

AGENDA

**Regional Transportation Council
Thursday, March 9, 2023
North Central Texas Council of Governments**

**1:00 pm Full RTC Business Agenda
(NCTCOG Guest Secured Wireless Connection Password: rangers!)**

Pledge to the United States and Texas Flags

- 1:00 – 1:10** 1. **Opportunity for Public Comment on Today's Agenda**
☒ Information Minutes: 10
Item Summary: Members of the public may comment on any item(s) on today's agenda at this time. If speaking, please complete a Speaker Request Card, available at the meeting, and provide to the North Central Texas Council of Governments designated staff person. A maximum three (3) minutes is permitted per speaker. At the conclusion of this item, no further opportunities for public comment will be provided for the duration of the meeting.
Background: N/A
- 1:10 – 1:15** 2. **Approval of February 9, 2023, Minutes**
☒ Action ☐ Possible Action ☐ Information Minutes: 5
Presenter: Duncan Webb, RTC Chair
Item Summary: Approval of the February 9, 2023, meeting minutes contained in [Electronic Item 2](#) will be requested.
Background: N/A
- 1:15 – 1:20** 3. **Consent Agenda (There are no items on the Consent Agenda)**
☒ Action ☐ Possible Action ☐ Information Minutes : 5
- 1:20 – 1:35** 4. **Orientation to Agenda/Director of Transportation Report**
☐ Action ☐ Possible Action ☒ Information Minutes: 15
Presenter: Michael Morris, NCTCOG
1. Public Meeting Date for US 75 Technology Hearing, March 16, 2023
 2. Transportation Development Credit (TDC) Annual Report ([Electronic Item 4.1](#))
 3. Completion of Phase 2 COVID-Related Transit Program
 4. Medal of Honor Museum Luncheon, March 20, 2023
 5. A Significant Number of Safety Items
 6. Fiscal Year 2024-2025 Metropolitan Transportation Policy Bundle Round 5
 - a. Application Deadline: May 31, 2023, at 5:00pm
 - b. Workshop Information (www.nctcog.org/policybundle)

7. Air Quality Funding Opportunities for Vehicles (www.nctcog.org/aqfunding)
8. Upcoming Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/events>)
9. Local Clean Air Project Spotlight ([Electronic Item 4.2](#))
10. February Public Meeting Minutes ([Electronic Item 4.3](#))
11. March Public Meeting Notice ([Electronic Item 4.4](#))
12. Public Comments Report ([Electronic Item 4.5](#))
13. Recent Correspondence ([Electronic Item 4.6](#))
14. Recent News Articles ([Electronic Item 4.7](#))
15. Recent Press Releases ([Electronic Item 4.8](#))

1:35 – 1:45

5. **Federal Functional Classification System Amendments**

☒ Action ☐ Possible Action ☐ Information Minutes: 10

Presenters: Dan Lamers and Michael Morris, NCTCOG

Item Summary: Staff will request Regional Transportation Council (RTC) approval of 44 new amendments to the currently approved Federal Functional Classification System (FFCS), as well as a briefing on the status of a series of FFCS amendments previously approved between 2013 and 2022.

Background: While inclusion in the FFCS is based on a roadway's purpose and functioning capabilities, it is also used to determine eligibility for federal funding. Amendments to the FFCS occur as the function of an existing roadway changes, or as roadways need to be added due to construction; new developments; and shifts in demographic trends. Staff is currently working with the Texas Department of Transportation (TxDOT) on 44 FFCS amendments within the Dallas, Fort Worth, and Paris TxDOT districts. These amendments involve the construction of new roadways and improvement of existing roadways which are included in the current 2023-2026 Transportation Improvement Program (TIP). These amendments are necessary to lift FFCS related TIP exceptions applied by the Federal Highway Administration. A summary table of the proposed amendments is included in [Electronic Item 5.1](#) with coordinating maps provided in [Electronic Item 5.2](#). Staff will also brief the Council on the status of a series of proposed amendments to the FFCS which were previously approved by the RTC after 2013. A summary table for these previously approved amendments is provided in [Electronic Item 5.3](#). Additional information is included in [Electronic Item 5.4](#).

Performance Measure(s) Addressed: Roadway

1:45 – 1:55

6. **Roadway Safety Plan**

☒ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Sonya Landrum, NCTCOG

Item Summary: Staff will request Regional Transportation Council approval of the newly developed Regional Roadway Safety Plan including analysis, High Injury Network, recommended countermeasures, and next steps.

Background: From 2016-2020, the North Central Texas Council of Governments (NCTCOG) 12-county area experienced 3,752 fatalities and 19,405 serious injuries on its roadways. The Regional Roadway Safety Plan is the first regionwide plan to eliminate all fatal crashes on the roadways by 2050 in accordance with safety positions adopted by the Regional Transportation Council and the Texas Transportation Commission. Staff will provide an overview of the newly developed Roadway Safety Plan, including goals, analysis, emphasis areas, and recommended safety countermeasures. The plan also includes a High Injury Network, which is a prioritized list of the most dangerous roadway segments in the region. The plan will serve as a guide for the implementation of future systemic safety projects and programs to work towards a goal of zero fatalities on the region's roadways by 2050. An overview of the Roadway Safety Plan is included in [Electronic Item 6](#). A draft version of the Roadway Safety Plan can be reviewed on the Transportation Safety web page: <https://www.nctcog.org/trans/quality/safety/transportation-safety>.

Performance Measure(s) Addressed: Safety

1:55 – 2:05

7. **Federal and State Legislative Update**

☐ Action ☒ Possible Action ☐ Information Minutes: 10

Presenters: Rebekah Gongora and Michael Morris, NCTCOG

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

Background: Transportation issues continue to be a focus for both the United States Congress and the Texas Legislature. The 1st session of the 118th U.S. Congress convened on January 3, 2023. The 88th Texas Legislature convened on January 10, 2023. This item will allow staff to provide updates on key positions of the Regional Transportation Council and allow any additional positions to be taken, if necessary.

Performance Measure(s) Addressed: Roadway, Safety

2:05 – 2:15

8. **Latest Transportation Performance Metrics for the Dallas-Fort Worth Region**

☐ Action ☐ Possible Action ☒ Information Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will present the latest congestion performance measures related to the mobility success of the Dallas-Fort Worth (DFW) region.

Background: [Electronic Item 8](#) contains two graphics: the first figure has previously been presented to the Regional Transportation Council (RTC) and demonstrates the congestion levels in the DFW region over time. The second figure contains recent information that indicates the DFW region is the 14th most congested region in the United States (US). This is an amazing finding since the DFW region is the 4th, soon to be the 3rd largest region, in the US. This graphic compares Dallas-Fort Worth's congestion levels with other more congested cities.

Performance Measure(s) Addressed: Administrative, Roadway

2:15 – 2:25

9. **Dallas-Fort Worth High-Speed Transportation Connections Study: Phase Two**

☐ Action ☐ Possible Action ☒ Information Minutes: 10

Presenter: Brendon Wheeler, NCTCOG

Item Summary: Staff will provide an update on coordination efforts with the Federal Railroad Administration and Federal Transit Administration to advance this project through the National Environmental Policy Act (NEPA) process. Staff will introduce next steps in Phase 2, including conceptual and preliminary engineering of a high-speed rail corridor generally along Interstate Highway (IH) 30 to support environmental analysis and documentation for the NEPA process.

Background: In April 2020, North Central Texas Council of Governments staff began work on the Dallas-Fort Worth High-Speed Transportation Connections Study with consultant assistance. The project is divided into two phases, the first being an alternatives analysis of high-speed modes and corridors. The second phase includes conceptual and preliminary engineering and a NEPA effort resulting in a federal government action identifying the project's next steps. Following the substantial completion of Phase 1 activities, the Regional Transportation Council adopted policy P22-01 (Policy Support to Advance High-Speed Rail in the Dallas-Fort Worth High-Speed Transportation Connections Study into Phase 2 National Environmental Policy Act Process) in February 2022, advancing the preferred mode, high-speed rail, along the preferred corridor, IH 30. Policy P22-01 is provided as [Electronic Item 9](#).

Performance Measure(s) Addressed: Safety, Transit

2:25 – 2:35

10. **Major Source Emissions Fee Requirements (Section 185) and the Start of 2023 Ozone Season**

☐ Action ☐ Possible Action ☒ Information Minutes: 10

Presenter: Chris Klaus, NCTCOG

Item Summary: Staff will provide an update on air quality topics, including a summary of potential federal requirements for stationary source fees resulting from recent reclassification and the start of the 2023 ozone season.

Background: The Dallas-Fort Worth nonattainment area was recently reclassified to stricter ozone standards for both the 2015 (“Marginal” to “Moderate”) and 2008 (“Serious” to “Severe”) National Ambient Air Quality Standards. As a result of the recent severe classification for the 2008 ozone standard, the region may become subject to an annual federally required major stationary source fee throughout the 10-County nonattainment area. The fees would be implemented as early as 2028 by the Texas Commission on Environmental Quality (TCEQ) if the region fails to attain the 2008 standard by the end of 2026. The TCEQ is currently seeking stakeholder input in development of a Section 185 fee plan for submittal to the Environmental Protection Agency (EPA). March 1 starts the 2023 ozone season for both the previously mentioned ozone standards. As a result of limited progress towards compliance over the past five years, staff is preparing formal communication to the TCEQ requesting greater attention in the tools to forecast emissions and analysis of the results, allowing the region to reach and stay in attainment. More information can be found in [Electronic Item 10](#).

Performance Measure(s) Addressed: Air Quality

2:35 – 2:45

11. **Status Report on Vehicle Temporary Tags and Fraudulent Emissions Testing**

☐ Action ☐ Possible Action ☒ Information Minutes: 10

Presenter: Chris Klaus, NCTCOG

Item Summary: Staff will provide an update on improper vehicle inspections and vehicle registrations involving temporary tags. Staff will also cover recent legislative efforts that aim to reduce their prevalence.

Background: There continues to be significant fraudulent vehicle registrations in the form of fictitious paper tags as well as improper vehicle inspections. Vehicles utilizing these fraudulent paper tags have been used to conceal crimes, and to circumvent proper emissions inspections, leading to a significant loss of revenue at a state, county, and local level. In addition, these activities contribute to a worsening of air quality throughout the region, as well as being a safety concern as the requirements of both a passing inspection and insurance to obtain a vehicle registration would be bypassed. Legislatively, a bill has been proposed to eliminate the paper tag altogether in response to the passing

of Grand Prairie Police Officer Brandon Tsai who lost his life pursuing a vehicle with a fictitious paper tag. Other bills have been proposed in support of returning fees collected by residents back to nonattainment counties for implementation of regional air quality and transportation initiatives. [Electronic Item 11](#) contains more information.

Performance Measure(s) Addressed: Air Quality, Safety

12. **Progress Reports**

☐ Action ☐ Possible Action ☒ Information

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

- RTC Attendance ([Electronic Item 12.1](#))
- STTC Attendance ([Electronic Item 12.2](#))

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

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

15. **Next Meeting**: The next meeting of the Regional Transportation Council is scheduled for ***1:00 pm on April 13, 2023, in the Transportation Council Room.***

MINUTES**REGIONAL TRANSPORTATION COUNCIL
February 9, 2023**

The Regional Transportation Council (RTC) met on February 9, 2023, at 1:00 pm in the Transportation Council Room. The following members or representatives were present: Steve Babick, Dennis Bailey, Rick Bailey, Adam Bazaldua, Elizabeth Beck, Gyna Bivens, Tandy Boroughs (representing Daniel Alemán Jr.), J.D. Clark, Ceason Clemens, Dianne Costa, Michael Crain, Theresa Daniel, Jeff Davis, Janet DePuy, Andy Eads, Michael Evans, Gary Fickes, Raul Gonzalez, Barry Gordon, Rick Grady, Lane Grayson, Mojoy Haddad, Brianna Hinojosa-Smith (representing Brad LaMorgese), Clay Lewis Jenkins, Ron Jensen, Pham Long (representing Jim R. Ross), B. Adam McGough, Cara Mendelsohn, Ed Moore, David Salazar, Chris Schulmeister, Jeremy Tompkins, Oscar Trevino, William Tsao, Chris Watts, Duncan Webb, Chad West, and Michele Wong Krause.

Others present at the meeting included: Vickie Alexander, Christina Anderson, Micah Baker, Tom Bamonte, Berrien Barks, Allie Beedle, Natalie Bettger, Brandi Bird, Alberta Blair, David Boski, Tanya Brooks, Jack Carr, Molly Carroll, Angie Carson, Curt Cassidy, Hexel Colorado, Jeff Coulter, Paul Cristina, Clarence Daugherty, Caryl DeVries, Andria Dotson, Chris Dyer, Chad Edwards, Marcia Etie, Kevin Feldt, Carmen Garcia, Rebekah Gongora, Anne Hagan, Tony Hartzel, Richard Iggyruz, Joel James, Travis Kelly, Dan Kessler, Gus Khankarli, Tony Kimmey, Ken Kirkpatrick, Chris Klaus, Tracey Knight, Michael Knowles, Dan Lamers, Sonya Landrum, Eron Linn, Stanford Lynch, Jon McKenzie, Mary McPherson-O'Shaughnessy, Mindy Mize, Erin Moore, Jeff Neal, Mark Nelson, Donald Parker, Michael Peters, John Polster, Kelly Porter, James Powell, Vercie Pruitt-Jenkins, Guillermo Quintanilla, Tito Rodriguez, Ryan Sartor, Toni Stehling, Lauren Trimble, Caroline Waggoner, Brendon Wheeler, Amanda Wilson, Brian Wilson, Karla Windsor, and Susan Young.

1. **Opportunity for the Public to Comment on Today's Agenda:** This item allows members of the public an opportunity to comment on agenda items. Regional Transportation Council Chair Duncan Webb asked if there were any public comments. Christina Anderson, from Marshall, Texas, spoke in support of Agenda Item 9, thanking the Regional Transportation Council (RTC) and North Central Texas Council of Governments (NCTCOG) for their ongoing support for the I-20 Corridor Rail route between Dallas-Fort Worth and Atlanta, Georgia.
2. **Approval of the January 12, 2023, Minutes:** The minutes of the January 12, 2023, meeting were approved as submitted in Electronic Item 2. Rick Grady (M); Pham Long (S). The motion passed unanimously.
3. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 3.1. **Modifications to the Fiscal Year 2022 and Fiscal Year 2023 Unified Planning Work Program:** A Regional Transportation Council (RTC) approval of modifications to the FY2022 and FY2023 Unified Planning Work Program (UPWP), along with direction for staff to also amend the Transportation Improvement Program and other administrative/planning documents administratively, as appropriate, to reflect the approved modifications was requested. The 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 staff. The FY2022 and FY2023 UPWP was approved by the Regional Transportation Council and North Central Texas Council of Governments (NCTCOG) Executive Board in July 2021 and identifies the activities to be carried out between October 1, 2021, and September 30, 2023. Amendments to this document were proposed to reflect a project update, funding adjustments, and the creation of a new UPWP chapter to reflect initiatives that have been approved by the Regional Transportation Council (RTC) for inclusion in the Transportation Improvement Program (TIP) but are outside of the timeframe of the current Work Program. The proposed amendments were provided in Electronic Item 3.1.1 and posted on the NCTCOG website for public review and comment as part of the February public outreach opportunity. Additional information was provided in Electronic Item 3.1.2.

3.2. Fiscal Year 2023 Education Campaigns for Transportation Initiatives:

Phase Two: An approval was requested for Regional Transportation Council (RTC) to recommend North Central Texas Council of Governments (NCTCOG) Executive Board approval of up to \$1,041,000 in funding of Education Campaigns for Transportation Initiatives: Phase Two that will initiate in Fiscal Year (FY) 2023. Since 2014, the NCTCOG Executive Board has authorized annual large-scale advertising purchase and placement initiatives for the Transportation Department. Electronic Item 3.2 provided a reminder of the Phase One FY2023 budget previously approved, information on Phase Two FY2023 education campaign costs, and examples of past education campaigns and associated campaign performance measure summaries. Education campaigns in Phase Two will support Car Care Awareness, Drive Aware North Texas, Engine Off North Texas, Freight North Texas, HOV 2+ Incentive Program (GoCarma), Know Before You Fly, National Drive Electric Week, Ozone Season Emissions Reduction Campaign (Air North Texas), Report Smoking Vehicles Program, Saving Money and Reducing Truck Emissions, Transit COVID Recovery Campaign, and Flexible Funding for Public Involvement/Notifications. Flexible Funding for Public Involvement/Notifications is for possible unanticipated costs that may arise, such as a specialized public meeting series that may need notifications posted. Education campaigns will be in multiple languages and may be presented through out-of-home advertising, print, screen, online, audio, and social media mediums.

A motion was made to approve Items 3.1 and 3.2 on the Consent Agenda. Barry Gordon (M); Cara Mendelsohn (S). The motion passed unanimously.

4. **Orientation to the Agenda/Director of Transportation Report:** Michael Morris briefly highlighted the Executive Board Work Session for Air Quality, noting the region is in attainment for all the regulated criteria for pollutants except for Ozone. The State of Texas is responsible for the submittal of the State Implementation Plan and federal law is responsible for keeping mobile emissions below the target that was established in the State limitation. Total funding of \$105 million, approved from 2023 through 2026, with additional \$50 million of Regional Transportation Council selected funds were approved to be set aside for the Regional Safety Program. These funds will support RTC policy to assist in fatality prevention on the transportation system. Additional details provided in Electronic Item 4.1. Michael briefly presented the Changing Mobility Data performance measures reported that the use of bike/ped is up four percent above, toll roads are up four percent, airport passengers are up two percent, freeway volumes were up one

percent, and transit ridership is 36 percent below all pre-COVID levels. Additional details provided in Electronic Item 4.2. Michael announced the United States Department of Transportation (US DOT) Safe Streets and Roads for All (SS4A) Grant Program Awards that Jeff Neal presented in his agenda item number 8. Michael mentioned the Mobility Plan had received a positive air quality conformity. The Policy Bundle Workshop was held on February 15, 2023. Michael noted the North Central Texas Council of Governments created the Policy Bundle for local governments to put in sweat equity on policies to reduce the local match to use Transportation Development Credits (TDCs) instead of local funds. The remaining items were not presented. There were several comments regarding the environment from Regional Transportation Council members. Michael responded that they are being very aggressive with emissions and it's a national conversation.

5. **Cotton Belt Trail Phase One and Phase Two:** Karla Windsor requested Regional Transportation Council (RTC) approval for elements of the Cotton Belt Regional Veloweb Trail in partnership with the Dallas Area Rapid Transit (DART) Silver Line rail project from Dallas Fort Worth International Airport in Grapevine to the Shiloh Station in Plano. The DART Silver Line rail project is coordinating a parallel regionally significant Cotton Belt Regional Veloweb Trail corridor that will provide pedestrian and bicycle access to rail stations in seven cities across three counties. Accommodations for the approximate 26-mile regional trail have been included as part of DART's planning for the commuter rail corridor. Additional funding is needed for construction of the Phase 1 bridge sections of the trail intended to be completed by the Silver Line rail design-build contractor prior to the rail beginning revenue service. A two-contractor approach will be used for construction, partnering with DART for additional trail bridges and trail segments in the corridor. An expedited Phase 2 will be implemented with a second contractor to be procured by DART to construct various remaining trail bridges, street crossings, and trail sections before the Silver Line rail revenue service. Supported by the North Central Texas Council of Governments (NCTCOG), applications will be submitted by DART to the Texas Department of Transportation (TxDOT) Statewide Transportation Alternatives Program Call for Projects and the US Department of Transportation 2023 RAISE grant for the phase 2 construction and will leverage existing federal and local funding currently programmed for trail construction in the corridor. Staff provided an overview of funding recommendations and DART partnership grant applications to implement various sections of this priority regional trail corridor. Phase 3 will continue the partnership and the long-term strategy is for DART to continue leading trail construction as the majority of the trail is within their right-of-way; with contractor procurement, manage contractor, flagging, inspections, etc. during construction phases, and funding transfer from Federal Highway Administration (FHWA) to Federal Transit Administration (FTA) and DART. Local partner obligations to DART include expediting the project quickly, no unnecessary delays in permit approvals, and no additional improvements required to other unrelated infrastructure beyond the scope of the trail project. The North Central Texas Council of Governments (NCTCOG) will continue to prioritize the Regional Cotton Belt Trail for other funding opportunities, focusing on an East to West implementation approach (constructibility, meets environmental justice criteria for federal grant, etc.) and to partner with cities to advance additional segments until fully funded for construction. DART requested an additional \$500,000 in construction funding related to the Silver Line Rail project for the design/build contractor to construct the betterment walls with the rail project to ensure continuation of the betterment walls in the rail corridor adjacent to the Plano Independent School District property in Dallas. The Surface Transportation

Technical Committee recommended approval of this request at its January 27, 2023, meeting. Additional information was provided in Electronic Item 5. Cara Mendelsohn expressed concern and asked if DART is not successful in receiving the grants, would the \$11 million be returned to RTC or is it only extended if DART isn't successful. Michael responded that if unsuccessful, the \$11 million would not go to DART, it will go back to the RTC or to another project with RTC's approval first. DART will not keep the funds if the grant applications are not successful without RTC approval. Steve Babick asked if there is a scope of all of the bridges required that go from East to West. Michael responded yes and explained which bridges need to be built now versus which bridges can be built at a later time. He mentioned that Karla has the map that can be provided upon request.

A motion was made to approve funding of \$17.75 million with 3.55 million Regional Transportation Development Credits for Phase 1 Cotton Belt Trail Priority Projects; \$500,000 with 100,000 Regional Transportation Development Credits for Silver Line Rail betterment wall extension at the Plano Independent School District property; to administratively amend the TIP/STIP, other planning and administrative documents to incorporate these changes; support the DART partnership submittal of the Texas Department of Transportation (TxDOT) Statewide Transportation Alternatives Call for Projects application and funding contribution of \$3.9 million federal funding for Phase 2 projects, to be provided to DART in exchange for DART putting \$3.9 million of its local funds into the grant application as the match; and support the DART partnership submittal of the United States Department of Transportation (USDOT) 2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant application and funding contribution of \$7.5 million federal funding for Phase 2 projects to also be provided to DART in exchange for DART putting \$7.5 million of its local funds into the grant application as the match. Cara Mendelsohn (M); Michele Wong Krause (S). The motion passed unanimously.

6. **Regional Safety Performance Targets Update 2023 - 2027:** Sonya Landrum requested Regional Transportation Council (RTC) approval of federally required regional Roadway Safety Performance targets for 2023 and the target reduction schedule for 2023-2027. The five established Roadway Safety performance targets, focused on reducing serious injuries and fatalities for motorized and non-motorized travelers, include number of fatalities; rate of fatalities; number of serious injuries; rate of serious injuries; and number of non-motorized fatalities and serious injuries. In December 2017, the Regional Transportation Council adopted 2018 targets for Roadway Safety performance and in February 2019 affirmed that support through target year 2022. Adoption of new safety performance target setting for 2023-2027 is now needed. As the Metropolitan Planning Organization for the North Central Texas region, the North Central Texas Council of Governments is required to set regional targets for Roadway Safety. These targets are used to track and report on the region's performance through existing documents such as the Metropolitan Transportation Plan, the Transportation Improvement Program, and the State of the Region report. Staff outlined the safety target setting process for each safety performance measure and recommended following Texas Department of Transportation's target setting methodology for 2023-2027. The following proposed 2023 targets and target reductions were presented: fatalities 590.4 with a target reduction of 50 percent by 2035; fatality rate of 0.767 with a target reduction of 50 percent by 2035; number of serious injuries 3,711.5 with a target reduction of 2 percent each year; serious injury rate of 4.615 with a target reduction of 2 percent each year; and number of non-motorized fatalities and serious injuries 637.3 with a target reduction of 2035 for fatalities, 2 percent per year for serious injuries. An update on the 2021 safety targets compared to 2021 actual performance was also presented. An overview of the 2023 Safety Performance Measures

was included in Electronic Item 6.

A motion was made to approve the federally required regional Roadway Safety Performance targets and the reduction schedule for 2023–2027. Theresa Daniel (M); Adam Bazaldua (S). The motion passed unanimously.

7. **Certification of Emerging and Reliable Transportation Technology Round Two:**

Swyft: Brendon Wheeler requested Regional Transportation Council (RTC) approval to advance the proposal to interested local governments that may wish to submit locations for the technology provider, Swyft (doing business as Swyft Cities), to consider as part of the Certification of Emerging and Reliable Transportation Technology (CERTT) Program. Brendon introduced Round 2 with Swyft, a technology that follows the requirements established by the (RTC), as defined in Policy P22-02, including the utilization of the initial certification track or pilot corridor for eventual commercial service fulfilling a transportation need identified by the Mobility 2045 Update. The purpose of this program is to provide a transparent process for RTC coordination with providers, periodic solicitation/opportunity for new technology applications, and ensure the level playing field for providers and local governments. This program's guiding principles are that any technology proposal must serve a long-range transportation need (MTP), the technology provider is responsible for certification process (not NCTCOG and not the local government), NCTCOG will facilitate mutual cooperation, and local governments should consider contingency needs, implementation timeframe, and public use goals and expectations. The steps in this process are 1) NCTCOG staff to ensure technology solution conforms to policy guidance and long-range transportation need (MTP), 2) NCTCOG staff to brief RTC; RTC to take action on initiating process, 3) NCTCOG staff to solicit local government interest in submitting potential locations, 4) technology provider to determine preferred location to pursue, 5) RTC to initiate development activities, and NCTCOG to provide support. Swyft, an off-shoot of Google, is a Personal Rapid Transit (PRT) system using overhead fixed-cable gondola-like transportation system, focused on developing low-speed network that runs along/within existing public right-of-way by using private financing paired with public support (i.e., TIF district, P3, etc.). Interested local governments should submit locations between 1–2 miles (2–5 stations) connecting mass transit and/or activity centers with consideration for future expansion of the system. Next steps following RTC action, local governments may submit potential sites for this technology. Staff is available for questions or to discuss opportunities on locations that may traverse multiple jurisdictions. Staff will arrange for a pre-submittal meeting with NCTCOG, cities, and technology provider to address detailed questions and will develop submittal package for interested local governments. The Surface Transportation Technology Committee recommended Regional Transportation Council approval at its meeting on January 27, 2023. Upcoming items of interest include an information packet being mailed the week of February 13, 2023, pre-submittal conference on March 20, 2023, and the deadline for submittals is April 10, 2023. Additional details were provided in Electronic Item 7.1 and Policy P22-02 was provided as Electronic Item 7.2.

A motion was made to approve to initiate Step 3 of Regional Transportation Council Policy P22-02 to allow local governments to submit potential locations of interest for Swyft to consider. Steve Babick (M); Theresa Daniel (S). The motion passed unanimously.

8. **Fiscal Year 2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program:**

Jeff Neal presented candidate projects for submittal to the Fiscal Year (FY) 2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program and requested Regional

Transportation Council (RTC) approval. In December 2022, the United States Department of Transportation (US DOT) announced the solicitation of project applications for the FY2023 RAISE Discretionary Grant Program regarding strategic capital investments in surface transportation projects that will have significant local or regional impacts. Jeff provided the funding availability, cost sharing (federal), maximum and minimum award, applicant eligibility, project eligibility, and other details. Electronic Item 8.1 contained a copy of the amended Notice of Funding Opportunity (NOFO) providing specific program details and application requirements for the \$2.275 billion program. Electronic Item 8.2 provided information regarding candidate projects (with applications to be authored/submitted by NCTCOG). Applications are due to the US DOT by February 28, 2023. For agencies in the region submitting projects, the www.grants.gov registration process must be completed, usually requiring two to four weeks for completion prior to submitting applications. Assuming the projected timing for application development, agency requests to receive a letter of support from the RTC should be submitted to Nicholas Allen of NCTCOG at nallen@nctcog.org by Friday, February 10, 2023. Fiscal Year 2022 Federal Grant Outcomes – status of submitted and selected North Central Texas Council of Governments (NCTCOG) projects are as follows: 1) Ultimate IH 35W/SH 121 Interchange Phase One – Sylvania Avenue Bridge (United States Department of Transportation review is ongoing for Fiscal Year 2022 Bridge Investment Program [BIP]), 2) Martin Luther King, Jr./ Cedar Crest Boulevard (US DOT review ongoing for FY22 Safe Streets and Roads for all [SS4A] Program), 3) Prairie Creek Road/Union Pacific Rail (UPRR) Grade Separation (USDOT review ongoing for FY22 Railroad Crossing Elimination Program [RCEP]), 4) International Parkway Advanced Mobility Program (NCTCOG/DFW Airport) (Not selected for FY22 RAISE, additional local funds identified to expedite project with local design-build procurement), 5) South Dallas County Inland Port (SDCIP) Multimodal Connectivity (Not selected for FY22 Multimodal Discretionary Grant Program [MPDG] INFRA/RURAL, plan to resubmit for FY23 MPDG INFRA/RURAL), and 6) IH 30 Downtown Dallas “Canyon” (NCTCOG/TxDOT) (Not selected for FY22 MPDG INFRA/MEGA, will coordinate with TxDOT on plan to resubmit for FY23 MPDG. Fiscal Year 2023 (FY23) RAISE Grant Program schedule includes a request for action at the February 9, 2023, RTC meeting; the deadline of February 10, 2023, to request RTC letters of Support, action at the February 23, 2023, Executive Board meeting, deadline of February 28, 2023, to submit the FY23 RAISE application deadline, and the FY23 RAISE Award Announcement is anticipated on June 28, 2023, by the US DOT.

A motion was made to approve the submittal of the South Gateway Deck Park – Phase 2, Klyde Warren Park – Phase 2, and East Lancaster Avenue Complete Streets and Transit Technology Project for funding consideration through the RAISE Discretionary Grant Program as defined and presented by staff, and to administratively amend North Central Texas Council of Governments (NCTCOG) and State Transportation Improvement Programs (TIP/STIP) and other planning and administrative documents to include the proposed projects if selected for FY23 RAISE Grant awards. Gyna Bivens (M); Cara Mendelsohn (S). The motion passed unanimously.

9. **Federal Railroad Administration Grant Program:** Brendon Wheeler requested Regional Transportation Council (RTC) approval of intercity rail corridors/projects to be submitted for funding consideration and/or inclusion in future project development activities through two programs administered by the Federal Railroad Administration (FRA): Corridor Identification and Development Program and Federal-State Partnership for Intercity Passenger Rail Program. The Corridor Identification and Development (ID) Program creates foundational framework for identifying and developing new or improved intercity passenger rail services, setting up a pipeline of projects; Step 1: Corridor

Development Initiation, Step 2: Service Development Planning, and Step 3: Project Planning/Development. Federal-State Partnership (FSP) Intercity Passenger Rail Program (national program) advances project development and FUNDS capital rail projects for new, expanded, or improved intercity passenger rail service, with preference for capital projects progressed from Corridor ID Program; Track 1: project planning, Track 2: project development, and Track 3: final design and construction. Funding availability for the Corridor ID Program is \$1.8 billion for Fiscal Years 2022-2026 overall with a maximum project award of \$500,000 for Step 1; letters of interest were requested by FRA when Corridor ID was established and published in the Federal Register on May 13, 2022. The Federal-State Partnership (FSP) Intercity Passenger Rail Program funding availability is \$4.6 billion for combined Fiscal Years 2022 and 2023 with at least \$12 billion available for the National FSP Program for Fiscal Years 2022 through 2026 from the Bipartisan Infrastructure Law. Corridors eligible for consideration in FRA's Corridor ID Program include intercity passenger rail corridors for future service by Amtrak like the Heartland Flyer and the Dallas-Fort Worth to Atlanta corridor. The RTC supports expansion of the Heartland Flyer service between Fort Worth and Oklahoma City (including increased frequency and additional station in Krum) through Letters of Support provided in 2008 and 2021. The RTC adopted Resolution (R22-01), reaffirmed Dallas-Fort Worth to Atlanta passenger rail corridor support in March 2022. Expressions of Interest for both of these corridors to be included in the Corridor ID Program were submitted to FRA by the Texas Department of Transportation (TxDOT) and others. The Fort Worth to Houston High-Speed Rail Corridor (including the Fort Worth to Dallas segment and the Dallas to Houston segment) have had Expressions of Interest submitted to FRA by North Central Texas Council of Governments (NCTCOG) (on Dallas to Fort Worth segment) and by TxDOT (on Dallas to Houston Amtrak Station). NCTCOG's desire is to combine both segments into one corridor and to get this corridor registered nationally as a high-speed rail corridor through the Corridor ID Program. As NCTCOG continues advancing Fort Worth to Dallas-High Speed Rail through federal environmental process and the Corridor ID program soon registers the entire Fort Worth to Houston corridor as one high-speed rail corridor, the Dallas to Houston segment may be a good candidate for the FSP National Program if submitted by an eligible entity. While eligible, NCTCOG would not be the appropriate entity to submit Dallas to Houston; NCTCOG will coordinate with Amtrak and TxDOT to find a suitable applicant and support the application pending RTC action. Electronic Item 9.1 included previous letters of support from the RTC for Amtrak's Heartland Flyer expansion. RTC's resolution, R22-01, reaffirming support for intercity passenger rail along the IH 20 corridor between Dallas-Fort Worth and Atlanta, Georgia is included in Electronic Item 9.2. Expressions of Interest submitted by NCTCOG and TxDOT for FRA's Corridor ID Program cited above are included as Electronic Item 9.3. Further information presented found in Electronic Item 9.4.

A motion was made to approve intercity rail Corridor ID Programs: Fort Worth to Houston High-Speed Rail Corridor – directing staff to coordinate with Amtrak and Texas Department of Transportation (TxDOT) on integrated corridor application with primary applicant: Amtrak (preferred) or NCTCOG; Dallas-Fort Worth to Atlanta (Amtrak intercity passenger rail) – directing staff to support primary applications by others and provide letters of support; and Heartland Flyer (Amtrak intercity passenger rail) – directing staff to support primary applications by others and provide letter of support by application deadline of March 27, 2023. The Federal-State Partnership Intercity Passenger Rail Program: Dallas to Houston High-Speed Rail Corridor – directing staff to engage with Amtrak and TxDOT, support application by others and provide letters of support; and Dallas-Fort Worth to Atlanta (Amtrak intercity passenger rail) – directing staff to engage with Amtrak and TxDOT, to support application by others and provide letter of support by

application deadline of April 21, 2023. Elizabeth Beck (M); Theresa Daniel (S). The motion passed unanimously.

10. **Federal and State Legislative Update:** Rebekah Gongora provided an update on federal, and State legislative actions related to transportation and air quality issues affecting the Dallas-Fort Worth area. Transportation issues continue to be a focus for both the United States Congress and the Texas Legislature. House Transportation and Infrastructure held an organizational meeting February 1, 2023. Congressman Sam Graves (R-MO) selected as Chair, Congressman Lance Gooden (R-TX) is a new member, and Congressman Collin Allred (D-TX) returns. House Appropriations organizational hearing held February 8, 2023; Congressman Kay Granger (R-TX) selected as Chair. Senate Commerce, Science, and Transportation organizational hearing scheduled for February 9, 2023; Senator Ted Cruz (R-TX) is a member. Senate Environment and Public Works organizational hearing held February 1, 2023; Senator Tom Carper (D-DE) selected as Chair. In the Texas Legislature, Senate Bill 1 and House Bill 1 have \$130.1 billion in general revenue funds, \$6.3 billion in general revenue-dedicated funds, \$93.7 billion in federal funds, \$58.5 billion in other funds with a statewide total for Fiscal Year 2024-2025 (FY24-25) of \$288.1 billion in all funds. Article VII – Transportation has \$30.5 billion for Highway Planning and Design, ROW Acquisition, Construction, Maintenance; prop 1: \$6.2 billion and prop 7: \$5.4 billion with a total of \$35.6 billion in all funds for TxDOT total for FY24-25. Rebekah provided information on Bills of interest regarding transportation funding: SB 505 proposes an additional \$400/\$200 fee for the registration of electric/hybrid vehicles to the State Highway Fund; SJR 37/HJR 77 Constitutional amendment would add public transportation, bicycle paths, and sidewalks to the uses of Proposition 1 funds; SB 225 would eliminate the expiration date for Proposition 1 in statute, making the funding stream permanent; and SCR 2 would extend the expiration dates for Proposition 7 to 2042 for the \$5B/biennium from general sales tax, and to 2039 for the portion of Proposition 7 from motor vehicle sales tax. HB 1259 would require TxDOT to submit funding reports to the Legislature on Unified Transportation Program (UTP) funding categories, public private partnerships, and feasibility study on alternative delivery methods; and HB 1638 would require TxDOT to conduct a study on the State's projected transportation needs and costs for 2045 and appoint a committee for guidance. Bill of interest on the topic of safety include HB 1639/HB 1885 which would allow the Texas Transportation Commission to establish variable speed limits to address certain conditions that affects the safe movement of traffic. HB 1855 would designate highway safety corridors for roadways with a high number of crashes, doubling fines. Three bills have been filed that propose to redistribute The Low-Income Vehicle Repair and Replacement Assistance Program and Local Initiatives Projects (LIRAP/LIP) funds to counties for transportation/air quality purposes (HB 1175; HB 1351; SB 607). Texas supported ghost criminal 2021 activity that impacted North Texas such as an estimated 31,828 without inspections that cost/value of \$8.25 (State) + \$25.50 (local business); 1,279,481 without registrations statewide that cost/value \$56.50 (State) plus \$10 (county); up to 39 percent in serious/fatal crashes in North Texas; and \$80 million in previously vetoed funds. Criminals counterfeiting revised tag format, reusing created tags, and nonrepairable/junk cars. Law Enforcement Safety has at least one police officer fatality that resulted from fraud. The impact of uninsured motorist impacts the Motor Vehicle Crime Prevention Authority. The estimated revenue lost is \$166 million (State, county, and local). Additional information was provided in Electronic Item 10.
11. **Latest Transportation Performance Metrics for the Dallas-Fort Worth Region:** Due to time constraints, agenda item was not presented and will be presented at a later date.

12. **Roadway Safety Plan**: Due to time constraints, agenda item was not presented and will be presented for action in March of 2023.
13. **Progress Reports**: Regional Transportation Council attendance was provided in Electronic Item 13.1 and Surface Transportation Technical Committee attendance in Electronic Item 13.2.
14. **Other Business (Old or New)**: There was no discussion on this item.
15. **Future Agenda Items**: There was no discussion on this item.
16. **Next Meeting**: The next meeting of the Regional Transportation Council (RTC) is scheduled for 1:00 pm, Thursday, March 9, 2023, in the Transportation Council Room of the North Central Texas Council of Governments.

The meeting adjourned at 3:21 p.m.



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

December 1, 2022

David Salazar, P.E.
District Engineer
TxDOT Fort Worth District
2501 SW Loop 820
Fort Worth, TX 76133

Ceason Clemens, P.E.
District Engineer
TxDOT Dallas District
4777 US Highway 80 East
Mesquite, TX 75150

Noel Paramanantham, P.E.
District Engineer
TxDOT Paris District
1365 N Main Street
Paris, TX 75460

Dear Messrs. and Mmes. Salazar, Clemens, and Paramanantham:

Enclosed is the 2022 Transportation Development Credit (TDC) Annual Report for the Dallas-Fort Worth region. This report details the TDC allocations and projects approved in FY2022 by the Regional Transportation Council (RTC), which serves as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth Metropolitan Area. The following attachments are provided:

Attachment 1 Summary of Transportation Development Credits (TDCs) Allocation and Award Amounts in the Dallas-Fort Worth Metropolitan Planning Organization

Attachment 2 Projects with Approved Transportation Development Credits (TDCs) in the Dallas-Fort Worth Metropolitan Planning Organization

The North Central Texas Council of Governments and the RTC anticipate awarding additional TDCs in 2023. Please transmit this report to the appropriate division(s) within your agency. This report fulfills our December 1, 2022, TDC annual report submittal. Should you need any additional information, please contact Brian Dell, Principal Transportation Planner, or me at 817-695-9240.

Sincerely,

A handwritten signature in black ink, appearing to read "Christie J. Gotti".

Christie J. Gotti
Senior Program Manager

CD:lc
Enclosures

cc: Marc D. Williams, P.E., Executive Director, Texas Department of Transportation
Stephen Stewart, CPA, Chief Financial Officer, Texas Department of Transportation
Brigida Gonzalez, Transportation Planner – MPO Coordinator, Transportation Planning & Programming Division, Texas Department of Transportation
Latrica Good, Accountant, Texas Department of Transportation

**Summary of Transportation Development Credits (TDCs)
Dallas-Fort Worth Metropolitan Planning Organization (MPO)
(As of September 30, 2022)**

TDC Award Type		TDC Awarded Amount											Remaining (for Future Programming)
	Current Allocation	Awarded in 2013	Awarded in 2014	Awarded in 2015	Awarded in 2016	Awarded in 2017	Awarded in 2018	Awarded in 2019	Awarded in 2020	Awarded in 2021	Awarded in 2022	Cumulative Total Awarded	
Category 1 - Strategic Awards to Small Transit Providers	41,000,000	1,697,058	4,181,839	2,845,564	2,454,906	175,909	2,984,774	1,897,657	2,608,675	2,623,023	88,335	21,557,740	19,442,260
Category 2 - RTC Has Revenue - Transportation Alternatives Program; TxDOT/RTC Partnership for Reliability, Congestion Mitigation, and Air Quality; Collin County LIP/LIRAP ¹ Partnership; COVID Infrastructure Program	60,000,000	0	7,481,001	127,954	933,291	753,740	1,410,285	0	2,115,042	2,461,375	12,222,441	27,505,129	32,494,871
Category 3 - Local Agency Has Revenue	16,691,115	0	16,764,599	0	(73,484)	0	0	0	0	0	0	16,691,115	0
Category 4 - Selling/Transferring TDCs to Other MPOs/TxDOT (MPO Revolver Fund)	150,000,000	0	100,000,000	0	0	0	0	0	0	0	0	100,000,000	50,000,000
Category 5 - Regional Programs/Management and Operations	86,919,016	463,677	5,265,978	4,580,425	(396,589)	4,826,600	3,098,411	11,131,120	3,816,181	24,133,213	(290,307)	56,628,709	30,290,307
Category 6 - Metropolitan Transportation Plan (MTP) Policy Bundle	100,000,000	0	0	0	0	1,191,916	4,421,081	14,086,995	13,229,889	8,514,279	5,713,506	47,157,666	52,842,334
Category 7 - TDC Pool for Future Reallocation	539,741,527	0	0	0	0	0	0	0	0	0	0	-	539,741,527
Subtotal	994,351,658	2,160,735	133,693,417	7,553,943	2,918,124	6,948,165	11,914,551	27,115,772	21,769,787	37,731,890	17,733,975	269,540,359	724,811,299

TDC Allocation Summary	
TDCs Originally Allocated for Dallas/Fort Worth MPO	465,486,222
Additional TDCs Allocated to Dallas/Fort Worth MPO via 2019 UTP ²	528,865,436
Total TDCs Allocated to Dallas/Fort Worth MPO	994,351,658
Total TDCs Awarded as of September 30, 2022	(269,540,359)
Remaining TDC Pool for Future Programming	724,811,299

Notes:

1: LIP: Local Initiative Projects, LIRAP: Low-Income Vehicle Repair, Retrofit, and Accelerated Retirement Program

2: Approved by the Texas Transportation Commission on 8/30/2018 (Minute Order #115291)

**Projects with Approved Transportation Development Credits (TDCs)
in the Dallas-Fort Worth Metropolitan Planning Organization
(As of September 30, 2022)**

ATTACHMENT 2

Projects Approved with MPO Transportation Development Credits:						
TIP Code	Project Description	Project Sponsor	Fiscal Year in TIP	Year Awarded/ Adjusted	TDC Amount*	TDC Category (1-6)
12122.17	5307 - BUS PREVENTIVE MAINTENANCE	PUBLIC TRANSIT SERVICES	2018	2022	18,000	1
12627.16	5307 - PREVENTIVE MAINTENANCE	STAR TRANSIT	2017	2022	7,477	1
12632.17	5307 - GENERAL PLANNING	SPECIAL PROGRAMS FOR AGING NEEDS	2018	2022	(8,000)	1
12666.18	5307 - MOBILITY MANAGEMENT	PUBLIC TRANSIT SERVICES	2019	2022	14,000	1
12710.16	5307 - ACQUISITION OF SIGNAGE	PUBLIC TRANSIT SERVICES	2016	2022	3,303	1
12711.17	5307 - MOBILITY MANAGEMENT	SPECIAL PROGRAMS FOR AGING NEEDS	2018	2022	8,000	1
12728.21	5339 - PURCHASE REPLACEMENT VEHICLES	TRINITY METRO	2022	2022	(55,690)	1
12782.19	5307 - PREVENTIVE MAINTENANCE	CITY/COUNTY TRANSPORTATION	2022	2022	10,000	1
12793.21	5339 - PROJECT ADMINISTRATION	NCTCOG	2022	2022	14,494	1
12796.21	5339 - PURCHASE EXPANSION VEHICLES	NCTCOG	2022	2022	90,054	1
12830.16	5307 - ACQUISITION OF SHOP EQUIPMENT	PUBLIC TRANSIT SERVICES	2019	2022	(3,303)	1
12908.19	5307 - ACQUISITION OF RADIOS	CITY/COUNTY TRANSPORTATION	2020	2022	(10,000)	1
Subtotal of Category 1 - Strategic Awards to Small Transit Providers					88,335	
11684.6	AUTONOMOUS MOBILE VEHICLE TO RESIDENTIAL LOCATIONS PILOT PROJECT; MCKINNEY - PHASE1; DALLAS - PHASE 2; AUTOMATED, INTERNET-CONNECTED, & TELEOPERATED VEH TECH TO DELIVER SERVICES TO UNDERSERVED COMMUNITIES; INVOLVES PROCURING "INTEGRATOR" W/BROADBAND CONNECTIVITY TO PROVIDE VEH PLATFORM, SERVICE, & COORD W/LOCAL STAKEHOLDERS; PART OF NEW TDM+TECH INITIATIVE	NCTCOG	2024	2022	1,000,000	2
11684.7	SELF PARKING VEHICLE/CURB MANAGEMENT/PARKING MANAGEMENT TEST SITE WITHIN THE CENTRAL TERMINAL AREA AT DFW AIRPORT; AUTOMATED PARKING TEST BED DEMO PROJECT TO TAKE PLACE AT ONE OF THE TERMINALS (TBD) AND INCLUDE THREE SUBSYSTEMS: AUTOMATED PARKING USING LOW-SPEED VEHICLE AUTOMATION, SUPERVISORY PARKING MANAGEMENT, AND ACTIVE CURB MANAGEMENT	DFW AIRPORT	2023	2022	300,000	2
11684.8	DOWNTOWN ARLINGTON AND UNIVERSITY OF TEXAS AT ARLINGTON CAMPUS; DEPLOYMENT OF FLEET OF AUTONOMOUS VEHICLES; ON-DEMAND, SHARED SERVICE; TESTING OF FIRST RESPONDER COMMUNICATION DEVICES AND TELEOPERATIONS TO MOVE TOWARD REMOVING HUMAN OPERATOR FROM THE VEHICLES	ARLINGTON	2023	2022	304,000	2
			2024		304,000	
			2025		304,000	
11979.3	REGION-WIDE AIR QUALITY (AQ) INITIATIVES TO REDUCE EMISSIONS; SUPPORTS NCTCOG STAFF, CONSULTANTS & PURCHASE OF MARKETING/OUTREACH MATERIALS TO EDUCATE PUBLIC/STAKEHOLDERS ADMINISTER/IMPLEMENT AQ INITIATIVES INCLUDING CONTROL STRATEGY DEVELOPMENT & ENFORCEMENT, TECHNOLOGY/FUEL EVALUATION, DATA & FEASIBILITY ANALYSES, POLICY/BEST PRACTICE DEVELOPMENT/DISSEMINATION, STAKEHOLDER COLLABORATION, & AIR CHECK TEXAS ADMINISTRATION	NCTCOG	2017	2022	(11,175)	2
			2018	2022	(1,875)	
			2019	2022	(1,503)	

*Negative numbers indicate a reduction in the number of credits awarded on a project

**Projects with Approved Transportation Development Credits (TDCs)
in the Dallas-Fort Worth Metropolitan Planning Organization
(As of September 30, 2022)**

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TIP Code	Project Description	Project Sponsor	Fiscal Year in TIP	Year Awarded/ Adjusted	TDC Amount*	TDC Category (1-6)
11979.5	HDDV WEIGH IN-MOTION PILOT TO REDUCE EMISSIONS BY USING TECHNOLOGY TO DETERMINE OVERSIZE/OVERWEIGHT HDDV COMPLIANCE BY IDENTIFYING AND ASSESSING ASSOCIATED EMISSIONS, WHICH MAY IMPACT FUTURE MODEL DEVELOPMENT; WILL COORDINATE WITH OTHER AREAS AND STATE AGENCIES AS APPROPRIATE AND INCLUDE BEFORE/AFTER STUDIES	NCTCOG	2017	2022	(3,413)	2
11979.6	ALTERNATIVE FUEL VEHICLE (AFV) DEPLOYMENT INITIATIVES; INCREASED ADOPTION OF ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY VEHICLES, AND CORRESPONDING EMISSIONS REDUCTIONS, RESULTING FROM BEHIND-THE-WHEEL EXPERIENCES FOR BOTH FLEETS AND CONSUMERS, INCLUDING A VEHICLE LOANER PROGRAM AND RIDE/DRIVE EVENTS; WILL INCLUDE BEFORE AND AFTER ANALYSES	NCTCOG	2016	2022	(65,822)	2
11979.7	IDLE FREE SCHOOL ZONES; INCLUDING DEVELOPMENT AND PROMOTION OF EDUCATIONAL STRATEGIES TO REDUCE IDLING FROM STUDENTS/PARENTS AND BUSES DURING DROP OFF/PICK UP TIMES; INCLUDING BEFORE/AFTER STUDIES UTILIZING REMOTE SENSING TECHNOLOGY	NCTCOG	2016	2022	(84,396)	2
14026.2	NEW BYPASS ROUTE FROM FM 2552/US 180 NORTHWEST TO FM 51/MAIN ST AND FM 51/MAIN ST SOUTHWEST TO US 180/WACO ST; RECONSTRUCT 2/4 LANE ROADWAY TO 4 LANE BYPASS INCLUDING NEW BICYCLE LANES AND SIDEWALKS	WEATHERFORD	2022	2022	(277,200)	2
			2022		(430,000)	
			2025		(1,594,175)	
19007	SH 121 FRONTAGE ROAD FROM CUSTER TO SPRING CREEK PKWY; SIGNAL CONTROLLER AND SOFTWARE UPGRADES	PLANO	2022	2022	(80,400)	2
19007.1	SH 121 FRONTAGE ROAD FROM LEGACY TO CUSTER; INSTALL SIGNAL CONTROLLER AND SOFTWARE UPGRADES	PLANO	2023	2022	71,467	2
19007.2	SH 121 FRONTAGE ROAD AT SPRING CREEK PARKWAY; INSTALL SIGNAL CONTROLLER AND SOFTWARE UPGRADES	PLANO	2023	2022	8,933	2
21009.1	BACHMAN LAKE AREA PLANNING STUDY BOUNDED BY MOCKINGBIRD LANE TO THE SOUTH, IH 35E TO THE WEST, INWOOD ROAD TO THE EAST, AND ROYAL LANE TO THE NORTH; CONDUCT PLANNING STUDY TO IDENTIFY SAFE PEDESTRIAN ACCESS/FACILITIES ALONG MAJOR ROADWAYS TO CREATE CONNECTIONS TO NEARBY TRAILS AND THE DART BACHMAN STATION, AND EVALUATE LOVE FIELD ACCESS; INCLUDES NCTCOG STAFF TIME & CONSULTANT ASSISTANCE	NCTCOG	2022	2022	(160,000)	2
21015.8	CONSTRUCT NEW STOP ACCOMMODATIONS IN THE TRINITY METRO SERVICE AREA; IDENTIFY AND CONSTRUCT BUS STOPS LACKING CONCRETE PADS AND OVERHEAD SHELTERS	TRINITY METRO	2022	2022	200,000	2
21018	TARRANT COUNTY PEOPLE/GOODS MOVER ALONG SH 360; ENGINEERING, TESTING, AND CONSTRUCTION OF AN AUTOMATED CARGO MOVEMENT SYSTEM TO IMPROVE FREIGHT AND GOODS MOVEMENT	NCTCOG	2027	2022	2,200,000	2
21021	ON CHISHOLM TRAIL PARKWAY AT WORTH CREEK PARKWAY; CONSTRUCT INTERCHANGE	NTTA	2023	2022	400,000	2
			2025		3,600,000	
21086	SH 5 FROM LOUISIANA STREET TO VIRGINIA STREET; CONCEPTUAL ENGINEERING TO IDENTIFY IMPROVEMENTS TO CONNECT ADJACENT NEIGHBORHOODS IN ORDER TO REKNIT THE COMMUNITY	MCKINNEY	2023	2022	320,000	2

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TIP Code	Project Description	Project Sponsor	Fiscal Year in TIP	Year Awarded/ Adjusted	TDC Amount*	TDC Category (1-6)
21096	REGIONAL OUTER LOOP PARTNERSHIP; PLACEHOLDER FOR FUTURE PROJECT TO BE FUNDED IN EXCHANGE FOR ROCKWALL COUNTY FUNDING ENGINEERING AND ENVIRONMENTAL CLEARANCE FOR A PORTION OF THE REGIONAL OUTER LOOP (FM 1138 TO SH 276)	ROCKWALL CO	2046	2022	1,760,000	2
21097	REGIONAL OUTER LOOP PARTNERSHIP; PLACEHOLDER FOR FUTURE PROJECT TO BE FUNDED IN EXCHANGE FOR KAUFMAN COUNTY FUNDING ENGINEERING AND ENVIRONMENTAL CLEARANCE FOR A PORTION OF THE REGIONAL OUTER LOOP (SH 205 TO IH 20)	KAUFMAN CO	2046	2022	1,560,000	2
25100	SILVER LINE FROM DFW AIRPORT TO SHILOH STATION IN PLANO; CONSTRUCTION OF SILVER LINE REGIONAL RAIL PROJECT (COTTON BELT/SILVER LINE PROJECT #9)	DART	2023	2022	800,000	2
25102	TEXRAIL CORRIDOR RAIL LINE PROJECT; ENGINEERING/ENVIRONMENTAL AND CONSTRUCTION OF COMMUTER RAIL LINE EXTENSION TO SOUTH OF IH 30	TRINITY METRO	2026	2022	200,000	2
40074.1	FAIR PARK TRAIL SOUTHERN ALIGNMENT FROM PHASE 1 (NORTH SECTION) AT INTERSECTION OF HASKELL AVE/PARRY AVE TO PARRY AVE, HIGHWAY 352/ROBERT B. CULLUM BLVD, AND S. FITZHUGH AVE. AT LAGOW ST; CONSTRUCT SHARED-USE PATH	DALLAS	2024	2022	230,000	2
			2025		1,370,000	
Subtotal of Category 2 - RTC Has Revenue					12,222,441	
11186.3	M&O - REGIONAL COMMUNICATION SYSTEM/INTERAGENCY COMMUNICATION NETWORK & SOFTWARE (EASTERN SUBREGION) PHASE III; FREEWAY INCIDENT MANAGEMENT PROGRAM	NCTCOG	2013	2022	(78)	5
			2016		(9,281)	
11612	REGIONAL TRIP REDUCTION PROGRAM, VANPOOL PROGRAM, BIKE/PEDESTRIAN, AND SUSTAINABLE DEVELOPMENT INITIATIVES; TRACK AND IMPLEMENT ETR STRATEGIES AND MAINTAINTRY PARKINGIT.COM, VANPOOL PROGRAM, BIKE/PEDESTRIAN, AND SUSTAINABLE DEVELOPMENT INITIATIVES	NCTCOG	2015	2022	(1,107)	5
11612.2	REGION-WIDE EMPLOYER TRIP REDUCTION PROGRAM (ETR); TRACK AND IMPLEMENT ETR STRATEGIES THROUGH COMMUTER/EMPLOYER OUTREACH; MANAGEMENT/OVERSIGHT OF TRY PARKINGIT.COM; PERFORMANCE MONITORING/REPORTING; MAINTAIN/UPDATE THE TDM TOOLKIT, TRIP REDUCTION MANUAL FOR EMPLOYERS, OUTREACH MATERIALS; MANAGED LANE REIMBURSEMENT; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE	NCTCOG	2023	2022	146,600	5
11621	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	NCTCOG	2016	2022	(75)	5
11647.1	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	NCTCOG	2023	2022	200,000	5

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**Projects with Approved Transportation Development Credits (TDCs)
in the Dallas-Fort Worth Metropolitan Planning Organization
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TIP Code	Project Description	Project Sponsor	Fiscal Year in TIP	Year Awarded/ Adjusted	TDC Amount*	TDC Category (1-6)
11648	CONGESTION MANAGEMENT OPERATIONS DFW REGIONWIDE PROGRAM INCLUDING DATA ARCHIVING, COLLECTION AND VERIFICATION OF DATA, UPDATE REGIONAL ITS ARCHITECTURE AND DEVELOP RELATED PLANS; REIMBURSEMENT OF MANAGED LANE COST FOR VANPOOL PROGRAM, MOBILITY ASSISTANCE PATROL IMPLEMENTATION/ADMIN, AND VIDEO AND ANALYTICS EVALUATING LOST CAPACITY DUE TO TECHNOLOGY DISTRACTIONS; PROJECT INCLUDES NCTCOG STAFF TIME & CONSULTANT ASSISTANCE	NCTCOG	2018	2022	(2,745)	5
11649.2	REGIONAL VANPOOL PROGRAM; SUPPORT REGIONAL VANPOOL PROGRAM ACTIVITIES INCLUDING COORDINATION WITH TRANSIT PARTNERS, EDUCATION AND OUTREACH INITIATIVES, STAFF TIME, AND CONSULTANT ASSISTANCE FOR VANPOOL UTILIZATION STUDY TO IMPROVE OVERALL EFFECTIVENESS	NCTCOG	2023	2022	239,400	5
11650	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	NCTCOG	2018	2022	(744)	5
11655	REVENUE AND PROJECT TRACKING, SOFTWARE DEVELOPMENT PROJECT, AND FISCAL MANAGEMENT INFORMATION SYSTEMS	NCTCOG	2017	2022	(316)	5
			2018	2022	(761)	
11657	M&O - AQ MARKETING AND EDUCATION PROGRAM	NCTCOG	2016	2022	(11)	5
			2017	2022	(240)	
11657.1	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	NCTCOG	2023	2022	88,000	5
11658	EMISSIONS REDUCTION STRATEGIES FOR OZONE PRECURSORS INCLUDING VOLATILE ORGANIC COMPOUND (VOC) CONTROLS AND OTHER DESIGNATED POLLUTANTS	NCTCOG	2017	2022	(17,613)	5
11662	NORTH AND SOUTH OF IH 30 BOUNDED BY IH 45 TO WEST, CARROLL AVENUE TO THE EAST, MAIN STREET TO THE NORTH AND FITZHUGH TO THE SOUTH; IH 30 FAIR PARK AREA STREET GRID PLANNING STUDY TO SUPPORT SYSTEM REDUNDANCY AND TRAFFIC INCIDENT MANAGEMENT PROCESS INCLUDING TRAVEL FORECASTS, AND TRAVEL MODELING; INCLUDES STUDY OF THE CBD/FAIR PARK LINK	NCTCOG	2023	2022	190,000	5
11665	ON GRAND AVENUE FROM GARLAND/GASTON AVENUE TO IH 30; ENGINEERING STUDY TO IDENTIFY NEEDED IMPROVEMENTS TO GRAND AVENUE; INCLUDING TRAVEL FORECASTS, TRAVEL MODELING SUPPORT, MANAGEMENT OF EFFORTS TO UPDATE THE 2010 NCTCOG STUDY THAT EXTENDED FROM DALLAS/GARLAND, AND NCTCOG STAFF TIME	NCTCOG	2023	2022	200,000	5

*Negative numbers indicate a reduction in the number of credits awarded on a project

**Projects with Approved Transportation Development Credits (TDCs)
in the Dallas-Fort Worth Metropolitan Planning Organization
(As of September 30, 2022)**

ATTACHMENT 2

TIP Code	Project Description	Project Sponsor	Fiscal Year in TIP	Year Awarded/ Adjusted	TDC Amount*	TDC Category (1-6)
11684	REGION WIDE PROJECT TO ASSIST LOCAL PARTNERS TO PLAN AND IMPLEMENT CAV DEPLOYMENTS BY PROVIDING FUNDING FOR COSTS RELATED TO DEPLOYMENTS AND SUPPORTING COSTS OF ACTIVE AV DEPLOYMENTS IN PARTNERSHIP WITH THE PRIVATE SECTOR; INCL LOCAL GOVT STAFF, NCTCOG STAFF & CONSULTANT TIME, INFRA UPGRADES (EX: SIGNAL, STRIPING, DSRC & 5G CONNECTIVITY), LEGAL SVCS, PUBLIC ED, SAFETY (EX: COORD W/FIRST RESPONDERS); SOFTWARE & TECH EXPERTISE; EQUAL ACCESS TO INTERNET AS TDM TOOL; EXPAND ZIP ZONE TRANSIT TO 76104 ZIP CODE	NCTCOG	2022	2022	(424,000)	5
			2023		(24,000)	
			2024		(424,000)	
11692	REGIONAL PARKING MANAGEMENT TOOLS & STRATEGIES PROGRAM; CONDUCT DATA COLLECTION AND/OR PLANNING TO DEVELOP AND IMPLEMENT DATA DRIVEN TOOLS AND STRATEGIES TO SUPPORT PUBLIC SECTOR IN MANAGEMENT OF PARKING AT MULTIMODAL LOCATIONS	NCTCOG	2023	2022	50,000	5
11694	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	NCTCOG	2023	2022	217,200	5
11898.5	ON AVONDALE-HASLET ROAD AT BNSF RAIL LINE; CONSTRUCT GRADE SEPARATION	TXDOT-FORT WORTH	2023	2022	200,000	5
			2027		1,500,000	
14026.1	ON WACO ST/WEST COLUMBIA ST FROM US 180 TO FM 51/FM 171; RECONSTRUCT AND WIDEN 2 LANE ROADWAY TO 4 LANE ROADWAY INCLUDING BICYCLE FACILITIES, SIDEWALKS, LIGHTING, AND LANDSCAPING	WEATHERFORD	2022	2022	(212,232)	5
			2024		(530,000)	
			2025		(1,150,304)	
21015.2	INSURANCE FOR PASSENGER RAIL INTEGRATION, REGIONAL; PURCHASE INSURANCE FOR PASSENGER RAIL OPERATIONS	NCTCOG	2022	2022	(1,000,000)	5
21088	NATIONAL PARK SERVICE PARTNERSHIP (PHASE 2); REGION WIDE; SUPPORT TRINITY RIVER NATIONAL WATER TRAIL COMMITTEE BY COORDINATING WITH LOCAL AGENCIES TO INSTALL NCTCOG - OWNED MOBILE COUNT EQUIPMENT, DEVELOP DOCUMENTATION AND BEST PRACTICE GUIDES ON THE IMPACT OF WATER TRAIL ACCESS POINTS ON TRAIL USAGE, AND THE ECO-TOURISM BENEFITS OF WATER TRAIL ACCESS POINTS AS IT RELATES TO THE FORT WORTH AND DALLAS REGIONAL TRAIL	NCTCOG	2022	2022	(24,000)	5
21089	REGIONWIDE ON-ROAD VEHICLE EMISSIONS PROJECT; ESTABLISH MOBILE EMISSIONS ENFORCEMENT AND VEHICLE EMISSIONS DATA COLLECTION; TASK FORCE TO COMBAT FRAUD TEMP REGISTRATIONS, INSPECTION IN LIGHT & MED DUTY VEHICLES, & EMISSIONS COMPONENT TAMPERING; COLLECT TAILPIPE EMISSIONS DATA FROM MED & HEAVY-DUTY VEHICLES TO DEVELOP AQ PLANNING STRATEGIES AND FOR EMISSIONS MODELING COMPARISON	NCTCOG	2023	2022	500,000	5
Subtotal of Category 5 - Regional Programs/Management and Operations					(290,307)	

*Negative numbers indicate a reduction in the number of credits awarded on a project

**Projects with Approved Transportation Development Credits (TDCs)
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ATTACHMENT 2

TIP Code	Project Description	Project Sponsor	Fiscal Year in TIP	Year Awarded/ Adjusted	TDC Amount*	TDC Category (1-6)
11624	S LANCASTER RD FROM E Kiest Blvd TO E LEDBETTER DR; CONSTRUCT PEDESTRIAN CONNECTIONS SUCH AS CROSSWALKS AND ADA RAMP AND ASSOCIATED IMPROVEMENTS AND PEDESTRIAN LIGHTING	DALLAS	2023	2022	56,000	6
			2024		344,000	
11625	PARK ROW HISTORIC DISTRICT BOUND BY PARK ROW AVE ON THE NORTH AND OAKLAND AVE (AKA MALCOLM X BLVD) ON THE EAST, SOUTH BLVD TO THE SOUTH AND SOUTH CENTRAL EXPRESSWAY ON THE WEST; COMPREHENSIVE PLAN TO IDENTIFY TRANSPORTATION AND REHABILITATION IMPROVEMENTS IN SOUTH BOULEVARD PARK ROW HISTORIC DISTRICT; MAY INVOLVE CONSULTANT ASSISTANCE AND NCTCOG STAFF TIME	NCTCOG	2022	2022	100,000	6
12354.22	5307 - ACQUISITION OF SECURITY EQUIPMENT	DCTA	2023	2022	250,000	6
12416.22	5307 - SYSTEM PREVENTIVE MAINTENANCE	DCTA	2023	2022	250,000	6
12535.17	5307 - RAIL PREVENTIVE MAINTENANCE	DCTA	2022	2022	365,585	6
12558.17	5307 - PURCHASE REPLACEMENT VEHICLES	DCTA	2018	2022	(365,585)	6
12726.22	5339 - PURCHASE OF REPLACEMENT VEHICLES	DCTA	2023	2022	105,000	6
12728.22	5339 - PURCHASE REPLACEMENT VEHICLES	TRINITY METRO	2023	2022	(135,000)	6
14013.3	CENTREPORT TRAIL FROM CENTREPORT STATION TO CITY LIMITS; CONSTRUCT 12 FT WIDE SHARED-USE PATH	FORT WORTH	2020	2022	12,405	6
			2024	2022	(12,406)	
14014	MCKINNEY AVENUE TRANSIT AUTHORITY M-LINE EXTENSION FROM UPTOWN TO KNOX-HENDERSON NEIGHBORHOOD; CONDUCT A STUDY TO RECOMMEND ALIGNMENTS & STOPS, EVAL THE COST OF IMPL, OPERATION, & MAINTENANCE, PROVIDE TECH ASSIST PRODUCING RIDERSHIP EST & PRELIM ENV ANALYSIS, ID POTENTIAL FUNDING, & DEVELOP TIMELINE; INCL NCTCOG STAFF TIME & MAY INCL CONSULTANT ASST	NCTCOG	2018	2022	(190,493)	6
14036	BUS 287/NORTH MAIN STREET AT NORTH HANGAR ENTRANCE; ADD RIGHT TURN LANES FOR SOUTHBOUND TRAFFIC	FORT WORTH	2022	2022	(17,400)	6
			2023		(38,800)	
14037	BUS 287/NORTH MAIN STREET AT NORTH AIRPORT ENTRANCE; ADD RIGHT TURN LANE FOR SOUTHBOUND TRAFFIC INTO NORTHERN AIRPORT ENTRANCE (MAIN ENTRANCE FOR JET FUEL TRUCKS)	FORT WORTH	2022	2022	(12,400)	6
			2023		(35,600)	
			2024		9,000	
			2025		95,200	
14066	WEST COMMERCE FROM FORT WORTH AVE TO RIVERFRONT BLVD; CONSTRUCT SIDEWALKS AND BICYCLE LANES	DALLAS	2024	2022	114,000	6
			2026		1,540,000	
14073	US 75 NORTHBOUND FRONTAGE ROAD FROM RENNER ROAD TO W CITY LINE DRIVE; WIDEN US 75 NB FRONTAGE ROAD BRIDGE OVER SPRING CREEK TO CONSTRUCT SHARED-USE PATH	RICHARDSON	2022	2022	(90,000)	6
			2023		(5,000)	
			2024		(500,000)	
14073.1	COTTON BELT TRAIL AT SPRING CREEK; CONSTRUCT SHARED USE PATH INCLUDING BRIDGE ACROSS SPRING CREEK	DART	2024	2022	595,000	6
21035	VALLEY VIEW LANE FROM DENTON ROAD TO NESTLE DRIVE; RECONSTRUCT FROM 6 TO 4 LANE DIVIDED ROADWAY WITH ON-STREET PARKING AND SIDEWALKS	FARMERS BRANCH	2025	2022	596,657	6
21036	ALONG AND ADJACENT TO DENTON DRIVE FROM FARMERS BRANCH/DALLAS CITY LIMITS TO ROSSFORD STREET; CONSTRUCT SHARED-USE PATH	FARMERS BRANCH	2025	2022	528,343	6

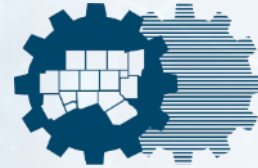
*Negative numbers indicate a reduction in the number of credits awarded on a project

**Projects with Approved Transportation Development Credits (TDCs)
in the Dallas-Fort Worth Metropolitan Planning Organization
(As of September 30, 2022)**

ATTACHMENT 2

TIP Code	Project Description	Project Sponsor	Fiscal Year in TIP	Year Awarded/ Adjusted	TDC Amount*	TDC Category (1-6)
21060	ON MOORE AVENUE (US 80) FROM BRADSHAW STREET TO BURCH STREET; RESTRIPIING 4 TO 4 LANES WITH PEDESTRIAN IMPROVEMENTS INCLUDING CONSTRUCTION OF PEDESTRIAN/ADA RAMPS AND CROSSWALKS, BULB OUTS AT INTERSECTIONS, AND TRAFFIC SIGNAL IMPROVEMENTS	TERRELL	2024	2022	240,000	6
21061	ON VIRGINIA STREET (SS 226) FROM BRIN STREET TO ROCHESTER STREET; RESTRIPIING 2/4 TO 2/4 LANES WITH PEDESTRIAN IMPROVEMENTS INCLUDING CONSTRUCTION OF PEDESTRIAN/ADA RAMPS AND CROSSWALKS, BULB OUTS AT INTERSECTIONS, AND TRAFFIC SIGNAL IMPROVEMENTS	TERRELL	2024	2022	40,000	6
21076	ON SHILOH ROAD FROM MILLER ROAD TO FOREST LANE; RECONSTRUCT AND WIDEN FROM 4 LANES TO 6 LANES WITH SIDEWALKS	GARLAND	2023	2022	700,000	6
			2025		600,000	
			2028		575,000	
Subtotal of Category 6 - MTP Policy Bundle					5,713,506	
Total Transportation Development Credits Awarded in 2021					17,733,975	

*Negative numbers indicate a reduction in the number of credits awarded on a project



NCTCOG PRESENTATION

Local Clean Air Project Spotlight

Regional Transportation Council

March 9, 2023

North Central Texas Council of Governments

Project Spotlight – DHL Supply Chain

Awarded Project	Two All-Electric Terminal Tractors (Yard Trucks) 100% NOx Emissions Reduction at Location
Technology Replaced	Two Diesel Engine Powered Terminal Tractors
Project Geographic Area	Operating in Fort Worth (Tarrant County)
Implementation Date	November 2022
Awarded Amount Total Project Cost	\$313,733 \$697,185
Call for Projects	North Texas Emission Reduction Project 2020
Funding Source	Environmental Protection Agency National Clean Diesel Funding Assistance Program



Project Spotlight – DHL Supply Chain



Terminal Tractor #1



Terminal Tractor
Electrical Component
Compartment



Terminal Tractor #2



Contact Us



Trey Pope
Air Quality Planner
TPope@nctcog.org | 817-695-9297



Jason Brown
Principal Air Quality Planner
JBrown@nctcog.org | 817-704-2514



MINUTES**Regional Transportation Council
PUBLIC MEETING****Regional Safety Program****Mobility 2045 Update: Transportation Conformity Determination****Modifications to the Fiscal Year 2022 and 2023 Unified Planning Work Program (UPWP)****Meeting Date and Location**

The North Central Texas Council of Governments (NCTCOG) held a hybrid public meeting Monday, Feb. 6, 2023, at noon in Arlington. Patrons could attend in person, via phone, or view the live stream at www.nctcog.publicinput.com/nctcogFeb23. Natalie Bettger, Senior Program Manager, moderated the meeting, attended by 66 people.

Public Meeting Purpose and Topics

The public meeting was held 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, and amended on November 8, 2018. Staff presented information about:

- Regional Safety Program – **presented by Natalie Bettger**
- Mobility 2045 Update: Transportation Conformity Determination – **presented by Jenny Narvaez and Amy Johnson**

Modifications to the Fiscal Year 2022 and 2023 Unified Planning Work Program (UPWP) were also posted online for public review and comment.

The public meeting was held to educate, inform, and seek comments from the public. Comments were solicited from those attending who wished to speak for the record. The presentations made during the meeting as well as a video recording were posted online at www.nctcog.publicinput.com/nctcogFeb23.

Summary of Presentations***Regional Safety Program presentation:***

<https://www.nctcog.org/getmedia/971a6b6d-b985-4f14-a113-4eff8b3be2e4/Regional-Safety-Update.pdf>

Metropolitan Planning Organizations (MPOs) like NCTCOG are required to monitor and set targets for a specific set of performance measures. In December 2017, the Regional Transportation Council (RTC) established initial safety performance targets for 2018 and adopted the Regional Safety Position, which states even one death on the transportation system is unacceptable.

The Roadway Safety Plan provides a framework for identifying, analyzing, and prioritizing roadway safety improvements on local roads. It serves as a guide to identify crash factors,

which contribute to a high number of fatal and serious injuries. The overall goal is to eliminate fatal crashes by 2050.

The Regional Safety Plan emphasizes the following areas on a regional level:

- Speeding
- Distracted driving
- Impaired driving
- Intersection safety
- Bicyclist and pedestrian safety
- Roadway and lane departures
- Occupant protection
- Motorcycles

Staff are working on developing a list of high-priority safety improvement projects for implementation after the Roadway Safety Plan is completed. Additional information can be found in the presentation slide deck at www.nctcog.publicinput.com/nctcogFeb23.

Mobility 2045 Update: Transportation Conformity Determination presentation:

<https://www.nctcog.org/getmedia/99df7f47-96b6-4e27-991e-caff291de3e0/Mobility-2045-Update-Transportation-Conformity-Determination.pdf>

Transportation Conformity is a federal requirement in nonattainment areas to conduct air quality analysis on projects, programs, and policies identified in transportation plans, federally funded projects, and projects required for federal approval. The 2022 Transportation Conformity Determination applies to the Mobility 2045 - 2022 Update as well as the 2023-2026 Transportation Improvement Program (TIP). It satisfies the following requirements:

- Demonstrates projected emissions from transportation projects are within emission limits
- Ensures federal funding and approval are applied to transportation projects consistent with air quality planning goals
- Ensures transportation control measures approved in State Implementation Plans (SIPs) are given priority for federal funding

The Mobility 2045 - 2022 Update was impacted by the Federal Highway Administration's Conformity review process, which focused on ensuring consistency between the long-range plan and the short-range plan, the TIP, and the networks being used for the air quality analysis. No projects were added or removed as part of this process, and the changes are reflected in roadway recommendation maps and tables. The financial constraint requirement for the Plan did not change, but there was an increase in funding for infrastructure maintenance and a decrease in funding for freeways, tollways, and arterials. For more information on the Mobility 2045 - 2022 Update and the 2022 Transportation Conformity Determination, visit www.nctcog.org/PlanInProgress.

Summary of Online Review and Comment Topic

Modifications to the Fiscal Year 2022 and 2023 Unified Planning Work Program (UPWP) handout:

<https://www.nctcog.org/getmedia/b8a473da-41b8-4399-a9a4-704c7cdaf24b/Modifications-to-the-Fiscal-Years-2022-and-2023-Unified-Planning-Work-Program.pdf>

The UPWP summarizes transportation activities for NCTCOG's metropolitan planning area, which covers a 12-county region. It 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 proposed modifications to the Fiscal Year 2022 and 2023 UPWP address project updates and funding adjustments. The Regional Transportation Council took action on the aforementioned items on February 9, 2023. This item will be submitted to TxDOT in early March.

COMMENTS RECEIVED DURING THE MEETING

Roadway Safety Plan

Phyllis Silver, Citizen

A. Pedestrian crosswalks

Comment: Traffic lights are currently set where pedestrians can cross while cars are turning into the lane. Since this is a safety issue, there needs to be a delay for cars or traffic lights should not allow them to turn until pedestrians have finished crossing. This is especially an issue on Preston Road/Forest Lane and Preston Road/Royal Lane.

Summary of Response by Natalie Bettger: NCTCOG will have its partner agencies look into this issue and see if there is an opportunity to not allow vehicles to turn while pedestrians are crossing.

B. Cellphone use while driving

Comment: There needs to be more awareness around cell phone use while driving in general and not just in school zones.

Summary of Response by Natalie Bettger: NCTCOG is trying to create more programs with the \$50 million allocated from the Regional Transportation Council to promote the dangers of cell phone use while driving.

Citizen

A. Reducing speed limits

Question: If traffic deaths went up when there were less cars on the road and speeds were higher, is there an effort to lower speed limits to reduce traffic deaths?

Summary of Response by Natalie Bettger: Lowering speed limits is a possible countermeasure being considered to help prevent deaths. The greater the speed, the more serious the collision. NCTCOG would look at which routes could be appropriate to apply it to and then the road operator, whether it is the Texas Department of Transportation or a local organization, would have to investigate before implementing the speed limit modification.

B. Funding prioritization

Question: Is there an effort to prioritize funding to address deficiencies in intersections with higher accidents or deaths?

Summary of Response by Natalie Bettger: Yes, NCTCOG has completed an intersection safety plan that looks at crashes and the types of injuries at different intersections. We looked at the crashes and the severity of the injuries at those locations to prioritize where we would designate funding for intersection improvements.

Mobility 2045 Update Transportation Conformity Determination

Hexel Colorado, Citizen

A: Crash Analysis Studio

Comment: On Page 5 of the Mobility 2045 Update, it says, “Analyze crashes to find room for safety improvement”. Does NCTCOG utilize the Crash Analysis Studio developed by Strong Towns?

Summary of Response by Amy Johnson: NCTCOG does not use that tool in our crash analysis reference, which is included in our safety chapter. It includes information related to crash density and is done in collaboration with our safety team.

B: Road diets

Comment: On Page 5 of the Mobility 2045 Update, one of the bubbles under Infrastructure Maintenance says, “Existing roadways: Maintained to ensure their reliability and maximize their useful life”. Does NCTCOG make it a priority to actively seek out opportunities for road diets, even on roads where constituents have yet to request it?

Summary of Response by Amy Johnson: We don't actively seek to implement anything that's not requested by community members or elected officials who represent them on our Regional Transportation Council. In that section, a lot of the projects included are more in the freeway and tollway category where we look at ways we could use asset optimization to enhance roadways without having to go through major reconstruction. In terms of road diets, they're not directly included in the Plan, but we do include context sensitive complete streets, which are quite similar. Urbanism and ruralism are also considered.

Kristine, Citizen

A. HOV lanes

Question: With regards to the changes to HOV lanes, are you reducing planned HOV lanes, increasing them, or changing their alignments. How does that relate to ozone emissions?

Summary of Response by Jenny Narvaez: HOV lanes help reduce the number of single occupancy vehicles on the roads, which has an influence on and improves air quality. The more automobiles on the road, the more pollutants they produce. Additionally, driving at lower speeds when there is heavy traffic on the roads increases car emissions.

Phyllis Silver, Citizen

A. Ozone alert days

Comment: In the past, public transportation agencies would have free or reduced fares during ozone alert days. There needs to be more public education on ozone.

Summary of Response by Jenny Narvaez: NCTCOG staff will work on publicizing more information on ozone and will also look into free and reduced fares for days with a high ozone alert. More information on ozone can also be found at www.AirNorthTexas.org.

Other

Hexel Colorado, Citizen

A. Eliminating minimum parking requirements

Comment: Countless books, studies, and local and national advocacy groups call for eliminating minimum parking requirements. We have more than enough "studies" on the matter. Is NCTCOG willing to "test" instead of just "study"? I know this is a city code matter but if recommendation came from the top, it would make a huge difference.

Summary of Response by Amy Johnson: NCTCOG staff are currently working on parking counts. Efforts might include action items or pilot programs, and we would be able to connect you to the appropriate staff for more information.

B. Universal Studios in Frisco

Comment: The development of Universal Studios in Frisco will likely increase traffic, increase the commute for low-wage workers, and increase surface parking lots in the area. How did NCTCOG allow this to happen?

Summary of Response by Natalie Bettger: When NCTCOG does not believe there is a suitable employment and housing balance, we look at the ability to connect transportation services to those facilities for workers. We also seek methods to develop additional affordable housing in certain communities, and we collaborate with cities to do so. We are aware other venues identical to this have been created in our region. We aim to strike a balance between obtaining affordable housing surrounding the site and providing a transit alternative for people to utilize when traveling to employment locations.

A. Job sprawl

Question: What is NCTCOG doing about job sprawl?

Summary of Response by Natalie Bettger: NCTCOG works with local communities and jurisdictions to address land use and transportation linkages to reduce people's need to drive and travel long distances.

B. Alternative modes of transportation

Question: What is NCTCOG doing to actively promote the use of different modes of transportation?

Summary of Response by Natalie Bettger: NCTCOG has a sustainable development group that looks at land-use densities to match up housing and job balances as well as a program called Try Parking It, which encourages the use of alternate modes of transportation. In 2020, the Regional Transportation Council adopted a policy to reduce travel by 20 percent every year. We also have a transit education campaign that emphasizes the benefits of using public transportation. We coordinate with cities and other local partners to improve regional walking and biking connectivity. We also work with local entities to ensure transportation options, utilities, and new developments are available to them.

Summary of Response by Amy Johnson: The NCTCOG long-range plan includes all of the different projects, programs, and policies NCTCOG staff work on, including job sprawl, land-use issues, and transit.

Ashley, Citizen

A. Reimbursement program for alternative modes of transportation

Question: Does NCTCOG have or promote a reimbursement program for people to use alternative modes of transportation to commute to work?

Summary of Response by Natalie Bettger: NCTCOG does not have a reimbursement program, but we do have an incentivized program called Try Parking It (TPI). The Try Parking It website and app allows users to log their commutes and encourages carpooling, taking transit, biking, walking, and teleworking. These activities reduce demand and assist in sustaining our transportation system.

COMMENTS SUBMITTED DURING THE COMMENT PERIOD VIA WEBSITE, EMAIL, SOCIAL MEDIA, & MAIL

Social Media

Twitter

Alrighty, @NCTCOGtrans is having a meeting on public transportation within the DFW/North Central Texas area generally. It's their February monthly meeting. Updates as they are presented 📢 – Denton Transit Posting (@dTXTransitPosts)



Please see Attachment 1 for a full list of the comments received.



Denton Transit Posting

Feb 6 • 23 tweets • 5 min read

Alrighty, @NCTCOGtrans is having a meeting on public transportation within the DFW/North Central Texas area generally. it's their february monthly meeting. Updates as they are presented 📌



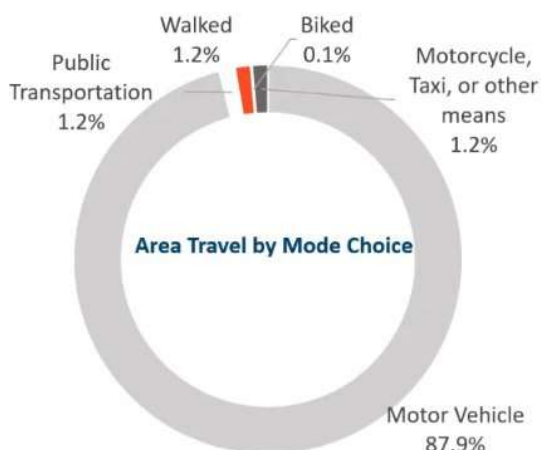
two presentations today: the regional safety plan, and the regional mobility 2045 plan.

First, safety plan: They note there's been an increase in regional traffic violence and fatalities

we see that bikers and pedestrians make up a tiny fraction of people on the roads, but a much larger fraction of fatalities. Again, applying a class analysis to this:

People who cannot afford cars are disproportionately killed by those who can.

Region-wide Analysis - Percentage Fatal and Serious Injuries by Travel Mode (2016-2020)



(also worth noting: there's an interesting idea of "pedestrian" in this data. Do people walking from Loophole to Eastside count as pedestrians? I'm not sure. Do people walking around at the park count as pedestrians? Almost certainly not.)

you'll note that their proposed resolutions to these issues don't include "slow down traffic on dangerous roads" or "add barriers between 1-4 ton vehicles and people without airbags" or "give young drivers, drunk drivers, and old drivers" good non-car options

Regional Safety Plan Emphasis Areas Based on Overrepresentation Analysis



Regional Emphasis Areas

- Speeding
- Distracted driving
- Impaired driving
- Intersection safety
- Bicyclist and pedestrian safety
- Roadway and lane departures
- Occupant protection
- Motorcycles

Additional "Areas of Concern"

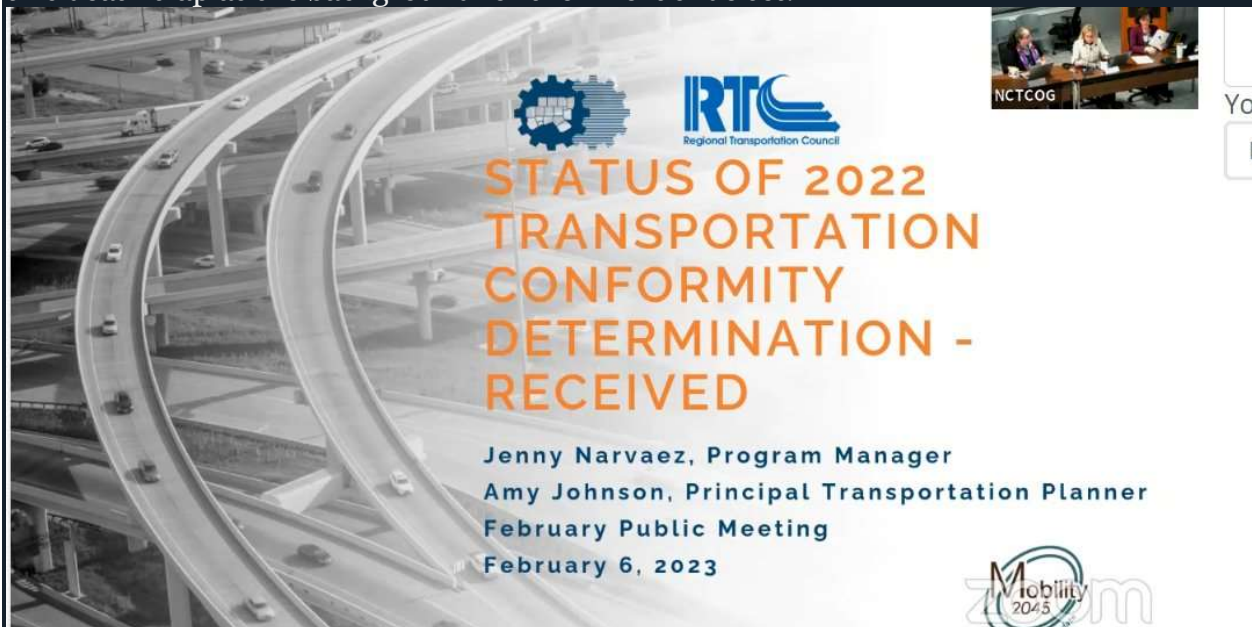
- Wrong way driving
- Crashes occurring at night*
- Younger drivers*
- Older road users (65+)*

apparently the state is looking at increasing the weight limit on semis to > 80,000 miles. NCTCOG might put in some opposition to this.

They also note that regional policing agencies are overwhelmed by the amount of crashes on our roads and literally can't document them all

*80,000 lbs, oops.

immediately after asking for suggestions on how to make roads less deadly, they include this death trap as the background for their next slide set.



periodic reminder that we are not in conformity for air quality -

I've been told recently this is mostly because On road vehicle emissions and also a few concrete plants. Wonder what that concrete is used a lot for. Nonetheless.

we had to submit some stuff for possible changes, but don't worry: no changes to new hwys getting laid, minor changes to how they might get laid, and we're still financially constrained. still spending around \$40B on maintenance, and another \$40B to build more stuff to maintain

@hexel_co this u?

Hexel Colorado On Page 5 of the Mobility 2045 Update, Executive Summary, next to TECHNOLOGY, it says "Analyze crashes to find room for safety improvement". For analyzing crashes, does NCTCOG utilize the Crash Analysis Studio developed by Strong Towns?

a minute ago

↩ Reply 🚩 Flag

fighting the good fight in the public comments box

Hexel Colorado On Page 5 of the Mobility 2045 Update, one of the bubbles under Infrastructure Maintenance says "Existing roadways: maintained to ensure their reliability and maximize their useful life." Does NCTCOG make it a priority to actively seek out opportunities for road diets, even on roads where constituents have yet to request it? (i.e. roadways that are purely thoroughfares may not have local residents & businesses to request it

a caller mentions that many lights put pedestrians in the place of crossing during green lights - eg left turning cars getting a left turn signal at the same time pedestrians get a cross. Also says that people don't listen to anti-cell phone PSAs, and we should do more on that

i love this woman. she also proposes free/reduced DART/DCTA/TM fares on ozone alert days

in response to Hexel's question about actively seeking out road diet options, NCTCOG says no, they mostly look at trying to optimize freeways and tollways without reconstructing them. they do mention that they look at context-sensitive complete streets

I asked about their "changes to HOV lanes" segment and how that relates to their Ozone goals. they cite the idea that it reduces congestion thereby reducing emissions (we know this one is false. adding space for more cars just gets more cars stuck in traffic, not less traffic)

Hexel calls in lmao. We've all been there. He asks about reducing job sprawl, citing an article showing that Dallas has one of the highest rates of job sprawl in the country. He calls out land use reforms to enable less driving, or more walk/bike/bus trips.

He calls out the focus on driver behavior for road safety (which again, we know *does not work*), and says that we could put that effort into pushing modal shift, calling modal shift "the only fundamental solution."

"as the son of an immigrant, i can say we don't necessarily drive because we want to, or because we enjoy it, or because we're good at it, but because we have to."

I feel this. A friend of mine, bad driver, used to work in flower mound. I worried for them every day they worked.

But they didn't have any options.

Says "as long as we equate population to traffic, we will never solve traffic." (it's true. more population can give you the ability to build even better transit options, instead of ever more deadly roads)

NCTCOG says they do have programs trying to address job sprawl and lack of density, trying to work with local communities on land use. Says they have a sustainable development group trying to reduce the need for people to go the entire way across DFW for work

Also say they're looking at expanding broad band access to allow people who might otherwise drive a long distance to work from home, and laying bike trails that can connect to jobs, trying to "give people options."

I didn't realize it was "roast NCTCOG" day today.

Question: "If speeds went up during covid due to less traffic, which led to more deaths, have we looked at reducing speeds"

NCTCOG: "so we could look at roads, then have partners look at them, then maybe go in and change"

Hexel asks about removing the laws that require the oceans of ugly parking that we see around the region. They say they have someone working on that. Also this comment from Hexel. (staff says they're not aware of the development somehow?)

Hexel Colorado A recent development that, in my opinion, is a failure in land use & transportation planning, is the announcement of Universal Studios in Frisco. With no connections to any form of mass transit, this is going to be a huge traffic generator. Will likely employ low-wage workers from across metroplex who can't afford to live in Frisco. Plans show sea of surface parking lots surrounding the planned development.

How did NCTCOG allow this to happen?

TRANSPORTATION PUBLIC MEETING

MAR. 13 · NOON · 616 SIX FLAGS DR. ARLINGTON, TX

PRESENTATIONS

Federal and Local Partnerships with Dallas Area Rapid Transit (DART) and City of Dallas

In recent months, NCTCOG staff has been working with DART and the City of Dallas on two funding partnerships intended to increase the amount of local funding available to the Regional Transportation Council to expedite projects and programs. Details of these partnerships will be presented.

COVID-19 Infrastructure Program Transit Partnership (Round 2)

In November 2020, the Regional Transportation Council (RTC) approved \$25 million in federal transportation funding to be utilized for transit across the region. In March 2021, \$14 million of that funding was approved for specific improvements. Details of the program and the projects being proposed for the remaining funds will be presented.

State Implementation Plan and Section 185 Requirements

As a result of the recent reclassifications of the Dallas-Fort Worth nonattainment area, upcoming State Implementation Plan (SIP) adoption by TCEQ will occur in April of 2024 for the 2008 standard, and November of 2023 for the 2015 standard. With the 2008 ozone standard's change from "Serious" to "Severe," the region may become subject to a federally required stationary source fee program. If the region fails to attain the 2008 ozone by the end of 2026, the annual fee program could be implemented as early as 2028.

ONLINE REVIEW & COMMENT (NO PRESENTATION)

Proposed Modifications to the List of Funded Projects:
publicinput.com/nctcogMar23.

For special accommodations due to a disability or for language interpretation, contact Jackie Castillo at 817-695-9255 or jcastillo@nctcog.org at least 72 hours prior to the meeting. Reasonable accommodations will be made.

Need a ride to the public meeting? Request a \$6 roundtrip ride from the DFW CentrePort Station to NCTCOG with the Via app! Download the app at: arlingtontx.gov/via.

Attend in person, watch the presentations live at publicinput.com/nctcogMar23, or participate via phone by dialing 855-925-2801 then code 6190.



RESOURCES & INFORMATION

Interactive Public Input: Map Your Experience:
nctcog.org/mapyourexperience

Regional Smoking Vehicle Program (RSVP):
smokingvehicle.net

Vehicle Incentive & Funding Opportunity:
nctcog.org/aqfunding

Saving Money & Reducing Truck Emissions
nctcog.org/SMARTe

Engine Off North Texas
EngineOffNorthTexas.org

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 May 12, 2022.

This report is a compilation of general public comments submitted by members of the public from Monday, Jan. 20, through Sunday, Feb. 19. Comments and questions are submitted for the record and can be submitted via Facebook, Twitter, fax, email, online and in person at the monthly RTC meeting.

This month, public comments were received on a number of topics across social media platforms and via email. Comments related to transit were in the majority.

In addition, comments can be submitted through Map Your Experience, the Transportation Department's online mapping tool. The tool allows users to drop a pin on a location in the region and leave a detailed comment. No new comments were submitted this month through the tool. However, you can view past comments by visiting:

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

Air Quality

Twitter –

1. Grand Prairie was named the 2022 Air North Texas Partner of the Year for our efforts in improving air quality in the region. Thank you to our citizens and city employees for their amazing involvement with this initiative. #AirNTX #CityofGP

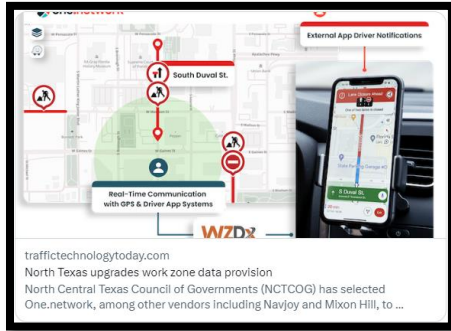
Photo and graphic source: @NCTCOGtrans — City of Grand Prairie, TX (@gp_tx)



Innovative Technology

Twitter –

1. Great to see the news spread of our partnership w/ @NCTCOGtrans. By allowing any government in TX & beyond to procure our #connected #workzone management solutions, they're helping remove barriers to providing lifesaving info to road users. — one.network (@onenetworkHQ)



2. We're excited by @NCTCOGtrans' enthusiasm for our new partnership & the great news coverage it's getting! NCTCOG is enabling any road agency in the US to adopt our #workzone #data sharing tech, helping keep workers & drivers safe on the roadways.

<https://itsinternational.com/its2/its5/its6/news/texas-sharing-onenetwork> — one.network (@onenetworkHQ)

Freight

Twitter –

1. “I want to see us transition from an intermodal hub to a logistics hub,” says @NCTCOGtrans Director Michael Morris. A lower focus on moving parts and an increase in manufacturing/assembly of goods here in DFW would be a big shift. But likely a beneficial one: more jobs, dollars. — Grapevine Economic Development (@GrapevineEcoDev)

Public Involvement

Twitter –

1. Alrighty, @NCTCOGtrans is having a meeting on public transportation within the DFW/North Central Texas area generally. it's their february monthly meeting. Updates as they are presented 🗣️ — Denton Transit Posting (@dTXTransitPosts)



RTC/STTC/Executive Board

Twitter –

1. Build that sound wall! Today at the @NCTCOGtrans Regional Transportation Council meeting we secured funding to build the #CottonBelt continuous sound wall behind the vacant property in University Place owned by @Plano_Schools for a future school. ½ — Cara Mendelsohn (@caraathome)



This will close the wall gap & provide better sound mitigation for nearby University Place homeowners. Also approved funding for limited parts of the Cotton Belt trail. @dartmedia Dallas community meeting tonight for the project - 7pm, Tx A&M @txextension Coit @ McCallum. 2/2 — Cara Mendelsohn (@caraathome)

I feel like I have an associates degree in sound walls thanks to my time at the tollway.

😂 — Carrie Rogers (@carrieofdallas)

Roadways

Email –

1. Trish Donaghey

Major Concern

We NEED either a N-S stop sign OR a traffic light at the intersection of FM 982 and FM 546 in unincorporated Collin Co.!!! Between 4p and 7p, rush hour traffic stacks up about a mile at the T at Branch FD. East-bound cars wait at the T intersection to turn N or S, but cars traveling 50+ mph heading N or S do NOT stop! Cars waiting, waiting, waiting for a break in the N-S traffic risk being broadsided if they don't see a speeding S bound car coming over the nearby hill. Do you require a certain number of fatalities before a N-S stop sign or a traffic light is installed at this intersection?!

Second Concern

The amount of traffic going over the two-lane lake bridges has increased about ten times in the past 27 yrs., and it stacks up at rush hour, like a slow moving train. Will there be additional bridges built to accommodate the increased traffic?

Third Concern

It is a challenge for us to exit our driveway onto FM 982 when traffic is heavy and moving FAST. It's almost like we need a light at the end of our driveway! Perhaps decreasing the speed from 50 mph to 40 mph would help us find a break and get up to speed?

HELP!!!

Response by NCTCOG Transportation staff:

Thank you for contacting the NCTCOG Transportation Department. Your comments will be provided to the Regional Transportation Council. In addition, please contact Clarence Daugherty, Collin County Director of Engineering at cdaugherty@co.collin.tx.us to see if traffic signal evaluations have been requested from TxDOT. Jennifer Vorster, Area Engineer for the TxDOT Collin County Area Office may also be able to assist you with these concerns. She can be reached at 972-542-2345.

2. Dr. Larry Marshall

It appears that TXDOT has abandoned this project and left an unsafe potholed outside lane. TXDOT has gone silent on this issue and is unresponsive to date on where the project is going in the future. The merging lane westbound is still a danger to drivers merging which has increased the accident potential westbound and with the persistent potholes on the bridge even greater risks than before construction started. Your help is needed to awaken TXDOT on this issue.

Response by NCTCOG Transportation staff:

Thank you for this question. The Texas Department of Transportation (TxDOT) has said they are aware of the need to advance work in this corridor. TxDOT is seeking a contractor to complete work on a sound wall. Completion of the sound wall on the project's north side will allow TxDOT to open a lane that relieves the burden on the merge lane.

Twitter –

1. Join us from 5:30 -7:30 pm Feb. 16 or Feb. 21 to learn about the #US380 widening project between Coit Rd. & FM 1827 in @CityOfMcKinney @Town_of_Prosper @NCTCOGtrans

Details: <https://tinyurl.com/5bcnhn49> — TxDOT Dallas (@TxDOTDallas)



Toll Roads and Lanes

Facebook –

1. When you share the ride on TEXpress Lanes, you can qualify for an HOV toll discount. Download the GoCarma app to save! #GettingThereTogether — Transportation Department



This app doesn't work thousands of people are not getting the HOV discount, and GoCarma doesn't care. Travelling for medical treatment for our son and they haven't given us an HOV discount yet! This huge failure on the NCTCOG TXDPS — Barbara Brewer

Thank you for providing feedback on the GoCarma app. Please complete the form at this link <https://gocarma.typeform.com/to/YgMsppBT> so our customer service team can help determine what might be causing issues with your account. You can also reach out to the team through the chat feature in the app itself or email team@gocarma.com. Staff is available Monday through Friday from 9 am to 5 pm.

Additionally, please see the below tips for maintaining your GoCarma account:

- You might need to update your app settings. When you open the app, follow the prompts at the top of the home screen. (This article: <https://support.gocarma.com/.../3272121-is-the-app-set-up-ok> is a great resource and helps explain the app settings.)
- If you are carpooling with your son, he either needs his own GoCarma account, or a verified Occupant Pass should be in your vehicle. If your son does not have a smartphone, you can order an Occupant Pass for him at <https://support.gocarma.com/.../3195127-what-if-someone...>
- To receive the HOV discount, you must be carpooling on the TEXpress Lanes during the peak periods, which are Monday through Friday from 6:30 am to 9:00 am and 3:00 pm to 6:30 pm.

Please don't hesitate to reach out to us with any additional questions. We want to ensure everything is working properly for you. – NCTCOG Transportation Department

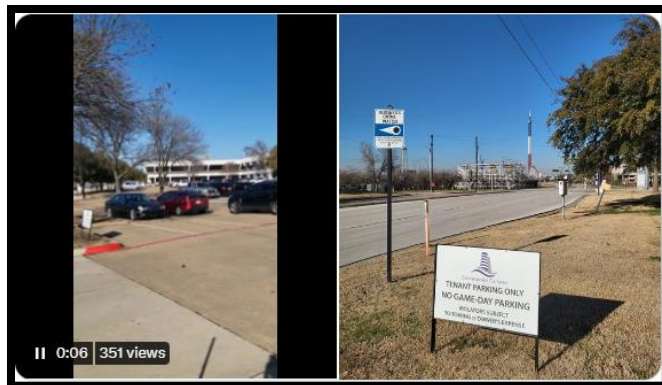
We have the device unfortunately it doesn't work correctly! GoCarma is constantly telling people it will be corrected on their toll tag and NTTA says it's a GoCarma app problem. I would be interested to find out how many Texans that are using the HOA correctly are being overcharged! — Barbara Brewer

Bicycle/Pedestrian/Sustainable Development

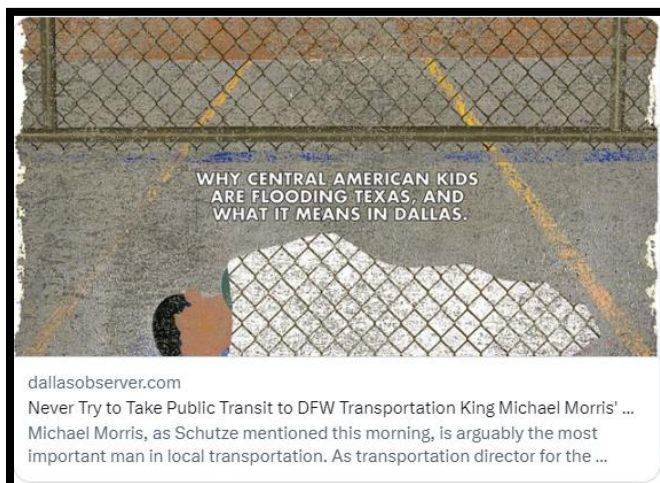
Twitter –

1. What does it say about @NCTCOGtrans if their Regional Transportation Committee meets every month in a building w/ no sidewalk out front?

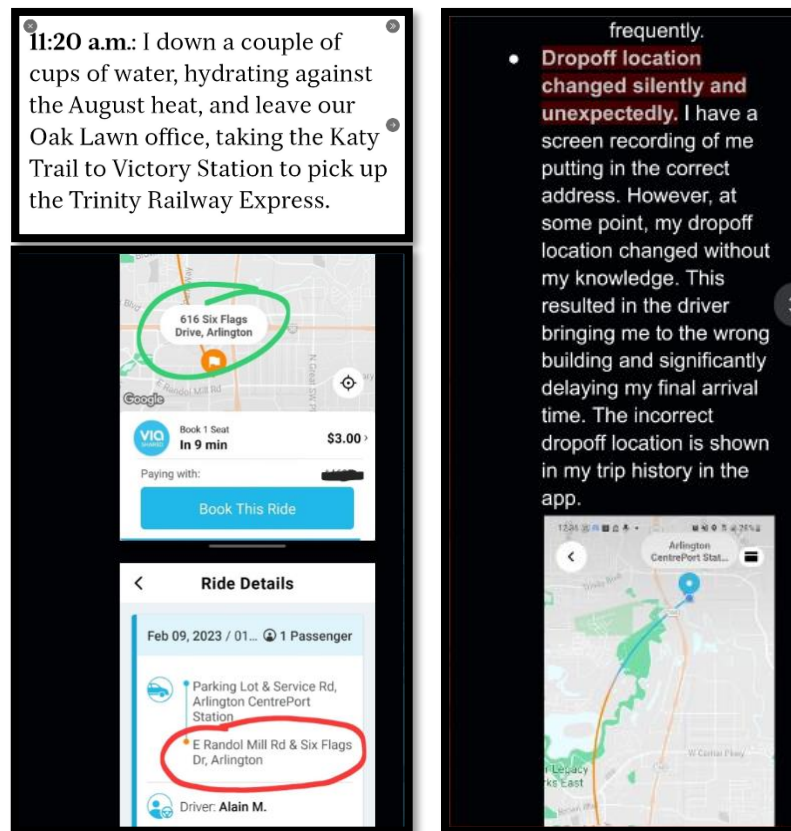
Technically it's within walking distance of passenger rail: a Six Flags rollercoaster 🎢 — Hexel (@hexel_co)



Dallas Observer had a very funny article on just that years back: — Nathaniel Barrett (@ncoxbarrett)



Lol well I have a 2023 update on this effort. I even started same way: biking to Victory on KT. Not to Morris' house, so no need to go all way to Dt FtW. But got my first (sad) taste of Arlington Via. — Hexel (@hexel_co)



Such a good post. — Doyle Rader (@DoyleRader)

2. Excited to have officially kicked off my podcast, **By Way Of Dallas**, about walkability, transportation, and mobility! Ergo, my target audience is basically @VoteOmarNarvaez @TxDOTDallas @NCTCOGtrans @dartmedia We're just getting started 😊🚲 — Hexel (@hexel_co)

Transit

Twitter –

1. \$407,309,124.00 That is how much @CityOfDallas paid to @dartmedia fiscal year 2021-22. How do we evaluate if we are getting a good return for our investment? Should we expect more transportation services for \$407m? @NCTCOGtrans — Cara Mendelsohn (@caraathome)

Offer a RFQ for what DART does and see what the bids come in at. Is DART Police included in that number? — Parker Woodruff (@AirspeedParker)

Yes, \$407m is the total \$ we give to dart directly from sales tax. We also pay them \$1m/yr to operate the North Oak Cliff Streetcar and approx \$250k/yr for a

senior rides program (which should be unnecessary/covered by their senior program). — Cara Mendelsohn (@caraathome)

I thought the MTA piece of the sales tax wouldn't otherwise be collectable from Dallas...so does it actually pass thru the City's hands to DART or does it come straight from the state comptroller? Or does the city decide what to do with the 1 percentage point of tax? — Parker Woodruff (@AirspeedParker)

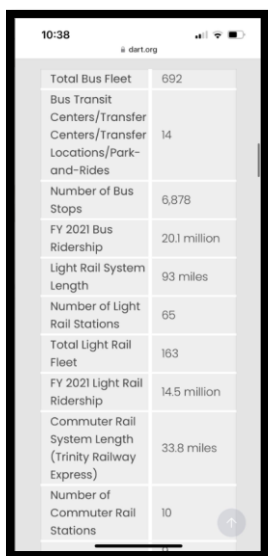
Per our agreement with Dart, the comptroller remits 1 cent of our Dallas sales tax directly to Dart. — Parker Woodruff (@AirspeedParker)

Does the City of Dallas have the authority to directly form DART's operations and find a better use of the percentage point of sales tax which DART gets? It's my understanding the City can't otherwise collect the MTA piece of sales tax unless it's used for transit...

\$407MM buys a lot of Uber passes — Parker Woodruff (@AirspeedParker)

If you could get believable ridership numbers the inefficiency would blow people's minds. That's equal to giving 77 free \$10 Uber rides to every single household in Dallas! — Matthew Marchant

Last year *40,000* riders per day on light rail? Give me a break. Take away the fair ridership and then have someone audit 10 random days with a physical count and we'll get a real number. — Matthew Marchant (@MatthewMarchant)

A screenshot of a mobile application displaying various statistics for DART (Dallas Area Rapid Transit). The app interface includes a status bar at the top showing the time as 10:38 and the URL dart.org. The statistics are presented in a two-column table with alternating light and dark gray rows. The data includes fleet sizes, system lengths, and ridership figures for different transit modes.

Total Bus Fleet	692
Bus Transit Centers/Transfer Centers/Transfer Locations/Park-and-Rides	14
Number of Bus Stops	6,878
FY 2021 Bus Ridership	20.1 million
Light Rail System Length	93 miles
Number of Light Rail Stations	65
Total Light Rail Fleet	163
FY 2021 Light Rail Ridership	14.5 million
Commuter Rail System Length (Trinity Railway Express)	33.8 miles
Number of Commuter Rail Stations	10

I think the same thing about bike lanes — East Dallas Brian (@DallasPolitix)

🚲 I walk in Victory area a ton during the day and never ever see any bikes. I have seen several people trip over the divider and cars run into it. — Matthew Marchant (@MatthewMarchant)

@CityOfDallas has a bad habit of allowing some expensive trend influencing policy. Activists yell, "We need more ____!" And when it gets funded bc of poor leadership and finally implemented, its application is either outdated or in an area that has no need for it.
— JohnyAlamo (@Johnyalamo)

You really aren't going to have high bike ridership numbers unless you Also fix exclusionary zoning so you can have enough dense housing and close businesses. — Mitchell Davis (@therealallpro)

Your stations are mostly parking lots. Develop them with minimal parking, add housing and retail designed for transit, generate new property taxes — Curtis Rogers 🚲 (@CurtRog)

Start by looking at their Income Statements. Track revenue, itemized expenses and profits, say as a % of revenue. You can compare these ratios to others in the same industry. Leverage the \$407m to enforce performance based on measurable parameters. I could go on. — Enrique MacGregor (@EnriqueMacG)

Find several communities with what you consider good transportation services and benchmark their cost to ours. — Tim Feemster (@tsfeemster)

We aren't. — Dorian Isenberg (@DorianIsenberg)

Well, the first thing to do is fire all of the highly paid consultants (\$1M saved), interview a wide pool of Dart users (cost next to nothing) and have a line of transportation providers that can replace dart if they no longer are efficient (millions saved). — Bonni M. Crisfulli (@BonniCrisfulli)

Serious question: Could some of those dollars be better utilized subsidizing ridesharing trips? At what price point would residents take a rideshare & for what length of travel? 407M seems like too much; especially when many DART trips are 3 hrs for a 30 min trip in a rideshare — Foxhole (@foxholestrategy)

That's probably not a good roi and that's just dallas. I see the near empty dart train almost every day in Irving: — Republic of Texas (@dreamerintexas)

2. Jobs available. This is a great first job for teens. No public transit available. @NCTCOGtrans Six Flags Over Texas is looking to hire 500 seasonal jobs — Cara Mendelsohn (@caraathome)



I would think a lack of mass transit makes it an awful job for teens (or anyone else) — Tommythesaurusrex (@BombyFuntington)



**U.S. Department
of Transportation**

Office of the Secretary
of Transportation

Under Secretary for Policy

1200 New Jersey Avenue, SE
Washington, DC 20590

February 9, 2023

The Honorable Duncan Webb
Chair
Commissioner, Collin County
Regional Transportation Council (RTC)
P.O. Box 5888
Arlington, TX 76005

Dear Commissioner Webb:

Thank you for your letter supporting the City of Fort Worth PEL Study application for funding under the Reconnecting Communities Pilot Discretionary Grant Program funded by the Infrastructure Investment and Jobs Act, also known as the Bipartisan Infrastructure Law.

The Reconnecting Communities Pilot Program is the first-ever Federal program dedicated to restoring community connectivity through the removal, retrofit, mitigation, or replacement of eligible transportation infrastructure facilities. The deadline for submitting final applications was October 13, 2022, and we anticipate awards in early 2023. All properly submitted applications will receive full and careful consideration.

Thank you for your support of this program and for your partnership as we work to strengthen our nation's infrastructure.

Sincerely,

A handwritten signature in blue ink, appearing to read 'C. Monje, Jr.', with a stylized flourish at the end.

Carlos A. Monje, Jr.

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Matt Zames

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1717 East Randol Mill Road
Arlington, Texas 76011
817-274-1861
nmmuseum.org
E: 817-274-1861



NATIONAL MEDAL of HONOR MUSEUM FOUNDATION

February 23, 2023

North Central Texas Council of Governments
Attn: Mike Eastland, Executive Director, NCTCOG
PO BOX 5888
Arlington, TX 76005-5888

Dear Mr. Eastland,

Thank you for your generous donation of \$1,895,000.00 on 02/23/2023 to the National Medal of Honor Museum Foundation, a 501(c)(3) non-profit organization. Your contribution is tax-deductible to the extent allowed by law. No goods or services were provided in exchange for your generous financial donation. Your support is greatly appreciated.

Your gift will help us to preserve and present the extraordinary stories of our Medal of Honor recipients. These stories will inspire current and future generations about the ideals of courage, patriotism, leadership, and sacrifice. We are honored that you have chosen to invest in this vision for our nation. We have the unique opportunity to touch and change lives by carrying forward the legacy of these individuals who, when circumstances dictated, accomplished remarkable feats.

Contributions like this help to ensure that this vital initiative will prosper, and the new National Medal of Honor Museum & Monument will be built to excite and inspire future generations. We are grateful for your commitment to helping this vision become a reality.

Warm regards,

Alexandra Rhue
Vice President of Finance and Administration

CC:

Andrew Piel - President, NCTCOG Executive Board
Duncan Webb - Chairman, Regional Transportation Council
Michael Morris - Director of Transportation, NCTCOG

CBS DFW

Paper is the problem: Grand Prairie police chief wants to permanently get rid of paper tags

By Doug Dunbar

The sale of fake license plates is a multi-million-dollar business in Texas.

Now Grand Prairie's police chief is hoping to help change the law to permanently get rid of paper tags. Chief Daniel Scesney says the paper is the problem. "You can see just how simple this is," as he showed us fake plates created by GPPD public information officer Mark Beseda.

"He's using a very basic program that's available to anybody. There's nothing police-related here."

As easy as they are to make, fake plates are even easier to buy. Police say there are plenty of listings on Facebook Marketplace.

"Usually between \$70 and \$100 you can get you a paper tag," said Officer James Jones. "And that's a lot of money for printing off a piece of paper, so these guys are making a killing."

[Paper is the problem: Grand Prairie police chief wants to permanently get rid of paper tags - CBS DFW \(cbsnews.com\)](#)

Collin County to release recommendations from Future Mobility Study in fall 2023

By Miranda Jaimes

A study that will provide insight into the future of Collin County's mobility will conclude in winter 2023.

Collin County is partnering with cities, the **North Central Texas Council of Governments** and the **Texas Department of Transportation** to create a regional approach to transportation planning.

The Future Mobility Study will focus on the transportation needs in the east portion of Collin County, from McKinney on the western side of the study area to Farmersville and Royse City on the east. Collin County and surrounding areas have seen an increase in the number of new commercial and residential developments, which makes it difficult to identify land needed for future transportation improvements, according to the county.

In McKinney, nearly all of the roadways east of US 75 are expected to exceed 55,000 vehicles in daily traffic counts by 2045, according to county projections. The study is being conducted to provide early planning and public involvement so potential transportation options can be developed, negative effects can be mitigated and land needed for potential improvements can be preserved, according to the county.

The **first phase of the study** was conducted between August 2020 and October 2021. During that time the county began to gather information for transportation planning efforts and held work sessions with county and city representatives to collect their input.

In November 2021 the second phase of the Future Mobility Study began with a focus on identifying **transportation improvements** to accommodate **population and employment growth** in the study area.

In November 2022 this culminated in a proposed plan for future county roadways at public meetings to gather input from the community.

The next steps for the study will be to refine recommendations for the mobility improvements. Final recommendations from the study will be released in fall 2023, according to the county.

In the meantime, stakeholder and public outreach will continue through the spring and summer. Study updates and information about upcoming public meetings will be released through the county.

Those interested can receive updates by filling out the information at www.ccfuturemobility.com/subscribe.

WFAA

Leaders of Dallas' new bridge park clarify Mayor Pro Tem's assessment after Sunday interview

"Not one major donor has backed out of the project. In fact, we are set to announce an additional \$3M in new funding secured since January 1," park leaders said.

By Berna Dean Steptoe, Jason Whitely

The president of Southern Gateway Park, the city's newest public-private bridge park which will stretch across the top of Interstate 35E in Oak Cliff, said the project is financially sound and set to open on time, clarifying a statement made by Mayor Pro Tem Carolyn King Arnold over the weekend.

On Sunday's Inside Texas Politics, Mayor Pro Tem Arnold said the park required more money to complete construction.

"We probably need an additional \$20 million," Arnold said on Sunday's Inside Texas Politics.

But leaders of Southern Gateway Park said the \$20 million she referenced is for a future extension of the bridge park, not to pay for the one currently under construction.

"She is referencing Phase 2 of the park. We are on track to open Phase 1 next year," wrote April Allen, president and chief operating officer at Southern Gateway Park, in a Tweet on Sunday.

The Southern Gateway Public Green Foundation, the nonprofit responsible for development, construction and future management of the bridge park said it is seeking \$20 million from Dallas' next bond election to extend the bridge park south to Marsalis Avenue. That future extension, known as phase 2, is not scheduled to begin construction for another three to five years.

The \$20 million in city bond funds needed for the second phase of the park would match a federal grant that the North Central Texas Council of Governments is seeking for it.

But the first phase of the park, which will be 2.8-acres, is more than 85-percent funded and remains on schedule to open early next year, a spokesperson said.

"We are on track to break ground on the park's amenities later this spring and open as scheduled in 2024," the spokesperson added. "Not one major donor has backed out of the project to date. In fact, we are set to announce an additional \$3 million in new funding secured just since January 1."

In November 2021, the Dallas City Council unanimously approved a development agreement for a bridge park in Oak Cliff. It's supposed to be similar to Klyde Warren Park which sits over the Woodall Rogers Freeway in downtown.

Local leaders and developers touted this second bridge park as a way to reunite Oak Cliff after Interstate 35E split the community in the 1960s.

<https://www.wfaa.com/article/news/politics/inside-politics/texas-politics/construction-dallas-new-deck-park-short-20m/287-8651550b-7b2c-454a-9e43-d73528b4ea10>

The Texas Tribune

Texas cities debate costly infrastructure investments in age of extreme weather

Experts say local governments should prioritize extreme weather preparedness. Cost can be a deterring factor.

By Pooja Salhotra, Joshua Fechter, Erin Douglas, Jayme Lozano and Emily Foxhall

Two years after a winter storm [killed 246 people](#) and left millions of Texans without electricity, Texas cities once again buckled under a menacing winter storm.

Freezing temperatures and ice storms pushed large portions of the state to a standstill this week. Many school districts shut down through at least Thursday as ice made roads and bridges in Dallas and Austin nearly impossible to traverse. Heavy ice brought down power lines all over Austin, prompting widespread power outages in the capital city of the nation's second-most-populous state. Hundreds of thousands of businesses and households across Central and East Texas [remained without power](#) on Thursday as utility crews worked nonstop to repair downed power lines.

[Unlike in February 2021 when the state's electric grid nearly collapsed](#), this week's outages were caused by localized issues, such as power lines downed by fallen trees. Still, the weather ultimately caused major disruptions and closures, leaving Texans wondering whether the rapidly growing state is fit to handle extreme weather.

Ice storms are common occurrences in Texas. John Nielsen-Gammon, the state's climatologist, said that most areas of Texas north of Interstate 10 — or more than half of the state — average at least one day of freezing rain a year. The Texas Panhandle gets around three days of freezing rain per year.

Other extreme weather events, such as short, heavy bouts of precipitation and very hot days, are becoming increasingly common because of climate change.

But much of Texas' infrastructure was not built to sustain such extreme cold weather. And local governments historically have not prepared for winter weather — in large part due to the costs. However, experts this week said what happened in Texas is fresh evidence that cities and states across the U.S. must rethink how they prepare for all sorts of weather-related emergencies.

Strategies to better prepare cities — large and small — can run the gamut from burying power lines, redeploying emergency response units and keeping trees trimmed, experts told The Texas Tribune.

“When we talk about adaptation, when we talk about resilience, what it means is that day to day, it costs more money to do that,” said Jeffrey Schlegelmilch, director of the National Center for Disaster Preparedness at Columbia University. “Now, it saves it in the long run. It saves it both in terms of economic loss as well as lives and livelihoods. But that [cost] is unavoidable.”

But implementing those ideas can be costly, leaving local elected officials presiding over limited budgets to figure out how much to spend — and how to sell the expense to the public.

“You need to analyze how much you’re going to spend on some things that might be [needed on] a rare occasion,” Austin Mayor Kirk Watson said. “You’re not going to want to act like you’re Buffalo, New York. You’re going to want to try to figure out what the possibilities are and what the costs are and then weigh the costs.”

“It’s very expensive to be cheap”

Increasingly, Southern cities more accustomed to dealing with extreme heat are figuring out how to deal with extreme cold — while the reverse is true for Northern cities.

The challenge for city and state leaders is to decide how much money to invest in preparing for winter weather that only occurs once or twice a year, on average.

State Rep. [Erin Zwiener](#), a Democrat from Driftwood, whose home had been without power for four hours Thursday morning, floated the idea of using part of the state’s [nearly \\$33 billion surplus](#) on infrastructure to lessen the effects of severe winter storms — like buying more trucks to de-ice freezing roads.

“Maybe we’re only going to pull them out twice a winter,” Zwiener said, referring to the truck idea. “But I think that’s worth it for people to be able to safely reach hospitals, for people to be able to safely move to a place that does have power and for our power crews to be able to reach the lines in a reasonable amount of time they need to repair them.”

Although there is not strong evidence as to how climate change affects ice storms in Texas, climate experts said the storms nonetheless expose weaknesses in the state’s infrastructure.

“One thing [Winter Storm] Uri showed us is how vulnerable we are to any weather event that’s even a little bit outside of our normal operating conditions,” said Andrew Dessler, a climate scientist and the director for the Texas Center for Climate Studies at Texas A&M. “Just a few degrees outside of that, and things go to hell very quickly.”

A half an inch of ice or more is the technical definition of an ice storm, meteorologists said, but public safety impacts begin well before that. Even a quarter-inch of ice accumulation can cause power lines to go down, and tree limbs weighed down by ice can also fall onto power lines or equipment and result in outages.

Unlike northern cities like Chicago and New York, Texas’ largest cities weren’t built with severe winter weather in mind — and [historically have not prioritized preparedness](#) in case of a winter disaster.

“It’s tough to go backward once the infrastructure is already built,” said Dallas assistant emergency management coordinator Travis Houston.

After the 2021 storm, legislators passed a law requiring power companies to “weatherize” their facilities. But power transmission and distribution infrastructure is still not fully equipped to handle extreme weather. Whereas Midwestern and northeastern states tend to bury their power lines below the ground, for example, the majority of the state’s power lines are above ground and therefore susceptible to falling tree limbs.

At least one Austin City Council member already called on the city to bury its power lines.

Doing so would be very expensive, Austin Energy general manager Jackie Sargent said during a Thursday press conference — likely costing billions of dollars. It's easier to bury power lines in new developments but is costly and difficult in existing neighborhoods. Burying power lines also makes it more difficult to maintain them and pinpoint a break in the line, Sargent said.

Michael Webber, an energy resources professor at the University of Texas at Austin, said burying power lines underground would be more reliable and may be worth the cost in the long run.

"We're cheap," Webber said. "And it's very expensive to be cheap."

Oncor, Texas' largest transmission and distribution electric company, does have some underground power lines in downtown areas, according to company spokesperson Kerri Dunn. Individual customers can also in some cases have the power lines outside their home buried below ground, though they would usually bear the cost of doing so.

In addition to being more expensive, burying power lines also makes it more challenging to conduct repairs.

"When you do have an outage, we can look up at the sky and see if there's something wrong with our equipment," Dunn said. "When you're going underground, you're having to get folks underground into harder-to-reach areas."

Despite the potential cost, Watson said Austin shouldn't immediately dismiss the idea — and should consider it as part of a broader review of how to prepare Austin for future winter storms.

"I think the public deserves that to be looked at in a thoughtful way," Watson said.

One of the factors that contributed to Austin's blackout this week: [trees](#).

Live oaks, ashe junipers and cedar elms alike cracked under the pressure of ice, taking the power lines down with their branches.

"Having a rigorous and ongoing tree-trimming effort to continually keep up with — they call it vegetation management — is a key contributor to providing highly reliable electricity service," said Beth Garza, senior fellow with R Street Institute and an energy expert.

Power utility companies have plans to manage trees and other plants near power lines. But in some cases, the public protests the tree maintenance done by utilities. During a press conference Thursday, Austin Energy officials asked residents to be more cooperative when they come to prune.

"We want to be respectful of the trees and the value they bring to our communities," Dunn said. "But it's still very important for us to make sure we're performing that trimming from a safety standpoint. So it's a careful balance that we have to do."

"Grinding to a halt"

Some of Texas' smaller cities — including Amarillo, which sees much cooler weather than the rest of the state — have found ways to better prepare for weather emergencies.

“Whether it destroys the power grid because of the lines down, or if you’re unable to get emergency vehicles through places, ice storms are just the bane of any city’s existence,” said Paul Harpole, a former mayor of Amarillo.

The city has worked for years on disaster preparedness. Amarillo increased the number of emergency weather sirens, retrofitted dump trucks to clear snow and can now create emergency shelters at its civic center, which can be set up with showers, food and medical supplies for a makeshift shelter overnight if need be.

Additionally, several firehouses have been repositioned in Amarillo to cover more areas.

In East Texas, where freezing temperatures are less common, disaster preparedness is often conducted regionally. The East Texas Council of Governments, which serves 14 counties, has an alert notification system funded by the state. The council’s public safety director, Stephanie Heffner, also attends weekly phone calls with the Texas Division of Emergency Management to keep up to date on impending weather issues.

After the 2021 freeze, some smaller cities within East Texas worked with the council to learn how to better equip themselves for extreme weather, including by preparing their generators and scheduling preparedness exercises for first responders.

“We send lots of notifications throughout the region so that folks know that no matter what comes up, they can call us,” Heffner said. “Even if we are not the right department, we will point them in the right direction.”

Other parts of the state showed fewer signs of the struggles that vexed them two years ago.

The Dallas-Fort Worth region had relatively few power outages compared with Austin and generally fared better than Austin — in part because of luck in weather patterns, said Houston, the Dallas emergency official.

Dallas was prepared for the worst, Houston said. In February 2021, sweeping power outages knocked out the power at city facilities like libraries and recreation centers that had been set up as warming centers. This time, the city had backup generators ready to go at recreational centers that had been set up as warming centers in advance.

And while the lights mostly stayed on through North Dallas, emergency workers responded to hundreds of car crashes as drivers navigated icy roads. Social media captured dozens of cars trapped or sliding across highways and overpasses. Adam Hammonds, a Texas Department of Transportation spokesperson, said the agency in recent years has bolstered its stores of brine and salt to treat roadways in order to have enough to cover longer winter storms.

And after several days closed, Dallas Independent School District students will return with a delayed start time Friday. Fort Worth Independent School District students, however, will stay home after district officials decided to remain closed.

“It is jarring when you take a step back and look at a system and economy — not even just the city of Dallas, but just North Texas and the (Dallas-Fort Worth) metroplex as a whole — that something like this can send everything kind of grinding to a halt,” Houston said.

DART And TRE Start 2023 With Survey To Gauge Demand And Needs

The next phase of a regionwide transit survey will begin in early February. This time, data will be gathered from Dallas Area Rapid Transit (DART) and Trinity Railway Express riders, helping planners determine demand on the system and potential improvements. If you use one of these providers, you may be asked to participate.

Funded through a partnership between the North Central Texas Council of Governments (NCTCOG), DART, the Denton County Transportation Authority (DCTA) and Trinity Metro, this is the final phase of a regionwide transit survey that began last fall. This phase will run through Memorial Day.

The 2023 survey will operate the same as the first phase last fall, with on-to-off and questionnaire components. The two types of transit surveys will seek to determine how riders are using the expanding public transportation network and indicate what changes could be made to better accommodate the needs of the growing region.

“The regional transit travel survey began with DCTA, Trinity Metro and Arlington Via last fall and will continue in spring 2023, this time including TRE and DART, as well as its GoLink on-demand services, trolley, streetcar and shuttles,” said Arash Mirzaei, NCTCOG senior program manager, model and data development. “This voluntary survey will help the transit agencies understand how riders are using the transit system after the height of the COVID-19 pandemic, as well as provide a clear depiction of socioeconomic characteristics of transit users.

“Transit agencies can use this data to offer service enhancements to their customers both now and in the future.”

The on-to-off survey will attempt to measure demand and passenger trip patterns. Upon boarding a bus, riders will be handed cards by surveyors wearing blue vests and asked to return the cards when they disembark. On the region’s participating rail lines, passengers will simply be asked at what station they will get off.

The questionnaire survey will involve surveyors asking randomly selected passengers about their current trip and their socioeconomic characteristics. Some riders will be asked to fill out paper questionnaires instead of participating in interviews. Both survey questionnaire formats (electronic and paper) will contain the same questions.

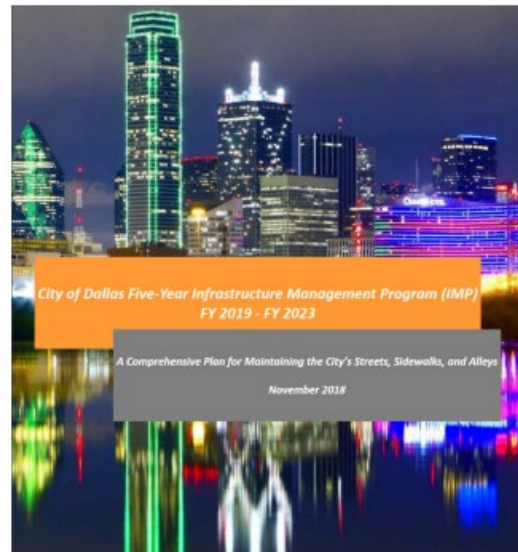
Participation in the spring surveys is voluntary, and answers will be kept confidential. The goal is to collect data from a random sample of 10% of transit riders.

Dallas-Fort Worth is the fourth-largest region in the nation, with a population of approximately 8 million people. As North Texas attracts thousands of new residents each year on the way to a projected population of 11 million by 2045, transit will play a significant role in ensuring the transportation system remains reliable and continues to improve into the future. For more information about the survey, email transitsurvey@nctcog.org or visit <https://nctcog.org/transitsurvey>.

The NCTCOG grant funds will pay for the construction of more than 30 miles of missing sidewalk around Dallas Area Rapid Transit stations at 8th and Corinth streets, Morrell Avenue, Illinois Avenue, and Kiest Boulevard.

Street Maintenance Projects – District 4

- Over 600 street maintenance projects (\$18.1M) included in the Five-Year Infrastructure Management Program (IMP)
 - FY 2019: 161 Projects; \$5.3M
 - FY 2020: 187 Projects; \$4.2M
 - FY 2021: 92 Projects; \$3.8M
 - FY 2022: 132 Projects; \$2.3M
 - FY 2023: 94 Projects; \$2.5M
- 3 Unimproved alley pilot locations and 2 sidewalk projects included in FY 2019



Source:
<https://dallascityhall.com/departments/public-works/DCH%20Documents/Public%20Works/pdf/IMP%20FY19-23.pdf>

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2019 Dallas City Council presentation

A recent Dallas Water Utilities presentation revealed that homes in District 4 and other “unserved” areas of Dallas are still [operating on septic tanks](#) rather than city water and wastewater utilities.

About 96 percent of the district was populated by “racial/ethnic minorities,” according to data released in 2019. Fifty-eight percent of the households in the district earned less than \$35,000 per year, according to the same [2019 council presentation](#).

The district is home to the city’s Southern Gateway and [Dallas Zoo](#).

“I am overjoyed at the investment the NCTCOG has made in District 4,” Arnold said. “Our residents’ streets and sidewalks will be safer for drivers, bicyclists, and pedestrians of all ages because of these projects.”

Candy's Dirt

Infrastructure And Incentive Plans Approved in Dallas Economic Development Policy

By April Towery

Following a lively discussion on Jan. 25, Dallas City Council members adopted an amended economic development policy and incentive framework in an effort to recruit and retain businesses.

The Economic Development Policy was drafted in 2021, with [updates proposed](#) late last year. The changes approved Wednesday communicate the city's priority areas for development by establishing zones that correspond with state enterprise zones.

Former Dallas City Council member [Jennifer Gates](#), who chaired the Economic Development Task Force, said the [plan](#) is not a panacea for economic development. Constant evaluation is crucial, she said.

"Most importantly, it uses economic development programs as a tool to execute the [Racial Equity Plan](#) and supports development in disadvantaged and disinvested communities," Gates said. "The scope of the policy and incentive tools are now empowered to address disparities and provide opportunities to underserved areas of Dallas, particularly South Dallas."

The task force worked alongside consultants with [HR&A Advisors](#) to develop the document.

An infrastructure investment fund is also included in the proposal, which "provides predictability of funding availability and gives assurance of the City's intention to support infrastructure investment in historically distressed areas of the City," said Assistant City Manager Majed Al-Ghafry in a [Friday memo](#) issued to council members Jan. 20. "This long-term fund will provide developers reasonable assurance that they can bridge the costs of infrastructure projects with private financing up front and be reimbursed through predictable future contributions to the Infrastructure Investment Fund."

Focusing on Infrastructure

District 8 Councilman [Tennell Atkins](#) said there are infrastructure challenges in every quadrant of Dallas.

"How do you pay for it?" he asked. "Sometimes you've got to go to the voters and go through a bond package, and it's 10 years before you get infrastructure. We're in the 21st Century and [some areas] are still on [septic tanks](#). That's why developers do not come to some parts of the City of Dallas. We've got to have infrastructure. That's the key to a great city."

<https://candysdirt.com/2022/12/12/dallas-poised-to-adopt-economic-development-policy-focused-on-infrastructure-and-incentives/>

District 14 Councilman [Paul Ridley](#) said he wanted to avoid situations where infrastructure investment is made in a particular area but no developer comes forward to build there.

“How do we ensure that our investment in infrastructure will be protectively used by the private sector or to leverage the private sector?” he asked.

Economic Development Director Robin Bentley said the policy outlines infrastructure investments to be considered when outlined in the land use plan or other city initiatives.

“All of these awards will be almost certainly more than \$1 million so they will be coming through the committee and the council,” Bentley said. “That’s the sort of research we’d do before bringing the item, why we think the infrastructure investment would attract [development]. That would be part of our due diligence.”



Construction in Bishop Arts District

Bringing TIF Money Back to Marilla

Ridley suggested establishing an 80 percent contribution rate for the infrastructure investment program to allow for police, fire, code enforcement, street maintenance, and other city services within [Tax Increment Finance districts](#).

“TIF districts are designed to incentivize development in a particular area,” Ridley said. “At the same time that they have been successful, there’s a cost of that success. I have some concern that if we devote 100 percent of the city’s tax increment after the expiration of the TIF districts to one particular program, we will not be allocating the funds necessary to service those new developments.”

District 12 Councilwoman [Cara Mendelsohn](#) supported Ridley's motion and said TIF districts were intended to create development *and* add to the general fund.

"We've taken away that second portion," she said.

Ridley's motion failed, and the council ultimately unanimously approved the 100 percent contribution.

"When we talk about equity, do you want 100 percent equity or 80 percent equity?" Atkins said. "We can come back to the city council anytime to change policy. Let us move forward with 100 percent."

Staunch Supporters And Critics

All six speakers who signed up to address the City Council during the Jan. 25 public hearing urged approval of the policy.

Bob Mong, former *Dallas Morning News* editor and president of the University of North Texas Dallas, said he was pleased to see water and sewer lines installed to the west and southeast of the campus footprint, "setting the stage for much-needed high-quality development."

"We believe the Economic Development Incentive Policy will support job growth, attract and retain businesses, and advance equity development," Mong said.

Skyline Ranch owner Robert Pitre thanked the council for investing in infrastructure in South Dallas.

"This city has been very unfair to southern Dallas," he said. "We need some guarantees that we will have infrastructure. The past city administration left us out. You cannot develop without infrastructure."

Harrison Blair, president and CEO of the Dallas Black Chamber of Commerce, encouraged support of the Economic Development Policy.

"Our organization fully supports this Economic Development Incentive Policy that will enable the council to take a critical step forward in supporting job growth, creating new tax revenues, attracting and retaining new businesses, and expanding the City of Dallas' tax base," he said.

Parts of TxDOT's billion-dollar Southeast Connector delayed as project is hit by inflation

Budgeted at \$1.6 billion, the project's construction is expected to start in early March but sections will be pushed back until further funding is found.

By Sandra Sadek

Behind the busy southeast intersection of Loop 820, Interstate 20 and U.S. 287 lives Carla Hernandez, one of the many residents in the area who navigate the web of highways on a regular basis.

Although Hernandez moved there in June 2022, she has already seen how chaotic this intersection can become and looks forward to the completion of the [Southeast Connector project](#), the Texas Department of Transportation's [largest investment](#) in highway infrastructure in Fort Worth.

"Around five o'clock, it is very hectic," said Hernandez, 30. "Even sometimes on the weekend, around the split to I-20 and I-820."

Increased traffic demands and population growth have forced TxDOT to revisit the major highway completed in the 1970s to increase safety and mobility in congested parts of southeast Fort Worth. But the expensive and ambitious project — a \$1.6 billion price tag over 11 miles — has been marred with funding hurdles, forcing some parts of the project to be deferred until money is available.

"Because of inflation, supply chain issues, things of that nature, all of the bids came in higher than what TxDOT has allocated," said Jay Proskovec, public information manager for South-Point Constructors, the engineering firm behind the project.

The project, which [broke ground in November 2022](#), is expected to officially start construction in early March and be completed in 2027.

Not everyone agrees that the connector needs a makeover. One watchdog group calls it a "boondoggle" and Arlington resident Shelley Ames finds it "completely unnecessary."

"We've got four lanes on both sides that are never jammed unless there's a traffic accident. If there's an accident, it's going to be jammed no matter what," said Ames, a mother of four.

Outdated designs and inadequate features

The Southeast Connector touches four communities — Fort Worth, Arlington, Kennedale and Forest Hill — and includes portions of I-20, Loop 820, U.S. 287 and Spur 303 (Rosedale Street).

Since the completion of southeast Loop 820 in the '70s, the highway has remained at four to eight lanes despite a significant increase in traffic. During that time, traffic has increased from less than 10,000 vehicles per day to over 200,000 vehicles per day at some locations of 820, said Michael Peters, public information officer for TxDOT's Fort Worth office.

"With the increase in population during that time, these roadways can no longer accommodate this area's growing traffic demand," he said in an email.

Texas A&M's Texas Transportation Institute [released data in 2022](#) on the state's most congested highways and ranked the eastbound I-20 segment between U.S. 287 and Texas 360 among the most congested freeways.

Based on growth projections, redesign for the connector gained traction in 2016, and identified a need for more lanes, from four to five on each side. Some exit ramps will be relocated from left to right and extended to improve safety and allow for more space to brake. Turn lanes will be added along some frontage roads.

https://public.flourish.studio/visualisation/12668130/?utm_source=showcase&utm_campaign=visualisation/12668130

"Frankly, the design of the roadway just really no longer stands up to the modern-day standards," Proskovec said.

South-Point Constructors is also working to identify a location to conduct concrete recycling which will be used in the project, the company confirmed in an email. The facility will be recycling demolished concrete from the project to use as a base for roads, saving space in local landfills and reducing the need for new materials.

"South-Point Constructors is currently working to identify a suitable location to conduct concrete recycling that minimizes impacts to the community, is mindful of safety, both to local communities and the traveling public, and provides local access to the project alignment," they wrote in an email.

Nearby residents have brought up concerns about noise and dust with the addition of this facility. South-Point said they are working to meet environmental standards to minimize its impact on homes close by. This includes watering stockpiles to prevent dust.

The proposal for the concrete recycling facility at 6288 Salt Road was presented to the [zoning commission](#) on Feb. 8 as part of a request from the city of Fort Worth to include that facility on site of their Southeast Landfill. The zoning commission unanimously recommended the proposal which will be heard by city council on Feb. 14.

Funding hurdles and opposition

The \$1.6 billion Southeast Connector is funded by the [Texas Clear Lanes initiative](#), which uses a combination of federal and state funds to help TxDOT address congestion priorities with local officials. Funding does not include money from the Bipartisan Infrastructure Law.

However, rising costs and inflation have forced TxDOT and South-Point Constructors to prioritize certain aspects of the project. At this time, only 11 of the originally planned 16 miles will be worked on with an estimated completion date of 2027. If the tabled highway segments are added back on the timeline, the completion date could shift, Proskovec said.

To complete all 16 miles as one project, it would require \$2.4 billion, South-Point Constructors told the Fort Worth Mobility: Infrastructure and Transportation committee on Jan. 10.

Sections of the project that will be paused include I-820 between Ramey Avenue and Brentwood Stair Road, US 287 between Village Creek Road and Bishop Street, and I-20 between Little Road and Park Springs Road.

Ames, whose backyard opens up to I-20 and the exit ramp at Kelley Elliot Road, is also concerned about increased noise pollution and safety.

"There's been cars in the ditch behind our house," Ames said. "You get us too much closer to the freeway and we're gonna start having cars in our backyards. This is a neighborhood with lots of kids. What happens if a car plows through my backyard and my kids are outside?"

Report describes project as one of country's 'most wasteful'

While the Southeast Connector faces funding setbacks, the project has also come under scrutiny from some watchdog organizations. The U.S. Public Interest Research Group and Frontier Group designated the project as [one of the country's most wasteful highway proposals](#) in a 2020 annual report.

The report described the project as pointless with the appearance of having value — a "boondoggle."

The project will also result in 23 residential and 19 commercial displacements and cut down about 15 acres of trees, which has [raised concerns from neighbors](#).

TxDOT had no comment related to the watchdog report and instead noted the transformative impact the Southeast Connector project will have on a growing region in need.

"Traffic volumes on the facilities included within this project continue to increase as a result of this growth. Due to these considerations, the project has had the support of these cities, Tarrant County and the North Central Texas Council of Governments throughout its development," TxDOT's Peters said in an email statement.

TxDOT has said in the past it would compensate those forced to move because of the connector.

For opposed residents like Ames, this project is just "a huge waste of taxpayer funds."

“If we were doing construction in our own house and I was budgeting for a new kitchen but the prices went up and I discovered that I won’t be able to afford half of my cabinets, I wouldn’t just go ahead and start the project anyways,” she said. “That doesn’t seem like an intelligent thing to do.”

Perot Field Fort Worth Alliance Airport unveils big expansion of modern FBO facility

By Jenny Rudolph

Hillwood and Alliance Aviation Services executives raised their glasses for a toast this week to celebrate the completion of Perot Field Fort Worth Alliance Airport's latest addition.

Construction on a new, modern fixed-based operation (FBO) facility at Perot Field Fort Worth Alliance Airport recently completed with more than 20,000 square feet of lounges and meeting space. Fixed base operators provide aeronautical services for aircraft, pilots, other crew members and passengers, including fueling, maintenance and crew lounges with dedicated rest areas, according to Simple Flying.

Alliance Aviation Services' new fixed base operation facility includes upgraded lounge space for pilots, crew members and clients of its growing aircraft fleet. Rodger Mallison Hillwood The new facility at 13901 Aviator Way in Fort Worth also adds more than 68,000 square feet of attached hangar space to Alliance Aviation Services. The aviation services branch of the Alliance Texas development now makes up about 200,000 square feet across six hangars to support the growing fleet of based aircraft, the company said.

"The FBO is a continuation of Alliance Aviation Services' three-decade legacy of providing best-in-class and award-winning support services to general and corporate aviation as well as military and air cargo operations," the company said in a release.

The new space, designed by Corgan Architects and Amaze Design, features multiple lounges, four private meeting spaces, five conference rooms, kitchen and break room areas, and private areas with showers and pull-out beds for pilots and crew members.

During Ross Perot Jr.'s remarks at a ribbon-cutting ceremony Tuesday, the Hillwood chairman reflected on the 33-year history of Alliance's aviation services. What started in a double-wide trailer when the world's first industrial airport, formerly Alliance Airport, had barely begun has since evolved into the new FBO facility that stands today at the recently renamed Perot Field.

"From the beginning of Alliance, this FBO and the air services operation—we knew it was always more than just an FBO," Perot said. "It is a marketing center where we take care of our clients and customers. Certainly the aviation customers, but also it's a reflection on the 27,000-acre AllianceTexas program."

In addition to the new space's indoor accommodations for flight crews, outdoor seating with ramp views was added to the facility as well. Alliance Aviation Services currently has hangar space and premium office space for lease. Perot Field's services include air cargo, corporate and government aviation.

AllianceTexas was born out of the public-private partnership between Hillwood, the city of Fort Worth and the Federal Aviation Administration. Since 1989, the North Fort Worth community has brought nearly \$3.4 billion in taxes to the local government and had an economic impact of

more than \$111 billion, Hillwood president Mike Berry said at the renaming of Perot Field in December.

“AllianceTexas has proven to be a modern day, Texas-size success story, encapsulating the pioneering and can-do spirit so often associated with this state,” said Fort Worth Mayor Mattie Parker in December. “Hillwood drives innovative economic growth, with a focus on sustainability, its commitment to communities and a belief that we should all leave the world better than we found it.”

Following up on the Gaston-Garland-Grand traffic switch

By Renee Umstead

An *Advocate* [story published Saturday](#) morning about a planned traffic switch at the [Gaston-Garland-Grand intersection](#) generated many questions from readers. This is an effort to answer some of them.

The story reported that traffic on Gaston Avenue was shifting to the outside lanes, allowing crews to work on the inside.

This switch was scheduled to begin Friday evening and last until Saturday afternoon.

On Saturday morning, certain lanes were blocked. For example, vehicles on Gaston heading toward the intersection were only able to make a right turn.

But since then, lanes of traffic have been reopened as usual. A public information officer for the [Texas Department of Transportation](#), which is overseeing the project, said lane closures were required during the reconfiguration, but the traffic shift was completed as planned.

TxDOT has not announced when this construction on the inside lanes is expected to be finished.

However, the department said the entire project is scheduled to be completed by the fall. Though this is later than the initial expected completion date of [spring 2023](#), the TxDOT public information officer said the new completion date is still within the original time limits of the contract.

The weather was cited as a reason for the delay in project completion. Temperatures and ground saturation are a part of it, along with [storm events](#), the public information officer said.

And during some excavations, site conditions required more time for evaluation, another reason for the delay.

“Work might not take place under inclement conditions for the safety of the crews, equipment and the work zone itself,” the public information officer said.

Construction at the intersection began December 2021. The \$6.3 million [project](#) is meant to provide safer turning movements and through-lanes on Garland/Grand and create new places for pedestrians and cyclists to cross the intersection.

Poor air quality in North Texas could cost companies millions in annual fines

By Haley Samsel

If North Texas fails to reduce smog levels by the end of 2026, the industries most responsible for air pollution in the region could pay [\\$45 million](#) in annual fines to the Environmental Protection Agency starting in 2028.

The fees would be a result of the Dallas-Fort Worth region's failure to meet ozone standards set by the federal Clean Air Act. Last fall, North Texas [became a "severe" violator](#) of the EPA's 2008 ozone standards because its average smog levels lingered above the federal limit of 75 parts per billion.

What is ground-level ozone or smog?

According to the North Central Texas Council of Governments:

"Ozone forms when emissions from transportation, industrial and commercial operations, and natural sources such as vegetation emit nitrogen oxides (NOX) and/or volatile organic compounds (VOC). These pollutants react in the presence of sunlight and heat to create ground-level ozone."

To determine if a region has violated ozone standards, the EPA averages the fourth-worst ozone pollution days over a period of three years. In 2021, the deadline for North Texas to meet the ozone standards, its average remained at 76 parts per billion.

Now, the Texas Commission on Environmental Quality and environmental leaders across the Dallas-Fort Worth region must find ways to bring the area into compliance with federal air quality standards – or face the prospect of implementing financial penalties on companies that produce the most air pollution, including power plants or cement production facilities.

Experts working on air quality issues are still trying to understand the implications of the COVID-19 pandemic, said Chris Klaus, senior air quality management program manager for the North Central Texas Council of Governments, which is tasked with helping local governments meet federal requirements.

Although there was a 20% reduction in vehicle traffic during the early days of the pandemic, smog levels in North Texas did not drop as air quality models expected, Klaus said. That result has Klaus and others wondering: Should governments focus less on reducing emissions from vehicles and more on other strategies, such as reducing industrial pollution?

"I'm not convinced that the models are running properly," Klaus said. "We run those models to validate a condition that already occurred, to be able to be comfortable that the model is running right, to be able to forecast the future to see what we need to do. So if we can't get these base cases right, then how are we going to plan our forecasting and our series of (emission) control measures that we might need to do to reach attainment?"

State officials in process of revising plans on reducing emissions

State officials are still in the early days of revising their implementation plan, which lays out strategies for reducing emissions of nitrogen oxides (NOx) and volatile organic compounds (VOCs).

Tune into meetings on EPA fees

The North Central Texas Council of Governments will host officials from the EPA and Texas Commission on Environmental Quality to discuss Section 185 fees. The fees are financial penalties for companies contributing large amounts of pollution that leads to smog.

There will be one meeting at 10:30 a.m. and another at 2 p.m. Feb. 17. Both will be available virtually through Zoom and in-person at the North Central Texas Council of Governments building at 616 Six Flags Dr, Arlington, TX 76011. Register [here](#).

Those pollutants react with sunlight and heat to create ground-level ozone, which can inflame and damage airways, aggravate lung diseases and increase the frequency of asthma attacks, [according to the EPA](#).

Donna Huff, deputy director of the air quality division within the Texas Commission on Air Quality, presented a timeline of expected progress during a [North Central Texas Council of Governments event](#) on Jan. 27.

The council of governments will hold [two additional meetings](#) about the potential industry fines, known as Section 185 fees, with EPA and state environmental officials Feb. 17.

In consultation with city officials and industry representatives, the state commission will submit revisions of its implementation plan to the EPA by May 7, 2024. Proposed revisions should be available for public comment by November 2023.

From there, state leaders will create rules for which companies will pay fines – and how much – by Nov. 7, 2025. To avoid fines altogether, Dallas-Fort Worth must average 75 parts per billion or below by the end of 2026 to meet the EPA's 2027 deadline.

'Up here so much of it is the weather'

'During her presentation, Huff pointed to weather conditions in North Texas as a key factor in producing more smog.

"We look at what causes the high days, and up here so much of it is the weather," Huff said. "It's different in Houston, right? You get the coastal winds and here it's a little more stagnant."

Huff also acknowledged the COVID-19 air quality conundrum, when state officials expected a massive reduction in vehicle travel to produce fewer nitrogen oxides and improve smog conditions.

Texas officials have indicated that their focus will soon shift to reducing volatile organic compounds, or VOCs, rather than emissions from transportation that primarily produce nitrogen oxides, or NOx, Klaus said. The two main sources of VOCs are biogenics – plant and wildlife sources – and area sources, such as fabrication facilities, paint shops and dry cleaners, he said.

"Back in the '90s, the plans were predominately all VOC reductions and we had what was called the NOx waiver because the modeling suggested we didn't have to touch NOx," he said. "The

new modeling came out, and as the years went on in the early 2000s, the focus shifted to NOx strategies. We haven't really been focusing too heavily on VOCs."

Klaus pointed to the progress that North Texas has made to [improve air quality](#) since 1990, when the region was in the 125-130 range for ozone parts per billion.

The council of governments has seen success with initiatives to retire vehicles and equipment with heavy-duty diesel engines; reduce traffic congestion and idling; provide funding for alternative fuel vehicles; and lead public campaigns to take fewer car trips and operate vehicles in ways that reduce emissions.

The Biden administration is also making more funding available to agencies and companies interested in building infrastructure to support hydrogen-powered vehicles, Klaus said. The government has room to crack down on vehicle inspection fraud that keeps trucks and cars without emissions controls on the road, he added.

Klaus continues to wonder: Are these the right strategies to get Dallas-Fort Worth on the path to meeting smog standards? The region will be under pressure to meet not only the 2008 standard, but the most recent ozone limit of 70 parts per billion set by the EPA in 2015.

"We're committed to try to get there," Klaus told a group of government leaders Jan. 27. "We're so close in some regards, and so far away in others."

Trains with toxic cargo pass through Fort Worth and we wouldn't know it, county says

How prepared is Fort Worth for a train derailment?

By Brayden Garcia

Freight trains are a common sight in and around Fort Worth.

Not a surprising sight since 10,460 miles of railroad tracks crisscross Texas — most in any state in the U.S., according to the Association of American Railroads.

What happened in East Palestine, Ohio, Feb. 3 is a cautionary tale for Tarrant County. A freight train carrying flammable and toxic chemicals including vinyl chloride, a human carcinogen, ran off its tracks. Railroad company officials and Ohio state leaders — fearing an explosion — decided to conduct a controlled burn of the cars containing toxic chemicals sending plumes of black smoke into the air.

No injuries or deaths have been reported so far, but many fear a broader environmental disaster brewing. Hundreds of dead fish were found in an East Palestine creek. There is now concern about the drinking water in the area.

More than a dozen trains have jumped the tracks in the U.S. so far this year. Could something like this happen in Tarrant County?

The Star-Telegram asked the Tarrant County Emergency Management Office to share what plans the county has in place if a train runs off the tracks in and around Fort Worth.

Star-Telegram: Does the Tarrant County Emergency Management Office have a plan in place for a train derailment with hazardous material within the county?

Randy Renois, Tarrant County Fire Marshal: Yes

S-T: Could you describe what that plan looks like?

RR: It deals with all aspects of the incident from response to recovery involving all our local, state and federal partners.

S-T: Is there a different plan in place if a derailed train was carrying something non-chemically hazardous, such as food or lumber?

RR: No

S-T: Do railroad companies share the contents of their cargo with your office, specifically if what they're carrying is hazardous material?

RR: At the time of the incident, yes, and each train has a manifest on board with all the information.

S-T: Does your office know when trains carrying hazardous materials pass through Tarrant County?

RR: No, trains pass in and out of Tarrant County everyday carrying all types of hazardous materials.

S-T: Has your office had any conversations in the wake of the Ohio train derailment on what the county's response might be in a similar situation?

RR: No, all of the hazmat teams in our county are prepared to respond to any type of derailment involving hazardous cargo.

2 ongoing construction projects impacting Flower Mound, Highland Village and Argyle

By Samantha Douty

Here are the details for two ongoing construction projects and one upcoming project impacting Flower Mound, Highland Village and Argyle.

Ongoing Projects:

1. Lopo Road reconstruction

The Lopo Road project includes the reconstruction of Lopo Road from River Oaks Drive to 300 feet west of Garden Ridge Boulevard. This project will be constructed with the Wood Creek Circle Reconstruction project. A construction award was approved by Town Council on August 2022. Construction has been delayed because of material delays since it started on Jan. 16.

- Timeline: Jan. 16-June 30
- Cost: \$940,000
- Funding source: Flower Mound dedicated sales tax

2. Highland Village Road and I-35E ramp construction

The Highland Village Road and I-35E ramp project is well underway, according to Highland Village officials. The contractor, Texas Materials Group, Inc., has completed at least 50% of the work, according to officials. When complete, Highland Village Road will have an entrance ramp onto northbound I-35E.

- Timeline: Sept. 14 2022-late December 2023
- Cost: \$2.78 million
- Funding source: North Central Texas Council of Governments

Upcoming Projects:

1. I-35W expansion

The Texas Department of Transportation will expand I-35W from Dale Earnhardt Way to south of the I-35E and I-35W split. The project consists of the reconstruction and widening of I-35W from a four-lane rural interstate to a six-lane urban freeway with four managed toll lanes and frontage roads, according to TxDOT. The project will be split into two projects. The frontages roads will be constructed first with the main lanes to follow. Right-of-way acquisition is ongoing and is expected to be complete in 2023. The TxDOT schedule shows a ready-to-let date of June 2028. Public hearings regarding the project were held in April and May 2020.

- Timeline: June 2028-TBD

- Cost: \$336 million
- Funding source: Texas Department of Transportation

CONTROVERSIAL ROUTE SWITCH FOR U.S. 380 BYPASS BRINGS RESIDENTS TO MCKINNEY TXDOT MEETING

Residents are upset about a recent switch in the route that takes the proposed eight-lane freeway on a path that displaces dozens of residents and businesses

By Susan McFarland

MCKINNEY — More than 350 people came to Texas Department of Transportation's public hearing Thursday night, hoping for a chance to voice their opinions and get answers about why the route on the proposed U.S. 380 bypass alignment was chosen.

Instead, the meeting was set up with tables and easels showing maps, a seating area with a continuous video loop about the project, and laptop computers to submit comments to officials about the project.

Some residents said officials at the tables would only talk about the benefits of the U.S. 380 bypass instead of answering questions about why this specific route was chosen.

"They don't want to face us, they can't explain this," said Gordon O'Neal, a Collin County resident who will lose his house, a storage shed, garage and a blacksmith shop that sits on his family's 212 acres of land.

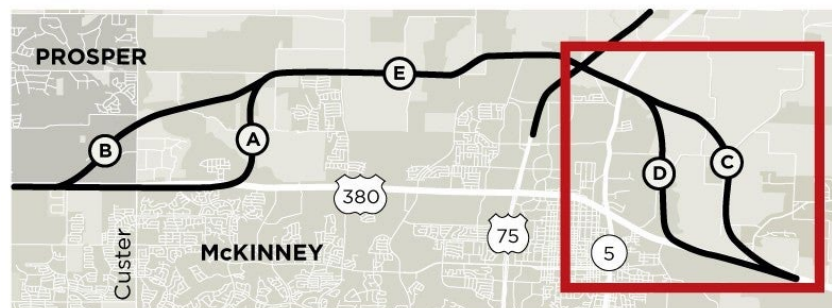
O'Neal is host to many Boy Scout troops who earn blacksmith merit badges there and camp on the property.

TxDOT is recommending its Blue Alternative plan, which is composed of Segments A, E and C of the proposed bypass and would take the freeway from Coit Road and existing U.S. 380 around the northern portion of McKinney, connecting back to existing U.S. 380 near FM 1827, east. The proposed eight-lane freeway [would displace 22 residents and 35 businesses](#).

The final draft of an environmental impact study was [announced](#) last month, which is when [residents learned about the changes](#) that would take the bypass through Segment C instead of Segment D. of McKinney.

O'Neal and others impacted by Segment C are pleading with TxDOT to go back to Segment D, a previous planned route over a flood plain with fewer affected residents.

Proposed highway bypass options



SOURCES: Texas Department of Transportation;
Collin County Appraisal District

Staff Graphic

TxDOT engineers at the meeting referred the media to agency spokesman Madison Schein for questions.

Schein said when deciding on the preferred alternative, an analysis was conducted to determine the overall best option and included many factors such as environmental impacts, business and residential displacements, cost, impacts to regulatory flood waters, impacts to the 100-year floodplain and impacts to major utilities.

She said the meeting, along with another one on Tuesday, are the final opportunities for the public to submit comments that will be incorporated into the final analysis for the design.

"The project is currently nearing the final design stage. Additional opportunity exists for refinements to a selected alignment during final design," Schein said. "Comments are being accepted through Feb. 21 and a record of decision will be announced later this year."

Karen and Dave Thompson said their 46-acre farm will be destroyed by Segment C, with the highway coming within 200 to 300 feet of their home.

The Thompsons raise shorthorn cattle for FFA and 4-H clubs to show, board horses including ones with injuries, raise hay and produce between 10,000 and 11,000 pounds of pecans each year.

They are in the process of building their retirement home, which should be finished within a few months. They said they began the project following TxDOT's previous plans to go with Segment D.

Dave Thompson said he has attended every meeting but one about the project since 2017, so he felt comfortable building his home knowing the route would be Segment D.

"It will essentially ruin our property as a farm, and most especially as a residential farm, we live there," Thompson said of the switch.

Susie Miles said the route will go through her 79 acres, destroying the abundant wildlife on the property and displacing her cattle.

"For two years TxDOT has sided with D," she said.

Graeme and Angela Peart were disheartened to learn the route had been changed from Segment B to Segment A. The couple, whose children have grown up and moved away, were planning on putting their house on the market to downsize.

They said it will be a tough sell with a highway so close to the home.

Graeme Peart said he was hoping to get more answers at the meeting than he did.

"The folks are answering questions about the design, but not the rationale," he said.

The second meeting will be held from 5:30 to 7:30 p.m. Tuesday, Feb. 21, at Rhea's Mill Baptist Church, 5733 N. Custer Road.

UTA

DIGITAL TRANSFORMATION OF UTA'S PARKING LOTS

Research team expects that project will improve parking at UTA

By Herb Booth

Sharareh (Sherri) Kermanshachi, a University of Texas at Arlington associate professor of civil engineering, has partnered with Modii (formerly known as Spot Parking), the UTA Department of Parking and Transportation Services and the North Central Texas Council of Governments and secured a \$500,148 two-year grant to develop and evaluate a digital map for UTA parking lots that will allow motorists to electronically access available parking spaces.

The team will use accumulated UTA data to digitally transform parking management across the campus and evaluate the effectiveness of the new system. This project will provide immediate benefits to the campus by enhancing sustainability practices because motorists will use less fuel and increase efficiency of existing parking assets on campus.

The project also will seek to improve users' experiences and establish an artificial intelligence-based system to predict future demand.

"Parking has become a major challenge for campuses across the country," Kermanshachi said. "The search for parking spaces leads to a daily waste of time and gas and more emissions by students, faculty, staff and visitors."

Kermanshachi also is the director of the Resilient Infrastructures and Sustainable Environment Lab, assistant director of research initiatives in the College of Engineering, and technology transfer director of the Center for Transportation Equity, Decisions and Dollars. Co-principal investigators on the project include Greg Hladik, UTA executive director of Auxiliary Services; Jay Rosenberger, UTA professor and interim chair of the Department of Industrial, Manufacturing and Systems Engineering; and Mark Frumar, president of Modii.

Kermanshachi said the team will use sensors and create a digital map of parking spaces on the UTA campus. Modii officials said a long-term relationship with UTA will lead to better parking experiences and better-informed decisions about future parking needs on campus.

Hladik said he expects parking at UTA will improve astronomically.

"Once this project is done, we hope to cut down on the constant search up and down rows of parking spaces that motorists make," Hladik said. "We believe this system will enable UTA to be smarter about its parking."

Frumar said the Modii user interface and processing algorithm will improve based on the research results obtained from the UTA case study.

"Students download the app and use it to find the most convenient parking spot," he said. "Our system even makes it easy on game days and at special events."

ONE.NETWORK PARTNERS WITH DRIVEWYZE TO IMPROVE LANE CLOSURE AND WORK ZONE SAFETY PROGRAMS

By Parul Dubey

PLANO, Texas – one.network, a leading road management and work zone data technology provider, today announced a new partnership with Drivewyze, a leader in the transportation technology industry that builds innovative solutions for commercial vehicle fleets, drivers, and transportation infrastructure owners and operators. With this partnership, one.network is improving the quality of data regarding work zones and lane closures that are provided to state transportation agencies. This information is then extended into Drivewyze's connected truck network via in-cab alerts to improve roadway safety.

one.network's platform offers the most advanced solution available today for managing and sharing lane closure, work zone and roadway disruption information with GPS providers, which can now be displayed in commercial motor vehicles through the Drivewyze platform. This will provide drivers with a "heads up" to upcoming lane closures and work zones allowing time to slow down or take an alternative route. With this platform, state transportation agencies can also manage their work zone and lane closure information directly through one.network's Live Link application.

The addition of lane closure and work zone safety programs is the newest offering within the Drivewyze Smart Roadways alerts portfolio available to state transportation agencies. Using one.network's application, construction crews can activate and deactivate lane closures from the field, providing improved data quality over traditional lane closure and work zone programs. To disseminate this data, one.network's data feeds can be pushed to passenger vehicles and smartphone applications via popular GPS providers and routing apps and now, through this partnership, to Drivewyze's network of cross-platform connected trucks.

"Today, one.network offers improved work zone and lane closure data to connected vehicles and the motoring public," said Brian Heath, CEO of Drivewyze. "With this partnership, Drivewyze can extend these work zone and lane closure safety programs into commercial motor vehicles, offering state agencies a unique one-to-many reach across the regulated and, historically, fragmented trucking industry."

In addition, the joint offering delivers industry-first performance reporting on the program's connected truck reach and impact on driver behaviors, which allows transportation agencies to adopt the service as an extension of their state highway safety and traveler information programs. Truck drivers receive Drivewyze safety notifications free of charge through Drivewyze's industry-leading partner network of in-cab telematics and electronic logging devices.

"Lane closures and work zones occur frequently on roadways today. Speeding, weaving, and congestion create dangerous environments for other drivers and roadway workers," said Heath. "Our partnership allows alerts to be provided to drivers of all vehicle types, which can help them prepare to slowdown, or change course if there is an alternative route available. This can also dramatically improve safety for other vehicles and for those working on the roadway. This is the first holistic approach to lane closure and work zone management that addresses data quality,

vehicle reach, and impact on driver behavior. It's exciting to know that commercial vehicles are a key element of this program and that real-time work zone alerts can be 'pushed out' to commercial truckers by transportation agencies with a click of a button on one.network's Live Link application. This addresses a common agency pain point — currently available work zone and lane closure data often does not reflect actual conditions. This changes that."

"Fatalities on U.S. roadways continue to increase at an alarming rate and we know that work zones are among the most dangerous areas for trucks to navigate. This partnership has enormous potential to help agencies save the lives of work crews, truck drivers, and all road users," said James Harris, founder and CEO of one.network. "We're setting a precedent for the transportation industry by enabling critical lane closure information to be sent straight from the construction worker in the work zone, to the truck driver in the cab, using the largest connected truck network in North America. By working together, we can deliver the right information, at the right time, so drivers can make better decisions and improve work zone safety for all."

Recent government safety data illustrates the problem and why alerts are needed. The data shows that one out of three fatal crashes in a work zone involved at least one large truck. "Situational awareness — through real-time alerts — can reduce the risk of collisions significantly," said Heath.

In addition to in-cab alerts, fleets can use the one.network dashboard to see where lane closures are planned in the hours ahead. "This mapping helps fleets work in advance, especially in their major lanes of transport," said Heath.

one.network's map-based platform empowers agencies to plan, authorize and manage road disruptions across multiple jurisdictions by standardizing traffic data using Work Zone Data Exchange (WZDx) feeds, and sharing it with third parties such as GPS providers (Google, Waze, etc.). The company's Live Link solution also allows agencies and work crews to open and close lanes directly from the work zone using a mobile app, including critical information such as speed restrictions and worker presence.

one.network was recently selected by the North Central Texas Council of Governments (NCTCOG) to provide work zone data sharing solutions through its TXShare Cooperative Purchasing Program. The agreement is unique, in that it allows any agency in the United States to simply procure the company's data sharing solutions through the program.

"We know providing more actionable information to drivers is key to preventing crashes around work zones, which makes this partnership so important," said Harris. "Collectively, we need to do everything we can to make it easier for agencies to access and deploy these life-saving technologies."

For more information on one.network and its solutions, or to sign up for email alerts, please visit <https://one.network/us>.

About one.network

one.network is on a mission to transform road operations.

We empower those responsible for managing and maintaining our roads, enabling them to collaborate seamlessly and share live, accurate information about road network disruptions with every regional stakeholder and the public.

one.network equips road agencies, utility companies, and all organizations that rely on clear roads with tools to plan, communicate, and analyze activities affecting road users.

For more information, please visit <https://us.one.network>.

About Drivewyze Inc.

Drivewyze Inc. is a leader in the transportation technology industry that builds innovative solutions for commercial vehicle fleets, drivers, and transportation infrastructure owners and operators. Drivewyze delivers best-in-class in-cab services to commercial truck fleets and drivers, like Drivewyze PreClear weigh station bypass service and Drivewyze Safety+ proactive safety alerts. Drivewyze infrastructure services provide solutions to state agencies, including Smart Roadside commercial vehicle enforcement (CVE) electronic screening, Central Park truck parking management, and Smart Roadways connected truck solutions.

Smart Roadways is a growing portfolio of connected truck highway safety products available to state agencies and includes services like statewide dangerous slowdown programs, alerts for service vehicles and equipment on the roadway, and now lane closure and work zone management. These programs are included alongside other driver safety notifications available at no cost to trucking companies and drivers through the Drivewyze mobile application or through our growing network of 100+ market partners.

TRANSPORTATION LEADERS SAY TEXAS "HAS GOT TO STAY AHEAD OF THE GAME"

By Alan Scaia

State and local elected officials met with business leaders in Hurst Friday to plan for the future of transportation. This was the 13th year for the Tarrant Transportation Summit.

"We have got to stay ahead of the game," says Tarrant County Commissioner Gary Fickes, who organizes the event. "Tarrant County is known as a very progressive county as far as infrastructure and doing things for its citizens."

Panels included planning airports for the future of flight, using different modes of transportation to advance economic development in Texas and the economic impact of managed lanes.

"It's all about connectivity," says Robert Hinkle, director of corporate affairs for NTE Mobility Partners. "We can have all these stretches of highway out there, but if they don't connect with each other in a smart, progressive, economic way, then we've still got congestion. Today, we don't. We've got less congestion."

The first tolled managed lanes opened in 2014 along Highway 183 and 121 in Northeast Tarrant County. Since then, stretches of "TEXpress" lanes have opened along parts of 35E, 35W, 30 and 635/LBJ.

NTE Mobility Partners says TEXpress lanes have had a \$5.4 billion local impact, including \$4.1 billion in "direct traveler benefits," which include reduced travel times and car operating expenses, \$590 million in "external benefits," which include improved safety and reduced emissions, and \$700 million in "wider economic benefits."

"We've all seen that growth, we've all seen the economic growth in North Texas over the last decade," Hinkle says. "You could look at any one of the 14, 16 counties in the North Texas region, and there's not been one that has not had a massive amount of growth."

"This whole thing is about partnerships, not just with the City of Fort Worth but the 41 cities of Tarrant County," Fickes says.

Another panel focused on automation's role in the supply chain. Michael Morris, transportation director for the North Central Texas Council of Governments, says the supply chain now relies on a train arriving on time as trucks line up to take containers. He says trucks often find their container is not on top when they arrive, so they have to wait as ports process the shipments.

"Are those trucks turned off when they're waiting for their load and it's 106 degrees?" Morris asks. "I don't think so. I think they're running their air conditioning and their diesel engines."

He says the region has an opportunity now to address all of these issues using more automation and more efficient ways to track cargo. He says NCTCOG is even testing traffic lights that can read how many trucks are sitting at an intersection

"Now picture a system where that train knows in advance which containers are on it. Truck companies are being told in advance when their container is coming in," he says.

During the panel, Brant Ring, chief executive of Fort Worth-based ITS ConGlobal, said his firm had an employee in Fort Worth controlling a truck at a cargo yard in Detroit, Michigan.

"These are not science projects. There are not out-year projects," he says. "These are deployable tomorrow."

COMSovereign and the University of North Texas Collaborate on 5G Edge-Centric Hosted Infrastructure Test Platform Under Newly Issued State Research Grant

New 5G System to Focus on Secure, Private, Low-Cost and Delay-Sensitive Applications in Drones, Autonomous Vehicles, Mobile Edge Computing and Public Safety

COMSovereign Holding Corp.

DALLAS and DENTON, Texas, Feb. 21, 2023 /PRNewswire/ -- COMSovereign Holding Corp. (NASDAQ: [COMS](#) and COMSP) ("COMSovereign" or the "Company"), a U.S.-based developer of 4G LTE Advanced and 5G communication systems and solutions and the [University of North Texas](#) ("UNT") College of Engineering, today announced agreement on the development and launch of a new 5G Edge-Centric research platform funded in part by a new grant from the [North Central Texas Council of Governments \(NCTCOG\)](#).

Under terms of the 5G research program, COMSovereign and UNT will develop an edge-centric hosted 5G infrastructure test platform for secure, private, low-cost, and delay-sensitive applications. The project will feature a 5G wireless communication testbed infrastructure designed to support a wide range of research projects in mobility technologies including unmanned aerial vehicles ("UAVs"), autonomous ground vehicles, mobile edge computing, and public safety communications. The new platform will be utilized by researchers at UNT as well as partners from local universities and industry in the region.

"We are pleased to expand our ongoing research collaboration with UNT, extending our 5G development efforts to include an increased focus on wireless mobility for applications including linking of UAVs, factory automation, precision agriculture and smart cities. Through this new research platform, we will seek to harness the power of 5G and critical enabling technologies such as MEC for cutting-edge use cases in commercial and military markets where wireless connectivity is impacted by barriers such as latency, unlocking its full potential," said Dr. Dustin McIntire, Chief Technology Officer of COMSovereign.

According to Dr. Xinrong Li and Dr. Kamesh Namuduri, who are leading the project at the University of North Texas, "This is an exciting expansion of our long relationship with COMSovereign, one that allows us to build upon the work currently underway in our 5G development efforts. Under this new program, and thanks to the support of the NCTCOG, we will be able to expand our focus on wireless connectivity and research into Advanced Air Mobility (AAM) technologies including UAVs where UNT is already actively engaged with an expanding network of industry and government partners."

In support of the research program with UNT, COMSovereign is providing its standalone 5G wireless ORAN-FlexRAN network hardware which features a 3GPP standardized, 5G Core (5GCN), and 5G gNodeB base station, as well as its Saguna Mobile Edge Compute ("MEC") software technology. UNT will provide onsite research staffing, engineering development resources and engage in public/private industry partnership development activities for the project.

For more information about COMSovereign, please visit www.COMSovereign.com and connect with us on [Facebook](#) and [Twitter](#).

About COMSovereign Holding Corp.

COMSovereign Holding Corp. (Nasdaq: [COMS](#)) has assembled a portfolio of communications technology companies that enhance connectivity across the entire data transmission spectrum. Through strategic acquisitions and organic research and development efforts, COMSovereign has become a U.S.-based communications provider able to provide 4G LTE Advanced and 5G telecom solutions to network operators and enterprises. For more information about COMSovereign, please visit www.COMSovereign.com.

About the University of North Texas

Established in 1890, UNT is one of the nation's largest public research universities with more than 44,000 students. Ranked a Tier One research university by the Carnegie Classification, UNT is a catalyst for creativity, fueling progress, innovation and entrepreneurship for the North Texas region and the state. As the university has grown, so has its reach and impact. UNT students earned 11,000 degrees last year from its 14 colleges and schools and the university offers 112 bachelor's, 94 master's and 38 doctoral degree programs, many nationally and internationally recognized. UNT's world-class faculty are making breakthroughs every day, and its students and alumni are changing the world around them.

Forward-Looking Statements

Certain statements in this press release that are not historical facts are forward-looking statements that reflect management's current expectations, assumptions, and estimates of future performance and economic conditions, and involve risks and uncertainties that could cause actual results to differ materially from those anticipated by the statements made herein. Forward-looking statements are generally identifiable by the use of forward-looking terminology such as "believe," "expects," "may," "looks to," "will," "should," "plan," "intend," "on condition," "target," "see," "potential," "estimates," "preliminary," or "anticipates" or the negative thereof or comparable terminology, or by discussion of strategy or goals or other future events, circumstances, or effects. Further information relating to factors that may impact the Company's results and forward-looking statements are disclosed in the Company's filings with the SEC. The forward-looking statements contained in this press release are made as of the date of this press release, and the Company disclaims any intention or obligation, other than imposed by law, to update or revise any forward-looking statements, whether as a result of new information, future events, or otherwise.

Contacts:

Steve Gersten, Director of Investor Relations
COMSovereign Holding Corp.
813-334-9745
investors@comsovereign.com

and

Media Relations for COMSovereign Holding Corp.:
Michael Glickman
MWGCO, Inc.
917-397-2272
mike@mwgco.net

PANTHER ISLAND GETS FORT WORTH'S BIGGEST SHARE OF INFRASTRUCTURE FUNDING

By Sandra Sadek

The Panther Island Project is Fort Worth's largest recipient of federal funding from the Bipartisan Infrastructure Law, receiving \$403 million after years of delay and political pushback.

Officially known as the [Central City Flood Control Project](#), it's among several projects in Tarrant County and Fort Worth that received money from the historic \$1 trillion bill tackling transportation, climate resiliency and broadband issues.

Here's how much money Tarrant County and Fort Worth received in 2022 through the infrastructure law:

Trinity Metro gets \$36.4 million

Serving a population area of over 1 million residents and spanning 410 square miles, Trinity Metro, Tarrant County's public transportation provider, received \$36.4 million.

The agency did not receive any competitive funding for targeted projects.

"We're always disappointed when we don't get funds that we apply for. But we also understand that there's a lot of need out there. And that there's always another opportunity," said Chad Edwards, executive vice president of strategy, planning and development at Trinity Metro.

Local officials are hopeful the infrastructure funding will support plans to [modernize the agency's transit system](#) and support projects like the TEXRail expansion to the medical district and even transit options to Panther Island.

Edwards said the agency is not expecting any delays in projects that sought this round of federal funding and is mindful of what type of funding is available for a project before it is pursued.

"We want to be good stewards of public money. It doesn't do us any good to get people kind of riled up on a particular project when we don't have the funding for it available or identified," Edwards said.

Trinity Metro is hopeful that more money will be available starting in 2024, said Eva Williams, grants administrator for Trinity Metro.

"Our numbers will increase even more because they used the 2010 census for this round of funding because the new census data had not been finalized yet," Williams said. "So our new census data is not reflected in the math that we will receive this year."

The infrastructure law has benefited Trinity Metro in the past.

In 2021, Trinity Metro received a \$6.5 million grant to [upgrade its 26-year-old bus yard](#). Trinity Metro currently has a bus fleet of 143.

Another \$12 million of federal money was awarded for the construction of the Trinity Lakes Station, one of Trinity Railway Express' stops in Fort Worth. Its location is near Trinity Boulevard and Loop 820, in between the Bell and Richland Hills stations.

Major projects funded for roadways, bridges

Tarrant County has already received over \$507 million in funding from the infrastructure law to help fund about a dozen road projects over the next 10 years, according to the North Central Texas Council of Governments. However, more opportunities for funding could come up in the future.

Major projects include widening parts of Loop 820, Interstate 20 and U.S. 287 also known as the [Southeast Connector](#). Improvements to Texas 183, 199 and 360 are also on the list.

In an email to the Fort Report, Val Lopez, public information officer for the Texas Department of Transportation, said a lot of the funding was incorporated into the agency's [Unified Transportation Plan](#) — TxDOT's 10-year plan that guides transportation work statewide — and combined with state funds.

"This is different from the 2009 stimulus bill, which was money above and beyond normal federal formula funds. It is also different from any past earmark funding, where specific projects were frequently selected and called out, so to speak," Lopez said in an email.

Local airports get \$40.4 million

All three of Fort Worth's airports — Alliance, [Meacham](#) and Spinks — received funding from the bill in 2022 and 2023. This money can be invested in runways, taxiways, safety and sustainability as well as terminal, airport-transit connections and roadway projects.

Alliance received \$3.2 million, Meacham received \$1.6 million, and Spinks received \$587,000 so far in Airport Infrastructure Grants.

Dallas-Fort Worth International Airport also received \$35 million to build a [new zero-carbon central utility plant](#) as part of its attempt to achieve net zero by 2030.

RAMPANT NIMBYISM IS DRIVING DFW'S DISMAL WALKABILITY RANKING, DEVELOPERS SAY

By Olivia Lueckemeyer

When it comes to development buzzwords, few are as ubiquitous as “[walkability](#).” But despite the industry’s attachment to the term, Dallas-Fort Worth is still one of the least walkable cities in the nation, and developers say restrictive zoning is mostly to blame.

This year’s [Smart Growth America study](#) ranked DFW No. 27 out of the nation’s 35 largest metros for its walkability. While much progress has been made over the last two decades to achieve walkable urbanism elsewhere, zoning regulations that favor low-density development have gone a long way in stymying widespread change.

“Zoning in Dallas and our surrounding suburban areas is not mixed zoning,” [TBG Partners](#) principal [Mark Meyer](#) said. “We’re fighting uphill battles for politicians and city officials to understand that this is an acceptable way to create better, sustainable development forms.”

DFW’s subpar walkability ranking is rooted in its history as a car-dependent city, said Christopher Leinberger, co-author of the [Smart Growth America](#) study and co-founder and managing director of Places Platform. Unlike Boston, New York City and Washington, D.C., most of the Metroplex was developed during the age of automobiles.

“The vast majority of [DFW’s] built environment has been built since the Second World War, and that’s all driveable suburban,” he said. “That means you have to convert driveable suburban rather than rebuilding and redeveloping existing walkable urban.”

The market share of walkable urbanism in DFW has grown significantly over the last five years, Leinberger said, with well-known developments like [Klyde Warren Park](#), [Legacy West](#) and [Bishop Arts District](#) serving as important catalysts.

Still, less than 1% of DFW’s land mass is classified as walkable urban, Leinberger said, which means the Metroplex has a long way to go before it can come close to competing with the nation’s most walkable cities.

Only 24% of DFW’s office stock is walkable. That figure is 73% in New York City and 60% in Seattle. The percentages are even grimmer when it comes to other asset types. Just 8% of DFW’s retail stock, 11% of multifamily and 3.4% of for-sale housing is walkable.

“Just getting up to 2% or 3% over the next decade would provide a lot of economic benefit and tremendous growth,” Leinberger said. “You have a long way to go, but Rome wasn’t built in a day.”

The economic benefits of walkability are well-documented. Walkable urbanism in the nation’s 35 largest metros accounts for 19.1% of U.S. real gross domestic product while making up only 1.2% of the nation’s total land mass, Smart Growth America found.

Walkable areas are known to command premiums in commercial rents and for-sale home prices. Office space in walkable urban areas commands an average 44% premium, and retail registers a 41% boost, per Smart Growth America.

Other studies show access to walkability also positively impacts public health, safety and racial equity.

Despite all of the known benefits, zoning in DFW remains unfavorable to walkable urbanism. To achieve walkability, a developer must lock in density. In some areas, that can be a nearly insurmountable task.

“That’s where the [NIMBYs](#) come in,” said [Nadia Christian](#), partner at DFW-based [Wolverine Interests](#). “They want the retail, they want the restaurants, but they don’t want the people who will support the local businesses.”

Tackling NIMBYism comes down to education, Christian and Meyer said. People often equate density to traffic congestion, overcrowding of schools and crime, all of which are preconceived notions developers work hard to undo.

“People that are elected to city council very much sit in the standpoint that everything needs to be separated, and by it being separated, it protects my individual land value,” Meyer said. “All of the studies done over the last 30 years show that urban, connected development creates better land value long-term, and that is something we as designers and planners are having to educate people on.”

In many cases, developers like Christian are forced to reduce density to get council approval. This was the case at Wolverine Interests’ [Allen City Center](#), which in 2019 was rejected by the council after a large contingent of residents opposed the project’s density.

Earlier this week, the council approved the project, but only after Christian and her team returned with fewer residential units.

“Years later, here we are, and we’re going to go ahead and build an urban residential mixed-use project,” she said. “But it’s different: We have less density, and we’re going to have less retail because the retail is not going to be supported if we don’t have the people.”

It isn’t enough to explain why density is critical to the success of the overall project, Christian said. Developers must get creative, and one resource Christian has employed is an [Urban Land Institute](#) course that puts laypeople in the shoes of developers.

The program, called UrbanPlan, presents participants with a fictitious request for proposals and asks them to come up with a development that meets the outlined goals. The exercise demonstrates the many variables that must be in place to make a deal work.

“It puts them in the perspective of the developer to see the hundreds of ongoing problems we are constantly trying to navigate,” she said. “Hopefully, when they have a developer come through their P&Z or council, they have a much better understanding of why we make some of these decisions for our development.”

Another effort underway in Dallas is spearheaded by a volunteer organization known as the Urban Design Peer Review Panel, a group made up of development professionals who provide urban design advice to elected officials.

One of the goals of the program is to support Dallas’ comprehensive plan, which emphasizes the importance of walkable mixed-use development. It also seeks to foster effective working relationships with developers.

Meyer said efforts like these are critical to communicating the importance of density, especially in suburban areas. But an even simpler way to demonstrate value is through tactical urbanism, a low-cost, temporary way of exposing people to the impact of urban design.

Better Block, a Dallas-based nonprofit, specializes in tactical urbanism. The organization works with neighbors, council members, small-business owners and stakeholders to reimagine areas, especially those that are suffering from disinvestment.

The organization recently [created a pop-up park](#) at a crime-ridden strip mall in northeast Dallas to demonstrate what the area could look like if the city council votes to allocate \$5.5M in tax revenue to create a permanent park, according to the Dallas Morning News. The project, if approved, is expected to be transformational for the low-income neighborhood.

“What that does is all of the sudden, people come together and say, ‘Oh, I see the potential here,’” Meyer said. “That is the start of incremental change. ... If you don’t believe in something, you have to see it to believe it.”

That shift in perspective has already begun to take hold in DFW, evidenced by the many walkable projects being planned around mass transit. Between 2016 and 2018, 81 development projects were completed within a quarter-mile of Dallas Area Rapid Transit stations, comprising [property value of \\$5.1B](#).

Optimists like Meyer and Leinberger say the only way to go is up. Despite the region’s low walkability ranking, DFW placed sixth on Smart Growth America’s future growth momentum scale, which shows there is great opportunity for enhanced walkability through greater density, improved transportation, pedestrian infrastructure and other measures.

“Give Dallas 50 years and it will probably be a much more mixed, walkable place than it ever has been,” Meyer said.

DALLAS SUBURB STALLED BY 3RD WORST COMMUTE IN THE U.S., REPORT SAYS

By Stephanie Allmon Merry

Here's something that'll make residents of **Garland** downright honkin' mad: Workers there have the third worst daily commute in the nation. So says a new report by [SmartAsset](#).

The financial services website compared data from the 100 largest U.S. cities and ranked the worst commutes by six factors: percentage of workers who commute; average travel time to work; transportation as a percentage of income; percentage of workers with a commute longer than 60 minutes; and five-year change in both travel time and percentage of workers with long commutes.

Garland ranked No. 3 worst, only out-trafficked by two California cities - Stockton and Bakersfield - which came in first and second, respectively.

Of the Dallas suburb, SmartAsset writes, "The majority of workers in Garland, Texas, are commuters (86.1%). And they average the seventh-highest commute time (roughly 30 minutes vs. the national average of 25.6 minutes). About 9.1% of commuters, however, experience drives over one hour (12th-highest). Overall, the average commute time has increased by 2.37% between 2016 and 2021."

The dubious distinction may be no surprise to Garland-area road warriors who have to contend with 24/7 traffic created by the never-ending construction, lane blocks, and shoulder closures on I-635 through northeast Dallas.

The only other Texas city to land in the top 10 is El Paso, which comes in seventh. The city ranks second overall for transportation costs relative to income, with commuters paying 14.13% of their median household income for transportation in the city and surrounding areas, SmartAsset says.

Texas' two biggest cities, Houston and Dallas, (somehow!) tied for No. 23. The average commute time in Dallas is 25.7 minutes; in Houston, it's 26.1 minutes. But in Dallas, more workers (6.5%) have a "severe" commute of 60 minutes or more; in Houston, it's 5.8%. Houstonians spend a tiny bit more of their income on transportation costs than Dallas drivers do (9.9% vs. 9%).

Notably, Dallas and Houston ranked worse than notoriously traffic-jammed Los Angeles, which came in at No. 25.

Elsewhere in North Texas and around the state, city rankings were:

- Arlington, No. 33
- Fort Worth, No. 47
- Irving, No. 50
- Plano, No. 52
- San Antonio, No. 55
- Lubbock, No. 61
- Austin, No. 64

- Corpus Christi, No. 78
- Laredo, No. 81

Interestingly, SmartAsset notes, despite the rise in remote work the past few years, the average commute time went down by only one minute in five years. The national average decreased from 26.6 minutes in 2016 to 25.6 minutes in 2021, they say, while the percentage of remote workers has tripled in about half the time.

"Workers in 2023 will average almost 222 hours (or a little over nine days) driving to and from work," the report says. "And these hours spent in transit cost commuters more than just their time. The price of fuel, public transit passes and other commuter-related costs can add up quickly."

STAR-TELEGRAM

DO YOU DRIVE IN DALLAS COUNTY? TAKE THIS SURVEY TO GIVE FEEDBACK ON COMMUTE, TRANSIT

By Megan Cardona

The North Central Texas Council of Governments is looking at ways to fill gaps in the region's public transportation system and commuters can weigh in.

NCTCOG is a [voluntary association](#) to assist local governments in regional planning.

The association is looking for residents or commuters to [take a survey on transportation](#) in east Dallas, Kaufman, and Rockwall Counties.

Planners want to get a better understanding of existing transit needs, development patterns and how they can integrate those residents outside current public transportation authorities into a more comprehensive system, NCTCOG officials said in a statement.

The 14-question survey is open until April 1.

NCTCOG will meet 5:30 p.m. Wednesday at the Denton Senior Center to discuss filling gaps in transportation based on findings from the Denton County Transit Study.

A meeting about east Dallas, Kaufman, and Rockwall Counties transit gaps will be held Feb. 28 at 6 p.m. at the Rockwall County Library.

WFAA

'Technology lanes' coming to U.S. 75 HOV with low emission and EV component

The "Technology Lanes" may be the answer to congestion, under-utilization, and an exploding electric and low-emission vehicle market.

By Jobin Panicker

COLLIN COUNTY, Texas — It's hard to imagine that [U.S. Highway 75](#) was once a two-lane two-way road. Now, it's one of the most utilized highways in the Metroplex. The exponential population growth and development up north make it a vital part of mobility plans.

"Education and mobility are the two biggies for why people come to areas. If traffic is really bad they're not coming," said Duncan Webb, a Collin County Commissioner and Chair of the Regional Transportation Council. For four years, he's waited for the day to announce plans for U.S. 75 HOV lanes.

The under-utilized HOV, high occupancy vehicle, lanes of U.S. 75 between LBJ and Allen will be converted to a one-of-a-kind lane called the "Technology Lane." Webb tells WFAA the project was funded two years ago.

The lanes will be general-purpose lanes for all vehicles. But, during morning and evening rush for two hours going south and two hours going north Monday through Friday, the lanes will be for high-occupancy vehicles, low emission and electric vehicles. This means Central Expressway will go from four general purpose lanes to five lanes except for between 7 a.m. and 9 a.m. and 4 p.m. and 6 p.m.

"It's about time. Good job. We should be there because we're helping with the environment," said Terri Hurst who was charging her Tesla along U.S. Highway 75.

The plans required federal approval because the HOV lanes were funded federally with air quality money. Webb tells WFAA that the Regional Transportation Council, TxDOT, and FHWA (Federal Highway Administration) have discussed more than a half a dozen options to improve congestion and reduce under-utilization of the lanes.

These lanes will be a first for Texas. And, for Duncan, finally an answer to the many complaints over the years.

"Not only do I see the pylons but it's empty but, of course, that is irritating me," he said. Webb tells WFAA that any stalled-out vehicles on HOV lanes are very difficult to move because of the pylons.

Under these new lanes, the flexible plastic pylons will be gone for good. The pylons can be found in varying stages of disrepair because drivers have constantly run over them to enter and exit the lane.

"There's not many of the standup plastic cones left," laughed Steve Cochran.

The new technology lane will be striped like a regular line, but thicker.

"It'll just be a dash. You can go in and out in and out anytime you want. Richardson is ecstatic when I threw this proposal out," said Webb. The city of Richardson currently does not have any entrances along the HOV lane.

Webb says the second phase of the project is to coordinate with the cities along the corridor and their signals on the service roads to manage accidents and divert traffic using the new general-purpose lanes.

The technology lanes may be the answer to congestion, under-utilization, and an exploding electric and low-emission vehicle market. The required public notices, input meetings, environmental processes, are required to complete the project. Webb says the hope is to have the lanes up and running by 2026. Construction for the project could start as early as the end of this year.

['Technology lanes' could be coming to Central Expressway HOV | wfaa.com](https://www.wfaa.com/news/technology-lanes-could-be-coming-to-central-expressway-hov/1257877)

GARY FICKES: TRANSPORTATION SUMMIT SHOWED TARRANT COUNTY IS LEADING MOBILITY INNOVATION

By Gary Fickes

For 13 years, I've been privileged to host the Tarrant Transportation Summit, and I've come away from every experience impressed at the mobility advancements and the great minds we attract to Tarrant County and our state. The Feb. 17 summit at the Hurst Conference Center was no exception. Our audience of 600-plus came away excited to see the progress being made today and what the future holds for mobility in Tarrant County.

Tarrant County Judge Tim O'Hare summed up the county's place in future transportation initiatives: "My goal is to ensure that those in this room today – entrepreneurs, innovators, public officials, policymakers and partners – have the tools needed to propel Tarrant County to even greater heights."

This year's theme was "Automate, Accelerate, Elevate & Innovate: The Center of Global Mobility." From our panelists to our keynote speaker, Robert Poole of the Reason Foundation, the summit this year focused on how Tarrant County's environment allows innovators and entrepreneurs to test and implement the latest technologies with our local communities reaping the benefits. Our audience learned what technology and tools are being used to advance mobility locally and globally through insightful speakers and panelists.

Our panelists discussed the importance of the present and future of mobility in Tarrant County. To discuss how automation is making our supply chains resilient and robust – key elements in keeping commerce flowing and our national security strong – we were fortunate to have Michael Morris, Transportation Director at the North Central Texas Council of Governments; Brant Ring, CEO of ConGlobal; and Tyler Duval, CEO and Co-Founder of Cavnue. The panel discussed a proposal to use technology and existing infrastructure to automate logistics operations in the Alliance area. Autonomous vehicles, said Mr. Duval, are already being used in heavy industrial environments around the world and could benefit supply chain security and resiliency.

We received an update on how the 2021 Tarrant County bond election is putting needed funding into vital transportation projects around the county. Describing the recent transportation bond, Tarrant County Administrator G.K. Maenius said, "So when you look at our bond program, we tried to become more extensive than we were in 2006." Fort Worth Interim Director of Transportation and Public Works Lauren Prieur expressed enthusiasm for the projects that the city would be able to complete with its bond program.

DFW International Airport Executive Vice President of Global Strategy and Development John Ackerman and Alliance Aviation President Christian Childs spoke about the impressive investments their airports are making. DFW Airport weathered the COVID-19 pandemic without layoffs and has emerged stronger than before, with terminal improvements on the way. Similarly, Perot Field Fort Worth Alliance Airport experienced tremendous growth and is becoming a test area for exciting new aviation technologies.

Speaking for TxDOT, Caroline Mays addressed how multimodal transportation can aid economic development. Ms. Mays reviewed how our state's tremendous population growth has

fueled transportation demands across multiple modes of transportation. “TxDOT is in the business of multimodal transportation planning to facilitate multimodal movement of people and goods throughout the state of Texas,” she said.

This year, we recognized two of our sponsors, Cintra TEXpress and Hillwood, for their longstanding support for the Tarrant Transportation Summit and for improving transportation in Tarrant County and across the state.

Our speakers and panelists were an experienced group of mobility innovators, entrepreneurs and policymakers, including: Russell Laughlin, Executive Vice President, Hillwood; Victor Vandergriff, Executive Director, Tarrant Regional Transportation Coalition; Johan C. Petterson, Principal, Corporate Development, DEC; Lindsay Mullins, Executive Director, State Government Affairs, BNSF Railway; Robert Hinkle, Director of Corporate Affairs, NTE Mobility Partners LLC and LBJ Infrastructure Group LLC; Tyler Duvall, Chief Executive Officer and Co-Founder, Cavnue; Michael Morris, PE, Transportation Director, North Central Texas Council of Governments; Brant Ring, Chief Executive Officer, ConGlobal; G.K. Maenius, County Administrator, Tarrant County; Lauren Prieur, Interim Director, Transportation and Public Works, City of Fort Worth; John Ackerman, Executive Vice President of Global Strategy and Development, Dallas/Fort Worth International Airport; Christian Childs, President, Alliance Aviation Companies; Caroline Mays, AICP, Director, Planning and Modal Programs, Texas Department of Transportation; Brooke Akins, Director of Global ESG, Cintra; Craig Hulse, Director of Economic Development, North Richland Hills; John Huffman, Mayor, Southlake; Tim O’Hare, Tarrant County Judge.

Gary Fickes has been a member of the Tarrant County Commissioners Court since 2006 representing Precinct 3, which includes two major airports and several major freeways. He is a former mayor of Southlake and past chair of the Tarrant Regional Transportation Coalition and Regional Transportation Council through the North Central Texas Council of Governments.

THIS FORT WORTH COMMUNITY IS HAUNTED BY THE EFFECTS OF RACISM, DECISIONS OF THE PAST

Zoning, redlining, combative integration hurt Morningside

By Carol Roark

Victor Neil, a friend and vice president of marketing and development for Hope Farm, recently asked what had happened to the historic Morningside neighborhood in Southeast Fort Worth. Why, he wanted to know, did residents face so many challenges?

Although I knew a little bit about the neighborhood and a bit more about Terrell Heights, the neighborhood to Morningside's north, I really didn't understand what happened. Curiosity led to a study of maps, newspaper articles, and other sources that might help explain the situation.

Many questions still exist.

The area now known as Morningside is actually a combination of several different developments laid out between 1890 and the late 1920s. Morningside itself was a single-family neighborhood developed by John C. Ryan in 1921. It rested on the reputation of Ryan Place, which was built about a decade earlier.

Ryan proclaimed that Morningside was like Ryan Place but "destined ... to become the leading residence section of Fort Worth for medium-priced homes." Purchases were initially steady, but after a few years some lots were sold for hundreds of dollars less than their asking price.

Several things about the area likely gave buyers pause. The first was the neighborhood's location adjacent to the MKT railroad tracks and close to the Santa Fe and Houston & Texas Central tracks. Train noise and soot were a definite negative. Second, even though the developments that made up Morningside were segregated (white people only), by the 1910s, the area now known as Terrell Heights was a residential area for successful Black people, including Texas' first Black millionaire William Madison McDonald. Jim Crow and prejudice predominated, and race always trumped wealth.

By the 1930s, the government had gotten into the act when the Homeowner's Loan Corp. developed redlining or "grades of security" maps, which were intended as a guideline for evaluating residential loans. The Morningside area was identified as "definitely declining," making it harder to get a loan, as well as a less desirable place to buy a home. Even so, Morningside was an affordable place to purchase a home, and many moderate-income white families bought their first home in the neighborhood.

One of the first attempts to integrate the Morningside neighborhood came in 1940 when J. P. Ewing purchased five small frame homes with plans to move them to the 1300 block of East Baltimore and rent the houses to "Negroes." Neighbors sprang into action and offered to help purchase the homes so they would not house Black people. Ewing countered that he planned to live in one of the houses himself and rent the others to white people – and that there was no threat.

The neighbors drew a line at Myrtle Street, opposing the presence of any Black residents south of that location and formed the Southeast Crusaders Civic League to further their cause.

The neighborhood also continued to oppose commercial development and, in 1948, got the City of Fort Worth to allow construction of duplexes rather than retail. This decision led, in part, to a lack of neighborhood services like grocery stores.

In Fort Worth, construction of the North-South and East-West highways preceded the 1956 National Interstate and Defense Highways Act by several years. Local architect and engineer Wyatt C. Hedrick drew 1946 plans for the first two sections of the North-South Expressway (from Kellis – near Seminary – to Morningside and then from Morningside to Rosedale), which were largely completed by the end of 1951. The freeway ran through Morningside just east of one set of railroad tracks – dividing the neighborhood. It was a classic example of highway construction through older areas – often occupied by Black people – whose residents had a harder time fighting back.

Residents who were not used to highway speeds walked across the at-grade freeway to visit their neighbors on the other side. At least one person was killed before the highway department decided to build fencing, but only one pedestrian overpass was built at East Robert Street near Morningside Elementary to accommodate students who needed to cross the freeway to get home. The fencing provided safety, but also further divided the neighborhood.

The shift in the neighborhood's racial make-up started during the mid-1950s, a period when Fort Worth's population was experiencing significant post World War II growth. Black people who had served in the military wanted housing for their families (think: Baby Boomer generation), and began to buy homes just south of Terrell Heights. Morningside's white residents countered by revitalizing the now-named Southeast Side Civic League.

The League urged white residents not to sell, stating that, "they won't get much for their property, anyway" and asked residents to report sales to Black people. They also began to buy houses recently purchased by Black residents and resell them to "white people only." Morningside residents also requested a twelve-block "buffer zone park" to separate Morningside from Terrell Heights, a move that would have destroyed almost 400 houses.

Property values were also impacted by 1957-58 flooding around the North-South Freeway and at Morningside and South Main. By 1960, there was an incident where crosses were burned on lawns. Morningside's location between the railroad tracks, the construction of the freeway, redlining, zoning decisions, and a combative approach to integration all had a negative impact.

Today, Morningside still struggles with the cumulative effect of those past decisions.

RESIDENTS VOICE CONCERNS ABOUT PLANS FOR I-30 EXPANSION IN WEST FORT WORTH

By Sandra Sadek

West Fort Worth residents Stephanie Muzi and Leanna Johnson listened attentively to a recent video presentation about the expansion of Interstate 30, occasionally snapping a photo of an interesting slide to share with their neighbors.

While the two women, president and vice-president of the [Ridglea North Neighborhood Association](#), noted the need for more lanes to aid congestion, they would also like to see a way for pedestrians to access both sides of the highway.

"I go to church on the other side. A lot of us do business on the other side and vice-versa," Muzi said. "I think that pedestrian connections would be great."

The Texas Department of Transportation's \$1.2 billion work on the I-30 corridor, from Loop 820 in west Fort Worth to Chisholm Trail Parkway closer to downtown, continued this month with another set of public meetings.

In the latest proposed design, the I-30 corridor will be expanded to eight lanes – four eastbound and four westbound. The original proposed design looked at widening to 10 lanes, or five lanes going each way.

The shared pathway for cyclists and pedestrians also was narrowed from 10 feet to 8 feet in an effort to reduce right-of-way impact on nearby homes.

Design updates to the Texas 183 and Spur 341 interchange will be presented at the next set of public meetings.

TxDOT is also considering reconstructing I-30 from U.S. 287 to Cooper Street in Arlington, estimated at \$1.1 billion. More details have not yet been released.

Former councilmember and Community Design Executive Director Ann Zadeh felt encouraged by the turnout at the meeting.

Last summer, Community Design submitted a letter to TxDOT, citing concerns that the expansion of I-30 would further divide communities in west Fort Worth, and that instead, this project could provide [opportunities to unite them](#). TxDOT did respond to the letter and has made some adjustments to its plans, Zadeh said.

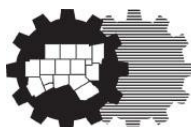
"What I hate to see is the reduction of elements that make it more pedestrian and bike-friendly and neighborhood friendly," Zadeh said.

TxDOT did not immediately respond to requests for more information.

In June, the U.S. Department of Transportation announced the launch of a \$1 billion pilot program to help [reconnect cities and neighborhoods](#) racially segregated or divided by road projects.

At this time, no funding has been identified for the I-30 corridor project, which is common in such large-scale ventures, TxDOT said. Instead, having shovel-ready proposals make them more attractive to future pools of funding.

“Organizations like TxDOT have to plan very far in advance and often ahead of identified funding,” Zadeh said. “If you wait until the funding is identified or they’ve completed all their planning then it’s much more difficult to have the input from the community implemented in the plans.”



North Central Texas
Council of Governments

PRESS RELEASE
Contact: Brian Wilson
(817) 704-2511
bwilson@nctcog.org

NCTCOG to Host Public Meetings to Discuss Filling Gaps in Regional Transit System

Meetings to seek input on studies that could boost connectivity in eastern counties

Feb. 20, 2023 (Arlington, TEXAS) - North Texans are invited in February to provide input on a pair of studies examining how to close gaps in the regional transit network and create a more seamless experience for riders. Both studies will help develop a transit vision, along with specific goals and objectives that guide the transit planning process, recommendations and implementation.

A public meeting for the Denton County Transit Study will take place at 5:30 p.m. Feb. 23. NCTCOG will host the meeting at the Denton Senior Center, 509 N. Bell Ave. in Denton. At this meeting, staff will discuss preliminary outcomes from the Denton County Transit Study.

The study was initiated to develop a comprehensive public transportation plan focusing on areas of the county not already members of the Denton County Transportation Authority, which serves Denton, Lewisville and Highland Village. Dallas Area Rapid Transit and Trinity Metro also provide service to parts of the county, along with prequalified demand-response services such as Span Transit. To learn more about this study visit [the project webpage](#).

A public meeting to discuss the Eastern Dallas, Kaufman and Rockwall Counties Regional Transit Study will take place at 6 p.m. Feb. 28 at the Rockwall County Library, 1215 E. Yellow Jacket Lane in Rockwall. Planners want to get a better understanding of the existing transit needs and development patterns and how they can integrate those residents outside current public transportation authorities into a more comprehensive system.

In addition to the planned public meeting, NCTCOG has launched a transit survey to allow residents to provide input regarding transit needs in the area. To participate in the survey on transit needs in eastern Dallas, Kaufman and Rockwall counties, visit <https://publicinput.com/edkrsurvey>. The survey will be open until April 1. More information about the study is available on the [project webpage](#).

The studies of transit needs in Denton County, as well as eastern Dallas, Kaufman and Rockwall counties are part of a regional effort to identify where public transportation can be expanded to meet the evolving needs of a growing Dallas-Fort Worth area. In 2021, NCTCOG completed studies of transit needs in Collin, Tarrant and southern Dallas counties.

The Dallas-Fort Worth area is the fourth-largest metropolitan region in the country, with a population of approximately 8 million people. By 2045, an estimated 11 million people will call the region home, and Rockwall and Kaufman counties are projected to lead the way in percentage growth.

Public Meeting Details

What	Where	When
Denton County Transit Study Public Meeting	Denton Senior Center 509 N Bell Ave Denton, TX 76201	Feb. 23, 2023, 5:30 p.m.
EDKR Regional Transit Study Public Meeting	Rockwall County Library 1215 E Yellow Jacket Lane Rockwall, TX 75087	Feb. 28, 2023, 6 p.m.

About the North Central Texas Council of Governments:

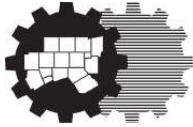
NCTCOG is a voluntary association of local governments established in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit and coordinating for sound regional development.

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 229 member governments including 16 counties, 169 cities, 19 school districts and 27 special districts. For more information on the 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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North Central Texas
Council of Governments

PRESS RELEASE
Contact: Brian Wilson
(817) 704-2511
bwilson@nctcog.org

Hybrid Public Meeting to Provide Safety, Conformity Updates Feb. 6

Public comments accepted on transportation planning topics until March 7

Feb. 2, 2023 (Arlington, TX) - The North Central Texas Council of Governments (NCTCOG) invites residents to learn more about transportation planning initiatives and provide their input during a hybrid public meeting at noon Feb. 6 at NCTCOG's Arlington offices, 616 Six Flags Drive. Residents can also watch the presentations live at www.publicinput.com/nctcogFeb23 or participate via phone by dialing 855-925-2801, then code 2862.

The Regional Safety Program seeks to address the increase in fatality and serious-injury crashes across the state and Dallas-Fort Worth region. NCTCOG is collaborating with the Texas Department of Transportation and other metropolitan planning organizations to identify strategies to reduce crashes. An overview of the engineering, enforcement and educational projects being developed will be provided during the meeting.

Because 10 Dallas-Fort Worth area counties are in nonattainment for ozone pollution, the Clean Air Act of 1990 requires an air quality analysis to be performed when a new metropolitan transportation plan is developed. The US Department of Transportation granted a successful transportation conformity determination for the Mobility 2045 update in December. Staff will present effects on final project recommendations due to the Transportation Conformity review process.

Additionally, modifications to the Fiscal Year 2022 and FY 2023 Unified Planning Work Program (UPWP) will be posted online for review and comment. The UPWP is a guide for transportation and air quality planning activities to be conducted by the metropolitan planning organization.

The following will also be highlighted during the meeting: Regional Smoking Vehicle Program, vehicle incentive and funding opportunities, Engine Off North Texas and administrative revisions to the Mobility 2045 - 2022 Update.

For those who want to take transit to the meeting, \$6 roundtrip rides from the Centerport/DFW Airport Station to NCTCOG are available through VIA at <https://city.ridewithvia.com/arlington>.

For special accommodations due to disabilities or language interpretation, contact 817-695-9255 or email jcastillo@nctcog.org. Public comments will be accepted until March 7.

Public Meeting Details
Noon Monday, Feb. 6, 2023 North Central Texas Council of Governments 616 Six Flags Drive Arlington, TX 76011

About the North Central Texas Council of Governments:

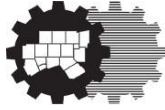
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North Central Texas
Council of Governments

PRESS RELEASE

Contact: Brian Wilson
(817) 704-2511
bwilson@nctcog.org

Kathy Yu
(817) 608-2343
kyu@nctcog.org

DART, TRE Start 2023 with Survey to Gauge Demand, Meet Needs

Bus, rail, on-demand passengers asked to provide input to improve system

Feb. 6, 2023 (Arlington, Texas) – The next phase of a regionwide transit survey will begin in early February. This time, data will be gathered from Dallas Area Rapid Transit (DART) and Trinity Railway Express riders, helping planners determine demand on the system and potential improvements. If you use one of these providers, you may be asked to participate.

Funded through a partnership between the North Central Texas Council of Governments (NCTCOG), DART, the Denton County Transportation Authority (DCTA) and Trinity Metro, this is the final phase of a regionwide transit survey that began last fall. This phase will run through Memorial Day.

The 2023 survey will operate the same as the first phase last fall, with on-to-off and questionnaire components. The two types of transit surveys will seek to determine how riders are using the expanding public transportation network and indicate what changes could be made to better accommodate the needs of the growing region.

“The regional transit travel survey began with DCTA, Trinity Metro and Arlington Via last fall and will continue in spring 2023, this time including TRE and DART, as well as its GoLink on-demand services, trolley, streetcar and shuttles,” said Arash Mirzaei, NCTCOG senior program manager, model and data development. “This voluntary survey will help the transit agencies understand how riders are using the transit system after the height of the COVID-19 pandemic, as well as provide a clear depiction of socioeconomic characteristics of transit users.

“Transit agencies can use this data to offer service enhancements to their customers both now and in the future.”

The on-to-off survey will attempt to measure demand and passenger trip patterns. Upon boarding a bus, riders will be handed cards by surveyors wearing blue vests and asked to return the cards when they disembark. On the region’s participating rail lines, passengers will simply be asked at what station they will get off.

The questionnaire survey will involve surveyors asking randomly selected passengers about their current trip and their socioeconomic characteristics. Some riders will be asked to fill out paper questionnaires instead of participating in interviews. Both survey questionnaire formats (electronic and paper) will contain the same questions.

Participation in the spring surveys is voluntary, and answers will be kept confidential. The goal is to collect data from a random sample of 10% of transit riders.

Dallas-Fort Worth is the fourth-largest region in the nation, with a population of approximately 8 million people. As North Texas attracts thousands of new residents each year on the way to a projected population of 11 million by 2045, transit will play a significant role in ensuring the transportation system remains reliable and continues to improve into the future. For more information about the survey, email transitsurvey@nctcog.org or visit <https://nctcog.org/transitsurvey>.

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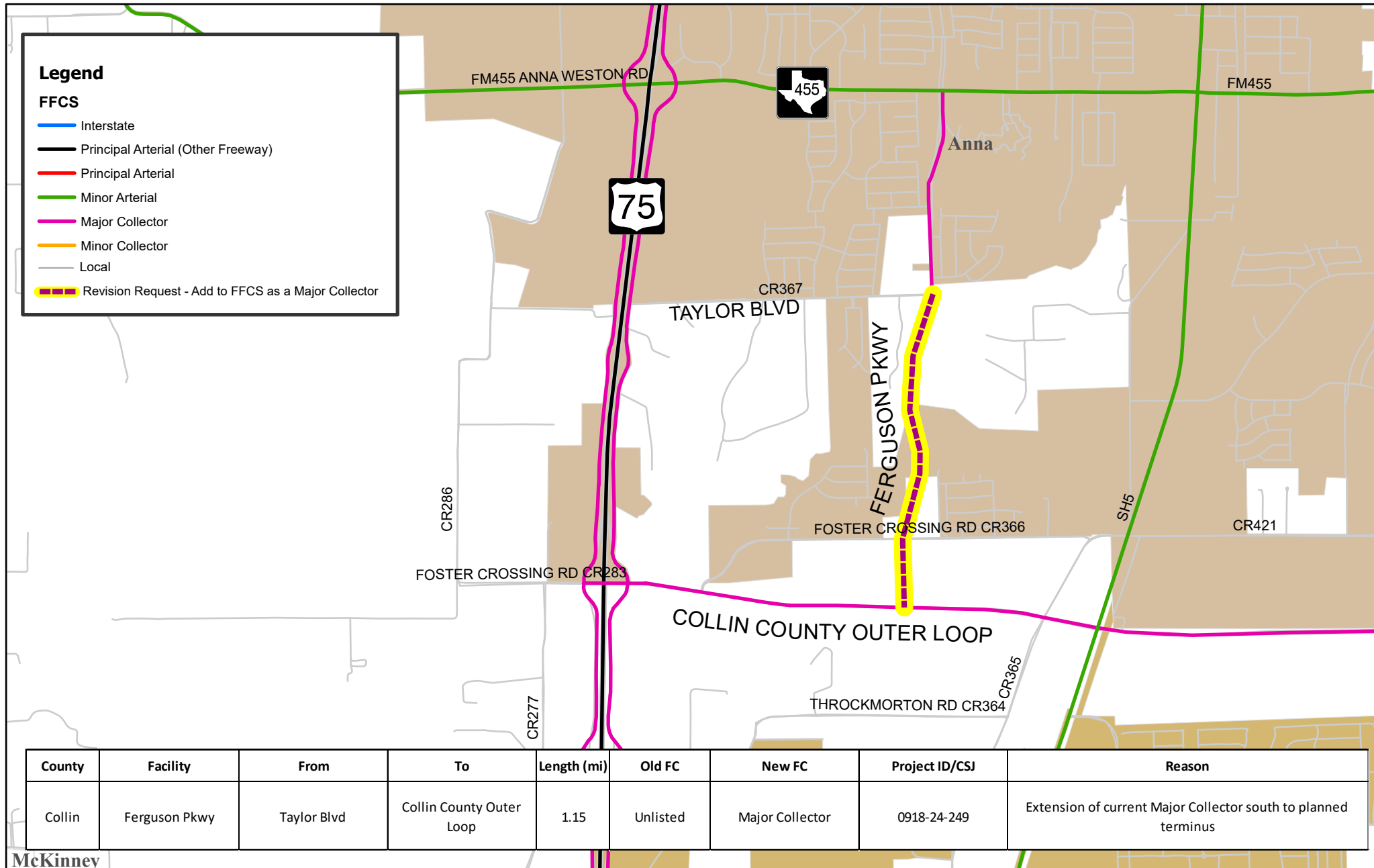
County	Facility	From	To	Length (mi)	Old FC	New FC	Reason
Collin	Ferguson Pkwy	Taylor Blvd	Collin County Outer Loop	1.15	Unlisted	Proposed Major Collector	Extension of existing Major Collector south to planned terminus
Collin	Dallas North Tollway General Purpose Lanes and SB Frontage	FM 428	US 380	6.1	Major Collector	Proposed Major Collector/Proposed Principal Arterial - Other Freeway	Addition of future general purpose lanes and addition of the currently operational SB frontage road
Collin	SS 399/SH 5	US 75	Future SS 399 Extension	1.6	Principal Arterial	Proposed Major Collector/Proposed Principal Arterial - Other Freeway	Convert current Principal Arterial to Principal Arterial - Other Freeway; addition of NB/SB frontage roads from Medical Center Blvd to future SS 399 extension
Collin	SS 399 (new location)	SH 5	US 380	5.5	Unlisted	Proposed Major Collector/Proposed Principal Arterial - Other Freeway	New location freeway with frontage roads
Collin	US 380	Denton County Line	University Drive - .9 Miles East of Stonebridge Blvd	7.7	Principal Arterial	Proposed Major Collector/Proposed Principal Arterial - Other Freeway	Convert current Principal Arterial to Principal Arterial - Other Freeway; addition of continuous EB/WB frontage roads
Collin	US 380	Future SS 399 - 1.35 Miles East of Airport Road	West Princeton Drive - 0.4 Miles West of Tarvin Road	0.8	Principal Arterial	Proposed Major Collector/Proposed Principal Arterial - Other Freeway	Convert current Principal Arterial to Principal Arterial - Other Freeway; addition of continuous EB/WB frontage roads
Collin	US 380	East Princeton Drive - .25 Miles West of Hazelwood Drive	Audie Murphy Pkwy - .5 Miles East of Collin CR 560	4.25	Principal Arterial	Proposed Major Collector/Proposed Principal Arterial - Other Freeway	Convert current Principal Arterial to Principal Arterial - Other Freeway; addition of continuous EB/WB frontage roads
Collin	US 380 (new location)	University Drive - .9 Miles East of Stonebridge Blvd; West of McKinney	University Drive at Future SS 399 - 1.35 miles East of Airport Road; East of McKinney	11.6	Unlisted	Proposed Major Collector/Proposed Principal Arterial - Other Freeway	New location Principal Arterial - Other Freeway and continuous EB/WB frontage roads
Collin	US 380 (new location)	West Princeton Drive - 0.4 Miles West of Tarvin Road	East Princeton Drive - .25 Miles West of Hazelwood Drive	7	Unlisted	Proposed Major Collector/Proposed Principal Arterial - Other Freeway	New location Principal Arterial - Other Freeway and continuous EB/WB frontage roads
Collin Denton	Dallas North Tollway	Collin CR 60	FM 455	2.6	Major Collector	Proposed Major Collector/Proposed Principal Arterial - Other Freeway	Addition of future general purpose lanes and SB frontage road north to Collin/Grayson County Line
Collin Denton	Dallas North Tollway	FM 455	FM 428	4.25	Unlisted	Proposed Major Collector/Proposed Principal Arterial - Other Freeway	Extension of DNT general purpose lanes and frontage roads north to FM 455
Collin Hunt	US 380 (new location)	Audie Murphy Pkwy - .5 mile East of Collin CR 560; East of Farmersville	East of Collin County Road 698/699; East of Farmersville	6.4	Unlisted	Proposed Major Collector/Proposed Principal Arterial - Other Freeway	New Location Principal Arterial - Other Freeway and continuous EB/WB frontage roads
Dallas	IH 35E NB Frontage	Royal Lane	Manana Drive	1.5	Unlisted	Proposed Major Collector	New location frontage road
Dallas	IH 35E SB Frontage	Lombardy Lane	SS 482	1.1	Unlisted	Proposed Major Collector	New location frontage road
Dallas	Wheatland Road	Dallas/Lancaster City Limits, 0.6 Miles East of Current Intersection with University Hills Blvd	University Hills Blvd at Current Intersection with West Leg of Wheatland Road	0.6	Major Collector	Major Collector	Realignment of existing Major Collector to create four-way intersection with University Hills Blvd

Dallas	IH 20 WB Frontage	East of SH 342/Lancaster Road	IH 35E Frontage NB	2.5	Unlisted	Major Collector	Add existing frontage road to FFCS
Dallas	IH 30 Frontage EB & WB	East of Bass Pro Road	Dalrock Road	1.4	Unlisted	Proposed Major Collector	New location frontage EB & WB; omproved access and incident management over Lake Ray Hubbard
Dallas	IH 20 Frontage EB & WB	Cockrell Hill Road	Kirnwood Road	1.4	Unlisted	Proposed Major Collector	New location frontage EB & WB; improved access across US 67 interchange
Dallas	Conflans Road	Valley View Lane	SH 161	0.8	Unlisted	Proposed Major Collector	Extension of existing Conflans Major Collector westward across PGBT/SH 161 to Valley View Lane; new location. Projected 2045 daily volume of 13K
Dallas	IH 20 Frontage EB & WB	Lumley Road	Kaufman County Line	2.1	Unlisted	Proposed Major Collector	Extension eastward of existing frontage roads
Dallas	Merritt Road	SH 190/PGBT	Liberty Grove Road	0.9	Unlisted	Proposed Major Collector	Extension of existing Major Collector east to Chiesa Road; projected 2045 daily volume of 30K
Dallas	IH 635 WB Frontage	Royal Lane	Belt Line Road	2.3	Unlisted	Proposed Major Collector	Extension of existing frontage road west to Royal Lane
Denton	US 380	Teel Parkway/ Championship Blvd	Collin County Line	1.3	Principal Arterial	Proposed Major Collector/Proposed Principal Arterial - Other Freeway	Convert current Principal Arterial to Principal Arterial - Other Freeway; addition of continuous EB/WB frontage roads
Denton	SL 288 (new location)	iH 35 at SL 288 (existing)	US 380	2	Unlisted	Proposed Major Collector	New location extension of current SL 288 westward. Will serve as a Truck Route for US 380. NW quadrant of SL 288 loop around Denton. Staged freeway.
Denton	SL 288 (new location)	US 380	IH 35W	5.5	Unlisted	Proposed Major Collector	New location making up SW quadrant of SL 288 loop around Denton. Will serve airport and industrial traffic. Staged freeway.
Denton	SH 114	East of FM 156	IH 35W	1.8	Principal Arterial	Proposed Major Collector/Proposed Principal Arterial - Other Freeway	Convert current Principal Arterial to Principal Arterial - Other Freeway; addition of continuous EB/WB frontage roads
Denton	SH 114	IH 35W	0.25 East of US 377	3.5	Principal Arterial	Proposed Major Collector/Proposed Principal Arterial - Other Freeway	Convert current Principal Arterial to Principal Arterial - Other Freeway; addition of continuous EB/WB frontage roads
Johnson	IH 35W, BI 35V	US 67	Existing BI 35V Intersection	0.5	Unlisted	Proposed Major Collector	Extension of frontage from US 67 through new 'T' intersection with BI 35V; safety
Johnson	FM 157	8th Street	Johnson CR 108B	0.5	Unlisted	Proposed Major Collector	Realignment of FM 157 through Venus, improved safety near school
Kaufman	IH 20 Frontage EB & WB	Dallas County Line	SS 557	12.5	Unlisted	Proposed Major Collector	New location frontage roads
Kaufman	IH 20 Frontage EB & WB	SS 557	Wilson Road	4.25	Unlisted	Proposed Major Collector	New location frontage roads
Kaufman	EB SS 557 Frontage	FM 148	IH 20	0.7	Unlisted	Proposed Major Collector	Extension of EB frontage road
Parker	IH 20 Frontage EB & WB	FM 2552	Bankhead Hwy	1	Unlisted	Proposed Major Collector	New location EB and WB frontage roads
Tarrant	SH 360 Frontage NB & SB	Trinity Blvd	Riverside Pkwy	1.25	Unlisted	Proposed Major Collector	New location frontage NB & SB; improved access and incident management over Trinity River
Tarrant	US 81/287 NB-SB Frontage Roads	Wise County Line	Avondale Haslet Road	1.75	Unlisted	Proposed Major Collector	Addition of existing NB and SB continuous frontage roads
Tarrant	US 81/287 Frontage Roads	Avondale Haslet Road	IH 35W	8	Unlisted	Proposed Major Collector/Proposed Principal Arterial - Other Freeway	Addition of NB and SB continuous frontage roads
Tarrant Dallas	IH 30 Frontage EB	Copeland Road	SH 161 SB	2.1	Unlisted	Major Collector	New Location EB and WB frontage roads serving IH 30
Tarrant Dallas	IH 30 Frontage WB	0.2 Miles West of Ballpark Way	SH 161 SB	2.8	Unlisted	Major Collector	

Tarrant	SH 199	North End of Lake Worth Bridge	Azle Avenue	0.8	Principal Arterial	Proposed Major Collector/Proposed Principal Arterial - Other Freeway	Convert current Principal Arterial to Principal Arterial - Other Freeway; addition of continuous EB/WB frontage roads
Tarrant	IH 20 Frontage EB & WB	EB: 0.45 Miles East of Park Springs Blvd; WB: 0.25 Miles East of Park Springs Blvd	EB: 0.13 Miles West of Bowen Road; WB: 0.3 Miles West of Cooper Street	1.4	Unlisted	Proposed Major Collector	Creation of continuous frontage roads on IH 20 between Park Springs Blvd and FM 157/Cooper Street; improved access and incident management
Wise	BU 81D (Realigned)	Realigned FM 1810 Intersection	Wise CR 2090	0.6	Unlisted	Proposed Major Collector	Realignment of BU 81D to accommodate new FM 1810 interchange on US 81/287; safety
Wise	US 81 Frontage NB and SB (new location) and N+B13ew FM 1810 Overpass	North of Wise CR 2195	North of US 380	1.6	Unlisted	Proposed Major Collector	New frontages serve US 81/287; overpass creates safer interchange between FM 1810 and US 81/287 for heavy truck traffic
Wise	US 81/287	North of Pioneer Road	Tarrant County Line	6.5	Principal Arterial	Proposed Major Collector/Proposed Principal Arterial - Other Freeway	Addition of continuous frontage roads, conversion of existing arterial lanes to freeway general purpose lanes; Major Collector grade separations at Pioneer Road, Robertson Road, Ramhorn Hill Road, and Northstar Pkwy
Wise	US 81/287	North of Wise CR 4228	South of NRS Road	1.7	Principal Arterial	Proposed Major Collector/Proposed Principal Arterial - Other Freeway	Addition of NB and SB frontage roads and conversion of existing Principal Arterial to Principal Arterial - Other Freeway; Major Collector grade separation at NRS Road.

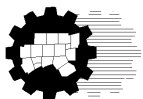
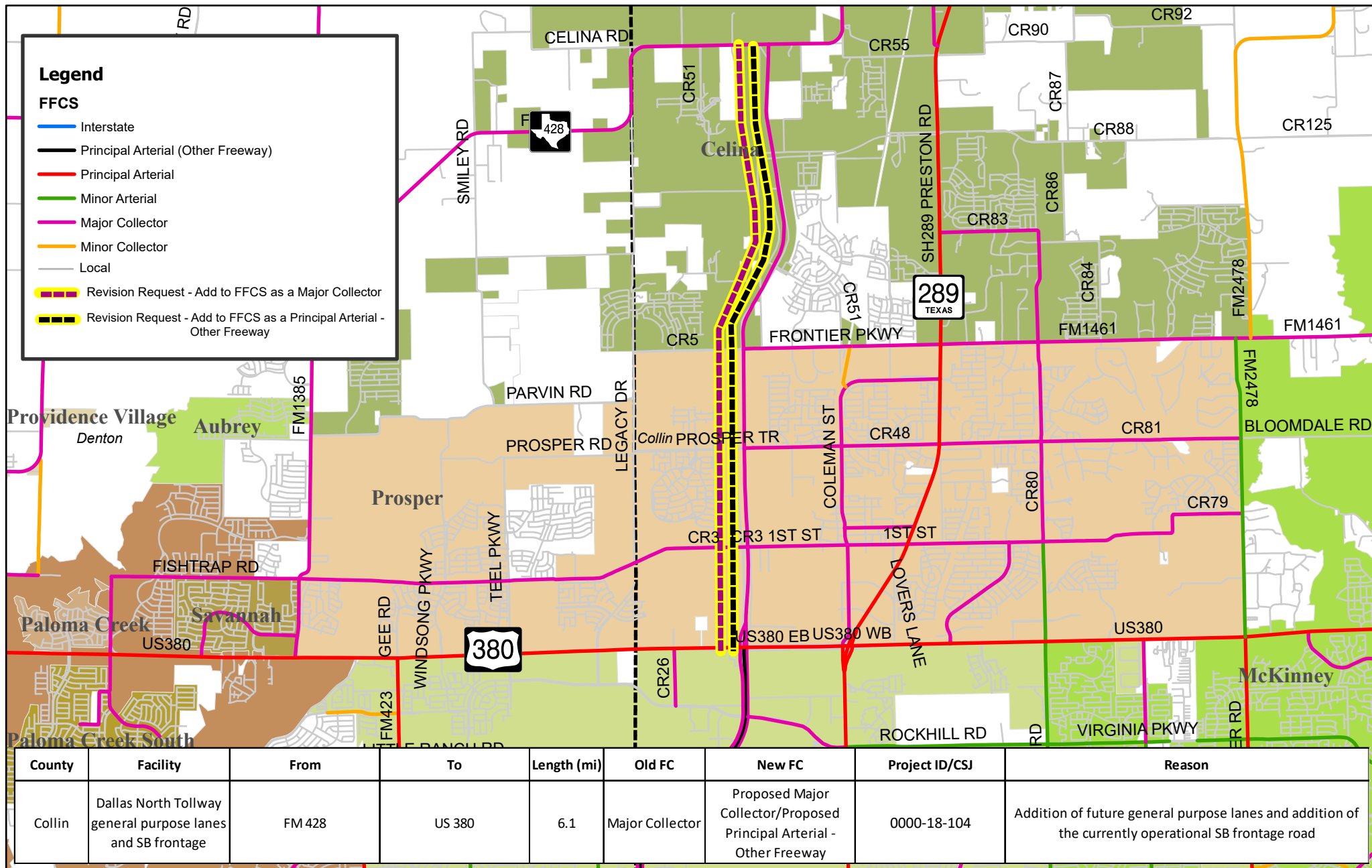
Federal Functional Classification System (FFCS) Amendment

As requested by NCTCOG and the City of Anna and approved as part of the Transportation Improvement Program (TIP)



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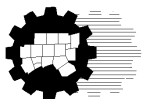
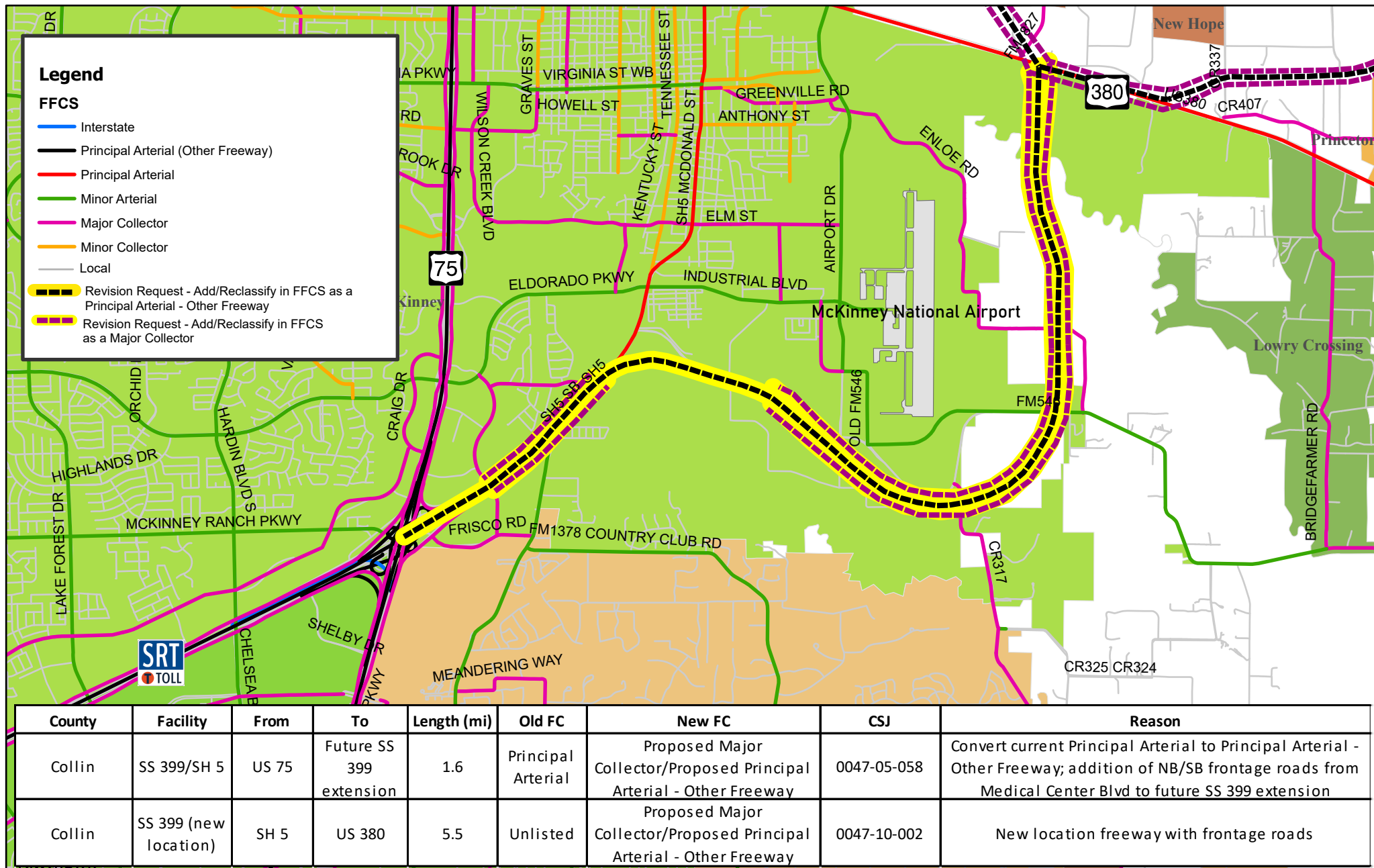


North Central Texas
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Transportation

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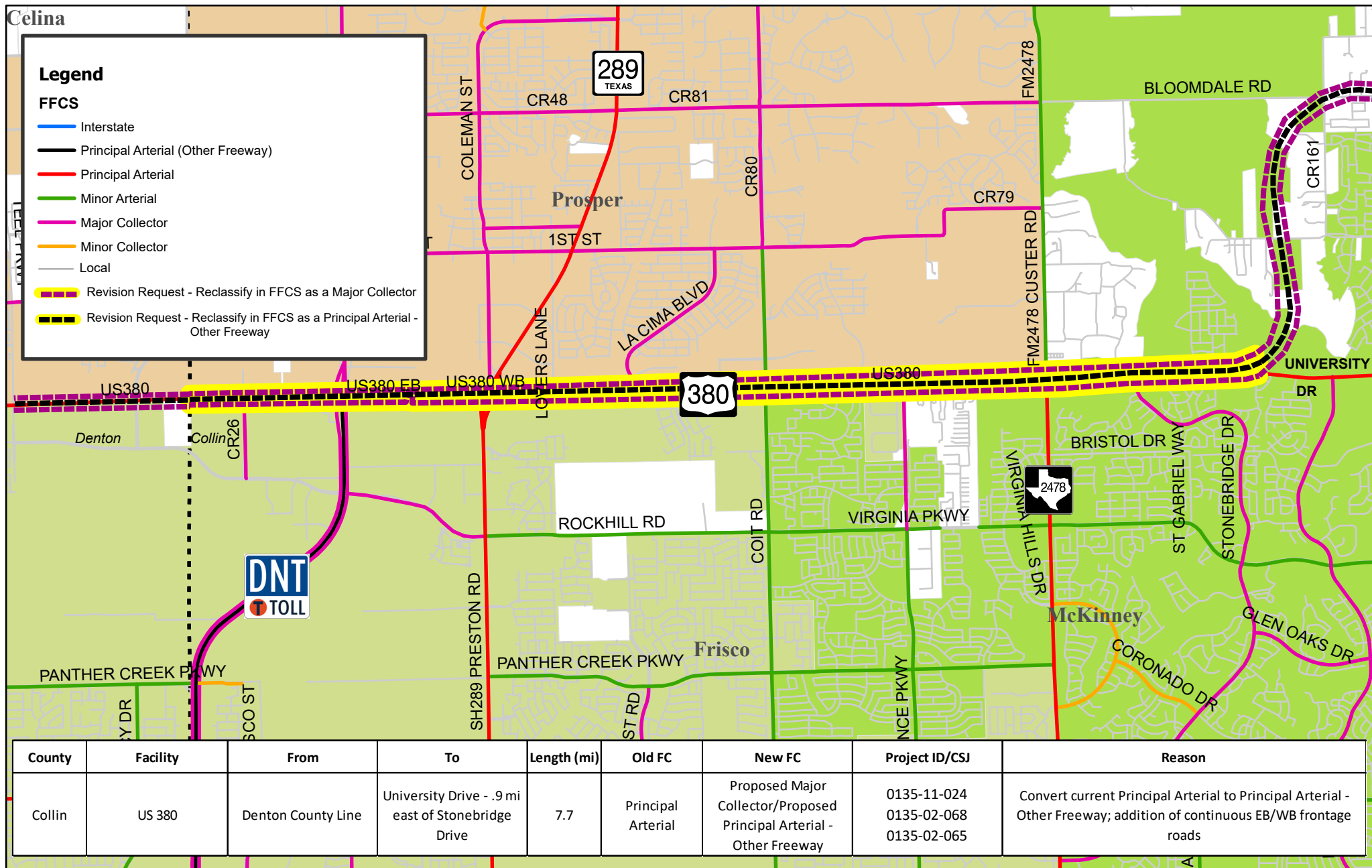
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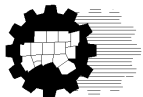
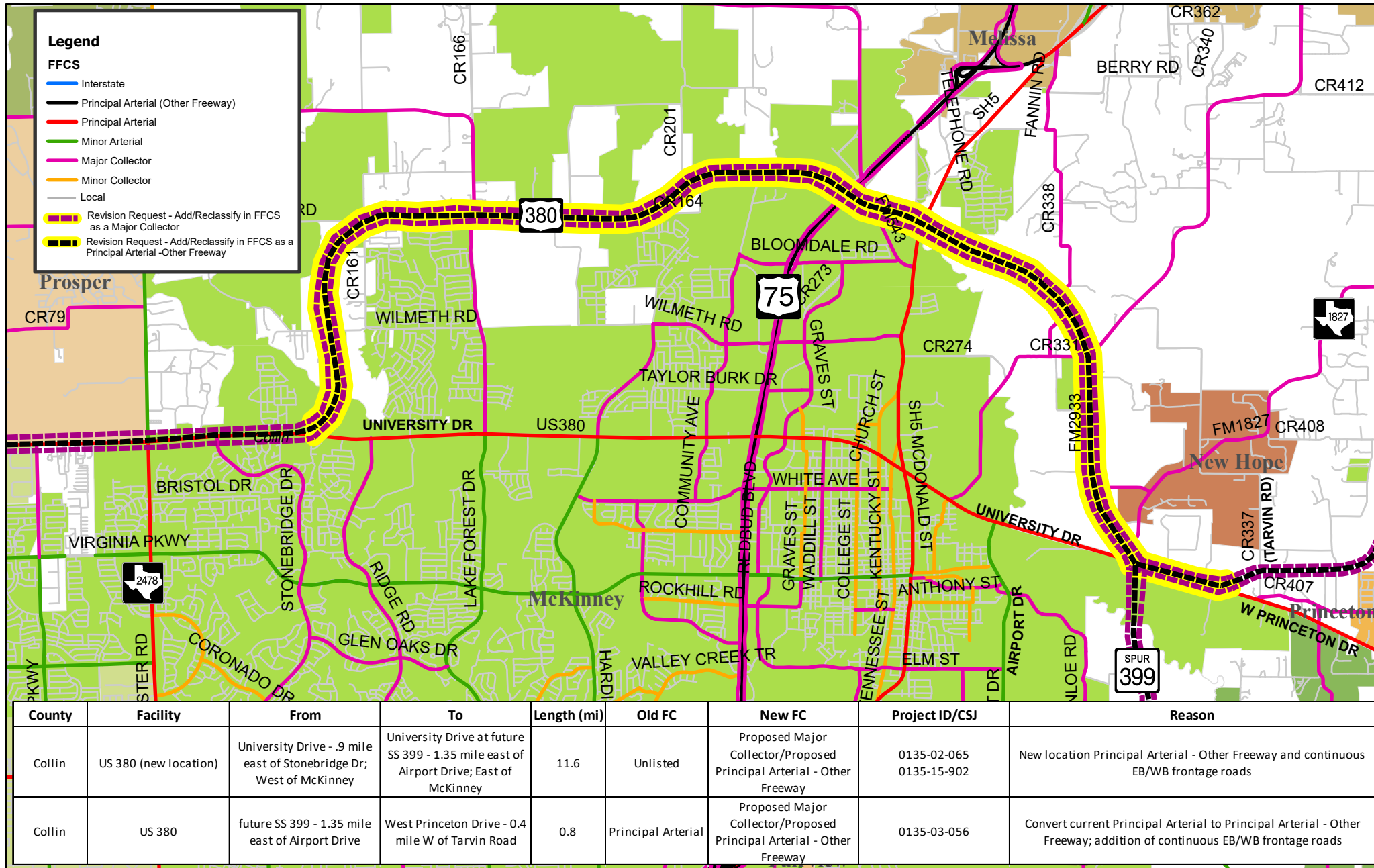
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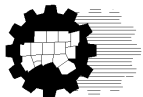
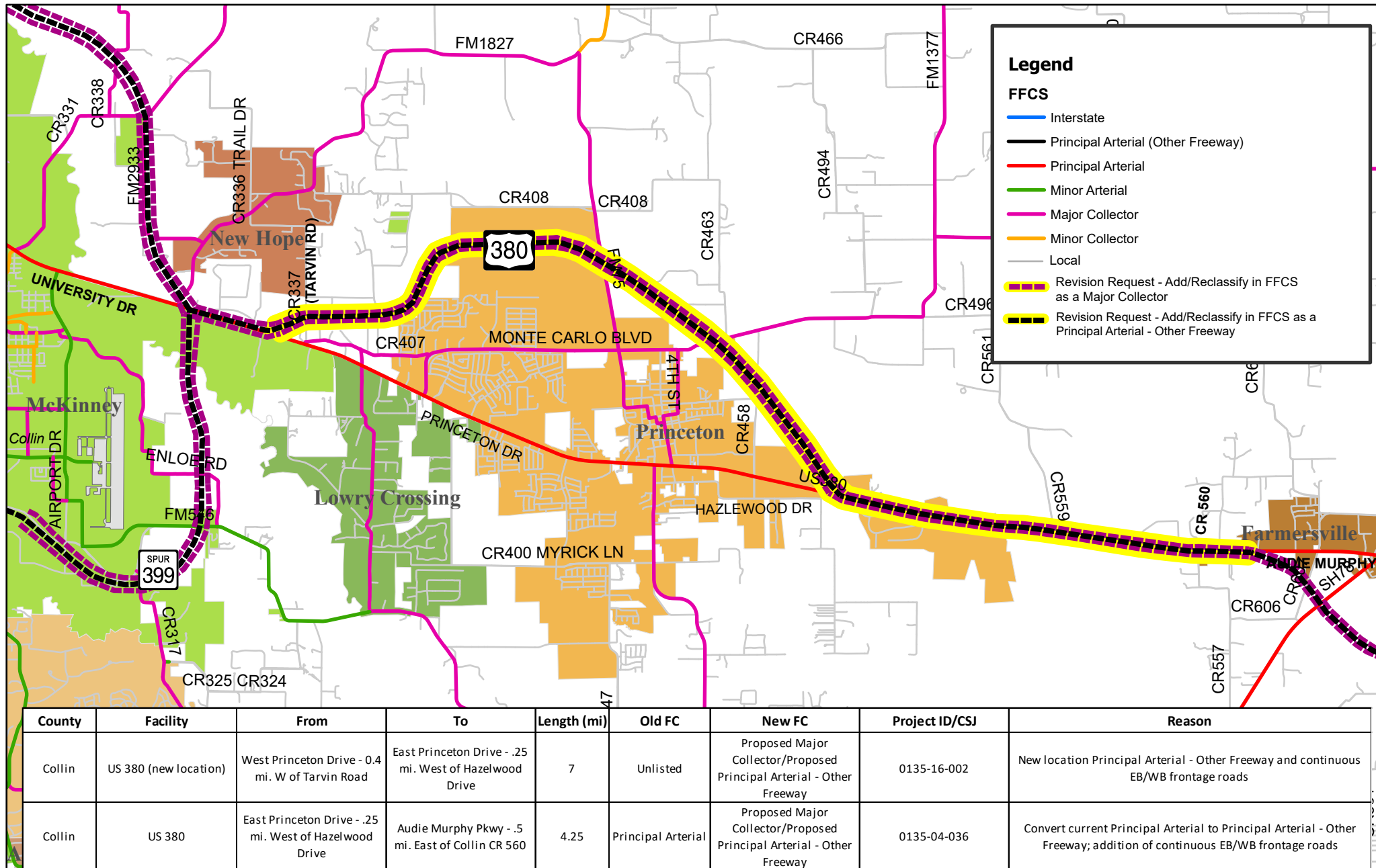
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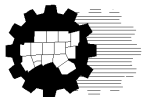
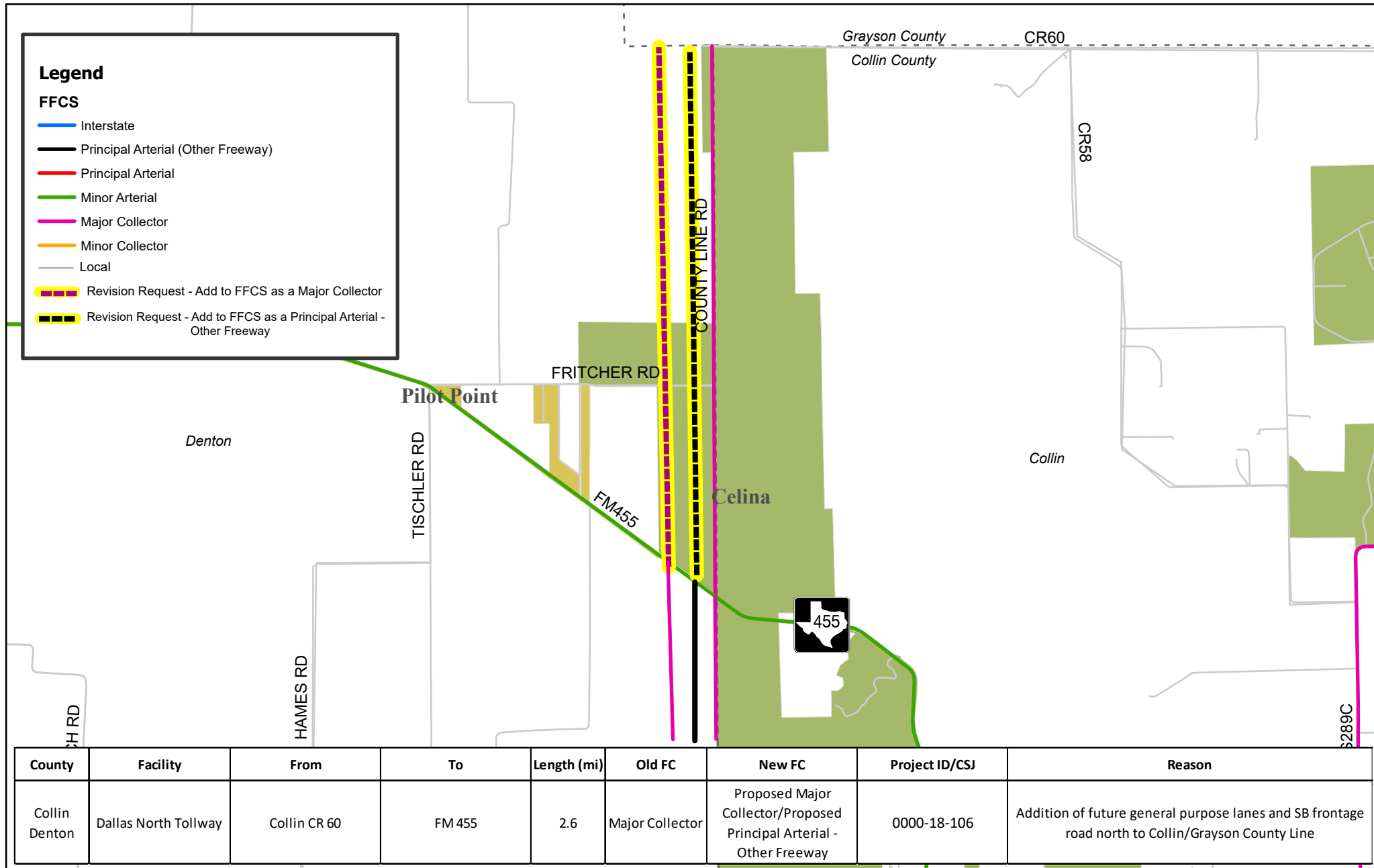


**North Central Texas
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Transportation**

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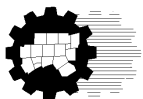
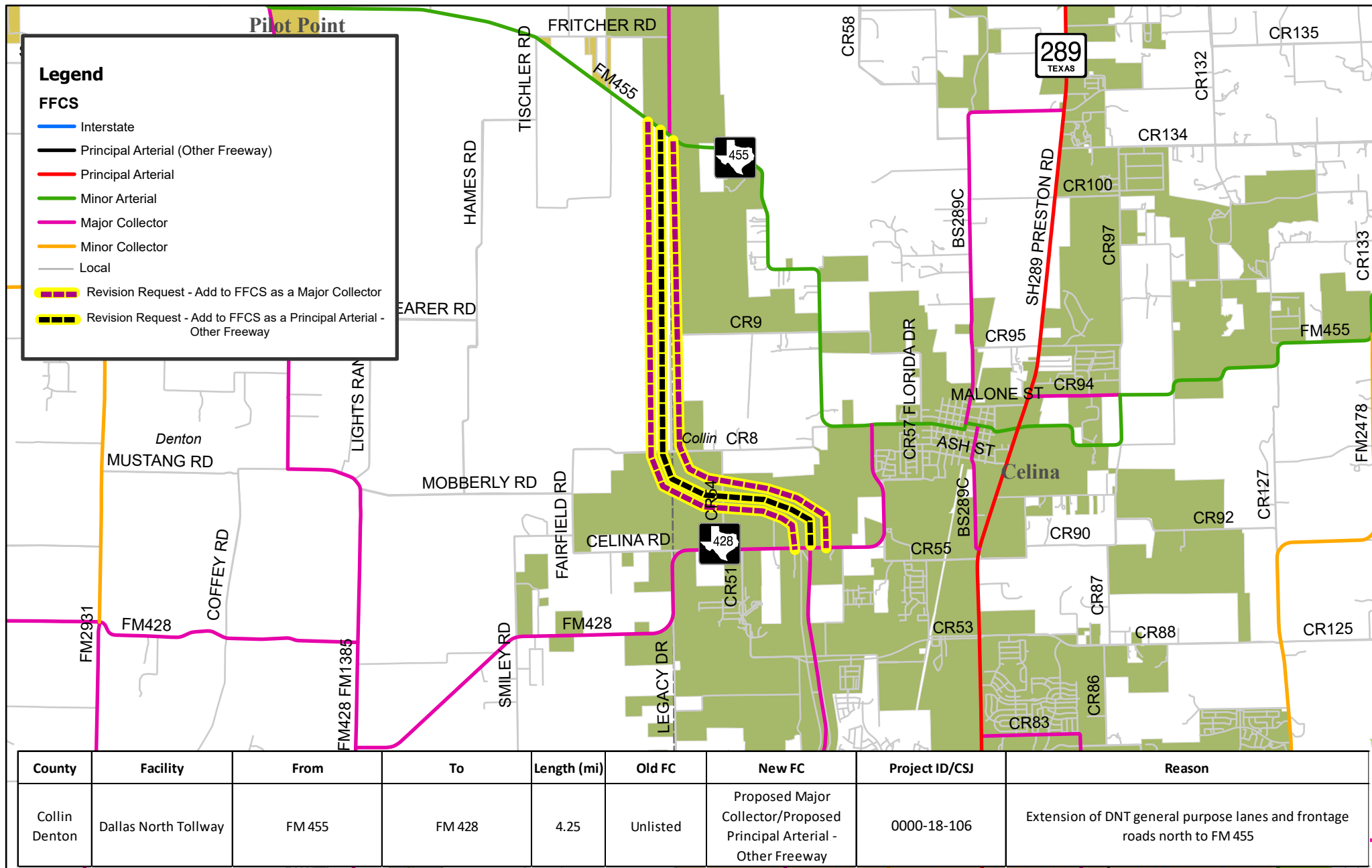
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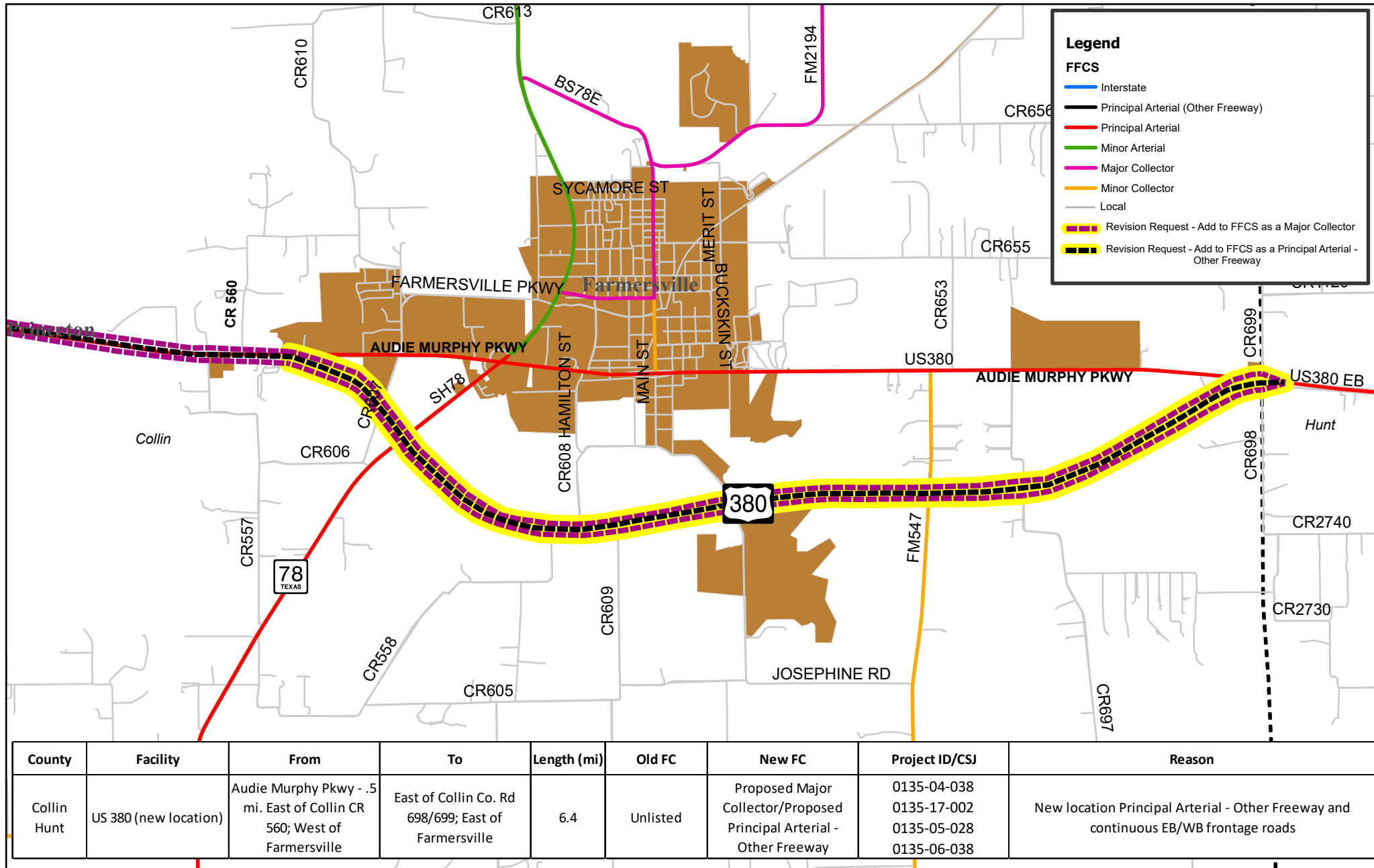


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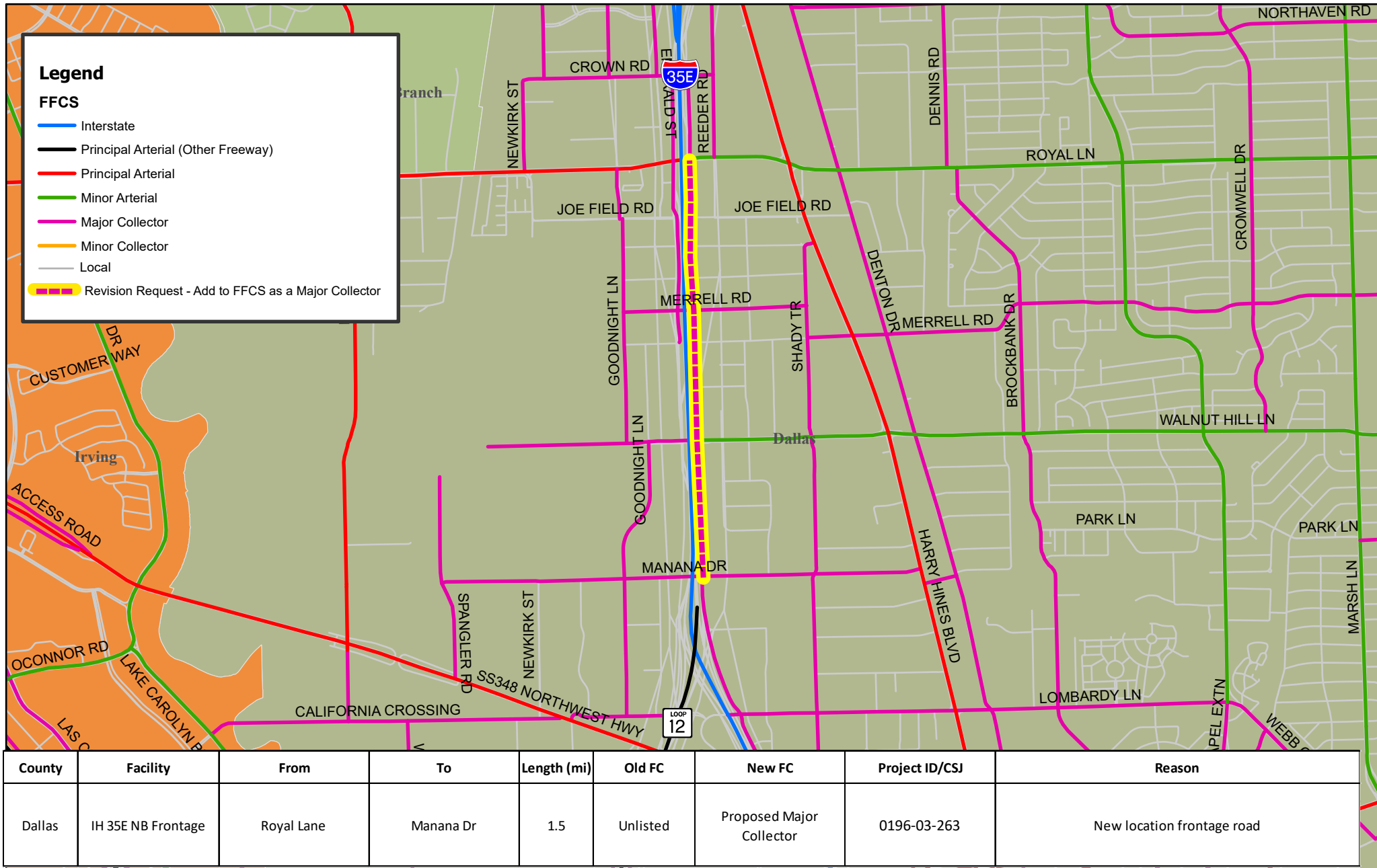
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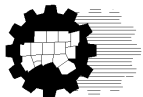
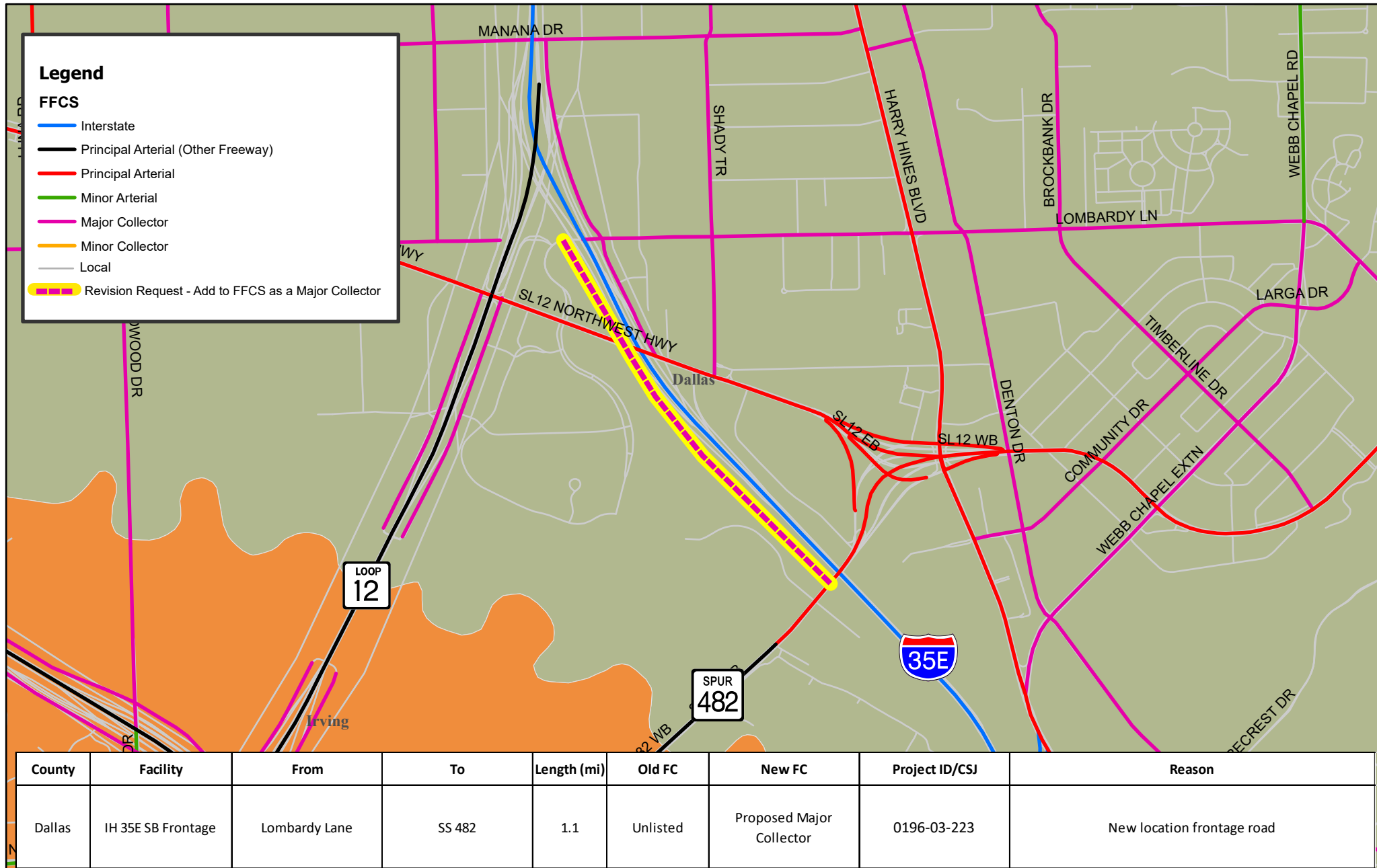
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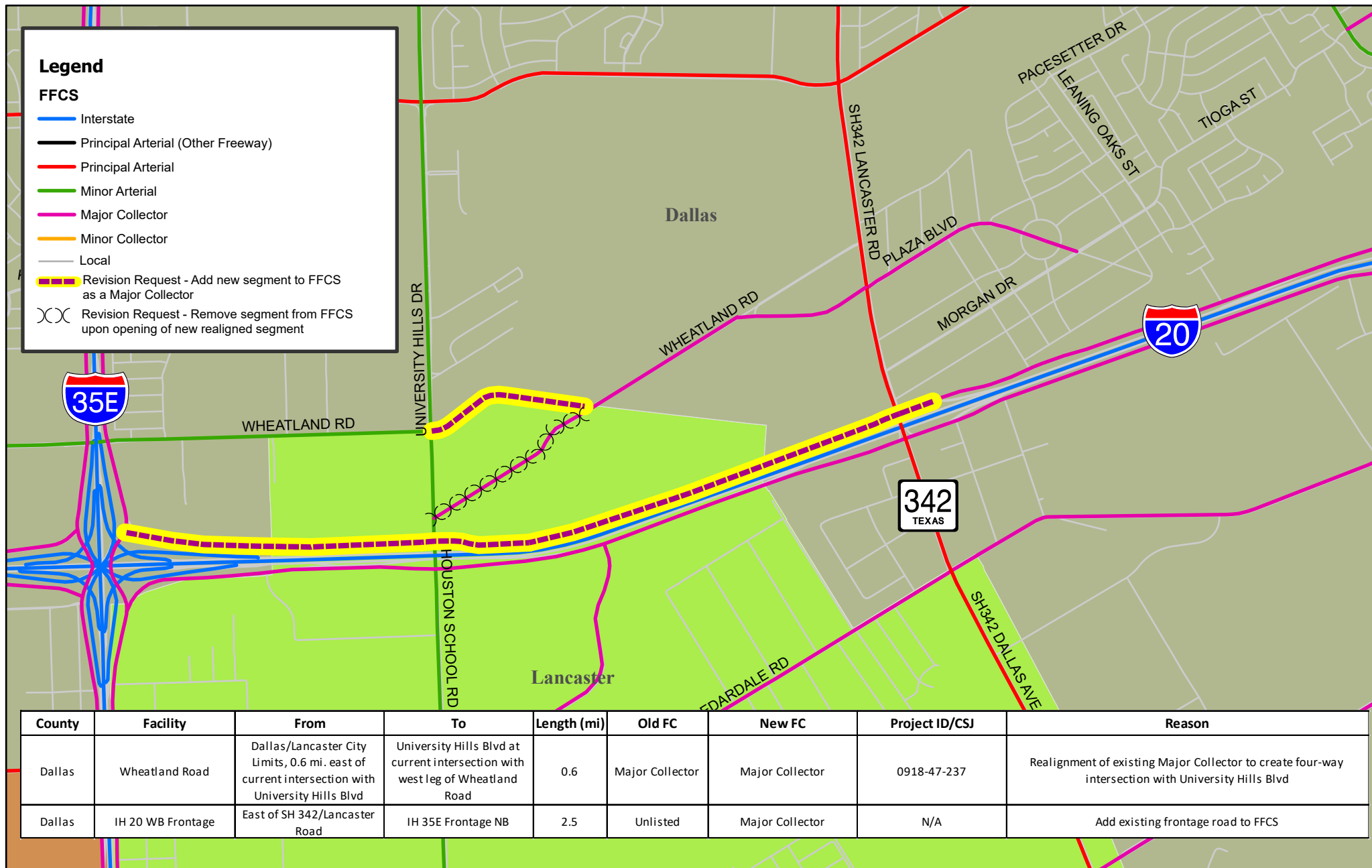
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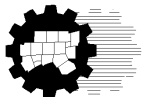
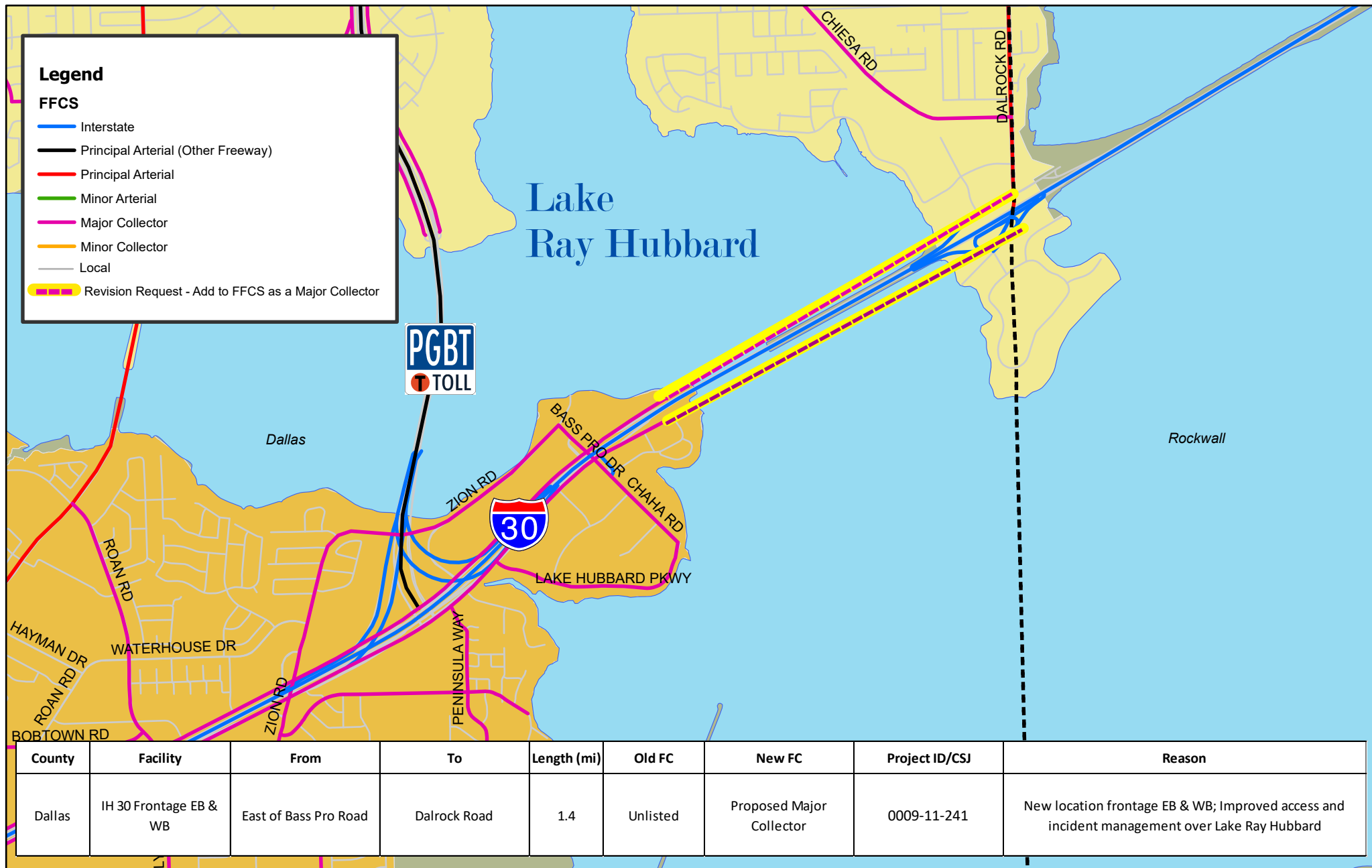
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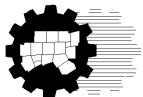
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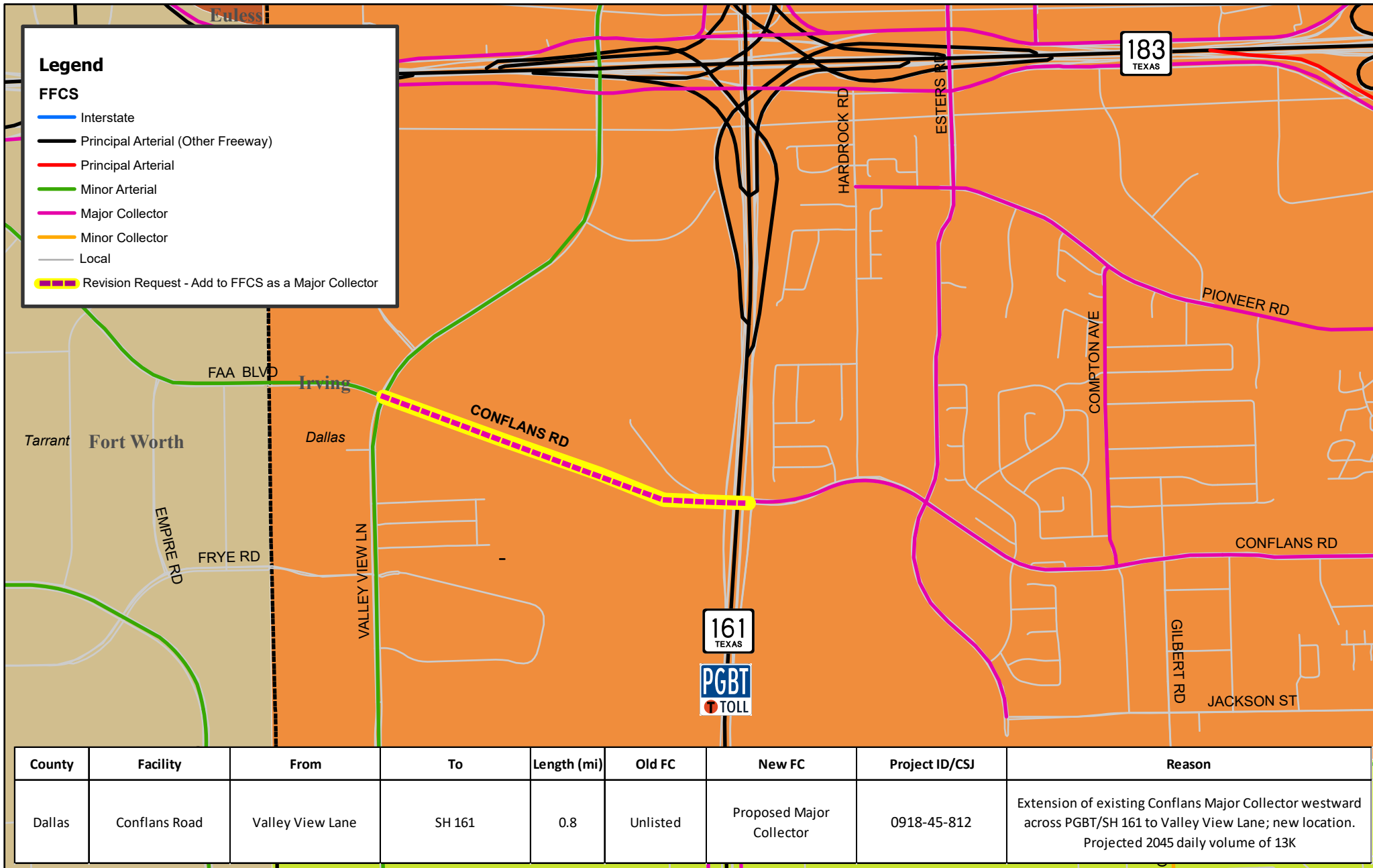
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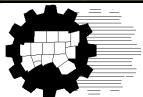
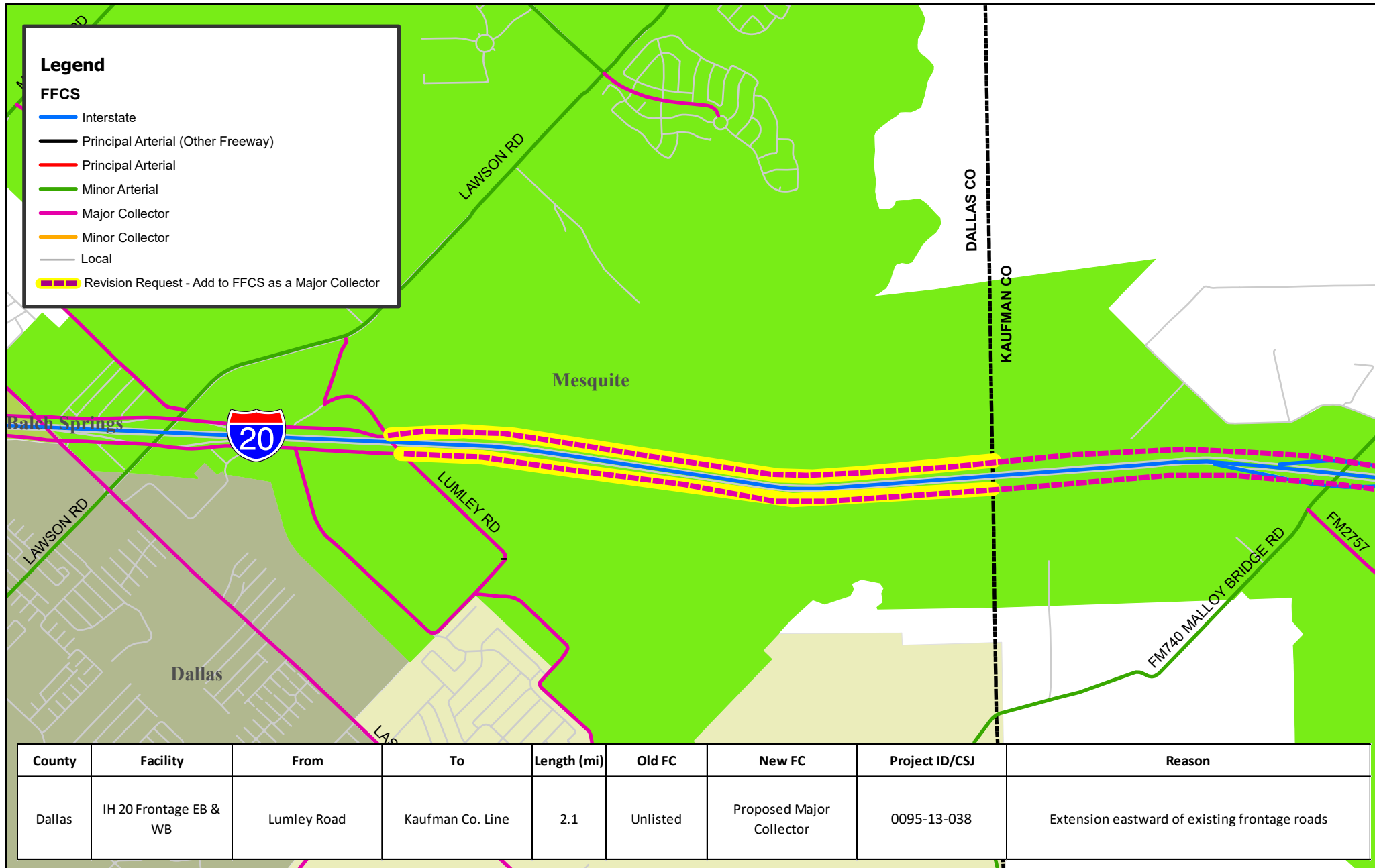
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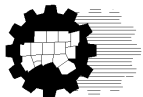
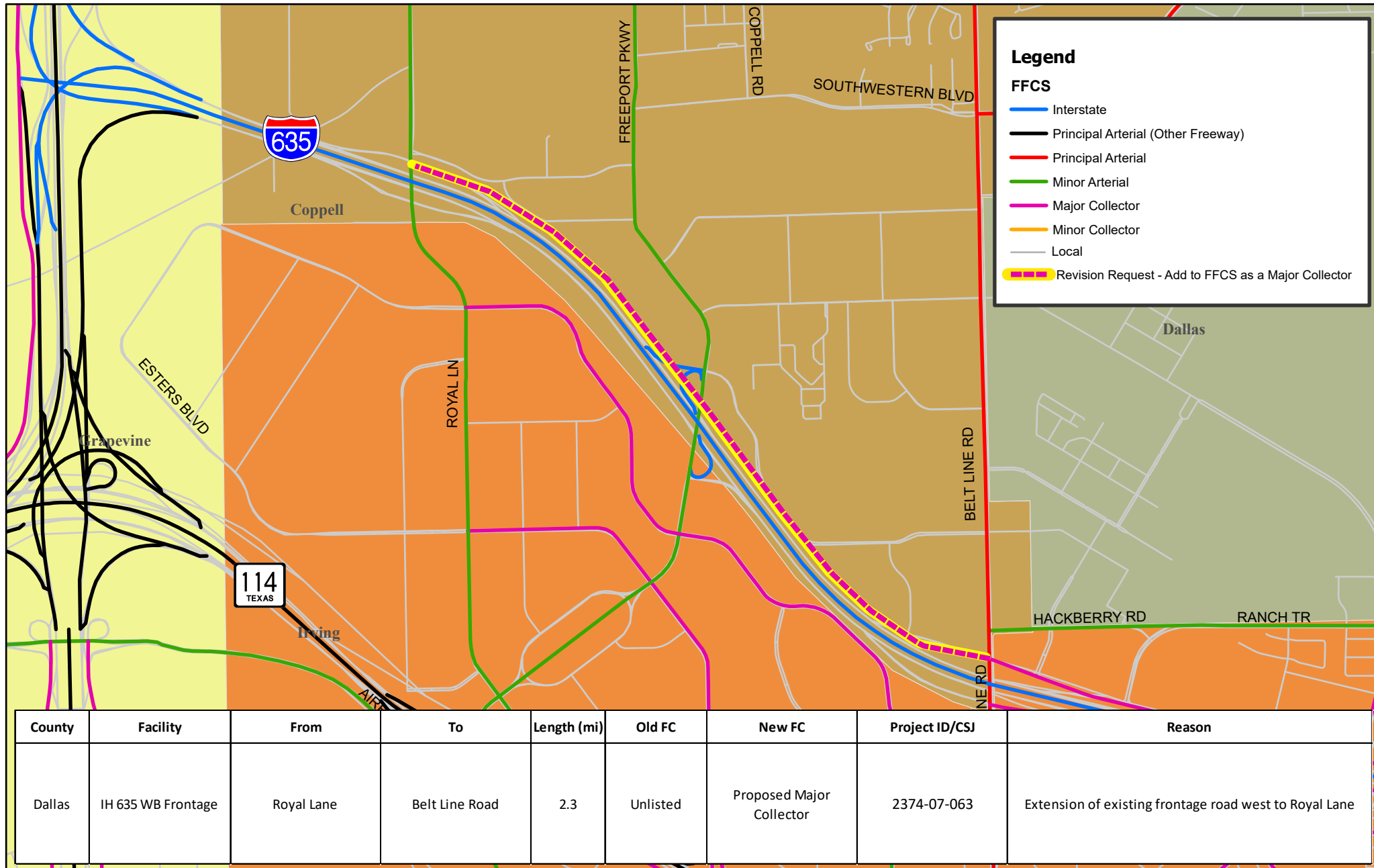
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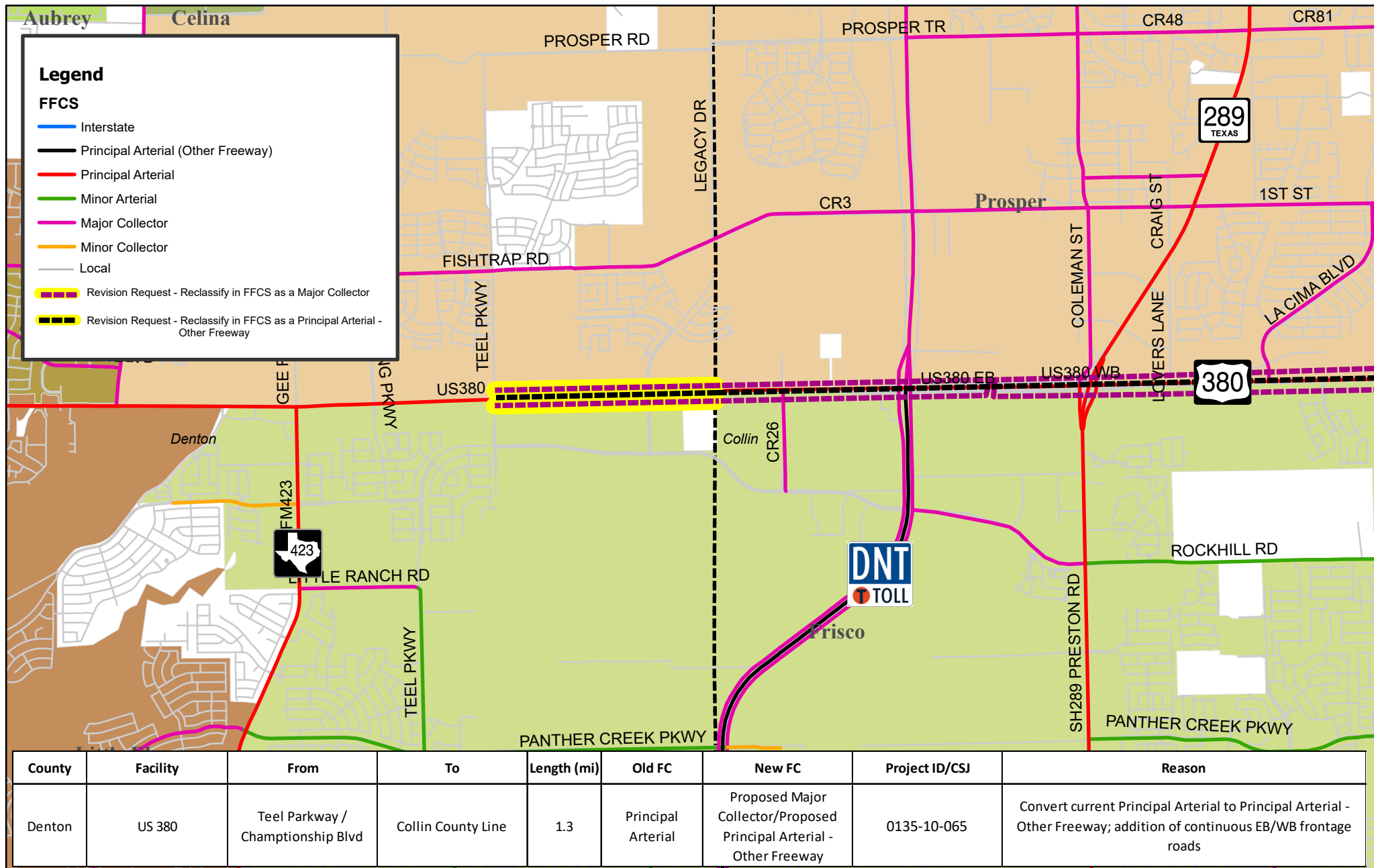
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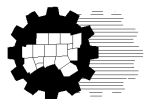
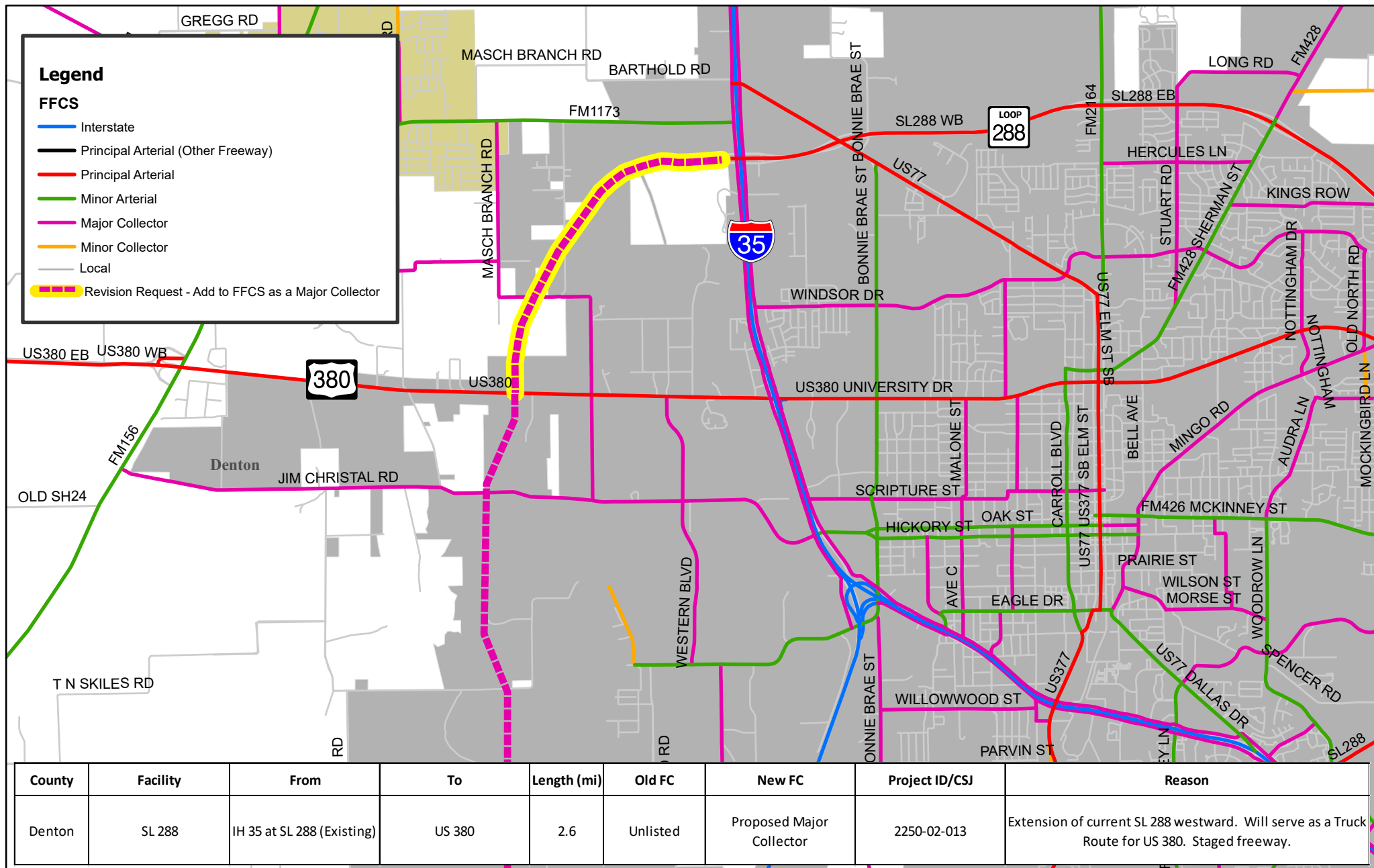
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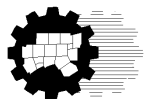
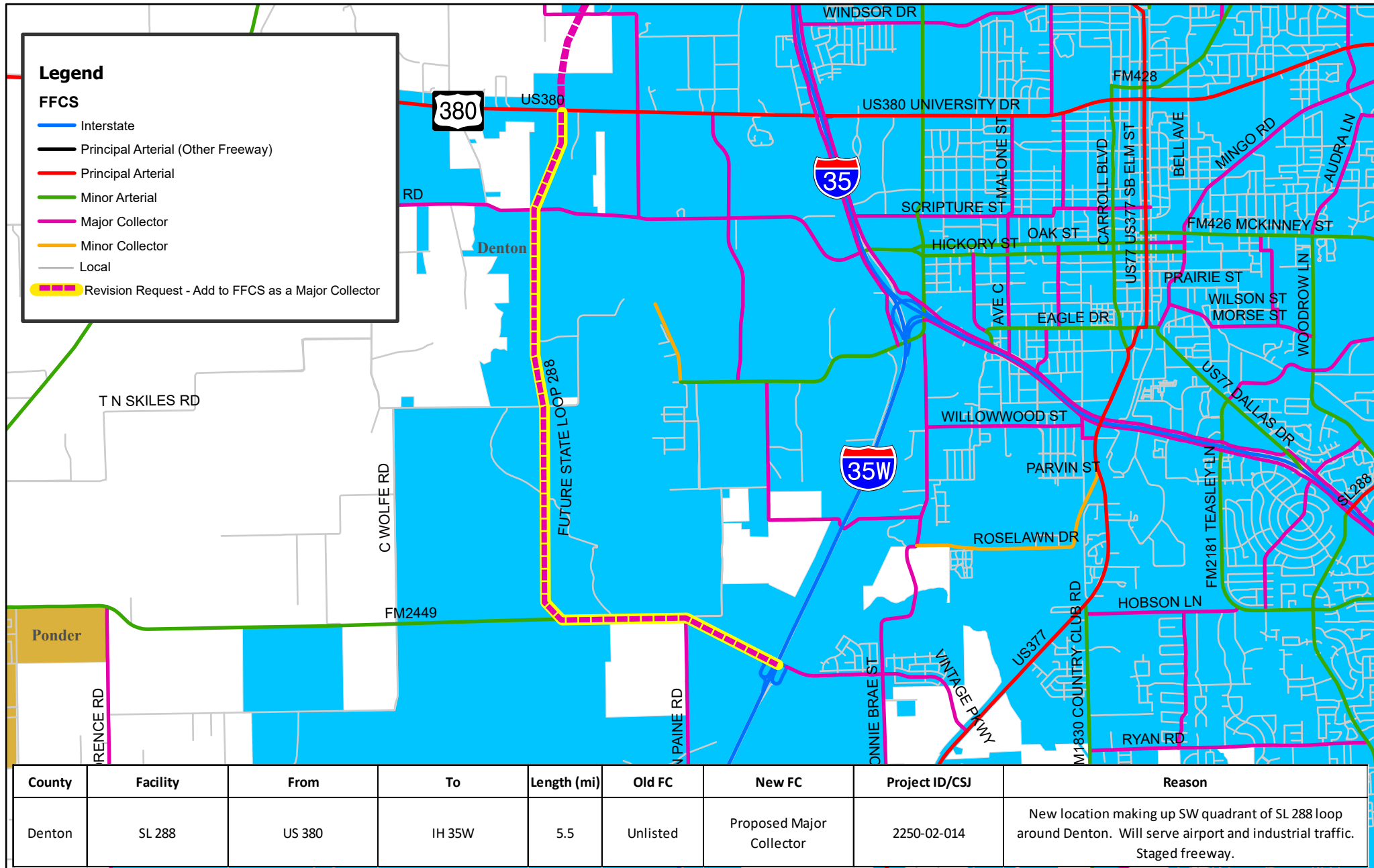
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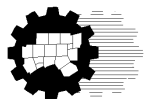
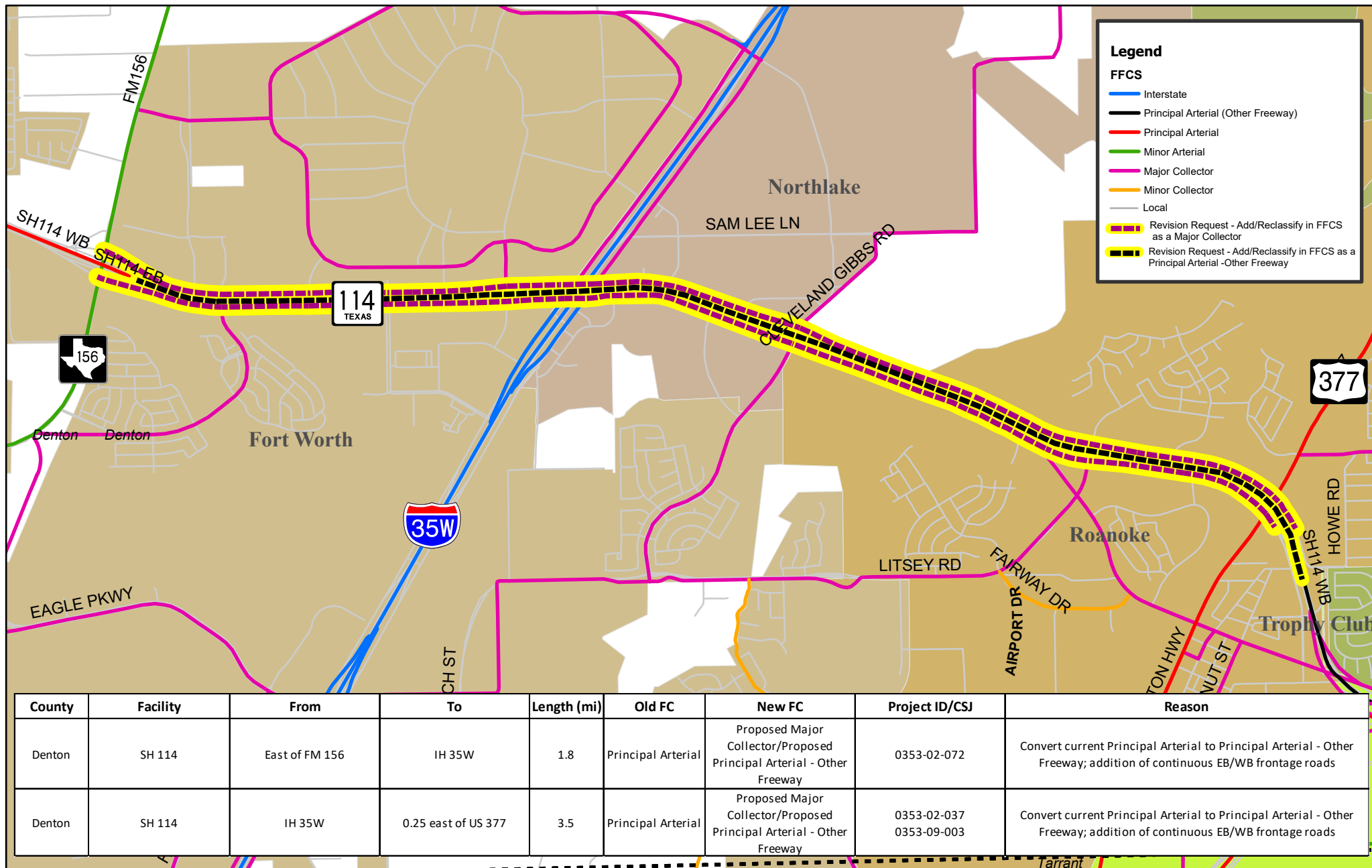
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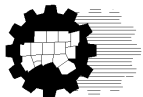
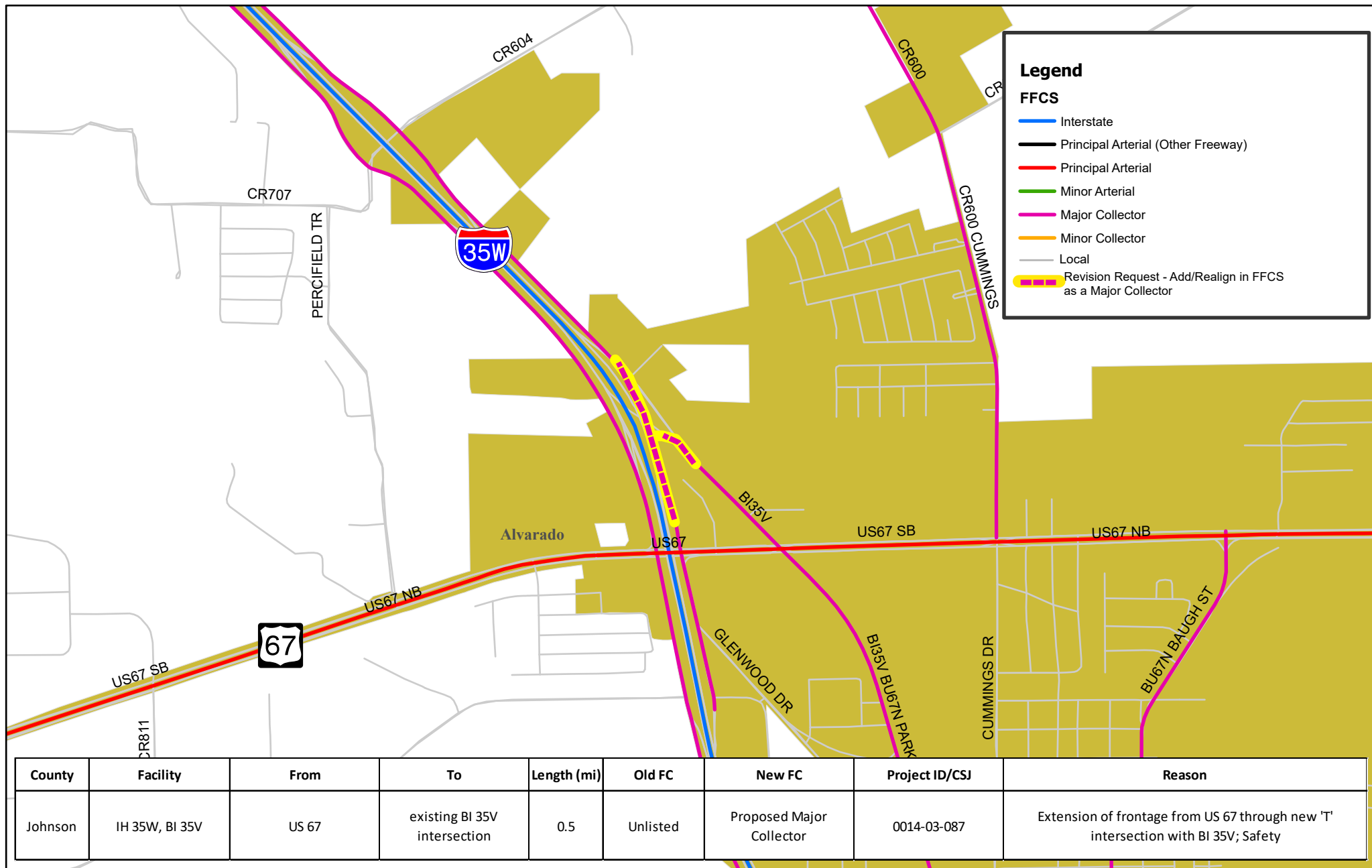


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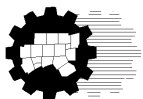
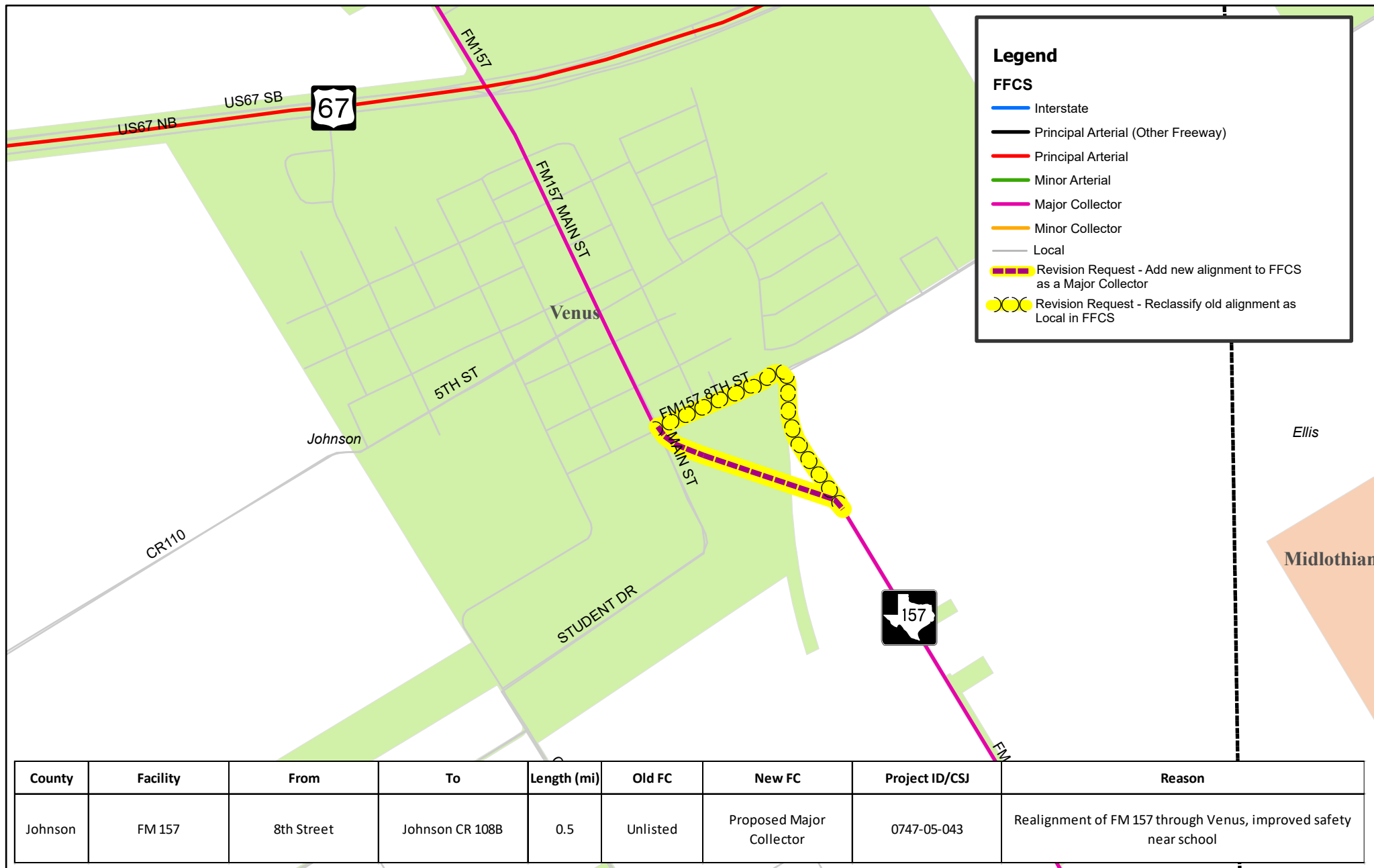
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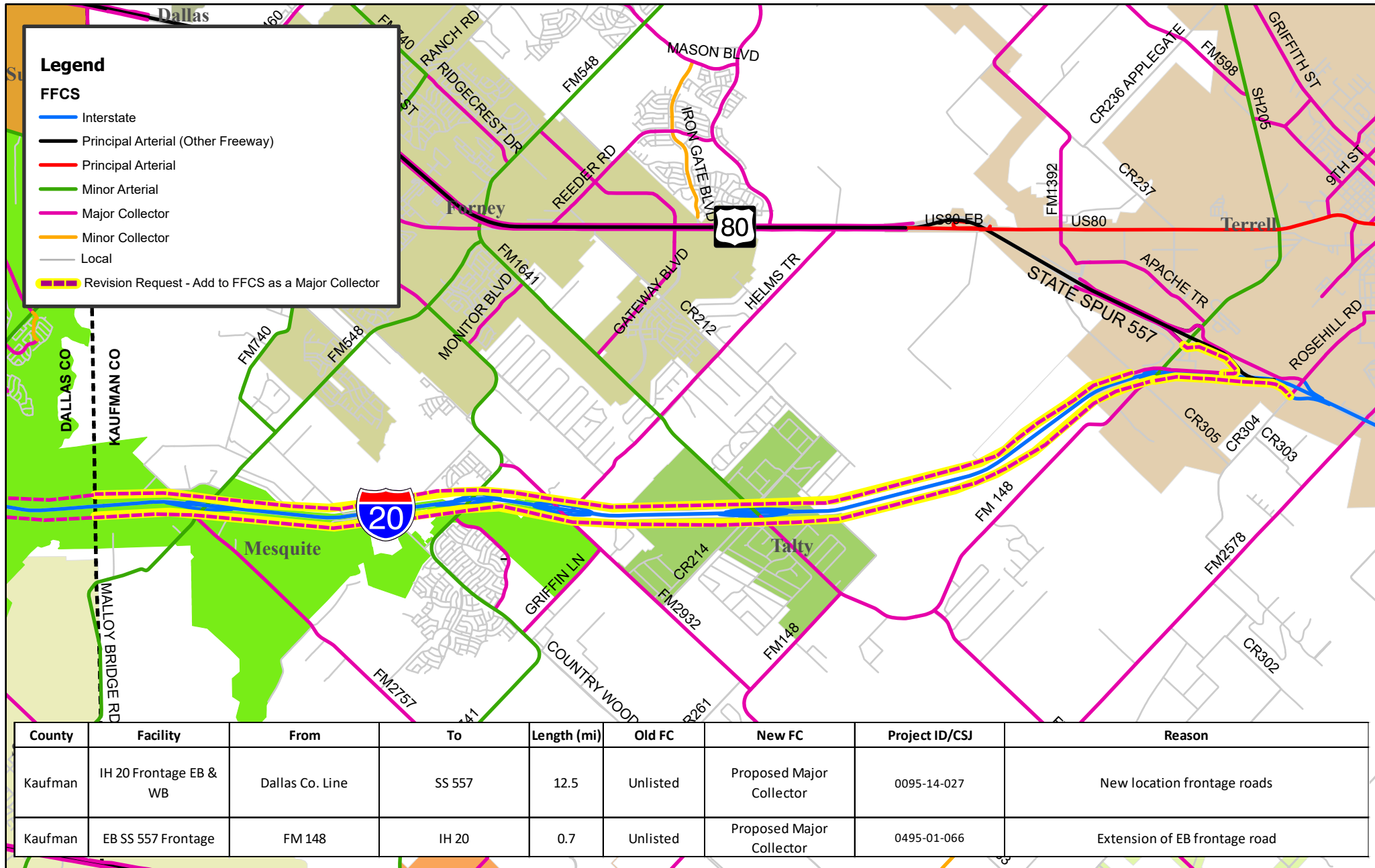
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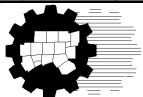
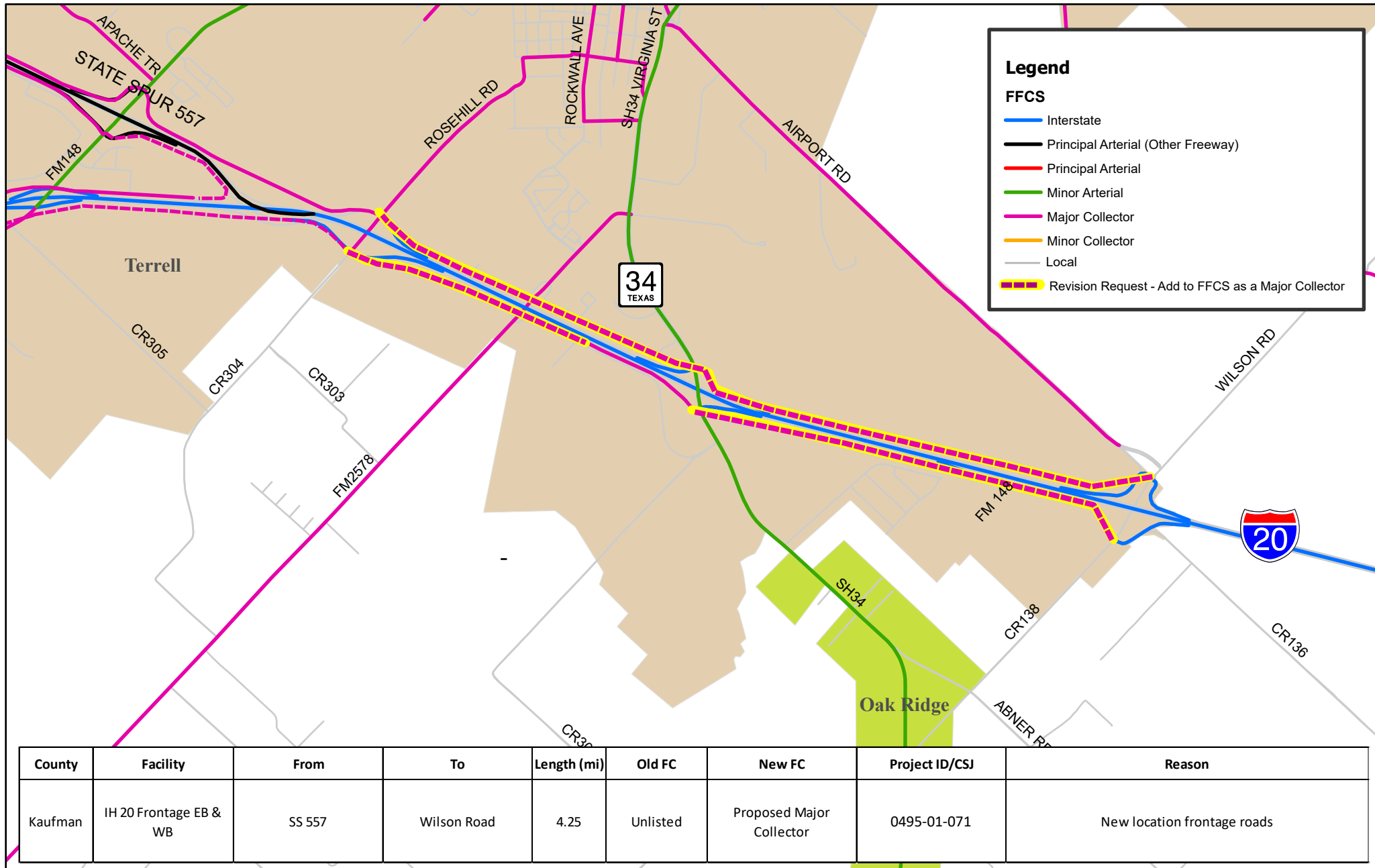
Federal Functional Classification System (FFCS) Amendment

As requested by NCTCOG, TxDOT Dallas and the City of Terrell. Approved as part of the Transportation Improvement Program (TIP)



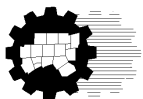
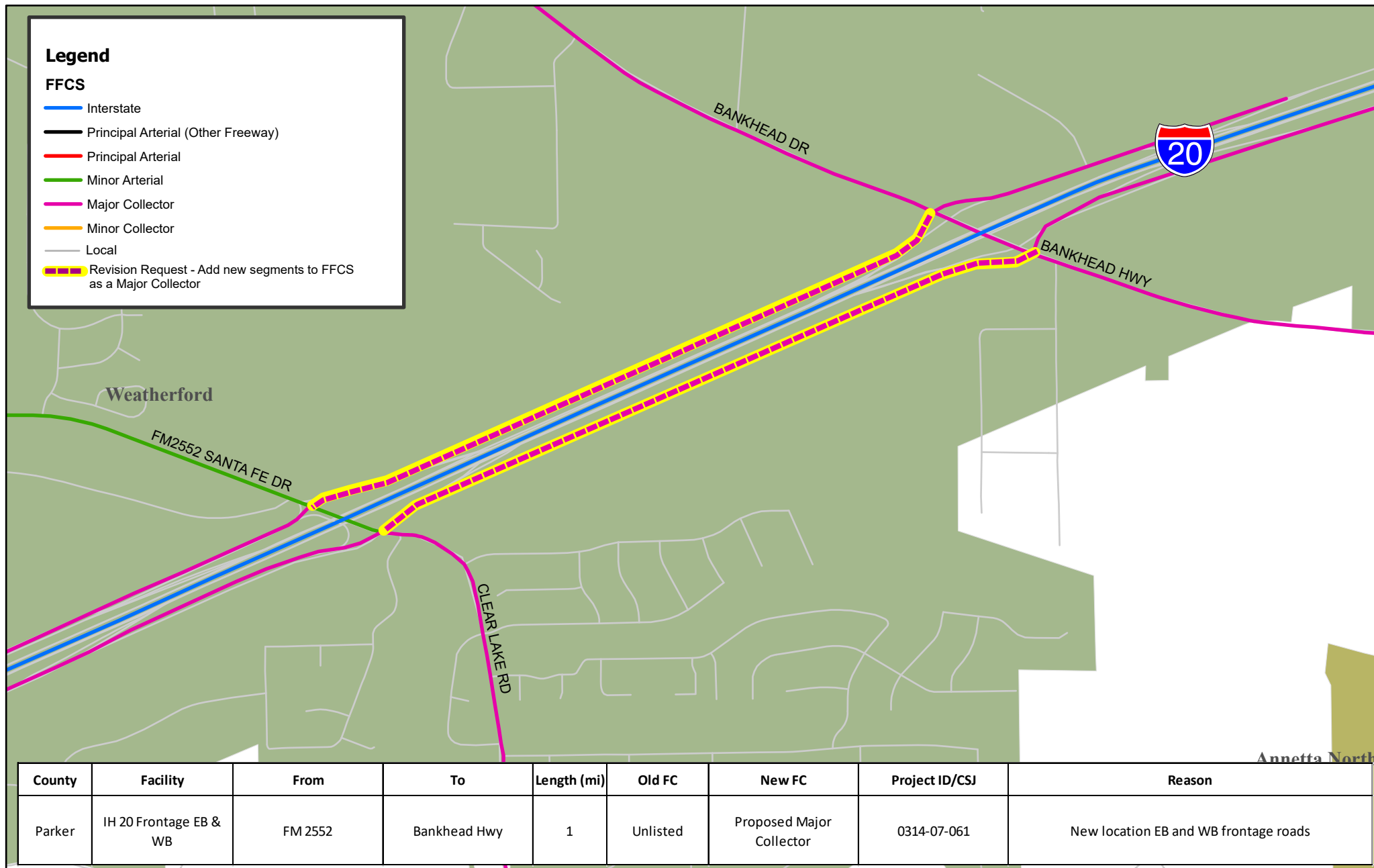
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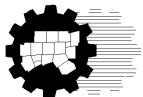
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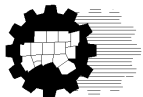
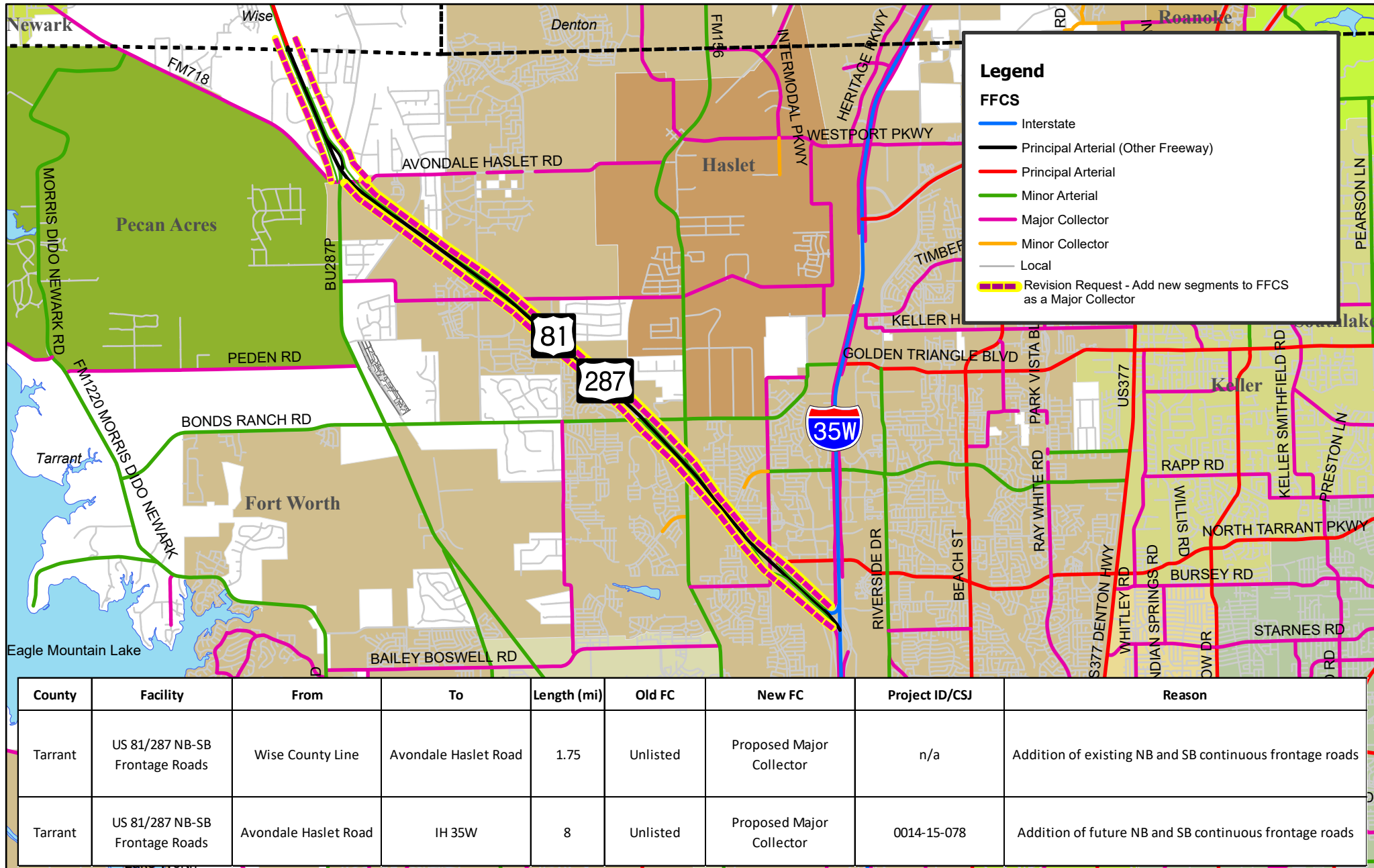
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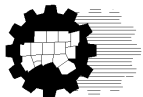
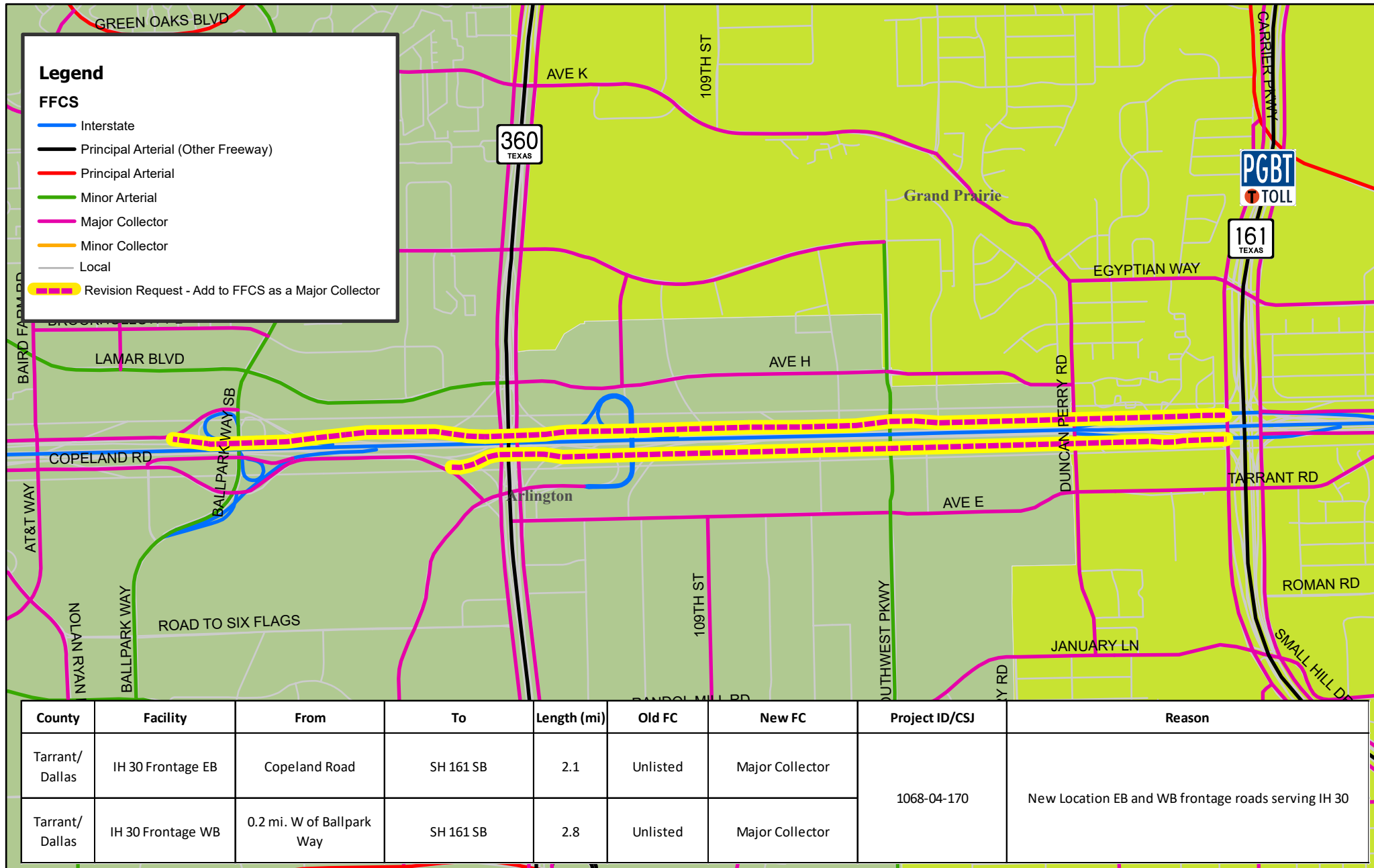
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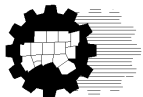
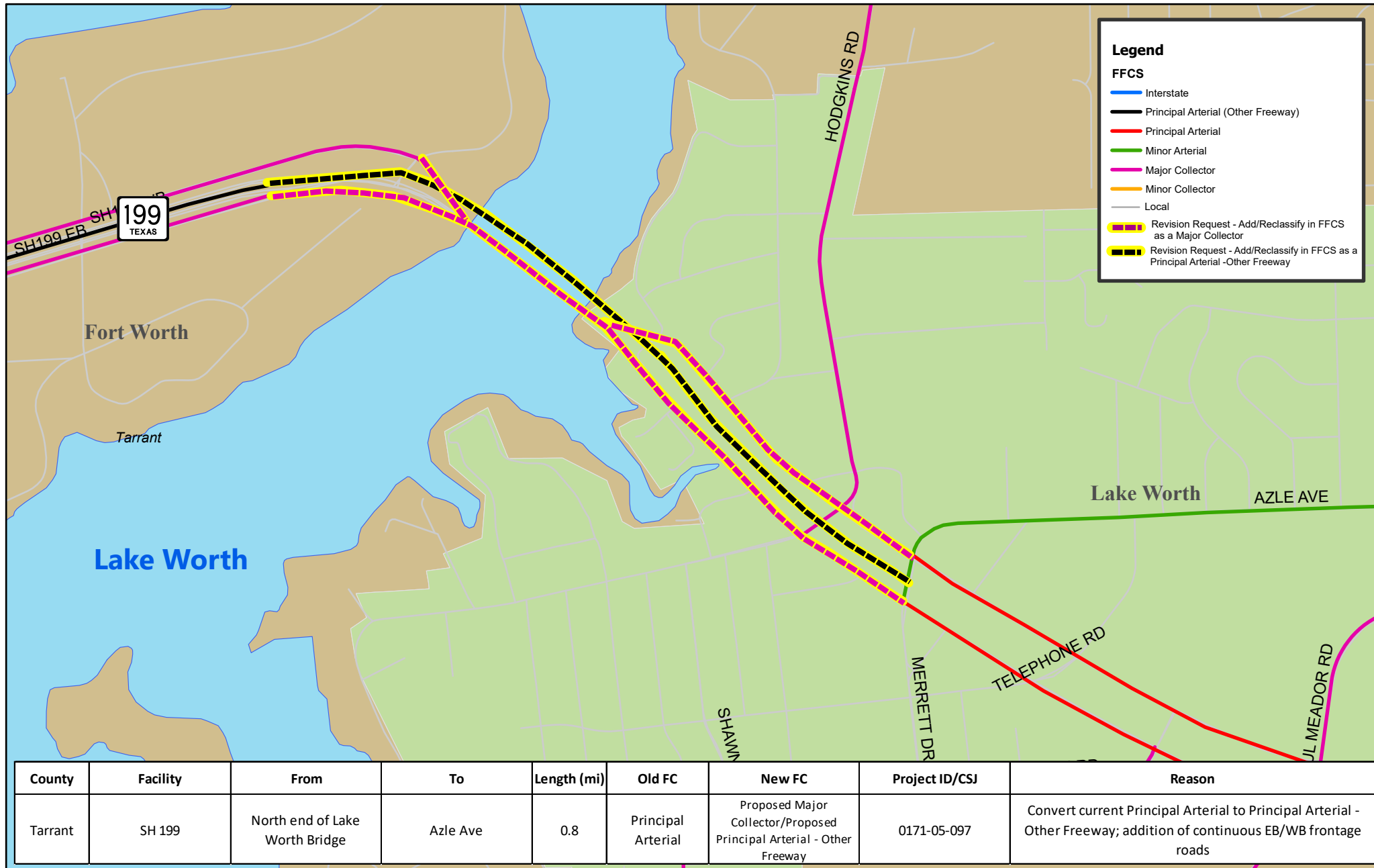
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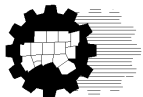
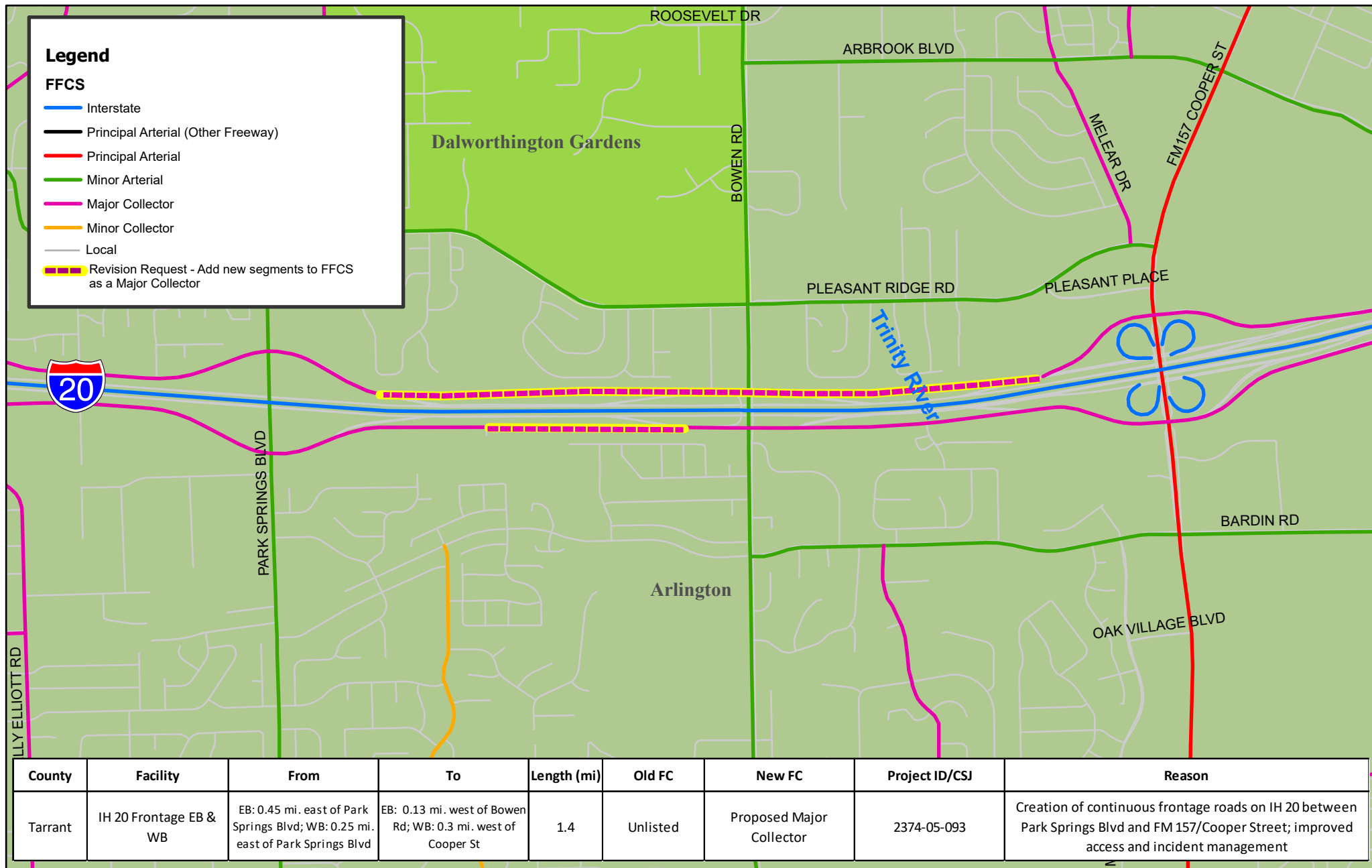
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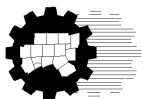
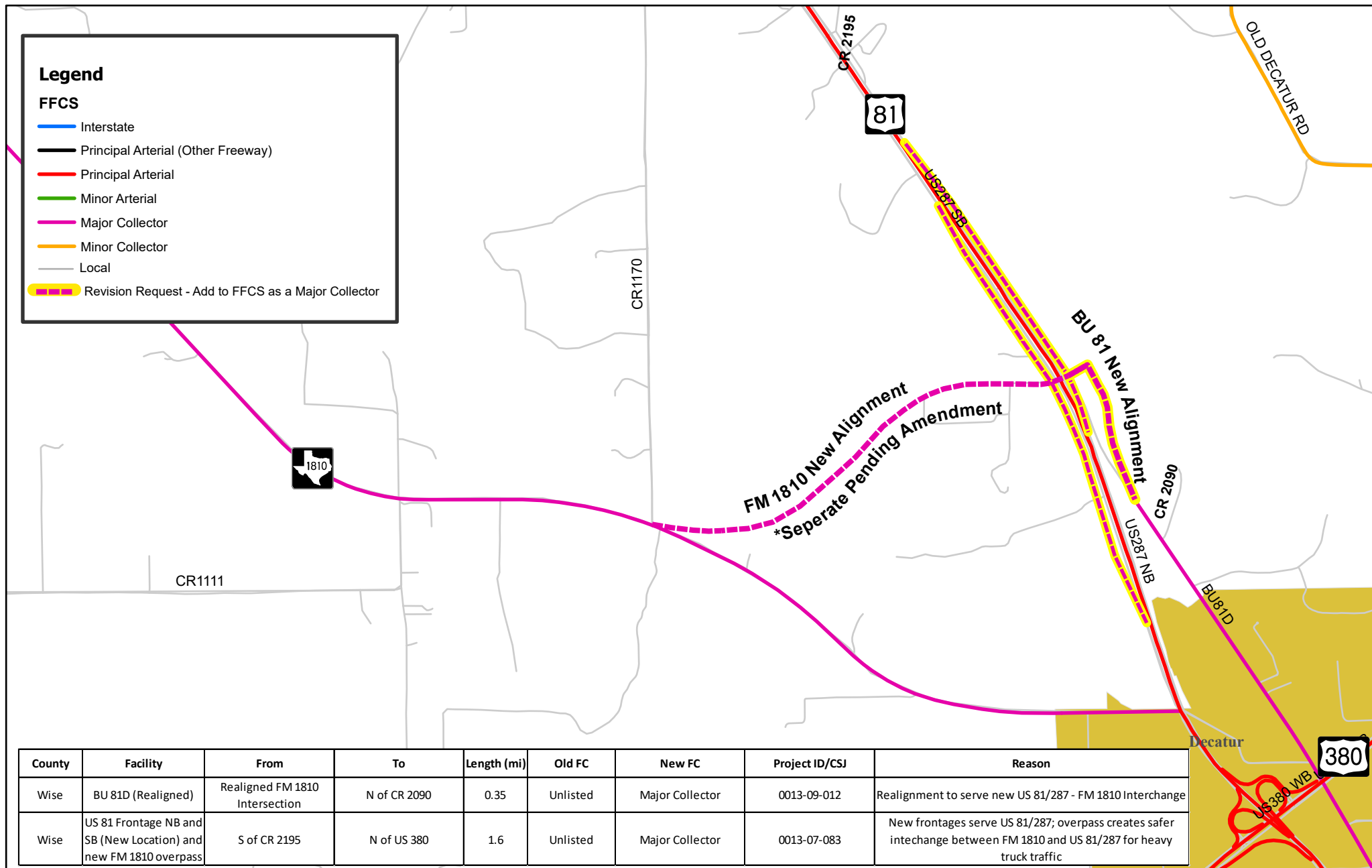
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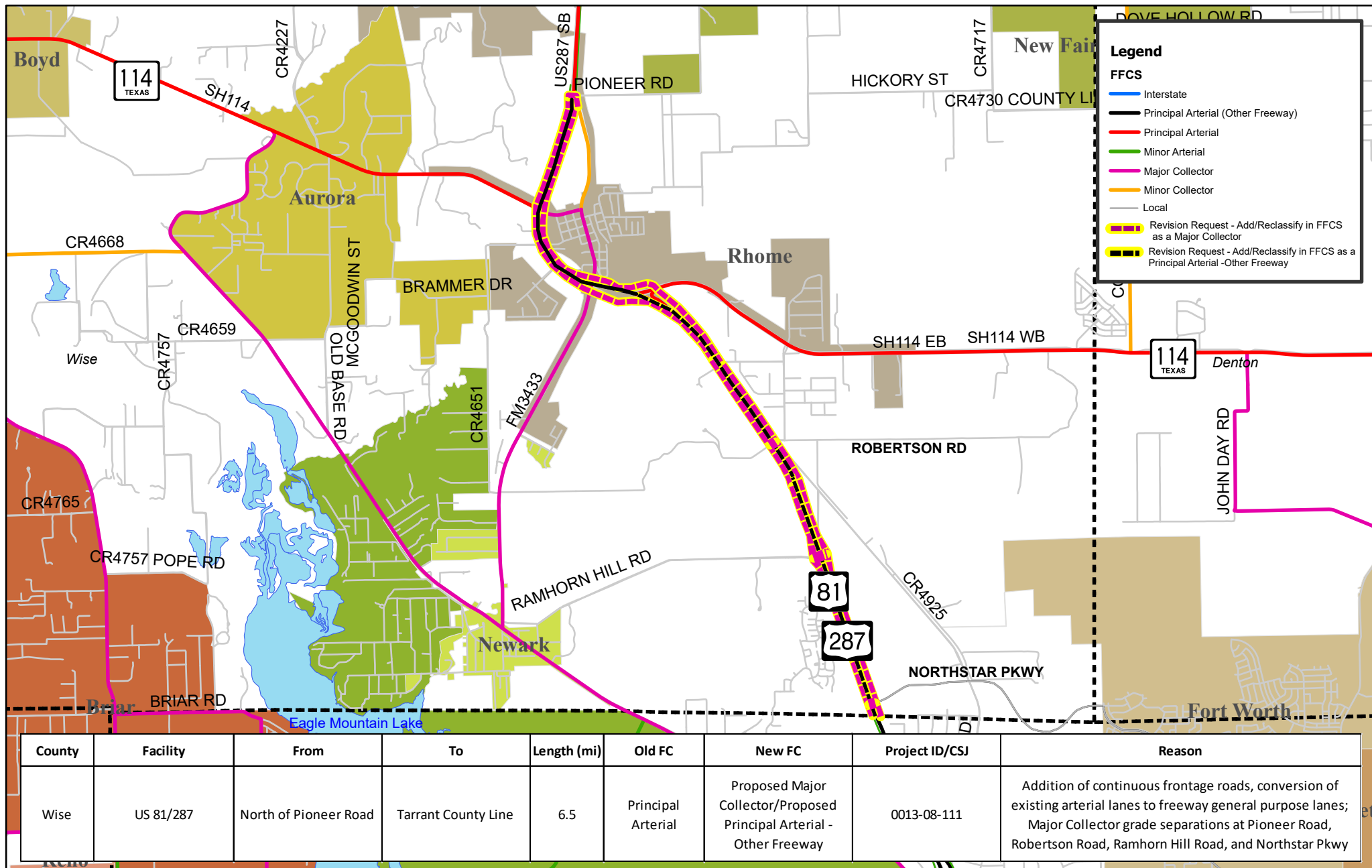


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March 2023

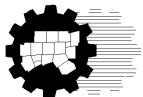
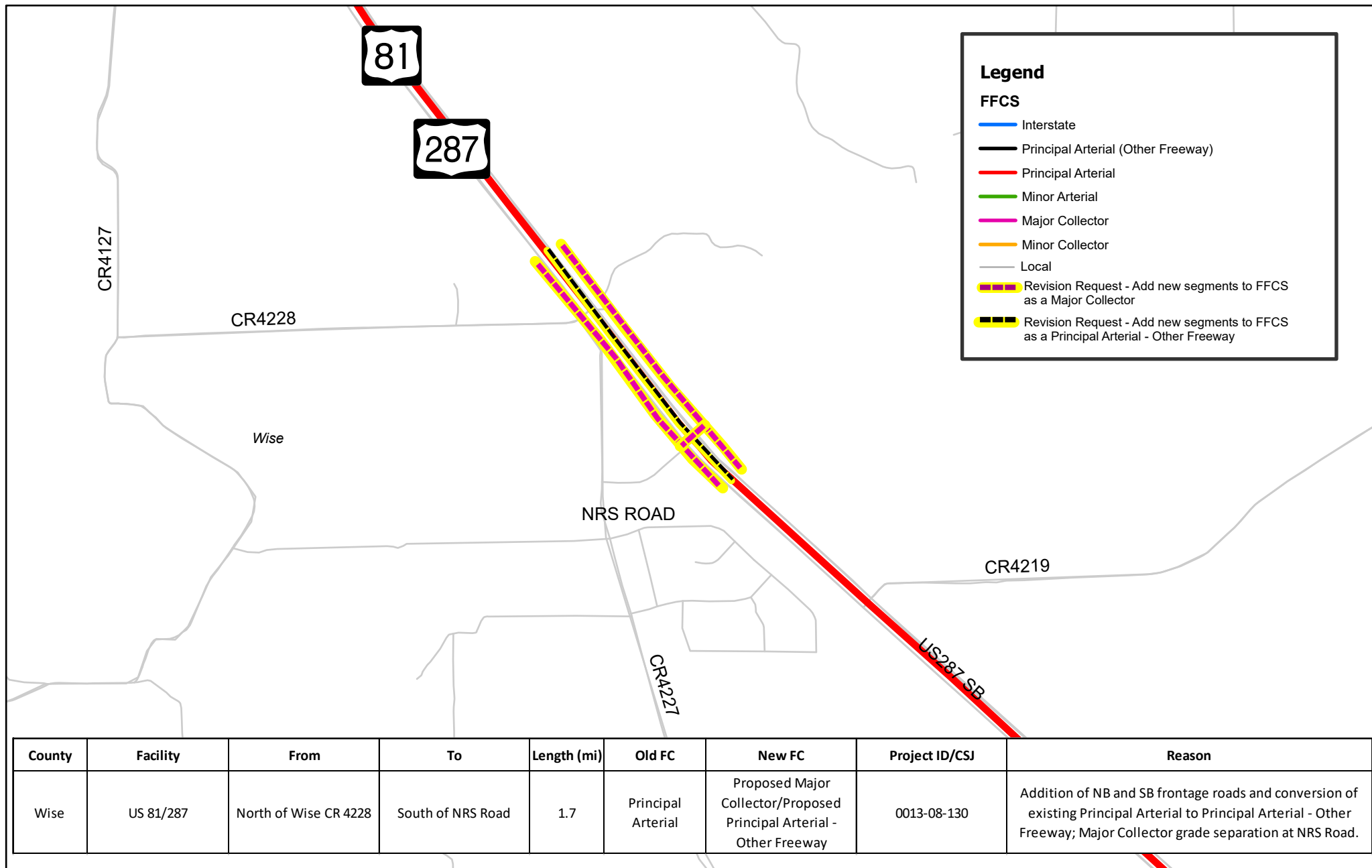
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As requested by NCTCOG and TxDOT Fort Worth and approved as part of the Transportation Improvement Program (TIP)



County	Facility	From	To	Length (mi)	Old FC	New FC	Reason	Original Submission to TxDOT	Re-Submission to TxDOT	FHWA Final Approval
Tarrant	AT&T Way (new extension)	SH 180/Division Street	Abram Street	0.35	N/A	Major Collector	Extension of existing Major Collector; increased mobility for stadium/special event and factory traffic	Jul-20		Feb-23
Dallas	Danielsdale Road	Clark Road	IH 35E	7	Principal Arterial	Minor Arterial	Initial classification as a Principal Arterial was in anticipation of 6-lane buildout which did not happen. New plans call for a multimodal roadway, including dedicated bike lanes through a portion of the corridor.	Jul-20		
Denton/Collin	Frontier Parkway/Parvin Road	FM 1385	Dallas North Tollway	4.5	Local	Major Collector	Proposed 4-lane roadway. Will serve as major east-west connector in area with a high rate of residential and commercial population growth.	Jul-20		
Parker	SH 171 (existing Columbia Street and Waco Street)	SH 171/Main Street	US 180/Mineral Wells Highway	0.25	Local	Principal Arterial	Safety, diverts truck and other vehicular traffic away from courthouse square; roadway will be upgraded to 4 lanes divided.	Jul-20		Project withdrawn by city
Parker	US 180 (existing Waco Street and Bridge Street)	US 180/Mineral Wells Highway	FM 51/Main Street	0.25	Local	Principal Arterial	Safety, diverts truck and other vehicular traffic away from courthouse square; roadway will be upgraded to 4 lanes divided.	Jul-20		Project withdrawn by city
Parker	US 180 (existing Bridge Street and Spring Street)	FM 51/Main Street	US 180/Fort Worth Highway	0.3	Local	Principal Arterial	Safety, diverts truck and other vehicular traffic away from courthouse square; roadway will be upgraded to 4 lanes divided.	Jul-20		Project withdrawn by city
Parker	Columbia Street	SH 171/Main Street	Elm Street	0.1	Local	Major Collector	Part of proposed east bypass; links existing Principal Arterial and Major Collector	Jul-20		Project withdrawn by city
Parker	US 180/Mineral Wells Highway	Waco Street	Main Street	0.1	Principal Arterial	Local	Existing roadway will be downgraded to serve local traffic	Jul-20		Project withdrawn by city
Parker	US 180/Fort Worth Highway	Main Street	Santa Fe Street/Spring Street	0.25	Principal Arterial	Local	Existing roadway will be downgraded to serve local traffic	Jul-20		Project withdrawn by city
Parker	FM 51/Main Street	Bridge Street	Courthouse Square	0.2	Minor Arterial	Local	Existing roadway will be downgraded to serve local traffic	Jul-20		Project withdrawn by city
Parker	SH 171/Main Street	Courthouse Square	Columbia Street	0.2	Principal Arterial	Local	Existing roadway will be downgraded to serve local traffic	Jul-20		Project withdrawn by city
Collin	Panther Creek Parkway	Dallas North Tollway	0.31 miles east of Dallas North Tollway	0.3	Minor Collector	Minor Arterial	Extension of existing FFCS Minor Collector will accommodate large volumes of traffic serving planned residential and commercial development. Panther Creek Parkway is currently a Minor Arterial to both the east and west of the proposal, so a gap in the system will be filled.	Mar-22		Jun-22
Collin	Panther Creek Parkway	0.31 miles east of Dallas North Tollway	SH 289/Preston Road	1.75	Local	Major Collector				Jun-22
Tarrant	East-West Connector	SH 360	international Parkway	1.2	N/A	Minor Arterial	New location roadway will provide additional freight, employee and passenger access to Dallas-Fort Worth International Airport. Continuation of Rental Car Drive Minor Arterial to the east. Projected 2028 traffic volume of 24,700 vpd. Ultimate 4 Lane, divided roadway.	Mar-22		Jul-22
Dallas	Sunrise Road	Pleasant Run Road	Belt Line Road	1.15	Local	Major Collector	Will serve large volume of north-south freight movement in area. Links SL 9 with major east-west Arterials Belt Line Road and Pleasant Run Road.	Mar-22		
Dallas	Sunrise Road	Belt Line Road	Ferris Road	1.38	N/A	Major Collector				
Dallas	Copenhagen Avenue	Olympus Blvd	Belt Line Road	1.15	N/A	Major Collector	Both roadways serve Cypress Waters large mixed-use development. Copenhagen Avenue will provide direct access to planned DART transit station at Belt Line Road for residents and businesses, while Olympus Blvd. provides a through movement within the development and is an existing Major Collector from Ranch Trail to IH 635.	Mar-22		
Dallas	Olympus Blvd	Belt Line Road	Ranch Trail	1.75	Local	Major Collector				

Tarrant	Worth Creek Parkway	Brewer Blvd	Chisholm Trail Parkway NB ramps	0.5	Unlisted	Major Collector	Provides direct access from Chisholm Trail Parkway to new Tarleton State University - Fort Worth campus	Apr-22		
	Previously approved by RTC, resubmitted to TxDOT TP&P									
Wise	FM 1810 (realigned)	East of Public Road 1122	BU 81D	1.25	Unlisted	Major Collector	Creates safer intersection for the heavy truck traffic on FM 1810 with US 81/287	Jul-18	Apr-22	
Kaufman	FM 148 (realigned)	South of FM 3039	US 175	1.4	Unlisted	Major Collector	Improved access to US 175; diverts thru truck traffic from downtown Crandall	Jul-18	Apr-22	
Tarrant	Haslet Parkway	FM 156	IH 35W	2.7	Unlisted	Minor Arterial	Strategic Freight Route, improved overall west to east access in Northern Tarrant County	Jul-18	Apr-22	
Denton	FM 1171 Extension	IH 35W	FM 156	3.2	Unlisted	Minor Arterial	Improved east-west mobility and access to IH 35W for southwest Denton County. Provides additional mobility options during special events at Texas Motor Speedway.	Jul-18	Apr-22	
Tarrant	Center Street	Highlander Blvd	Cravens Park Drive	1.7	Unlisted	Major Collector	Continuation of existing Center Street Major Collector to the north. Existing IH 20 overpass provides north-south commercial and residential mobility in area. Projected Year 2045 daily traffic volume of 5,900. Closes gap in current FFCS.	May-13	Apr-22	Nov-22
Dallas	East Branch Parkway	IH 30	IH 20	11.25	Unlisted	Principal Arterial/Other Freeway	Future Tollway	May-13	Apr-22	
Dallas/Ellis	State Loop 9	US 67	IH 20	35	Unlisted	Principal Arterial	Future staged southern Dallas County Loop; section from IH 35E to IH 45 currently under construction	May-13	Apr-22	
Johnson/Hood	US 377 (Cresson Bypass)	BU 377 N of Cresson	BU 377 S of Cresson	1.75	Unlisted	Principal Arterial	Cresson bypass with grade separation over rail; currently under construction	May-13	Apr-22	
Parker	[East] Weatherford Loop (Ric Williamson Memorial Hwy)	FM 51/Main Street	US 180/Fort Worth Highway	6	Unlisted	Principal Arterial	Eastern continuation of current Ric Williamson Memorial Highway loop around Weatherford	May-13	Apr-22	



NCTCOG

FEDERAL FUNCTIONAL CLASSIFICATION SYSTEM (FFCS) PROPOSED AMENDMENTS

REGIONAL TRANSPORTATION COUNCIL

3.09.2023

DAN LAMERS AND MICHAEL MORRIS

PROPOSED FFCS AMENDMENTS

Need amendments to resolve current TIP exceptions

Out-of-cycle updates require an amendment.

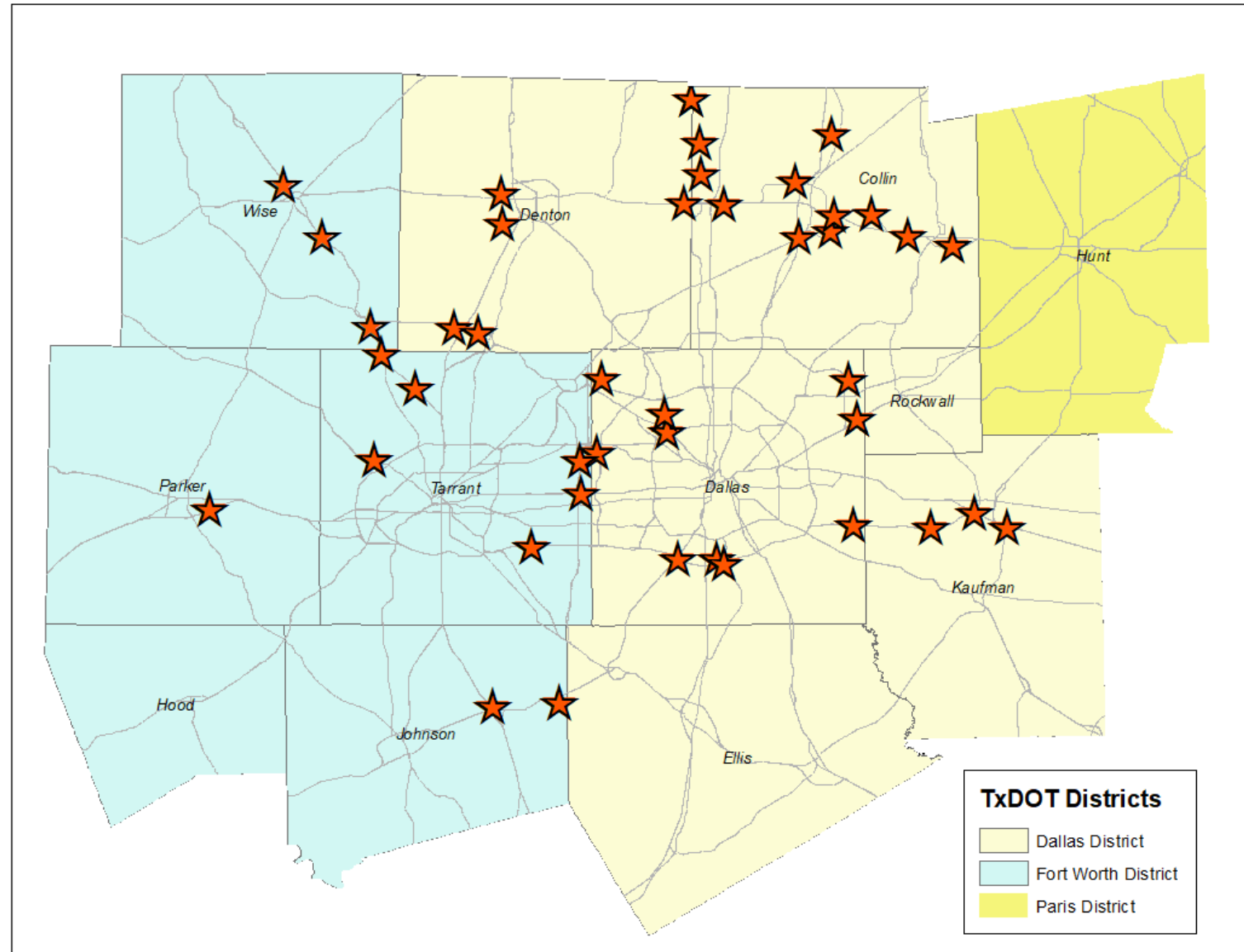
44 amendments to the Federal Functional Classification System

- 29 amendments within the TxDOT Dallas District
- 14 amendments within the TxDOT Fort Worth District
- 1 within both the TxDOT Dallas and Paris Districts



PROPOSED AMENDMENT LOCATIONS

Individual project details
provided in Reference Items
5.1 and 5.2



REQUEST FOR ACTION

Request Regional Transportation Council approval of these 44 amendments to the Federal Functional Classification System

Transmit these approved amendments to TxDOT and FHWA



STATUS OF PREVIOUS RTC-APPROVED FFCS AMENDMENTS (AS OF MARCH 3, 2023)

The RTC has previously approved a series of 28 FFCS amendments in 2013, 2018, 2020, and 2022

5 approved by FHWA

8 cancelled by local government

15 pending FHWA approval





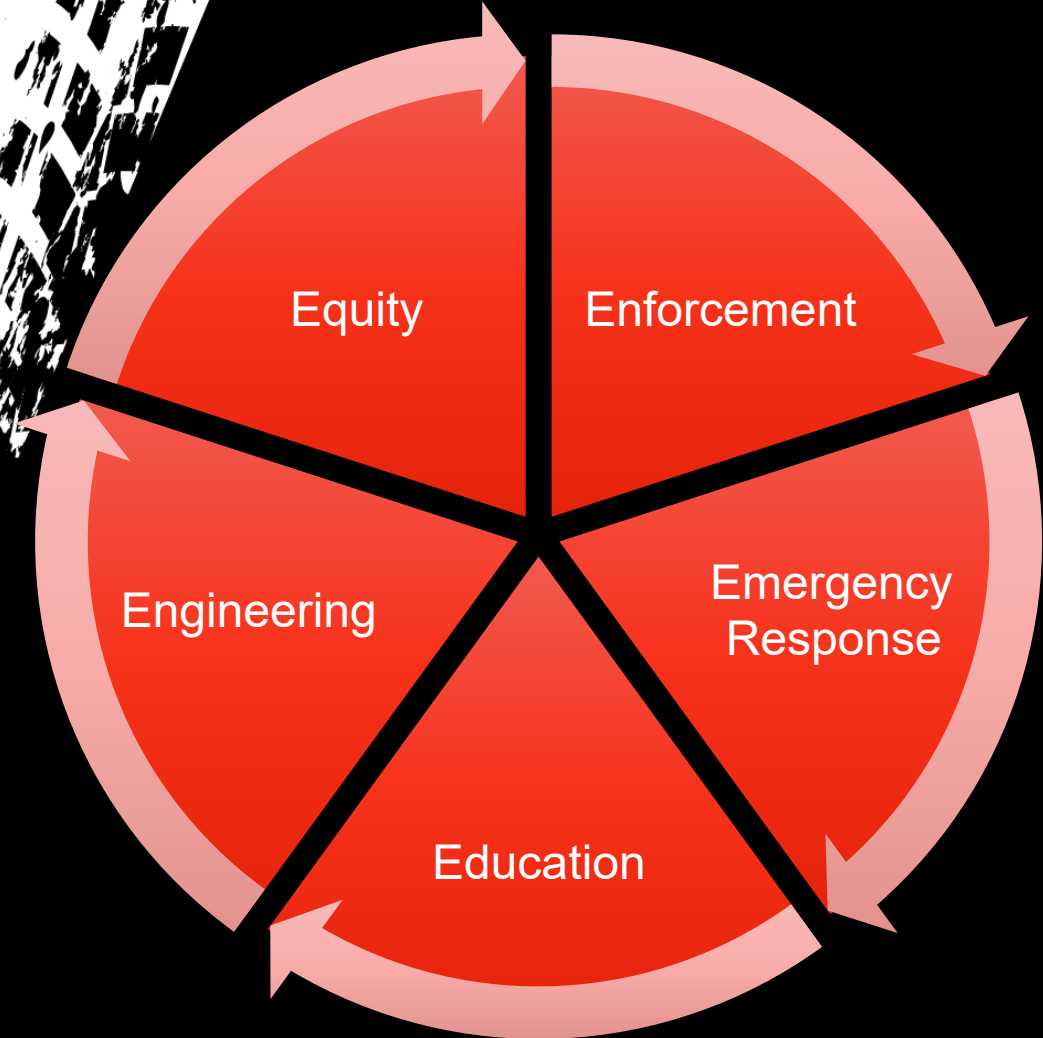
NCTCOG Roadway Safety Plan

Regional Transportation Council
February 9, 2023

Sonya J. Landrum, Program Manager
Roadway Safety Program Area

What is a Roadway Safety Plan?

- A Roadway Safety Plan provides a framework for identifying, analyzing, and prioritizing roadway safety improvements on local roads.
- It serves as a guide to identify crash factors which contribute to a high number of fatal and serious injuries.
- Appropriate safety projects and countermeasures are then selected.
- The overall goal is to eliminate fatal crashes by 2050.



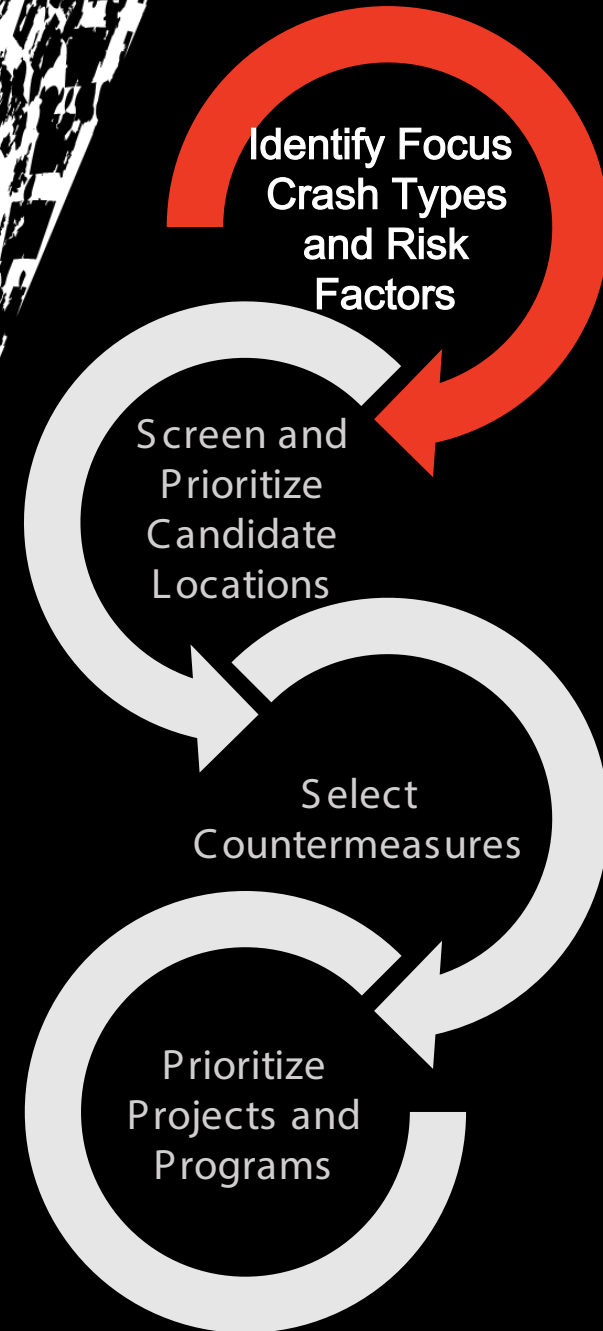
Systemic Safety Analysis Approach

The Systemic Safety Analysis approach evaluates crash risk across an entire roadway system instead of managing risk at specific locations.

This method helps identify what types of roadways and roadway characteristics produce fatal and serious injuries in the future.

Systemic Safety Guiding Principles:

- Deaths and serious injuries are unacceptable
- Humans make mistakes
- Humans are vulnerable
- Responsibility is shared
- Safety is proactive
- Redundancy is crucial



Roadway Safety Plan Goals



Eliminate fatal crashes from all modes of travel by 2050.



Prioritize safety in roadway project selection and provide guidance on countermeasure development to partner agencies.



Fund and implement safety projects and policies equitably to ensure safe transportation access for all road users.



Work with partners to foster a culture of safety that utilizes the safe systems approach; and develop behavioral and educational countermeasures to address dangerous driving behaviors.

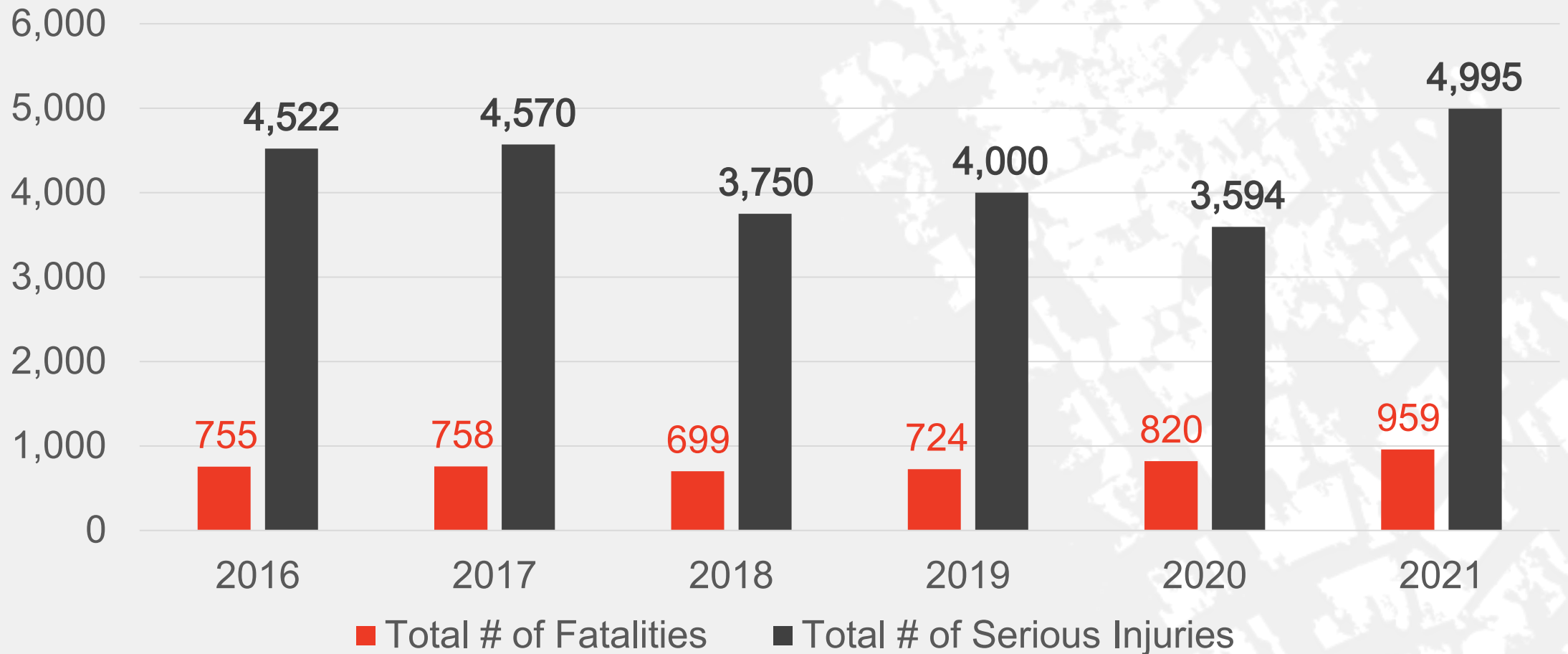


Implement a proactive approach to roadway safety to identify problems before they occur.



Work with police to effectively enforce traffic rules and traffic management professionals to improve quick clearance strategies.

Fatal and Serious Injuries Within the 12 - County Area (2016 -2021)



Regional Safety Plan Emphasis Areas Based on Overrepresentation Analysis

Regional Emphasis Areas

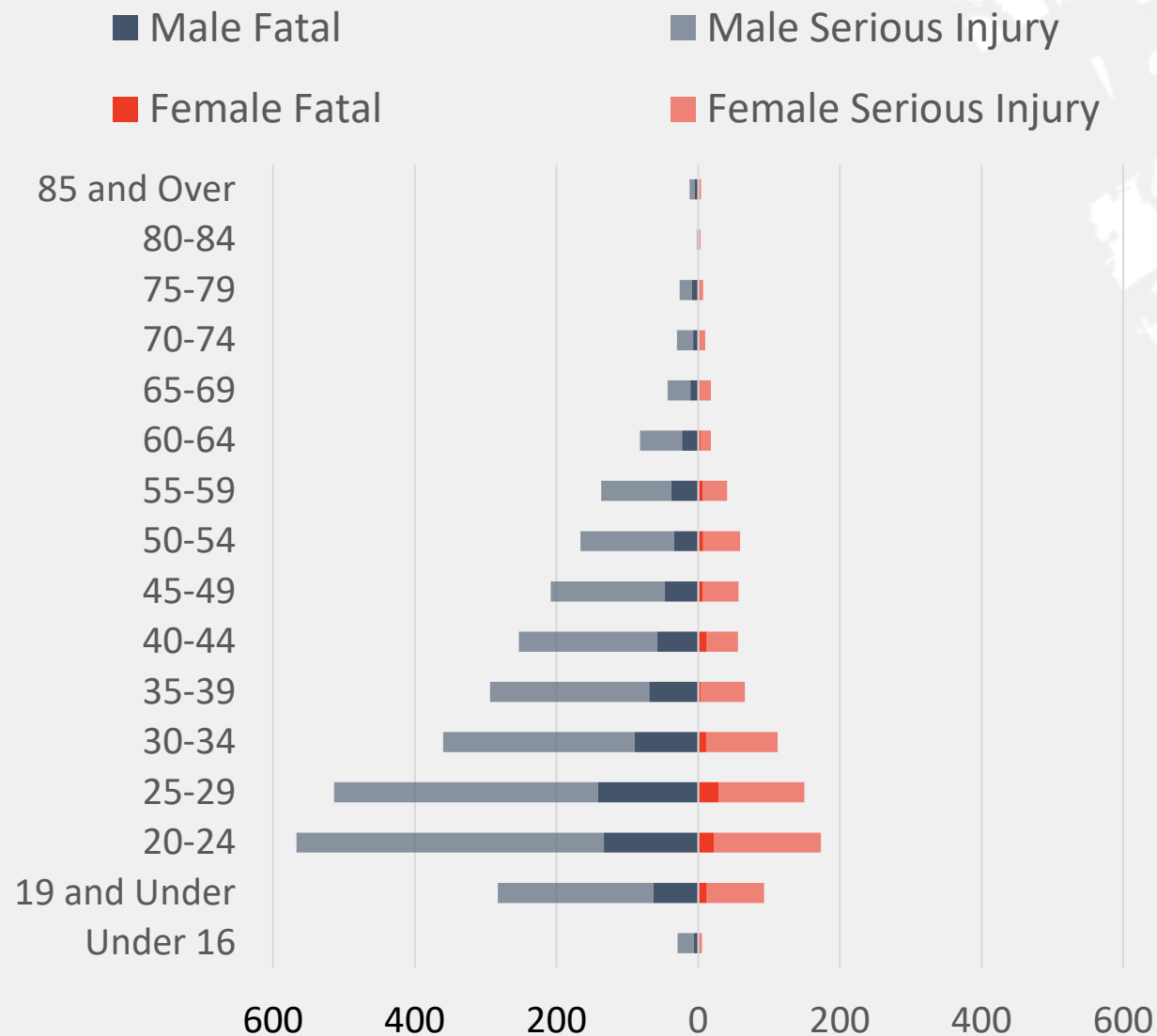
- Speeding
- Distracted driving
- Impaired driving
- Intersection safety
- Bicyclist and pedestrian safety
- Roadway and lane departures
- Occupant protection
- Motorcycles

Additional “Areas of Concern”

- Wrong way driving
- Crashes occurring at night*
- Younger drivers*
- Older road users (65+)*

*Represented within multiple emphasis areas

Emphasis Area Example: Speeding Related Fatal and Serious Injuries



24%

Of **SPEEDING** related
fatal and serious injuries
were cited as **NOT**
having worn a seatbelt

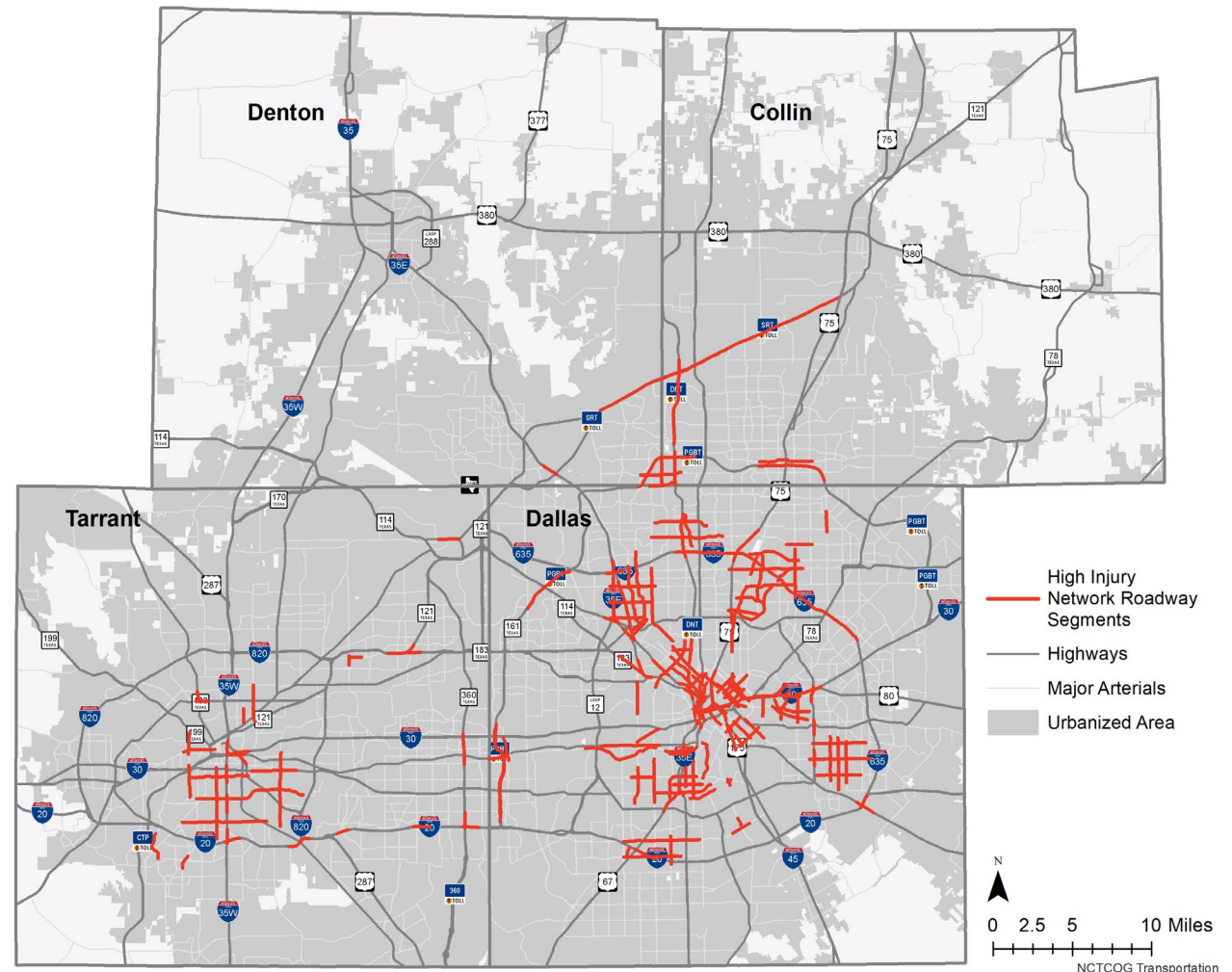


High Injury Network

The Systemic Safety Analysis approach evaluates risk across an entire roadway system versus managing risk at specific locations.

However, it is also helpful to identify roadways that have a history of a high number of fatal and serious injuries.

- Network of designated road segments where the highest concentrations of fatal and serious injury crashes occur
- Five-year range of crash data from 2016-2020
- Can be used to help prioritize safety improvements in the region and be used in tandem with the findings of our systemic analysis



Countermeasure Selection

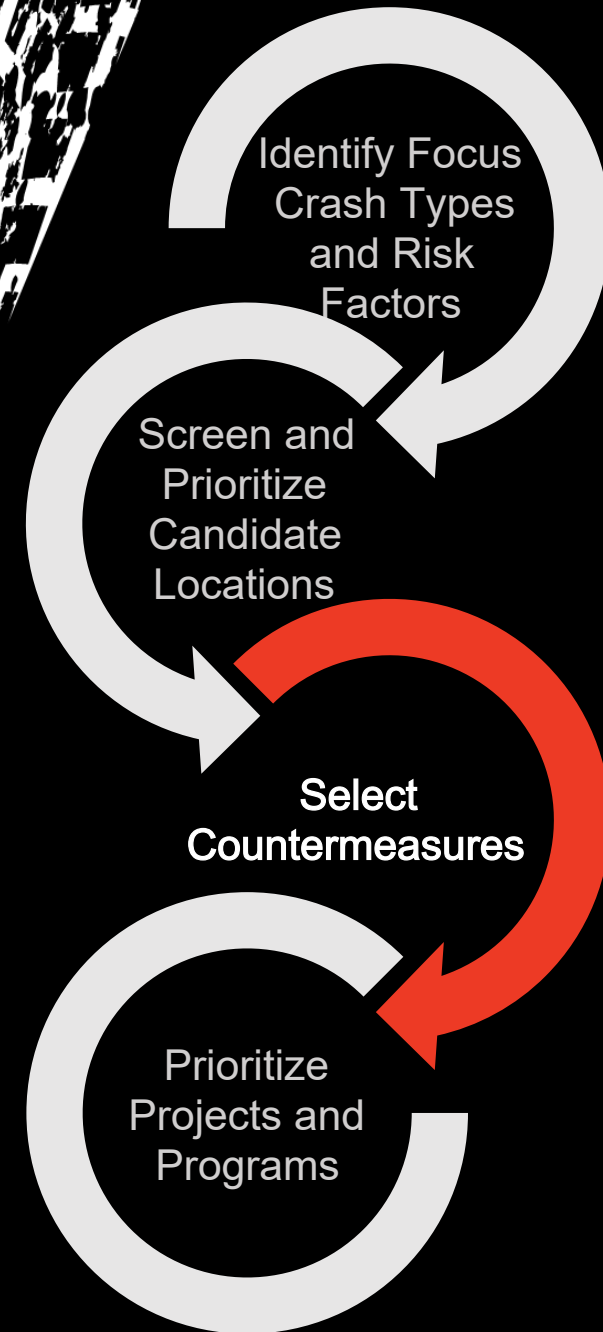
The third step in the Systemic Safety Analysis approach identifies potential countermeasures for each of the eight emphasis areas.

What are safety countermeasures?

Safety countermeasures can be any action undertaken to decrease the risk of a crash occurring or to reduce the severity of a crash.

Countermeasures may involve engineering upgrades, behavioral education campaigns, traffic enforcement programs, or emergency response.

Countermeasure selection should be data-driven and risk-based.



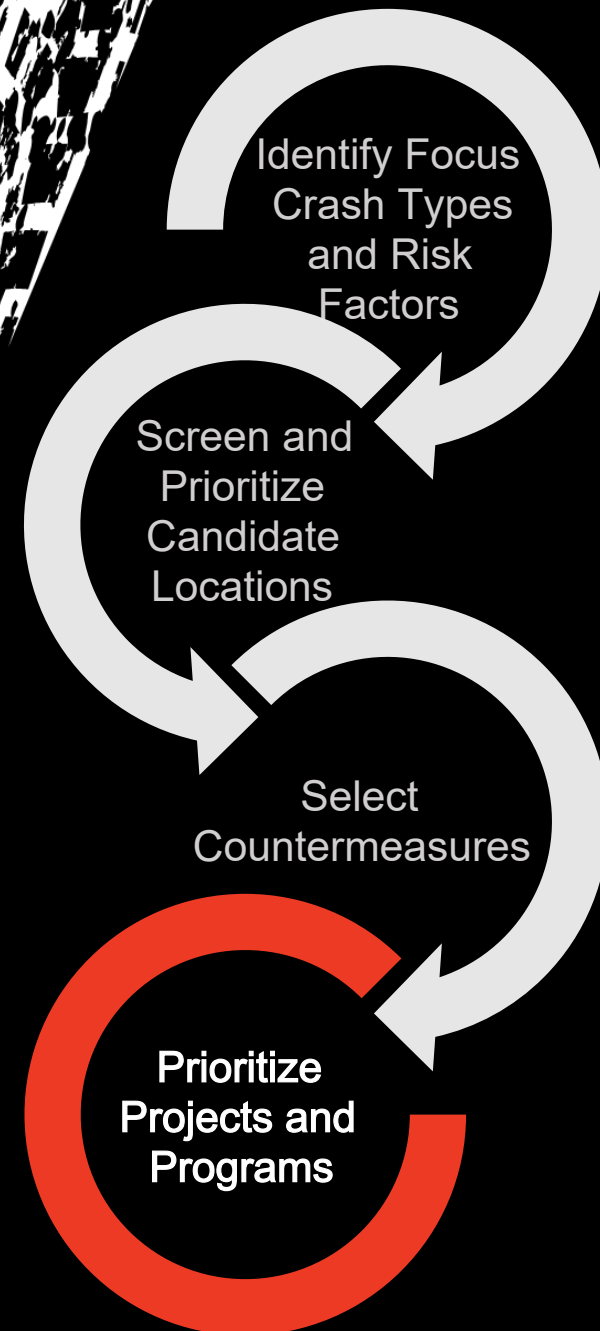
Next Steps - Prioritize Safety Projects, Programs, and Policies

Develop a list of high-priority safety improvement projects scheduled for implementation. This considers both high-crash locations and system-wide analysis. Note that this step will occur after the Roadway Safety Plan itself is completed.

Main Tasks within the final step of the Systemic Safety Analysis

1. Create decision process for selecting countermeasures
2. Develop safety projects, programs, and policies
3. Prioritize project implementation

Provide fatal and serious injury analysis breakdowns for each emphasis area at the county level for the 12 county MPA.



RTC Regionwide Safety Program Funding Summary (FY 24 -26)

Includes funding for:

- Bike/Pedestrian Education and Engineering - \$12 million
- Roadway Operations, Engineering, and Intercity Connections- \$25 million
- Speed Education and Enforcement- \$9 million
- \$4 million for other safety projects and programs

	2024	2025	2026	Total
Grand Totals	\$15,855,000	\$16,220,000	\$17,925,000	\$50,000,000
Staff	\$ 1,505,000	\$ 1,670,000	\$ 1,490,000	\$ 4,665,000
Pass Through	\$14,350,000	\$14,550,000	\$16,435,000	\$45,335,000

Roadway Safety Plan Schedule

Date	Action
July 2021	Regional Safety Advisory Committee (RSAC) - Roadway Safety Plan Overview
October 2021	RSAC - Regional Roadway Safety Plan Preliminary Crash Data Analysis
June 2022	NCTCOG Internal Staff Peer Review
July 2022	RSAC – External Peer Review
Sept. 12 – Oct. 11, 2022	Public Input Comment Submittal Period
October 2022	RSAC Plan Development Update
January 2023	STTC (Information) – Present Final Draft of the Plan
February 2023	RTC (Information) – Present Final Draft of the Plan (Due to Time Constraints, Item was Moved to March Agenda for Action.)
February 2023	STTC (Action) – Request Approval of the Plan
March 2023	RTC (Action) – Request Approval of the Plan
April 2023	Publish Final Roadway Safety Plan and Appendices

Requested RTC Action

Recommend approval of the NCTCOG Roadway Safety Plan.

Direct staff to incorporate the recommendations, including projects, programs and policies, into future metropolitan transportation plans and other regional planning documents, as appropriate.

NCTCOG Safety Program Contacts

Sonya Landrum
Program Manager
slandrum@nctcog.org

Natalie Bettger
Senior Program Manager
nbettger@nctcog.org

Kevin Kroll
Senior Transportation Planner
kkroll@nctcog.org

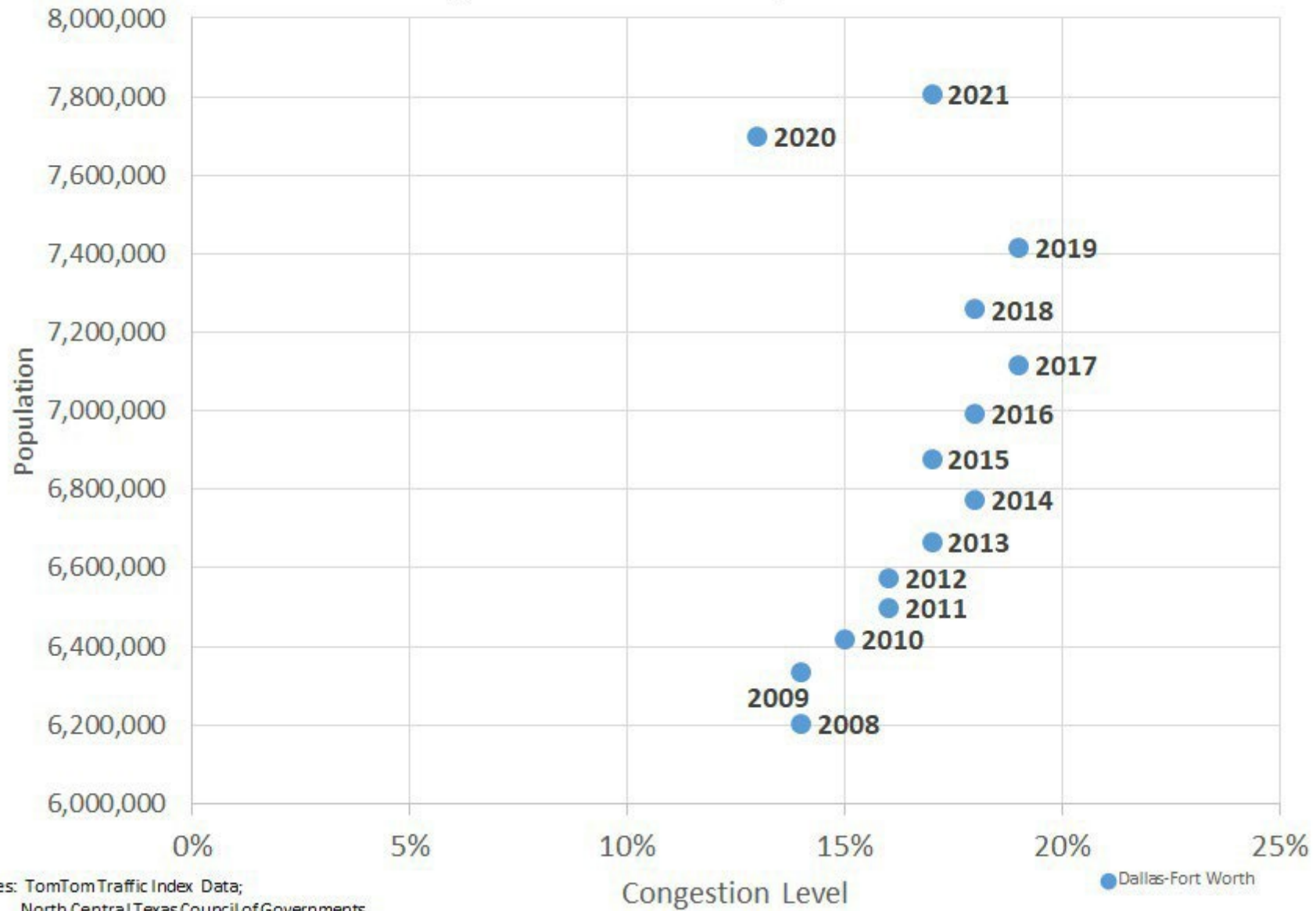
Michael Misantonis
Transportation Planner
mmisantonis@nctcog.org

Camille Fountain
Senior Transportation Planner
cfountain@nctcog.org

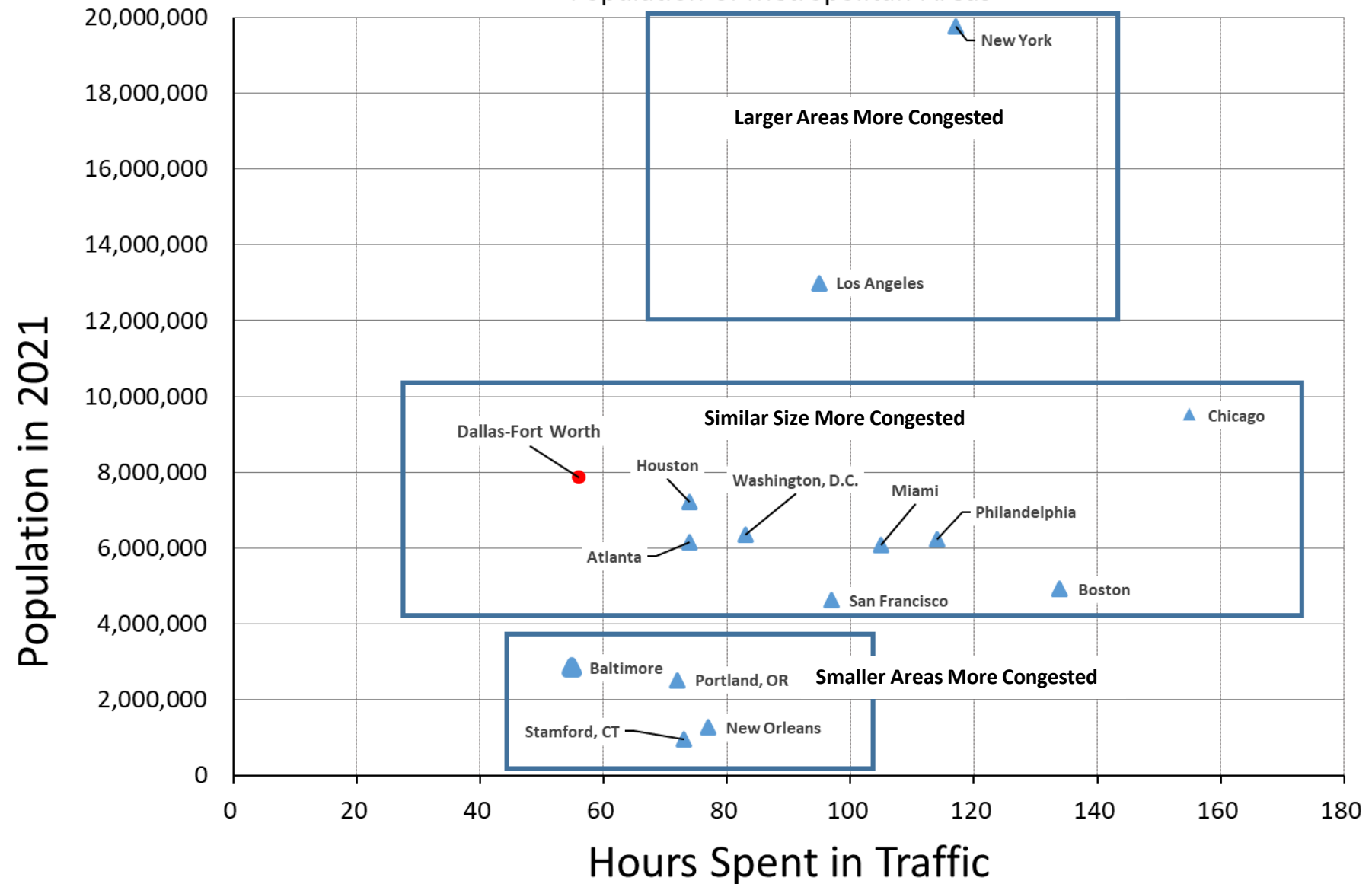
DriveAwareNTX.org
driveawarentx@nctcog.org



Dallas-Fort Worth Congestion Levels and Population



15 Most Congested Regions Comparison of Hours Spent in Traffic and Population of Metropolitan Areas



Policy Support to Advance High-Speed Rail in the Dallas-Fort Worth High-Speed Transportation Connections Study into Phase 2 National Environmental Policy Act Process
(P22-01)

Existing Regional Transportation Council (RTC) policy, P21-01 (Policy Support to Advance the Dallas-Fort Worth High-Speed Transportation Connections Study into Phase 2), was adopted on July 8, 2021. Guiding the efforts of the North Central Texas Council of Governments (NCTCOG) staff, this existing policy outlined the desires of the RTC to advance both high-speed rail and hyperloop into the National Environmental Policy Act (NEPA) process in coordination with the Federal Railroad Administration and Federal Transit Administration.

Following further coordination with the Federal Railroad Administration and Federal Transit Administration, hyperloop technology is unable to advance through the NEPA process to environmentally clear a specific corridor for a hyperloop facility at this time due to hyperloop's lack of safety certification and demonstration status.

The RTC is interested in maintaining the momentum of Phase 1 efforts, including public and private stakeholder consensus, and maintaining early opportunities for private investors and operators in high-speed rail to gain interest in the Dallas-Arlington-Fort Worth corridor. In order to achieve environmental clearance of the Interstate Highway (IH) 30 corridor for a high-speed mode in a timely manner, the RTC directs staff to advance high-speed rail along the IH 30 corridor into the NEPA process and to coordinate with the Federal Railroad Administration and Federal Transit Administration in determining the appropriate approval process for environmental clearance.

While not included in the federal NEPA process, the RTC directs staff to continue to monitor hyperloop technology advancement through the National Aeronautics and Space Administration's (NASA) Technology Readiness Levels index as identified in Phase 1. Staff will bring regular updates to the RTC on the progress of hyperloop's advancement.

The RTC directs staff to continue coordination with local governments and the Texas Department of Transportation in Phase 2 efforts, including preliminary engineering and environmental documentation required by the National Environmental Policy Act. Additionally, the RTC reaffirms support for a modally integrated IH 30 corridor, including high speed rail, managed lanes, general purpose freeway lanes, and frontage roads, consistent with the region's Metropolitan Transportation Plan.

RTC directs staff to integrate these alignment and mode recommendations into future mobility, air quality, safety, and other regional planning activities as appropriate.

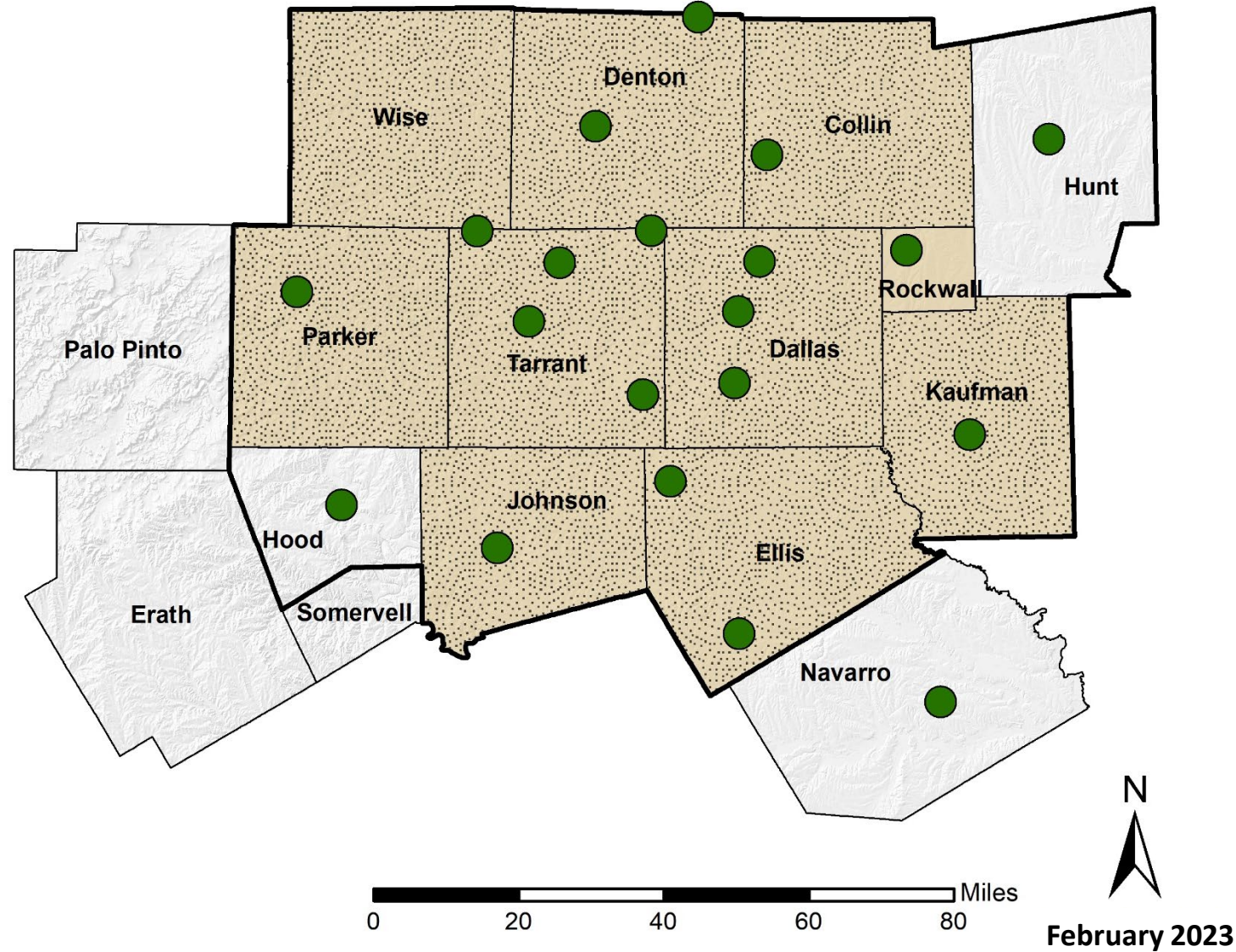
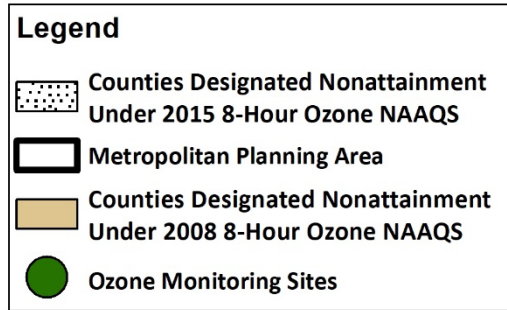
Major Source Emissions Fee Requirements (Section 185) & Start of 2023 Ozone Season

Regional Transportation Council • March 9, 2023

Chris Klaus, Senior Program Manager

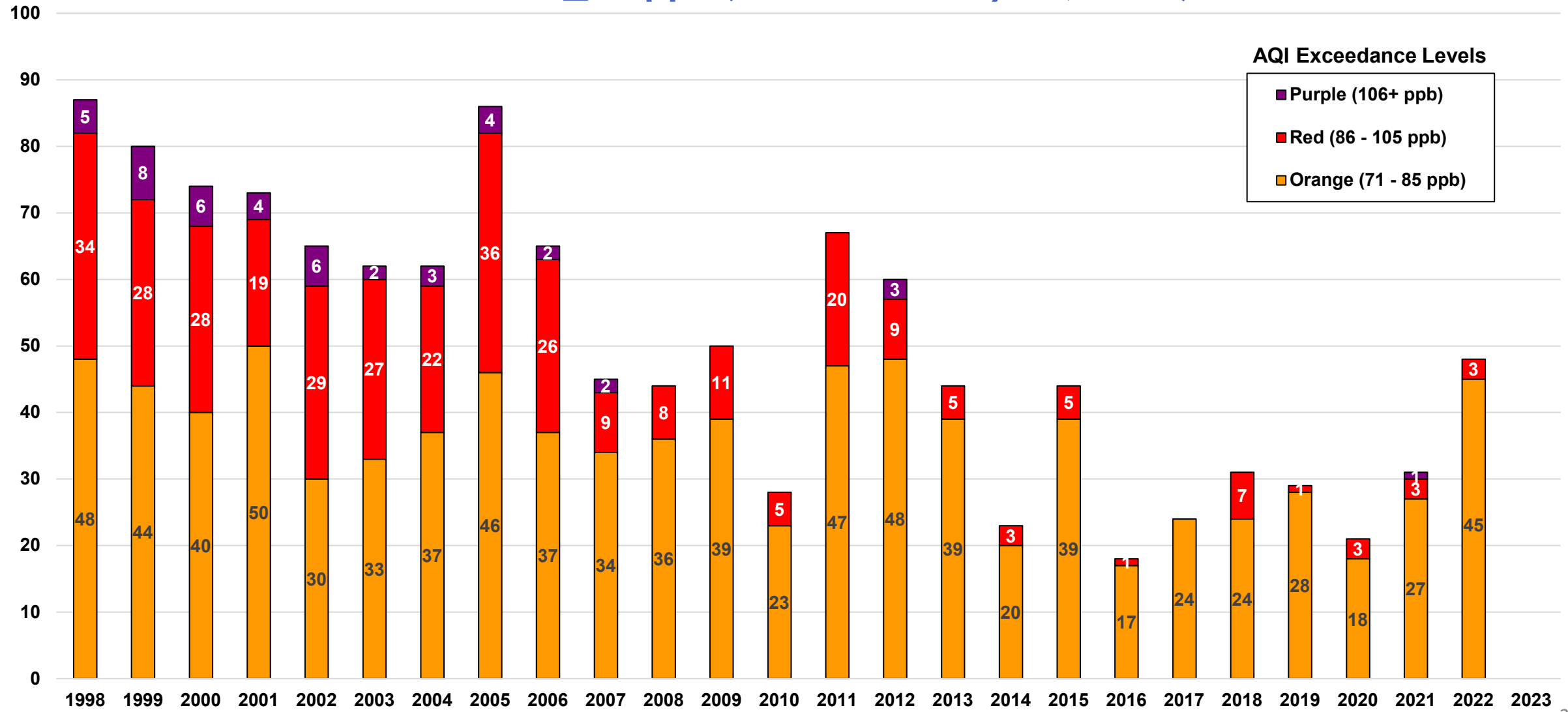


Monitor Locations



8-Hour Ozone National Ambient Air Quality Standards Exceedance Trends

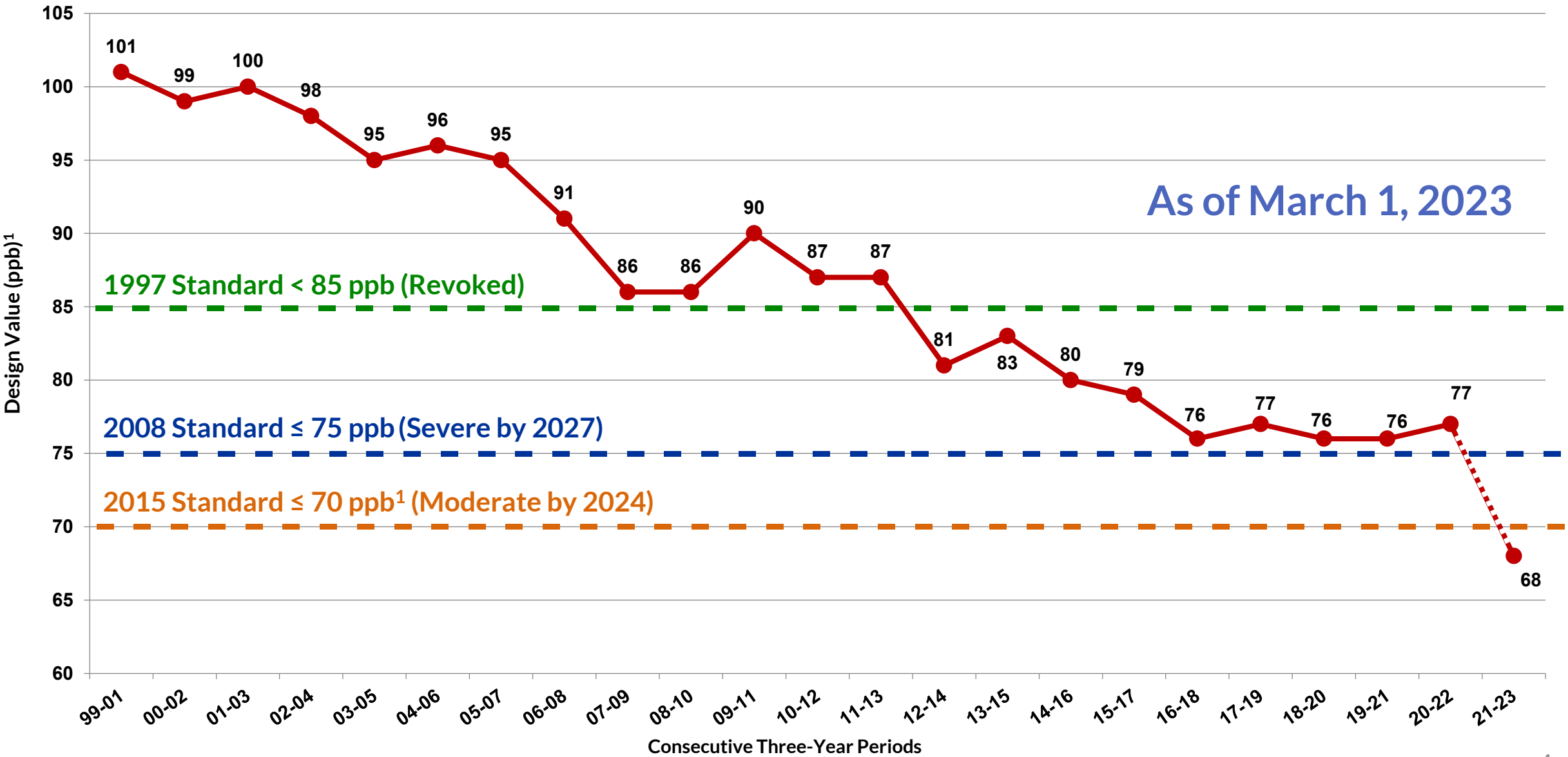
Based on ≤ 70 ppb (As of February 27, 2023)



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

Ozone Design Value Trends



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

Source: NCTCOG TR Dept

4

2023 Ozone Season

March 1 – November 30, 2023

Attainment Year for 2015 Eight-Hour Ozone Standard

2015 Ozone Standard Attainment Scenario:

Monitor Values to Reach Attainment				
Five Highest Monitors	4 th Highest Value for Season			2023 Ozone Season Design Value
	2021	2022	2023	
Cleburne Airport	75	82	55	70
Denton Airport South	81	78	53	70
Frisco	81	73	58	70
Fort Worth Northwest	76	80	56	70
Pilot Point	85	77	50	70

Based on 2021-2023 Ozone Monitor Data

Severe Classification and Section 185 Fees

Environmental Protection Agency (EPA) reclassified Dallas-Fort Worth ozone nonattainment area from **serious to severe** on November 7, 2022 with a **July 20, 2027 attainment deadline**

The Federal Clean Air Act (FCAA) 185 fee is an annual penalty imposed if an area fails to meet its severe attainment deadline

The annual fee applies to major sources of ozone precursor emissions located in the ozone nonattainment area, starting in 2028 until attainment is met

If the Texas Commission on Environmental Quality (TCEQ) does not impose fee, the EPA will impose the fee with interest; revenue is not returned to the state

EPA-published fee rate for calendar year 2022 was \$11,122 per ton

Estimated Section 185 fee obligation for region could be as much as \$45 million in 2028

Section 185 fee program plan due to EPA by November 7, 2025

What are Major Sources?

Typically includes point sources such as power plants and cement plants

Defined in 30 Texas Administrative Code Section 116.12 based on actual or potential emissions

DFW 10-County Nonattainment Area Major Point Sources: Nitrogen Oxides (NOX)						
County	Number of Major Point Source Facilities				Emission Totals (TPY)	Total Percent of 10-County Major Source Point Emissions
	Cement, Hydraulic (Kilns)	Electric Services (EGUs)	Crude Petroleum & Nat. Gas	Other (82 Source Types)		
Collin	-	1	-	9	79	1%
Dallas	-	2	-	66	831	8%
Denton	-	2	11	14	278	3%
Ellis	3	2	1	20	4,332	42%
Johnson	-	1	17	13	1,116	11%
Kaufman	-	1	-	5	1,165	11%
Parker	-	-	5	17	251	2%
Rockwall	-	-	-	3	13	0%
Tarrant	-	1	17	47	784	8%
Wise	-	1	51	7	1,485	14%
Total	3	11	102	201	10,333	100%

Initiatives Beneficial to Dallas-Fort Worth Air Quality

RTC Management, Operations, Air Quality, and Safety Program

\$150 Million in 2024-2026

Federal Implementation Plan

Transport Rule

NO_x limitations for stationary sources in 23 states

New EPA Diesel Engine Emission Standards

Ramp up to 2026

Bipartisan Infrastructure Law (BIL)

[BIL Guidebook PDF](#) pages 155-225 for all programs

[BIL Grant Programs](#) for all grant programs under the BIL

Inflation Reduction Act (IRA)

[IRA Guidebook Programs List](#) for all programs

[IRA Tax Credits](#) for all tax credits available under the IRA

Federal Highway Administration (FHWA) Climate Reduction Plan

\$281 Million

Similar to Congestion Mitigation and Air Quality Program (CMAQ)

2024-2033

Governor Abbott Statewide Transportation Infrastructure Plan

Mentioned during 2023 State of the State
10 Year State Transportation Plan

Legislature Dedicated Funding

TERP (diesel vehicle funding) ~ 2 Billion

LIP (air quality and transportation funding including law enforcement) ~ 80 Million

NCTCOG Funding and Resources

www.nctcog.org/AQfunding

Draft Communication to the TCEQ

Major Source Emissions (Section 185) Fees

Offering to assist in assessment of program

Expand partnership to continue offering aggressive programs to reach attainment and avoid further sanctions

TCEQ Predicted Forecast versus Observed

Requesting review of why projected design value was significantly different than observed including:

- Researching current state of regional Nitrogen Oxides (NO_x):Volatile Organic Compounds (VOC) chemistry ratio

- Investigating how impacts from COVID-19 may have played a role in high emissions in 2020

State implementation Plan (SIP) Boundaries

Requesting reevaluation of SIP boundaries including:

- Investigating regional airshed and transport leading to high ozone background levels from outside nonattainment area

- Establishing emissions tracking and apportionment for Texas

Inspection and Maintenance Vehicle Program Fraud

Requesting changes to the system to reduce fraudulent activity, in coordination with the Department of Public Safety

FOR MORE INFORMATION

CHRIS KLAUS
Senior Program Manager
cklaus@nctcog.org
817-695-9286

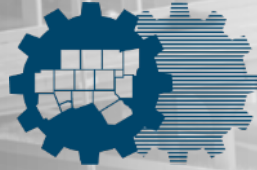
JENNY NARVAEZ
Program Manager
jnarvaez@nctcog.org
817-608-2342

LORI CLARK
Program Manager
lclark@nctcog.org
817-695-9232

REBEKAH GONGORA
Communications Manager
rgongora@nctcog.org
682-433-0477

NICK VAN HAASEN
Air Quality Planner
jvanhaasen@nctcog.org

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



STATUS REPORT ON VEHICLE TEMPORARY TAGS AND FRAUDULENT EMISSIONS TESTING

Regional Transportation Council

March 9, 2023

Chris Klaus, Senior Program Manager

North Central Texas Council of Governments

VEHICLE TEMPORARY PAPER TAGS AND CLEAN SCANNING

What is a Temporary Tag?

Intended to be used for temporary vehicle registration

9 variations of a temporary tag

Texas Buyer tag is predominantly abused



What is a Clean Scanning?

Hooking up a vehicle that will pass an annual vehicle emissions test in place of a vehicle that would otherwise fail

Inspection facilities are able to do hundreds a day, oftentimes without even having the owner's vehicle present

Vehicle is given a passing inspection even though it should have failed, potentially large air quality impact



TEXAS SUPPORTED GHOST CRIMINAL 2021 ACTIVITY

North Texas Impacts

<u>Activity</u>	<u>Count</u>	<u>Cost/Value</u>
No Inspections	31,828*	\$8.25 (State) + \$25.50 (Local Business)
No Registrations (Statewide)	1,279,481	\$56.50 (State) + \$10 (County)
Lost Motor Vehicle Sales Tax	TBD	TBD
NTTA Toll System	TBD	TBD
Serious/Fatal Crashes		Potential Higher Rate in North Texas
Previously Vetoed Funds		\$80 Million
Criminals - counterfeiting revised tag format; reusing created tags; selling nonrepairable/junk cars; hindering stolen vehicle recovery		
Law Enforcement Safety – at least one police officer fatality resulted from fraud		
No Insurance – impacts of uninsured motorist; Motor Vehicle Crime Prevention Authority		
Estimated Revenue Lost \$166 Million +++ (State, County, Local)		

**Conservative Estimate*

Sources: NCTCOG Emissions Database, Texas Department of Motor Vehicles (TXDMV), Travis County Constable Precinct 3 Clean Air Task Force, North Texas Tollway Authority (NTTA)



DRAFT

HOUSE TRANSPORTATION COMMITTEE HEARING

Solutions Identified (April 26, 2022)

Legislative

- | | Status |
|--|-------------|
| • Fund Local Initiatives Projects (LIP) <ul style="list-style-type: none">○ HB 1175, HB 1351, SB 607 | In-Progress |
| • Change Temporary Tag System <ul style="list-style-type: none">○ HB 718 (Metal Plates)○ HB 914 (Penalty Increase)○ HB 2195 (Penalty Increase)○ SB 970 (Study on Replacing Temp Tags) | In-Progress |

Administrative Rule

- | | Status |
|--|--------------|
| • Fingerprint Licensed Dealership Agents | Complete |
| • Share Law Enforcement Access to eTags System | Complete |
| • Verify Generated VINs | Not Complete |
| • In-Person Verification | Not Complete |
| • Offer Law Enforcement Training | Not Complete |
| • Automatic Verification of Dealer Issued Tags | Not Complete |



LOCAL INITIATIVES PROJECTS

\$176.3 Million Total, \$80 Million Dallas-Fort Worth

Existing

- Low-Income Repair and Replacement Program (LIRAP) *
- Remote sensing of vehicle emissions
- Regional Smoking Vehicle Program *
 - Already implemented
- Emissions enforcement funding
- Transportation system enhancements
- New air quality control strategies

*Eliminate from LIP bill language

**Includes existing items not eliminated

Recommended**

- Develop and implement projects supporting freeway incident management
- Develop and implement innovative transportation projects
- Regional data collections efforts for air quality and multimodal transportation data to improve transportation systems
- Establish publicly accessible refueling infrastructure for alternative fuel vehicles
- Vehicle loaner program for minority or women owned businesses for alternative fuel vehicles
- Projects supporting removal and disposal of waste and scrap tires



RECENT NEWS COVERAGE

[Police Searching for Paper Tagged “Ghost Car”](#)

(Aired 11/15/2022)

[Police Officer Death Reignites Tag Controversy](#)

(Aired 11/15/2022)

[TXDMV Redesigns Paper License Tags](#)

(Aired 11/17/2022)

[Driver in Custody after Police Chase](#)

(Aired 11/21/2022)

[Police Identify Ghost Cars with Paper License Plates Pt.1](#)

(Aired 1/27/2023)

[Police Identify Ghost Cars with Paper Licence Plates Pt.2](#)

(Aired 1/30/2023)



CONTACT US



Anthony Moffa
Air Quality Planner
amoffa@nctcog.org



Rebekah Gongora
Communications Manager
rgongora@nctcog.org



Jason Brown
Principal Air Quality Planner
jbrown@nctcog.org



Nicholas Allen
Communications Coordinator
nallen@nctcog.org



Chris Klaus
Senior Program Manager
cklaus@nctcog.org



Regional Transportation Council Attendance Roster
March 2022 - February 2023

RTC MEMBER	Entity	3/10/22	4/14/22	5/12/22	6/9/22	7/14/22	8/18/22	9/8/22	10/13/22	11/10/2022	12/08/222	1/12/2023	2/9/2023
Daniel Alemán Jr (01/22)	Mesquite	P	P	P	P	P	P	P	P	E	P	P	E(R)
Steve Babick (06/22)	Carrollton	--	--	--	P	E	E	A	A	P	P	P	P
Dennis Bailey (02/21)	Rockwall County	P	P	P	E(R)	E(R)	P	P	P	P	A	P	P
Rick Bailey (07/22)	Johnson County	-	-	-	-	P	P	P	P	P	P	P	P
Adam Bazaldua (09/21)	Dallas	P	P	E	P	P	P	E(R)	A	E(R)	P	P	P
Elizabeth M. Beck (08/21)	Fort Worth	P	P	E	P	A	E(R)	P	A	P	P	A	P
Gyna Bivens (08/21)	Fort Worth	E	P	E	P	P	P	P	P	P	E(R)	P	P
J. D. Clark (07/22)	Wise County	P	E(R)	P	E(R)	P	P	P	P	P	P	P	P
Ceason Clemens (10/22)	TxDOT, Dallas	-	-	-	-	-	-	-	P	P	P	P	P
Dianne Costa (10/19)	DCTA	P	P	P	P	P	P	P	P	P	E(R)	A(R)	P
Michael Crain (06/22)	Fort Worth	--	--	--	E(R)	A	P	P	P	P	E(R)	P	P
Theresa Daniel (11/18)	Dallas County	P	P	P	P	P	P	P	P	P	P	P	P
Jeff Davis (11/19)	Trinity Metro	P	P	P	P	P	E(R)	P	A(R)	P	P	P	P
Janet DePuy (09/21)	Richardson	P	P	P	P	P	P	P	P	E(R)	P	P	P
Andy Eads (1/09)	Denton County	P	P	E	P	P	P	P	P	P	P	P	P
Michael Evans (2/23)	Mansfield	--	--	--	--	--	--	--	--	--	--	--	P
Gary Fickes (12/10)	Tarrant County	P	P	P	P	P	P	E	P	P	P	P	P
George Fuller (07/17)	McKinney	P	E(R)	E	P	P	P	E	A	P	P	P	E
Raul H. Gonzalez (09/21)	Arlington	P	P	P	P	A	P	P	P	P	P	E(R)	P
Barry L. Gordon (12/20)	Duncanville	E(R)	P	E	A	P	P	E	P	P	E(R)	P	P
Rick Grady (09/18)	Plano	P	P	P	P	P	P	P	P	P	P	P	P
Lane Grayson (01/19)	Ellis County	E	P	P	A	P	P	P	P	P	P	P	P
Mojoy Haddad (10/14)	NTTA	E	A	P	P	P	P	E(R)	P	P	P	E	P
Clay Lewis Jenkins (04/11)	Dallas County	P	P	P	P	P	P	P	P	P	E	P	P
Ron Jensen (06/13)	Grand Prairie	E(R)	P	P	P	P	E	P	P	P	P	E(R)	P
Brandon Jones (05/21)	Lewisville	P	P	A	P	P	P	E	P	P	P	P	A
John Keating (12/19)	Frisco	A	P	A	A	A(R)	A	P	P	A	E	E(R)	A
Brad LaMorgese (07/22)	Irving	--	--	--	--	P	P	P	E	E	E	P	E(R)
B. Adam McGough (07/20)	Dallas	P	P	P	P	P	P	P	P	P	P	P	P
William Meadows (02/17)	DFW Airport	A	P	E	E	E	E	E(R)	E	P	E	A	E
Cara Mendelsohn (07/20)	Dallas	P	P	P	P	P	P	P	P	P	P	P	P
Ed Moore (07/22)	Garland	--	--	--	--	P	P	A	P	E	P	P	P
Omar Narvaez (09/21)	Dallas	P	E(R)	P	P	P	P	P	P	E	P	P	E
Ramirez, Manny (1/23)	Tarrant County	--	--	--	--	--	--	--	--	--	--	P	A
Jim R. Ross (07/21)	Arlington	P	P	P	E(R)	E(R)	P	P	P	A	P	P	E(R)
David Salazar (10/22)	TxDOT, FW	-	-	-	-	-	-	-	P	E(R)	P	E(R)	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)

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March 2022 - February 2023

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Chris Schulmeister (07/20)	Allen	P	P	E(R)	P	P	P	A(R)	P	P	P	P	P
Jeremy Tompkins (10/19)	Euless	P	P	P	P	P	P	P	P	P	P	P	P
T. Oscar Trevino Jr. (6/02)	Nrth Rch Hills	P	P	E(R)	P	A(R)	P	P	P	P	P	A(R)	P
William Tsao (3/17)	Dallas	P	P	P	P	P	P	P	P	P	P	P	P
Watts, Chris (12/22)	Denton	--	--	--	--	--	--	--	--	--	E	P	P
Duncan Webb (6/11)	Collin County	P	E	P	P	P	P	P	P	P	P	P	P
Chad West (11/22)	Dallas	-	-	-	-	-	-	-	-	P	P	A	P
Michele Wong Krause	DART	P	P	P	E(R)	E(R)	P	P	P	E	P	E(R)	P

Note: Date in parenthesis indicates when member was
1st eligible to attend RTC meetings

P= Present
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Surface Transportation Technical Committee Attendance Roster
February 2022 - February 2023

STTC MEMBERS	Entity	2/25/22	3/25/22	4/22/22	5/27/22	6/24/22	7/22/22	08/26/22	09/23/22	10/28/22	12/2/2022	1/27/2023	2/24/2023
Joe Atwood	Hood County	*	*	*	*	*	A	A	A	A	A	P	A
Melissa Baker	Irving	*	*	*	*	*	A	P	P	A	P	P	P
Micah Baker	Dallas County	*	*	*	*	*	A	A	A	A	A	A	A
Bryan Beck	Grapevine	*	*	*	*	*	A	P	E	A	A	A	P
David Boski	Mansfield	*	*	*	*	*	P	P	P	P	P	P	A
Keith Brooks	Arlington	*	*	*	*	*	A	A	A	A	A	A	A
Shon Brooks	Waxahachie	*	*	*	*	*	P	P	P	P	A	P	A
Tanya Brooks	DART	*	*	*	*	*	A	P	P	P	P	P	A
Ceason Clemens	TxDOT Dallas	*	*	*	*	*	A	P	P	P	P	P	P
Robert Cohen	Southlake	*	*	*	*	*	A	A	A	A	A	A	A
Kent Collins	Coppell	*	*	*	*	*	A	A	A	A	A	A	A
John Cordary, Jr.	TxDOT FW	*	*	*	*	*	P	P	P	P	P	A	P
Jackie Culton	Duncanville	--	--	--	--	--	P	A	A	P	A	P	A
Clarence Daugherty	Collin County	*	*	*	*	*	P	P	P	P	P	P	P
Chad Davis	Wise County	*	*	*	*	*	P	A	A	P	P	P	P
Arturo Del Castillo	Dallas	*	*	*	*	*	A	P	P	P	P	A	P
Caryl DeVries	Grand Prairie	*	*	*	*	*	P	P	P	A	P	P	P
Greg Dickens	Hurst	*	*	*	*	*	P	A	A	A	A	A	P
Rebecca Diviney	Denton	*	*	*	*	*	P	P	P	P	E	P	A
Phil Dupler	FWTA	*	*	*	*	*	P	P	P	P	P	P	P
Chad Edwards	Trinity Metro	*	*	*	*	*	P	P	P	P	A	P	P
Claud Elsom	Rockwall County	*	*	*	*	*	A	A	P	P	A	P	P
Eric Fladager	Fort Worth	*	*	*	*	*	P	A	P	P	A	P	P
Chris Flanigan	Allen	*	*	*	*	*	P	P	P	P	P	P	P
Ann Foss	Arlington	*	*	*	*	*	P	P	P	P	P	A	P
Eric Galt	Mesquite	--	--	--	--	*	P	P	P	P	A	P	P
Ricardo Gonzalez	TxDOT FW	*	*	*	*	*	E	P	P	P	A	P	P
Gary Graham	McKinney	*	*	*	*	*	P	P	P	P	A	P	A
Tom Hammons	Carrollton	*	*	*	*	*	A	A	P	P	P	P	P
Ron Hartline	The Colony	*	*	*	*	*	A	A	P	A	A	A	P
Shannon Hicks	Addison	*	*	*	*	*	A	A	A	A	A	A	P
Matthew Hotelling	Flower Mound	*	*	*	*	*	P	A	P	P	P	P	P
John Hudspeth	TxDOT Dallas	*	*	*	*	*	P	P	P	P	P	P	P
Jeremy Hutt	Cleburne	*	*	*	*	*	P	P	P	P	A	P	P
Thuan Huynh	McKinney	*	*	*	*	*	P	P	A	P	P	P	P
Joseph Jackson	Tarrant County	--	--	--	--	--	--	--	--	--	--	P	P
Joel James	NTTA	--	*	*	*	*	A	P	P	A	P	P	P

P=Present A=Absent R=Represented E=Excused (personal illness, family emergency, jury duty, business necessity)
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February 2022 - February 2023

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Kelly Johnson	NTTA	*	*	*	*	*	P	A	P	A	P	A	P
Major L. Jones	Eules	--	--	--	--	--	--	--	--	A	P	A	P
Gus Khankarli	Dallas	*	*	*	*	*	P	P	P	P	P	P	P
Alonzo Liñán	Keller	*	*	*	*	*	A	A	A	A	A	A	A
Eron Linn	DART	*	*	*	*	*	A	P	E	P	P	P	P
Clay Lipscomb	Plano	*	*	*	*	*	P	P	A	P	A	P	P
Paul Luedtke	Garland	*	*	*	*	*	A	A	A	P	E	P	P
Stanford Lynch	Hunt County	*	*	*	*	*	P	P	A	P	E	P	A
Chad Marbut	Weatherford	--	--	--	*	*	A	P	P	P	P	A	P
Alberto Mares	Ellis County	*	*	*	*	*	P	P	P	P	P	A	P
Wes McClure	Mesquite	*	*	*	*	*	P	P	P	P	P	P	P
Brian Moen	Frisco	*	*	*	*	*	P	P	P	P	A	P	P
Mark Nelson	Richardson	*	*	*	*	*	P	A	P	E	P	P	P
Jim O'Connor	Irving	*	*	*	*	*	P	P	P	P	P	P	P
Cintia Ortiz	Parker County	--	--	--	--	--	--	--	--	--	--	A	A
Eric Oscarson	Burleson	--	--	--	--	--	P	A	A	A	A	A	A
Kevin Overton	Dallas	*	*	*	*	*	A	P	P	P	P	P	P
Tim Palermo	DCTA	*	*	*	*	*	P	P	A	P	P	P	P
Dipak Patel	Lancaster	*	*	*	*	*	P	P	P	A	A	A	P
Martin Phillips	Fort Worth	--	--	--	--	--	--	--	--	P	P	A	P
John Polster	Denton County	*	*	*	*	*	P	P	P	P	A	A	A
Kelly Porter	Fort Worth	*	*	*	*	*	P	P	P	E	P	P	E
Tim Porter	Wylie	*	*	*	*	*	P	P	P	A	P	P	P
Lauren Prieur	Fort Worth	--	--	--	--	--	--	--	--	P	P	A	E
Greg Royster	DFW Int. Airport	*	*	*	*	*	P	P	P	A	P	P	P
Kathryn Rush	Dallas	*	*	*	*	*	A	A	A	P	P	P	P
David Salmon	Lewisville	*	*	*	*	*	A	P	A	P	P	P	A
Ryan Sartor	Farmers Branch	--	--	--	--	--	--	--	--	--	--	P	A
Brian Shewski	Plano	*	*	*	*	*	P	P	P	P	P	P	P
Walter Shumac, III	Grand Prairie	*	*	*	*	*	P	P	E	P	P	P	E
Randy Skinner	Tarrant County	*	*	*	*	*	A	P	P	P	P	P	P
Caleb Thornhill	Plano	*	*	*	*	*	A	P	P	A	A	A	A
Press Tompkins	Greenville	*	*	*	*	*	A	A	A	A	A	A	A
Logan Tucker	Duncanville	--	--	--	--	*	A	A	A	A	A	A	A
Jennifer VanderLaan	Johnson County	--	--	--	--	--	--	--	--	--	--	P	P
Gregory Van	Haltom City	*	*	*	*	*	P	P	P	A	P	P	P
Daniel Vedral	Irving	*	*	*	*	*	A	P	P	P	P	P	P
Caroline Waggoner	North Richland	*	*	*	*	*	A	P	A	P	A	P	A
Robert Woodbury	Cedar Hill	*	*	*	*	*	P	A	P	P	A	P	P
Larry Wright	Colleyville									A	A	A	A
Jamie Zech	TCEQ	*	*	*	*	*	A	A	A	A	A	A	A

P=Present A=Absent R=Represented E=Excused (personal illness, family emergency, jury duty, business necessity)

-- =Not yet eligible to attend *Meeting held by video/audio conference. Individual attendance not taken.