Dallas Area Rapid Transit (DART) Silver Line/Cotton Belt Corridor by creating a walkable, transit-oriented, mixed-use development adjacent to the future rail station in Addison, which could rival the development value of North Texas' premiere regional destinations.

Chris Harden, Maureen Kelly Cooper, Ryan Duffie and Michael Thomas of Cushman & Wakefield's Dallas office will lead marketing efforts and provide brokerage and advisory services on behalf of the town of Addison. The team was chosen based on their notable experience representing public agencies locally and throughout Texas, including recently representing DART on the 11-acre Mockingbird Station East mixed-use, transit-oriented development and CapMetro in Austin on the Plaza Saltillo mixed-use, transit-oriented development. Both projects are currently underway and represent nearly a billion dollars of development value around the rail stations. The Addison and Cushman & Wakefield team will collaborate with DART on the station-area build-out to effectuate similar type density within a walkable, mixed-use environment.

"We're pleased to have been selected by Addison to find a highly-qualified, forward-thinking mixed-use master developer who can build out the site to its full potential," said Harden. "The unparalleled central location, access to transit, major employment, and proximity to high-traffic areas like Belt Line Road, a nationally-known hotspot for restaurants, and the exceptional quality of life the town of Addison affords make this a prime investment opportunity."

Addison is an affluent suburb located nearly equidistant from Dallas and Frisco with direct access to the Dallas North Tollway with its own executive airport. The future development's location sits just south of Addison Circle, an award-winning development and one of original mixed-use developments in the country that set the standard for the "New Urbanism" movement—a planning and development concept that centers on walkability, access to residential and retail properties, and public spaces. When finished, the new development will be connected to a broader, 300-acre walkable urban district.

"This future development will become an extension of Addison Circle and solidify its presence as a major regional destination, based not only on location, but in its design in that it will prioritize the experience of the people living, working, and visiting the community," said Cooper. "We're looking forward to working with Addison's leadership and the development community to bring the Town's vision to life and building on the legacy of the highly successful Addison Circle development."

The future Silver Line Rail Station in Addison will be part of the 26-mile Cotton Belt Corridor that extends between Dallas/Fort Worth International Airport and CityLine / Downtown Plano, providing access to major employment and attractions in the area. Addison envisions the new development at the future rail station will be an architecturally significant, world-class, regional destination consisting of high-density residential, creative and corporate office, boutique hotels, a grocery store, restaurants, and service-oriented retail within a well-designed, walkable

framework. The new development will be a catalyst to a much larger vision for the area. The transit station is expected to be completed and operational by the end 2022 or the first quarter of 2023, with ground-breaking for the future development occurring within the same timeline.

“We look forward to working with the Cushman & Wakefield team on this significant Addison transit-oriented endeavor,” said Addison Mayor Joe Chow. “We believe that their experience working on similar projects will help us find the right developer for this high-profile project that straddles two vital Addison landmarks: the Addison Circle District and DART’s Silver Line.”

As concrete sprawls, Fort Worth plans to spend millions to save land from development

By Haley Samsel, Fort Worth Star-Telegram

The land development boom in North Texas has shown no signs of slowing down, even with the significant economic challenges posed by COVID-19. That's why Fort Worth officials are moving forward with [plans to identify and potentially acquire](#) natural areas for preservation before developers buy up the land for housing and retail projects.

"We want to really protect these key areas for our future generations, since once it's gone, you can't get it back," said Jennifer Dyke, a city stormwater program manager who has led Fort Worth's conservation efforts. "We really feel that open space conservation can help the city be more liveable for our community."

The Open Space Conservation Program, a partnership between the city and the nonprofit organization Trust for Public Land, was originally launched late last year amid growing concerns over Fort Worth's loss of an estimated 2,800 acres of natural prairie per year to development, among other issues.

Using money from the city's oil and gas trust fund as well as \$64,000 in donations from residents, the program made its first purchase in June from energy company Total with [the acquisition of Broadcast Hill](#), a 50-plus acre property near the Tandy Hills Natural Area in east Fort Worth.

Future acquisitions are likely to be funded through a mixture of revenue from grants, the oil and gas trust and Fort Worth's 2022 bond program, Dyke said. Starting on Dec. 1, City Council members can vote on the disbursement of up to \$16 million from the oil and gas fund for natural area acquisitions, she said.

For now, Open Space leaders are seeking public feedback [through an online survey](#) in English and Spanish that will close at the end of November, Dyke said. The group held its first public meeting last week and met virtually with leaders of environmental organizations and nonprofits across Fort Worth earlier in October.

Results from the survey, which asks Fort Worth residents about their support for a permanent preservation program and how they would like natural areas to be used, will inform the Trust for Public Land's development of a tool that uses computer mapping and other data to help the city prioritize which properties it should pursue for conservation, Dyke said.

"They can rank the order of priority for those different benefits of open space, like flood control, ecosystem preparation, recreation, equity, community health, water quality," Dyke said. "What the community has to say about what they feel is important will help us prioritize which parcels we think need to be conserved."

When the program launched last winter, the Star-Telegram reported that three areas were being floated as the top candidates for preservation: the west shore of Lake Arlington, Sycamore Creek and parts of the Mary's Creek watershed. The Open Spaces program has a list of potential properties, Dyke said, but leaders are not actively pursuing acquisitions while the Trust for Public Land tool is in development.

Jarid Manos, who founded the ecology-focused Great Plains Restoration Council in 1997, recently joined the group of environmental leaders providing feedback on the Open Spaces program. He hopes that the city's newfound commitment to conservation may extend to his long-term project: the [Fort Worth Prairie Park](#), a plot of 944 acres near Crowley, Lake Benbrook and Tarleton State's new campus, [which opened last year](#).

Having worked on the prairie park since at least the mid-2000s, Manos' dreams for the area have evolved as developers and owners have bought parts of the prairie, including the Texas General Land Office's [sale of 2,000 acres](#) to a developer in 2013.

The Fort Worth prairie ecosystem, made up of native tallgrass, is one of the most endangered in North America, Manos said, and he wants the city to take a more active role in ensuring that this small remnant is preserved.

"They say Fort Worth is where the west begins, and if we don't see some of those big wide-open spaces preserved, it will be where the concrete never ends," Manos said. "There's still a large section of this prairie left, so preserving this ahead of time with foresight would allow native wildlife and people to thrive."

Open Spaces leaders plan to meet at least twice more with environmental leaders by the end of next summer, Dyke said. Eventually, once the prioritization tool is developed, the Trust for Public Land will pass on management of the data to the city's IT department, and Fort Worth officials can use it to figure out future acquisitions over the next several years, she said.

The Trust for Public Land will also release a policy report next June providing recommendations on how to manage the program in the long term and examples from other cities that are preserving nature areas, including Oklahoma City and Charlotte.

"We'll find out: How do we maintain these properties and manage them appropriately for the natural resources that are out there?" Dyke said. "Should the city have policies that incentivize open space conservation? I think, really, it will be up to the city to figure out: How do we want to move forward as a city?"

Dallas erased a Black community to build parking lots. Fair Park plan would give area back to community

The Dallas City Council will vote on the master plan for the 277-acre property so fund-raising can begin in earnest

By Brooklyn Cooper, Dallas Morning News

When the State Fair of Texas comes around in the fall, its namesake park in South Dallas comes to life.

Football fans and concert goers fill the Cotton Bowl and Dos Equis Pavilion.

When Fletcher's corny dogs aren't in season, with the exception of a few museum lovers and avid power walkers, Fair Park remains quiet the rest of the year.

That's something that the city has spent decades trying to change.

The Dallas City Council on Wednesday will vote on the updated master plan for its 277-acre property. When council members got their [first glance](#) at the plan last week, they applauded the infusion of green space in what is now more parking lot than actual park.

"Fair Park is one of our city's greatest assets, but it's also one of our most underutilized," Mayor Eric Johnson said in a statement on Tuesday. "This master plan is an exciting and important step toward making the park a year-round destination and, at long last, a gathering place for the South Dallas community."

The council's vote is only the beginning of a decades-long process to transform part of an area the city bulldozed in the early 1970s to make way for parking, erasing a community of homes and businesses belonging to Black families.

Now, after years of meetings between park developers, neighborhood stakeholders and nearby residents deeply aware of the park's controversial early history, this is the closest the city's come to giving that space back to the community.

Biederman Redevelopment Ventures, a design and development company, is overseeing the design for the 14-acre Community Park planned along Fitzhugh Avenue.

The long-anticipated green space is one of the elements of the first phase of the \$58 million project, and it will replace the existing parking lots east of the Dos Equis Pavilion.

In addition to the Community Park between Exposition Avenue and Gaisford Street, the first phase of the makeover includes a parking structure near the Music Hall to compensate for the removal of surface parking lot spaces.

"There are certain areas around the lagoon and the esplanade that have lawns and shady trees, but a lot of Fair Park is paved," said Ashley Langworthy, BRV's western region director.

"This will help bring that softness and park-like atmosphere."

The firm's resume includes Klyde Warren Park in Uptown, Levy Park in Houston and New York City's Bryant Park.

Once the Community Park is completed, the company will plan events that will be free and open to the public.

Langworthy said the specifics haven't been sorted out yet, but the goal is to bring arts and culture to the park on a regular basis.

"Things like free fitness classes, yoga, meditation, boot camp, storytelling hours and puppet shows, live music, movie nights," she said.

Last year, the firm and Fair Park First, the nonprofit that manages Fair Park, held pop-up events that included yoga and food trucks on the site to test programming.

Even in the Dallas heat, Jason Brown, a Fair Park First board member, said the events were well attended.

"We've definitely seen an increase in engagement," Brown said, "and that's only going to continue."

Brown, who grew up in Fair Park, said the interest in redeveloping that area is "long overdue," especially after the city has given it "the short end of the stick" for so long.

When Brown, 33, returned to Dallas after college, he said he "could've chosen to live anywhere."

But he went back to Fair Park because it's a city "treasure."



Lives upended

In the 1960s, the city of Dallas destroyed a thriving Black community to make way for parking at Fair Park.

A consultant hired by City Hall in 1966 submitted a report that said people didn't want to visit Fair Park because Black residents [devalued the area](#). It said that City Hall should "eliminate the problem from sight."

Years later, the city bought around 300 homes for significantly less than market value from Black families and [bulldozed them](#) to make room for what is now parking lot space bound by Gaisford Street and Fitzhugh, Pennsylvania and Second avenues — 52 acres total.

Businesses disappeared, too. Lowe's, a barbecue restaurant on Pennsylvania Avenue near First Avenue, used to have a front-row view of Fair Park's rollercoasters.

Decades later in 2018, the city chose Fair Park First to manage the park along with its for-profit partner, Spectra.

Representatives from Fair Park First, Spectra and BRV attended more than 100 meetings held by neighborhood associations, churches and other community organizations, listening to ideas and concerns and incorporating their input into the master plan.

"Fair Park has symbolism in this city as segregation and racism and a systemic reason for why a lot of the surrounding communities ... have their guard up and want to make sure this park is something that belongs to them," Adam Bazaldua, a council member who represents the Fair Park area, said last week.

When executives from the partnership presented the updated master plan to the Dallas Park and Recreation Board this summer, support was unanimous.

"We cannot fail these neighbors who have lobbied and advocated and poured blood, sweat and tears into this area for so many years and gotten only empty promises," Calvert Collins-Bratton, the Park Board president, told *The Dallas Morning News* after the June vote.

Fair Park's future

The Dallas City Council must sign off on the proposal because it owns the land to be redeveloped.

After that, the real work will begin to raise an initial \$58 million for the first part of the project, which includes the Community Park. The goal is to transform the parking lots and finish the park and accompanying lot by 2024.

Bazaldua said last week that the redesign will make the park an "asset for the community instead of something that sits predominantly vacant for the majority of the year."

Council members Omar Narvaez and Cara Mendelsohn joined Bazaldua in offering to support the fundraising efforts.

Jennifer Gates and Casey Thomas also expressed enthusiasm, adding that they hoped the dollars would come in.

Thomas called the plan a “beautiful display of what you heard from the community.”

The ultimate goal is to transform the entirety of Fair Park — but that will cost millions more and likely take at least two decades to accomplish.

Brian Luallen, executive director of Fair Park First, confirmed that additional fundraising campaigns would follow after they meet their first goal, but it’s too early to know what the future benchmarks will be.

Ryan O’Connor, assistant director of partnership management and sponsorship for Dallas Park and Recreation, told council members last week that \$2 million has already been raised for the project.

He added that in the coming weeks, they would announce four “notable” donors with whom they’ve been working.

“It’s kind of a self-fulfilling cycle,” Langworthy said. “As you do more, then [donors] are assured that you’re moving forward and there are some real plans behind it. ... But things are moving forward.”

The park department and Fair Park First have hired Rise 360 to raise money for the project.

Ben Casey, who works as a consultant with Rise 360, said last week that even with the “philanthropic competition” in Dallas, he was confident that they’d hit the \$58 million goal because of Fair Park’s historical significance.

For his part, Brown said he looks forward to seeing the future of Fair Park.

“It’s exciting to see a lot of other people taking interest in this neighborhood,” he said. “There are a lot of people who want to see Fair Park prosper.”

Fair Park Master Plan update



1. New Gurley Gateway Park
2. Enhanced open space
3. New music green
4. Improved parking lot greening
5. New MLK Gateway Park
6. Improved entrance gate
7. New Jubilee Gateway Park
8. Blackland Prairie Trail
9. Blackland Prairie Park
10. Community Park

SOURCE: Fair Park Master Plan Update, Park Board Presentation, June 2020

Laurie Joseph/Staff Artist

Fort Worth leaders want better buses and trains, but balk at the \$86 million cost

By Gordon Dickson and Luke Ranker

Fort Worth city leaders agree that the city needs better passenger trains, buses and other transit services.

But the cost is giving them sticker shock.

Trinity Metro, the transit agency for the western half of Dallas-Fort Worth, recently asked the Fort Worth City Council for \$86.1 million in improvements during the coming year. Much of the money — about \$61.1 million — would be used to extend the TEXRail commuter line about two miles south to the medical district, and the remainder would be needed to build a new bus rapid transit system on the city's east side.

That's on top of the \$10 million Trinity Metro requested about a year ago for other capital and operating needs.

Councilman Dennis Shingleton said Trinity Metro's request "kind of blew my doors off" because of the dollars involved. He and Councilwoman Kelly Allen Gray asked for more details about the scope of work and how the money would be spent.

Councilman Cary Moon doubted it was the city's responsibility to use debt capacity to fund Trinity Metro through a bond election. The city has not done that in the past and the request would take up nearly a quarter of the city's debt capacity.

That means council members would have to sacrifice projects they want funded in their districts to make way for Trinity Metro without a tax increase, Moon said.

"I think both of these are important," Moon said of the TEXRail station and the planned rapid bus line on East Lancaster Avenue. "It's not worth increasing taxes at this time."

He suggested Trinity Metro take another look at how it spends its own dollars before requesting city funds.

The chilly reception Trinity Metro once again is receiving at Fort Worth City Hall is frustrating Jeff Davis, [Trinity Metro board chairman](#). Davis noted that Trinity Metro's counterparts to the east, Dallas Area Rapid Transit, are currently working on multiple projects worth more than \$1 billion each.

At some point, Davis said, Fort Worth leaders have to accept that good public transportation services are expensive, but worth the investment — especially when local dollars can be used to leverage federal funds, which can then cover nearly half the overall capital costs.

"At some point, we have to make a decision in Fort Worth about what we want," Davis said. "Do we want to have better transit and to become a better city, or do we want to continue being a [bedroom suburb of Dallas](#)?"

The latest spat began Sept. 15, when Trinity Metro president Bob Baulsir submitted a letter to the city requesting \$61.1 million to extend TEXRail, which currently terminates at T&P Station

on the south end of downtown Fort Worth, another approximately two miles to a planned new station at Mistletoe Boulevard.

Federal funds totaling \$58.9 million are already available for [the TEXRail project](#), as long as Trinity Metro can come up with a local match.

Baulsir also asked for \$25 million to expand rapid bus service that would run along East Lancaster Avenue, from near the city's downtown area to the historic Handley neighborhood in far east Fort Worth, near Arlington. The rapid bus project is expected to cost \$160 million, including federal funds and also possibly a \$50 million contribution from the Texas Department of Transportation.

On Oct. 15, Fort Worth city manager David Cooke wrote back to Baulsir, explaining that the city's executive staff would need more details on the scope of each transit project, engineering reports, a summary of negotiations with other entities who might provide additional funding and many other documents.

Cooke also asked Trinity Metro, whose budget is approved annually by the City Council, to provide the agency's balance sheet, income statements and cash flow statements for 2019 and 2020 and audited financial reports for 2018-2020. Cooke said city officials are concerned about Trinity Metro's drop in sales tax revenue during the pandemic, and how the agency's collection of a half-cent sales tax will work going forward.

Cooke also noted with concern some previous comments by Fred Crosley, Trinity Metro chief financial officer, regarding the use of new revenue funds to pay for debt service, a major expense line item that did not appear on Trinity Metro's operating budget

"Additional documents may be requested after we review the above documents," Cooke wrote to Baulsir.

Councilman Jungus Jordan also was among the city officials concerned about Trinity Metro's funding request. He wondered whether it was outside the city's jurisdiction to allocate part of the bond election to Trinity Metro, saying he wanted clarity on the law.

But Councilwoman Ann Zadeh came to Trinity Metro's defense. She said it appeared Trinity Metro was doing exactly what the city has asked — to prepare budgets ahead of time and identify priorities. She said the metro was just being proactive about lining up funding for the system.

"I don't think this is something we need to get really excited (about)," she said, "or worried that they're over-asking."

Dallas City Council approves master plan to revitalize Fair

The design for the 277-acre park, a national historic landmark, features a 14-acre park modeled after Uptown's Klyde Warren Park

By David Tarrant, Dallas Morning News

The Dallas City Council on Wednesday approved an updated master plan for historic Fair Park that attempts to infuse new life into the South Dallas neighborhood while helping to heal old wounds in the Black community.

The design for the 277-acre park, a national historic landmark, features more green space and a 14-acre Community Park modeled after Uptown's Klyde Warren Park and with a goal of attracting more city residents and tourists.

Mayor Eric Johnson, a native of Dallas who represented South Dallas for a decade in the state legislature, said Fair Park finally has an opportunity to reach its full potential.

"I think we now have a partnership that will help Fair Park become what it always could have been and should have been, and that is a year-round destination for the residents of our city -- and frankly for visitors to our city," Johnson said.

Representatives from Dallas Park and Recreation, Fair Park First, the nonprofit that manages the area and its for-profit partner, Spectra, [presented the plan](#) to council members at a briefing last week.

Council members cheered the appearance of green space in a sprawling landscape that is now more concrete pavement than actual parkland.

"I do believe that we have the right partners in place," Adam Bazaldua, a council member who represents the Fair Park area, said just before Wednesday's vote, which approved the plan unanimously as part of the consent agenda.

Bazaldua said the new master plan gives him hope for the future of the South Dallas community, which has suffered from old wounds that have long festered.

In the late '60s and early '70s, [the city bulldozed about 300 homes](#) that had belonged to Black families to build parking lots for Fair Park. Since then, several plans to reimagine the space have been brought to the city, but none have come this far.

"It's an exciting time to see the 'park' come back to Fair Park. It's exciting to see an actual, intentional effort to repair wrongs that have been done in our past," Bazaldua said.

"I'm very excited to see this day come," he said.

Phase One

Phase one of the plan, which costs \$58 million, also includes the small MLK Gateway Park at one of the Fair Park entrances off Robert B. Cullum Boulevard, a 2-acre-plus music green and a parking deck near the Music Hall facing Parry Avenue to compensate for the removal of the parking lots.

The park department and Fair Park First have hired Rise 360 to raise money for the project, which is expected to be completed in 2024.

Community Park

Fair Park Master Plan Update



The rendering represents a Community Park concept that was developed based on community input. A final Community Park design will be developed in a separate design process.

50

Fundraisers have said they are confident of reaching the \$58 million goal because of Fair Park's historical significance.

Fair Park First board president Darren James [said during a June meeting](#) with the Dallas Park and Recreation Board that his team is already talking with prospective donors and has had "interest from one of the leading private citizens in Dallas that's looking to give us a gift that we are using to move forward."

Biederman Redevelopment Ventures, a design and development company, is overseeing the design for the 14-acre Community Park planned along Fitzhugh Avenue. The firm's resume includes Klyde Warren Park in Uptown, Levy Park in Houston and New York City's Bryant Park.

The Community Park, a key part of the first phase, will replace the existing parking lots east of the Dos Equis Pavilion.

The goal is to bring arts and culture to the park on a regular basis, including fitness classes, storytelling hours and puppet shows, live music and movie nights, according to the design firm.

At Wednesday's council meeting, the mayor said he was initially concerned that the South Dallas community wouldn't be involved in the process of reimagining Fair Park.

"I've been impressed with this process. It's been an inclusive process. And I think this plan helps stitch together the South Dallas community, which has far too long been neglected," Johnson said.

The project is still in its early stages and there remains a lot more work to do, he said.

"I'm under no illusion that this is going to be easy," Johnson said. "We have a lot of money to raise."

But the master plan "gets us one major step closer to that goal of a year-round destination and a real, true asset for our city," he said.

DeSoto Mayor Curtistene McCowan has died of lung cancer, three weeks after announcing diagnosis

'She was a diligent and faithful leader who will be greatly missed,' U.S. Rep. Eddie Bernice Johnson said Wednesday night.

By Jamie Hancock, Dallas Morning News

DeSoto Mayor Curtistene McCowan has died of lung cancer, a little more than three weeks after [announcing her diagnosis during a City Council meeting](#) on Zoom.

"Those of you who know me are also aware that I have an unusual amount of energy," she said at the time. "So, when I get tired or don't put in the time and energy that I normally do on an issue, something's up."

McCowan spent much of her life dedicated to serving the DeSoto community, the city said in a news release Wednesday night. She became the city's first female mayor in 2016 and was the first African American elected to public office in the city after winning a seat on the DeSoto ISD board in 1990.

"We've lost a great committed leader," U.S. Rep. Eddie Bernice Johnson, D-Dallas, whose district includes DeSoto, told *Texas Metro News*. "Her leadership spirit will be missed. Her influence and her leadership were felt in DeSoto, her first love."

State Sen. Royce West, D-Dallas, said her death hits close to home.

"We have lost a good person, a leader, caring person who in many instances put her family behind public service," he told *Texas Metro News*. "Curtistene will be missed. She loved her family, her community, her sorority, and fraternity brothers of Omega Psi Phi Fraternity. She lived a full life, a life well lived."

Her sorority sisters have been diligent with their prayers and calls of support, said Andrea Hilburn, president of the Dallas alumni chapter of Delta Sigma Theta Sorority.

"My phone is ringing off the wall," she said. "The news was devastating. She wasn't just our soror, she was a community leader too."

McCowan, 72, said a week before the Oct. 6 City Council meeting, she contacted her physician after having trouble breathing. The initial diagnosis was pneumonia, and she was sent home after spending two days at the hospital. When her condition did not improve, doctors ran additional tests and discovered cancer.

McCowan was reelected as mayor in 2019 and first joined the City Council as a member in 2012.

A graduate of Dallas Baptist University, she worked for the Federal Trade Commission for more than three decades before retiring in 2005. McCowan served on the board of regents for Texas Southern University, as well as the DeSoto ISD board of trustees. A middle school in Glenn Heights bears her name.

The mayor is survived by her husband of 54 years, Leon McCowan, two sons and three grandchildren.

Rep. Carl Sherman, a former two-term DeSoto mayor, called McCowan “the most gracious mayor we’ve ever had,” saying that unlike many leaders “she was able to diplomatically bring both sides of the city together. There was an elegance and an eloquence about her.”

Dallas County Commissioner John Wiley Price called McCowan a selfless leader, pointing out her years of service to the community.

“She devoted a lot of her time and service to the public,” he told *Texas Metro News* on Wednesday night.

In a Facebook post late Wednesday, the DeSoto High School band sent condolences to the McCowan family.

“We will forever appreciate the support and kind words from Mayor McCowan, as she truly loved the DeSoto Eagle Band,” the post read. “She was one of the first individuals to sing our praises when we achieved national recognition and she has always encouraged us to strive for greater and higher heights.”

The DeSoto community had adopted the hashtag #McCowanStrong to show their support for the mayor after her diagnosis.

Dallas leaders also expressed condolences and remembered McCowan’s service.

“This is unbelievably sad news,” Dallas Mayor Eric Johnson tweeted. “On behalf of my family and the @CityOfDallas, I offer our sincerest condolences to the family of Mayor McCowan and the entire city of @desototx.”

“Personally, and on behalf of the 2.7 million residents of [@DallasCountyTx](#), I thank the mayor for her service and to her family for sharing a gifted leader with us,” Dallas County Judge Clay Jenkins said in a tweet Wednesday night.

The city of DeSoto said services will be at the Kirkwood Temple CME Church at 1440 Sunny Glen Drive in Dallas, where the mayor was a longtime member and chairwoman of the board.

A date has not been announced.

Bye-bye coal, hello solar: Why Texas' top power company, Vistra, is embracing clean energy

Since 2016, the Irving-based company has closed or announced the closure of 19 coal plants, and it's investing \$850 million in Texas renewables — with a lot more to come.

By Mitchell Schnurman, Dallas Morning News

“Will you remember that, Texas?”

That was President Donald Trump's [question in the last presidential debate](#) after Joe Biden said he wanted the oil industry to start transitioning to renewable energy. Trump saw this as a gotcha moment, perhaps because Texas is easily the [nation's top producer](#) of oil and natural gas.

But Texas also is No. 1 in wind generation, and solar capacity is coming on fast.

Here's another sign of energy's evolving times: [Vistra Corp.](#), the state's largest electricity generator, is retiring coal plants and investing heavily in solar power and storage batteries.

Most of the initial spending, [about \\$850 million](#), will go toward eight solar projects in Texas, which are expected to be online within two years. That will create almost 950 megawatts of clean energy, enough to power about 190,000 Texas homes during peak demand.

Almost three-fourths of the new clean electricity will be headed to the Dallas-Fort Worth region.

“I've told our people, ‘We're not going to be Blockbuster,’” said Vistra CEO [Curtis Morgan](#), referring to the failed video rental giant that was outflanked by nimble competitors and new technology.

Morgan recalled how Vistra's predecessor company, TXU Corp., proposed 11 new coal-fired power plants for Texas in 2006. The idea provoked outrage, given the poor air quality in North Texas and elsewhere in the state.

Ultimately, just three coal plants were built, in part because private equity investors bought TXU and scrapped the expansion plan.

“We were like the poster child for coal,” Morgan said in an interview. “That's not who this company is anymore.”

Vistra, whose headquarters is in Irving, is the largest competitive power generator in the U.S. with a capacity of over 38,000 MW. It has nearly 5 million residential, commercial and industrial customers in 20 states and Washington, D.C.

Vistra reported \$11.8 billion in revenue last year, ranking [No. 270](#) on the Fortune 500. It was the [15th-largest](#) public company in Dallas-Fort Worth.

About a month ago, Vistra unveiled its [new clean-energy strategy](#) to investors, along with a [new climate report](#).

Morgan and his team had called in outside experts to review the research and data on climate change, he said, and they met for eight sessions, each lasting three hours.

“When I walked out of there, it was clear to me that man was contributing to climate change in a big way,” Morgan said. “And there were plenty of things we could do to change it.”

Vistra’s plan to transform the company starts by retiring coal plants and accelerating the reduction of greenhouse gas emissions. Natural gas will remain the primary fuel source for Vistra’s electricity, accounting for almost two-thirds of generation — today and a decade from now.

But coal’s share will fall from 29% to 10% by 2030. And renewables, which currently account for 0.5% of Vistra generation, are projected to total 18% of the fleet in a decade.

The eight solar projects in Texas are leading the way, but they’re just the beginning, officials said. Vistra has another 1,000 MW of solar and storage in its Texas pipeline, along with plans for another 1,000 MW of storage in California.

It could add 450 MW of renewables in Illinois, depending on the progress of legislation.

“They deserve credit,” said [Luke Metzger](#), executive director of [Environment Texas](#), an advocate for clean energy.

Metzger remembers the company’s big push for coal plants more than a decade ago, along with the governor’s support to fast-track the permits. He considered the plan a serious threat to the Texas environment.

“They still have some significant environmental problems they need to address,” he said, citing emissions from the company’s giant Martin Lake coal plant in East Texas. “But their trends are definitely encouraging.”

Vistra plans to close seven coal plants in Illinois and Ohio from 2022 to 2027. The plants would require significant capital spending to comply with environmental regulations, the company said.

Since Morgan arrived as CEO in 2016, Vistra and its subsidiaries have closed or announced the closure of 19 coal plants totaling more than 16,000 MW. That includes closing three large Texas coal plants in 2018: Monticello, Sandow and Big Brown, whose combined capacity topped 4,000 MW.

The company is targeting a 60% reduction in CO2 emission by 2030, compared to a 2010 baseline. And it has “a firm target to get to net zero emissions by 2050,” although that assumes advancements in technology and changes to public policy.

In its climate report, Vistra called for putting a price on carbon. A carbon fee and dividend plan with a border adjustment would incentivize more companies to reduce emissions and would spur investments in clean technologies, the report said.

“I’m not a Green New Deal person, but at the same time, we’ve got to start making progress,” Morgan said.

There’s a solid business case for moving to cleaner energy. Renewables are often more affordable, especially with tax credits available for solar and the prospect of a carbon tax. [Institutional investors](#), such as Vanguard, Fidelity Investments and State Street Global Advisors, are putting more emphasis on companies’ climate disclosures and policies.

And many big power buyers, such as data centers for Facebook and Google, want to buy clean energy because sustainability is important to their employees and communities. It's also one reason [Nasdaq is talking with Texas](#) about possibly moving its electronic trading infrastructure out of New Jersey.

"Some of the biggest customers of renewable energy are corporations — and some are oil companies," said [Bruce Bullock](#), director of the Maguire Energy Institute at Southern Methodist University.

The Texas market, which accounts for almost half of Vistra's generation, has several advantages. Perhaps most important: Demand for electricity keeps growing here while it slows nationwide.

Texas already generates more power than any state — almost twice as much as runner-up Florida.

"As long as our demand keeps going up, you can keep putting more renewables on the grid," Bullock said.

High-rise project north of downtown Dallas will include an 'urban arboretum'

Hunt Realty plans an 11-acre mixed-use project between Uptown and Victory Park.

By Steve Brown, Dallas Morning News

An ambitious development set for just north of downtown Dallas is planned as a bridge between Uptown and Victory Park.

Dallas' Hunt Realty will seek city approval for the 11-acre Field Street development, which will include office, residential and hotel towers and retail space.

The high-rises will surround a lush central park facing the downtown skyline.

"Our stated goal is to create a green heart to Uptown," Hunt Realty Investments president Colin Fitzgibbons said. "What we have essentially planned the project around is a 1.5-acre park."

The towers and park would replace the Northend Apartments — built in 1997 — which predate the building boom in the area.

Hunt Realty has owned the site for more than two decades.

"What has grown up around it is so dynamic," Fitzgibbons said. "Uptown and Victory are certainly different today than they were back in 1997."

"The vision here is to bring this great site to the future."

Hunt Realty hired the New York-based architecture firm Kohn Pederson Fox Associates to design the mixed-use development.

"We had a national competition for a master-plan architect," Fitzgibbons said. "We are trying to come up with a plan commensurate with the quality of the site and the quality of the Uptown market and the quality of the city."

Fitzgibbons said changes brought by the COVID-19 pandemic underlined the desire for an outdoor gathering space. "Uptown is one of the most dynamic real estate markets in the country," he said. "But what does it need?"

"Our answer was open space and green space."

The central park would stretch from the corner of Field and River streets at the Perot Museum toward the American Airlines Center arena.

"An urban arboretum — that's how we thought about this park in the middle of our development," Fitzgibbons said. "There will be pure open space with lawn, and there'll be plenty of trees to provide shade and walk-through and some other natural elements."

The towers are to be clustered mostly on the north and west sides of the site, closest to existing high-rises at Victory Park.

"We didn't want to dwarf the Perot Museum," Fitzgibbons said. "All the buildings have ground-floor retail, fronting the park as well as the street."

"We could have jammed more on here," he said. "We are trying to make a balance with what the neighborhood needs."

Chicago-based Hoerr Schaudt Landscape Architects is designing the park.

The Northend redevelopment is expected to include 3.5 million to 3.75 million square feet of space in the buildings.

"This is a 15- to 20-year build-out," Fitzgibbons said. "It will probably happen in phases. "I hope that it goes faster than slower."

First, Hunt Realty will need a zoning change. The property is currently authorized by the city for the existing 540-unit apartment community.

"It's zoned for what is there today," Fitzgibbons said. "We'll have to go through a rezoning process to envision something different."

"We'll need changes to accommodate a variety of uses."

The property is one of the largest remaining development sites in the Uptown area, where land prices have topped \$300 per square foot.

"We have always been committed to downtown, and Northend is likely the last contiguous 11 acres in downtown Dallas for years to come," said Chris Kleinert, co-CEO of Hunt Consolidated.

"We believe Dallas deserves to have a unique master plan on this tract that will anchor continued growth and prosperity in the core of our city."

"We are uniquely positioned to do something that is significant — not just for Dallas but for our downtown neighborhood where we have operated for almost 100 years."

Fitzgibbons said the existing Northend apartments aren't going anywhere for a while. Hunt Realty has had full ownership of the property for 20 years and was a partner in the construction of the rental units.

"We are still signing 12-month leases," he said. "It's going to take every bit of nine months for the rezoning process."

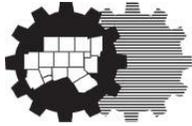
"Then to design and finance the first phase, we are into 2023 before we truly start anything." Construction could start sooner if a corporate office tenant turns up.

"There is a lot of demand for corporate relocations, and North Texas was on a tear before the pandemic," Fitzgibbons said. "Our market stands to really outperform others post-COVID."

Along with the park, one of the most distinctive features of the Northend redevelopment is a small building at the southeast corner of the project. The developer plans the office space to be modern wood-timber construction with lots of glass to give views of the new park.

"We envision this to be a timber building, and it's smaller in scale than the rest of these," Fitzgibbons said. "We really liked the notion of a timber office building adjacent to this park, across the street from a natural sciences museum."

"Timber buildings are becoming in vogue again and it's been something we have wanted to do."



North Central Texas
Council of Governments

PRESS RELEASE
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NCTCOG Welcomes Public Input on Bike-Ped Trail Funding

Comments on Cotton Belt Trail, other planning efforts accepted online through Nov. 10

Oct. 12, 2020 (Arlington, Texas) — The North Central Texas Council of Governments welcomes public input on funding for a planned bicycle-pedestrian project and other transportation initiatives in the Dallas-Fort-Worth region beginning Oct. 12.

NCTCOG staff will post a presentation on the Cotton Belt Trail design funding and planning efforts at www.nctcog.org/input. This project is in coordination with the Dallas Area Rapid Transit Silver Line commuter rail project.

The 26-mile regional bicycle-pedestrian trail will run parallel to the Silver Line and connect seven cities across three North Texas counties. The Silver Line is DART's planned commuter rail line that will start at Dallas Fort Worth International Airport and continue northeast through the cities of Grapevine, Coppell, Dallas, Carrollton, Addison and Richardson before terminating in Plano.

Additional funding was requested for the engineering of the bicycle-pedestrian trail and construction of critical portions, as well as sound walls near schools. In September the Regional Transportation Council approved the necessary funds, voting to pay 100% of the design of the Cotton Belt Trail, and \$245,000 in Surface Transportation Block Grant funds for two safety walls near two schools.

The Unified Planning Work Program (UPWP) is a two-year statement of work identifying the transportation- and air quality-related planning tasks to be carried out within the 12-county metropolitan planning area. Proposed modifications to the Fiscal Year 2020 and FY2021 UPWP will be posted for review and comment.

Finally, information on the Regional Smoking Vehicle Program and vehicle incentive opportunities will also be available.

North Texans are encouraged to provide their input at www.nctcog.org/input through Nov. 10. To request printed copies of the information, call 817-608-2365 or email cbaylor@nctcog.org.

About the North Central Texas Council of Governments:

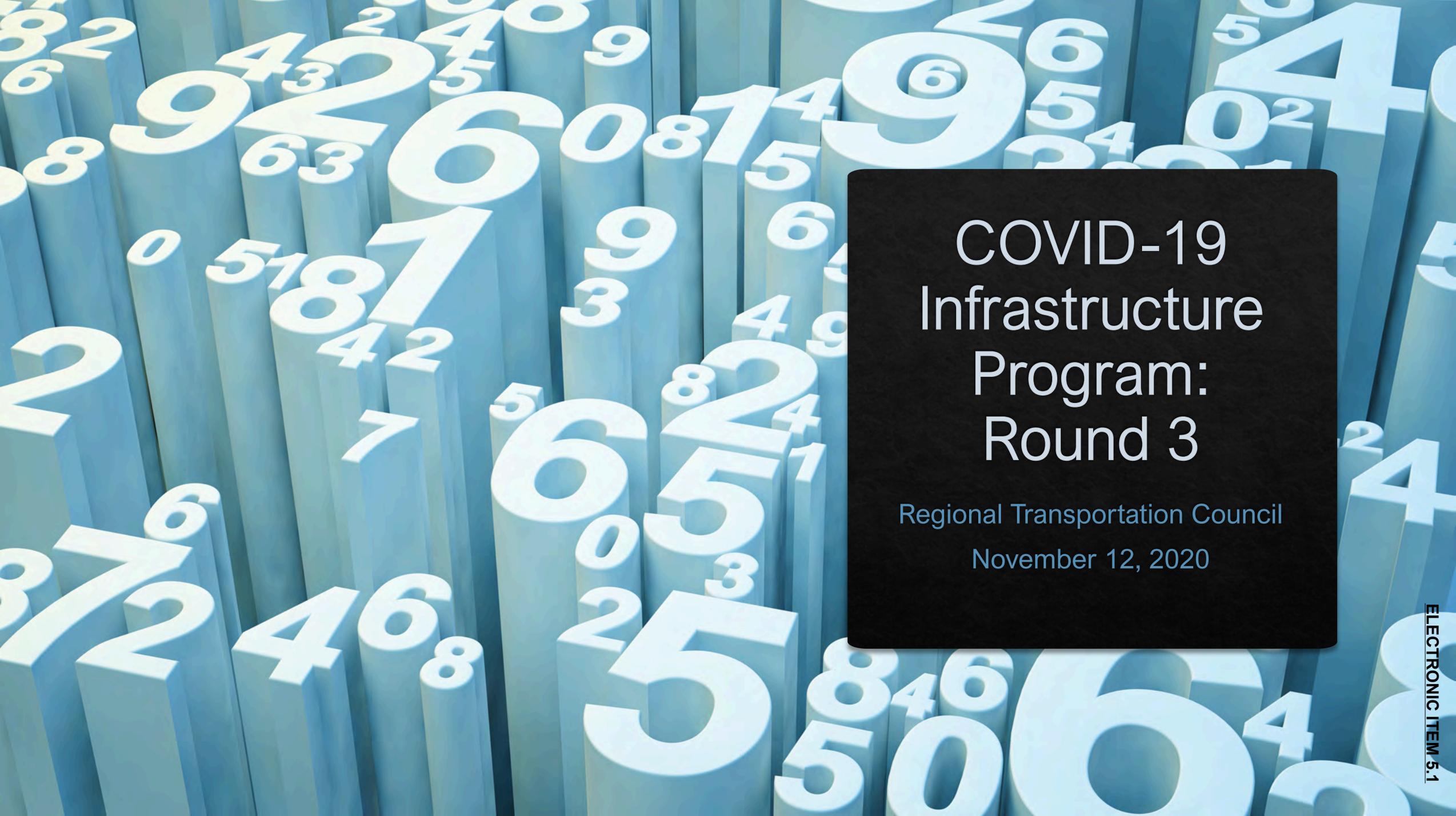
NCTCOG is a voluntary association of local governments established in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit and coordinating for sound regional development. NCTCOG's purpose is to strengthen both the individual and collective power of local governments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

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

About the Regional Transportation Council:

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

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COVID-19
Infrastructure
Program:
Round 3

Regional Transportation Council

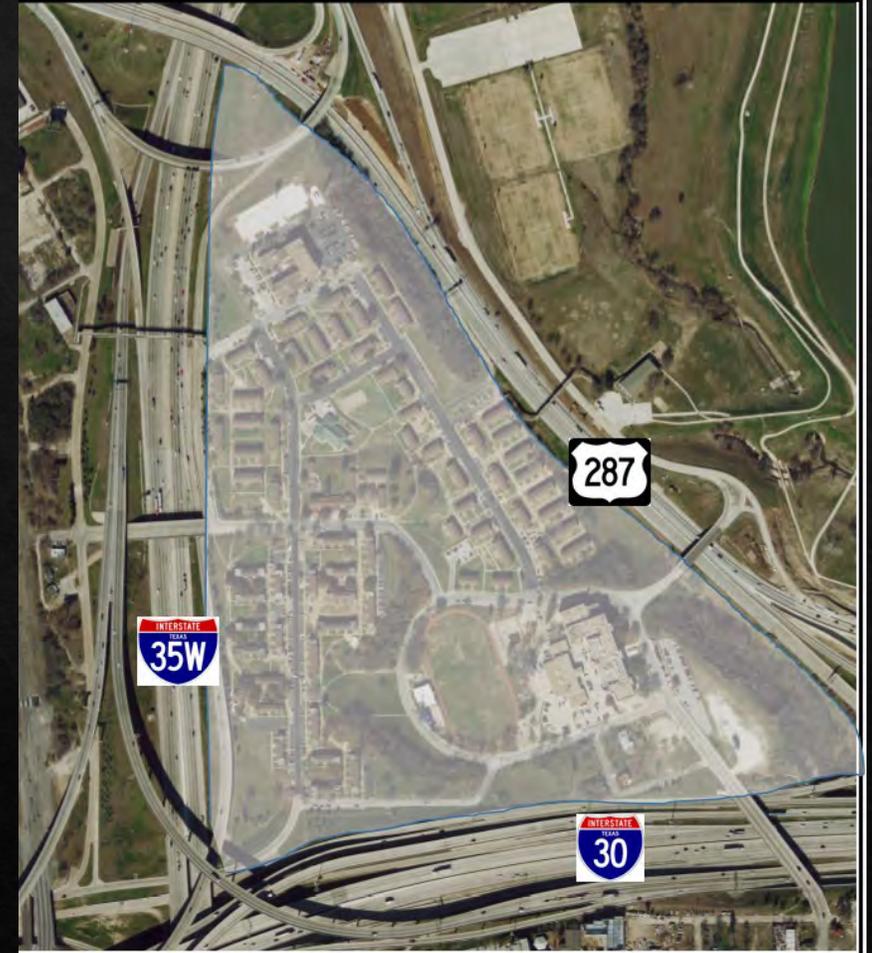
November 12, 2020

BACKGROUND

- Due to the recent COVID-19 outbreak, the economy has suffered large setbacks and there is an urgency to stimulate the economy.
- As was done in 2009, the idea is to inject much needed cash into the local and state economy using infrastructure investment.
- North Central Texas Council of Governments (NCTCOG) staff recommends funding a third round of projects that would benefit from expedited action.
- These projects meet one or more of the Regional Transportation Council (RTC) policies outlined in Mobility 2045 and/or assist in reaching the region's federal performance targets.
- Most of these projects have been the subject of discussions between NCTCOG staff and regional partners over the past several years and this action seeks to bring them to a conclusion.
- An additional round of project selection is proposed to start in the Spring 2021.

BUTLER PLACE

- City of Fort Worth, Fort Worth Housing Solutions, and NCTCOG staff have coordinated about redevelopment of and accessibility to/from Butler Place in Fort Worth.
- Funding was approved by the RTC in April 2019 for engineering and land acquisition for this project.
- Additional funding is proposed for transportation connections to the site
- Limits: Bounded by IH 35W, IH 30, and US 287
- Scope: Improve accessibility to and from Butler Place
- Funding:
 - \$10,000,000 Surface Transportation Block Grant (STBG) (matched with Transportation Development Credits (TDC))
 - Half of funding to be repaid to the RTC via Tax Increment Finance (TIF) revenues over time.
- RTC Policies/Federal Performance Measures Addressed: Accessibility, Infill Development



IH 820 AT TRINITY RAILWAY EXPRESS (TRE)

- As part of a BUILD grant, the TRE rail line will be double tracked from Handley-Ederville to Precinct Line Road. In order to do so, part of IH 820 must be reconstructed to relocate columns that would impact the second track.
- Limits: IH 820 at TRE Line (From North of Trinity Blvd to South of SH 10)
- Scope: Reconstruct northbound general purpose lane and approaches
- Funding:
 - \$30,880,000 STBG (matched with \$7,720,000 State funds)
 - Project would be a 50/50 partnership between the RTC and TxDOT; TxDOT to repay its portion with a funding source to be determined.
- RTC Policies/Federal Performance Measures Addressed: Transit



Source: TxDOT Fort Worth

INVESTMENTS IN TRANSIT

- COVID-19 has had substantial impacts on transit ridership and operations. Staff proposes to make investments in various transit initiatives to address these impacts and advance transit in the region.
- Funding: \$25,000,000 STBG (matched with Regional TDCs)
- Scope: Specific scopes to be determined, but will focus on these areas:
 - Response to COVID-19 impacts
 - Insurance for passenger rail integration onto freight lines
 - Engineering funds for passenger rail/roadway interfaces
 - Next generation high-intensity bus expansion
 - Review of bus stop amenities
 - Partnership(s) with Class 1 Railroads on passenger rail corridors
- RTC Policies/Federal Performance Measures Addressed: Transit, Air Quality, Freight



Image Provided By Getty

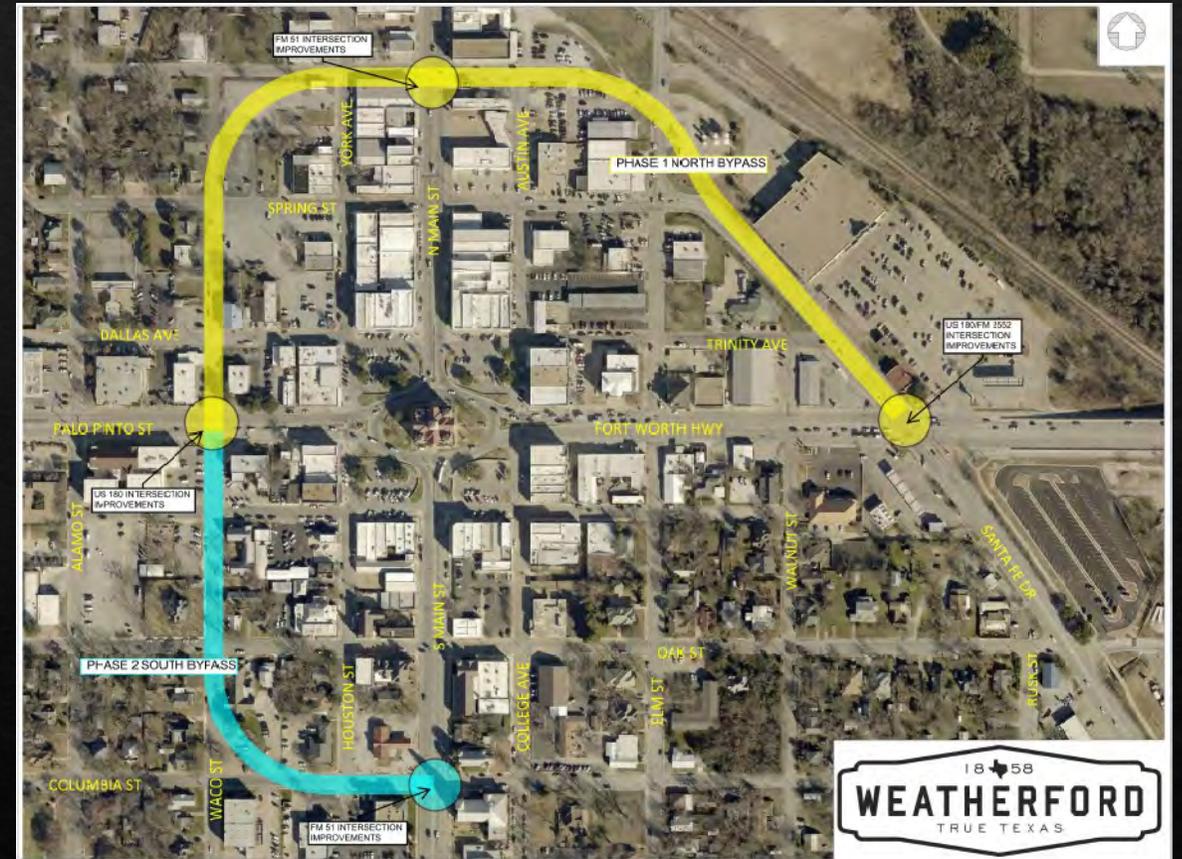
WORTH CREEK PARKWAY AT CHISHOLM TRAIL PARKWAY

- A new Tarleton State University campus has been constructed in South Fort Worth and NCTCOG has been working with local partners to implement an interchange to create better access to the school.
- Limits: Chisholm Trail Parkway at Worth Creek Parkway
- Scope: Construct interchange
- Funding: \$20,000,000 STBG (matched with Regional TDCs)
- RTC Policies/Federal Performance Measures Addressed: Mobility



WEATHERFORD DOWNTOWN BYPASS LOOP

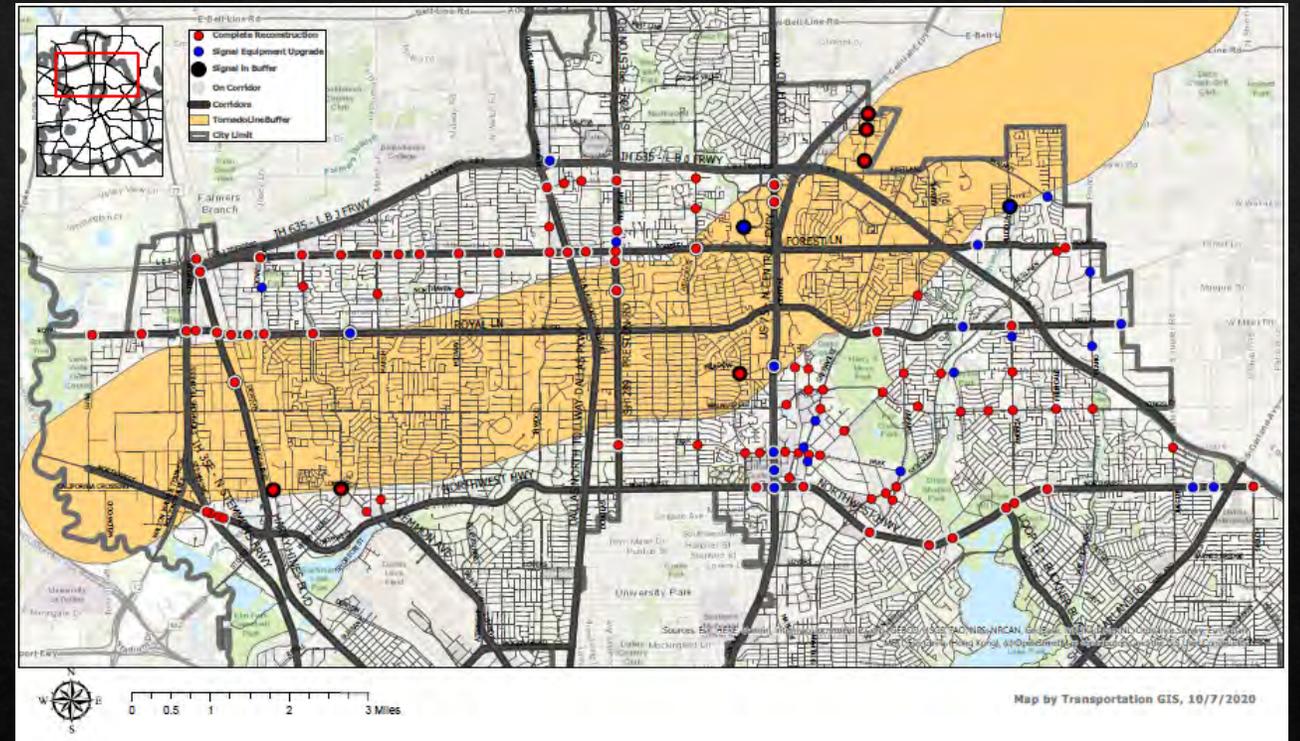
- NCTCOG, the City of Weatherford, and TxDOT Fort Worth have coordinated on a bypass loop around downtown Weatherford.
- The RTC previously funded the northern section of this bypass and funding is being proposed now for the southern section.
- Limits: Waco Street/West Columbia Street from US 180 to FM 51/FM 171
- Scope: Reconstruct and widen 2 lane roadway to 4 lane roadway, including intersection improvements at FM 51/West Columbia with bicycle lanes and sidewalks
- Funding: \$10,384,040 STBG (matched with State funds and Regional TDCs)
- RTC Policies/Federal Performance Measures Addressed: Mobility, Safety, Complete Streets



Source: City of Weatherford

CITY OF DALLAS TRAFFIC SIGNALS

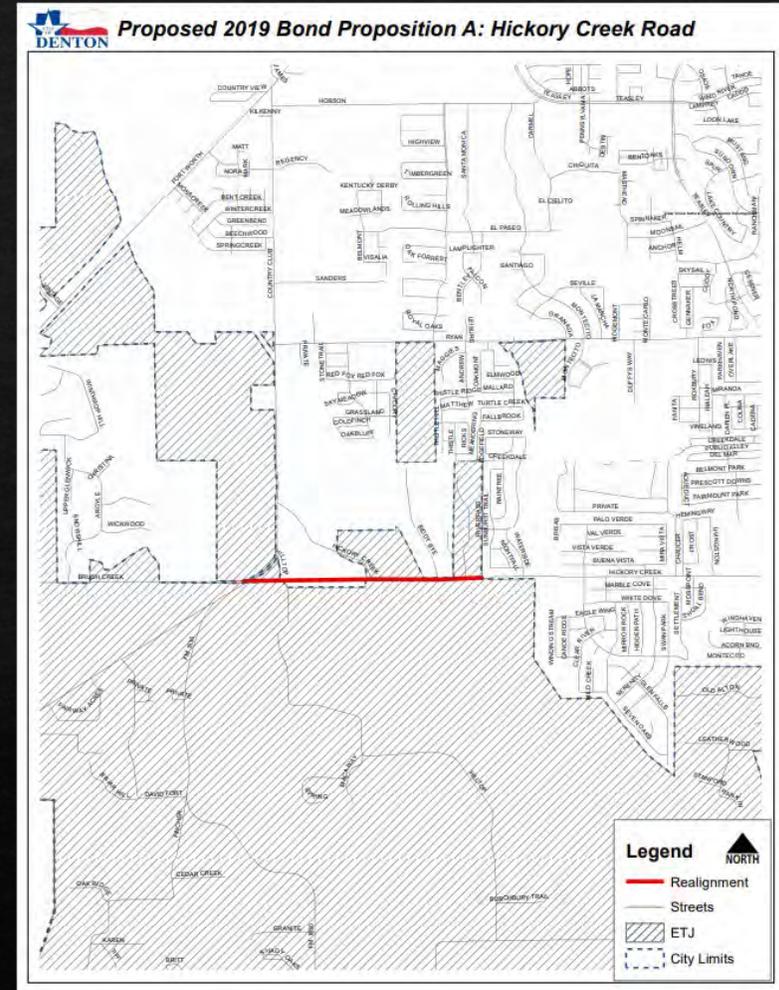
- In 2019, the City of Dallas sustained a significant amount of tornado damage to traffic signals. This project helps rebuild those signals and signals in two other corridors (Lancaster Rd and Hampton Rd).
- Scope: Design and construct 44 traffic signals, including signal re-timing
- Funding:
 - \$220,000 Congestion Mitigation and Air Quality Improvement Program (CMAQ)
 - \$14,080,000 STBG
 - \$2,122,500 Local match
 - Dallas Policy Bundle TDCs to match the remaining funds
- RTC Policies/Federal Performance Measures Addressed: Air Quality, Maintenance, Reliability, Mobility, Environmental Justice



Source: City of Dallas

HICKORY CREEK ROAD

- The City of Denton and Denton County wish to partner with the RTC on a project in the City's recently approved Bond program.
- Limits: Hickory Creek Road from FM 1830/Country Club Road to Riverpass Drive
- Scope: Reconstruct and widen from 2 to 4 lanes with sidewalks, and intersection improvements at Riverpass
- Funding: \$10,000,000 STBG (matched with \$2,500,000 of local cash)
- RTC Policies/Federal Performance Measures Addressed: Mobility, Safety



Source: City of Denton

SH 114 – DENTON COUNTY

- COVID-19 #00X Round 2 included a funding swap between Denton County and the RTC in which Denton County received federal funds in exchange for sending Regional Toll Revenue funds to the Western subregion.
- This project represents the second half of this exchange.
- Limits: SH 114 from US 377 to IH 35W (Segments 1 and 2 at right)
- Scope: Construct 0 to 6 main lanes; Reconstruct and widen 4 to 4/6 lane frontage roads
- Funding: \$24,000,000 STBG (matched with \$6,000,000 of State funds)
- RTC Policies/Federal Performance Measures Addressed: Mobility, Reliability



Source: TxDOT Dallas District

COLLIN COUNTY FUNDING EXCHANGE

- NCTCOG continues to work with TxDOT and local government partners on the development of the US 380 project in Collin County.
- Both the US 380 and the North/South Roadway projects are critical to the RTC's implementation of the Regional 10 Year Plan in Collin County
- This proposal seeks to address two impacts that the future US 380 and associated connections to it will have.
- The partnership would only be needed if US 380 is constructed as a freeway.

PROPOSED PANTHER CREEK PARKWAY FUNDING PARTNERSHIP

- In order to prevent a water line relocation that runs through Frisco, TxDOT has proposed an alignment change for US 380 that reduces developable land in Frisco.
- In exchange for agreeing to this alignment change, Frisco has requested \$30M to fund an extension of Panther Creek Parkway from Preston Road to the Dallas North Tollway.
- Collin County would like to fund this improvement, but bond funds are not eligible for this project, and the County proposes the following:
 - Collin County has requested a funding exchange with the RTC
 - The RTC would fund the Panther Creek project with \$30M of STBG funding.
 - In exchange, \$30M of Category 2 funds would be taken off the US 380 project and would be replaced with \$30M of Collin County Bond funds.
- Costs above and beyond this \$30M on the Panther Creek Parkway project would be the responsibility of Frisco.

PROPOSED MCKINNEY AIRPORT FUNDING PARTNERSHIP

- McKinney has received a \$15M TxDOT grant for a runway extension at McKinney National Airport , which was originally planned to be extended to the south.
- Extending the runway to the north would reduce impacts to neighboring cities and give more flexible alignment options for the future extension of Spur 399 to US 380.
- An extension to the north will cost more than to the south.
- Collin County is willing to cover this cost, but cannot utilize bond funding on the project, so another funding exchange is being proposed.
 - The RTC would use \$30M of Regional Toll Revenue (RTR) funds to offset costs of the northern runway extension (as mitigation to the US 380 project)
 - In return, \$30M of Category 2 funding will be removed from the US 380 project and be replaced with \$30M of Collin County Bond funding.

ACTION REQUESTED

- RTC approval of:
 - The funded projects outlined in this presentation and the cost-revenue matrix in the mail out
 - The funding exchanges between the RTC, Collin County, and the cities of McKinney and Frisco
 - Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other administrative/planning documents as needed.

QUESTIONS?

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COVID-19 #00X Infrastructure Program (Round 3)
Draft Funding Recommendations

COVID-19 ID#	Implementing Agency	City	Project/Facility	Limits	Project Scope	Fiscal Year	Phase	Proposed Funding							Comments	
								Federal CMAQ (CAT 5)	Federal STBG (CAT 7)	Regional Toll Revenue (RTR)	State	Local	Private	Transportation Development Credits		Total Proposed Funding
11	Fort Worth	Fort Worth	Butler Housing Project	Bounded by IH 35W, IH 30, and US 287	Improve accessibility to and from Butler Place property (Specific scope to be determined)	2024	C	\$0	\$10,000,000	\$0	\$0	\$0	\$0	2,000,000	\$10,000,000	City of Fort Worth MTP Policy Bundle Transportation Development Credits (TDC) to be utilized in lieu of a local cash match; Half of funding to be repaid by the City of Fort Worth over time (via future TIF district)
Subtotal								\$0	\$10,000,000	\$0	\$0	\$0	\$0	2,000,000	\$10,000,000	
12	Fort Worth	Fort Worth	East Rosedale	Bounded by Rosedale on the North, Liberty Street on the East, Pollard-Smith on the South, and Amanda Avenue on the West	Conduct sustainable development/context sensitive design/pavement review study near new Envision Center and Stop Six	2021	E	\$0	\$1,000,000	\$0	\$0	\$0	\$0	200,000	\$1,000,000	City of Fort Worth MTP Policy Bundle TDCs to be utilized in lieu of a local cash match
Subtotal								\$0	\$1,000,000	\$0	\$0	\$0	\$0	200,000	\$1,000,000	
13	NCTCOG	Various	Forest Hill Drive	Lon Stephenson Road to Shelby Road	Planning study of transportation, land use, and flooding; Engineering to reconstruct and widen from 2 lanes to 4 lanes with signal retiming and intersection improvements	2021	E	\$0	\$500,000	\$0	\$0	\$0	\$0	100,000	\$500,000	Regional TDCs to be utilized in lieu of a local cash match; Engineering funding in FY 2021 is for initial planning work that would identify necessary improvements; Engineering funding in FY 2023 to be used to develop engineering plans and environmentally clear the project; Project is within regional integrated stormwater management project
						2023	E	\$0	\$2,500,000	\$0	\$0	\$0	\$0	500,000	\$2,500,000	
Subtotal								\$0	\$3,000,000	\$0	\$0	\$0	\$0	600,000	\$3,000,000	
14	NCTCOG	Various	Regional LIDAR/Aerial Photography Data Collection	Regionwide	Expand scope of existing Regional Aerial Photography project to include Light Detection and Ranging (LIDAR) imagery to assist in regional planning efforts	2021	I	\$0	\$700,000	\$0	\$175,000	\$0	\$0	-	\$875,000	Regional TDCs to be utilized in lieu of a local cash match; Incorporate these funds into existing Regional Aerial Photography project (TIP 11615.3)
Subtotal								\$0	\$700,000	\$0	\$175,000	\$0	\$0	-	\$875,000	
15	NCTCOG	Various	Transit Partnership	Regionwide	COVID-19 Response, Insurance for Passenger Rail Integration onto Freight Lines, Engineering Funds for Passenger Rail/Roadway Interfaces, Next Generation High Intensity Bus Expansion, Review of Bus Stop Amenities, and Partnership with Class 1 Railroads on Passenger Rail Corridors (e.g., Burleson)	2021	I	\$0	\$25,000,000	\$0	\$0	\$0	\$0	5,000,000	\$25,000,000	Regional TDCs to be utilized in lieu of a local cash match; Distribution of funding among the scope elements to be brought back to the RTC for approval as details are finalized
Subtotal								\$0	\$25,000,000	\$0	\$0	\$0	\$0	5,000,000	\$25,000,000	
16	NCTCOG	Various	Regional Data Hub	DFW MPO Boundary	Deployment and adaptation of the CalTrans Transportation System Management and Operations Data Engine to improve operational efficiency on the region's roadways by integrating data sources, including Regional 511 and other traffic management and traveler information systems, and facilitating data sharing within the region; Includes NCTCOG staff time	2021	I	\$0	\$1,600,000	\$0	\$0	\$0	\$0	320,000	\$1,600,000	Regional TDCs to be utilized in lieu of a local cash match
Subtotal								\$0	\$1,600,000	\$0	\$0	\$0	\$0	320,000	\$1,600,000	
17	NCTCOG	Various	Pavement Condition on RTC-Focused (NHS) Off System Roadways	Regionwide	Review pavement scores and perform engineering to identify improvements to be made (response to federal performance measures)	2021	C	\$0	\$1,000,000	\$0	\$0	\$0	\$0	200,000	\$1,000,000	Regional TDCs to be utilized in lieu of local cash match
Subtotal								\$0	\$1,000,000	\$0	\$0	\$0	\$0	200,000	\$1,000,000	
18	TxDOT Fort Worth	Various	Tarrant County People/Goods Mover	TBD	Engineering, testing, and construction of an automated cargo movement system to improve freight and goods movement	2021	E	\$0	\$2,000,000	\$0	\$0	\$0	\$0	400,000	\$2,000,000	Regional TDCs to be utilized in lieu of a local cash match
						2022	R	\$0	\$1,000,000	\$0	\$0	\$0	\$0	200,000	\$1,000,000	
						2023	C	\$0	\$8,000,000	\$0	\$0	\$0	\$0	1,600,000	\$8,000,000	
Subtotal								\$0	\$11,000,000	\$0	\$0	\$0	\$0	2,200,000	\$11,000,000	
19	TxDOT Fort Worth	Benbrook	US 377	At RM 2871	Construct intersection improvements	2023	C	\$0	\$4,000,000	\$0	\$1,000,000	\$0	\$0	-	\$5,000,000	
Subtotal								\$0	\$4,000,000	\$0	\$1,000,000	\$0	\$0	-	\$5,000,000	

**COVID-19 #00X Infrastructure Program (Round 3)
Draft Funding Recommendations**

COVID-19 ID#	Implementing Agency	City	Project/Facility	Limits	Project Scope	Fiscal Year	Phase	Proposed Funding								Comments
								Federal CMAQ (CAT 5)	Federal STBG (CAT 7)	Regional Toll Revenue (RTR)	State	Local	Private	Transportation Development Credits	Total Proposed Funding	
20	TxDOT Fort Worth	Forest Hill	Forest Hill Drive	At Forest Hill Circle and IH 20 Frontage Roads	Signal and intersection improvements, including signal retiming	2021	C	\$500,000	\$0	\$0	\$0	\$0	\$0	100,000	\$500,000	Regional TDCs to be utilized in lieu of a local cash match
Subtotal								\$500,000	\$0	\$0	\$0	\$0	\$0	100,000	\$500,000	
21	TxDOT Fort Worth	Fort Worth	Worth Creek Parkway	at Chisholm Trail Parkway	Construct interchange	2024	C	\$0	\$20,000,000	\$0	\$0	\$0	\$0	4,000,000	\$20,000,000	Regional TDCs to be utilized in lieu of a local cash match; Project may be expedited if it can be built earlier than 2024
Subtotal								\$0	\$20,000,000	\$0	\$0	\$0	\$0	4,000,000	\$20,000,000	
22	TxDOT Fort Worth	Fort Worth	IH 820	At Trinity Railway Express (TRE) Line (From North of Trinity Blvd to South of SH 10)	Reconstruct northbound general purpose lanes and approaches	2021	E	\$0	\$2,800,000	\$0	\$700,000	\$0	\$0	-	\$3,500,000	Project is part of a 50/50 partnership between the RTC and TxDOT. Project will be funded with STBG up front with TxDOT reimbursing half with a funding source to be determined; Any matching funds paid by TxDOT would reduce the repayment amount
						2021	U	\$0	\$80,000	\$0	\$20,000	\$0	\$0	-	\$100,000	
						2022	C	\$0	\$28,000,000	\$0	\$7,000,000	\$0	\$0	-	\$35,000,000	
Subtotal								\$0	\$30,880,000	\$0	\$7,720,000	\$0	\$0	-	\$38,600,000	
23	TxDOT Fort Worth	Various	IH 20	Lake Shore Drive to FM 1187	Installation of detectors, CCTV, fiber optic communication system	2023	C	\$2,720,000	\$0	\$0	\$680,000	\$0	\$0	-	\$3,400,000	
Subtotal								\$2,720,000	\$0	\$0	\$680,000	\$0	\$0	-	\$3,400,000	
24	TxDOT Fort Worth	Various	FM 156	At Industrial Blvd	Construct intersection improvements, including left and right turn lanes, and sidewalks	2021	E	\$0	\$0	\$0	\$0	\$0	\$299,108	-	\$299,108	Private sector developer to pay for cost of engineering; 20% match to be contributed by TxDOT, City of Fort Worth, and City of Saginaw; Construction cost includes 3 years of inflation at 4% per year
						2023	C	\$0	\$2,691,650	\$0	\$288,848	\$384,065	\$0	-	\$3,364,563	
Subtotal								\$0	\$2,691,650	\$0	\$288,848	\$384,065	\$299,108	-	\$3,663,671	
25	Weatherford	Weatherford	Waco Street/West Columbia Street	US 180 to FM 51/FM 171	Reconstruct and widen 2 lane roadway to 4 lane roadway, including intersection improvements at FM 51/West Columbia with new bicycle lanes and sidewalks	2022	E	\$0	\$1,061,160	\$0	\$48,840	\$0	\$0	212,232	\$1,110,000	State funds are match to funds for on-system intersection improvements; Regional TDCs to be utilized in lieu of a local cash match for the off-system project components; City of Weatherford to repay the region for local match
						2023	R	\$0	\$2,650,000	\$0	\$0	\$0	\$0	530,000	\$2,650,000	
						2024	C	\$0	\$6,672,880	\$0	\$307,120	\$0	\$0	1,150,304	\$6,980,000	
Subtotal								\$0	\$10,384,040	\$0	\$355,960	\$0	\$0	1,892,536	\$10,740,000	
26	Dallas	Dallas	Martin Luther King Blvd/TREC Project	From SH 352 to Lamar Avenue	Engineering to reroute truck traffic and to create a context sensitive design/road diet	2021	E	\$0	\$0	\$500,000	\$0	\$0	\$0	-	\$500,000	No match required; Environmental Justice project; RTR 121 - DA2 account funds
Subtotal								\$0	\$0	\$500,000	\$0	\$0	\$0	-	\$500,000	
27	Dallas	Dallas	Dallas Traffic Signal Project	Bounded by IH 35 on the West, IH 635 on the East and North, and Northwest Highway to the South; Hampton Road from Leath Street to Camp Wisdom; Lancaster Road from Elmore Avenue to Shellhorse Drive	Design and construct 22 signals in area damaged by 2019 tornado, 9 signals along Hampton Road, 13 signals along Lancaster; All signal work includes signal retiming	2021	E	\$0	\$2,350,000	\$0	\$0	\$587,500	\$0	-	\$2,937,500	CMAQ funds for signal retiming only; City of Dallas MTP Policy Bundle TDCs to be utilized in lieu of a local cash match for a portion of the project
						2022	C	\$220,000	\$11,730,000	\$0	\$0	\$1,535,000	\$0	1,162,000	\$13,485,000	
Subtotal								\$220,000	\$14,080,000	\$0	\$0	\$2,122,500	\$0	1,162,000	\$16,422,500	
28	Dallas/NCTCOG	Dallas	High-Speed Rail/Cedars Planning Study	Bounded by Good Latimer on the East, Corinth on the South, the Trinity River on the West, and Young Street on the North	Planning study to look at potential improvements to the grid system over IH 30 and in the Cedars Neighborhood of Dallas, and to review the potential for placing buildings structures on top of IH 30; Includes preliminary engineering for improvements that come out of planning work	2021	E	\$0	\$4,000,000	\$0	\$0	\$1,000,000	\$0	-	\$5,000,000	
Subtotal								\$0	\$4,000,000	\$0	\$0	\$1,000,000	\$0	-	\$5,000,000	
29	Dallas	Dallas	Pedestrian Routes to Rail Stations	At Dallas Zoo DART Station	Construct sidewalks and other pedestrian improvements at and around the Dallas Zoo DART Station/Southern Gateway Public Green and make system connections to the Perot Museum/Klyde Warren Park	2023	C	\$0	\$4,000,000	\$0	\$0	\$0	\$0	800,000	\$4,000,000	City of Dallas MTP Policy Bundle TDCs to be utilized in lieu of a local cash match; \$3.3M of the funds are for the Dallas Zoo DART Station with the balance for other connections
Subtotal								\$0	\$4,000,000	\$0	\$0	\$0	\$0	800,000	\$4,000,000	
30	Dallas	Dallas	Bicycle Master Plan	Citywide	Update citywide bicycle master plan; Project will include consultant work	2022	I	\$0	\$150,000	\$0	\$0	\$37,500	\$0	-	\$187,500	
Subtotal								\$0	\$150,000	\$0	\$0	\$37,500	\$0	-	\$187,500	
31	Dallas	Dallas	Fair Oaks Ave	Ridgecrest to Walnut Hill Lane	Implement bike lanes along Fair Oaks Ave	2024	C	\$350,000	\$0	\$0	\$0	\$87,500	\$0	-	\$437,500	
Subtotal								\$350,000	\$0	\$0	\$0	\$87,500	\$0	-	\$437,500	

**COVID-19 #00X Infrastructure Program (Round 3)
Draft Funding Recommendations**

COVID-19 ID#	Implementing Agency	City	Project/Facility	Limits	Project Scope	Fiscal Year	Phase	Proposed Funding							Comments	
								Federal CMAQ (CAT 5)	Federal STBG (CAT 7)	Regional Toll Revenue (RTR)	State	Local	Private	Transportation Development Credits		Total Proposed Funding
32	Dallas County	Lancaster	Belt Line Road	At Sunrise Road	Realign offset intersection	2024	C	\$0	\$8,000,000	\$0	\$0	\$2,000,000	\$0	-	\$10,000,000	
Subtotal								\$0	\$8,000,000	\$0	\$0	\$2,000,000	\$0	-	\$10,000,000	
33	Dallas County	Mesquite	Lawson Road	South of Scyene Road to Scyene Road	Reconstruct from 2 lane asphalt to 2 lane concrete roadway with shoulders in order to improve safety	2022	ENV	\$0	\$0	\$160,000	\$0	\$40,000	\$0	-	\$200,000	\$1.3M of the RTC commitment 'repays' Dallas County for their local match contribution on the Klyde Warren Park Deck Expansion project; RTR 121 - DA2 account funds
						2022	E	\$0	\$0	\$320,000	\$0	\$80,000	\$0	-	\$400,000	
						2022	R	\$0	\$0	\$200,000	\$0	\$50,000	\$0	-	\$250,000	
						2023	C	\$0	\$0	\$2,249,728	\$0	\$562,432	\$0	-	\$2,812,160	
Subtotal								\$0	\$0	\$2,929,728	\$0	\$732,432	\$0	-	\$3,662,160	
34	Denton	Denton	Hickory Creek Road	FM 1830 (Country Club Road) to Riverpass Drive	Reconstruct and widen from 2 to 4 lanes with shared use path, and intersection improvements at Riverpass Drive	2023	C	\$0	\$10,000,000	\$0	\$0	\$2,500,000	\$0	-	\$12,500,000	
Subtotal								\$0	\$10,000,000	\$0	\$0	\$2,500,000	\$0	-	\$12,500,000	
35	Farmers Branch	Farmers Branch	Valley View Lane	From Denton Road to Nestle Drive	Reconstruct from 6 to 4 lane divided roadway with on-street parking and sidewalks	2022	E	\$0	\$0	\$0	\$0	\$705,000	\$0	-	\$705,000	City of Farmers Branch MTP Policy Bundle TDCs to be utilized in lieu of a local cash match; Local contribution for engineering and utilities to be paid by the City of Farmers Branch; Local construction funding is for amenities that are not eligible for federal funds; City of Farmers Branch has also requested funding for betterments to IH 35E at Valley View Lane and Valwood Parkway, and staff proposes to fund eligible items as part of the IH 35E Phase 2 reconstruction project
						2023	U	\$0	\$0	\$0	\$0	\$280,500	\$0	-	\$280,500	
						2024	C	\$0	\$3,243,197	\$0	\$0	\$1,855,068	\$0	596,657	\$5,098,265	
Subtotal								\$0	\$3,243,197	\$0	\$0	\$2,840,568	\$0	596,657	\$6,083,765	
36	Farmers Branch	Farmers Branch	Denton Drive	Farmers Branch/Dallas City Limits to Rossford Street	Construct shared-use path	2024	C	\$2,641,715	\$0	\$0	\$0	\$463,830	\$0	528,343	\$3,105,545	City of Farmers Branch MTP Policy Bundle TDCs to be utilized in lieu of a local cash match; Local funding is for amenities that are not eligible for federal funds
Subtotal								\$2,641,715	\$0	\$0	\$0	\$463,830	\$0	528,343	\$3,105,545	
37	Frisco	Frisco	Panther Creek Parkway	Preston Road to Dallas North Tollway	Construct 0 to 6 lane roadway, including grade separation over rail line	2022	C	\$0	\$30,000,000	\$0	\$0	\$0	\$0	6,000,000	\$30,000,000	Regional TDCs to be utilized in lieu of a local cash match; Part of Collin County Partnership for US 380 with \$30M being returned to the RTC; Review railroad crossing partnership (closing)
Subtotal								\$0	\$30,000,000	\$0	\$0	\$0	\$0	6,000,000	\$30,000,000	
38	Garland	Garland	Pedestrian Routes to Rail Stations	At Garland Forest/Jupiter DART Station	Construct sidewalks and other pedestrian safety improvements at and around the Garland Forest/Jupiter DART Station	2023	C	\$0	\$4,000,000	\$0	\$0	<u>\$1,000,000</u>	\$0	-	\$5,000,000	City of Garland MTP Policy Bundle TDCs to be utilized in lieu of a local cash match
Subtotal								\$0	\$4,000,000	\$0	\$0	\$1,000,000	\$0	-	\$5,000,000	
39	Grand Prairie	Grand Prairie	Main Street	At Jefferson Street	Construct roundabout	2022	E	\$268,349	\$0	\$0	\$67,087	\$335,436	\$0	-	\$670,872	Project to be funded through a 50/50 partnership between the RTC/TxDOT and Dallas County
						2023	C	\$2,763,651	\$0	\$0	\$690,913	\$3,454,564	\$0	-	\$6,909,128	
Subtotal								\$3,032,000	\$0	\$0	\$758,000	\$3,790,000	\$0	-	\$7,580,000	
40	Grand Prairie	Grand Prairie	Main Street	SH 161 to 6th Street NW	Reconstruct from 4 to 3/4 lanes with sidewalks	2021	E	\$0	\$0	\$0	\$0	\$454,400	\$0	-	\$454,400	100% of RTC funding would be loan; Grand Prairie to pay for engineering, utilities, and improvements to side streets adjacent to the corridor
						2023	U	\$0	\$0	\$0	\$0	\$100,000	\$0	-	\$100,000	
						2024	C	\$0	\$1,536,000	\$0	\$384,000	\$820,000	\$0	-	\$2,740,000	
Subtotal								\$0	\$1,536,000	\$0	\$384,000	\$1,374,400	\$0	-	\$3,294,400	
41	Grand Prairie	Grand Prairie	Main Street	6th Street NW to 5th Street NE	Reconstruct from 4 to 2/3 lanes with sidewalks, and on-street parking	2021	E	\$0	\$0	\$0	\$0	\$4,124,800	\$0	-	\$4,124,800	\$2,000,000 of RTC funding would be grant and rest would be a loan; Grand Prairie to pay for engineering, utilities, and improvements to side streets adjacent to the corridor; Local funding for construction to be contributed by Grand Prairie and Dallas County
						2023	U	\$0	\$0	\$0	\$0	\$1,454,134	\$0	-	\$1,454,134	
						2024	C	\$540,320	\$10,405,676	\$0	\$2,736,499	\$10,643,371	\$0	-	\$24,325,866	
Subtotal								\$540,320	\$10,405,676	\$0	\$2,736,499	\$16,222,305	\$0	-	\$29,904,800	
42	Grand Prairie	Grand Prairie	Main Street	5th Street NE to Belt Line Road	Reconstruct from 4 to 2/3 lanes with sidewalks	2021	E	\$0	\$0	\$0	\$0	\$979,200	\$0	-	\$979,200	100% of RTC funding would be loan; Grand Prairie to pay for engineering, utilities, and improvements to side streets adjacent to the corridor
						2023	U	\$0	\$0	\$0	\$0	\$617,207	\$0	-	\$617,207	
						2024	C	\$0	\$2,481,280	\$0	\$620,320	\$2,401,193	\$0	-	\$5,502,793	
Subtotal								\$0	\$2,481,280	\$0	\$620,320	\$3,997,600	\$0	-	\$7,099,200	
43	McKinney	McKinney	Spur 399	Spur 399 Alignment at McKinney National Airport	Create airport runway extension opportunity to the north to enable realignment of thoroughfares	2021	C	\$0	\$0	\$30,000,000	\$0	\$0	\$0	-	\$30,000,000	RTR 121 - CC1 Account; Part of Collin County Partnership for US 380 with \$30M being returned to the RTC
Subtotal								\$0	\$0	\$30,000,000	\$0	\$0	\$0	-	\$30,000,000	

**COVID-19 #00X Infrastructure Program (Round 3)
Draft Funding Recommendations**

COVID-19 ID#	Implementing Agency	City	Project/Facility	Limits	Project Scope	Fiscal Year	Phase	Proposed Funding							Comments	
								Federal CMAQ (CAT 5)	Federal STBG (CAT 7)	Regional Toll Revenue (RTR)	State	Local	Private	Transportation Development Credits		Total Proposed Funding
44	NCTCOG	Dallas	Midtown People Mover	Bounded by IH 635 to the South, Dallas North Tollway to the West, Preston Road to the East, and Spring Valley Road to the North	Engineering, testing, and construction of an automated people mover system in the Dallas Midtown District	2021	E	\$0	\$2,000,000	\$0	\$0	\$0	\$0	400,000	\$2,000,000	Regional TDCs to be utilized in lieu of a local cash match
						2023	C	\$0	\$8,000,000	\$0	\$0	\$0	\$0	1,600,000	\$8,000,000	
Subtotal								\$0	\$10,000,000	\$0	\$0	\$0	\$0	2,000,000	\$10,000,000	
45	Richardson	Richardson	City of Richardson Adaptive Traffic Signals	Various locations in City of Richardson	Implementation of Phases 2 and 3 of the DALI autonomous traffic signal system	2021	I	\$0	\$0	\$150,000	\$0	\$0	\$0	-	\$150,000	City of Richardson is participating in the project using their own labor forces; RTR 121 - DA2 account funds
Subtotal								\$0	\$0	\$150,000	\$0	\$0	\$0	-	\$150,000	
46	TxDOT Dallas	Various	SH 114	West of US 377 to East of IH 35W	Construct 0 to 6 main lanes; Reconstruct and widen 4 to 4/6 lane frontage roads	2022	C	\$0	\$24,000,000	\$0	\$6,000,000	\$0	\$0	-	\$30,000,000	Part of RTC/Denton County RTR/Federal Funding Exchange
Subtotal								\$0	\$24,000,000	\$0	\$6,000,000	\$0	\$0	-	\$30,000,000	
47	TxDOT Dallas	Various	US 175	IH 635 to SH 34	Installation of CCTV, DMS, and Vehicle Detection Units	2022	I	\$2,080,000	\$0	\$0	\$520,000	\$0	\$0	-	\$2,600,000	
Subtotal								\$2,080,000	\$0	\$0	\$520,000	\$0	\$0	-	\$2,600,000	
48	TxDOT Dallas	Various	IH 45	IH 20 to Dallas/Ellis County Line	Upgrade to fiber optic data transmission and deployment of additional CCTV	2023	I	\$2,500,000	\$0	\$0	\$625,000	\$0	\$0	-	\$3,125,000	
Subtotal								\$2,500,000	\$0	\$0	\$625,000	\$0	\$0	-	\$3,125,000	
49	TxDOT Dallas	Various	Various locations in Dallas County	IH 20 at Dallas/Tarrant County Line (EB), IH 30 at Dallas/Tarrant County Line (EB), IH 30 at Sylvan (WB), SH 183 at County Line Road (EB), US 75 at Haskell (NB and SB)	Installation of Dynamic Message Signs	2024	I	\$700,000	\$0	\$0	\$175,000	\$0	\$0	-	\$875,000	
Subtotal								\$700,000	\$0	\$0	\$175,000	\$0	\$0	-	\$875,000	
50	TxDOT Paris	Various	IH 30	West of FM 1903 to East of FM 1903	Reconstruct overpass and approaches	2022	C	\$0	\$5,474,219	\$0	\$1,368,555	\$0	\$0	-	\$6,842,774	Contingent cost overrun on existing RTC funded project in the 10 Year Plan
Subtotal								\$0	\$5,474,219	\$0	\$1,368,555	\$0	\$0	-	\$6,842,774	
51	TxDOT Paris	Various	IH 30	0.5 miles Southwest of Monty Stratton to 0.5 miles Northeast of Monty Stratton	Construct eastbound to westbound U-turn	2022	C	\$0	\$3,360,000	\$0	\$840,000	\$0	\$0	-	\$4,200,000	Fund project with Category 7 as the Texas Transportation Commission did not fund this project with Category 12 funds as part of the Regional 10 Year Plan/2021 Unified Transportation Program.
Subtotal								\$0	\$3,360,000	\$0	\$840,000	\$0	\$0	-	\$4,200,000	
Grand Total								\$15,284,035	\$255,986,062	\$33,579,728	\$24,247,182	\$38,552,700	\$299,108	27,599,536	\$367,948,815	

Funding Summary by Year			
	RTR	CMAQ	STBG
2021	\$30,650,000	\$500,000	\$43,030,000
2022	\$680,000	\$2,568,349	\$104,775,379
2023	\$2,249,728	\$7,983,651	\$45,841,650
2024	\$0	\$4,232,035	\$62,339,033
Total	\$33,579,728	\$15,284,035	\$255,986,062

West/East Split				
	West	East	West %	East %
CMAQ	\$3,220,000	\$12,064,035	21.07%	78.93%
STBG	\$121,255,690	\$134,730,372	47.37%	52.63%
RTR	\$0	\$33,579,728	0.00%	100.00%
Overall	\$124,475,690	\$180,374,135	40.83%	59.17%

**DRAFT REGIONAL TRANSPORTATION COUNCIL LEGISLATIVE PROGRAM
87TH TEXAS LEGISLATURE****Adequately Fund Transportation and Utilize Tools**

- Ensure fair-share allocation of funds to metropolitan regions
- Identify additional revenue for all modes of transportation
- Support full appropriation of funding initiatives, including Proposition 1 and Proposition 7, previously approved by the Legislature

Expand Transportation Options in Mega-Metropolitan Regions

- Allow for the ability to utilize tolling, managed lanes, debt financing and public-private partnerships for roadway and transit projects through a MPO and local decision-making process
- Authorize the use of a Comprehensive Development Agreement for specific needed projects
- Plan, fund, and support the implementation of all modes of transportation, including transit
- Retain eminent domain authority to allow planning and development of new and/or expanded transportation corridors including high speed rail, commuter rail, freight rail, roadways, and trails
- Support legislation using a balanced liability insurance program that would allow North Texas transit agencies to operate on additional rail corridors as part of the regional transportation system

Pursue Innovation, Technology, and Safety

- Utilize innovation in high-speed transportation, transit, autonomous vehicles, and freight
- Support the collaboration between local governments, the military, the State, and FAA to advance regulations for compatible land use and the safe operations of unmanned aircraft vehicles
- Plan for shared mobility solutions; enable transportation data sharing and accessibility with appropriate privacy protection
- Increase safety, including but not limited to texting while driving, speed limits, driving under the influence, bicycle, and pedestrian safety

Improve Air Quality

- Protect the TERP Trust fund and revenue balance to ensure funds are used for TERP purposes; modernize the program and ensure flexibility to accommodate innovative approaches to improving air quality and reducing emissions, including purchase of heavy-duty zero emission vehicles such as hydrogen fuel cell and battery electric vehicles and associated infrastructure.
- Modernize and increase flexibility in the Local Initiative Projects (LIP) through a limited program focused on transportation and air quality improvements; appropriate LIRAP's residual balance of previously collected funds back to counties
- Support system reliability, congestion relief, and encourage trip reduction strategies, while maintaining lifestyle choices
- Support legislation that improves air quality

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	COMMENTS
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	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	FUNDING HAS OBLIGATED AS OF MARCH 2020
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	FUNDING HAS OBLIGATED AS OF JULY 2020
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	FUNDING HAS OBLIGATED AS OF JULY 2020
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	FUNDING HAS OBLIGATED AS OF JULY 2020
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	FUNDING HAS OBLIGATED AS OF JULY 2020
40054	0902-90-076	TXDOT-FORT WORTH	CS	C	WALNUT CREEK ELEMENTARY PEDESTRIAN WALKWAY; ALONG STRIBLING DR/STIBLING 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	FUNDING HAS OBLIGATED AS OF JULY 2020
40054	0902-90-076	TXDOT-FORT WORTH	CS	CE	WALNUT CREEK ELEMENTARY PEDESTRIAN WALKWAY; ALONG STRIBLING DR/STIBLING 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	FUNDING HAS OBLIGATED AS OF JULY 2020
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	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	FUNDING HAS OBLIGATED AS OF SEPTEMBER 2020
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	FUNDING HAS OBLIGATED AS OF JULY 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	\$320,000	\$0	\$80,000	\$400,000	\$320,000	09/2020	FUNDING HAS OBLIGATED AS OF SEPTEMBER 2020

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	COMMENTS
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	09/2020	FUNDING HAS OBLIGATED AS OF AUGUST 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	FUNDING HAS OBLIGATED AS OF AUGUST 2020
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	
11614.5	0918-46-267	DENTON	VA	R	CITY OF DENTON SCHOOL CONNECTION SIDEWALKS		NEW SIDEWALK SEGMENTS NEAR SCHOOL SITES AT PECAN CREEK AND WOODROW WILSON ELEMENTARY SCHOOL IN THE CITY OF DENTON	\$60,800	\$0	\$15,200	\$76,000	\$0	07/2020	
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	\$0	07/2020	
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	
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	\$0	07/2020	
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	\$141,820	\$0	\$0	\$141,820	\$0	07/2020	
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	\$0	07/2020	
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	\$0	08/2020	
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	\$0	08/2020	
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	\$0	09/2020	
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	\$0	09/2020	
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	

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	COMMENTS
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	
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	
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	\$0	09/2020	
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	\$0	09/2020	
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	
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	\$0	10/2020	
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	\$116,000	\$0	\$29,000	\$145,000	\$0	10/2020	
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	\$36,000	\$0	\$9,000	\$45,000	\$0	10/2020	
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	
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	\$0	11/2020	
25066.1	0918-47-310	DALLAS	CS	E	ON LINFIELD OVER UPRR RAIL YARD		CONSTRUCT BICYCLE AND PEDESTRIAN BRIDGE ON LINFIELD ROAD OVER THE UPRR RAIL YARD	\$900,000	\$0	\$0	\$900,000	\$0	11/2020	
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)	\$8,200,000	\$0	\$0	\$8,200,000	\$0	11/2020	
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)	\$150,000	\$0	\$0	\$150,000	\$0	11/2020	

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	COMMENTS
14013.2	0918-48-004	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)	\$8,401,592	\$0	\$2,100,398	\$10,501,990	\$0	11/2020	
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	\$0	11/2020	
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	\$0	01/2021	
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	
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	
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	\$120,000	\$0	\$0	\$120,000	\$0	03/2021	
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	\$0	03/2021	
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	\$0	03/2021	
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	
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	
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	
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	\$0	05/2021	
11614.5	0918-46-267	DENTON	VA	C	CITY OF DENTON SCHOOL CONNECTION SIDEWALKS		NEW SIDEWALK SEGMENTS NEAR SCHOOL SITES AT PECAN CREEK AND WOODROW WILSON ELEMENTARY SCHOOL IN THE CITY OF DENTON	\$264,480	\$0	\$66,120	\$330,600	\$0	06/2021	
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	

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	COMMENTS
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	\$1,688,000	\$0	\$422,000	\$2,110,000	\$0	06/2021	
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	
19005	0918-24-251	PLANO	VA	C	PLANO CITYWIDE TRAFFIC CAMERA, TRAFFIC SIGNAL, AND SIGNAL COMMUNICATION UPGRADES		PLANO CITYWIDE TRAFFIC CAMERA, TRAFFIC SIGNAL, AND SIGNAL COMMUNICATION UPGRADES	\$1,867,000	\$0	\$0	\$1,867,000	\$0	06/2021	
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	\$0	06/2021	
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	\$0	06/2021	
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	
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	
25066.1	0918-47-310	DALLAS	CS	R	ON LINFIELD OVER UPRR RAIL YARD		CONSTRUCT BICYCLE AND PEDESTRIAN BRIDGE ON LINFIELD ROAD OVER THE UPRR RAIL YARD	\$350,000	\$0	\$0	\$350,000	\$0	11/2021	
							TOTAL	\$121,295,638	\$18,451,240	\$8,351,260	\$148,098,138	\$11,303,022		

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	COMMENT
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	FUNDING HAS OBLIGATED AS OF SEPTEMBER 2020
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	FUNDING HAS OBLIGATED AS OF SEPTEMBER 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	FUNDING HAS OBLIGATED AS OF JULY 2020
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	FUNDING HAS OBLIGATED AS OF AUGUST 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	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)	\$1,189,882	\$0	\$297,470	\$1,487,352	\$1,189,882	11/2020	FUNDING HAS OBLIGATED AS OF AUGUST 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 AT KCS RR	UPGRADE GATES AND INSTALL MEDIANS AT ALL LOCATIONS; INSTALL SIGNAGE AT PEAVY, GUS THOMASSON, LAKELAND, HIGHLAND, & ST FRANCIS; RESURFACE AT LAKELAND & ST FRANCIS	\$1,828,070	\$0	\$457,017	\$2,285,087	\$1,774,408	12/2020	PROJECT HAS OBLIGATED AS OF OCTOBER 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	FUNDING HAS OBLIGATED AS OF SEPTEMBER 2020
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	FUNDING HAS OBLIGATED AS OF SEPTEMBER 2020
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	FUNDING HAS OBLIGATED AS OF SEPTEMBER 2020
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	FUNDING REFLECTS CHANGE ORDER TO CONSTRUCTION PHASE

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	COMMENT
25013	0902-90-172	FORT WORTH	CS	E	MEANDERING ROAD FROM SH 183 TO ANAHUAC AVE	LTJG BARNETT FROM MEANDERING ROAD TO NASIRB 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	\$0	09/2016	COST OVERRUN FUNDS ON A PREVIOUSLY OBLIGATED PHASE
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	COST OVERRUN FUNDS ON A PREVIOUSLY OBLIGATED PHASE
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	\$0	09/2018	
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	
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	
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	
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 287 WITH TURNAROUND ON EASTSIDE; CONSTRUCT HARMON RD OVER US 287; RECONSTRUCT EXISTING SB ENTRANCE RAMP TO US 287 W/AUXILIARY LANE	\$260,000	\$65,000	\$0	\$325,000	\$0	08/2020	
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	
25013	0902-90-172	FORT WORTH	CS	R	MEANDERING ROAD FROM SH 183 TO ANAHUAC AVE	LTJG BARNETT FROM MEANDERING ROAD TO NASIRB 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	\$800,000	\$0	\$0	\$800,000	\$0	09/2020	
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	\$0	09/2020	
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	\$1,155,000	\$0	\$288,750	\$1,443,750	\$0	09/2020	

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	COMMENT
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	
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	
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	
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	\$180,000	\$0	\$0	\$180,000	\$0	10/2020	
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	
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	
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	
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 287 WITH TURNAROUND ON EASTSIDE; CONSTRUCT HARMON RD OVER US 287; RECONSTRUCT EXISTING SB ENTRANCE RAMP TO US 287 W/AUXILIARY LANE	\$501,000	\$125,250	\$0	\$626,250	\$0	12/2020	
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	
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	\$0	01/2021	
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	
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	\$800,000	\$200,000	\$0	\$1,000,000	\$0	02/2021	
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	
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	

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	COMMENT
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	\$0	03/2021	
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	\$0	03/2021	
14026	0008-03-121	WEATHERFORD	US 180	E	FM 2552	WACO ST.	RECONSTRUCT 2/4 LANE ROADWAY TO 4 LANE ROADWAY INCLUDING INTERSECTION IMPROVEMENTS AT US 180/WACO ST, FM 51/MAIN ST AND US 180/FM 2552 AND NEW BICYCLE LANES AND SIDEWALKS	\$1,886,000	\$94,000	\$0	\$1,980,000	\$0	03/2021	
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	
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	\$0	05/2021	
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	\$0	05/2021	
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	\$0	06/2021	
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	\$0	06/2021	
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 287 WITH TURNAROUND ON EASTSIDE; CONSTRUCT HARMON RD OVER US 287; RECONSTRUCT EXISTING SB ENTRANCE RAMP TO US 287 W/AUXILIARY LANE	\$220,000	\$55,000	\$0	\$275,000	\$0	06/2021	
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	
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	\$520,000	\$0	\$0	\$520,000	\$0	08/2021	
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	\$0	08/2021	

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	COMMENT
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	\$0	08/2021	
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	\$0	09/2021	
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	
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	\$0	11/2021	
							TOTAL	\$154,318,314	\$16,361,781	\$14,189,704	\$184,869,799	\$25,215,290		

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	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	COMMENTS
40046	0918-11-099	TERRELL	VA	C	DR. BRUCE WOOD ELEMENTARY SCHOOL CONNECTION EXTENSIONS; SAFE ROUTES TO SCHOOL	ALONG ROCKWALL AVE, BAKER ST, PACIFIC AVE, AND GRIFFITH AVE	SAFE ROUTES TO SCHOOL PEDESTRIAN IMPROVEMENTS IN PROXIMITY TO ELEMENTARY SCHOOL INCLUDING CONSTRUCT AND RECONSTRUCT SIDEWALKS, BICYCLE/PEDESTRIAN SIGNALS, SIGNAGE, AND CROSSWALKS	\$507,662	\$126,915	\$634,577	\$507,662	05/2020	FUNDING HAS OBLIGATED AS OF JULY 2020
40046	0918-11-099	TERRELL	VA	CE	DR. BRUCE WOOD ELEMENTARY SCHOOL CONNECTION EXTENSIONS; SAFE ROUTES TO SCHOOL	ALONG ROCKWALL AVE, BAKER ST, PACIFIC AVE, AND GRIFFITH AVE	SAFE ROUTES TO SCHOOL PEDESTRIAN IMPROVEMENTS IN PROXIMITY TO ELEMENTARY SCHOOL INCLUDING CONSTRUCT AND RECONSTRUCT SIDEWALKS, BICYCLE/PEDESTRIAN SIGNALS, SIGNAGE, AND CROSSWALKS	\$26,718	\$6,680	\$33,398	\$26,718	05/2020	FUNDING HAS OBLIGATED AS OF JULY 2020
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	\$1,185,686	\$5,928,432	\$4,742,746	08/2020	FUNDING HAS OBLIGATED AS OF JULY 2020
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	\$64,314	\$321,568	\$257,254	08/2020	FUNDING HAS OBLIGATED AS OF JULY 2020
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	\$40,320	\$201,601	\$50,608	08/2020	FUNDING HAS OBLIGATED AS OF JULY 2020
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	\$74,178	\$370,889	\$296,711	12/2020	FUNDING HAS OBLIGATED AS OF JUNE 2020
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	\$4,609	\$23,044	\$18,435	12/2020	FUNDING HAS OBLIGATED AS OF JUNE 2020
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	\$173,838	\$869,192	\$0	07/2020	
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	\$17,305	\$86,529	\$0	07/2020	
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	\$97,970	\$489,852	\$0	07/2020	
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	\$9,797	\$48,986	\$0	07/2020	
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	\$92,385	\$461,925	\$0	07/2020	

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	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	COMMENTS
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	\$9,179	\$45,893	\$0	07/2020	
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	\$354,513	\$1,772,567	\$0	08/2020	
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	\$35,451	\$177,257	\$0	08/2020	
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	\$235,934	\$1,179,667	\$0	08/2020	
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	\$27,354	\$136,772	\$0	08/2020	
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	\$40,432	\$202,161	\$0	09/2020	
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	\$7,015	\$35,074	\$0	09/2020	
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)	\$4,648,925	\$0	\$4,648,925	\$0	11/2020	
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	\$234,537	\$0	02/2021	
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	\$3,896,967	\$974,242	\$4,871,209	\$0	02/2021	
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	\$135,194	\$675,968	\$0	02/2021	

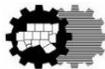
TRANSPORTATION ALTERNATIVES SET ASIDE FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

TIP CODE	CSJ	PROJECT SPONSOR	FACILITY	PHASE	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	COMMENTS
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	\$138,670	\$693,352	\$0	04/2021	
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	\$13,867	\$69,335	\$0	04/2021	
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	\$117,925	\$589,623	\$0	06/2021	
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	\$8,665	\$43,324	\$0	06/2021	
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	\$94,773	\$473,865	\$0	09/2021	
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	\$9,245	\$46,225	\$0	09/2021	
							TOTAL	\$21,269,291	\$4,096,456	\$25,365,747	\$5,900,134		

FISCAL YEAR 2021 PROJECT TRACKING

Regional Transportation Council

November 12, 2020



North Central Texas
Council of Governments
Transportation Department

BACKGROUND

- Over the years, many projects in the region have experienced significant implementation delays.
- These delays have led to implementation of the MPO Milestone Policy to identify projects that have not advanced to construction after 10 or more years.
- In addition, the region is carrying a large “carryover balance” of Congestion Mitigation and Air Quality Improvement Program (CMAQ), Surface Transportation Block Grant (STBG), and Transportation Alternatives (TA) Set Aside funds.
- These funds are receiving scrutiny from the State and federal governments and must obligate soon.
- Staff currently follows up with implementing agencies on project schedules periodically and at least every other year when developing a new Transportation Improvement Program (TIP).

NEW PROJECT TRACKING EFFORT

- Going forward, staff proposes to conduct a more robust project tracking effort in order to highlight and prevent these delays.
- At the beginning of each fiscal year, staff will provide 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 will be asked to report project status on a more frequent basis.
- The status of projects scheduled for the year will be presented at STTC and RTC on a quarterly or bi-annual basis.
- This 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

	OCTOBER 2020
Federal Funding Allocated in FY 2021	\$73,963,059
Estimated Federal Carryover Funds (FY 2020 to FY 2021)	<u>+\$58,400,000</u>
Total Available Federal Funding in FY 2021	\$132,363,059
Total Federal Funding Programmed	\$121,295,638
Federal Funding Obligated	\$11,303,022
FY 2021 Project Phases	61
Project Phases Obligated to Date	14
Project Phases Past Their Original Estimated Start Date	16

Notes:

- Obligations based on the federal fiscal year, which runs from October to September
- FY 2021 of the TIP includes projects that may have obligated in FY 2020, but were listed in FY 2021 in case of delay.

SUMMARY OF TIP FY 2021 PROJECT FUNDING - STBG

	OCTOBER 2020
Federal Funding Allocated in FY 2021	\$116,230,858
Estimated Federal Carryover Funds (FY 2020 to FY 2021)	<u>+\$168,000,000</u>
Total Available Federal Funding in FY 2021	\$284,230,858
Total Federal Funding Programmed	\$154,318,314
Federal Funding Obligated	\$25,215,290
FY 2021 Project Phases	52
Project Phases Obligated	10
Project Phases Past Their Original Estimated Start Date	10

Notes:

- Obligations based on the federal fiscal year, which runs from October to September
- FY 2021 of the TIP includes projects that may have obligated in FY 2020, but were listed in FY 2021 in case of delay.

SUMMARY OF TIP FY 2021 PROJECT FUNDING – TA SET ASIDE

	OCTOBER 2020
Federal Funding Allocated in FY 2021	\$7,948,734
Estimated Federal Carryover Funds (FY 2020 to FY 2021)	<u>+\$14,913,943</u>
Total Available Federal Funding in FY 2021	\$22,862,677
Total Federal Funding Programmed	\$21,269,291
Federal Funding Obligated	\$5,900,134
FY 2021 Project Phases	29
Project Phases Obligated	7
Project Phases Past Their Original Estimated Start Date	12

Notes:

- Obligations based on the federal fiscal year, which runs from October to September
- FY 2021 of the TIP includes projects that may have obligated in FY 2020, but were listed in FY 2021 in case of delay.

ADDITIONAL STEPS TO ADDRESS THE ISSUE

- Continue implementing the MPO Milestone Policy Rounds 1 and 2 to address projects that have experienced 10+ year delays.
- Work with project sponsors and TxDOT to resolve issues that may be causing delays in project implementation.
- Conduct a workshop to provide training on project implementation and drafting realistic project schedules.
- Look at other ways to address project implementation delays, such as in future project selection initiatives
 - Do RTC members have any ideas?

QUESTIONS?

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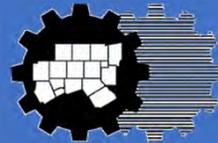
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Automated Vehicles 2.0

Briefing on AV 2.2, AV 2.3 Funding Availability

Thomas Bamonte, Senior Program Manager
Automated Vehicles Program

Regional Transportation Council
November 12, 2020



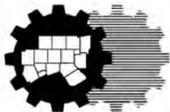
Automated Vehicles Program 2.0 Background

October 2018: Regional Transportation Council approves “AV 2.0”

- AV 2.1: Regional planning exercise for future mobility technology (\$1.5m)
- AV 2.2: AV deployment support for local partners (\$10m)
- AV 2.3: Strategic investments in AV services (\$20m)

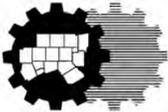
Summer 2020: AV 2.1 procurement

Fall 2020: Kick-off AV 2.2 – AV 2.3 project proposal process



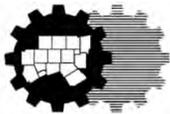
AV 2.0 Policies

1. North Texas will build on its history of transportation innovation to be a leader in the deployment of automated vehicles (AVs) to help achieve the region's mobility goals.
2. All North Texas communities should have the resources necessary to plan for AV deployments and to build effective partnerships with AV developers when they deploy AVs in a community.
3. The region will make strategic investments in AV services to explore use cases and AV deployments in communities overlooked by AV developers.
4. The AV 2.0 Program will be administered to advance these policies.



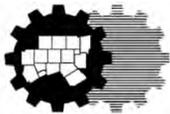
AV 2.2/2.3 Project Proposals

1. Minimum request: \$500K
2. Specify AV2.2 or AV2.3 funding or both
3. Proposing agency = grant recipient
4. Use cases and benefits/costs detailed
5. Private sector and agency contributions listed
6. Project evaluation process included
7. Commitment to share lessons learned with the region



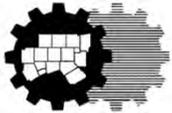
Evaluation Criteria

1. Substantial AV deployment
2. Advance regional goals
 - Improved access to jobs and other destinations
 - Environmental protection/resiliency
 - Economic development
 - Equity
 - Technology innovation leadership
3. Contributions from private/public sectors
4. Community involvement/support for deployment



Process

1. Staff evaluates proposals
2. Projects meeting criteria included in TIP updates
3. STTC monitoring
 - Information item – award $>$ \$1M
 - Director's report – award $<$ \$1M
4. Awardees report project lessons learned to STTC



 STARSHIP

 Aurora

 EASY
MILE



WAYMO

 tu simple

 Kodiak

RTA AV 2.0
PROGRAM –
NATIONAL FIRST

PLANNING, LOCAL
SUPPORT & AV USE
CASES

Vehicle Technologies

AUTOMATION
, ELECTRIFICATION
&
DIVERSIFICATION

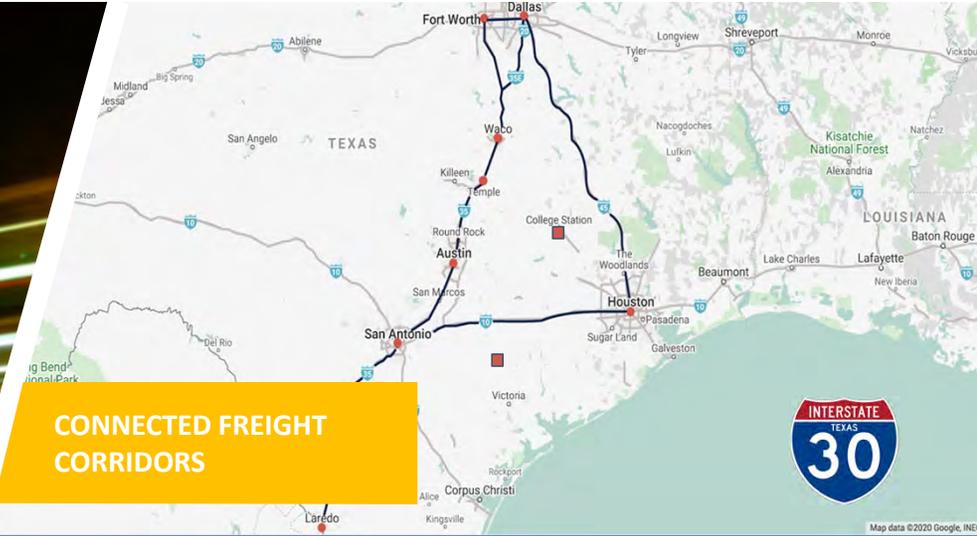


Source: Bell

TT6



OPTIMIZED INTERSECTIONS



CONNECTED FREIGHT CORRIDORS

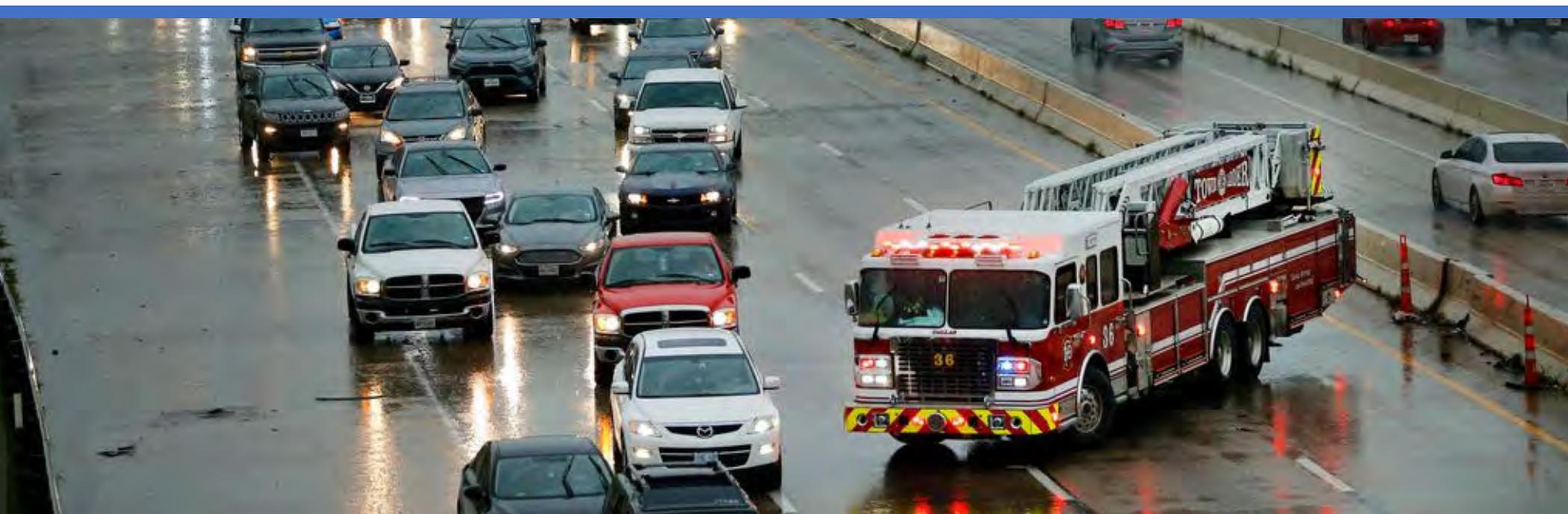
Connected Vehicle Tech

“Implementing connected vehicle technology to enable safe and efficient goods movement through key freight corridors in the Texas Triangle.”

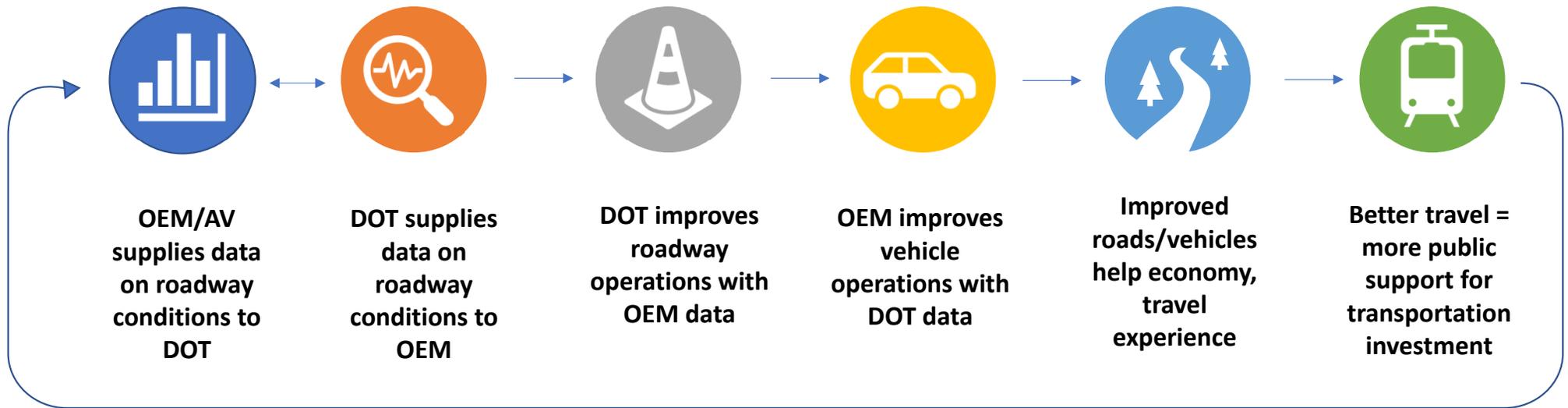
Slide 9

TT6 bell helicopter taxis - UAS Workshops
Teresa Taitt, 10/2/2020

Crowdsourced Waze data for accident detection



Building The Crowdsourced Vehicle Data Infrastructure



Questions | Contact Information

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**Regional Transportation Council Attendance Roster
November 2019 -October 2020**

RTC MEMBER	Entity	11/14/19	12/12/19	1/9/20	2/27/20	3/12/20	4/9/20	5/14/20	6/11/20	7/9/20	8/13/20	9/10/20	10/8/20
Tennell Atkins (09/17)	Dallas	P	E	E(R)	P	E	P	A	P	P	P	P	P
Richard E. Aubin (06/18)	Garland	P	P	P	E	P	P	P	P	P	P	P	P
Mohamed Bur (06/18)	TxDOT, Dallas	E(R)	P	P	P	P	P	P	E(R)	P	E(R)	P	P
Dianne Costa (10/19)	DCTA	P	P	E(R)	E	P	P	P	P	P	P	P	P
Theresa Daniel (11/18)	Dallas Cnty	P	P	P	P	P	P	P	P	P	P	P	P
Jeff Davis (11/19)	Trinity Metro	P	P	E(R)	E(R)	A	P	P	P	P	A	P	P
Pat Deen (08/19)	Parker County	P	P	P	P	P	A	P	P	P	P	P	P
Rudy Durham (7/07)	Lewisville	P	P	P	P	E	P	P	P	P	P	P	P
Andy Eads (1/09)	Denton Cnty	P	P	P	P	P	P	P	P	P	P	P	P
Kevin Falconer (07/17)	Carrollton	P	P	E(R)	A	A	P	P	P	P	P	P	A
Gary Fickes (12/10)	Tarrant Cnty	P	P	E(R)	P	P	P	E	P	P	P	P	E(R)
George Fuller (07/17)	McKinney	P	E	A	P	P	P	P	P	P	P	P	A
Rick Grady (09/18)	Plano	P	P	P	P	P	P	P	P	P	P	P	P
Lane Grayson (01/19)	Ellis Cnty	P	P	P	P	P	P	P	P	P	P	P	P
Mojoy Haddad (10/14)	NTTA	P	A	A	P	E	P	P	E	P	P	P	E
Roger Harmon (1/02)	Johnson Cnty	P	P	P	P	P	P	P	P	P	P	P	P
Ivan Hughes (09/19)	Addison	P	P	P	P	P	P	P	P	P	P	P	P
Clay Lewis Jenkins (04/11)	Dallas Cnty	A	E(R)	P	P	E	E(R)	E(R)	P	P	P	P	P
Ron Jensen (06/13)	Grand Prairie	P	P	P	E(R)	E(R)	P	P	P	P	P	P	P
Carl L. Johnson (09/22)	TxDOT, FW	--	--	--	--	--	--	--	--	--	--	P	P
Jungus Jordan (4/07)	Fort Worth	P	P	P	P	P	P	P	P	P	P	P	P
John Keating (12/19)	Frisco	--	P	P	E(R)	E(R)	P	P	E(R)	E(R)	P	P	P
Mike Leyman (09/19)	Mansfield	P	P	P	P	P	P	P	P	P	P	P	P
David Magness (06/13)	Rockwall Cnty	P	P	P	P	P	P	P	P	P	E(R)	A	P
Curtistene McCowan (06/19)	DeSoto	P	P	P	P	P	P	P	P	P	P	P	E(R)
B. Adam McGough (07/20)	Dallas	--	--	--	--	--	--	--	--	P	P	P	P
William Meadows (02/17)	DFW Airport	P	E	P	P	E(R)	A	A	P	P	A	A	A
Cara Mendelsohn (07/20)	Dalals	--	--	--	--	--	--	--	--	P	P	P	P
Robert Miklos (12/19)	Mesquite	--	P	P	E	P	P	P	P	P	P	P	P
Cary Moon (06/15)	Fort Worth	P	E(R)	P	P	P	P	P	P	P	P	P	E(R)
Barbara Odom-Wesley (07/19)	Arlington	P	P	P	P	E(R)	P	P	P	P	P	P	P
Philip J. Ritter (07/20)	Dallas	--	--	--	--	--	--	--	--	P	P	P	P
John Ryan (05/18)	Denton	P	P	P	P	E	P	P	P	P	P	P	P
Chris Schulmeister (07/20)	Allen	--	--	--	--	--	--	--	--	P	P	P	P
Casey Thomas II (07/20)	Dallas	--	--	--	--	--	--	--	--	A	P	E(R)	P
Jeremy Tompkins (10/19)	Eules	P	E(R)	P	P	P	P	P	P	P	P	P	P
T. Oscar Trevino Jr. (6/02)	Nrth Rch Hills	P	P	P	P	P	P	P	P	P	P	P	P

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
November 2019 -October 2020**

RTC MEMBER	Entity	11/14/19	12/12/19	1/9/20	2/27/20	3/12/20	4/9/20	5/14/20	6/11/20	7/9/20	8/13/20	9/10/20	10/8/20
William Tsao (3/17)	Dallas	P	P	P	P	P	P	P	P	P	P	P	P
Paul Wageman (10/19)	DART	P	P	P	P	P	P	P	P	P	P	P	P
Dennis Webb (8/18)	Irving	E	P	P	P	P	P	P	P	P	P	P	E
Duncan Webb (6/11)	Collin Cnty	P	P	P	P	P	P	P	P	P	P	P	P
B. Glen Whitley (2/97)	Tarrant Cnty	E(R)	E(R)	E	P	P	P	P	P	P	P	P	P
W. Jeff Williams (10/15)	Arlington	E(R)	P	P	E	P	P	P	P	P	P	P	P
Ann Zadeh (06/17)	Fort Worth	P	P	P	P	P	P	P	P	P	P	P	P

Note: Date in parenthesis indicates when member was 1st eligible to attend RTC meetings

P= Present

A= Absent

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--= Not yet appointed

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jury duty, business necessity, or fulfillment
of obligation arising out of elected service)

Surface Transportation Technical Committee Attendance Roster
August 2019 - September 2020

STTC MEMBERS	Entity	8/23/19	10/4/19	10/25/19	12/6/19	1/24/20	2/28/20	3/27/20	4/24/20	5/22/20	6/26/20	7/24/20	8/28/20	9/25/20
Joe Atwood	Hood County	P	P	P	A	P	P	*	*	*	*	*	*	*
Melissa Baker	Irving	P	P	P	P	P	E	*	*	*	*	*	*	*
Micah Baker	Dallas County	P	P	P	P	P	A	*	*	*	*	*	*	*
Bryan Beck	Grapevine	P	P	P	P	P	P	*	*	*	*	*	*	*
Katherine Beck	Fort Worth	P	P	P	P	P	P	*	*	*	*	*	*	*
Marc Bentley	Farmers Branch	A	A	A	A	A	A	*	*	*	*	*	*	*
David Boski	Mansfield	P	P	P	P	P	P	*	*	*	*	*	*	*
Keith Brooks	Arlington	A	P	A	A	A	A	*	*	*	*	*	*	*
Shon Brooks	Waxahachie	P	A	P	P	P	A	*	*	*	*	*	*	*
Tanya Brooks	Fort Worth	P	P	P	P	P	E	*	*	*	*	*	*	*
Ceason Clemens	TxDOT Dallas	A	P	P	P	P	P	*	*	*	*	*	*	*
Robert Cohen	Southlake	A	A	A	A	A	A	*	*	*	*	*	*	*
Kent Collins	Coppell	A	P	A	P	A	A	*	*	*	*	*	*	*
John Cordary, Jr.	TxDOT FW	P	A	P	P	P	P	*	*	*	*	*	*	*
Rick Cortez	Mesquite	--	--	P	P	P	P	*	*	*	*	*	*	*
Hal Cranor	Eules	A	P	P	P	A(R)	P	*	*	*	*	*	*	*
Clarence Daugherty	Collin County	P	P	A(R)	P	P	A(R)	*	*	*	*	*	*	*
Chad Davis	Wise County	P	A	A	A	P	A	*	*	*	*	*	*	*
Inga Dedow	NTTA	--	--	--	--	--	--	--	--	--	*	*	*	*
Arturo Del Castillo	Dallas	A(R)	P	P	A(R)	P	P	*	*	*	*	*	*	*
Caryl DeVries	Grand Prairie	--	--	--	--	--	--	--	--	--	*	*	*	*
Greg Dickens	Hurst	P	A(R)	A(R)	A(R)	A(R)	A(R)	*	*	*	*	*	*	*
David Disheroon	Johnson County	A	P	P	A	P	A	*	*	*	*	*	*	*
Phil Dupler	FWTA	P	P	A(R)	P	A(R)	P	*	*	*	*	*	*	*
Chad Edwards	Fort Worth	A	P	E	P	P	P	*	*	*	*	*	*	*
Claud Elsom	Rockwall County	P	P	P	P	P	A	*	*	*	*	*	*	*
Eric Fladager	Fort Worth	A(R)	A(R)	A	P	A	P	*	*	*	*	*	*	*
Chris Flanigan	Allen	P	P	P	P	P	A	*	*	*	*	*	*	*
Ann Foss	Arlington	P	A	P	A(R)	P	P	*	*	*	*	*	*	*
Mike Galizio	Tarrant County	--	P	P	P	P	P	*	*	*	*	*	*	*
Ricardo Gonzalez	TxDOT FW	P	P	P	P	P	P	*	*	*	*	*	*	*
Gary Graham	McKinney	A(R)	A(R)	E(R)	A(R)	P	P	*	*	*	*	*	*	*
Tom Hammons	Carrollton	P	P	A	P	A	P	*	*	*	*	*	*	*
Ron Hartline	The Colony	A(R)	A(R)	A(R)	P	P	A(R)	*	*	*	*	*	*	*
Shannon Hicks	Addison	--	--	--	--	--	--	--	--	--	--	--	--	*
Matthew Hotelling	Flower Mound	P	P	P	P	P	P	*	*	*	*	*	*	*
John Hudspeth	TxDOT Dallas	--	--	--	--	--	P	*	*	*	*	*	*	*
Terry Hughes	Weatherford	P	A	P	P	P	P	*	*	*	*	*	*	*
Jeremy Hutt	Cleburne	--	--	--	--	--	--	--	--	--	--	--	*	*
Thuan Huynh	McKinney	--	--	--	--	--	--	--	*	*	*	*	*	*
Tony Irvin	DeSoto	P	A	P	A	A	A	*	*	*	*	*	*	*

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Surface Transportation Technical Committee Attendance Roster
August 2019 - September 2020

STTC MEMBERS	Entity	8/23/19	10/4/19	10/25/19	12/6/19	1/24/20	2/28/20	3/27/20	4/24/20	5/22/20	6/26/20	7/24/20	8/28/20	9/25/20
Brian Jahn	Denton	--	--	--	--	--	--	--	--	--	--	--	--	*
Kelly Johnson	NTTA	A	A	A	A	A	A	*	*	*	*	*	*	*
Gus Khankarli	Dallas	P	P	E(R)	P	P	P	*	*	*	*	*	*	*
Paul Knippel	Frisco	A	A	A	A	A	A	*	*	*	*	*	*	*
Chiamin Korngiebel	Dallas	P	A	P	P	P	A	*	*	*	*	*	*	*
Alonzo Liñán	Keller	P	P	P	A	A(R)	E(R)	*	*	*	*	*	*	*
Eron Linn	DART	--	P	P	A	P	A	*	*	*	*	*	*	*
Clay Lipscomb	Plano	P	A(R)	A	P	P	P	*	*	*	*	*	*	*
Paul Luedtke	Garland	P	P	A(R)	P	A	P	*	*	*	*	*	*	*
Stanford Lynch	Hunt County	P	A	P	A(R)	P	P	*	*	*	*	*	*	*
Alberto Mares	Ellis County	P	P	P	A	P	P	*	*	*	*	*	*	*
Wes McClure	Mesquite	P	P	P	P	P	P	*	*	*	*	*	*	*
Brian Moen	Frisco	P	A	P	P	P	P	*	*	*	*	*	*	*
Mark Nelson	Richardson	P	P	P	P	P	E(R)	*	*	*	*	*	*	*
Jim O'Connor	Irving	P	P	P	P	P	P	*	*	*	*	*	*	*
Kenneth Overstreet	Bedford	A	A	A	A	A	A	*	*	*	*	*	*	*
Kevin Overton	Dallas	E(R)	P	P	A	A	P	*	*	*	*	*	*	*
Tim Palermo	DCTA	P	P	P	P	P	P	*	*	*	*	*	*	*
Dipak Patel	Lancaster	P	P	P	P	P	P	*	*	*	*	*	*	*
Todd Plesko	DART	P	P	P	P	A	P	*	*	*	*	*	*	*
Shawn Poe	Richardson	E(R)	P	P	P	P	P	*	*	*	*	*	*	*
John Polster	Denton County	P	P	P	P	P	P	*	*	*	*	*	*	*
Tim Porter	Wylie	P	A(R)	P	P	P	P	*	*	*	*	*	*	*
Bryan G. Ramey II	Duncanville	P	P	P	A	A	A(R)	*	*	*	*	*	*	*
Greg Royster	DFW Int. Airport	P	E	P	P	A	P	*	*	*	*	*	*	*
Kathryn Rush	Dallas	--	--	--	--	--	--	*	*	*	*	*	*	*
Moosa Saghian	Kaufman County	A	P	A	P	P	P	*	*	*	*	*	*	*
David Salmon	Lewisville	A	P	P	P	A(R)	P	*	*	*	*	*	*	*
Brian Shewski	Plano	A(R)	A(R)	P	P	P	P	*	*	*	*	*	*	*
Walter Shumac, III	Grand Prairie	A	P	P	P	P	P	*	*	*	*	*	*	*
Ray Silva-Reyes	Colleyville	P	A	P	P	A	P	*	*	*	*	*	*	*
Randy Skinner	Tarrant County	P	P	P	P	P	A	*	*	*	*	*	*	*
Caleb Thornhill	Plano	A	A	P	P	A	A	*	*	*	*	*	*	*
Dave Timbrell	Garland	A	A	A	A	A	A	*	*	*	*	*	*	*
Press Tompkins	Greenville	--	--	--	--	P	P	*	*	*	*	*	*	*
Gregory Van Nieuwenhuize	Haltom City	A	A(R)	P	P	P	P	*	*	*	*	*	*	*
Daniel Vedral	Irving	P	P	P	P	P	A	*	*	*	*	*	*	*
Caroline Waggoner	North Richland Hills	P	P	P	P	P	P	*	*	*	*	*	*	*
Robert Woodbury	Cedar Hill	P	P	P	P	P	A	*	*	*	*	*	*	*
Jamie Zech	TCEQ	A	A	A	A	A	A	*	*	*	*	*	*	*

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MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE September 25, 2020

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, September 25, 2020, at 1:30 pm, by videoconference. The Regional Transportation Council Bylaws establish that the Technical Committee approved membership in attendance at a meeting shall constitute a quorum for action to be taken, therefore individual attendance was not taken for committee members or other participants.

1. **Approval of August 28, 2020, Minutes:** The minutes of the August 28, 2020, meeting were approved as submitted in Electronic Item 1. Daniel Vedral (M); Eron Linn (S). The motion passed unanimously.

2. **Consent Agenda:** The following item was included on the Consent Agenda.
 - 2.1. **Fiscal Year 2021 Education Campaigns for Transportation Initiatives: Phase 1:** Support for the Regional Transportation Council to recommend North Central Texas Council of Government Executive Board approval of up to \$215,000 in funding for education campaigns for transportation initiatives that will initiate in Fiscal Year 2021 was requested. The benefits of this initiative and examples of cost savings obtained from bulk education campaign purchasing was provided in Electronic Item 2.1.1. Addition information on Phase 1 FY2021 education campaign costs was provided in Electronic Item 2.1.2.

Gus Khankarli asked if the education campaign includes a safety component, especially considering COVID-19 data showing increased roadway speeds/fatalities. Michael Morris noted for this fiscal year, the decision was made to advance the program in phases. The safety portion of the initiative will be brought back in a later phase.

 - 2.2. **Transportation Improvement Program Modifications:** A recommendation for Regional Transportation Council (RTC) approval of revisions to the 2021-2024 Transportation Improvement Program (TIP) provided in Electronic Item 2.2.4 was requested, along with the ability to amend the Unified Planning Work Program and other planning documents with TIP-related changes. Action also included a recommendation for approval of a subset of technical corrections made prior to the submittal of the 2021-2024 TIP listings for inclusion in the Statewide TIP, provided in Electronic Item 2.2.1 and administrative changes to the TIP provided in Electronic Item 2.2.2. Additional details on the TIP development process were provided in Electronic Item 2.2.3.

A motion was made to approve the items on the Consent Agenda. Jim O'Connor (M); Alonso Liñán (S). The motion passed unanimously.

3. **2021 Unified Transportation Program and Regional 10-Year Plan Update:** Brian Dell briefed the Committee on the projects funded by the Texas Transportation Commission (TTC) in the 2021 Unified Transportation Program. As a reminder, the updated Regional 10-Year Plan project listing was approved by the Regional Transportation Council (RTC) in June 2020. The changes were focused on adjusting cost overruns on existing projects and

requesting Category 12 funding from the TTC. At its August meeting, the TTC approved the FY2021 Unified Transportation Program (UTP). All Category 2 and 4 requests were funded, but only \$112 million of new Category 12 funding was awarded to the region for the IH 30 Canyon project in Dallas. There were a series of differences between what was approved by the RTC in June versus what was approved in the UTP. Mr. Dell noted an additional project, FM 545, was submitted by the Texas Department of Transportation (TxDOT) Dallas district requesting Category 4 funds. The additional project was approved. Other changes included a decrease in funding for US 380 from \$320 million to \$278 million. Mr. Dell noted that staff intends to replace funding on US 380 in a future UTP and Regional 10-Year Plan update. In addition, Category 12 funds were requested for US 80 in Kaufman County, but instead the project was funded with Category 11 discretionary funding. A listing of all changes was 10-Year Plan changes was provided in Electronic Item 3.2. A map of Dallas-Fort Worth Regional 10-Year Plan projects from 2016 to date was highlighted, including approved projects, the new Category 4 project, and proposed tolled projects. Mr. Dell noted that TxDOT has recently initiated discussions with the North Central Texas Council of Governments (NCTCOG) and the TxDOT districts about the FY2022 UTP and NCTCOG staff will continue to coordinate with TxDOT on the next round of 10-Year Plan changes, including continued efforts to refund projects with funding removed in previous 10-Year Plans. Staff anticipates very few new projects and funding targets will likely not be available until early 2021. The proposed 2022 UTP schedule was highlighted. An initial draft listing will likely be due to TxDOT in January 2021, followed by receipt of funding targets in February 2021. As a result, NCTCOG will potentially have to revise its initial draft listings once the funding targets are received from TxDOT. Listings will be presented to the public and STTC/RTC in early spring/summer 2021. Additional details were provided in Electronic Item 3.1. Clarence Daugherty discussed the decrease in funding for US 380 and asked if there are assurances that funding will be replaced on the project despite the current funding outlook. After an opportunity to review, Mr. Dell noted that in last year's Regional 10-Year Plan there was \$168 million in Category 2 funds approved for US 380 and staff proposed to increase funding to \$320 million. Although only \$278 million was approved in the UTP, funding is still increased over the original \$168,000,000 proposed in last year's 10-Year Plan. Staff will fully track US 380 funding in previous 10-Year Plans beginning in December 2016 to ensure any commitment made to US 380 is fulfilled. Phil Dupler discussed two projects on Lancaster Avenue/SH 180 and asked why the letting date was moved from August 2025 to September 2025. Mr. Dell noted that this change was made to match the estimated let date established during development of the new Transportation Improvement Program (TIP). Mr. Dell referred Mr. Dupler to TxDOT to get more details on the project schedule as he was not aware of the specifics on the letting date. Chris Flanigan noted that the letting date of US 75 at Ridgeview has also changed from 2022 to 2025 and that City of Allen staff recently received assurance from the area office that the project was on schedule. Mr. Dell noted this is an accounting adjustment. As part of efforts with TxDOT to financially constrain the Statewide TIP, NCTCOG was asked to look at projects that could potentially be moved further out in time. This project was one of those due to there being a cost increase on it. Since the project is not completely funded it must be listed outside of the four-year TIP window. Once the funding gap is addressed, the project can be moved back to FY 2022. Committee Chair Brian Moen asked if any of the items discussed were due to Category 12 revenue being allocated to IH 35 in Austin. Mr. Morris noted that US 75 is likely a result of continued efforts to advance the project without a tolled component. Mr. Dell highlighted the requested action. A motion was made to recommend Regional Transportation Council approval of the revised 10-Year Plan listings in Electronic Item 3.2 as well as the ability to administratively amend the Transportation Improvement

Program/Statewide Transportation Improvement Program and other planning documents as needed. Chad Edwards (M); Bryan Beck (S). The motion passed unanimously.

4. **Call for Projects to Reduce Emissions:** Jason Brown presented a recommendation to open three new, competitive calls for projects (CFP) to reduce diesel emissions. This effort addresses the air quality emphasis areas for high-emitting vehicles and equipment, idling, and fuel use. Over the past few years, the North Central Texas Council of Governments (NCTCOG) has been successful in receiving grant funding for multiple proposals submitted to the Environmental Protection Agency (EPA) under the National Clean Diesel Funding Assistance Program. For Fiscal Year (FY) 2020, three calls for projects are proposed. Funding is currently available through the Clean Fleets North Texas 2020 CFP to replace older diesel equipment and vehicles. Funding will be subawarded with no minimum grant requirement. Eligible applicants include local governments and private companies who contract with local governments in the 10-county ozone nonattainment area. Through the North Texas Emissions Reduction Project 2020 CFP, funding is available to replace older diesel equipment and vehicles, as well as rail/switch yard idle reduction technologies. Funding will be available through a rebate with no minimum grant requirement. Eligible applicants include private fleets and companies in the 10-county ozone nonattainment area, plus Hood and Navarro counties. Funding is also available through the North Texas Freight Terminal Electrification 2020 CFP for the installation of infrastructure for refrigerated trucks and trailers at freight terminals. Funding will be available through a rebate with no minimum grant requirement. Eligible applicants include freight terminals and distribution centers in the 10-county ozone nonattainment area. Project eligibility for each of the calls for projects was highlighted. In addition, scoring criteria will be used to maximize the emissions reductions for the projects and consider subrecipient oversight to balance the benefits and administrative burden. Details were provided in Electronic Item 4. The schedule for this effort was highlighted. If approved, the calls for projects is estimated to open October 9, 2020, with funding recommendations presented for action in the March/April 2021 timeframe. A motion was made to recommend Regional Transportation Council approval to open the Clean Fleets North Texas, North Texas Emissions Reduction Project, and North Texas Freight Terminal Electrification 2020 calls for projects and associated details such as eligibility screens and selection criteria included in Electronic Item 4, as well as the proposed schedule that includes a rolling 90-day application deadline to exhaust grant funds. Jim O'Connor (M); Clarence Daugherty (S). The motion passed unanimously.
5. **Computer Equipment and Hardware:** Michael Morris presented a recommendation to use Regional Transportation Council (RTC) Local funds for the purchase of computer hardware, software, and equipment. He discussed the use of federal planning funds for past computer equipment and hardware and Buy America requirements that prevent the use of federal funds for purchase of items that contain components sourced from outside of the United States. Staff has reviewed options such as waivers to purchase computer equipment and hardware. Since no options are available, staff proposed that \$390,000 in federal Transportation Planning Funds budgeted for computer turnover, software, and equipment for new staff be substituted with \$390,000 in RTC Local funds to allow for purchase of computer equipment. In addition, additional computer equipment is necessary to comply with use of workplace-supplied computers and necessary hardware as a result of COVID-19. Employees that regularly use specialized programs for their daily activities such as producing large data sets, layering, and computer simulations need additional accessibility in the home environment. Staff proposed approximately \$260,000 in additional RTC Local funds for the purchase of computers for this subset of staff. Once employees are permitted to return to the office environment, the computers will be used to reduce future

computer purchases for regular turnover. Details were provided in Electronic Item 5. A motion was made to recommend Regional Transportation Council approval of \$650,000 in RTC Local funds for the purchase of computer hardware and equipment, with approximately \$390,000 in Transportation Planning Funds returned for other projects in the region. Mark Nelson (M); Daniel Vedral (S). The motion passed unanimously.

6. **High-Speed Rail Status Report and Contingency Action:** Michael Morris presented a status report on high-speed rail. He discussed the high-speed transportation study between Dallas and Fort Worth that is currently underway and new technologies are being considered including hyperloop and magnetic levitation. Virtual public meetings were held September 23 and September 24 and were well attended. Positive support was expressed for seamless connections in Downtown Dallas and Downtown Fort Worth including advancing high-speed transportation from Fort Worth to Waco, Temple/Killeen, Austin, San Antonio, and Laredo. A letter requesting an opportunity for the impacted Metropolitan Planning Organizations to discuss the findings from the Fort Worth to Laredo High-Speed Transportation Study with the Texas Department of Transportation has been sent to request the project move forward to a Tier II environmental study. Regarding the Dallas to Houston project, the federal government has released the final Rule of Particular Applicability and the Record of Decision for Texas Central Railroad to move towards implementation of high-speed rail financial closure. Mr. Morris also noted that contingency action is requested to help advance the engineering on the City of Dallas Floodway Extension in partnership with the United States Army Corp of Engineers (USACE) that is needed as part of the Dallas to Houston project. The project extending the levees to prevent flooding in neighborhoods is proceeding as scheduled. However, a 900 ft. concrete wall is needed in the portion of the levee where columns will be placed for high-speed rail to get to the downtown station. Texas Central Railroad needs \$1.5 million to provide to the City of Dallas for the engineering of the flood wall so the project can proceed on schedule. Texas Central has indicated that it does not currently have \$1.5 million available for engineering of the flood wall but will potentially have enough revenue in its financial closure. Without intervention, the City of Dallas would proceed without the floodwall and the project would then require a retrofit. Staff proposed the Regional Transportation Council provide funding directly to the City of Dallas or USACE, if needed, for design of the floodwall to proceed now with reimbursement by Texas Central Railroad after financial close. A motion was made to recommend Regional Transportation Council approval to provide approximately \$1.5 million in Regional Toll Revenue funds for design of the floodwall associated with high-speed rail accessing the City of Dallas Downtown Station, if needed, with reimbursement from Texas Central Railroad. Walter Shumac III (M); Greg Royster (S). The motion passed unanimously.
7. **Strategic Traffic Signal Program:** Marian Thompson provided an overview of a new approach for the strategic traffic signal program. The current traffic signal retiming program was reviewed and includes a call for projects with selection based on an established criterion and scoring factors. Contractors are utilized to develop traffic signal timing plans and a separate program is available for equipment upgrades. After having used this process for over ten years, staff proposed a revised approach and requested member feedback. Staff proposed that regional minimum standards, policies, and/or goals be established. Phase 1 would include establishing minimum equipment and maintenance standards. Phase 2 would include a variety of elements that would allow for improved operation of signals across jurisdictional lines to allow for seamless travel by the public. Traffic signal assessment would then be proposed to allow for the collection of basic information for every signal to establish a minimum equipment standards. Efforts would include a survey to obtain input from agencies, a live web interface for ongoing input, city staff and consultant

assistance, and continued updates. Traffic signal performance evaluation will allow staff to look at the performance of each signal and corridors. Staff proposed a pilot test to evaluate and test platforms to determine the best choice for the region based on safety and performance. Assistance in evaluating potential systems may be needed. Based on signal assessment, traffic signals in need of improvement will be identified. To fund the improvements, staff will identify needs based on the inventory of signal equipment and its performance and determine the need for funding retiming, equipment, software, capacity improvements, and others, as well as funding for operation and maintenance. Staff will also monitor the assets and performance of the traffic signal system and establish triggers for maintenance, operations, capacity, and jurisdictional incompatibility. Ms. Thompson noted there is existing funding for this effort and a consultant onboard who can help identify some minimum equipment standards, which will be presented to regional partners for input. A survey will be created for partners to provide suggestions, an inventory of current equipment, and how the equipment is operating. In addition, an online interface is proposed as an effort to continuously share information. The timeframe for those elements is between Fall 2020 and Spring 2021. In Summer 2021 and beyond, staff will evaluate performance monitoring platforms, set thresholds for when additional features or components are needed, and apply this to the survey and performance monitoring. Projects will be selected, and improvements funded through the Transportation Improvement Program. In addition, staff will continue to monitor and maintain the system to ensure that the benefits are maintained through the life of the signals. Ms. Thompson also discussed two complimentary pilot projects, emergency vehicle preemption and the Optimized Freight Movement project. The impact of emergency vehicle preemption on traffic signal operations has been identified as an area for which additional information is needed. The North Central Texas Council of Governments (NCTCOG) has submitted a research project proposal to the Texas Department of Transportation to help understand emergency vehicle preemption, its effects, and additional factors related to signal and corridor performance. In addition, the Optimized Freight Movement Project is an effort to link freight hubs to expressways through improved traffic signal operations. Findings will feed into the Regional Traffic Signal Program and be applied to future programs to maximize benefits. Brian Shewski asked if NCTCOG is considering moving the region to a Regional Traffic Operations Program similar to the Atlanta region and also asked which consultant is already onboard. Ms. Thompson noted that NCTCOG has not discussed a regional traffic operations approach and is proposing that agencies continue to manage their own traffic operations with more consistency among signal systems in the region. She added the Kimley Horn is the current consultant on contract under the Regional Traffic Signal Retiming Program. Committee Chair Brian Moen discussed dividing the area into regions as an option, that it may be easier to be more consistent than each entity working individually and asked if there is interest by NCTCOG to help fund such an effort. Michael Morris noted that staff is interested in any comments or suggestions and encouraged members to provide feedback. Staff is introducing the conversation for input from agencies within the region who have more expertise on the subject. Staff understands that traffic engineers want to do more and that the Regional Transportation Council has some responsibility to help advance more uniform practices across the region to improve the capabilities of the system. Phil Dupler noted that some corridors have been targeted for traffic calming and public transit, but still need traffic control and suggested that performance measures also be considered for volume through-put related measures. Alonzo Liñán discussed data sharing and noted it was his understanding that some signal retiming has yet to be implemented because of COVID-19. Ms. Thompson noted that signal retiming has been delayed in some instances because agencies needed data evaluation/collection to develop a timing plan and are concerned that data may be

currently impacted by COVID-19. Ms. Thompson added that staff is available to discuss options with agencies who are uncertain if it is the appropriate time to move forward.

8. **Clear Path™ Technology Program:** Jeff Hathcock presented information on Clear Path™ technology that will enhance freight and passenger rail coordination. North Central Texas Council of Governments (NCTCOG) staff has a history of collaboration and coordination with cities, counties, and railroads regarding grade crossings, separations and closings, major track projects, project coordination, and rail studies. Highlighted today are efforts regarding technology solutions and grant submittals. He noted that the region was recently awarded \$25 million by the United States Department of Transportation through the BUILD grant. The projects include double tracking in the east and the west and the replacement or revamping of approximately five bridges, as well as \$2.5 million for the implementation of Clear Path™ technology. Passenger rail and transit corridor recommendations from Mobility 2045 were highlighted and the importance of understanding the operational side of both passenger and freight rail in order to bring cohesion and provide significant benefit for current and future implementation of transit lines through the region. Clear Path™ technology is a technology solution that monitors and forecasts train traffic conditions, similar to air traffic control systems. The technology provides a data sharing system that allows freight and transit rail providers to access information in a secure environment and enable the exchange of timely, accurate, and actionable information on train movements. This technology is in use in the Greater Chicago Area. Clear Path™ technology current and future considerations for the region will be important for the coordination of freight and passenger train interactions and with the planned growth of both freight and passenger rail. Clear Path would also assist in the management of bottlenecks and identify future long-term mobility plan projects and long-term plans for transit and private agencies. He noted staff continues to coordinate with senior leadership of rail agencies to establish the guidelines and parameters for implementing Clear Path™ technology and anticipates requesting the Regional Transportation Council act on its implementation in the region. Chad Edwards asked how positive train control technology impacts Clear Path™ technology. Mr. Hathcock noted that both technologies support the information systems used by rail agencies. Positive Train Control is a safety technology and Clear Path is operational technology and are complementary. Mr. Edwards noted the technology may be helpful for cities to understand where crossings are being blocked on a regular basis and asked if there is an opportunity to not only provide the operational input needed for the information system but to report out the location of frequently blocked rail crossings to help cities better plan where grade separations may be beneficial. Committee Chair Brian Moen also noted the information could help with emergency vehicle routing. Mr. Hathcock noted staff are looking into the benefits to public agencies other than rail and how they can be used in the region. Michael Morris noted that as the information system builds over time, there will be opportunities to make operational adjustments as a result of the information that will have significant positive benefits for the region. He added there may be options to explore licenses for local governments to view their operations center and staff can explore options if there is interest. Alonzo Liñán asked how this technology is appreciably different from what seems to be a simple interconnect that exists now between traffic signals and rail crossings which is nothing more than an on or off switch. Mr. Morris noted that Clear Path is an active management system, versus a switch that cannot identify if the issue is intentional or mechanical. One of the benefits is understanding why an issue occurs. Over time, an information system is created that also has secondary benefits for safety, emissions, reduced blocking, response times for emergency vehicles and many more that will be realized over time.

9. **Changing Mobility: Data, Insights, and Delivering Innovative Projects During COVID Recovery and State Legislative Items:** Michael Morris provided an update on performance metrics to help understand the impacts of COVID-19 to the transportation system. Four performance metrics have been developed that will be tracked through the COVID-19 pandemic and recovery process: 1) travel behavior response to COVID-19, 2) financial implications to traditional revenue sources, 3) benefits of travel behavior responses to areas of RTC responsibility, and 4) prioritization of infrastructure improvements that offset unemployment increases. Related to travel behavior response, freeway volumes have recovered, but has flattened at approximately 11 percent lower than previous to COVID-19 restrictions likely due to the wrap up of summer vacation travel by car. Transit ridership has not improved over the last few months and staff will meet with the three transit authorities to develop potential options to help increase transit ridership in the region. Bicycle/pedestrian activity remains higher than pre COVID-19, and aviation trends are also positive. Data related to financial implications, the second metric, was highlighted. Sales tax allocated for transit are generally positive. Motor fuel tax trends have drifted back to 12 percent lower likely related to decreased traveling with the start of school and sales tax continues with a relatively positive response. Also highlighted was the oil and gas severance tax related to Proposition 1 which continues to be negatively impacted. Toll transactions have improved, and express lane transactions remain low but are improving. Policy metric three is related to the benefits of travel behavior responses. Air quality improvements have occurred but are not as significant as anticipated. Staff will be working with the Texas Commission on Environmental Quality as it develops the next State Implementation Plan and are reviewing potential offsets that may be effecting air quality even though vehicle miles traveled are lower such as idling in front of businesses or truck idling. The final metric is how the Regional Transportation Council can use innovation to advance projects and create needed employment opportunities. Every \$1 billion in transportation investment produces approximately 12,000-15,000 jobs, which is a major focus area. Staff continues to advance projects within the region to have a positive impact on the economy. Supporting efforts of Metric 4 include high-speed rail, SH 183, and the IH 820/IH 20 Y Connector, as well as an additional round of COVID-19 #00X Program projects that will be presented at the next meeting. Details were provided in Electronic Item 9. Shon Brooks asked if staff could survey members of the Committee to explore the current impact of COVID-19 on working conditions, for example, working remotely and open meetings. He noted staff have reached out to the Texas Department of Transportation and others on how public meetings are being held and noted that staff would be happy to put together a survey of the Committee. He provided an example of how NCTCOG is currently operating and a potential idea for drive thru booths for citizens to provide public input. Chad Edwards asked if members could be provided with the current list of COVID-19 #00X Program projects. Mr. Morris noted that staff would provide the list to members by email.

10. **North Texas Center for Mobility Technologies: Research Project Funding Standards:** Thomas Bamonte briefed the Committee on a proposed selection process for mobility technology research projects that are recommended for North Central Texas Council of Governments (NCTCOG) funding by the North Texas Center for Mobility Technologies (NTCMT). In February 2020, as part of efforts to bring the hyperloop certification center to the region the Regional Transportation Council (RTC) approved \$2.5 million in seed money to help fund a sponsored research and development network for mobility-related technologies. Four major research universities in the region, UTA, UNT, UTD, and SMU, have come together to form the NTCMT to facilitate communication and collaboration among universities. NTCMT will function as a Research and Development network for mobility-related companies and public agencies and help to attract industry and academic

talent to North Texas. Mr. Bamonte highlighted the proposed evaluation process in which the NTCMT will submit research project proposals to NCTCOG for funding consideration. NCTCOG subject matter expert(s) would then evaluate proposals and make a final decision on research project funding requests. Funded research projects will be reported by the Transportation Director to the Committee and RTC, including a description of the NCTCOG contribution amount and how the project meets the selection criteria. Proposed projects must be sponsored by an outside party, related to mobility technology, supported by contributions from an industry sponsor and university, and advance a regional goal. Details were provided in Electronic Item 10. Members were encouraged if they have companies in their communities that may have research needs to contact NCTCOG staff and take advantage of an opportunity for the region to expand its transportation capabilities and attract business and talent to the region. Committee Chair Brian Moen asked if public agencies were able to participate. Mr. Bamonte noted this is for research and development projects, not real-world applications, which is why the primary target is industry but there may be opportunities for the public sector to partner with the industry on a research need.

11. **National Drive Electric Week: Virtual Event and Local Successes:** Bethany Hyatt presented information about this year's Dallas-Fort Worth (DFW) National Drive Electric Week event, which is an opportunity to educate consumers about the benefits of electric vehicles. The regional event has been the largest gathering of electric vehicles in Texas and the second largest nationwide since 2018 and over the years have reached beyond "the choir" to involve more non-electric vehicle drivers. This year's featured event is virtual and will include an Electric Vehicle 101 panel, a video message from Dallas Mayor Eric Johnson and a video from Trinity Metro highlighting the electric DASH bus. Those interested in participating can register at www.driveelectricdfw.org, as well as view information about additional National Drive Electric Week events. She noted DFW Clean Cities tracks electric vehicle registration statewide and over the past 10 years nearly 13,000 electric vehicles have been registered in North Texas, with a 35 percent electric vehicle growth rate in 2019. Additional information and resources are available at www.dfwcleancities.org/event. Ms. Hyatt also highlighted local electric vehicles successes in the region. Currently, there are 22 municipalities in the region using electric vehicles and a case study was conducted for the City of Lewisville in which it found the city saves approximately \$1,000 per year on maintenance. Other success stories are available at <https://www.dfwcleancities.org/successstories>. In addition, local transit electric vehicles successes include several local heavy-duty electric transit buses, as well as three electric school buses. Everman Independent School District (ISD) recently received the three electric school buses through grant from the Volkswagen Environmental Mitigation Program. She noted staff is seeking input for ISDs on their level of interest in electric school buses. More information is available by email at cleancities@nctcog.org. In addition, Ms. Hyatt discussed the Local Electric Vehicle Data Collection Program, in which real world data is collected from electric vehicles and electric vehicle charging stations. To participate, you must own and operate an electric vehicle, share existing telematics data or allow installation of free data loggers, or share data from networked electric vehicle charging stations. Details about each of the items presented, as well as current funding opportunities were provided in Electronic Item 11.1. A case study highlighting a local municipality electric vehicle fleet was provided in Electronic Item 11.2.
12. **Curb Management Regional Planning Guide:** Shawn Conrad provided an overview of curb management and information about the Curb Management Regional Planning Guide produced by the North Central Texas Council of Governments (NCTCOG). Curb management is any practice that is intended to bring order to the curb and determine

priorities for space among potential competing uses such as Uber and Lyft, bicycles, pedestrians, scooters, and others. Examples of curb management range from signage or striping to distinguish the public right-of-way to permanent curb changes or designated pick up/drop off areas. These strategies make access more equitable, improve the level of service for multiple competing modes, facilitate data collection, enable planning for new technologies using the curb, and can facilitate monetizing the curb and help cities to determine the best balance of competing curb uses. Recognizing the great need for curb planning and management in the region, NCTCOG hosted a curb management workshop in February 2020 with attendees from across the region. Information and tools were provided that would be relevant in a variety of settings. The Curb Management Regional Planning Guide was developed as a resource for cities in the region to facilitate curb planning and management and includes best practices. The guide includes tools for curb planning to help assign priorities and evaluate trade-offs in a variety of contexts, and provides guidance on data collection and evaluation. The Curb Management Regional Planning Guide is available online at www.nctcog.org/parking.

13. **Fast Facts:** Staff presentations were not given. Information was provided to members electronically for the following items.
 1. Air Quality Funding Opportunities for Vehicles
(<https://www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle>)
 2. Dallas-Fort Worth Clean Cities Upcoming Events
(<https://www.dfwcleancities.org/dfw-clean-cities-meetings>)
 3. Status Report on Ozone (Electronic Item 13.1)
 4. High-Occupancy Vehicle Quarterly Subsidy Report (Electronic Item 13.2)
 5. August Online Input Opportunity Minutes (Electronic Item 13.3)
 6. October Online Input Opportunity Notice (Electronic Item 13.4)
 7. Public Comments Report (Electronic Item 13.5)
 8. Written Progress Reports:
 - Local Motion (Electronic Item 13.6)
 - Partner Progress Reports (Electronic Item 13.7)
14. **Other Business (Old and New):** There was no discussion on this item.
15. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on October 23, 2020.

The meeting adjourned at 3:50 pm.



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

November 2020

INSIDE

DCTA introduces equipment to count users of rail trail

A network of devices that count the number of bicycles and pedestrians at strategic locations along the region's growing trail network is helping NCTCOG and its partners understand where potential enhancements might be needed. The region is welcoming more bicycle-pedestrian counters.

The Denton County Transportation Authority recently announced the installation of four new counters along its 19-mile A-train Rail Trail, enabling the agency to better track use of the facility that parallels its commuter rail line, the A-train. See more on page 2.



North Central Texas
Council of Governments

Research center aims to move transportation forward

North Texas has become a popular destination for testing of transportation innovation. To make sure this continues, the North Central Texas Council of Governments is partnering with the Texas Research Alliance and four area universities to create the North Texas Center for Mobility Technologies.

Expected to open next year, the newly created center includes The University of North Texas, The University of Texas at Arlington, The University of Texas at Dallas and Southern Methodist University. The center will have competitive calls for projects and will partner with the community through research and innovation projects that will help them meet their mobility challenges and serve their customers.

The Regional Transportation Council approved \$2.5 million in start-up funds earlier this year to help establish the center. The center will provide a research and development network consisting of mobility companies, cities and public agencies and use the network to attract industry and academic talent to the Dallas-Fort Worth area.

The RTC is developing sponsored research project selection criteria it will use to evaluate and approve funding for university research projects advanced for funding consideration by the North Texas Center for Mobility Technologies. The universities and NCTCOG will provide matching funding for the projects, splitting the costs of the projects with sponsors. Projects eligible for seed funding must accomplish one or more of the following:

- Address mobility challenges
- Contribute to economic development and jobs
- Provide mobility models that will help address regional environmental concerns
- Provide mobility solutions for underserved communities
- Demonstrate technology leadership

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.

DCTA introduces equipment to count users of rail trail

A network of devices that count the number of bicycles and pedestrians at strategic locations along the region's growing trail network is helping NCTCOG and its partners understand where potential enhancements might be needed. The region is welcoming more bicycle-pedestrian counters.

The Denton County Transportation Authority recently announced the installation of four new counters along its 19-mile A-train Rail Trail, enabling the agency to better track use of the facility that parallels its commuter rail line, the A-train. The agency now has six bicycle-pedestrian counters.

The new automated counters will allow DCTA to report important statistics related to the popularity of the trail, including the number of users, areas of high usage and where people access the trail. Each counter can collect separate tallies of cyclists and pedestrians using the trail.



Newly installed equipment along the A-train Rail Trail will provide DCTA with figures on how many bicyclists and pedestrians use the 19-mile trail.

DCTA will use the data received to provide better reporting of rail trail utilization, according to the agency. In addition, the data will help the agency best determine future rail trail amenities and safety enhancements such as signage, mile markers, lighting and benches. For more information about DCTA's A-train Rail Trail, visit www.ridedcta.net.

RTC approves targets for federal performance measures

The RTC has approved recommended targets for federal performance measures it is required to track, reaffirming most, while making slight adjustments to others. Targets for interstate reliability and non-SOV travel remain the same for the 2022 reporting period. The RTC adjusted the goal for truck time reliability to 1.90. This means a trip that should normally take 10 minutes would take 19 minutes. Adjustments were also approved to air quality measures, reflecting improvements being made in the pollutants responsible for ozone formation. The measures reflecting the daily savings of nitrogen oxides and volatile organic compounds both were increased for 2022.

Monitoring and reporting of transportation performance measurement is part of a strategic approach that uses quantitative, repeated observations of the transportation system's performance to make investment and policy decisions to achieve regional and national performance goals. The performance measure goals include safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability and reduced project delivery delays. Federal transportation legislation requires these performance measures to be included in the long-range metropolitan transportation planning process. For more on these performance measures, visit www.nctcog.org/pm/fed.

NCTCOG beginning study of Bachman Lake area

NCTCOG is meeting with community members in the Bachman Lake area of Dallas in preparation for a study to identify safe pedestrian access and facilities along major roads in the area, and connections to nearby bicycle-pedestrian trails. The study will also examine access to transit stations and Dallas Love Field. NCTCOG will coordinate this with multiple transportation plans underway in the area, including a second entrance to Love Field Airport and studies of the Northwest Highway and Harry Hines corridors. NCTCOG is also coordinating public engagement with the City of Dallas and the National Park Service as they create a concept plan for the [Love Field Loop Trail](#), which will identify a route around airport property, local neighborhoods and public parks to connect residents to destinations and recreational options.

The RTC has allocated \$1 million to develop a plan for possible improvements. A community planning orientation meeting was held in early October to introduce the grassroots focus of working with the community for this planning effort. A transportation needs survey and a feedback form to provide comments on public engagement needs can be accessed at the project webpage, www.nctcog.org/BachmanArea. They are available in English, Spanish and Korean.

REGIONAL News

Funds available to help reduce diesel emissions

NCTCOG has opened three separate calls for projects offering a combined \$4 million in grant funding for diesel emissions reduction projects.

The North Texas Freight Terminal Electrification 2020 Call for Projects is open to private freight terminals or distribution centers primarily receiving heavy-duty truck Transport Refrigeration Units and trailer TRUs and located in the 10-county ozone nonattainment area.

Eligible projects include construction and installation of Electrified Parking Spaces for heavy-duty truck TRUs and trailer TRUs, electric power monitoring equipment and electric power connection kits. The funding can be applied for up to 30% of eligible costs.

The North Texas Emissions Reduction Project 2020 Call for Projects is open to private-sector fleets for high-use diesel vehicles and equipment operating in the ozone nonattainment area as well as Hood and Navarro counties.

The call for projects covers replacement of older diesel on-road vehicles and non-road equipment with newer models of on-road vehicles or non-road equipment. This also includes installation of Environmental Protection Agency SmartWay verified locomotive idle reduction technology for rail and switch yards.

Grant funding will cover 25%-45% of eligible costs, depending on the type of project.

Local governments or private companies that contract with local governments are eligible to apply replace older diesel vehicles and equipment operating in the ozone nonattainment area through the Clean Fleets North Texas 2020 Call for Projects.

Grant funding will cover 25%-45% of eligible costs, depending on the type of project.

More information is available at www.nctcog.org/aqfunding. The first application deadline is January 8, 2021. Email aqgrants@nctcog.org with questions about these funding opportunities.

Transportation Resources

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YouTube.com/nctcogtrans

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Instagram.com/nctcogtrans

Publications

NCTCOG.org/trans/outreach/publications.asp

Partners

Dallas Area Rapid Transit
DART.org

**Denton County
Transportation Authority**
DCTA.net

North Texas Tollway Authority
NTTA.org

**Texas Department
of Transportation**
TxDOT.gov

Trinity Metro
RideTrinityMetro.org

By the Numbers

\$2.5 million

The amount of start-up funding approved by the RTC for the North Texas Center for Mobility Technologies.

PUBLIC *Involvement*

Residents can comment online on transportation

North Texas residents are encouraged to comment on a series of transportation programs and measures presented by NCTCOG staff beginning November 9. Presentations will be available online at www.nctcog.org/input, and comments will be accepted through December 8.

Staff will present details on projects related to the Collin County Partnership and COVID-19 Infrastructure Program. The infrastructure program awards federal and regional funding to projects that need expedited action and meet one or more of the RTC policies outlined in Mobility 2045. This includes better school integration, improved freight connections, and new regional bicycle and pedestrian facilities. The overall goal is to stimulate the economy while providing funding to key transportation projects.

The Fixing America's Surface Transportation (FAST) Act requires NCTCOG staff to plan projects and programs that assist in achieving statewide performance targets for National Highway System pavement and bridge conditions. Target adjustments are being considered. Staff will describe and present NCTCOG's role in the target-setting process, present recent regional and statewide performance changes and explain how NCTCOG will continue to help improve NHS infrastructure conditions.

Finally, staff will provide updates on this year's National Drive Electric Week virtual event, held in September. NDEW is a nationwide celebration to raise awareness of the benefits of all-electric and plug-in hybrid cars, trucks, motorcycles and more. It serves an opportunity to educate and highlight the benefits of electric vehicles and the role they play in improving the region's air quality. Staff will provide an update on local electric vehicle trends and highlight successful electric vehicle projects in North Texas.

The Regional Smoking Vehicle Program, vehicle incentive opportunities and administrative revisions for Mobility 2045, the region's long-term transportation plan, 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.
— Imagery provided by the Denton County Transportation Authority.