

AGENDA

Regional Transportation Council Thursday, April 13, 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 it to the North Central Texas Council of Governments designated staff person. A maximum of 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 March 9, 2023, Minutes**
☒ Action ☐ Possible Action ☐ Information Minutes: 5
Presenter: Duncan Webb, RTC Chair
Item Summary: Approval of the March 9, 2023, meeting minutes contained in [Electronic Item 2](#) will be requested.
Background: N/A
- 1:15 – 1:20** 3. **Consent Agenda**
☒ Action ☐ Possible Action ☐ Information Minutes : 5
- 3.1. **May Transportation Improvement Program (TIP) Revisions**
Presenter: Ken Bunkley, NCTCOG
Item Summary: Regional Transportation Council (RTC) approval of revisions to the 2023-2026 Transportation Improvement Program (TIP) will be requested, along with the ability to amend the Unified Planning Work Program (UPWP) and other planning and administrative documents with TIP-related changes.
Background: May 2023 revisions to the 2023-2026 TIP are provided in [Electronic Item 3.1](#) for the Council's consideration. These modifications have been reviewed for consistency with the Mobility Plan, the air quality conformity determination, and financial constraint of the TIP.

Performance Measure(s) Addressed: Roadway, Transit

1:20 – 1:35

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

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

1. US 75 Technology Lane Texas Department of Transportation Advancement
2. Friends of Texas Department of Transportation Safety Committee
3. Legislative Items
4. City of Dallas/Dallas Area Rapid Silver Lane Transit Mediation
5. Trinity Railway Express/Burlington Northern Santa Fe Mediation
6. US High Speed Rail Coalition Membership
7. Tennessee Advances P3 Legislation
8. Medal of Honor Event
9. Traffic Incident Management Executive Level, May 4, 2023, 10:00 am – 12:00 pm
10. Correspondence to the Texas Commission on Environmental Quality ([Electronic Item 4.1](#))
11. Air Quality Handbook Available in Third Language: Vietnamese ([Electronic Item 4.2](#))
12. 2023 Ozone Season Update ([Electronic Item 4.3](#))
13. Air Quality Funding Opportunities for Vehicles (www.nctcog.org/aqfunding)
14. Upcoming Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/events>)
15. Local Clean Air Project Spotlight ([Electronic Item 4.4](#))
16. March Public Meeting Minutes ([Electronic Item 4.5](#))
17. April Public Meeting Notice ([Electronic Item 4.6](#))
18. Public Comments Report ([Electronic Item 4.7](#))
19. Recent Correspondence ([Electronic Item 4.8](#))
20. Recent News Articles ([Electronic Item 4.9](#))
21. Recent Press Releases ([Electronic Item 4.10](#))

1:35 – 1:45

5. **Emergency Funding: Adjustment to the Multi-source Funding Strategy to Expedite Environmental and Design Review for Surface Transportation Projects**

☒ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will request ratification of emergency funding authorization to increase Regional Transportation Council (RTC) Local funding for a professional services contract to expedite environmental and design review and other technical assistance for surface transportation projects.

Background: The RTC previously approved Regional Toll Revenue (RTR) and RTC Local funding to support a professional services contract for environmental clearance and design review. The existing funding of \$500,000 RTR and \$200,000 RTC Local supports multiple technical assistance initiatives over three years. Funding Agreement limitations restrict the specific tasks

that can be conducted with Regional Toll Revenue funds. Additional RTC Local funds of \$60,000 are needed to pay for activities that are outside the RTR funding agreement scope of work. RTR funding in the amount of \$60,000 will be reduced from the contract to retain the total contract commitment of \$700,000 for work accomplished from April 2020 through December 2023. Staff requests ratification of emergency funding in the amount of \$60,000 RTC Local to support technical assistance. Additional information is provided in [Electronic Item 5](#).

Performance Measure(s) Addressed: Administrative, Transit

1:45 – 1:55

6. **2023 Federal Transit Administration Low or No Emissions and Bus/Bus Facilities Competitive Grant Program**

☒ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Shannon Stevenson, NCTCOG

Item Summary: Staff will request Regional Transportation Council (RTC) action on a proposed regional submittal to the Federal Transit Administration (FTA) Low or No Emissions and Bus/Bus Facilities Competitive Grant Programs to procure electric vehicles and charging infrastructure for small transit providers to replace buses.

Background: The Federal Transit Administration has released the Fiscal Year 2023 Low or No Emissions and Bus/Bus Facilities Competitive Grant Programs Notice of Funding Opportunity (NOFO), which is expected to award approximately \$1.7 billion for modernizing bus fleets, improving bus facilities, and supporting workforce development. Eligible projects include the purchasing or leasing of low or no emission buses, related equipment (e.g., electric vehicle charging stations), and workforce development and training. Applications are due by April 13, 2023. In response to the NOFO, North Central Texas Council of Governments staff requests approval to submit a proposal to procure electric vehicles and charging infrastructure for small transit providers to replace buses near or at the end of their useful life with electric vehicles. The total grant budget will not exceed \$7,300,000 including utilizing 1,210,000 Transportation Development Credits (TDCs) previously set aside for small transit providers in lieu of local match. Please see [Electronic Item 6](#) for more information.

Performance Measure(s) Addressed: Air Quality, Transit

1:55 – 2:05

7. **Environmental Protection Agency Climate Pollution Reduction Grants Program for the Metropolitan Statistical Area**

☒ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Chris Klaus, NCTCOG

Item Summary: Staff will request Regional Transportation Council (RTC) approval to pursue funding from the Environmental Protection Agency (EPA) Climate Pollution Reduction Grants (CPRG) program. Staff will also request letters of support from local governments within the Dallas-Fort Worth-Arlington Metropolitan Statistical Area (MSA) for the North Central Texas Council of Governments (NCTCOG) to be the lead applicant for the grant.

Background: Created by the Inflation Reduction Act, the EPA's CPRG program will provide grants to develop and implement plans for reducing greenhouse gas emissions and other harmful air pollution. This two-phase grant program will provide \$250 million for noncompetitive planning grants and \$4.6 billion for competitive implementation grants. As one of the 67 most populous metropolitan statistical areas (MSA), the Dallas-Fort Worth-Arlington MSA, which includes Wise, Denton, Collin, Parker, Tarrant, Dallas, Rockwall, Kaufman, Ellis, Johnson, and Hunt counties, is eligible for a \$1 million noncompetitive planning grant to develop a Comprehensive Climate Action Plan (CCAP). The CPRG program requires a single eligible lead organization to apply for the grant, manage grant funds, and oversee the CCAP development process on behalf of the MSA. Implementation grants to fund measures contained in a CCAP will be made available later in 2023 and will be awarded through a competitive process to entities included in, or covered by, the CCAP. [Electronic Item 7](#) provides additional details.

Performance Measure(s) Addressed: Air Quality

2:05 – 2:15

8. **Carbon Reduction Program**

☒ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Christie Gotti, NCTCOG

Item Summary: Staff will present a plan of action to the Council on the new Carbon Reduction Program (CRP) funding introduced in the Infrastructure Investment and Jobs Act (IIJA). Approval of the proposed plan for utilizing the first increment of funding will be requested.

Background: The CRP was created with the goal of reducing carbon dioxide emissions from on-road sources. Now that the funding can be programmed for projects, staff have formulated a plan for utilizing these funds and administering them. Additional details on CRP funding, including eligible project types and the amount of funding available, can be found in [Electronic Item 8](#).

Performance Measure(s) Addressed: Air Quality, Transit

2:15 – 2:25

9. COVID Transit Funding Round 2

☒ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Brian Dell, NCTCOG

Item Summary: Staff will request Regional Transportation Council (RTC) approval of the COVID-19 #00X Infrastructure Program Transit Partnership (Round 2) projects and programs.

Background: In the fall of 2020, the Surface Transportation Technical Committee (STTC) and the RTC approved the third round of the COVID-19 #00X Infrastructure Program, including a \$25 million placeholder for investments in transit. Since then, the RTC has awarded approximately \$15 million to various transit initiatives to address the impacts of the COVID-19 pandemic on transit and advance transit in the region. In an effort to utilize the remaining funding and complete the initiative, additional projects are being proposed. The details of the proposed programs and projects are provided in [Electronic Item 9.1](#) and [Electronic Item 9.2](#).

Performance Measure(s) Addressed: Safety, Transit

2:25 – 2:35

10. Federal and State Legislative Update

☐ Action ☒ Possible Action ☐ Information Minutes: 10

Presenter: Rebekah Gongora, 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 first 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

2:35 – 2:45

11. Creation of Dallas-Fort Worth Clean Cities Technical Advisory Committee

☐ Action ☐ Possible Action ☒ Information Minutes: 10

Presenter: Lori Clark, NCTCOG

Item Summary: Staff will discuss the creation of a new Dallas-Fort Worth Clean Cities Technical Advisory Committee and invite participation.

Background: Staff continues to implement goals established during the most recent Department of Energy redesignation of the Dallas-Fort Worth Clean Cities Coalition, which was finalized in March 2020. One goal is to establish a Dallas-Fort Worth Clean Cities Technical Advisory Committee. The Advisory Committee will guide the Coalition's strategic direction, support its activities, and facilitate its capacity for growth by providing input, assisting in event and project promotion, and increasing stakeholder engagement. The committee will consist of at least 51 percent public sector representatives but will also be open

to private sector participation. Staff plans to have the Advisory Committee in place by the end of the fiscal year and is seeking nominations. Nominees should be knowledgeable about alternative fuels, vehicles, infrastructure, or other subject matter relating to the Advisory Committee. Nominations should be submitted to cleancities@nctcog.org by May 31, 2023. For more information, please see [Electronic Item 11](#). A more detailed document detailing Committee expectations, roles, and responsibilities is also posted at www.dfwcleancities.org.

Performance Measure(s) Addressed: Air Quality, Administrative

2:45 – 2:55

12. **Census Bureau Update to Urbanized Areas: Potential Implications**

☐ Action ☐ Possible Action ☒ Information Minutes: 10

Presenter: Ken Kirkpatrick, NCTCOG

Item Summary: Staff will provide a status report on recent Census Bureau updates to urban area boundaries impacting the Dallas-Fort Worth region.

Background: On December 29, 2022, the Census Bureau published updates to urban areas based on the 2020 Census of Population and Housing counts and density calculations. Based on the 2010 Census there are three urbanized areas in the Dallas-Fort Worth region: Dallas-Fort Worth-Arlington, Denton-Lewisville, and McKinney. Under the new 2020 designations, Frisco is being combined with McKinney to create the McKinney-Frisco urbanized area. The Federal Highway Administration and the Federal Transit Administration are expected to issue guidance in the coming weeks. Staff is reviewing potential implications and will provide an initial status report. More information is available in [Electronic Item 12](#).

Performance Measure(s) Addressed: Administrative

13. **Progress Reports**

☐ Action ☐ Possible Action ☒ Information

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

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

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

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

16. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for ***1:00 pm on May 11, 2023, in the Transportation Council Room.***

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

The Regional Transportation Council (RTC) met on March 9, 2023, at 1:00 pm in the Transportation Council Room. The following members or representatives were present: Daniel Alemán Jr., Dennis Bailey, Rick Bailey, Elizabeth Beck, Gyna Bivens, Alan Blaylock, Ceason Clemens, Jorga Clemson (representing Ron Jensen), Dianne Costa, Michael Crain, Theresa Daniel, Janet DePuy, Michael Evans, Gary Fickes, George Fuller, Raul Gonzalez, Barry Gordon, Rick Grady, Lane Grayson, Mojoy Haddad, Clay Lewis Jenkins, Brandon Jones, Pham Long (representing Jim Ross), B. Adam McGough, Cara Mendelson, Ed Moore, Raj Narayanan, Omar Narvaez, Manny Ramirez, David Salazar, Chris Schulmeister, Jeremy Tompkins, Oscar Trevino, William Tsao, Duncan Webb, Chad West, and Michele Wong Krause.

Others present at the meeting included: Vickie Alexander, Micah Baker, Thomas Bamonte, Berrien Barks, Natalie Bettger, Alberta Blair, David Boski, Jason Brown, Laura Cadena, Jack Carr, Molly Carroll, Curt Cassidy, Lori Clark, Dina Colavossi, Will Conway, Jeff Coulter, Clarence Daugherty, Brian Dell, Caryl DeVries, Chris Dyser, Kevin Feldt, Brian Flood, Rebekah Gongora, Quintanilla Guillermo, Paulette Hartman, Tony Hartzel, Robert Hinkler, Vince Invergo, Joel James, Dan Kessler, Gus Khankarli, Ken Kirkpatrick, Chris Klaus, Tracey Knight, Dan Lamers, Sonya Landrum, Eron Linn, Paul Luedtke, Dillon Maroney, Mary McPherson O'Shaughnessy, Erin Moore, Michael Morris, Mark Nelson, Andrew Pagano, Donald Parker, Michael Peters, John Polster, Kelly Porter, James Powell, Vercie Pruitt-Jenkins, Tito Rodriguez, Kathryn Rotter, Randy Skinner, Chelsea Smith, Toni Stehling, Shannon Stevenson, Lauren Trimble, Brendon Wheeler, Brian Wilson, Amanda Wilson, and Casey Wright.

1. **Opportunity for Public 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. No members of the public chose to speak at the meeting or provide written comments.
2. **Approval of February 9, 2023, Minutes:** The minutes of the February 9, 2023, meeting were approved as submitted in Electronic Item 2. Rick Grady (M); Theresa Daniel (S). The motion passed unanimously.
3. **Consent Agenda:** There were no items on the Consent Agenda.
4. **Orientation to Agenda/Director of Transportation Report:** Michael Morris briefly highlighted that he was called to a Dallas City Council and Dallas Area Rapid Transit (DART) Board meeting to mediate regarding costs differences of approximately \$30 million regarding the DART Silver Line rail. Michael mentioned the Federal Transit Administration Low or No Emissions Grant since there is a deadline approaching of April 13, 2023. He announced the public meeting date for the US 75 Technology Lane Hearing on March 16, 2023, and expressed appreciation for the partnership with Ceason Clemens and Texas Department of Transportation and RTC Chair Duncan Webb's collaboration. The Transportation Development Credit (TDC) Annual Report with details, provided in Electronic Item 4.1, was noted. The completion of phase 2 of the COVID-related Transit Program was mentioned. Regional Transportation Council members were reminded of the Medal of Honor Museum luncheon on March 20, 2023. Michael

highlighted that there were a significant number of safety items on the agenda. He highlighted Round 5 of the Fiscal Year 2024 – 2025 Metropolitan Transportation Policy Bundle with an application deadline of 5:00 pm, May 31, 2023. Addition details provided at www.nctcog.org/policy/bundle. The remaining items were not presented.

5. **Federal Functional Classification System Amendments:** Dan Lamers requested Regional Transportation Council (RTC) approval of 44 new amendments to the currently approved Federal Functional Classification System (FFCS), as well as provided an update on the status of the series of FFCS amendments previously approved between 2013 and 2022. 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. North Central Texas Council of Governments (NCTCOG) staff is working with Texas Department of Transportation (TxDOT) on the 44 amendments of which 29 amendments are within the TxDOT Dallas District, 14 amendments are within the TxDOT Fort Worth District, and 1 amendment is within both the TxDOT Dallas and Paris Districts. The amendments are needed to resolve the current Transportation Improvement Program (TIP) exceptions and the out-of-cycle updates require an amendment. The Regional Transportation Council (RTC) previously approved a series of 28 FFCS amendments in 2013, 2018, 2020, and 2022, of which 5 were approved by the Federal Highway Administration (FHWA), 8 cancelled by local governments, and 15 pending FHWA approval. These amendments involve the construction of new roadways and improvement of existing roadways that are included in the current 2023 – 2026 Transportation Improvement Program (TIP). These amendments are necessary to lift FFCS related TIP exceptions applied by the FHWA. New location of freeways/realignments require addition to the FFCS. NCTCOG staff is working with TxDOT to resolve the status of the 15 pending amendments and will report back when additional information is received. The US 380 Bypass was first included in the Mobility 2045 update in June of 2022 and TxDOT is setting alignment through a current study. RTC action requested designation of US 380 Bypass as a realignment in the FFCS and final alignment will carry recommended FFCS designation. This agenda item will be brought back to the RTC for further action to implement these projects.

A motion was made to approve the 44 amendments to the Federal Functional Classification System and transmit the approved amendments to the Texas Department of Transportation and Federal Highway Administration. Clay Lewis Jenkins (M); Dianne Costa (S). The motion passed unanimously.

6. **Roadway Safety Plan:** Sonya Landrum requested Regional Transportation Council (RTC) approval of the newly developed Regional Roadway Safety Plan including analysis, High Injury network, recommended countermeasures, and next steps. 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. The Systemic Safety Analysis approach, which this plan is based on, 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. The goals for roadway safety are to 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, prioritize safety in roadway project selection and provide guidance on countermeasure development to partner agencies, prioritize safety in roadway project selection and provide guidance on

countermeasure development to partner agencies, 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, and work with police to effectively enforce traffic rules and traffic management professionals to improve quick clearance strategies. The Systemic Safety Analysis approach evaluates risk across an entire roadway system versus managing risk at specific locations. Eight crash types or “emphasis areas” were identified in this analysis as having produced a high number of fatal and serious injuries. However, it is also helpful to identify roadways that have a history of a high number of fatal and serious injuries known as a High Injury Network. This network can be used to help prioritize safety improvements in the region and be used in tandem with the findings of the systemic analysis. The third step in the Systemic Safety Analysis approach identifies potential countermeasures for each of the eight emphasis areas. 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 will be to prioritize safety projects, programs, and policies by developing 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 is completed. RTC regionwide safety program funding summary for Fiscal Year 2024 through 2026 includes funding for Bike/Pedestrian Education and Engineering - \$12 million; Roadway Operations, Engineering, and Intercity Connections - \$25 million; Speed Education and Enforcement - \$9 million; and \$4 million for other safety projects and programs. The draft final Roadway Safety Plan was presented to the Surface Transportation Technical Committee (STTC) and RTC for information in January and February 2023, respectively. STTC recommended RTC approval of the Roadway Safety Plan February 24, 2023, meeting. The final Roadway Safety Plan and Appendices are scheduled for publication in April 2023. Additional details presented in Electronic Item 6.

A motion was made to approve the newly developed Roadway Safety Plan and direct staff to incorporate the recommendations, including projects, programs, and policies, into future metropolitan transportation plans and other regional planning documents, as appropriate. Oscar Trevino (M); Dianne Costa (S). The motion passed unanimously.

7. **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. A federal update on the President’s Fiscal Year 2024 budget plan is expected Thursday, March 9, 2023. A recent Senate Commerce, Science, and Transportation organizational hearing addressed aviation safety issues. The Senate Environment and Public Works organizational hearing addressed railroad safety. The House Transportation and Infrastructure Committee addressed Federal Aviation Administration (FAA) reauthorization and general aviation issues. Texas Legislature dates of interest: January 10, 2023 – 88th Session of the Texas Legislature convened; March 10, 2023 - Bill filing deadline (excluding local bills); May 29, 2023 - the final day of the 88th regular session; and June 18, 2023 - the last day the Governor can sign or veto bills. Rebekah provided information on Bills of interest regarding transportation funding. House Bill (HB) 3418 proposed a vehicle mileage user fee pilot program. HB 3812 would establish the Texas Infrastructure Fund grant program. House Joint Resolution (HJR) 144 would authorize new uses of the State Highway Fund. Bills of Interest regarding Electric Vehicles (EVs) related

transportation funding include HB 2027 which proposes a \$1,200 tax on new EVs. HB 2028 proposes a \$300 electric vehicle (EV) recovery tax. HB 2199 proposes an additional \$400/\$200 fee for the registration of an EV. HB 3802 creates a tax on EV charging per kilowatt hour. EV-related bills of interest include HB 2191 develops plans for the EV charging infrastructure through 2040, sets standards for public EV chargers by requiring that all EV chargers must be registered, maintained, and inspected by the Texas Department of Licensing and Registration; requires that EV charging prices and fees must be disclosed, and changes the existing EV state rebate to an incentive. HB 2236 prohibits the Texas Department of Transportation (TxDOT) from accepting certain federal funds and using state money for EV programs or plans. HB 3014 exempts EVs from emissions inspections. Senate Bill (SB) 1001/HB 3343; SB 1002/HB 3508; SB 1732 regulates EV supply equipment, operation of and standards for EV charging stations. Bills of interest on tolling include HB 2325/HB 3828 - proposes cessation of tolls after bond requirements are met. SB 1423 would prohibit tolls on a portion of IH 635. HB 3822 would require non-tolled frontage roads adjacent to certain toll projects. Bills of interest on temporary tags include the use of metal plates instead of paper tags, harsher penalties for fraudulent tags, and a study on temporary tags. Bills of interest on other miscellaneous transportation topics such as air quality to provide alternative fuels, emissions, Texas Emissions Reduction Plan (TERP) changes, and tire disposal. Regarding safety, speed limits, reckless driving, vehicle safety, and inspections are being discussed. Other topics being discussed include broadband and high-speed rail.

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

Michael Morris presented the latest congestion performance metrics related to the mobility success of the Dallas-Fort Worth (DFW) region. The data presented demonstrates the congestion levels in the DFW region over time. In 2008, there were 6.2 million people in the DFW region and by 2019 there were approximately 7.4 million people, an increase of 1.1 million people in eleven years with congestion levels that only increased by 3 percentage points during that timeframe. Michael noted that the region's aggressive rail system, dynamically priced managed lane system, and a public-private partnership that funded \$7 billion in projects making it possible for the Regional Transportation Council to fund another \$7 billion in projects all contribute to the small increase in congestion. The most recent information indicates the DFW region is the 14th most congested region in the United States (US). Michael provided examples of congestion levels in other areas of the country in comparison to that of Dallas-Fort Worth.

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

Brendon Wheeler provided 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 and 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. 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 NEPA process) in February of 2022. The objective of this study is to evaluate high-speed transportation alternatives (both alignments and technology) to connect Dallas-Fort Worth to other proposed high-performance passenger systems in the state, enhance and connect the Dallas-Fort Worth regional transportation system, and obtain federal environmental approval of the viable alternative. Phase 2 activities for pre-NEPA activities include conceptual engineering by reducing station and alignment alternatives with continued coordination with federal partners on structure of process and with Texas

Department of Transportation, local governments, and stakeholders; this pre-NEPA effort is expected to last approximately six-to-nine months. Phase 2 NEPA activities include preliminary engineering, environmental documentation, financial and project management plans, public and agency engagement. The anticipated class of action is an Environmental Assessment with the goal of receiving a Finding of No Significant Impact within 12 months of NEPA initiation.

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

Ozone Season: Chris Klaus provided 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. As of March 1, 2023, the start of ozone season has begun and the region is in violation of two ozone violation standards, an older standard that was established in 2008 and a newer standard established in 2015. The Environmental Protection Agency (EPA) reclassified the Dallas-Fort Worth (DFW) ozone nonattainment area from serious to severe on November 7, 2022, with a July 20, 2027, attainment deadline. Attainment will be based on ozone monitor values for years 2024, 2025, and 2026. Per EPA, 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 75 parts per billion (ppb). The Federal Clean Air Act (FCAA) Section 185 fee is an annual penalty imposed if an area fails to meet its severe attainment deadline. The fee applies to major sources of ozone precursor emissions located in the 2008 standard's ozone nonattainment area which include nitrogen oxides (NOx) and volatile organic compounds (VOC). If the region does not attain the 2008 ozone standard by July 20, 2027, the fee may begin in 2028. If the Texas Commission of Environmental Quality (TCEQ) does not impose the fee, the EPA will impose the fee with interest and revenue is not returned to the state. The fee is required each year after the missed attainment deadline until the area is redesignated as attainment by the EPA for the 2008 standard. The fee is charged annually on the tons of actual ozone precursor emissions that exceed 20 percent of baseline amount. EPA-published fee rate for calendar year 2022 was \$11,122 per ton, fee is adjusted by inflation. Estimated Section 185 fee obligation for the region could be as much as \$45 million in 2028. Many clean energy and transportation funding opportunities were detailed in the presentation that will assist in roadway emissions and ultimately help to avoid Section 185 fees being in place. Funding exists for plug-in electric or fuel cell vehicles; natural gas vehicles; repower or replace older locomotive, marine, stationary equipment, or select non-road equipment electric vehicle infrastructure; and new technology for stationary sources, oil, and gas projects; and electricity storage. New funding opportunities in the future will be posted at www.nctcog.org/AQfunding. DFW Section 185 Fee timeline: the eight-hour ozone standard important dates: November 7, 2022 - EPA reclassified Dallas-Fort Worth to severe nonattainment; spring of 2025 – potential proposal of the Texas Commission on Environmental Quality (TCEQ) Section 185 Fee program; fall of 2025 – potential adoption of the TCEQ section 185 fee program; November 7, 2025 – TCEQ Section 185 Fee program due to EPA; January 1 through December 31, 2026 – attainment year for the 2008 eight hour ozone standard; 2028 – if attainment date is missed, fee potentially imposed. Additional information was provided in Electronic Item 10. Correspondence highlighting many areas of interest for ozone attainment will be provided in April.

11. **Status Report on Vehicle Temporary Tags and Fraudulent Emissions Testing:** Chris Klaus provided an update on improper vehicle inspections and vehicle registrations involving temporary tags and highlighted recent legislative efforts that aim to reduce their prevalence. 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, exploits vehicle purchaser, risks to officer safety, bought, sold and used in crimes to conceal identity in all 50 states. Chris highlighted that by clean scanning or 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 of fraudulent emissions tests a day, oftentimes without even having the owner's vehicle present, creating a potentially large air quality impact. Texas supported ghost criminal activity in 2021. The estimated revenue lost is at least \$166 million (state, county, and local) which includes improper vehicle inspections, fictitious registrations, costs associated with serious/fatal crashes where a vehicle displayed a temporary tag, up to \$80 million in previously vetoed funds that could be used to fund initiatives such as an emissions enforcement program, putting junk/salvage cars back on the road and loss of revenue to the motor vehicle Crime Prevention Authority from a portion of a vehicle registration. Lastly there has been at least one police officer fatality resulting from pursuit of a vehicle that had a fraudulent paper tag that had been photocopied and used over 200 times. Legislatively, a bill has been proposed to eliminate the paper tag altogether. Other bills have been proposed in support of returning fees collected by residents back to counties for implementation of regional air quality and transportation initiatives. Electronic Item 11 contained details as presented.

12. **Progress Reports:** Regional Transportation Council attendance was provided in Electronic Item 12.1 and Surface Transportation Technical Committee attendance in Electronic Item 12.2.
13. **Other Business (Old or New):** Gary Fickes, Commissioner, Tarrant County thanked the Regional Transportation Council members who were able to attend the 13th annual Tarrant Transportation Summit on February 17, 2023. He mentioned there were great speakers, including Michael Morris, and over 650 people in attendance.
14. **Future Agenda Items:** There was no discussion on this item.
15. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for 1:00 pm, Thursday, April 13, 2023, in the Transportation Council Room of the North Central Texas Council of Governments.

The meeting adjourned at 2:58 p.m.

How to Read the Project Modification Listings - Roadway Section

The project listing includes all projects for which Regional Transportation Council action will be requested during this Transportation Improvement Program (TIP) modification cycle. Below is a **sample** TIP modification project listing. The fields are described below.

TIP Code: 11461 **Facility:** SH 289 **Location/Limits From:** AT INTERSECTION OF PLANO PARKWAY **Modification #:** 2017-0004

Implementing Agency: PLANO

County: COLLIN **CSJ:** 0091-05-053

City: PLANO **Desc:** INTERSECTION IMPROVEMENTS TO REMOVE DOUBLE INTERSECTION, INCLUDING ADDING DUAL LEFT TURN LANES AND A RIGHT TURN LANE ON EACH APPROACH; INTERSECTION WILL BE NORMALIZED AND SOUTHERN SIGNAL WILL BE REMOVED

Request: REVISE LIMITS TO SH 289 FROM VENTURA DR TO 500 FEET WEST OF BURNHAM DRIVE AND ON PRESTON ROAD FROM ALLIANCE BLVD TO DEXTER DRIVE; REVISE SCOPE TO INTERSECTION IMPROVEMENTS TO REMOVE DOUBLE INTERSECTION, INCLUDING ADDING DUAL LEFT TURN LANES AND A RIGHT TURN LANE ON EACH APPROACH; RECONSTRUCT ALLIANCE BLVD INTERSECTION; ADD SIDEWALKS; INCREASE ENGINEERING FUNDING IN FY2015 AND DELAY TO FY2017; INCREASE CONSTRUCTION FUNDING IN FY2017

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2007	ENG	0091-05-053	Cat 7:	\$144,000	\$18,000	\$0	\$18,000	\$0	\$180,000
2015	ENG	0091-05-053	Cat 7:	\$256,000	\$32,000	\$0	\$32,000	\$0	\$320,000
2017	CON	0091-05-053	Cat 5:	\$1,280,000	\$160,000	\$0	\$160,000	\$0	\$1,600,000
2017	CON	0091-05-053	Cat 7:	\$1,200,000	\$150,000	\$0	\$150,000	\$0	\$1,500,000
Phase Subtotal:				\$2,480,000	\$310,000	\$0	\$310,000	\$0	\$3,100,000
Grand Total:				\$2,880,000	\$360,000	\$0	\$360,000	\$0	\$3,600,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2007	ENG	0091-05-053	Cat 7:	\$144,000	\$18,000	\$0	\$18,000	\$0	\$180,000
2016	ENG	0091-05-053	Cat 7:	\$496,000	\$62,000	\$0	\$62,000	\$0	\$620,000
2017	CON	0091-05-053	Cat 5:	\$2,050,000	\$260,000	\$0	\$260,000	\$0	\$2,570,000
2017	CON	0091-05-053	Cat 7:	\$1,950,000	\$240,000	\$0	\$240,000	\$0	\$2,430,000
Phase Subtotal:				\$4,000,000	\$500,000	\$0	\$500,000	\$0	\$5,000,000
Grand Total:				\$4,640,000	\$580,000	\$0	\$580,000	\$0	\$5,800,000

TIP CODE:	The number assigned to a TIP project, which is how NCTCOG identifies a project.
FACILITY:	Project or facility name or location (i.e., highway number); some HWY labels used for non-highway projects in the TIP are: VA (various), CS (city street), MH (municipal highway), and SL (state loop).
LOCATION/LIMITS FROM:	Cross-street or location identifying the ends limits of a project.
LOCATION/LIMITS TO:	Identifies the ending point of the project.
MODIFICATION #:	The number assigned to the modification request by North Central Texas Council of Governments (NCTCOG) staff.
IMPLEMENTING AGENCY:	Identifies the lead public agency or municipality responsible for the project.
COUNTY:	County in which project is located.
CONT-SECT-JOB (CSJ):	The Control Section Job Number is a TxDOT-assigned number given to track projects.
CITY:	City in which project is located.
DESCRIPTION (DESC):	Brief description of work to be performed on the project.
REQUEST:	As projects are modified through subsequent TIP/STIP modification cycles, the requested change will be noted.
CURRENTLY APPROVED FUNDING TABLE:	Provides the total funding currently approved for a project; incorporates total funding for all fiscal years and phases. This table will not appear for a modification that is adding a new project to the TIP/STIP.
FY:	Identifies the fiscal year in which the project occurs.
PHASE:	Identifies the phases approved for funding. ENG is Engineering, ENV is Environmental, ROW is Right-of-Way Acquisition, UTIL is Utility Relocation, CON is construction, CON ENG is Construction Engineering, IMP is Implementation, and TRANS is a Transit Transfer.
FUNDING SOURCE:	Identifies the sources that are used to fund the project. Chapter III of the TIP/Statewide Transportation Improvement Plan (STIP) provides description of the different funding categories and outlines abbreviations commonly used for the categories: www.nctcog.org/trans/funds/transportation-improvement-program
REVISION REQUESTED FUNDING TABLE:	Provides the total proposed funding for a project as a result of the requested change; incorporates total funding for all fiscal years and phases.

PROPOSED MAY 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 13068	Facility: US 380	Location/Limits From: SH 5 (NEW EXTENSION OF SP 399)	Modification #: 2023-0092
Implementing Agency: TXDOT-DALLAS		Location/Limits To: FM 1827	
County: COLLIN	CSJ: 0135-03-053		
City: MCKINNEY	Desc:	RECONSTRUCT AND WIDEN 6 LANE ARTERIAL TO 8 LANE FREEWAY AND CONSTRUCT 0 TO 4/6 LANE FRONTAGE ROADS	
	Request:	INCREASE ROW FUNDING IN FY2024; REVISE LIMITS TO US 380 FROM JCT US 380/EAST UNIVERSITY (EAST OF MCKINNEY) TO FM 1827; REVISE SCOPE TO CLARIFY FRONTAGE ROADS AS CONTINUOUS WITH NO OTHER SCOPE CHANGES	
	Comment:	REGIONAL 10-YEAR PLAN PROJECT; RELATED TO TIP 55233.1/CSJ 0135-03-057 WHICH WIDENS EXISTING ARTERIAL FROM 4 TO 6 LANES PRIOR TO FY2027	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	0135-03-053	SW PE:	\$0	\$646,200	\$0	\$0	\$0	\$646,200
2024	ROW	0135-03-053	SW ROW:	\$3,200,000	\$400,000	\$0	\$400,000	\$0	\$4,000,000
2028	CON	0135-03-053	Cat 2M:	\$12,866,560	\$3,216,640	\$0	\$0	\$0	\$16,083,200
Grand Total:				\$16,066,560	\$4,262,840	\$0	\$400,000	\$0	\$20,729,400

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	0135-03-053	SW PE:	\$0	\$646,200	\$0	\$0	\$0	\$646,200
2024	ROW	0135-03-053	SW ROW:	\$10,400,000	\$1,300,000	\$0	\$1,300,000	\$0	\$13,000,000
2028	CON	0135-03-053	Cat 2M:	\$12,866,560	\$3,216,640	\$0	\$0	\$0	\$16,083,200
Grand Total:				\$23,266,560	\$5,162,840	\$0	\$1,300,000	\$0	\$29,729,400

TIP Code: 11619.2	Facility: VA	Location/Limits From: REGIONAL MOBILITY ASSISTANCE PATROL (FORT WORTH DISTRICT)	Modification #: 2023-0156
Implementing Agency: TXDOT-FORT WORTH			
County: VARIOUS	CSJ: 0902-00-361		
City: VARIOUS	Desc:	MOBILITY ASSISTANCE PATROL THAT PROVIDES ASSISTANCE TO STRANDED MOTORISTS DUE TO VEHICLE PROBLEMS OR NON-INJURY ACCIDENTS	
	Request:	ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)	

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2026	IMP	0902-00-361	STBG:	\$3,000,000	\$750,000	\$0	\$0	\$0	\$3,750,000
Grand Total:				\$3,000,000	\$750,000	\$0	\$0	\$0	\$3,750,000

PROPOSED MAY 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 25028	Facility: CS	Location/Limits From: CADIZ ST FROM WEST OF HOTEL ST	Modification #: 2023-0208
Implementing Agency: DALLAS		Location/Limits To: BOTHAM JEAN BLVD	
County: DALLAS	CSJ: 0918-47-469		
City: DALLAS	Desc:	RECONSTRUCT THE CADIZ RAILROAD BRIDGE INCLUDING RECONSTRUCT AND WIDEN CADIZ ST FROM 3 LN DIVIDED TO 4 LN DIVIDED WITH BIKE/PEDESTRIAN IMPROVEMENTS	
	Request:	ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)	
	Comment:	1,000,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; REGIONAL TDCS; LOCAL CONTRIBUTION PAID BY THE CITY OF DALLAS	

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	0918-47-469	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,400,000	\$1,400,000
2024	ENG	0918-47-469	Cat 3 - TDC (MPO):	\$0	\$0	\$1,000,000	\$0	\$0	\$0
2024	ENG	0918-47-469	STBG:	\$5,000,000	\$0	\$0	\$0	\$0	\$5,000,000
Phase Subtotal:				\$5,000,000	\$0	\$1,000,000	\$0	\$1,400,000	\$6,400,000
Grand Total:				\$5,000,000	\$0	\$0	\$0	\$1,400,000	\$6,400,000

Revisions since STTC Meeting: ADD CSJ 0918-47-469.

PROPOSED MAY 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 54018	Facility: US 377	Location/Limits From: EAST OF BRAZOS RIVER BRIDGE	Modification #: 2023-0225
Implementing Agency: TXDOT-FORT WORTH		Location/Limits To: WEST OF FM 51	
County: HOOD	CSJ: 0080-03-049		
City: GRANBURY	Desc: US 377: WIDEN 4 LN TO 6 LN (WITH A 4 LN TRANSITIONAL SECTION AT END WITH AUX LANES) WITH 0 TO 4 LN DISC ACCESS ROADS AND RAMP; SH 144: WIDEN 4 LN UNDIVIDED TO 4/5 LN DIVIDED AND INTERSECTION IMPROVEMENTS; FM 51: WIDEN 2 LN UNDIVIDED TO 4 LN UNDIVIDED		
	Request: REVISE LIMITS TO US 377 FROM OVERSTREET BLVD TO PIRATE DR; REVISE SCOPE AS US 377 FROM OVERSTREET BLVD TO SH 144: WIDEN 4 LN TO 6 LN DIVIDED (TRANSITION SECTION AT END WITH AUX LNS) WITH 0 TO 4 LN DISCONTINUOUS ACCESS RDS; FROM SH 144 TO PIRATE DR: UPGRADE 4 LN RURAL HIGHWAY TO 4 LN URBAN HIGHWAY; RECONSTRUCT SH 144 INTERCHANGE; INCREASE ROW AND UTILITIES FUNDING IN FY2024		
	Comment: RELATED TO TIP 54019/CSJ 0080-04-081 & TIP 54071/CSJ 0080-04-094; REGIONAL 10-YEAR PLAN PROJECT		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	0080-03-049	SW PE:	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
2024	ROW	0080-03-049	SW ROW:	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
2024	UTIL	0080-03-049	SW ROW:	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
2027	CON	0080-03-049	Cat 2M:	\$20,000,000	\$5,000,000	\$0	\$0	\$0	\$25,000,000
Grand Total:				\$32,000,000	\$8,000,000	\$0	\$0	\$0	\$40,000,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	0080-03-049	SW PE:	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
2024	ROW	0080-03-049	SW ROW:	\$8,000,000	\$2,000,000	\$0	\$0	\$0	\$10,000,000
2024	UTIL	0080-03-049	SW ROW:	\$8,000,000	\$2,000,000	\$0	\$0	\$0	\$10,000,000
2027	CON	0080-03-049	Cat 2M:	\$20,000,000	\$5,000,000	\$0	\$0	\$0	\$25,000,000
Grand Total:				\$40,000,000	\$10,000,000	\$0	\$0	\$0	\$50,000,000

Revisions since STTC Meeting: REVISE REQUESTED SCOPE TO CHANGE MENTION OF "FRONTAGE ROADS" TO "ACCESS ROADS" AND TO CLARIFY SPECIFIC IMPROVEMENTS WITHIN EACH SEGMENT.

PROPOSED MAY 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55105	Facility: SL 9	Location/Limits From: US 67	Modification #: 2023-0247
Implementing Agency: TXDOT-DALLAS		Location/Limits To: IH 35E	
County: DALLAS	CSJ: 2964-10-006		
City: VARIOUS	Desc: CONSTRUCT 0 TO 2 (ULTIMATE 6) LANE FRONTAGE ROADS		
	Request: INCREASE ROW FUNDING IN FY2024; REVISE SCOPE TO CLARIFY FRONTAGE ROADS AS CONTINUOUS		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	2964-10-006	SW PE:	\$0	\$4,500,000	\$0	\$0	\$0	\$4,500,000
2024	ROW	2964-10-006	SW ROW:	\$8,000,000	\$1,000,000	\$0	\$1,000,000	\$0	\$10,000,000
Grand Total:				\$8,000,000	\$5,500,000	\$0	\$1,000,000	\$0	\$14,500,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	2964-10-006	SW PE:	\$0	\$4,500,000	\$0	\$0	\$0	\$4,500,000
2024	ROW	2964-10-006	SW ROW:	\$128,000,000	\$16,000,000	\$0	\$16,000,000	\$0	\$160,000,000
Grand Total:				\$128,000,000	\$20,500,000	\$0	\$16,000,000	\$0	\$164,500,000

TIP Code: 55060.3	Facility: IH 635	Location/Limits From: MILLER ROAD	Modification #: 2023-0303
Implementing Agency: TXDOT-DALLAS		Location/Limits To: WEST OF THE KCS RR (WEST OF SH 78)	
County: DALLAS	CSJ: 2374-01-194		
City: DALLAS	Desc: WIDEN EXISTING 2 TO 4 CONCURRENT MANAGED LANES (ULTIMATE)		
	Request: REVISE SCOPE TO RESTRIPE EXISTING 2 LANE HOV/EXPRESS TO 4 CONCURRENT MANAGED LANES (ULTIMATE)		
	Comment: LBJ EAST CORRIDOR		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2026	ENG	2374-01-194	SW PE:	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
Grand Total:				\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2026	ENG	2374-01-194	SW PE:	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
Grand Total:				\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000

PROPOSED MAY 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 13002	Facility: IH 30	Location/Limits From: IH 820	Modification #: 2023-0305
Implementing Agency: TXDOT-FORT WORTH	Location/Limits To: CHISHOLM TRAIL PARKWAY		
County: TARRANT	CSJ: 1068-01-230		
City: FORT WORTH	Desc:	RECONSTRUCT FROM 6 TO 8 MAIN LANES; RECONSTRUCT 2/8 LANE TO 2/8 LANE DISCONTINUOUS FRONTAGE ROADS AND CONVERT 2 WAY FRONTAGE ROAD SECTIONS TO 1 WAY EB AND WB (1 LANE TO 2 LANE DISCONTINUOUS)	
	Request:	REVISE SCOPE TO RECONSTRUCT FROM 6/8 TO 8 MAIN LANES; RECONSTRUCT 2/8 DISCONTINUOUS LANE TO 4/8 LANE CONTINUOUS FRONTAGE ROADS AND 0 TO 2 LANE EASTBOUND COLLECTOR-DISTRIBUTOR LANES	
	Comment:	REGIONAL 10 YEAR PLAN PROJECT	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	1068-01-230	SW PE:	\$27,360,000	\$6,840,000	\$0	\$0	\$0	\$34,200,000
2024	ROW	1068-01-230	SW ROW:	\$32,400,000	\$3,600,000	\$0	\$0	\$0	\$36,000,000
2024	UTIL	1068-01-230	SW ROW:	\$32,400,000	\$3,600,000	\$0	\$0	\$0	\$36,000,000
Grand Total:				\$92,160,000	\$14,040,000	\$0	\$0	\$0	\$106,200,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	1068-01-230	SW PE:	\$27,360,000	\$6,840,000	\$0	\$0	\$0	\$34,200,000
2024	ROW	1068-01-230	SW ROW:	\$32,400,000	\$3,600,000	\$0	\$0	\$0	\$36,000,000
2024	UTIL	1068-01-230	SW ROW:	\$32,400,000	\$3,600,000	\$0	\$0	\$0	\$36,000,000
Grand Total:				\$92,160,000	\$14,040,000	\$0	\$0	\$0	\$106,200,000

Revisions since STTC Meeting: REVISE REQUESTED SCOPE FROM "RECONSTRUCT FROM 6/8 TO 8 MAIN LANES; RECONSTRUCT 2/8 DISCONTINUOUS LANE TO 4/8 LANE DISCONTINUOUS FRONTAGE ROADS" TO "RECONSTRUCT FROM 6/8 TO 8 MAIN LANES; RECONSTRUCT 2/8 DISCONTINUOUS LANE TO 4/8 LANE CONTINUOUS FRONTAGE ROADS AND 0 TO 2 LANE EASTBOUND COLLECTOR-DISTRIBUTOR LANES."

PROPOSED MAY 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 11917	Facility: VA	Location/Limits From: DALLAS CBD STREETCAR CIRCULATOR EXPANSION FROM UNION STATION/HOUSTON STREET	Modification #: 2023-0306
Implementing Agency: DALLAS		Location/Limits To: YOUNG AT THE CONVENTION CENTER HOTEL	
County: DALLAS	CSJ: 0918-47-087		
City: DALLAS	Desc:	DALLAS CBD STREETCAR CIRCULATOR EXPANSION FROM OAK CLIFF TO DOWNTOWN DALLAS (PHASE III); CONSTRUCT DALLAS CBD STREETCAR EXTENSION NORTH	
	Request:	DELAY CONSTRUCTION TO FY2027 THEREBY REMOVING THE PROJECT FROM THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) AND ADDING IT TO APPENDIX D	
	Comment:	RELATED TO TIP 11922/CSJ 0918-47-088, TIP 11916/CSJ 0918-47-086, & TIP 20134/CSJ 0918-45-887	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0918-47-087	Cat 3 - TMF:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2024	CON	0918-47-087	Cat 3 - TMF:	\$0	\$6,872,531	\$0	\$0	\$0	\$6,872,531
Grand Total:				\$0	\$7,872,531	\$0	\$0	\$0	\$7,872,531

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0918-47-087	Cat 3 - TMF:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2027	CON	0918-47-087	Cat 3 - TMF:	\$0	\$6,872,531	\$0	\$0	\$0	\$6,872,531
Grand Total:				\$0	\$7,872,531	\$0	\$0	\$0	\$7,872,531

PROPOSED MAY 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 25096	Facility: CS	Location/Limits From: ON AT&T WAY FROM SH 180/DIVISION ST	Modification #: 2023-0307
Implementing Agency: ARLINGTON		Location/Limits To: ABRAM ST	
County: TARRANT	CSJ: 0902-90-265		
City: ARLINGTON	Desc:	PRELIMINARY ENGINEERING STUDY FOR THE EXTENSION OF AT&T WAY, INCLUDING A GRADE SEPARATION AT THE UNION PACIFIC MAIN LINE	
	Request:	REVISE SCOPE TO CONSTRUCT 0 TO 6 LANE EXTENSION OF AT&T WAY, INCLUDING A GRADE SEPARATION AT THE UNION PACIFIC MAIN LINE	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0902-90-265	STBG:	\$3,000,000	\$0	\$0	\$750,000	\$0	\$3,750,000
Grand Total:				\$3,000,000	\$0	\$0	\$750,000	\$0	\$3,750,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0902-90-265	STBG:	\$3,000,000	\$0	\$0	\$750,000	\$0	\$3,750,000
Grand Total:				\$3,000,000	\$0	\$0	\$750,000	\$0	\$3,750,000

TIP Code: 83224	Facility: SP 557	Location/Limits From: FM 148	Modification #: 2023-0314
Implementing Agency: TERRELL		Location/Limits To: IH 20	
County: KAUFMAN	CSJ: 0495-01-066		
City: TERRELL	Desc:	NEW LOCATION TWO LANE FRONTAGE ROAD EASTBOUND ONLY	
	Request:	REVISE SCOPE TO CONSTRUCT 0 TO 2 LANE DISCONTINUOUS FRONTAGE ROAD (EASTBOUND ONLY)	
	Comment:	LOCAL CONTRIBUTION PAID BY CITY OF TERRELL; ROW WILL BE DONATED	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	0495-01-066	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$391,474	\$391,474
2025	UTIL	0495-01-066	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$100,000	\$100,000
2027	CON	0495-01-066	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$3,204,000	\$3,204,000
Grand Total:				\$0	\$0	\$0	\$0	\$3,695,474	\$3,695,474

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	0495-01-066	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$391,474	\$391,474
2025	UTIL	0495-01-066	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$100,000	\$100,000
2027	CON	0495-01-066	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$3,204,000	\$3,204,000
Grand Total:				\$0	\$0	\$0	\$0	\$3,695,474	\$3,695,474

PROPOSED MAY 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55097	Facility: IH 30	Location/Limits From: COOPER ST	Modification #: 2023-0315
Implementing Agency: TXDOT-FORT WORTH		Location/Limits To: DALLAS COUNTY LINE	
County: TARRANT	CSJ: 1068-02-127		
City: ARLINGTON	Desc:	RECONSTRUCT AND WIDEN 6 TO 8 GENERAL PURPOSE LANES, 2/3 CONCURRENT MANAGED LANES TO 2/3 CONCURRENT MANAGED LANES, AND RECONSTRUCT EXISTING 4/6 TO 4/6 DISCONTINUOUS FRONTAGE ROAD LANES	
	Request:	REVISE SCOPE TO RECONSTRUCT AND WIDEN 6 TO 8 GENERAL PURPOSE LANES, 2 CONCURRENT MANAGED LANES TO 2/3 CONCURRENT MANAGED LANES, AND RECONSTRUCT EXISTING 4/6 DISCONTINUOUS TO 4/6 DISCONTINUOUS FRONTAGE ROAD LANES	
	Comment:	RELATED TO TIP 13001/CSJ 1068-02-147 & TIP 13000/CSJ 1068-04-170	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	1068-02-127	SW PE:	\$336,000	\$84,000	\$0	\$0	\$0	\$420,000
Grand Total:				\$336,000	\$84,000	\$0	\$0	\$0	\$420,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	1068-02-127	SW PE:	\$336,000	\$84,000	\$0	\$0	\$0	\$420,000
Grand Total:				\$336,000	\$84,000	\$0	\$0	\$0	\$420,000

PROPOSED MAY 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 21067	Facility: FM 2499	Location/Limits From: AT FM 407 (JUSTIN ROAD)	Modification #: 2023-0320
Implementing Agency: TXDOT-DALLAS			
County: DENTON	CSJ: 2681-01-027		
City: FLOWER MOUND	Desc: CONSTRUCT DUAL LEFT TURN LANES ON EASTBOUND, WESTBOUND, AND SOUTHBOUND APPROACHES; CONSTRUCT ADDITIONAL THROUGH LANE NORTHBOUND; RECONFIGURE SIGNALIZATION		
	Request: INCREASE STBG FUNDING FOR CONSTRUCTION IN FY2024		
	Comment: CMAQ FOR INTERSECTION AND SIGNAL IMPROVEMENTS; STBG FOR CAPACITY IMPROVEMENT		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	2681-01-027	SW PE:	\$0	\$250,000	\$0	\$0	\$0	\$250,000
2023	ROW	2681-01-027	Cat 5:	\$400,000	\$100,000	\$0	\$0	\$0	\$500,000
2024	CON	2681-01-027	Cat 5:	\$1,000,000	\$250,000	\$0	\$0	\$0	\$1,250,000
2024	CON	2681-01-027	STBG:	\$264,000	\$66,000	\$0	\$0	\$0	\$330,000
Phase Subtotal:				\$1,264,000	\$316,000	\$0	\$0	\$0	\$1,580,000
Grand Total:				\$1,664,000	\$666,000	\$0	\$0	\$0	\$2,330,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	2681-01-027	SW PE:	\$0	\$250,000	\$0	\$0	\$0	\$250,000
2023	ROW	2681-01-027	Cat 5:	\$400,000	\$100,000	\$0	\$0	\$0	\$500,000
2024	CON	2681-01-027	Cat 5:	\$1,000,000	\$250,000	\$0	\$0	\$0	\$1,250,000
2024	CON	2681-01-027	STBG:	\$829,450	\$207,362	\$0	\$0	\$0	\$1,036,812
Phase Subtotal:				\$1,829,450	\$457,362	\$0	\$0	\$0	\$2,286,812
Grand Total:				\$2,229,450	\$807,362	\$0	\$0	\$0	\$3,036,812

PROPOSED MAY 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 21083.2	Facility: US 175	Location/Limits From: 2ND AVENUE	Modification #: 2023-0321
Implementing Agency: TXDOT-DALLAS		Location/Limits To: SOUTH OF LAKE JUNE ROAD	
County: DALLAS	CSJ: 0197-02-135		
City: DALLAS	Desc:	REPLACE BRIDGE AND APPROACHES AT LAKE JUNE ROAD; CONSTRUCT PEDESTRIAN BRIDGE WITH TRAIL CONNECTIONS TO EXISTING TRAIL AT DART STATION	
	Request:	REVISE SCOPE TO REPLACE AND WIDEN EXISTING BRIDGE FROM 2 TO 4 LANES AT LAKE JUNE ROAD; CONSTRUCT NEW PEDESTRIAN TRAIL BRIDGE PARALLEL TO US 175 WITHIN EXISTING ROW FROM 2ND AVE TO LAKE JUNE ROAD; REMOVE CAT 5 FUNDING, DECREASE STBG FUNDING, CHANGE CAT 11 FUNDING TO CAT 6 AND INCREASE IN FY2024	
	Comment:	LOCAL CONTRIBUTION PAID FOR BY DALLAS COUNTY; CMAQ IS FOR BICYCLE/PEDESTRIAN IMPROVEMENTS ONLY; CATEGORY 10 IS FOR A 2021 RAISE GRANT (THE LOOP: UNITING NEIGHBORHOODS WITH URBAN TRAILS PROJECT)	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0197-02-135	SW PE:	\$0	\$1,575,000	\$0	\$0	\$0	\$1,575,000
2023	ROW	0197-02-135	SW ROW:	\$800,000	\$100,000	\$0	\$100,000	\$0	\$1,000,000
2024	CON	0197-02-135	Cat 10 - RAISE Grant:	\$12,000,000	\$3,000,000	\$0	\$0	\$0	\$15,000,000
2024	CON	0197-02-135	Cat 11:	\$7,693,600	\$1,923,400	\$0	\$0	\$0	\$9,617,000
2024	CON	0197-02-135	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$5,000,000	\$5,000,000
2024	CON	0197-02-135	Cat 5:	\$3,846,800	\$961,700	\$0	\$0	\$0	\$4,808,500
2024	CON	0197-02-135	STBG:	\$3,846,800	\$961,700	\$0	\$0	\$0	\$4,808,500
Phase Subtotal:				\$27,387,200	\$6,846,800	\$0	\$0	\$5,000,000	\$39,234,000
Grand Total:				\$28,187,200	\$8,521,800	\$0	\$100,000	\$5,000,000	\$41,809,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0197-02-135	SW PE:	\$0	\$1,575,000	\$0	\$0	\$0	\$1,575,000
2023	ROW	0197-02-135	SW ROW:	\$800,000	\$100,000	\$0	\$100,000	\$0	\$1,000,000
2024	CON	0197-02-135	Cat 10 - RAISE Grant:	\$12,000,000	\$3,000,000	\$0	\$0	\$0	\$15,000,000
2024	CON	0197-02-135	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$5,000,000	\$5,000,000
2024	CON	0197-02-135	Cat 6:	\$9,600,000	\$2,400,000	\$0	\$0	\$0	\$12,000,000
2024	CON	0197-02-135	STBG:	\$1,600,000	\$400,000	\$0	\$0	\$0	\$2,000,000
Phase Subtotal:				\$23,200,000	\$5,800,000	\$0	\$0	\$5,000,000	\$34,000,000
Grand Total:				\$24,000,000	\$7,475,000	\$0	\$100,000	\$5,000,000	\$36,575,000

PROPOSED MAY 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55192	Facility: SH 114	Location/Limits From: FM 1709	Modification #: 2023-0323
Implementing Agency: TXDOT-FORT WORTH	Location/Limits To: DALLAS COUNTY LINE		
County: TARRANT	CSJ: 0353-03-101		
City: GRAPEVINE	Desc:	CONSTRUCT REMAINING COMPONENTS OF DFW CONNECTOR PROJECT INCLUDING SH 114 EXPRESS LANE CONNECTIONS, INTERCHANGE AT INTERNATIONAL PARKWAY/DFW AIRPORT, TEXAN TRAIL, AND FM 1709 CONNECTOR	
	Request:	REVISE SCOPE TO CONSTRUCT REMAINING COMPONENTS OF DFW CONNECTOR PROJECT INCLUDING SH 114/SH 121 INTERCHANGE, SH 114 CONNECTIONS TO/FROM INTERNATIONAL PKWY AND SH 121/INTERNATIONAL PKWY TO IH 635; U-TURNS AT FM 1709, SH 114, AND TEXAN TRAIL; WB SH 114 CONNECTION TO WB FM 1709	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2026	ENG	0353-03-101	SW PE:	\$10,800,000	\$2,700,000	\$0	\$0	\$0	\$13,500,000
Grand Total:				\$10,800,000	\$2,700,000	\$0	\$0	\$0	\$13,500,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2026	ENG	0353-03-101	SW PE:	\$10,800,000	\$2,700,000	\$0	\$0	\$0	\$13,500,000
Grand Total:				\$10,800,000	\$2,700,000	\$0	\$0	\$0	\$13,500,000

TIP Code: 21083	Facility: CS	Location/Limits From: ON LAKE JUNE ROAD FROM US 175	Modification #: 2023-0325
Implementing Agency: TXDOT-DALLAS	Location/Limits To: GILLETTE STREET		
County: DALLAS	CSJ: 0918-47-390		
City: DALLAS	Desc:	REHABILITATION OF 4 TO 3 LANE ROADWAY, INCLUDING FULL DEPTH REPAIR, TO INCLUDE BIKE LANES, SIDEWALKS, LIGHTING, AND TRAFFIC SIGNAL AT GILLETTE STREET AND LAKE JUNE ROAD	
	Request:	REVISE SCOPE TO REHABILITATION OF 6 TO 4 LANE ROADWAY, INCLUDING FULL DEPTH REPAIR, TO INCLUDE BIKE LANES, SIDEWALKS, LIGHTING, AND TRAFFIC SIGNAL AT GILLETTE STREET AND LAKE JUNE ROAD	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0918-47-390	STBG:	\$240,000	\$0	\$0	\$60,000	\$0	\$300,000
2024	CON	0918-47-390	STBG:	\$1,600,000	\$0	\$0	\$400,000	\$0	\$2,000,000
Grand Total:				\$1,840,000	\$0	\$0	\$460,000	\$0	\$2,300,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0918-47-390	STBG:	\$240,000	\$0	\$0	\$60,000	\$0	\$300,000
2024	CON	0918-47-390	STBG:	\$1,600,000	\$0	\$0	\$400,000	\$0	\$2,000,000
Grand Total:				\$1,840,000	\$0	\$0	\$460,000	\$0	\$2,300,000

PROPOSED MAY 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 20123	Facility: US 377	Location/Limits From: SH 114	Modification #: 2023-0326
Implementing Agency: TXDOT-DALLAS	Location/Limits To: SOUTH OF FM 1171		
County: DENTON	CSJ: 0081-03-049		
City: ROANOKE	Desc: RECONSTRUCT AND WIDEN 2/4 LANE ROADWAY TO 4 LANE DIVIDED URBAN		
	Request: ADVANCE ENGINEERING TO FY2024 AND ADD ROW TO FY2024 THEREBY ADDING THE PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); INCREASE ENGINEERING FUNDING		
	Comment: RELATED TO TIP 20115/CSJ 0081-03-047; COUNTY DONATING PE; LOCAL CONTRIBUTION BY DENTON CO		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2036	ENG	0081-03-049	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,645,000	\$2,645,000
2036	ENG	0081-03-049	SW PE:	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
Phase Subtotal:				\$0	\$2,000,000	\$0	\$0	\$2,645,000	\$4,645,000
Grand Total:				\$0	\$2,000,000	\$0	\$0	\$2,645,000	\$4,645,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	0081-03-049	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,645,000	\$2,645,000
2024	ENG	0081-03-049	SW PE:	\$0	\$3,900,425	\$0	\$0	\$0	\$3,900,425
Phase Subtotal:				\$0	\$3,900,425	\$0	\$0	\$2,645,000	\$6,545,425
2024	ROW	0081-03-049	SW ROW:	\$12,736,081	\$1,592,010	\$0	\$1,592,010	\$0	\$15,920,101
Grand Total:				\$12,736,081	\$5,492,435	\$0	\$1,592,010	\$2,645,000	\$22,465,526

PROPOSED MAY 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 53199	Facility: US 287	Location/Limits From: BOYCE RD	Modification #: 2023-0329
Implementing Agency: TXDOT-DALLAS		Location/Limits To: COOKE RD	
County: ELLIS	CSJ: 0172-08-103		
City: ENNIS	Desc:	CONSTRUCT 0 TO 4 LANE CONTINUOUS FRONTAGE ROAD AND INTERCHANGE AT BOYCE AND COOKE RD	
	Request:	ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)	
	Comment:	AT ENNIS SPEEDWAY/TEXAS MOTORPLEX	

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	0172-08-103	SW PE:	\$0	\$5,000,000	\$0	\$0	\$0	\$5,000,000
2024	ROW	0172-08-103	SW ROW:	\$16,000,000	\$2,000,000	\$0	\$2,000,000	\$0	\$20,000,000
Grand Total:				\$16,000,000	\$7,000,000	\$0	\$2,000,000	\$0	\$25,000,000

Revisions since STTC Meeting: REVISE THE REQUESTED SCOPE FROM "CONSTRUCT 0 TO 4 LANE FRONTAGE ROAD AND INTERCHANGE AT BOYCE AND COOKE RD" TO "CONSTRUCT 0 TO 4 LANE CONTINUOUS FRONTAGE ROAD AND INTERCHANGE AT BOYCE AND COOKE RD."

PROPOSED MAY 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 13033.1	Facility: IH 35E	Location/Limits From: AT 1171 AND MAIN STREET	Modification #: 2023-0339
Implementing Agency: TXDOT-DALLAS			
County: DENTON	CSJ: 0196-02-128		
City: LEWISVILLE	Desc: RECONSTRUCT GRADE SEPARATION AND EXISTING 4 TO 4 LANE FRONTAGE ROADS		
	Request: INCREASE CAT 2 FUNDING AND ADD STBG FUNDING FOR CONSTRUCTION IN FY2023; CLARIFY FRONTAGE ROADS AS CONTINUOUS WITH NO OTHER CHANGES TO SCOPE		
	Comment: REGIONAL 10 YEAR PLAN PROJECT; DENTON PRIORITY PROJECT #3		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0196-02-128	SW PE:	\$0	\$2,385,617	\$0	\$0	\$0	\$2,385,617
2023	CON	0196-02-128	Cat 2M:	\$49,950,618	\$12,487,655	\$0	\$0	\$0	\$62,438,273
Grand Total:				\$49,950,618	\$14,873,272	\$0	\$0	\$0	\$64,823,890

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0196-02-128	SW PE:	\$0	\$2,385,617	\$0	\$0	\$0	\$2,385,617
2023	CON	0196-02-128	Cat 2M:	\$68,682,100	\$17,170,525	\$0	\$0	\$0	\$85,852,625
2023	CON	0196-02-128	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,549,146	\$2,549,146
2023	CON	0196-02-128	STBG:	\$15,052,219	\$3,763,055	\$0	\$0	\$0	\$18,815,274
Phase Subtotal:				\$83,734,319	\$20,933,580	\$0	\$0	\$2,549,146	\$107,217,045
Grand Total:				\$83,734,319	\$23,319,197	\$0	\$0	\$2,549,146	\$109,602,662

PROPOSED MAY 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 13033.6	Facility: IH 35E	Location/Limits From: NORTH TEXAS BLVD	Modification #: 2023-0340
Implementing Agency: TXDOT-DALLAS		Location/Limits To: IH 35W	
County: DENTON	CSJ: 0195-03-099		
City: VARIOUS	Desc:	RECONSTRUCT INTERCHANGE AND EXISTING 4 TO 4/6 LANE FRONTAGE ROADS (FACILITY TRANSITION AREA)	
	Request:	ADD UTILITIES PHASE AND ADVANCE CONSTRUCTION TO FY2024 THEREBY ADDING THE PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); ADD CAT 4 AND CAT 11 FUNDING FOR CONSTRUCTION IN FY2024; REVISE SCOPE TO CLARIFY FRONTAGE ROADS AS CONTINUOUS WITH NO OTHER CHANGES TO SCOPE	
	Comment:	REGIONAL 10 YEAR PLAN PROJECT; LET DATE IS 11/2023 WITH 30 MONTH CONSTRUCTION DURATION	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ROW	0195-03-099	SW ROW:	\$7,887,821	\$876,424	\$0	\$0	\$0	\$8,764,245
2021	ENG	0195-03-099	SW PE:	\$0	\$2,228,174	\$0	\$0	\$0	\$2,228,174
2027	CON	0195-03-099	Cat 12:	\$7,050,325	\$1,762,581	\$0	\$0	\$0	\$8,812,906
2027	CON	0195-03-099	Cat 2M:	\$28,006,655	\$7,001,664	\$0	\$0	\$0	\$35,008,319
Phase Subtotal:				\$35,056,980	\$8,764,245	\$0	\$0	\$0	\$43,821,225
Grand Total:				\$42,944,801	\$11,868,843	\$0	\$0	\$0	\$54,813,644

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ROW	0195-03-099	SW ROW:	\$7,887,821	\$876,424	\$0	\$0	\$0	\$8,764,245
2021	ENG	0195-03-099	SW PE:	\$0	\$2,228,174	\$0	\$0	\$0	\$2,228,174
2024	UTIL	0195-03-099	SW ROW:	\$4,950,000	\$550,000	\$0	\$0	\$0	\$5,500,000
2024	CON	0195-03-099	Cat 11:	\$8,000,000	\$2,000,000	\$0	\$0	\$0	\$10,000,000
2024	CON	0195-03-099	Cat 12:	\$7,050,325	\$1,762,581	\$0	\$0	\$0	\$8,812,906
2024	CON	0195-03-099	Cat 2M:	\$28,006,655	\$7,001,664	\$0	\$0	\$0	\$35,008,319
2024	CON	0195-03-099	Cat 4:	\$25,115,279	\$6,278,820	\$0	\$0	\$0	\$31,394,099
Phase Subtotal:				\$68,172,259	\$17,043,065	\$0	\$0	\$0	\$85,215,324
Grand Total:				\$81,010,080	\$20,697,663	\$0	\$0	\$0	\$101,707,743

PROPOSED MAY 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55197.2	Facility: IH 35	Location/Limits From: SOUTH OF BELZ ROAD	Modification #: 2023-0341
Implementing Agency: TXDOT-DALLAS		Location/Limits To: COOKE COUNTY LINE	
County: DENTON	CSJ: 0195-02-081		
City: SANGER	Desc:	RECONSTRUCT AND WIDEN 4 TO 6 LANE RURAL FREEWAY WITH RAMP MODIFICATIONS AND RECONSTRUCT AND WIDEN 4 TO 4/6 LANE FRONTAGE ROADS	
	Request:	REVISE LIMITS TO IH 35 FROM NORTH OF FM 455 TO NORTH OF VIEW RD; REVISE SCOPE TO RECONSTRUCT AND WIDEN 4 TO 6 LANE RURAL FREEWAY WITH RAMP MODIFICATIONS AND RECONSTRUCT AND WIDEN 4 LANE CONTINUOUS TO 4/6 LANE CONTINUOUS FRONTAGE ROADS	
	Comment:	RELATED TO TIP 55197/CSJ 0195-02-074 AND TIP 55197.3/CSJ 0195-02-084; REGIONAL 10 YEAR PLAN PROJECT	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0195-02-081	SW PE:	\$0	\$10,000,000	\$0	\$0	\$0	\$10,000,000
2023	ROW	0195-02-081	SW ROW:	\$36,000,000	\$4,000,000	\$0	\$0	\$0	\$40,000,000
2025	CON	0195-02-081	Cat 12:	\$157,336,000	\$39,334,000	\$0	\$0	\$0	\$196,670,000
Grand Total:				\$193,336,000	\$53,334,000	\$0	\$0	\$0	\$246,670,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0195-02-081	SW PE:	\$0	\$10,000,000	\$0	\$0	\$0	\$10,000,000
2023	ROW	0195-02-081	SW ROW:	\$36,000,000	\$4,000,000	\$0	\$0	\$0	\$40,000,000
2025	CON	0195-02-081	Cat 12:	\$157,336,000	\$39,334,000	\$0	\$0	\$0	\$196,670,000
Grand Total:				\$193,336,000	\$53,334,000	\$0	\$0	\$0	\$246,670,000

PROPOSED MAY 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55197.3 **Facility:** IH 35 **Location/Limits From:** NORTH OF VIEW RD **Modification #:** 2023-0342

Implementing Agency: TXDOT-DALLAS **Location/Limits To:** DENTON/COOKE CL

County: DENTON **CSJ:** 0195-02-084

City: SANGER **Desc:** RECONSTRUCT AND WIDEN 4 TO 6 LANE RURAL FREEWAY WITH RAMP MODIFICATIONS AND RECONSTRUCT AND WIDEN 4 LANE CONTINUOUS TO 4/6 LANE CONTINUOUS FRONTAGE ROADS

Request: ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

Comment: RELATED TO TIP 55197/CSJ 0195-02-074 AND TIP 55197.2/CSJ 0195-02-081; REGIONAL 10 YEAR PLAN PROJECT

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	UTIL	0195-02-084	SW ROW:	\$2,880,000	\$320,000	\$0	\$0	\$0	\$3,200,000
Grand Total:				<u>\$2,880,000</u>	<u>\$320,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$3,200,000</u>

PROPOSED MAY 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55197	Facility: IH 35	Location/Limits From: US 77 (NORTH OF DENTON)	Modification #: 2023-0343
Implementing Agency: TXDOT-DALLAS		Location/Limits To: SOUTH OF BELZ ROAD	
County: DENTON	CSJ: 0195-02-074		
City: VARIOUS	Desc:	RECONSTRUCT AND WIDEN 4 TO 6 LANE RURAL FREEWAY WITH RAMP MODIFICATIONS AND RECONSTRUCT AND WIDEN 4 TO 4/6 LANE FRONTAGE ROADS	
	Request:	REVISE LIMITS TO IH 35 FROM US 77 (NORTH OF DENTON) TO SOUTH OF FM 455; REVISE SCOPE TO RECONSTRUCT AND WIDEN 4 TO 6 LANE RURAL FREEWAY WITH RAMP MODIFICATIONS AND RECONSTRUCT AND WIDEN 4 LANE DISCONTINUOUS TO 4/6 LANE CONTINUOUS FRONTAGE ROADS; DECREASE CAT 11 AND INCREASE CAT 4 FUNDING IN FY2026 WITH NO CHANGE TO TOTAL FUNDING	
	Comment:	RELATED TO TIP 55197.2/CSJ 0195-02-081 AND TIP 55197.3/CSJ 0195-02-084; REGIONAL 10 YEAR PLAN PROJECT	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0195-02-074	SW PE:	\$0	\$33,378,077	\$0	\$0	\$0	\$33,378,077
2020	ROW	0195-02-074	SW ROW:	\$41,665,522	\$4,629,502	\$0	\$0	\$0	\$46,295,024
2026	CON	0195-02-074	Cat 11:	\$24,531,562	\$6,132,891	\$0	\$0	\$0	\$30,664,453
2026	CON	0195-02-074	Cat 12:	\$258,384,000	\$64,596,000	\$0	\$0	\$0	\$322,980,000
2026	CON	0195-02-074	Cat 4:	\$104,961,667	\$26,240,417	\$0	\$0	\$0	\$131,202,084
Phase Subtotal:				\$387,877,229	\$96,969,308	\$0	\$0	\$0	\$484,846,537
Grand Total:				\$429,542,751	\$134,976,887	\$0	\$0	\$0	\$564,519,638

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0195-02-074	SW PE:	\$0	\$33,378,077	\$0	\$0	\$0	\$33,378,077
2020	ROW	0195-02-074	SW ROW:	\$41,665,522	\$4,629,502	\$0	\$0	\$0	\$46,295,024
2026	CON	0195-02-074	Cat 11:	\$12,204,855	\$3,051,214	\$0	\$0	\$0	\$15,256,069
2026	CON	0195-02-074	Cat 12:	\$258,384,000	\$64,596,000	\$0	\$0	\$0	\$322,980,000
2026	CON	0195-02-074	Cat 4:	\$117,288,374	\$29,322,094	\$0	\$0	\$0	\$146,610,468
Phase Subtotal:				\$387,877,229	\$96,969,308	\$0	\$0	\$0	\$484,846,537
Grand Total:				\$429,542,751	\$134,976,887	\$0	\$0	\$0	\$564,519,638

Revisions since STTC Meeting: REVISE REQUESTED SCOPE FROM "RECONSTRUCT AND WIDEN 4 TO 6 LANE RURAL FREEWAY WITH RAMP MODIFICATIONS AND RECONSTRUCT AND WIDEN 4 LANE CONTINUOUS TO 4 LANE CONTINUOUS FRONTAGE ROADS" TO "RECONSTRUCT AND WIDEN 4 TO 6 LANE RURAL FREEWAY WITH RAMP MODIFICATIONS AND RECONSTRUCT AND WIDEN 4 LANE DISCONTINUOUS TO 4/6 LANE CONTINUOUS FRONTAGE ROADS."

PROPOSED MAY 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 21044	Facility: VA	Location/Limits From: MIDTOWN PEOPLE MOVER BOUNDED BY IH 635 TO THE SOUTH, DALLAS NORTH TOLLWAY	Modification #: 2023-0349
Implementing Agency: NCTCOG		Location/Limits To: TO THE WEST, PRESTON ROAD TO THE EAST, AND SPRING VALLEY ROAD TO THE NORTH	
County: DALLAS	CSJ: 0918-47-380		
City: DALLAS	Desc:	ENGINEERING, TESTING, AND CONSTRUCTION OF AN AUTOMATED PEOPLEMOVER SYSTEM IN THE DALLAS MIDTOWN DISTRICT	
	Request:	REVISE LIMITS FROM TO CHANGE "MIDTOWN PEOPLE MOVER" TO "DALLAS INTERNATIONAL DISTRICT AUTOMATED TRANSPORTATION SYSTEM" WITH NO OTHER CHANGES TO LIMITS; REVISE SCOPE TO ENGINEERING AND CONSTRUCTION OF THE DALLAS INTERNATIONAL DISTRICT AUTOMATED TRANSPORTATION SYSTEM (TESTING WILL STILL OCCUR AS PART OF THE CONSTRUCTION PHASE); DELAY ENGINEERING TO FY2024	
	Comment:	2,000,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3-TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; REGIONAL TDCS	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0918-47-380	Cat 3 - TDC (MPO):	\$0	\$0	\$400,000	\$0	\$0	\$0
2023	ENG	0918-47-380	STBG:	\$2,000,000	\$0	\$0	\$0	\$0	\$2,000,000
Phase Subtotal:				\$2,000,000	\$0	\$400,000	\$0	\$0	\$2,000,000
2026	CON	0918-47-380	Cat 3 - TDC (MPO):	\$0	\$0	\$1,600,000	\$0	\$0	\$0
2026	CON	0918-47-380	STBG:	\$8,000,000	\$0	\$0	\$0	\$0	\$8,000,000
Phase Subtotal:				\$8,000,000	\$0	\$1,600,000	\$0	\$0	\$8,000,000
Grand Total:				\$10,000,000	\$0	\$0	\$0	\$0	\$10,000,000

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0918-47-380	Cat 3 - TDC (MPO):	\$0	\$0	\$400,000	\$0	\$0	\$0
2023	ENG	0918-47-380	STBG:	\$2,000,000	\$0	\$0	\$0	\$0	\$2,000,000
Phase Subtotal:				\$2,000,000	\$0	\$400,000	\$0	\$0	\$2,000,000
2026	CON	0918-47-380	Cat 3 - TDC (MPO):	\$0	\$0	\$1,600,000	\$0	\$0	\$0
2026	CON	0918-47-380	STBG:	\$8,000,000	\$0	\$0	\$0	\$0	\$8,000,000
Phase Subtotal:				\$8,000,000	\$0	\$1,600,000	\$0	\$0	\$8,000,000
Grand Total:				\$10,000,000	\$0	\$0	\$0	\$0	\$10,000,000

PROPOSED MAY 2023 TIP MODIFICATIONS FOR RTC MEETING

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	0918-47-380	Cat 3 - TDC (MPO):	\$0	\$0	\$400,000	\$0	\$0	\$0
2024	ENG	0918-47-380	STBG:	\$2,000,000	\$0	\$0	\$0	\$0	\$2,000,000
Phase Subtotal:				\$2,000,000	\$0	\$400,000	\$0	\$0	\$2,000,000
2026	CON	0918-47-380	Cat 3 - TDC (MPO):	\$0	\$0	\$1,600,000	\$0	\$0	\$0
2026	CON	0918-47-380	STBG:	\$8,000,000	\$0	\$0	\$0	\$0	\$8,000,000
Phase Subtotal:				\$8,000,000	\$0	\$1,600,000	\$0	\$0	\$8,000,000
Grand Total:				\$10,000,000	\$0	\$0	\$0	\$0	\$10,000,000

Revisions since STTC Meeting:

CHANGE THE NAME OF THE PROJECT FROM "MIDTOWN PEOPLE MOVER" TO "DALLAS INTERNATIONAL DISTRICT AUTOMATED TRANSPORTATION SYSTEM" WITH NO OTHER CHANGES TO LIMITS AND ADJUST SCOPE; DELAY ENGINEERING PHASE FROM FY2023 TO FY2024 AND UPDATE THE REQUEST WITH THE CHANGES.

PROPOSED MAY 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 11253.2	Facility: IH 30	Location/Limits From: 1.0 MI W OF SH 360	Modification #: 2023-0352
Implementing Agency: TXDOT-FORT WORTH		Location/Limits To: GREAT SOUTHWEST PKWY	
County: TARRANT	CSJ: 1068-02-076		
City: ARLINGTON	Desc: CONST DIR CONN INTCHG AT SH 360 & TRAFFIC MANAGEMENT SYSTEM		
	Request: ADD STBG FUNDING FOR CONSTRUCTION IN FY2023 TO COVER CHANGE ORDERS		
	Comment: CMAQ FOR INTERSECTION IMPROVEMENTS, SIGNALS, SIGNIFICANTLY REDUCED CIRCUITY, AND PEDESTRIAN ELEMENTS		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2014	ENG	1068-02-076	SBPE:	\$1,600,000	\$400,000	\$0	\$0	\$0	\$2,000,000
2014	ROW	1068-02-076	S102:	\$8,800,000	\$2,200,000	\$0	\$0	\$0	\$11,000,000
2015	CON	1068-02-076	Cat 1 - Prop 1:	\$0	\$13,780,000	\$0	\$0	\$0	\$13,780,000
2016	CON	1068-02-076	Cat 1 - Prop 1:	\$0	\$5,419,005	\$0	\$0	\$0	\$5,419,005
2016	CON	1068-02-076	Cat 11 - Prop 1:	\$0	\$10,910,000	\$0	\$0	\$0	\$10,910,000
2016	CON	1068-02-076	Cat 2M - Prop 1:	\$0	\$134,732,995	\$0	\$0	\$0	\$134,732,995
2016	CON	1068-02-076	Cat 4 - Prop 1:	\$0	\$38,653,000	\$0	\$0	\$0	\$38,653,000
2016	CON	1068-02-076	Cat 5:	\$20,000,000	\$5,000,000	\$0	\$0	\$0	\$25,000,000
Phase Subtotal:				\$20,000,000	\$194,715,000	\$0	\$0	\$0	\$214,715,000
Grand Total:				\$30,400,000	\$211,095,000	\$0	\$0	\$0	\$241,495,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2014	ENG	1068-02-076	SBPE:	\$1,600,000	\$400,000	\$0	\$0	\$0	\$2,000,000
2014	ROW	1068-02-076	S102:	\$8,800,000	\$2,200,000	\$0	\$0	\$0	\$11,000,000
2015	CON	1068-02-076	Cat 1 - Prop 1:	\$0	\$13,780,000	\$0	\$0	\$0	\$13,780,000
2016	CON	1068-02-076	Cat 1 - Prop 1:	\$0	\$5,419,005	\$0	\$0	\$0	\$5,419,005
2016	CON	1068-02-076	Cat 11 - Prop 1:	\$0	\$10,910,000	\$0	\$0	\$0	\$10,910,000
2016	CON	1068-02-076	Cat 2M - Prop 1:	\$0	\$134,732,995	\$0	\$0	\$0	\$134,732,995
2016	CON	1068-02-076	Cat 4 - Prop 1:	\$0	\$38,653,000	\$0	\$0	\$0	\$38,653,000
2016	CON	1068-02-076	Cat 5:	\$20,000,000	\$5,000,000	\$0	\$0	\$0	\$25,000,000
Phase Subtotal:				\$20,000,000	\$194,715,000	\$0	\$0	\$0	\$214,715,000
2023	CON	1068-02-076	STBG:	\$5,902,107	\$1,475,527	\$0	\$0	\$0	\$7,377,634
Grand Total:				\$36,302,107	\$212,570,527	\$0	\$0	\$0	\$248,872,634

PROPOSED MAY 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 11951	Facility: SH 114	Location/Limits From: EAST OF INTERNATIONAL PARKWAY	Modification #: 2023-0363
Implementing Agency: TXDOT-DALLAS		Location/Limits To: SP 348	
County: DALLAS	CSJ: 0353-04-111		
City: IRVING	Desc:	E OF INTERNATIONAL PKWY TO SH 161: RECONSTRUCT AND WIDEN 7 TO 8 GENERAL PURPOSE LANES & 4 TO 4/8 LANES DISCONTINUOUS FRONTAGE ROADS; SH 161 TO SP 348: WIDEN 6 TO 8 GENERAL PURPOSE LANES & RECONSTRUCT 4/8 TO 4/8 LANES CONTINUOUS FRONTAGE ROAD	
	Request:	REVISE SCOPE TO E OF INTERNATIONAL PKWY TO SH 161: RECONSTRUCT AND WIDEN 7 TO 8 GENERAL PURPOSE LANES & 4 LANE DISC TO 4/8 LANES DISC FRONTAGE ROADS; SH 161 TO SP 348: WIDEN 6 TO 8 GENERAL PURPOSE LANES & RECONSTRUCT 4/8 LANE CONTINUOUS TO 4/8 LANE CONTINUOUS FRTG ROAD	
	Comment:	RELATED TO TIP 11951.2/CSJ 0353-04-112; PART OF SH 183/MIDTOWN EXPRESS CORRIDOR	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	0353-04-111	SW PE:	\$0	\$24,000,000	\$0	\$0	\$0	\$24,000,000
2024	ROW	0353-04-111	SW ROW:	\$71,200,000	\$8,900,000	\$0	\$8,900,000	\$0	\$89,000,000
Grand Total:				\$71,200,000	\$32,900,000	\$0	\$8,900,000	\$0	\$113,000,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	0353-04-111	SW PE:	\$0	\$24,000,000	\$0	\$0	\$0	\$24,000,000
2024	ROW	0353-04-111	SW ROW:	\$71,200,000	\$8,900,000	\$0	\$8,900,000	\$0	\$89,000,000
Grand Total:				\$71,200,000	\$32,900,000	\$0	\$8,900,000	\$0	\$113,000,000

PROPOSED MAY 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 40045	Facility: VA	Location/Limits From: FM 1382 SIDEPATH FROM INTERSECTION OF FM 1382 AND CAMP WISDOM ROAD	Modification #: 2023-0364
Implementing Agency: TXDOT-DALLAS		Location/Limits To: MANSFIELD RD	
County: DALLAS	CSJ: 1047-03-079		
City: VARIOUS	Desc:	CONSTRUCT NEW SHARED-USE PATH FOR BICYCLISTS AND PEDESTRIANS INCLUDING CROSSWALKS AND SIGNAGE	
	Request:	DELAY CONSTRUCTION TO FY2023 THEREBY ADDING THE PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP); ADD CAT 1 FUNDING AND INCREASE LOCAL CONTRIBUTION FOR CONSTRUCTION; REVISE LIMITS TO FM 1382 FROM CAMP WISDOM ROAD TO MANSFIELD RD	
	Comment:	GROUPED PROJECT UNDER CSJ 5000-00-916; 2017 TA SET ASIDE CFP; LOCAL CONTRIBUTION BY DALLAS COUNTY; TXDOT TO COVER COST OVERRUNS	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	CON	1047-03-079	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$407,238	\$407,238
2021	CON	1047-03-079	Cat 9 TA Set Aside:	\$1,628,951	\$407,238	\$0	\$0	\$0	\$2,036,189
Phase Subtotal:				\$1,628,951	\$407,238	\$0	\$0	\$407,238	\$2,443,427
Grand Total:				<u>\$1,628,951</u>	<u>\$407,238</u>	<u>\$0</u>	<u>\$0</u>	<u>\$407,238</u>	<u>\$2,443,427</u>

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	CON	1047-03-079	Cat 1:	\$800,000	\$200,000	\$0	\$0	\$0	\$1,000,000
2023	CON	1047-03-079	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$933,269	\$933,269
2023	CON	1047-03-079	Cat 9 TA Set Aside:	\$1,628,951	\$407,238	\$0	\$0	\$0	\$2,036,189
Phase Subtotal:				\$2,428,951	\$607,238	\$0	\$0	\$933,269	\$3,969,458
Grand Total:				<u>\$2,428,951</u>	<u>\$607,238</u>	<u>\$0</u>	<u>\$0</u>	<u>\$933,269</u>	<u>\$3,969,458</u>

PROPOSED MAY 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 14034	Facility: CS	Location/Limits From: ON WYCLIFF AVENUE FROM WEST OF LAKESIDE DRIVE	Modification #: 2023-0370
Implementing Agency: HIGHLAND PARK		Location/Limits To: WEST OF GLENWOOD AVENUE	
County: DALLAS	CSJ: 0918-47-289		
City: VARIOUS	Desc:	RECONSTRUCTION OF A TWO-LANE ROADWAY THAT WILL INCLUDE A NEW BRIDGE STRUCTURE TO RAISE ROADWAY OUT OF THE 100-YEAR FLOODPLAIN AS WELL AS DRAINAGE IMPROVEMENTS AT TRIBUTARY 1 IN ORDER TO REDUCE/ELIMINATE FLOOD FREQUENCY	
	Request:	DELAY ENGINEERING TO FY2023 AND CONSTRUCTION TO FY2025; INCREASE ENGINEERING, UTILITIES, AND CONSTRUCTION FUNDING; REVISE LIMITS TO ON WYCLIFF AVENUE FROM OAK LAWN AVENUE TO WEST OF GLENWOOD AVENUE; REVISE SCOPE TO RECONSTRUCTION OF A 2/3 LANE ROADWAY INCLUDING NEW BRIDGE STRUCTURE TO RAISE ROADWAY OUT OF THE 100-YEAR FLOODPLAIN; DRAINAGE IMPROVEMENTS AT TRIBUTARY 1 IN ORDER TO REDUCE/ELIMINATE FLOOD FREQUENCY	
	Comment:	LOCAL CONTRIBUTION TO BE PAID BY THE TOWN OF HIGHLAND PARK AND THE CITY OF DALLAS	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	0918-47-289	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,250,000	\$1,250,000
2023	UTIL	0918-47-289	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$200,000	\$200,000
2024	CON	0918-47-289	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000
2024	CON	0918-47-289	STBG:	\$5,600,000	\$0	\$0	\$1,400,000	\$0	\$7,000,000
Phase Subtotal:				\$5,600,000	\$0	\$0	\$1,400,000	\$1,000,000	\$8,000,000
Grand Total:				\$5,600,000	\$0	\$0	\$1,400,000	\$2,450,000	\$9,450,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0918-47-289	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,800,000	\$1,800,000
2023	UTIL	0918-47-289	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$720,000	\$720,000
2025	CON	0918-47-289	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,500,000	\$1,500,000
2025	CON	0918-47-289	STBG:	\$8,000,000	\$0	\$0	\$2,000,000	\$0	\$10,000,000
Phase Subtotal:				\$8,000,000	\$0	\$0	\$2,000,000	\$1,500,000	\$11,500,000
Grand Total:				\$8,000,000	\$0	\$0	\$2,000,000	\$4,020,000	\$14,020,000

PROPOSED MAY 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55310	Facility: VARIOUS	Location/Limits From: EAST OF ERVAY ST; OVER IH 30	Modification #: 2023-0380
Implementing Agency: TXDOT-DALLAS		Location/Limits To: HARWOOD ST	
County: DALLAS	CSJ: 0918-47-463		
City: DALLAS	Desc: CONSTRUCT LOCAL ENHANCEMENTS		
	Request: ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); FUNDING OFFSET BY DECREASE ON TIP 21028/CSJ 0918-47-364		
	Comment: 400,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3-TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; REGIONAL TDCS		

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0918-47-463	Cat 3 - TDC (MPO):	\$0	\$0	\$400,000	\$0	\$0	\$0
2023	ENG	0918-47-463	STBG:	\$2,000,000	\$0	\$0	\$0	\$0	\$2,000,000
Phase Subtotal:				\$2,000,000	\$0	\$400,000	\$0	\$0	\$2,000,000
Grand Total:				\$2,000,000	\$0	\$0	\$0	\$0	\$2,000,000

TIP Code: 55311	Facility: VARIOUS	Location/Limits From: AT LAMAR ST	Modification #: 2023-0381
Implementing Agency: TXDOT-DALLAS		Location/Limits To: OVER IH 30	
County: DALLAS	CSJ: 0918-47-464		
City: DALLAS	Desc: CONSTRUCT LOCAL ENHANCEMENTS		
	Request: ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)		

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0918-47-464	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000
Grand Total:				\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000

PROPOSED MAY 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 40045.1	Facility: FM 1382	Location/Limits From: SH 180	Modification #: 2023-0382
Implementing Agency: TXDOT-DALLAS		Location/Limits To: IH 20	
County: DALLAS	CSJ: 1047-03-074		
City: GRAND PRAIRIE	Desc: FULL DEPTH CONCRETE REPAIR		
	Request: ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) AS A GROUPED PROJECT UNDER 5000-00-958		
	Comment: PART OF STBG AND CAT 1 FUNDING SWAP WITH TIP 40045/CSJ 1047-03-079; GROUPED UNDER CSJ 5000-00-958		

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	CON	1047-03-074	Cat 1:	\$0	\$1,877,416	\$0	\$0	\$0	\$1,877,416
2023	CON	1047-03-074	STBG:	\$800,000	\$200,000	\$0	\$0	\$0	\$1,000,000
Phase Subtotal:				\$800,000	\$2,077,416	\$0	\$0	\$0	\$2,877,416
Grand Total:				\$800,000	\$2,077,416	\$0	\$0	\$0	\$2,877,416

TIP Code: 14089.1	Facility: IH 45	Location/Limits From: BS 45G	Modification #: 2023-0383
Implementing Agency: TXDOT-DALLAS		Location/Limits To: NORTH SH 34	
County: ELLIS	CSJ: 0092-04-075		
City: ENNIS	Desc: INTERSECTION IMPROVEMENTS AND RAMP MODIFICATIONS		
	Request: CANCEL PROJECT AND REMOVE FROM THE APPENDIX D OF THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2045	ENG	0092-04-075	SW PE:	\$0	\$294,000	\$0	\$0	\$0	\$294,000
Grand Total:				\$0	\$294,000	\$0	\$0	\$0	\$294,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2045	ENG	0092-04-075	SW PE:	\$0	\$0	\$0	\$0	\$0	\$0
Grand Total:				\$0	\$0	\$0	\$0	\$0	\$0

PROPOSED MAY 2023 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 11684.2 **Facility:** VA **Location/Limits From:** IH 35W AUTOMATED VEHICLE (AV) TRUCKPORT; ALLIANCE - BETWEEN HARMON ROAD AND IH 35W **Modification #:** 2023-0384

Implementing Agency: FORT WORTH

County: TARRANT **CSJ:** 0081-12-053

City: FORT WORTH **Desc:** PILOT PROJECT TO DEVELOP AND BUILD AUTOMATED FREIGHT FACILITY TO COLLECT/DISTRIBUTE FREIGHT AND TEST AUTOMATED TRUCK TECHNOLOGY TO IMPROVE AV USES IN FREIGHT/SUPPLY CHAIN/LOGISTICS

Request: REVISE PROJECT LIMITS TO IH 35W TRUCK PARKING HUB ON IH 35W AT SH 170 NEAR HARMON ROAD; REVISE SCOPE TO CONSTRUCT TRUCK PARKING AREA TO INCLUDE SAFETY REST AREA FOR TRUCK DRIVERS, VEHICLE TO INFRASTRUCTURE COMMUNICATION EQUIPMENT, STRIPING, AND SIGNAGE; DELAY ENVIRONMENTAL AND ENGINEERING PHASES TO FY2024

Comment: 959,516 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; REGIONAL TDCS

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENV	0081-12-053	Cat 3 - TDC (MPO):	\$0	\$0	\$20,000	\$0	\$0	\$0
2023	ENV	0081-12-053	STBG:	\$100,000	\$0	\$0	\$0	\$0	\$100,000
Phase Subtotal:				\$100,000	\$0	\$20,000	\$0	\$0	\$100,000
2023	ENG	0081-12-053	Cat 3 - TDC (MPO):	\$0	\$0	\$151,791	\$0	\$0	\$0
2023	ENG	0081-12-053	STBG:	\$758,953	\$0	\$0	\$0	\$0	\$758,953
Phase Subtotal:				\$758,953	\$0	\$151,791	\$0	\$0	\$758,953
2025	CON	0081-12-053	Cat 3 - TDC (MPO):	\$0	\$0	\$787,725	\$0	\$0	\$0
2025	CON	0081-12-053	STBG:	\$3,938,625	\$0	\$0	\$0	\$0	\$3,938,625
Phase Subtotal:				\$3,938,625	\$0	\$787,725	\$0	\$0	\$3,938,625
Grand Total:				\$4,797,578	\$0	\$0	\$0	\$0	\$4,797,578

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENV	0081-12-053	Cat 3 - TDC (MPO):	\$0	\$0	\$20,000	\$0	\$0	\$0
2024	ENV	0081-12-053	STBG:	\$100,000	\$0	\$0	\$0	\$0	\$100,000
Phase Subtotal:				\$100,000	\$0	\$20,000	\$0	\$0	\$100,000
2024	ENG	0081-12-053	Cat 3 - TDC (MPO):	\$0	\$0	\$151,791	\$0	\$0	\$0
2024	ENG	0081-12-053	STBG:	\$758,953	\$0	\$0	\$0	\$0	\$758,953
Phase Subtotal:				\$758,953	\$0	\$151,791	\$0	\$0	\$758,953
2025	CON	0081-12-053	Cat 3 - TDC (MPO):	\$0	\$0	\$787,725	\$0	\$0	\$0
2025	CON	0081-12-053	STBG:	\$3,938,625	\$0	\$0	\$0	\$0	\$3,938,625
Phase Subtotal:				\$3,938,625	\$0	\$787,725	\$0	\$0	\$3,938,625
Grand Total:				\$4,797,578	\$0	\$0	\$0	\$0	\$4,797,578

How to Read the Project Modification Listings – Transit Section

The project listing includes all projects for which Regional Transportation Council action will be requested during this Transportation Improvement Program (TIP) modification cycle. Below is a **sample** TIP modification project listing for transit projects. The fields are described below.

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS
Request: REFINE FY2015 PROGRAM OF PROJECTS
Comment: 20,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL
Apportionment Year: FY2015 PROGRAM OF PROJECTS
Modification #: 2015-0695
UZA: DALLAS-FORT WORTH-ARLINGTON
Funding Source: TRANSIT SECTION 5310 FUNDS

Currently Approved:

FUNDING TABLE:									
TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL
12644.15	SUPPORT TRANSIT FOR SENIORS AND INDIVIDUALS WITH DISABILITIES	2015	CAPITAL	\$105,426	\$0	\$0	\$26,357	0	\$131,783
12678.15	PROGRAM ADMINISTRATION	2015	CAPITAL	\$321,885	\$0	\$0	\$0	0	\$321,885
12752.15	MOBILITY MANAGEMENT	2015	CAPITAL	\$100,000	\$0	\$0	\$0	20,000	\$100,000
12765.15	OPERATING ASSISTANCE	2015	OPERATING	\$72,000	\$0	\$0	\$72,000	0	\$144,000
TOTAL:				\$599,311	\$0	\$0	\$98,357	20,000	\$697,668

Revision Requested:

FUNDING TABLE:										REVISION REQUESTED
TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	BY PROJECT
12644.15	SUPPORT TRANSIT FOR SENIORS AND INDIVIDUALS WITH DISABILITIES	2016	CAPITAL	\$105,426	\$0	\$0	\$26,357	0	\$131,783	NO CHANGE
12678.15	PROGRAM ADMINISTRATION	2016	CAPITAL	\$321,885	\$0	\$0	\$0	0	\$321,885	NO CHANGE
12752.15	MOBILITY MANAGEMENT	2016	CAPITAL	\$100,000	\$0	\$0	\$0	20,000	\$100,000	NO CHANGE
12765.15	OPERATING ASSISTANCE	2016	OPERATING	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
TOTAL:				\$527,311	\$0	\$0	\$26,357	20,000	\$553,668	

IMPLEMENTING AGENCY:	Identifies the lead public agency or municipality responsible for the project.
APPORTIONMENT YEAR:	Identifies the apportionment year in which funds were committed to the project.
MODIFICATION #:	The number assigned to the modification request by North Central Texas Council of Governments (NCTCOG) staff.
REQUEST:	Describes the action being requested through the modification.
UZA:	Identifies the Urbanized Area in which the project is located.
COMMENT:	States any comments related to the project.
FUNDING SOURCE:	Identifies the sources that are used to fund the project. Chapter III of the TIP/Statewide Transportation Improvement Plan (STIP) provides descriptions of the different funding categories and outlines abbreviations commonly used for the categories: www.nctcog.org/trans/funds/transportation-improvement-program
CURRENTLY APPROVED FUNDING TABLE:	Provides the total funding currently approved for a program of projects; incorporates total funding for projects in the program. This table will not appear for a modification that is adding a new program of projects to the TIP/STIP.
REVISION REQUESTED FUNDING TABLE:	Provides the total proposed funding for a program of projects as a result of the requested change; incorporates total funding for all projects in the program.

TIP CODE:	The number assigned to a TIP project, which is how NCTCOG identifies a project.
DESCRIPTION:	Identifies the scope of work that will be completed in the project.
FY:	Identifies the fiscal years in which the project occurs.
PROJECT TYPE:	Identifies if the project is a capital, operating, or planning project.
FUNDING TABLE:	Provides funding breakdown for funds associated with that program of projects.
REQUESTED REVISION BY PROJECT:	Identifies the request at the TIP Code level.

PROPOSED MAY 2023 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: CITY OF MESQUITE

Apportionment Year FY2018 PROGRAM OF PROJECTS

Modification #: 2023-0364

Request: REVISE FY2018 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 14,400 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 6 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:

FUNDING TABLE:

<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12013.18	OPERATING ASSISTANCE - JARC	2019	OPERATING	\$620,000	\$0	\$0	\$620,000		\$1,240,000
12864.18	OPERATING ASSISTANCE - JARC - MESQUITE SERVICE	2019	OPERATING	\$100,000	\$0	\$0	\$100,000		\$200,000
12865.18	MOBILITY MANAGEMENT	2019	CAPITAL	\$262,000	\$0	\$0	\$0	52400	\$262,000
TOTAL:				\$982,000	\$0	\$0	\$720,000	52,400	\$1,702,000

Revision Requested:

FUNDING TABLE:

REVISION REQUESTED

<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12013.18	OPERATING ASSISTANCE - JARC	2019	OPERATING	\$910,000	\$0	\$0	\$910,000	0	\$1,820,000	INCREASE FUNDING
12864.18	OPERATING ASSISTANCE - JARC - MESQUITE SERVICE	2019	OPERATING	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
12865.18	MOBILITY MANAGEMENT	2019	CAPITAL	\$262,000	\$0	\$0	\$0	14,400	\$262,000	DECREASE FUNDING (MPO TDCs)
TOTAL:				\$1,172,000	\$0	\$0	\$910,000	14,400	\$2,082,000	

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year FY2021 PROGRAM OF PROJECTS

Modification #: 2023-0365

Request: REVISE FY2021 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5310 FUNDS

Currently Approved:

FUNDING TABLE:

<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12678.21	PROGRAM ADMINISTRATION	2022	CAPITAL	\$388,425	\$0	\$0	\$0		\$388,425
TOTAL:				\$388,425	\$0	\$0	\$0		\$388,425

Revision Requested:

FUNDING TABLE:

REVISION REQUESTED

<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12678.21	PROGRAM ADMINISTRATION	2022	CAPITAL	\$388,425	\$0	\$0	\$0	0	\$388,425	NO CHANGE
12752.21	MOBILITY MANAGEMENT	2023	CAPITAL	\$469,298	\$0	\$0	\$0	0	\$469,298	ADD PROJECT TO TIP/STIP
TOTAL:				\$857,723	\$0	\$0	\$0	0	\$857,723	

PROPOSED MAY 2023 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year FY2021 PROGRAM OF PROJECTS

Modification #: 2023-0366

Request: REVISE FY2021 PROGRAM OF PROJECTS

UZA: DENTON-LEWISVILLE

Funding Source: TRANSIT SECTION 5310 FUNDS

Currently Approved:

		FUNDING TABLE:							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12677.21	PROGRAM ADMINISTRATION	2022	CAPITAL	\$24,772	\$0	\$0	\$0		\$24,772
TOTAL:				\$24,772	\$0	\$0	\$0		\$24,772

Revision Requested:

		FUNDING TABLE:								REVISION REQUESTED
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12677.21	PROGRAM ADMINISTRATION	2022	CAPITAL	\$24,772	\$0	\$0	\$0	0	\$24,772	NO CHANGE
12808.21	MOBILITY MANAGEMENT	2023	CAPITAL	\$222,945	\$0	\$0	\$0	0	\$222,945	ADD PROJECT TO TIP/STIP
TOTAL:				\$247,717	\$0	\$0	\$0	0	\$247,717	



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

March 16, 2023

Chairman Jon Niermann
MC 100
Texas Commission on Air Quality
P.O. Box 13087
Austin, TX 78711-3087

Reference: Dallas-Fort Worth Ozone Nonattainment & Section 185 Fee

Dear Chairman, Niermann:

The Regional Transportation Council (RTC) and the North Central Texas Council of Governments (NCTCOG) would like to extend our thanks for the dedication and hard work from staff at the Texas Commission on Environmental Quality. Continually, our collaboration and partnership has benefitted the Dallas-Fort Worth (DFW) region. These collaborations and partnerships are significantly more important today and into the foreseeable future due to recent actions announced by the Environmental Protection Agency (EPA). Recently, the EPA reclassified our region from "Serious" to "Severe" ozone nonattainment under the existing 2008 National Ambient Air Quality Standard (NAAQS) and from "Marginal" to "Moderate" ozone nonattainment under the most recent 2015 NAAQS.

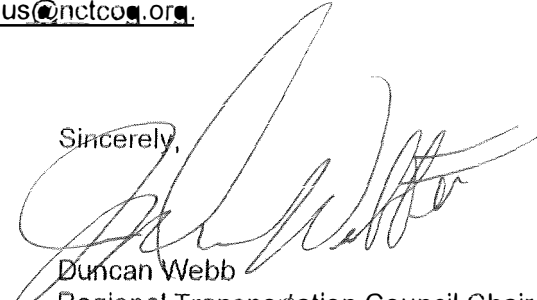
These reclassifications are a result of regional ozone and design value stagnancy over the last five years, even with worldwide daily changes that occurred in 2020 and beyond due to the COVID-19 pandemic. Questions persist and remain unanswered as to what it will take to comply with these standards and protect public health. In addition, the DFW region is estimated to pay an obligation of approximately \$45 million per year in Section 185 Fees from major stationary point sources if attainment to the 2008 ozone NAAQS is not met before 2027. These are serious and avoidable. The ramifications will threaten future economic prosperity - not only locally, but statewide and beyond. Greater focus on compliance is called for in this situation.

Chairman Jon Niermann
Page Two

March 16, 2023

Attached with this letter are primary areas of interest for further communication between the Texas Commission on Environmental Quality (TCEQ) and the Regional Transportation Council. The RTC remains committed to implementing projects and programs that will reduce ozone-forming emissions in the DFW region. State efforts need to be heightened in order to successfully attain both ozone NAAQS as practicable as possible, but most certainly by regulatory deadlines. If you have any questions or comments, please contact Jenny Narvaez at jinarvaez@nctcog.org or Chris Klaus at cklaus@nctcog.org.

Sincerely,



Duncan Webb
Regional Transportation Council Chair
Collin County Commissioner

NV:so
Attachment

cc: Donna Huff, Deputy Director, Office of Air/Air Quality Division, TCEQ
Michael Eastland, Executive Director, NCTCOG
Michael Morris, P.E., Director of Transportation, NCTCOG
Chris Klaus, Senior Program Manager, NCTCOG
Jenny Narvaez, Program Manager, NCTCOG

Major Source Emissions (Section 185) Fees

The Dallas-Fort Worth (DFW) region may become subject to a federally required point source fee program. The annual fee program applies to major stationary point sources of nitrogen oxides (NO_x) and volatile organic compounds (VOCs) in the DFW 2008 ozone nonattainment area. The fees will be implemented as early as 2028 if the region fails to attain the 2008 standard by the end of 2026, which will incur an estimated cost burden of \$45 million to the region when implemented in 2028. The fees would be a major hardship on the local and state economy that will persist for every year until the region attains the 2008 ozone standard. Impacts apply not only directly at a major source level, but indirectly down to local residents who rely on these services. In addition, the fees can influence companies coming to or staying in the region.

The North Central Texas Council of Governments (NCTCOG), Texas Commission on Environmental Quality (TCEQ), and Environmental Protection Agency (EPA) have already held meetings and discussions related to the fees, per request by the TCEQ. Details of the Section 185 fee program are yet to be ironed out by the TCEQ and EPA, and as a partner agency in the region likely to be most influenced by the outcome, the NCTCOG offers our assistance in further helping the state with the assessment, prevention, and (if unsuccessful in preventative efforts) the implementation of the program. Recently the Regional Transportation Council approved \$150 million through 2024-2026 for their Management, Operations, Air Quality, and Safety Program that will implement multimodal transportation efficiencies in the DFW area and reduce vehicular emissions.

Photochemical Ozone Forecasting

In the latest 8-hour State Implementation Plan (SIP) addressing the region's serious nonattainment classification, the TCEQ's photochemical modeling predicted North Central Texas to reach attainment of the 2008 ozone standard in 2021, based on a three-year 8-hour average design value (DV) of 72 parts per billion (ppb). Reviewing ozone monitor data from 2018, 2019, and 2020, the DV is 76 ppb, which means the DFW region failed attainment due to the DV being over the 75 ppb standard.

As new forecasts can benefit from past efforts, the NCTCOG is requesting a thorough review of why the projected (modeled) DV was significantly different from the observed DV, then determine appropriateness of these findings in application to current emissions inventories under development. Was it because modeling utilized a 2012 base year, which is rather outdated and unrepresentative of more recent changes in the environment? Is it because the photochemical model itself is not capable of accurately validating and forecasting ozone? How is it that with 2020 being a pandemic year, monitored ozone levels were still high (more on this later)?

As new SIPs are now under development due to two ozone reclassifications, NCTCOG recommends the use of a more current base case analysis year. NCTCOG recommends a peer-based, bottom-up review of current modeling tools and assumptions. The state-predicted forecast is a critical tool for planning purposes to ensure the implementation of the best strategies to aid in reaching ozone attainment.

State Implementation Plan (SIP) Boundaries

Multi-state SIPs and the reevaluation of SIP boundaries would help reduce regional emissions and those in surrounding areas that attribute to background levels. By being able to accurately

track upwind emissions and downwind impacts, modeling analyses would be able to readily predict and quantify emission transports affecting other regions and, therefore, the impacts of one location onto another, as well as their respective SIP. The impacts of emission tracking and a multi-state SIP would have enormous benefits to both streamlining and facilitating attainment goals and furthering the health of the populous through air quality improvements. With the region not reaching attainment, air quality not garnering the anticipated benefits from reduced anthropogenic activity during a pandemic, and high emissions transport and background levels, NCTCOG recommends the TCEQ become serious and take leadership to look beyond the current status quo of SIP boundaries to expand outside current nonattainment areas within the state and beyond with neighboring states. Has there been any research or efforts of multi-state SIPs or redrawing boundaries to be more representative of the full airshed emissions that impact attainment? For an area that fails to comply with two ozone standards and the amount of transport emissions that modeling suggests are impacting the region, why do reformulated fuel and vehicle emissions inspections stop at the nonattainment boundary? Why is relaxed major source permitting allowed just upstream and outside the nonattainment boundary?

High Ozone Background Levels from External Influences

Recent TCEQ modeling results suggest that approximately 24 percent of total ozone is from local sources inside the DFW area, 15 percent by other sources in Texas, and 60 percent is caused by sources outside of Texas. Therefore, the majority of the ozone is not locally controllable. Due to the incoming background levels estimated to be as high as 55 ppb during the peak ozone season from outside the DFW area, coupled with a continually decreasing ozone standard, locally enforced control strategies will have significantly less impact in keeping the region's air quality monitors' limits below the standard. The TCEQ has stated that some places in the United States have background levels of ozone that account for up to 80 percent of total ozone.¹ The EPA suggests 62 percent of the ozone at Receptor Site ID 481210034, Denton County, Texas, is attributable to boundary concentrations, other states, biogenics, and other (including wildfires, prescribed burns, offshore emissions, and anthropogenic emissions from Canada and Mexico)^{2,3}. NCTCOG encourages the TCEQ work with EPA to establish guidance on how regional airshed assessments can quantify transport influences and implement rules that would not subject regional airshed to reduce emissions they are not responsible for producing. Coupled with these EPA discussions, please note NCTCOG recommendations in "State Implementation Plan (SIP) Boundaries" above.

Tracking Upwind Emission Sources

To further understand background and regional airshed, it is important to know the source of emissions. Approximately 30 percent of NOx emissions comes from stationary sources, and 70 percent comes from mobile sources⁴. To assist in the rapid attainment of our region, NCTCOG

¹ Will EPA's Proposed New Ozone Standard Provide Measurable Health Benefits?

<http://www.tceq.state.tx.us/publications/pd/020/2014/will-epas-proposed-new-ozone-standards-provide-measurable-health-benefits>.

² Webinar to Discuss EPA's Information Release on Interstate Transport for the 2008 Ozone NAAQS. http://www.epa.gov/airtransport/EPAOzoneTransportWebinar_2_5_15.pdf, p. 41.

³ EPA's Air Quality Modeling Technical Support Document for the 2008 Ozone NAAQS Transport Assessment. <http://www.epa.gov/airtransport/O3TransportAQModelingTSD.pdf>, p. 85.

⁴ TCEQ, Dallas-Fort Worth Serious Classification Attainment Demonstration State Implementation Plan Revision for the 2008 Eight-Hour Ozone National Ambient Air Quality

suggests that emissions tracking and apportionment be set as a priority. The ability to track emissions to their source and more accurately quantify apportionments would allow for improved impact analyses, application of pinpointed emission reduction strategies, and the ability of more reliable regional predictions. This will assist in being responsive to the National Justice40 Initiative to ensure disadvantaged communities are provided environmental attention. This also sets up multipollutant awareness to address other increasingly critical emissions such as particulate matter and carbon dioxide.

Limited Ratios: Oxides of Nitrogen (NO_x) and Volatile Organic Compounds (VOC)

In previous studies^{5,6} conducted on the quantitative comparisons of NO_x:VOC ratios in the DFW region, modeling concluded that the majority of monitors are NO_x-limited and that variations in VOC or NO_x can influence ozone formation. In particular, most of the rural region is NO_x-limited and the more densely packed city centers are typically VOC limited or considered transient/transitional. An additional consideration is that due to the heavily trafficked and mobility-focused cities and urban core, we are VOC limited based on transportation emissions. The transient and complex nature of the NO_x:VOC limiting reagent ratios and those issues pertaining to them, especially during the pandemic, can readily be affected through grossly rapid fluctuations in air quality that are exhibited locally and regionally. NCTCOG believes that a reassessment of the regional airshed may need to be studied to determine if ozone precursor ratios have significantly changed. As NO_x reductions are a main driver in air quality planning, if enough areas become transitional or VOC-limited, then the effectiveness of NO_x reductions is lessened and eventually may lead to the formation of ozone via NO_x disbenefits. If these disbenefits were occurring to a high enough degree, then further targeted NO_x reductions (without the additional necessary VOC reductions) would continue to not reduce, or could even exacerbate, ozone formation. NCTCOG requests the TCEQ research the current state of NO_x:VOC stoichiometry and ozone formation as it applies/impacts to the changing DFW regional airshed. Then, ensure findings are appropriately incorporated into the preferred photochemical model used to forecast ozone.

Impacts during COVID-19 and Emissions Study

The shutdowns due to COVID-19 provided a unique opportunity to study human activity and energy use patterns. This allows a greater understanding of changes in vehicle travel, electricity demand, and power plant emissions with connections between emissions and policies. Impacts in North Central Texas from stay-at-home orders saw traffic volumes drop by 19 percent, airport passengers drop by 80 percent, and transit ridership drop by 55 percent in May 2020. It is not clear if COVID-19 related shutdown led to uniform reductions in all air pollutants. In Barcelona,

Standard, September 2019.

https://www.tceq.texas.gov/assets/public/implementation/air/sip/dfw/dfw_ad_sip_2019/DFWAD_19078SIP_adopkg_web.pdf (p. 9 of 222).

⁵ TEXAS COMMISSION ON ENVIRONMENTAL QUALITY AGENDA ITEM REQUEST for State Implementation Plan Revision Adoption. Docket No. 2014-1262-SIP

https://www.tceq.texas.gov/assets/public/comm_exec/agendas/comm/backup/Agendas/2015/06-03-2015/1262SIP.pdf

⁶ Texas A&M Transportation Institute, Subtask 3.1 *Addressing Dallas Fort Worth VOC limited and transitional areas in Designated NO_x limited Regions of Ozone Nonattainment*

Spain, a 50 percent increase in ozone levels occurred while nitrogen dioxide (NO₂) decreased by 50 percent (*Tobias et al., 2020*). This, to accompany the study that the TCEQ pursued, hopefully, helps provide an explanation on current and projected emission paradigms and the issues affecting them, including the overly flexible and relaxed regulations during COVID-19, which assuredly impacted emission quantifications and projections. NCTCOG staff continues to inquire with other areas around the globe to better gain an understanding of our region's high ozone levels during a time when most activities were down. NCTCOG requests the TCEQ to conduct a more comprehensive study to investigate why ozone remained high considering the magnitude of activities being down. How did impacts from the COVID-19 pandemic impact air chemistry that may have played a role in high emissions during the 2020 ozone season? Results will be invaluable in future planning due to so many anthropogenic emission sources being disrupted with combined localized reductions that should have had more meaningful implications towards bettering regional air quality than what was seen. NCTCOG offers our partnership in this endeavor.

Vehicle Clean Scanning and Impacts to Regional Air Quality

A vehicle clean scan occurs when a “dummy” vehicle is connected to the TCEQ database instead of the actual vehicle being inspected because the actual vehicle would likely not be able to pass a proper emissions inspection. Queries from the TCEQ's in house Gordon-Darby database of statewide emission inspections indicate significant occurrences throughout the region of clean scanning, where the vehicle identification number (VIN) obtained from the “dummy” vehicle's on-board computer does not match the actual VIN of the vehicle being inspected, which is manually entered by the vehicle inspector. For example, there was an inspection station in Dallas that had, from October 2022 to February 2023, performed over 27,000 suspected fraudulent emissions inspections. In addition, of the last 30 inspection stations opened in Dallas-Fort Worth region within the last two months, 13 have performed a large number of suspected clean-scan inspections with similar numbers to the example above.

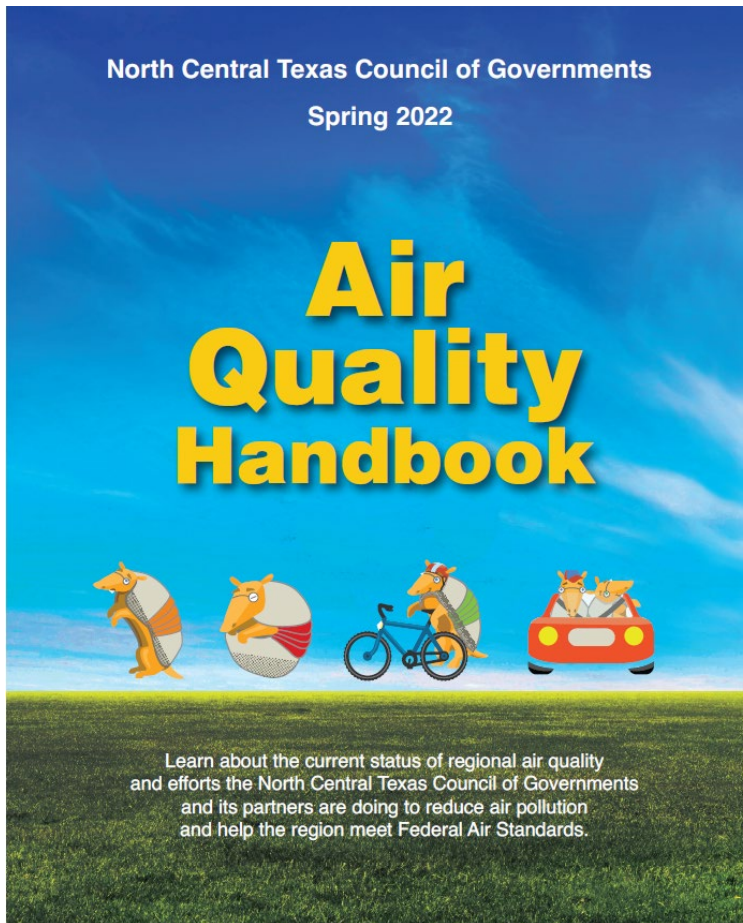
NCTCOG requests immediate measures taken to eliminate vehicle clean scans and provides the following summary of actions to mitigate the harm they present to the region: (1) once monitoring data from inspection stations indicates that improper or illegal behavior has occurred by an station inspector, analyze the situation to determine if more widespread trends occur and modify testing equipment software to prevent the occurrence type, (2) mitigate the flaws within the TCEQ database so that those who seek to exploit the system can be stopped, (3) communicate with the Texas Department of Public Safety (TxDPS) of all emission inspection stations and/or vehicle inspectors having excessive rates of illegal activity, and (4) request and support appropriation of LIP funding to those counties from where these dedicated fees were collected in order to increase local enforcement presence and assist TxDPS.

It's discouraging that the TCEQ continues to not request the Legislature to appropriate Local Initiatives Project (LIP) dedicated funds in the Legislative Appropriations Request to resume compliment law enforcement to the TxDPS. Since Governor Abbott's line-item veto of the Low-Income Repair and Replacement Assistance Program in 2017, which included the funding and collection of fees for an Emissions Enforcement Program, there has been little to no dedicated state funds to enforcement against these types of increasing fraud. Regional task forces were funded under LIP and had made significant impacts. There still exists approximately \$176 million in Clean Air Account 151 which, if reappropriated back to non-attainment regions, would fund local emissions enforcement task forces and other air quality/transportation initiatives desperately needed to reach ozone attainment.

Air Quality Handbook

Multilingual

English



North Central Texas Council of Governments
Spring 2022

Air Quality Handbook

Learn about the current status of regional air quality and efforts the North Central Texas Council of Governments and its partners are doing to reduce air pollution and help the region meet Federal Air Standards.

https://www.nctcog.org/getmedia/3e4466f8-aad7-4979-b336-d0b79c6fd10e/aq2022printer_spring.508e33.pdf?lang=en-US

Spanish



North Central Texas Council of Governments
Primavera 2022

Manual de la Calidad del Aire

Conozca el estado actual de la calidad del aire regional y los esfuerzos que el North Central Texas Council of Governments y sus socios están haciendo para reducir la contaminación del aire y ayudar a la región cumplir con los Estándares Federales del Aire.

<https://www.nctcog.org/getmedia/8d3a380e-dc11-4286-8efa-e430b74e337c/aq2022spanish.b128ac.pdf?lang=en-US>

Vietnamese



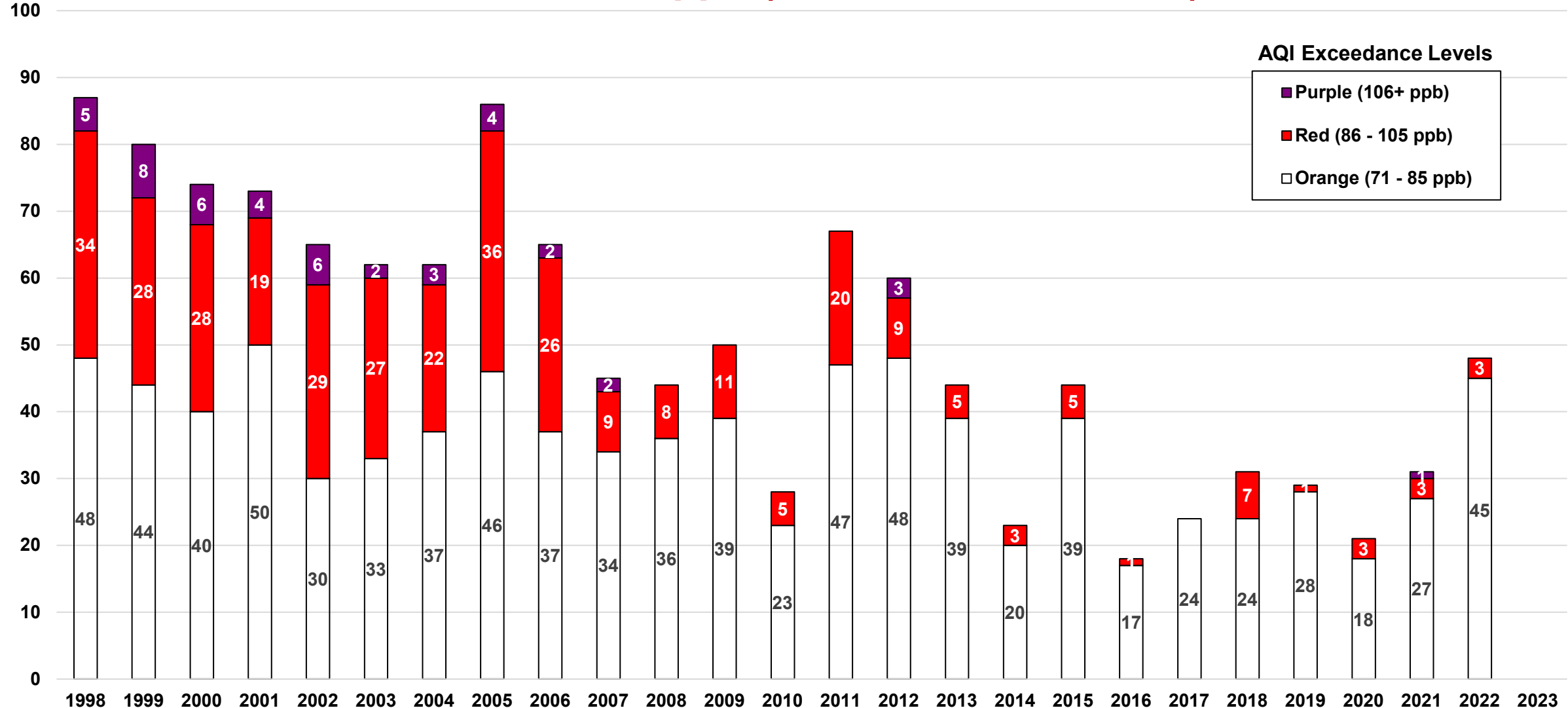
Hội đồng Chính quyền Bắc Trung Texas Mùa
Xuân 2022

Sổ tay Chất lượng Không khí

Tìm hiểu về hiện trạng chất lượng không khí trong khu vực và những nỗ lực mà Hội đồng Chính quyền Bắc Trung Texas cùng các đối tác đang thực hiện để giảm ô nhiễm không khí và giúp khu vực đáp ứng các Tiêu chuẩn Không khí Liên bang.

<https://www.nctcog.org/getmedia/787b9fe9-94d9-4d76-9701-020876a06e61/AQHbkViet.pdf>

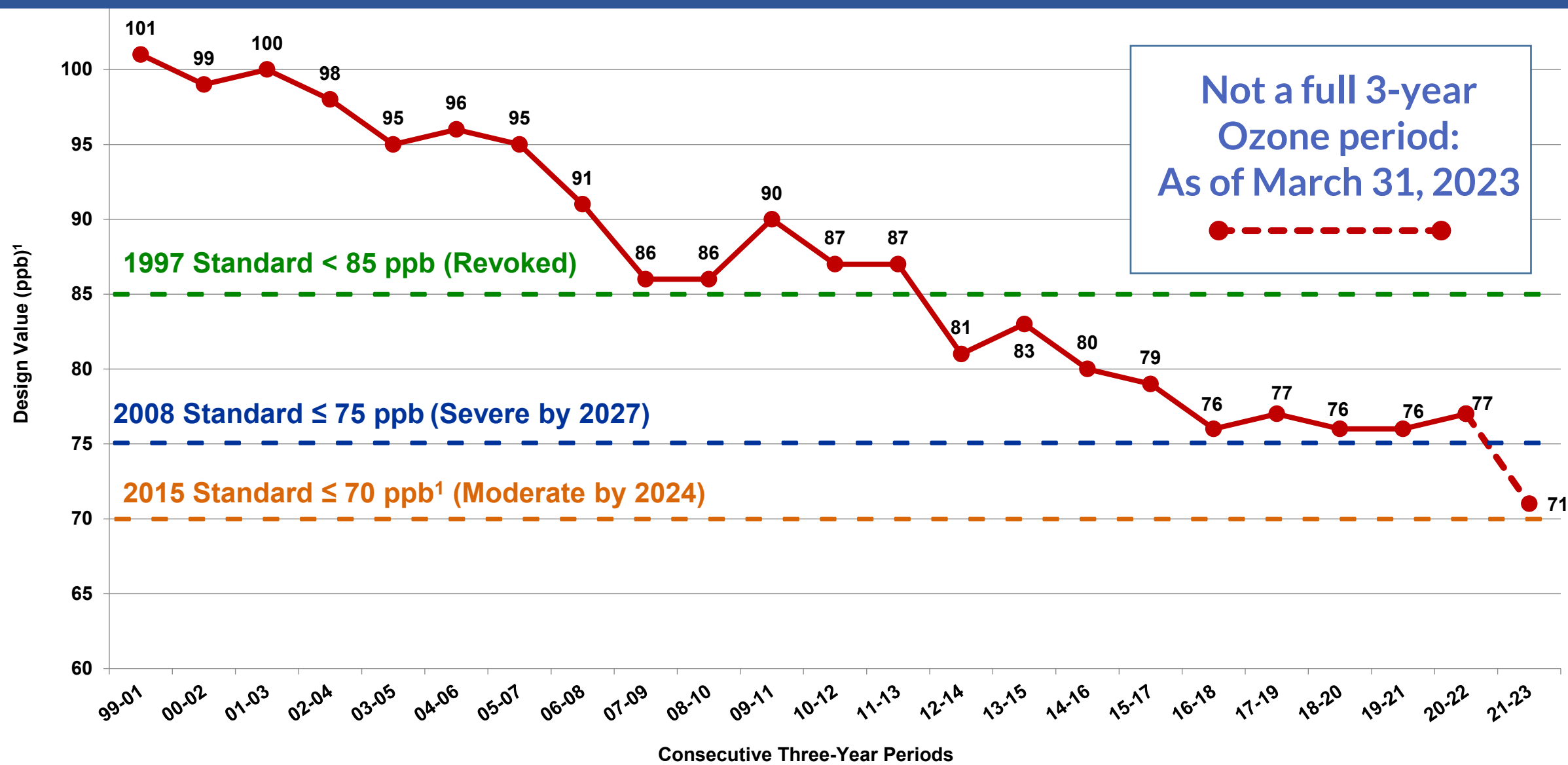
Based on ≤70 ppb (As of March 31, 2023)



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.

8-HOUR OZONE NATIONAL AMBIENT AIR QUALITY STANDARDS

HISTORICAL TRENDS



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

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



NCTCOG PRESENTATION

Local Clean Air Project Spotlight

Regional Transportation Council

April 13, 2023

North Central Texas Council of Governments

Project Spotlight – City of Dallas

Awarded Project One Compressed Natural Gas (CNG) Powered Dump Truck;
99% Nitrogen Oxides (NOx) Emissions Reduction

Technology Replaced One Diesel Powered Dump Truck

Project Geographic Area City of Dallas

Implementation Date August 2021

Awarded Amount \$57,750

Total Project Cost \$183,669

Call for Projects Clean Fleets North Texas 2019

Funding Source Environmental Protection Agency
National Clean Diesel Funding Assistance Program



Project Spotlight – City of Dallas



Dump Truck Side Profile



Contact Us

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



MINUTES**Regional Transportation Council
PUBLIC MEETING****Federal and Local Partnerships with Dallas Area Rapid Transit (DART) and City of Dallas****COVID-19 Infrastructure Program Transit Partnership (Round 2)****State Implementation Plan and Section 185 Requirements****Proposed Modifications to the List of Funded Projects****Meeting Date and Location**

The North Central Texas Council of Governments (NCTCOG) held a hybrid public meeting Monday, March 13, 2023, at noon in Arlington. Patrons could attend in person, via phone or view the live stream at www.nctcog.publicinput.com/nctcogMar23. Chris Klaus, Senior Program Manager, moderated the meeting, attended by 82 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:

- Federal and Local Partnerships with Dallas Area Rapid Transit (DART) and City of Dallas – **presented by Brian Dell**
- COVID-19 Infrastructure Program Transit Partnership (Round 2) – **presented by Brian Dell**
- State Implementation Plan and Section 185 Requirements – **presented by Nicholas Van Haasen**

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/nctcogMar23.

Summary of Presentations***Federal and Local Partnerships with Dallas Area Rapid Transit (DART) and City of Dallas presentation:***

<https://www.nctcog.org/getmedia/61c01b5f-bc05-4ac7-b175-a60ae581228a/Federal-Local-Partnerships-with-DART-and-Dallas.pdf>

NCTCOG and the Regional Transportation Council (RTC) are required to pay for expenses associated with projects and programs they implement before federal reimbursement can be requested. With the recent award of numerous federal discretionary grants, the amount of funding needed to cash flow projects has increased significantly. NCTCOG would like to expand

the pool of RTC Local funds available to implement projects outside of the restrictive federal process.

In July 2022, the RTC directed staff to pursue a funding partnership with Dallas Area Rapid Transit (DART) or the City of Dallas to expand the Revolver Fund to cash flow federal grant projects and replenish the RTC Local funding pool. Two federal and local partnerships are being finalized to accomplish these goals: an MPO Revolver and RTC Local Partnership with DART and a Five Mile Creek Partnership with the City of Dallas. Additionally, a partnership with DART was approved in December 2022 to facilitate the construction of two parking garages, one at the Dallas Zoo Station and one at the SMU/Mockingbird Station.

The DART Board recently approved a program to send approximately \$234 million back to its member cities. Two methods yielding different amounts were considered for how to disburse those funds: population and the proportion of sales tax paid to DART. To allow DART to return the higher of the two amounts to each city, a proposal was made for the RTC to provide federal funds to offset the difference between the two methods at a cost of \$19.674 million. In return for providing this solution and funding, an exchange of \$44 million in federal funds for \$40 million of local funds from DART was proposed and approved by the RTC in December 2022.

The City of Dallas approached NCTCOG regarding funding for part of the Five Mile Creek Trail and expressed interest in helping create local funds for the “MPO Revolver”. In return for \$15.4 million of federal funding for the project, the City proposed sending \$10 million in local funds to the RTC. Several sections of the Five Mile Creek Trail would be designed and constructed with this funding, and the partnership is contingent upon final action from the City of Dallas.

COVID-19 Infrastructure Program Transit Partnership (Round 2) presentation:

<https://www.nctcog.org/getmedia/79a909e9-5263-43dc-b18f-25dbe919be52/COVID-19-Infrastructure-Program-Transit-Partnership-Round-2.pdf>

COVID-19 Infrastructure Program Transit Partnership (Round 2) handout:

<https://www.nctcog.org/getmedia/33554035-2b7f-485d-8b20-973bd19aa9ad/COVID-19-Infrastructure-Program-Transit-Partnership-Round-2-Project-List.pdf>

In response to a decline in transit ridership due to COVID-19, the Regional Transportation Council (RTC) approved a \$25 million placeholder of funds for transit investments in November 2020. In March 2021, the RTC awarded several projects:

- Regional Transit Education Campaign
- Insurance for Passenger Rail Integration
- Regional Railroad Design Review
- Regional Bus Stop Improvements

In October 2021, an additional \$620,000 was awarded for a first/last mile connection between the Trinity Railway Express Centreport Station and DFW Airport. Additional projects are being proposed to utilize the remaining funding to complete this initiative, including regional bus stop improvements, service expansion for the Denton County Transportation Authority (DCTA) A-Train and the implementation of both a regional coordination program and a transit driver workforce development and training initiative.

The RTC will take action on the COVID-19 Infrastructure Program Transit Partnership (Round 2) on Thursday, April 13, 2023.

State Implementation Plan and Section 185 Requirements presentation:

<https://www.nctcog.org/getmedia/27cf6e5e-0100-4fdb-8e8b-139334a91b48/State-Implementation-Plan-and-Section-185-Requirements.pdf>

With the Environmental Protection Agency's (EPA) reclassification of the Dallas-Fort Worth ozone nonattainment area from serious to severe, a Section 185 fee may be imposed on the region in the future. Part of the Federal Clean Air Act (FCAA), the fee is an annual penalty for failure to meet the severe air quality attainment deadline. If the region does not meet attainment by July 20, 2027, the fee could be as much as \$45 million and may begin as early as 2028, until attainment is met.

For more information on regional air quality, visit <https://www.nctcog.org/trans/quality/air/ozone>.

Summary of Online Review and Comment Topic

Proposed Modifications to the List of Funded Projects handout:

<https://www.nctcog.org/getmedia/cc8520ac-c72c-4ba0-a580-ffdd8aacf074/Proposed-Modifications-to-the-List-of-Funded-Projects.pdf>

A comprehensive list of funded transportation projects through 2026 is maintained in the Transportation Improvement Program (TIP). Projects with committed funds from federal, State and local sources are included in the TIP. To maintain an accurate project listing, this document is updated on a regular basis.

The current modification cycle includes project updates and funding adjustments for transportation initiatives in Collin, Dallas, Denton, Hood, Ellis and Tarrant Counties.

COMMENTS RECEIVED DURING THE MEETING

COVID-19 Infrastructure Program Transit Partnership (Round 2)

Phyllis Silver, Citizen

A. Transit funding

Comment: I applaud the regional bus stop improvements because I'm a frequent bus rider. Trinity Metro is receiving \$2.87 million in funding and DART is receiving \$2.1 million, but DART covers a larger geographic area. Is DART receiving less funding because the agency has better bus stops?

Summary of Response by Brian Dell: The RTC awarded \$2.78 million for Trinity Metro bus stops and \$2.1 million for DART bus stops. The RTC had already awarded funding to DART for other projects, which left less funding in this particular subset of projects for the transit agency.

State Implementation Plan and Section 185

Phyllis Silver, Citizen

A: Texas Commission on Environmental Quality (TCEQ) fee

Question: Who pays the TCEQ fee if the region does not reach attainment?

Summary of Response by Nicholas Van Haasen: The TCEQ will be imposing the Section 185 fees from the Federal Clean Air Act. The fee will be paid by the individuals who own/operate the point sources. Non-mobile emission sources, such as power plants, electric generating units, cement kilns, boilers and paper mills, are typical point sources that may be subject to the 185 fee. NCTCOG will provide more information to the public as information is received.

Mark Martin, Citizen

A. Ellis County

Comment: Ellis County releases more emissions than any other county in the region. Is this due to leaky valves or pumps or emissions?

Summary of Response by Chris Klaus: The cement kilns in Ellis County are the largest emitters of nitrogen oxides in the region, but they have made improvements. There is a lot of funding available to further improve the industry, and NCTCOG staff can coordinate with partners to see if there are opportunities to incentivize these funding opportunities.

Question: Will NCTCOG include consulting firms in their partner coordination?

Summary of Response by Chris Klaus: The RTC's primary focus is transportation, but point sources such as cement kilns, are also important. The State is updating their air quality plans due to the failure of two standards and there are opportunities to have direct conversations with them. The State's SIP website will provide better inventories of where their current projections are as well as forecasts for oil and gas activity.

B. Green energy and power generation

Question: With the discussion of green energy and different modes of transportation, is NCTCOG involved in figuring out where the root of the power comes from?

Summary of Response by Chris Klaus: The Dallas-Fort Worth Clean Cities Coalition is supporting the use of alternative fuels, and a study has been conducted to put hydrogen along the IH 45 corridor between Houston and Dallas. The focus is on electric vehicles on the light-duty side and hydrogen on the heavy-duty side. NCTCOG staff is also monitoring the electric generation because we know there is some demand there. We're trying to diversify energy sources so that if one thing fails and we have no electricity, we have power from other sources.

Other

Dianne Beck, Citizen

A: SPAN, Inc.

Comment: I was recently fired from Span and treated very unfairly. And if they can do it to me, they can do it to anyone.

Summary of response by Chris Klaus: We appreciate you coming out today to provide your thoughts and input.

Hexel Colorado, Citizen

A. Road diets

Comment: Jeff Speck's book "Walkable City Rules: 101 Steps to Making Better Places" argues streets with more lanes than they need cause more injury and death than they otherwise would. This logic also applies to the need to reduce the width of individual lanes, as most streets in Dallas and across the metroplex have lanes wider than 12 feet. Studies from around the world report that 10 feet is the widest lane width for safe streets shared by cars and people, yet on Garrett Ave, each lane is 14 feet wide. On my blog, I observed streets with lanes 20-feet wide during a walk audit in Arlington around the UTA campus.

Summary of Response by Chris Klaus: We have received feedback about the lane and roadway widths and will take it into consideration during further conversations.

B. On-demand transit

Comment: On-demand transit can never fully replace fixed-route bus service as a permanent solution.

Summary of Response by Shannon Stevenson: On-demand service is not necessarily the only way to address transit needs, but it does make sense in low-demand areas to offer some type of transit when a fixed route is not warranted. NCTCOG has been engaging with the City of Arlington on replacing on-demand service with some fixed routes in some corridors. We will share your letter with the City of Arlington.

C. DART's Adopt-A-Stop program

Comment: I am conducting research for a potential revival of DART's Adopt-A-Stop program. I would like to have a Zoom or phone call to find out what is working and what can be improved. I am pursuing this project as part of my role on DART's Citizen Advisory Committee (CAC).

Summary of Response by Shannon Stevenson: We can put you in contact with those at the respective transit agencies to help with your initiative.

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

Social Media

Twitter

I forgot to digitize my notes from walk audit w/ @WalkableArlington 3wks ago. Turned into blog post just in time for monthly @NCTCOGtrans Public Input Mtg at noon. Summary: NARROW THE ROADS 🚶 DO TESTS 🚶 STOP FORGETTING WHEELCHAIRS 🚶
<https://t.co/CLHXUcWbHf> – Hexel Colorado (@hexel_co)

TRANSPORTATION

PUBLIC MEETING

APRIL 10 · NOON · 616 SIX FLAGS DR. ARLINGTON, TX

PRESENTATIONS

Federal Railroad Administration Grant Program and Legislative Update

NCTCOG is looking to integrate regional efforts with statewide planning for an intercity high-speed passenger rail corridor from Fort Worth, through Dallas and to Houston. Additionally, transportation issues, including high-speed rail, continue to be a focus in the US Congress and Texas Legislature. Staff will provide an update on legislative issues related to high-speed rail.

Car Care Awareness and Vehicle Temporary Tags Update

The Car Care Awareness (CCA) program is designed to educate communities on proper vehicle maintenance and how it contributes to the regional air quality solution. For information on auto repair or replacement part discounts as well as a list of car care clinics being held throughout the region, visit www.ntxcarcare.org. Additionally, staff will provide an update on improper vehicle inspections and registrations involving temporary tags and how they are affecting regional air quality.

Start of 2023 Ozone Season

The Dallas-Fort Worth region does not meet attainment for federal air quality standards for the pollutant ozone. The 2023 ozone season began on March 1 and runs through November 30. NCTCOG staff will present an introduction to the pollutant, an overview of current progress, an ozone season update and strategies to help reduce air pollution and reach attainment.

Dallas-Fort Worth (DFW) Clean Cities Advisory Committee

The DFW Clean Cities Coalition is creating an advisory committee to provide support to Coalition staff by providing diverse input, assisting with event publicity and networking and increasing stakeholder engagement. Staff will provide details on this effort, including the committee member nomination process.

Walk to School Day 2023

Walk to School Day is October 4! NCTCOG will be giving out promotional prizes and raffling off bikes to generate interest and excitement for students at participating schools. Staff will provide an overview of upcoming activities and promotions for this event.

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/nctcogApril23, or participate via phone by dialing 855-925-2801 then code 2865.



RESOURCES & INFORMATION

Transit Strategic Partnerships
nctcog.org/strategicpartnerships-transit

Mobility 2045 - 2022 Update:
Administrative Revisions
nctcog.org/mobility2045

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

Vehicle Incentive & Funding Opportunities:
nctcog.org/aqfunding

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, Feb. 20, through Sunday, Mar. 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. The tool received nine new comments related to bicycle and pedestrian needs. You can view these new comments as well as past comments by visiting: <http://nctcogis.maps.arcgis.com/apps/CrowdsourcingReporter/index.html?appid=b014e6d39b604b3ca329d9094ed1e9e2>.

Air Quality

Instagram –

1. HOW DO I GET HELP WITH MY CAR? IT DID NOT PASS EMISSION INSPECTION. WHAT DO I DO TO GET A VOUCHER? PLEASE RESPOND! — Ruth Franklin (@nelliefox2672)

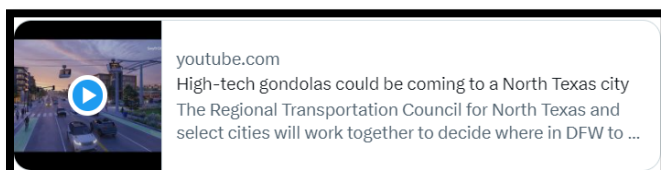
Summary of Response by NCTCOG Transportation staff:

NCTCOG staff spoke with Ms. Franklin over the phone, explained that the program is no longer active and provided her with information about additional funding assistance.

Innovative Technology

Twitter –

1. We're getting ready to meet with cities in the #dallas #fortworth Metroplex next week. Part of North Central Texas Council of Governments' innovative Certification of Emerging Reliable Transportation Technology program @NCTCOG_Official @NCTCOGtrans — Swyft Cities (@swyftcities)



Yes!!! Please — Rob (@Thetexanrob)

Rob, thx. Hopefully coming to a city near you. Pilot sites first. But we're excited about the possibilities that we can bring to the Metroplex — Swyft Cities (@swyftcities)

Freight

Facebook –

1. Interested in learning more about freight supply chain leadership strategies? Visit www.epa.gov/smartway to learn more about thinking green & how to fully integrate freight sustainability into your org's operations & corp culture. #fuelsavings #sustainability #movemorewithless — NCTCOG Transportation Department



why don't green people do anything but talk - we need help with mercury light bulbs , used batteries etc — George Knudson

Public Involvement

Twitter –

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

Details: <https://tinyurl.com/5bcnbn49> — TxDOT Dallas (@TxDOTDallas)

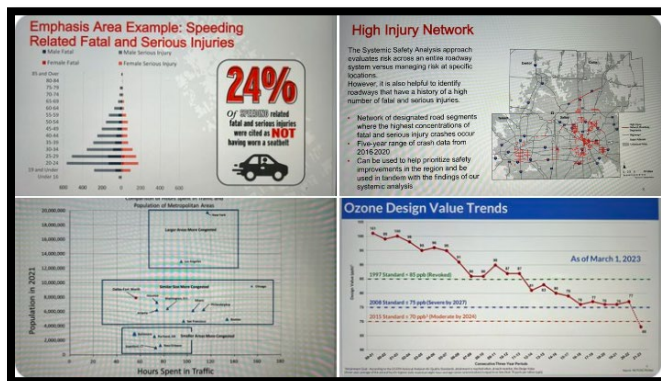


2. 🐼TXDOT- needs more control over what Agencies are doing that DIRECTLY EFFECT Texas Drivers-
Live Weather Reports-
DPS- User Friendly Websites & Agents- — Mademoiselle & Co. (@TannerKarenJea1)

RTC/STTC/Executive Board

Twitter –

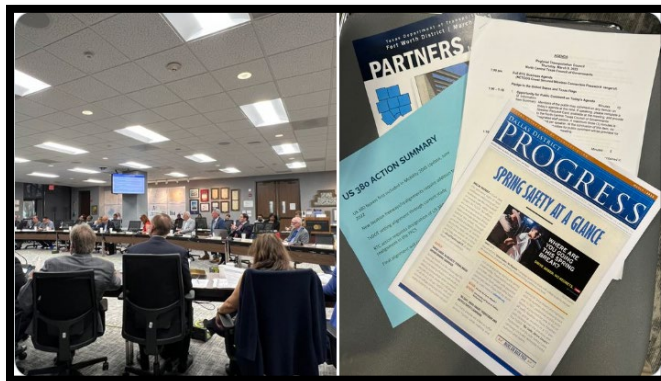
1. Today is the monthly meeting of the @NCTCOGtrans Regional Transportation Council. Here are some interesting slides from the meeting. Key message: wear your seatbelt & slow down. #roadwaysafety #congestion #airquality — Cara Mendelsohn (@caraathome)



This slide is like declaring election victory with only 20% of results in. "Wow - a huge drop in smog this year!" Except we haven't begun this year's "smog season" yet. That dashed line could easily end up going in the opposite direction by the end of October, as it did in 2022. — Downwinders at Risk (@cleanerair)

They acknowledged that ozone season hasn't started and the number has already increased. — Cara Mendelsohn (@caraathome)

2. Great to be with my friends and colleagues on the @NCTCOGtrans Regional Transportation Council today. This body does the critical work of prioritizing local and regional transportation projects for state and local funding. #Leadright — Manny Ramirez (@MannyRamirez_TX)



Roadways

Email –

1. John Donaghey

Rapid expansion of population around the intersection of FM 982 and CR 546, due to the finished and coming MUD projects, has dramatically increased the traffic from this intersection and west to the lake bridge. We desperately need traffic lights for at least 3 of the intersections. Please help.

Response by NCTCOG Transportation staff:

Good afternoon and thank you for your comments concerning roadways in the Lake Lavon area.

We understand your concern about the traffic growth along FM 546 and FM 982. These corridors are in unincorporated Collin County, please try contacting Clarence Daugherty, Collin County Director of Engineering at cdaugherty@co.collin.tx.us to see if traffic signal evaluations have been requested from TxDOT at the specified locations. Jennifer Vorster, Area Engineer for the TxDOT Collin County Area Office may also have information about how TxDOT evaluates, approves, and installs traffic signals along their roadways. She can be reached at 972-542-2345.

Twitter –

1. \$57M to add upgrades 2 lanes on US-75 to "alleviate congestion" Recently read story about Lake Highlands... we could build a train station, rail, and support infrastructure for LESS THAN HALF cost of upgrading couple lanes of highway. Why don't we do that instead, @NCTCOGtrans? — Hexel (@hexel_co)



\$3.4 million
for streets, bridgework and thoroughfare assistance (Dallas County)
\$5.2 million
for transit, pedestrian and bicycle connectivity and thoroughfare work (North Texas Council of Governments)
\$4.7 million
Infrastructure improvements, (City of Dallas 2006 Bond election)
\$10 million
DART station and rail
\$23.3 million
total public sector investment as of 2011

2. 📢 NARROW THE ROAD

📢 NARROW THE ROAD

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📢 NARROW THE ROAD

@TxDOTDallas @TxDOT@NCTCOGtrans — Hexel (@hexel_co)



^ if number of 📢's is equal or less than one street lane's width in feet, it is wayyy too wide. Yet at Saturday's walk audit w/ @WalkableA, we found local streets TWENTY FEET wide!!! W/o street parking!! Literally saw cars jockey around each other w/o leaving 2x wide lane!! — Hexel (@hexel_co)

What would happen if these lanes were reduced to 10-feet wide, as proposed? Three things. First, cars would drive more cautiously. Second, there would be roughly eight feet available on each side of the street for creating protected cycle lanes, buffered by solid curbs. Third, the presence of these bike lanes would make the sidewalks safer to walk along. All in all, an easy, relatively inexpensive win-win-win that DOT could fund tomorrow.

Today, a Jeff Speck article published on [CityLab](#) shares an excellent argument for narrower travel lanes.

In the article, Speck tells how 12' lanes have become a national standard, despite many disadvantages when applied in urban settings:

When lanes are built too wide, many bad things happen. In a sentence: pedestrians are forced to walk further across streets on which cars are moving too fast and bikes don't fit.

3. Took survey to tell @TxDOT
@NCTCOGtrans NO MORE HIGHWAYS
<http://etc-research.com/index.php/8098> — Hexel (@hexel_co)



I love the question about will you buy an electric vehicle?

Define what you mean haha — Mitchell Davis (@therealallpro)

I said no because I assume it means electric car and is not inclusive of other electric mobility like an e-scooter — Hexel (@hexel_co)

I did the exact same — Mitchell Davis (@therealallpro)

Completed 👍 — Eric (@EricTheTexan)

Bicycle/Pedestrian/Sustainable Development

Email –

1. Connor Coffee

With regards to transportation, I think the strides which have been made in trail and bike lane availability is honourable, but if we truly want to increase walkability and transit use, and in turn increase air quality and overall health, then shouldn't there be an overhaul in the way we plan? After all, zoning and transportation are quite connected.

We have priorities. I know that the NCTCOG has goals to increase air quality and we currently aren't meeting federal standards for air quality. Well, cars are the largest contributor to greenhouse gas emissions in the U.S, so a simple fix would be to remove a couple of policies that encourage car use. Most of these policies also hamper property rights, which is ironic considering we call ourselves the land of the free.

For example, We require that establishments of certain uses provide a minimum number of parking spaces. What right does the government have deciding something like that? A business already has an interest in providing an appropriate amount of parking spaces. It doesn't need to be mandated. That's just more paperwork to sift through when trying to start one. These requirements are also financially wasteful, because many businesses see much of these spaces unused for most of the year, meaning there are higher maintenance costs for little return. That diminished return gets passed onto the city in the form of reduced taxable income. Given how large these minimums sometimes are, we also see prime land which could be allocated for a much more productive use used up by seas of concrete, concrete that increases ambient air temperature and isolates businesses and communities. According to the EPA, concrete can increase air temperature by as much as 22F. That's not a good thing when temperatures regularly soar into the 100s during the summer. All of this means its less pleasant and much slower to walk from place to place, so most drive.

Another example would be minimum lot sizes. Why do we need to have government standards for how large or small a lot is? Developers understand that there is a demand for a variety of lot sizes, but this demand can't be met because of these arbitrary requirements. Small homes are more affordable, and I would personally rather see that poverty-stricken homeless person in a tiny home rather than a tent on the side of the road. So thanks to this, our suburbs are less dense and more expensive than most people really want. Smaller homes can be built quicker, allowing for demand to be met quicker than it is currently, and a smaller neighbourhood footprint. This, combined with some of these other reforms, will slow the metros fast encroachment on rural Texas.

Speaking of density and affordability, multifamily housing as well as ADUs are currently not allowed on single family lots by right. If we allowed these forms of housing, we could see more young families able to climb the ladder to home ownership. The pent-up demand for these types of housing means the existing supply is often more expensive than it could be. Deed restrictions already provide land use restrictions which preserve neighbourhoods. The additional requirements provided by government only hamper affordability. A small increase in density can also make transit to be more financially sustainable.

In addition, allowing for more mixed use would mean that people can live, work, and shop in the same area. We know that there is a high demand for mixed use, because it's often very expensive. It's also very practical, and businesses located in these mixed use zones

generate much more revenue, especially when compared to their car-oriented counterparts. In fact, there's a case to be made that our more walkable areas are subsidising our more car oriented ones.

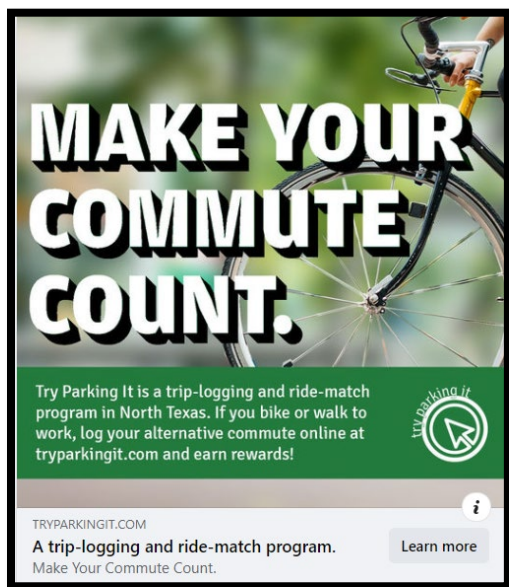
All of these potential reforms have been no-brainers to the rest of the world and have a huge variety of benefits. They boost the economy, increase air quality, increase transit ridership and fiscal sustainability, make life more affordable, decrease ambient temperature and expand property rights. Even other cities and states have already begun making these changes. I can only hope our region will follow suit.

Response by NCTCOG Transportation staff:

Thank you for contacting the North Central Texas Council of Governments Transportation department. Your comments will be provided to the Regional Transportation Council. We recently completed our 2022 update to the region's long-range transportation plan, Mobility 2045: The Metropolitan Transportation Plan for North Central Texas. It can be located here: www.nctcog.org/mobilityplan. In this plan, you can find out more about our recommendations on how we aim to improve regional mobility, the land use and transportation balance through sustainable development, and enhance mass transportation and other multi-modal options.

Facebook –

1. Try Parking It is a trip-logging and ride-match program for North Texans. Log your alternative commute and earn rewards! — NCTCOG Transportation Department



NCTCOG please first do something about recreational bikedriving. Advise bikers that driving their bikes all over hurts their own cause. Of course Wichita Falls makes a lot of money from brainwashed bikedrivers so good luck. But that is where to start. Then you yourselves can consider your own bike commutes. — Rob Dentremont

Joke. Does anyone from NCTCOG bike to work? — Rob Dentremont

Bud and Annie got paid \$93/hr in 2003 and beyond to promote stuff like this.
Most went to “overhead...” Hmm. Ever quit a job on principle? I have. — Richard Wharton

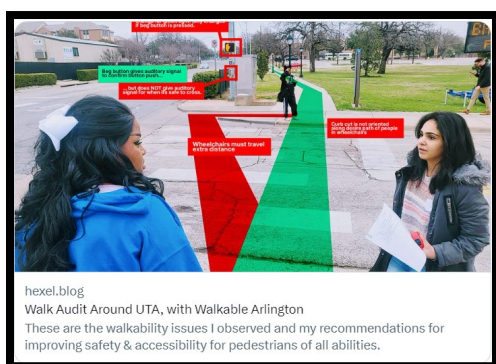
thank you and cheers. I have, but not for the same principle. How these cog cheerleader people live with themselves is a mystery to me. — Rob Dentremont

Twitter –

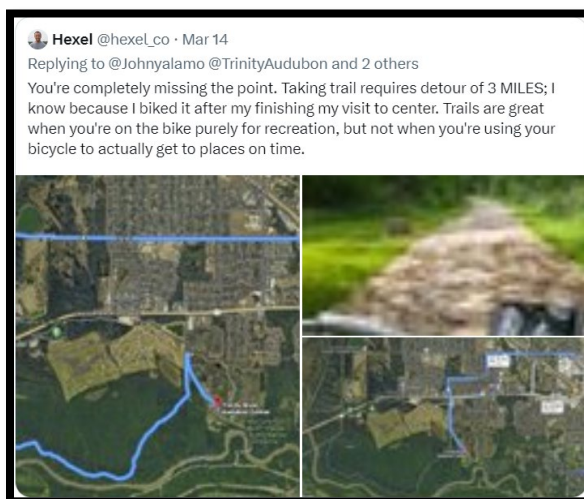
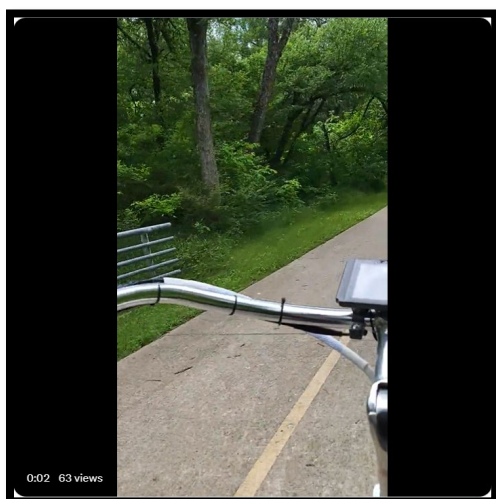
1. I forgot to digitize my notes from walk audit w/ @WalkableArlington 3wks ago. Turned into blog post just in time for monthly @NCTCOGtrans Public Input Mtg at noon

Summary: NARROW THE ROADS 🚫 DO TESTS 🚫

STOP FORGETTING WHEELCHAIRS 🚫 — Hexel (@hexel_co)



2. What @NCTCOGtrans, @txdotdallas, & @CityOfDallas Transp Dept needs to understand is we love trails, we'll ride them recreationally, and trails CAN serve as 🚲 highways for commuting... but not if it means DOUBLING 🚲 trip time — Hexel (@hexel_co)



Transit

Facebook –

1. Staying in DFW for Spring Break? #HopOn and ride transit to your next "staycation" activity!
— NCTCOG Transportation Department



map – price — George Knudson

2. From WFAA: Everything you need to know about Dallas' St. Patrick's Day Parade, from road closures to the route. City officials encourage attendees to use DART or park extremely early with road closures and heavy traffic. DART will also be providing free DART rides to and from the parade and the 5K. Read more: — NCTCOG Transportation Department



For everybody reading this post, riding DART's light rail lines to either Lovers Lane or SMU/Mockingbird Station for this popular parade make for terrific and relaxing ways to help reduce car traffic, road congestion, air pollution, and parking hassles! — Paul McManus

Twitter –

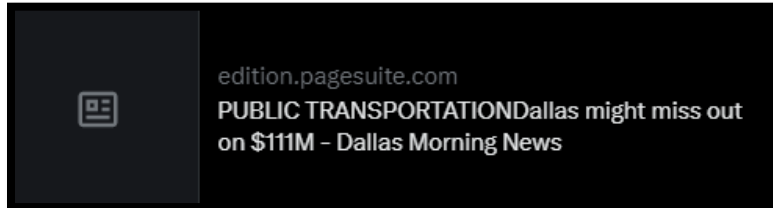
1. alrighty, i am late to the DCTA board meeting due to other obligations, they are currently on their second regular agenda item. I missed their 2022 financial audit report. I assume the audit went well, they've gotten awards for their financial audits beforehand.

alrighty, local and regional transportation updates. this is gonna be the last item i can make, unfortunately i'll miss the informational updates. and oh shoot tonight is the

@NCTCOGtrans update at the civic center — Denton Transit Posting (@dTXTransitPosts)

the DCTA routes we increased frequency on have had 30%, 70%, and 30% ridership increases. They're still not great routes, they're just coming more often, and the ridership is already up. Nice! — Denton Transit Posting (@dTXTransitPosts)

2. This is actually a much more interesting and important story than the headline foretells.
@NCTCOGtrans — Cara Mendelsohn (@caraathome)



Is it reasonable for DART to put items in the contract/ILA that say they will hold back \$ for anything they previously agreed to do that wasn't federally required? There are 15' betterment walls throughout the 26-mile SilverLine project & wouldn't have been approved without it. — Cara Mendelsohn (@caraathome)

Is it reasonable for DART to be able to say "You delayed the project" and hold back the \$ and there is no 3rd party to determine if they are correct? They are the judge and jury... over a return of tax dollars? — Cara Mendelsohn (@caraathome)

Totally makes sense to have a third-party arbiter. Thanks for fighting for the city to get a fair deal. — Roy Atwood (@RoyGAtwood)

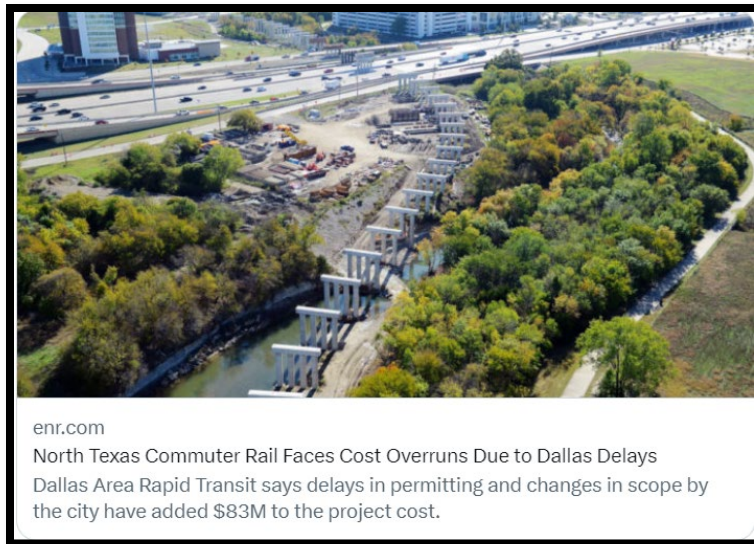
Is it reasonable for them to not put in writing the current status for all projects but say they can evaluate past, current and future projects? Their delays and mismanagement shouldn't be connected to the return of our resident's tax dollars.

Is it not reasonable for DART to require timely permit approval? – Roy Atwood (@RoyGAtwood)

Dart complains they haven't gotten timely permit approval but when the claim is investigated by @NCTCOGtrans it's determined not to be the fault of the city. This is transportation permitting, not the highly publicized & delayed building permits. — Cara Mendelsohn (@caraathome)

Had Dallas approved a normal subway system years ago like every other major city has instead of wasting money on pedestrian tunnels and an underground "mall" that are nearly abandoned at present, perhaps this wouldn't be such an issue. Dallas is decades behind in mass transit. — Bonni M. Crisfulli (@BonniCrisfulli)

3. An independent investigation is needed! How does @dartmedia think they can get away with lying & laying the blame on @CityOfDallas? DART mgmt ineptitude has delayed this project by years & doubled the cost. @NCTCOGtrans @DallasCityMgr — Cara Mendelsohn (@caraathome)



enr.com

North Texas Commuter Rail Faces Cost Overruns Due to Dallas Delays
Dallas Area Rapid Transit says delays in permitting and changes in scope by the city have added \$83M to the project cost.

Dallas is well known for having permitting delays for practically everything. The process is broken, it's clear the city has caused these delays. Who should pay? Transit riders, or the city that caused this mess in the first place? — roboramey (@roboramey)

The permits aren't from development services (the department with publicized delays) these are transportation permits, which is totally different. But Dart/AWH has to actually submit all the documents & info required to get the permit. Dart has failed at the design-build process. — Cara Mendelsohn (@caraathome)

It should be easy then for City of Dallas to publicize when permit applications were received and when they were approved then, yes? I'll believe CoD isn't at fault when CoD proves it isn't at fault -funny how Carrollton/Plano/Addison don't have this problem — roboramey (@roboramey)

Dallas has more "critical points" meaning more complicated engineering. I am certain the truth will come out at some point in the lawsuit AWH & Dart will have against each other to determine who messed up the most. — Cara Mendelsohn (@caraathome)

DART is a State agency and doesn't have to have Dallas's approval or permits for anything. Blaming cost overruns on "permitting delays" with the city is pretty disingenuous. — @1dalm@deacon.social / @1dalm@scicomm.xyz (@1DaIM)

This circus keeps getting worse and worse... — Dorian Isenberg (@DorianIsenberg)

4. Gave me a text for a survey as soon as the GoZone van arrived. I'm a sucker for surveys, but this one I think is @NCTCOGtrans and it seems to barely understand GoZone. They have a GoZone fare option, but then ask how long the pass is good for? — Eric Pruett (@BashfulBits)

Q. How long is your pass good for?
This question is mandatory.

AM/PM Pass

Day pass

7 Day pass

Monthly (31 Day pass)

Annual pass

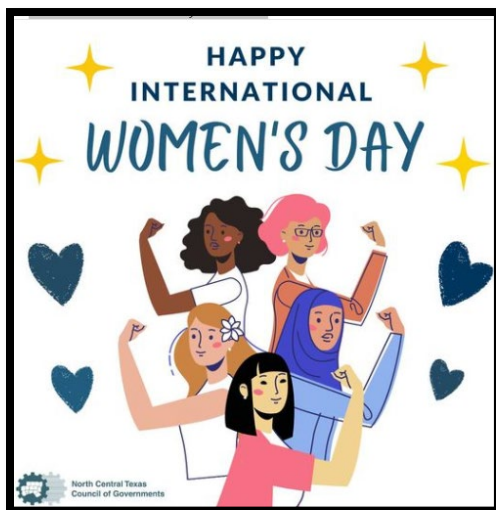
5. Good lord just give us more buses and rail. Stop with the vaporware. @NCTCOGtrans — Philip (@gosspl)



Other

Facebook –

1. Happy International Women's Day!
 Join us in celebrating the amazing women who impact and inspire us every day!
 #internationalwomensday #IWD2023 — NCTCOG Transportation Department



Thank you to Vickie Alexander for being a great mentor to me as a young professional.
 — Kelli Gilbert Brosig

**U.S. Department
of Transportation**

Office of the Secretary
of Transportation

Under Secretary for Policy

1200 New Jersey Avenue, SE
Washington, DC 20590

February 23, 2023

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

Dear Commissioner Webb:

Thank you for your letter supporting the Klyde Warren Park - Phase 2.0 Project 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 long horizontal stroke extending to the right.

Carlos A. Monje, Jr.

RECEIVED

MAR 7 2023

TRANSPORTATION



March 23, 2023

RECEIVED

MAR 29 2023

TRANSPORTATION

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

Dear Mr. Morris,

The Dallas Fort Worth International Airport Board would like to appoint Mr. Raj Narayanan as the DFW Board Representative to the Regional Transportation Council. In addition, we like to appoint Mr. William Meadows as the Board Alternate to the Regional Transportation Council. Mr. Meadows will attend any meeting Mr. Narayanan is unable to attend.

Below is the contact information for Mr. Narayanan and Mr. Meadows for communicating notices, agendas, and information for upcoming meetings:

Raj Narayanan
Aerospace Quality Research &
Development Services
4600 Claire Chennault Street
Addison, TX 75287
(972) 385 – 3928
Raj@aerospaceqrd.com

William Meadows
HUB International Insurance
421 West Third Street, Suite 800
Fort Worth, TX 76102
(817) 820 – 8104
William.meadows@hubinternational.com

Should you have any questions, please don't hesitate to contact me.

Sincerely,

Sean Donohue
Chief Executive Officer
Dallas Fort Worth International Airport

Cc: Mr. Raj Narayanan, DFW Airport Board
Mr. William Meadows, DFW Airport Board
Ms. April Leger, North Central Texas Council of Governments

Sean Donohue
Chief Executive Officer

sdonohue@dfwairport.com
T (972) 973 5200
F (972) 973 5751

Dallas Fort Worth
International Airport
P.O. Box 619428
DFW Airport, TX 75261-9428



TARRANT COUNTY

GARY FICKES

**COUNTY COMMISSIONER
PRECINCT NO. 3**

Northeast Courthouse
645 Grapevine Hwy., Suite 200
Hurst, TX 76054
(817) 248-6295
(817) 581-3603 - Fax

Southlake Town Hall
1400 Main Street, Suite 410
Southlake, TX 76092
(817) 481-8234
(817) 481-8053 - Fax

March 8, 2023

*Michael Morris
Director, Transportation
NCTCOG
616 Six Flags Drive
Arlington, Texas 76005-5888*

Dear Michael,

Sincere thanks for helping us make the 13th Annual Tarrant Transportation Summit a great experience for our attendees this year!

This Summit has become one of the most significant transportation events in Texas. It provides an excellent resource for business owners, community leaders, and citizens across the region to learn more about how the transportation landscape will look in the future.

Over 600 attendees took the opportunity to hear informative presentations and learn more about Tarrant County at this year's Summit themed: "Automate, Accelerate, Elevate & Innovate: The Center of Global Mobility." Panelists and speakers focused on topics like automation, upcoming road projects and aviation, innovations in highway financing, public/private partnerships (P3s), exploration of smart port technology anticipated to increase resiliency in the supply chain, and much more.

Thanks again for sharing your knowledge and being an integral part of the success of this event.

Sincerely,

A handwritten signature in black ink, appearing to read "G. Fickes", written over a horizontal line.

*Gary Fickes
Tarrant County Commissioner, Precinct 3*

RECEIVED

MAR 16 2023

TRANSPORTATION

FORT WORTH REPORT

FORT WORTH VOWS TO LISTEN AS IT REVAMPS COMPREHENSIVE PLAN. COMMUNITIES OF COLOR ARE SKEPTICAL.

Trust, industrial pollution, health concerns at heart of debate

By Haley Samsel

Yellow, blue and purple hues lit up the projector screen inside Christ The Risen King Church on a mild January afternoon. The land-use maps, presented by Legal Aid of Northwest Texas attorney Haley Varnadoe, showed what southeast Fort Worth residents already know when they step outside their front doors.

A slew of industrial facilities – including trucking companies, garbage collection sites and shipping centers – surround the majority Black and Hispanic community of Echo Heights. In turn, Echo Heights and nearby Stop Six residents [have over the years complained of cancers](#), miscarriages and other serious health conditions they believe are caused or exacerbated by the incessant air pollution.

At the January meeting, organized by the [Echo Heights and Stop Six Environmental Coalition](#), a handful of residents discussed where their community is headed – and how to move it forward.

Fort Worth's [comprehensive plan](#) classifies Echo Heights as an “industrial growth center” slated to bring similar companies to the area over the next several years. The designation has been in place since 2000 – the last time city staff launched a major campaign to engage the public about the comprehensive plan, which reflects Fort Worth's long-term priorities and provides guidance for decisions related to growth and development, including zoning.

Twenty-three years later, city staff are gearing up to give the comprehensive plan a “reboot,” said Eric Fladager, Fort Worth's assistant director of planning and data analytics. Staff agreed that it was time to do a more complete revamp of the plan, which is updated annually, he said.

The city soon will hire a consultant to conduct a communitywide public engagement process, including virtual and in-person meetings, and collect feedback on what city government can do to make Fort Worth a place where people want to live and work, Fladager said.

While his staff of seven has held open houses and attended community meetings upon request, the team doesn't have the capacity to conduct a citywide survey each year, Fladager said. Residents have also weighed in at public [city plan commission](#) meetings.

TIMELINE OF CHANGES TO COMPREHENSIVE PLAN

March 2023: Council expected to vote on 2023 comprehensive plan

Summer 2023: City hires consultant to lead public engagement; meetings begin

March 2024: Council expected to vote on 2024 comprehensive plan with small changes

December 2024: City staff begin presenting updated 2025 comprehensive plan

March 2025: Council expected to vote on “rebooted” 2025 comprehensive plan with significant changes

‘EVERYBODY’S GOT A ROLE TO PLAY’

Fladager expects the consultant to specifically engage residents who know little about the comprehensive plan or feel that “nobody cares what they think.”

“We want to get those folks to be able to participate so we build a sort of ownership in the community, ownership of the city’s future, and a recognition that everybody’s got a role to play in creating a place that’s better than what it is today,” Fladager said.

Community meetings could begin as soon as this summer, and Fladager expects the process to last at least a year. City staff are waiting until after [the May 6 election](#) so they can include two new council members, in District 10 and District 11, in the campaign.

The timeline means public input will be reflected in the 2025 comprehensive plan, and the 2023 and 2024 documents will include little change beyond updated data and the adoption of new city [master plans](#). City Council members are expected to vote on the 2023 comprehensive plan, which includes new maps reflecting the location of [federal floodplains](#), in late March.

“What we really would like to see is a community that people want to be in and they want to stay in,” Fladager said. “We don’t want folks to feel like they have to leave Fort Worth in order to have opportunities or be innovative, or creative, or whatever it might be. We want to generate those opportunities here and we want to hear from those people.”

‘THE COMMUNITY DOES NOT TRUST THE CITY’

Fort Worth’s outreach efforts will run into a history of distrust between the city and the communities of color that call Fort Worth home.

Letitia Wilbourn, a retired Tarrant County sheriff’s deputy who co-founded the Echo Heights and Stop Six Environmental Coalition, expects city staff to “manipulate” the process so that the comprehensive plan will continue to support industrial facilities in communities like hers.

Over the past two years, Echo Heights re-established its neighborhood association and [successfully fought a trucking facility](#) across from an elementary school. Black and brown communities are often the last to hear about proposals to further industrialize their neighborhoods, deepening the gap between residents and city leaders, Wilbourn said.

“Even if (city staff) come over here, the community does not trust the city,” Wilbourn said. “They don’t trust anything about the city at this point. They see the city as the enemy, which they are. The city has put themselves in this position to not be trusted by its citizens.”

Gena Byrd serves as the environmental climate justice program coordinator for the NAACP’s [Tarrant County / Fort Worth branch](#). She’s followed the comprehensive planning process for several years.

The city’s success in reflecting the priorities of people of color will depend on their dedication to reaching communities that are not as vocal and organized as Echo Heights, she said. Pockets of west and east Fort Worth, including the Como neighborhood and Stop Six, also struggle with industrial activity and pollution, Byrd said.

“Getting input from one prominent community, that’s not good enough,” Byrd said. “We have this in multiple places where they may not be speaking up. What are you going to do about those

where it's still happening, but you don't have a prevalent person? Are you only going to address it if there's a point person? Why not address it because you see it and it's the right thing to do?"

INDUSTRIAL CENTERS UNLIKELY TO CHANGE, CITY STAFF SAYS

[Growth centers](#), including the one near Echo Heights, help create a balance of housing and nearby jobs so that city planners can reduce the amount of traffic congestion on roads and the associated pollution, Fladager said.

"Having neighborhoods nearby is not viewed necessarily as a bad thing because they can get to their jobs quickly, and you're providing jobs close to where they live," Fladager said.

Echo Heights is part of the Loop 820 East/Lake Arlington industrial growth center, while more affluent areas like Clearfork and the Cultural District are considered regional mixed-use growth centers. Other industrial growth centers include Alliance Airport, Walsh Ranch South and Loop 820 West/Aledo Road.

Industrial growth centers are defined as having a concentration of 10,000-plus employees per square mile. The city's definition notes that "residential uses are generally discouraged within" growth centers, though the definition does not rule out nearby neighborhoods.

INDUSTRIAL GROWTH CENTERS	
Alliance Airport	Meacham Airport
Alliance Gateway East	NAS-JRB/Lockheed Martin
Carter Industrial Park	Riverbend
Centreport	Veale Ranch
Loop 820 East/Lake Arlington	Walsh Ranch South
Loop 820 West/Aledo Road	

REGIONAL MIXED-USE GROWTH CENTERS	
Alliance Gateway East	Hulen/Cityview
Centreport	Nance Ranch*
Clearfork	Near Southside/Medical District
Cultural District	Ridgmar
Downtown	Veale Ranch*
Eastchase	Walsh Ranch*
COMMUNITY MIXED-USE GROWTH CENTERS	
114 Crossing TOD*	Near Southeast*
Alliance Town Center*	Polytechnic/Texas Wesleyan
Alpha Ranch*	SH 121/FM 1187*
Fleming Ranch*	Silver Creek*
Fossil Creek	Spinks/Huguley
Huldy/Tannahill Ranches*	Stockyards
La Gran Plaza	Summer Creek TOD*
Lake Arlington*	Texas Christian University
Marine Creek*	Veale Ranch Center*
Miller/Berry*	

Changing an established industrial growth center designation is unlikely, Fladager said, unless development on the ground has drastically shifted and is inconsistent with the city's maps. Changing the designation would not change the development that's already taking place, he said.

That doesn't mean redevelopment isn't possible over the next several decades, Fladager said.

"If it's an area where the buildings are reaching the end of their useful life or the property values are increasing to the point where the market is ready to step in and redevelop areas, we'll look for those opportunities when we're trying to identify potential new growth centers," he said.

At a [Feb. 23 work session](#), District 5 councilmember Gyna Bivens said her constituents, including those in Echo Heights, want a true voice in how their communities are shaped. After the May 6 election, Echo Heights and other portions of southeast Fort Worth will be represented by a new District 11 council member.

"Their thoughts are just because this started in 2000 doesn't mean that it has to continue along this path," Bivens said.

Residents will be more likely to attend public meetings about the comprehensive plan if they know that their concerns about environmental issues will be discussed, Bivens said.

While city staff have been responsive to her requests for information, Byrd is not optimistic the city will make substantial changes to its comprehensive plan based on public feedback. Fort Worth officials are appeasing critics by responding to their concerns on the surface, she said, but the proof will be in what makes it into the 2025 plan.

"We have to hold their feet to the fire," Byrd said. "We're not going to stand for: 'Oh, it's already there.' That's the point. That's why we need to make some changes because it was bad, and it's still bad, and they're still doubling down."

TXDOT VS. BUSINESSES: RETAILERS RESPOND TO TRIPLE-G PROJECT

By Renee Umsted

[White Rock Alehouse & Brewery](#) emerged from the COVID-19 pandemic with a record year of sales, only to then face a literal roadblock: a \$6.3 million [intersection reconfiguration at Gaston-Garland-Grand](#).

Co-owners Dave Kirk and Greg Nixon said 2022 was the worst year of sales for the restaurant and bar, which opened at Arboretum Village shopping center in November 2017.

"We're trying to do everything we can to draw people in, but ultimately, people just don't want to sit in traffic," Kirk said. "They don't come this way anymore. They tell us that straight up."

After years of planning and receiving public feedback, the [Texas Department of Transportation](#) began work on the SH-78 (also known as Garland Road and Grand Avenue) project in December 2021. At the time, the expected completion date for the endeavor, meant to improve safety for vehicular traffic and pedestrians, was spring 2023.

Fall 2023 is now when TxDOT is looking to complete the project. It's within the time limits of the contract, TxDOT public information officer Kenna Mitchell said.

But that doesn't mean people are happy about it.

Drivers have not hesitated to complain about the issues associated with the traffic shifts and construction. But business owners around the intersection have been affected by the project, too.

Kirk and Nixon were drawn to Arboretum Village because of its proximity to White Rock Lake and the [Santa Fe Trail](#), a hub for cyclists and runners. People would park at the shopping center, go exercise and then swing by the alehouse after.

That's not really happening anymore, they said, because of the construction.

"Certainly one of our fears is that this is the new reality for us, that if they're stopping in all directions, that people are just going to find different routes to get around," Nixon said.

Kirk said he has asked for assistance from elected officials at the city and state levels. District 9 City Council member Paula Blackmon said her office responded to Kirk and Nixon by connecting them to TxDOT. Kirk said he has also asked TxDOT for help, specifically for assistance with lost revenue, and the department typically just provides updates on the construction progress.

Mitchell said TxDOT continues to be in contact with property owners around 3-G regarding the progress of the project. She also said that based on recent feedback, TxDOT added signage to indicate driveway access points to help direct traffic.

The alehouse co-owners said they have tried drawing in customers by offering weekly specials, but their efforts haven't proved successful. Nixon said they likely would have reconsidered

opening the alehouse at Arboretum Village if they had known the effect the construction would have on their business.

Across Gaston Avenue from the alehouse, at Lakeview Centre, is an [I Love Juice Bar](#), which offers smoothies, bowls, juices and other healthy items.

Manager Ethan Saldivar said the store has seen a decline in sales since the construction started. He's even heard from some customers who are coming in less frequently than they did before, and he said they tell him the construction is the reason why they aren't visiting as often.

Wasif Malik owns [Eco Cleaners](#), a dry cleaning business next door to the juice bar.

He said he has lost some customers. Some of those who have continued to support his business, which opened in 2015, complain about the project and tell him that they don't like driving in the area, he said.

"We just hope they finish it in a timely manner," Malik said. "And hopefully, at the end of the day, it's going to be much nicer, smoother, traffic flow that would make it worth it — all the time that has been wasted and the effort and money that has gone into the project."

But other nearby businesses have not been affected as much by the construction, they said.

[The Goat](#) is a little further away from the core of the construction work, and owner Adam Testa said the dive bar hasn't noticed a change in business. Many of the regulars live in the neighborhood and know how to avoid the traffic, he said.

Jeff Amador, a spokesperson for PILF Group, which operates [Cane Rosso](#) and [Thunderbird Pies](#), said in an email the eateries near White Rock Lake haven't seen a big dip in sales. But some delivery drivers have had issues navigating through the traffic, causing delays which could affect customer satisfaction.

"That being said, we are obviously anxious as hell for it to be completed, just like the rest of East Dallas," Amador said.

DART PRESIDENT SAYS DALLAS MIGHT NOT GET MOST OF \$111 MILLION PROMISED BY TRANSIT AGENCY

DART says it could keep more than \$80 million due to delays and changes it believes Dallas has caused to its planned Silver Line rail line

By Everton Bailey, Jr.

DART President and CEO Nadine Lee says Dallas has cost the transit agency more than \$80 million with delays and requested changes to a commuter rail construction project and the money could come out of [\\$111 million in excess sales tax revenue the city is due to receive](#).

Lee told City Council members on Tuesday of an estimated \$50 million in delays related to the planned Silver Line rail project and more than \$30 million in requested improvements beyond what the transit agency believes is required for the project.

She said the city's contract with DART related to the project called for submitted plans to the city to be reviewed and approved within 10 days, but in some cases it's taken as long as nine months. She estimated the issues were costing Dallas \$150,000 a day of its share of [\\$234 million DART officials announced last year it would give to the 13 cities it serves](#) for public transportation-related projects.

"In my experience as a professional engineer, I have never seen a project have to revisit so many issues in this stage of design," Lee said during a city transportation and infrastructure committee meeting, which also featured several Dallas representatives of the DART board of directors.

DART's Silver Line is a nearly \$2 billion, 26-mile commuter rail extension planned to run from DFW International Airport to Plano. About 3 miles will run through part of Far North Dallas, but the project has faced opposition from residents because of safety and noise concerns over projections that dozens of trains a day will be coming through their neighborhoods. The project is scheduled to be completed by late 2024.

The assertion that the city wasn't being a good partner to DART led to a rebuke from several council members and City Manager T.C. Broadnax, who called it "a little disturbing" for DART to offer money only to take it away. This comes a week after some council members scoffed at the proposed terms DART sent cities to get and keep the sales tax money.

The [draft interlocal agreement](#) included clauses calling on cities to timely review and approve permits for DART projects, that cities pay for any DART project expenses caused by delays due to city actions and that cities use their "best efforts" to work with DART to achieve its goals.

"To sit here and say to me that we're going to take \$36 million that we never told you we were going to take, just for you to acquiesce and feel good about getting money that you've already sent us — I think is unfair," Broadnax said. "I do not and will not recommend that we sign an agreement that is inflexible and does not take into consideration where we are today."

Assistant City Manager Robert Perez and city transportation director Gus Khankarli said 80% to 90% of the requested changes to Dallas' portion of the Silver Line construction was so it could meet city, state and federal standards.

Council member Cara Mendelsohn, who represents the area the Silver Line is running through and has also opposed the project, denied that she and the city would be intentionally holding up the Silver Line, and she asked DART to prove any delays were caused by the city.

“It’s outrageous to think that DART would be the judge and jury of if we’ve had a delay or if something is appropriate,” she said.

Council member Tennell Atkins urged Dallas and DART officials to sort out their issues so taxpayers know how much money the city will be getting.

“Get in a room and get this resolved,” he said. The city and DART officials plan to convene a task force to try to reach common ground on the proposed contract for the sales tax money.

The DART Board in October voted to give Dallas and the other cities in the agency’s service area nearly \$234 million with the stipulation that the money go toward public transportation-related projects.

For Dallas, [those plans include](#) spending \$15 million on improving sidewalks, \$54 million to install ramps to comply with the Americans With Disabilities Act, \$19 million for revamped traffic signals along major bus route corridors, \$2.8 million to study how often DART parking lots are used to consider redeveloping them and \$500,000 to pay for a pilot program for K-12 students to use transit for free.

The money is largely made up of sales tax collected from the cities between 2019 and 2021. DART sent drafts of the terms for each city to get the money in December, but several made revisions to the contract and sent it back to DART earlier this month. The DART board rejected the revisions on Feb. 14.

HYPERLOOP FACES CHALLENGES AS IT ATTEMPTS TO GET BACK ON TRACK

By Kayt Sukei

Last year, the North Central Texas Council of Governments, which had been considering a hyperloop system to connect the stretch of 30-odd mi between Dallas and Fort Worth, announced it would, instead, go with high-speed rail. It appeared to be yet another nail in the coffin of the much-hyped mode of ground transport.

Only two years prior, Virgin Hyperloop conducted its first crewed hyperloop test outside Las Vegas — sending a specialized pod through a 500 m, low-pressure tube track at just over 100 mph. At the time, [hyperloop enthusiasts called it a “moonshot moment,”](#) a crucial step in turning the promise of this new mode of transportation into a reality. Virgin Hyperloop, and many other companies in the space, had [high hopes](#) that a commercial hyperloop system would be operational by 2030.

Yet, since that first test, hyperloop companies have hit tube-block after tube-block.

Virgin Hyperloop, the company supposedly poised to take the technology to the next level, not only rebranded as Hyperloop One but also revamped its company mission. After losing its two biggest C-suite champions and letting go of half its workforce, Hyperloop One announced it would, moving forward, focus only on hyperloop cargo applications.

[Other companies in the space are also scaling back:](#) Plans for new test tracks, certification centers, and feasibility projects across the globe have been postponed or scrapped — mainly due to lack of funding.

Brandon Wheeler, a program manager at NCTCOG, says he and his colleagues remain excited about hyperloop as a technology but don't think it's developed enough for prime time — which is why they ultimately decided against pursuing it.

“Our federal partners have a way to treat high-speed rail because it's an existing and proven technology. They know how to handle safety considerations and all the hurdles you need to clear to move forward with a project that will be safe for the public,” says Wheeler.” There are no standards like that in place for hyperloop — there isn't even a certification center or a full-scale model to help develop those standards. It makes it hard to move forward.”

Multiple obstacles

Funding, standards, and safety considerations are not the only hurdles that hyperloop companies will have to address.

Jonas Kristiansen Nøland, a hyperloop expert at the Norwegian University of Science and Technology, says that there remain significant engineering challenges that must also be overcome.

“There are so many technical problems that have to be solved simultaneously for hyperloop to work,” Nøland says. “Maintaining an air vacuum in a tube for hundreds of kilometers is quite

difficult in reality — and it takes a lot of energy to depressurize the tube. These are engineering challenges that still need to be worked out.”

Nøland believes that the marketing for hyperloop has oversold what is currently possible, which has “created expectations that may not be fulfilled in the timelines that most people expect,” he says.

There is also the issue of the cost of supporting infrastructure. While Elon Musk’s Boring Co. has built out a dozen or so miles of tunnels under Las Vegas that may one day hold a hyperloop system, trying to acquire the land and rights of way to construct hundreds of miles of tubes, tunnels, and stations is not an easy — or inexpensive — proposition. Building out such infrastructure would have significant impact on the areas that house hyperloop stations and tracks.

Andrés de León, CEO of Los Angeles-based HyperloopTT, which has built a 320 m hyperloop test track in Toulouse, France, believes the ultimate profitability of hyperloop systems will make such investments more than worth it in the long run.

“We feel that the profitability of the system is a key element,” de León says. “With high energy efficiency and renewable energy generation as key objectives, the Hyperloop TT system is designed to be highly efficient — and we envision those cost savings could be used to support further progress in developing hyperloop technology and infrastructure.”

The future of hyperloop

Even as companies like Hyperloop One regroup, it’s clear that there is still great interest in hyperloop as a technology. Last year, Italy approved an [€800 million \(\\$858 million\) project](#) to build a hyperloop system connecting the cities of Venice and Padua — HyperloopTT is in the running to build it. And while [U.S. Transportation Secretary Pete Buttigieg said last year](#) that he didn’t see hyperloop being developed on the government’s dime, the Department of Transportation recently announced the [Hyperloop Standards Desk Review](#), part of the agency’s Non-Traditional and Emerging Transportation Technology Council efforts, to guide policymakers as they consider and draft standards to support future hyperloop systems.

Nøland, for his part, believes we will have a viable hyperloop system in place. But we have to be patient.

“We have made good progress in making hyperloop a reality over the last decade, and in the coming decade, we will see a lot more activity that will help the technology mature so we can deal with all these issues,” Nøland says. “But we need to be careful about overpromising what we can deliver. We need to give it enough time so we can deal with these different challenges and finally get to the top levels of technological readiness.”

EAST FORT WORTH WANTS MORE SHOPS AND RESTAURANTS. DEVELOPERS SAY THEY NEED MORE PEOPLE

By Harrison Mantas

Judy Taylor remembers when East Fort Worth was filled with department stores and sit down restaurants.

"We had a shoe store, we had a cafeteria, we had Luby's, we had many places," said Taylor, president of the Handley Neighborhood Association.

Taylor and a group of other east Fort Worth residents have been lobbying developers to bring back commercial development to help their neighborhoods thrive, like it did when East Lancaster was main thoroughfare between Fort Worth and Dallas before Interstate 30 was built in 1957.

But developers say the area needs more people, and have pushed for dense housing developments, which residents like Taylor say the area neither wants nor needs.

APARTMENTS, A DIRTY WORD

People are afraid of the ghost of Woodhaven, said Dan Haase, a Central Meadowbrook resident active in the city of Fort Worth's efforts to redevelop East Lancaster Avenue.

The Woodhaven neighborhood, northwest Loop 820 and Interstate 30, saw a concentration of apartment building in the 1970s and '80s, which corresponded with rising crime rates.

The rapid construction and poor maintenance that led to the problems in an area like Woodhaven could never happen today, said Drew Kile, a multifamily real estate broker with Institutional Property Advisors.

Federal tax laws in the early 1980s encouraged developers to build for the tax write-off rather than economic fundamentals, which is why areas like Woodhaven got overbuilt, Kile said.

The economic realities of today's housing market make overbuilding much more difficult, he said.

The average cost of building a traditional three-story apartment with no parking garage and no elevator is around \$230,000 per unit, Kile said. This means developers need to charge more for rent to make the project economically feasible.

There's also a larger group of apartment dwellers Kile called "renters by choice" — someone, for example, who makes \$80,000 working a higher-end office job who can't necessarily afford a newer single family home.

"If you want to buy a home that isn't 40 years old, it's a \$300,000 to \$400,000 entry point," he said. "If you want to be more infill in Fort Worth, that's probably \$500,000 to \$600,000."

Haase spoke in favor of a 420-unit apartment development at 2500 Dottie Lynn Parkway at the Feb. 14 City Council meeting, arguing east Fort Worth needs more housing options and a

refresh of its aging apartment stock. The council denied a request to rezone the property for the project after residents showed up in force to oppose it.

Many in east Fort Worth see apartments as a dirty word, Haase told the council.

However, the opposition from residents is more about apartments being built in areas where they aren't already zoned, said Dave Fulson, director of the John T. White Neighborhood Association.

There's plenty of places in east Fort Worth already zoned for multifamily, he said, arguing the area needs a pharmacy and more sit down restaurants.

WHY DEVELOPERS AREN'T COMING

East Fort Worth's problem is density, said former city council member Cary Moon, whose district included parts of east Fort Worth north of Interstate 30, stretching from Beach Street to East Loop 820.

He pointed to Fort Worth's densest ZIP codes north of Loop 820, where the new H-E-B is going along with a bunch of other amenities.

"East Fort Worth says no to everything until they get a Starbucks or grocery store first," he said.

Fulson pushed back on argument saying more housing is being build in east Fort Worth every year.

"This lure of you just keep letting us develop, and then all these other goodies that you guys want is going to keep coming. Well, we haven't seen one damn thing to indicate there's one ounce of truth in that," Fulson said.

Most residents drive to Arlington to find a grocery store or sit down restaurant, he said.

Taylor said there are plenty of residents in east Fort Worth who would support new commercial development.

"If you build it we will come," Taylor said referencing the 1989 film "Field of Dreams."

The area's density ranges from 2,000 to 5,000 people per square mile, according to the U.S. Census Bureau. However, the density is double that in parts of far north Fort Worth.

Retailers want to see density of their target clientele, said Theo Thompson, a Fort Worth-based independent retail real estate broker.

"They're wanting a growing family, like a mother and father with two or three kids. They're not looking for empty nesters" he said.

It's not the first time Taylor, of the Handley Neighborhood Association, has heard this explanation.

"We were told we we're all too old, but I'm sorry, us old people are the ones who have some money," she said.

The areas around the John T. White neighborhood are also economically depressed, Fulson said.

He recounted giving a tour to a prospective restaurateur who was turned off by people who camp in the woods.

The opening of Interstate 30 contributed to east Fort Worth's decline, Central Meadowbrook's Haase said.

It took 17,000 cars off the street overnight, he said.

The city of Fort Worth and Trinity Metro collaborated on the "Advancing East Lancaster" plan, which called for new transit options and pedestrian friendly changes to encourage commercial and residential development.

The city is folding the results of that study a new, "East Lancaster Corridor and Sub-Regional Planning Study," to help coordinate with other projects from the North Central Texas Council of Governments and the state transportation department.

The group had its first steering committee meeting Feb 16, and anticipates holding public meetings in April, a city spokesperson said in an email to the Star-Telegram.

The area could benefit from more jobs, Moon said. He pointed to a warehouse development that was proposed for Beach Street just west of Gateway Park. The city rejected a zoning change needed for the project after stiff neighborhood opposition.

Still, he argued it would have created jobs, attracted residents, and promoted more development in the area.

PANTHER ISLAND RECEIVES ADDITIONAL \$20 MILLION; LEAVES \$98 MILLION TO FULLY FUND PROJECT

By Rachel Behrndt

The [Central City Flood Project](#), widely known as the Panther Island project, received an additional \$20 million to continue design and construction of the \$1.16 billion infrastructure project, the US Army Corps of Engineers announced Friday.

Regional leaders have long argued that [the project is necessary](#) to protect Fort Worth from a major flooding event. But for decades, federal funding for the project was stalled – until Congress passed an [infrastructure bill passed in fall 2021](#) that opened the floodgates, providing [\\$403 million](#) to the project. The allocation allowed design and construction to move forward, but [left a \\$118 million gap](#) in the amount initially [appropriated for the project in 2016](#).

The new funds will be used to start design on isolation gates and a stormwater pump station.

The additional allocation is a signal that the project is moving forward quickly and is ready to move onto the next phases of design, said Dan Buhman, general manager of [Tarrant Regional Water District](#) — the project's local sponsor.

"I think it shows the continued commitment that the Army Corps has to get this project completed, and it shows continued commitment from Congress to make sure that the project has funding it needs," Buhman said.

The additional funding is a step in the right direction, Mayor Mattie Parker said. The city, along with Tarrant Regional Water District, recently hired [HR&A Advisors Inc](#) to [plan future real estate](#) development in and around the Panther Island project.

"The importance of the Central City Flood Control Project to Fort Worth's future cannot be understated," Parker said in a statement. "It is a transformational effort that will provide needed flood protection and unlock vital investment in the heart of our city."

The initial allocation allows the US Army Corps of Engineers to design and build a 1.5-mile bypass channel to reroute part of the Trinity. It does not fund [phase 5 of the project](#), which includes three flood gates, a storm water pump station and a flood management dam.

The US Army Corps of Engineers gave the additional \$20 million to the project through its fiscal year [2023 Work Plan](#), delivered to Congress Feb. 27. The work plan provides \$9.8 billion in funding for the Army Civil Works program. The project was one of 15 in Texas that received funding through the Work Plan.

The federal government approved funding for the Work Plan Dec. 29, 2022, when President Joseph R. Biden signed the Consolidated Appropriation Act into law. Then, the US Army Corps chooses which projects to fund with the appropriation.

The infrastructure bill has allowed the Corps of Engineers to move forward with more projects that may have been waiting for funding for years, Clay Church, a spokesman for the US Army Corps of Engineers, said.

So far, the Army Corps of Engineers have started work on completing some of the [valley storage sites](#) in Ham Branch, Riverside Park, Samuels Avenue and Gateway Oxbow. It also started planting efforts in Sycamore park for [ecosystem risk mitigation](#) and restoration, Church said.

“The project continues to go forward,” Church said. “It’s just with this additional \$20 million on top of the \$403 million, we’ll be able to continue going forward with design and then ultimately into construction.”

CAN A PARK STITCH OAK CLIFF BACK TOGETHER?

It's intended to reconnect a corner of Dallas divided long ago by a highway, but without the right policies enacted, some fear it will displace residents who've lived there for decades.

By Steven Monacelli

When Patricia Cox was a young girl, she would walk from her family's home in the historic Tenth Street neighborhood of Dallas to Show Hill, a shopping center nearby that featured a laundromat, a barbecue joint, and the only movie house in Oak Cliff that Black folks could patronize at the time. On the floors above the cinema was a hotel that welcomed many famous Black entertainers. "I remember seeing Sammy Davis Jr. and Ike and Tina Turner," Cox recalled recently, at age eighty. "I would be with my dad, who was a bartender at the Dallas Athletic Club, and he would say, 'Honey, that's so-and-so!'"

Just south of the Trinity River floodplain, the Tenth Street community originated after the Civil War as a freedmen's town and grew prosperous thanks to a number of Black-owned businesses. But as the 1950s drew to a close, "I noticed my teachers at my school were moving out of the neighborhood," Cox said. "I thought, 'What's happening?'"

The culprit was the construction of the R.L. Thornton Freeway, otherwise known as Interstate 35E. It tore through the heart of Tenth Street and, in the process, irrevocably altered the fabric of the community. In 1959, the anchor of Show Hill, the Star Theatre movie house, shuttered, and it was eventually followed by the remainder of the tenants. Today the land where Show Hill used to stand, just a few blocks from the highway, lies empty.

Now, more than six decades later, another infrastructure project supported by public funds promises to transform this corner of Oak Cliff: the Southern Gateway Park, to be built on top of a deck covering a portion of I-35E just south of what remains of the Tenth Street neighborhood. The five-acre park (phase one, the construction of the first 2.8 acres, is projected to cost \$82 million) is the product of a compromise born of local and state officials looking to gain the community's acceptance of a further expansion of the scar that the interstate cut through this section of the city. The building of highways through communities of color in Dallas, as in many major American cities, has a fraught, racist history—one that's been tremendously [damaging](#), both inadvertently and by design.

The nonprofit Southern Gateway Public Green Foundation was created to oversee the building of the park, which is a public-private partnership between the city of Dallas, the North Central Texas Council of Governments, and the Texas Department of Transportation. Its boosters routinely tout the park's potential to "stitch" back together a neighborhood long ago divided by I-35E. But Cox and other Tenth Street residents remain wary. "It will not benefit us," Cox said. "It will benefit the people who build homes, apartments, restaurants, and what have you."

Cox, who is president of the Tenth Street Residential Association, and many of her neighbors worry the park will spur speculative land investments and new developments that will push up property values near the park and price out existing residents who can't afford to pay higher property taxes. They believe public officials will fail to mitigate this gentrification. It's not that the Tenth Street residents don't like the idea of a new park. It's that history has made them distrustful of the sales pitch.

Such concerns have stoked opposition since the park was first proposed in 2015, revealing a divide between residents living on opposite sides of the highway. Early support for the project primarily came from residents on the west side, where [rapid development has brought an influx of white professionals](#) into historic neighborhoods such as the Bishop Arts District. Meanwhile, many residents to the east, where majority Black, working-class neighborhoods predominate, joined with several Dallas City Council members against the park.

“It’s disingenuous to say it’s going to unite communities when it started with one community and didn’t include the other,” city councilwoman Tiffinni Young told the *Oak Cliff Advocate* in 2016. Scott Griggs, then the councilman for neighborhoods just west of the park site, was in favor of the project, while the councilwoman who represents Tenth Street, Carolyn King Arnold, derisively referred to it as a [“wreck park”](#) and [“lipstick on a pig.”](#)

But opposition to Southern Gateway Park inside City Hall dissipated as new faces joined the city council. Even Arnold eventually came around to the idea and [has helped raise funds for the project](#). Exactly why she reversed her opposition isn’t clear. Her staff didn’t respond to multiple interview requests from *Texas Monthly*. Her shift has stoked suspicions among some Tenth Street residents. “That’s the question that everyone is asking,” said Larry Johnson, who sits on the neighborhood association’s board. “Why is a person who was so against the deck park now raising money for it?”

In an attempt to bridge this trust gap, the Southern Gateway Public Green Foundation conducted a series of meetings to collect community input and allay fears that the deck park will worsen the area’s gentrification. “There’s a lot of distrust in the neighborhood,” acknowledged Brittani Hite, an equity consultant who worked with the foundation during this process, in 2020. “There’s a legacy of broken promises that have been made. So it’s hard for some to believe that this new green space is going to provide opportunities that benefit the people who are there.”

Following these meetings, the foundation developed a lengthy “equitable development plan,” which features 46 recommendations, ranging from the creation of cultural programs and features, such as historical exhibits to recognize the communities of color who have long lived in the area, to policy solutions, such as incentivizing landlords to only gradually increase rents—potentially a tough sell in a state that severely restricts any form of rent control. “The concern about gentrification and displacement is a concern of ours as well,” April Allen, president and COO of the Southern Gateway Public Green Foundation, told me. “Which is why we’ve been intentional about the approach to equitable development.”

Yet it remains to be seen whether any of the proposals in the equitable development plan will be carried forward, if the park gets finished. Only one phase of the proposed two phases of decks upon which the park would sit has been constructed by TxDOT. A recent federal omnibus bill [set aside \\$7.75 million](#) for the park’s second phase, and the Southern Gateway Public Green Foundation has said it hopes to begin construction in June, but it still needs to raise another \$13 million to complete the first phase. At this point, it’s anybody’s guess when that will be. The toothier recommendations for ensuring equitable development, such as “rent stabilization,” go far beyond the capacity of the foundation and would require state and local policy makers to act.

Where there has been movement, the details remain sketchy. About \$10.5 million generated from a tax-increment financing district in the area has been earmarked to help homeowners near the park repair and keep their homes, but exactly how the funds will be distributed still

needs to be worked out. On top of that, whether \$10.5 million will be enough money to protect the existing homeowners—and if it will be distributed quickly enough—is difficult to assess.

As the clock ticks and the market shifts around the future Southern Gateway Park, Allen says there are additional approaches being considered. Among these is the creation of a [community land trust](#), which could provide a mechanism for preventing displacement of low- or fixed-income residents by acquiring and securing land and then offering renewable ground leases that allow owners to stay in their homes without facing the pain of increasing property taxes. It's a concept that's been tried in other cities, including [Austin](#), [Atlanta](#), and [Oakland](#). Johnson of Tenth Street told *Texas Monthly* he attended recent meetings about community land trusts but walked away skeptical that one would solve the neighborhood's problems. "I don't think it's such a bad thing," he said. "But a lot of us are concerned about the owner not owning the land."

Other ideas, such as property-tax freezes for select communities, are also being considered, but they would require legislative action. A [bill proposed](#) by state representative Yvonne Davis, who represents a chunk of southern Dallas, would allow taxing entities to offer tax freezes to homeowners in rapidly gentrifying areas. The chances of the bill passing are unclear, and few seem to be counting on it. "We're trying to do everything we can both from a policy perspective, and in terms of how we use our relationships and connections, to mitigate displacement," Allen said. "If we could have our policy makers help us make this less of a potential detriment for folks, I think we would have less of the kind of knee-jerk reaction that this will be bad for them."

About a half mile south of Tenth Street is Brentwood, a small neighborhood of modest single-family homes, some of which are already being flipped into luxury properties. It's not a historic former freedmen's town, but it is a predominantly Black and Hispanic community. Audrie Austin, president of the Brentwood Neighborhood Association, is less pessimistic about the park than her Tenth Street neighbors to the north. "I don't see the park as a negative thing," she said. "I think it's a great thing. But I'm still concerned it will push a lot of people out. People ask, 'Can the city do development without that happening?' I believe they can. But will they?"

Some real estate investors and developers have already baked the park into their plans. Having purchased some 25 acres around the deck park site, Hudson Henley told the [Dallas Morning News](#) in August 2022 that he planned to construct 262 apartment units, thirteen townhomes, and new retail shops. Other developers have already broken ground on several large projects within a mile of the future park, including two mixed-income complexes that will, in total, contain over 500 "affordable" units—388 set aside for residents who earn 60 percent or less of the area's median income and another 108 for those earning 80 percent or less—alongside more than 150 market-rate units. But some development experts and residents remain concerned that such options aren't enough.

"Even if it's affordable housing for some, it's often not affordable housing for the people who already live on those streets," said Melanie Ferguson, a director with the real estate development firm Matthews Southwest who has worked on programs aimed at preventing displacement. The market values of nearby properties can still increase and place unsustainable pressure on existing homeowners and renters, including by pushing up [rents in existing affordable units](#), Ferguson said. "If we're not talking about ways in which people can stay for longer than three years, or whenever the price goes up, it's all just lovely PR."

Meanwhile, developers such as Paul Carden view the deck park as an opportunity to reinvest in historically marginalized communities. The 32-year-old, who lives in Brentwood and sits on the

board of the Southern Gateway Public Green Foundation, is working on a number of projects within a mile radius of the park, including a Black-owned brewery near Tenth Street, retail, some mixed-income housing, and a proposed townhouse community on a swath of empty land in Brentwood that would offer views of downtown Dallas. He favors the creation of some mechanism for prioritizing existing neighborhood residents for any new affordable-housing units in the area. “I also believe that we need to continue to leverage the opportunities created by the park,” he said, “to generate funds to improve infrastructure to areas such as Tenth Street, Brentwood, and other historically underinvested communities.”

Whether the promises of the Southern Gateway Park will be delivered to the residents of the Tenth Street and Brentwood neighborhoods will ultimately depend on whether the powers that be have the will to implement the sorts of ideas proposed by the foundation’s equitable development plan—and in a timely fashion. Otherwise, talk about “equity” will be for naught, and the park will fail to stitch together what many still view as an open wound.

DALLAS ADVISORY GROUP LOOKS TO ADD ENVIRONMENTAL JUSTICE MEASURES TO RACIAL EQUITY PLAN

Community group wants city to measure neighborhoods' distance from environmental pollution to fresh food, tree canopy coverage and solar power accessibility

By Leah Waters

Dallas' environmental commission is asking for more specific environmental justice targets to be added to the city's racial equity plan

The commission on Tuesday will brief the city's workforce, education and equity committee on four "Equity Indicators" it wants Dallas to adopt that would require the city to measure neighborhoods' proximity to environmental pollution; tree canopy coverage; solar power accessibility; and distance to fresh, healthy foods.

The workforce, education and equity committee would consider the changes before any new equity indicators are recommended for adoption by the city council.

But Evelyn Mayo, chair of the clean air group Downwinders At Risk, said the commission's recommendations don't reference grassroots priorities and "will not get to the bottom of those fundamental issues."

"The most mentioned issues by the community are not included in this, and there's no clear pathway for those to move ahead," Mayo said. "And then even amongst the proposed recommendations, they fall short in ways that don't really make sense."

Despite strong community and council support for the racial equity plan adopted by the council in August in a 14-1 vote, its lack of environmental justice measures — along with concerns from residents about an inconsistent community input process — have drawn sharp criticisms from grassroots groups.

"The plan identifies both action targets and progress measures to support an environmental justice theme, but it did not introduce any new or revised equity indicators to support them," says a Jan. 12 memo to city staff from Kathryn Bazan, chair of [the Dallas Environmental Commission](#), a 23-member group of community advocates tasked with advising city council on environmental matters.

Half of the environmental issues raised during several community meetings with the city relate to land use and zoning, yet the racial equity plan has no indicators to measure environmental equity in land use, Bazan said in the memo.

"Vulnerable communities are disproportionately impacted by a higher pollution burden and experience negative health effects and decreased life expectancies," she said. "The severity of this negative impact is largely determined by proximity to a source of pollution."

The commission wants the city to adopt an environmental justice screening tool that allows Dallas to measure how close neighborhoods are to environmental pollution like air emissions, hazardous waste, landfill sites, impaired surface water, wastewater discharge facilities, or a U.S. or state-declared clean-up site.

The commission has specific proposals for other environmental issues that it says should be addressed as part of the racial equity plan:

TREE CANOPY COVERAGE

The commission recommends measuring the tree canopy coverage in Dallas communities. American Forests, a nonprofit conservation group dedicated to protecting forest ecosystems, has developed the [Tree Equity Score Analyzer \(TESA\)](#), an interactive mapping tool that uses a Tree equity score and other data to identify where trees should be prioritized to mitigate urban heat island effects. The Texas Tree Foundation has developed the [Dallas Urban Forest Master Plan](#) in an effort to grow and maintain the area's canopy.

Neighborhoods in Dallas without dense tree canopies are most likely to experience higher temperatures, according to a 2022 IBM study and a 2017 Texas Trees Foundation study on urban heat.

Communities of color inequitably experience the consequences of increased temperatures as they tend to be located closer to heavy industrialization and "historically limited tree growth or gentrification has removed large-caliper, mature trees to make way for new development," the memo said.

SOLAR ACCESSIBILITY

The commission also recommends measuring the kilowatts of solar energy installed on single-family homes in Dallas to address barriers to solar ownership, according to Bazan's memo. Dallas' historically marginalized communities disproportionately feel negative impacts of energy prices and grid reliability, Bazan said.

FOOD SECURITY

The commission also recommends adding an equity indicator that would require Dallas to measure how far neighborhoods are from fresh, healthy foods.

About 36% of Dallas residents live in U.S. Census tracts defined by the U.S. Department of Agriculture as food deserts, a low-income area where a significant portion of the population is farther than half a mile from the nearest supermarket or grocery store.

"Lack of access to sources of healthy and affordable food make it harder for some people to eat a healthy diet and is tied to other negative health outcomes," Bazan said.

IS IT ENOUGH?

Mayo is among those who are concerned that even the commission's proposed changes to the racial equity plan may not go far enough.

Missing from the land use and zoning recommendations are specific measures to reform long-standing industrial practices, which Mayo says is critical to undoing decades of environmental racism.

"Local municipalities are the ones who have the power to concentrate industrial land uses, low-income people, communities of color, to floodplains and all of those things," Mayo said. "That is what happened in the city of Dallas and most major cities in this country."

Dallas and other major cities have made concerted efforts over the decades, along with banks and home loan organizations, to “sequester to dangerous areas” Black and other non-white communities, Mayo said.

The solution to increasing equity among these historically disadvantaged communities created through zoning practices is to robustly reform those practices and begin to unmake the conditions that led to disparity, Mayo said.

Mayo said the city could also add an equity indicator that requires tracking the number of industrially zoned parcels of land in communities of color to see whether that was increasing or decreasing over time.

SERIOUS EAST DALLAS CRASH RENEWS NEIGHBORS CALLS FOR CHANGE

A city spokesperson said they are working with TxDOT to address concerns on Garland Rd/SH 78

By Katy Blakey

A serious crash over the weekend in East Dallas has renewed neighbors' calls for safer streets.

Dallas police were called to a serious crash along Garland Road at Lakeland Drive around 8:30 p.m. Saturday.

According to a probable cause affidavit filed by Dallas police, 22-year-old Arianna Alvarez was driving drunk and fast when she crashed into the back of a GMC Terrain stopped at the light on Garland Road.

The force of the crash caused the GMC Terrain to roll and flip upside down.

Four people inside the GMC Terrain were taken to the hospital, including two women with serious injuries.

Alvarez was also taken to the hospital in critical condition. She faces two counts of intoxication assault with serious bodily injury.

Natalie Montgomery lives nearby and has petitioned the city for changes along Garland Road and nearby Ferguson Road after multiple deadly wrecks.

Neighbors have long complained people drive too fast - some in a hurry and others street racing.

"It's become such a speedway that at night we can hear the racing for hours and it's become a normal thing," Montgomery said.

Garland Road runs through East Dallas, but it's also State Highway 78 and falls under the Texas Department of Transportation oversight.

"When this road was built it was built as a highway between Dallas and Garland and it's still six lanes. It does not make sense," said Dallas city council member Paula Blackmon. "The speeds are crazy and we've got to work on traffic calming measures."

Blackmon said the state's oversight limits engineering changes the city can make to Garland Road, but she remains hopeful the city and state can find solutions.

The area has become increasingly busy attracting pedestrians to White Rock Lake and to the many small businesses that have opened in recent years.

A city spokesperson said the transportation department is working on community concerns over Garland Road between I-635 and I-30, adding the city will be working with TxDOT and the North Central Texas Council of Governments to study part of Garland Road from the Garland/Gaston/Grand intersection to I-30.

The city also said it's improved traffic signals from N. Buckner Blvd to Northwest Highway and plans to add a new traffic signal at the intersection of Emerald Isle Drive and Garland Road.

Montgomery said she'll keep speaking up.

"If we don't act we're going to continue to have fatal accidents," Montgomery said.

Blackmon said a corridor study of nearby Ferguson Road is nearly complete and engineers will present ideas to the community on ways to make it safer later this spring.

[Renewed Calls For Change After Serious East Dallas Crash – NBC 5 Dallas-Fort Worth
\(nbcdfw.com\)](http://nbcdfw.com)

DALLAS TACKLES ENVIRONMENTAL CONCERNS: 40 AIR MONITORS BY END OF 2023

West Dallas, Dixon Circle, Floral Farms and Joppa will soon each have two air devices.

By Sriva Reddy

The city of Dallas is tackling neighborhood air monitoring through a revamped Breathe Easy Dallas initiative.

With \$1.7 million in funding through the Environmental Protection Agency, American Rescue Program Act and city funding through the Racial Equity Plan, the Office of Environmental Quality and Sustainability is set to install 40 air monitors in neighborhoods with environmental concerns by the end of 2023, a move it says will help create programming and policies to ensure safe and clean air.

“We have a pretty good understanding of regional air quality, but we don’t have a good understanding of neighborhood level air quality,” said Carlos Evans, director of the Office of Environmental Quality and Sustainability. “Organizations within the city of Dallas and many organizations throughout the country, citizen groups, community advocates, etc. use various types of sensors of various qualities. The city of Dallas recognizes that if we are seeing neighborhood level air quality as important, then we need to have our own programs with our own sensors that we know are reliable and that we can make policy decisions from.”

The city has bought eight AQ Mesh air monitors that will measure particulate matter — PM 2.5, PM 10 — nitrogen dioxide, and ozone. Particulate matter is typically caused by industries and nitrogen oxide is smog. AQ Mesh is a UK-based air monitoring company.

West Dallas, Dixon Circle, Floral Farms and Joppa will soon each have two air monitors. Right now, the two in West Dallas and two in Dixon Circle are installed. By the end of the year, the city will install 40 air monitors. As the city buys more air monitors, they will include other air pollutants such as sulfur dioxide and volatile organic compounds.

“A lot of these facilities like [GAF](#), the pollutants of concern are SO₂ and particulate matter,” Evans said. “It just depends on where you are and which sensors you want to emphasize and what pollutants you want to emphasize.”

GAF, an asphalt shingle manufacturer, was emitting high amounts of sulfur dioxide and particulate matter in a West Dallas neighborhood. The two pollutants could cause adverse health effects like aggravated asthma and lung irritation.

Through neighborhood activism by Singleton United/Unidos and its GAF’s Gotta Go, or GAF Vete Ya campaign, residents have been able to push [GAF to commit to leaving the Singleton neighborhood](#). Residents of the primarily Black and Hispanic neighborhood used Purple Air, affordable air monitors for community members, to detect air quality levels, making the case for GAF to leave.

Jim Schermbeck, director of Downwinders at Risk, an environmental activist grassroots organization, said that while he is appreciative of more air monitors, he doesn’t think that the city is interested in collaborating and putting the new air monitors on [SharedAirDFW](#), an aggregated

map of air monitors in the DFW area showing real-time data. Partners of SharedAir include Downwinders, UT Dallas, and the city of Plano.

“They haven’t asked for any kind of collaboration at all,” Schermbeck said. “People have suggested that they at least plug in these monitors to the network map, because they don’t appear to have any map of their own yet.”

Evans denies that the city does not want to collaborate, saying that the environmental office is planning on hosting a summit revolving around measuring air quality called Clean Air Action Day.

“The point is to have these conversations so that all of us have a better understanding of the types of data, types of information that organizations are gathering, the quality level of the data, and what it can be used for,” Evans said. “So then, moving forward, we can have a better understanding of what data exists or what information exists within the city.”

The city’s data will be eight- to 24-hour averages of each monitor following EPA guidelines on data management. The Office of Environmental Quality is working on a dashboard so that the public can see the data collected by the various neighborhood air monitors. However, Evans said that they are short staffed, making this process take longer than needed.

“We’re trying to reel other departments into doing stuff we need done that isn’t necessarily on their list,” said Susan Alvarez, assistant director of the Office of Environmental Quality and Sustainability.

To Downwinders, one of the purposes of air monitoring is to help people make day-to-day decisions, similar to how someone would use the weather app. This is why SharedAirDFW exists.

“The reason there’s a shared air network is because EPA and the state have failed in their responsibility to give people an idea of what kind of air they’re breathing not only in Dallas-Fort Worth, but also across the country,” Schermbeck said. “We wanted the ability to present a citizen-friendly way to see what you were breathing and to be able to track that in real time.”

Alvarez and Evans said that they do not do real time data because of the science behind data collection from air monitors and because they are following EPA guidelines.

This is not the first time that air monitors were installed under the name Breathe Easy. The original initiative began in 2018 as a collaboration between the Nature Conservancy of Texas, Texas Trees Foundation, Texas A&M Transportation Institute and the city.

Alvarez said the city spent no money on the original Breathe Easy and it was privately funded by the Lyda Hill Foundation. The Nature Conservancy developed and implemented the project and [Texas A&M analyzed the data](#).

“A few years ago, we had Breathe Easy Dallas, but that was somewhat of a pilot,” Evans said.

Twelve Aeroqual air monitors were installed between 2018 and 2021 on city-owned property next to schools and probable routes to school with the goal of reducing asthma-related absences. Alvarez said these air monitors were no more than 50 feet away from the schools.

“So in each case, most of the schools that we were looking at that had the health issues had adjacent recreation centers, and so we simply put them on the school flasher signs adjacent to the school so it was probably within about 50 feet of the school,” Alvarez said.

After the residents of [Joppa resisted the proposal for new concrete batch plants in 2018](#), largely because air quality in the freedman’s town was already poor, the city was asked for air monitors, Schermbeck said.

“Out of that fight came the request from the community, a very specific request, to the city of Dallas staffers asking them, now will you now put a stationary monitor in Joppa given the results,” Schermbeck said. “They said, ‘No, not interested.’ And so they walked out of that meeting with that position and next thing you knew they were getting together with the Nature Conservancy and the Tree Foundation to do this Breathe Easy thing.”

These original Breathe Easy air monitors have since been taken down.

“We have them, but their sensors are good for about two years,” Alvarez said “We’ve pulled them out, they’re in storage right now. We’re looking at maybe depending on need, pulling them back out, replacing the sensors and putting them back out into service.”

RICHARDSON CITY COUNCIL APPROVES ACTIVE TRANSPORTATION, PARKS MASTER PLANS

By Jackson King

Richardson City Council approved the city's Active Transportation Plan and the Parks, Recreation and Open Spaces Master Plan, commonly called the Parks Master Plan, during a [Feb. 27 meeting](#).

According to Parks and Recreation Director Lori Smeby, updating the [Parks Master Plan](#) will allow city officials to refocus efforts on improving trail connections within the city, implementing a signage program and adding gathering areas in specific parks, such as amphitheater space, civic plazas and lawns—all things she said residents need in terms of parks and other recreation uses. The plan also serves as a planning guide for prioritizing future projects based on funding opportunities.

The updated parks plan also includes expected trail connectivity improvements and plans to begin investing in a citywide Aquatics Facilities Master Plan, which would evaluate [existing neighborhood pool](#) conditions and explore the construction of an indoor aquatic center.

City officials said Richardson conducts an update to the parks master plan every five years and schedules a rewrite every 10 years. The last update to the plan was adopted in 2017.

The newly approved [Active Transportation Plan](#), which is designed to connect off-street and on-street infrastructure for nonvehicle transportation, includes increasing the level of comfort for bike riders, creating bike trails that are safe for all ages and abilities, making transit connections within the region, and eliminating gaps in the biking network.

The proposed biking network would total 141 miles by adding 54 miles of bike trails to the 87 miles that already exist within the city. Project Manager Christian Lentz said during a February Council meeting the active transportation plan will allow 96% of all Richardson residents to be located within a five-minute walk, or 0.5 miles, of the active transportation network.

Both plans have been discussed by council since the start of 2022 and are part of a 2023 update for the city's upcoming comprehensive plan. Updating the comprehensive plan is expected to last through 2024.

ALLEGED DRUNK, SPEEDING DRIVER'S MAYHEM REIGNITES DALLAS DEBATE ON GARLAND ROAD'S DANGERS

'It's crazy to have a six-lane highway running through the area,' says City Council member Paula Blackmon.

By Sharon Grigsby

In the awful moment a speeding driver — allegedly fueled by alcohol — crashed into a family stopped at a red light in front of the Dallas Arboretum, people in the area were certain a bomb had exploded on Garland Road.

[The violent collision](#) sent the victims' SUV into a roll that ended with the vehicle lodged upside down — and so crumpled witnesses couldn't imagine any of its four occupants surviving.

By some miracle, they did.

But the two women in the back seat suffered serious injuries and one remains hospitalized. The family has requested privacy as its members do their best to get through what are terribly difficult days.

Behind the wheel of the speeding Honda, which witnesses say never slowed before impact, was 22-year-old Arianna Alvarez. Her only passenger, according to the probable cause affidavit, was a partially empty bottle of Don Julio tequila in the center console.

Alvarez, who at last report remained hospitalized in critical condition, faces two counts of intoxication assault with serious bodily injury. The affidavit says her initial blood alcohol test came back positive.

"It's one of those collisions you see and think, 'Oh my god, how did something that violent happen on this street,'" East Dallas resident Hooman Shamsa told me. "There's no describing how mangled the SUV was."

The wreck, which occurred about 8:30 p.m. March 4, reignited [the speeding, racing and reckless driving concerns](#) of neighbors and users of the Garland Road-Grand Avenue stretch of State Highway 78 between I-30 and I-635.

They understandably want to know what the city can do to calm traffic on this six-lane roadway.

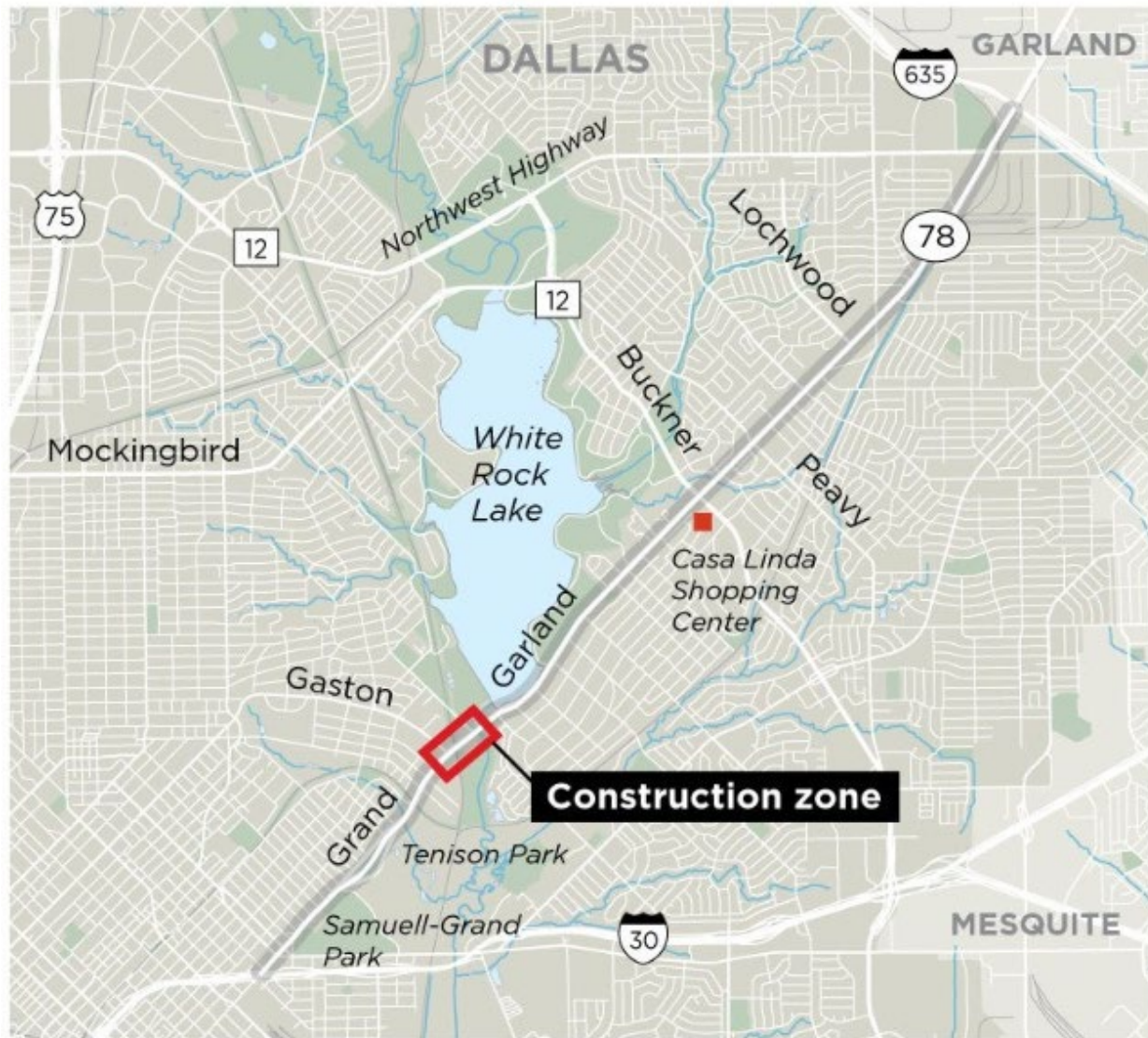
Theirs is not a unique clamor. [You hear it from neighbors and drivers all over Dallas](#) as our thoroughfares increasingly have become speedways — both to those engaged in reckless driving and those who simply think their schedule trumps the posted 40 mph limit.

In this case of a high-speed driver seemingly too impaired to see a red light and a car at a dead-stop until she plowed into it, even the best road engineering and warning signs likely wouldn't have deterred tragedy.

But the incident has prompted council member Paula Blackmon, whose District 9 includes Garland Road, to renew her call for the city's Department of Transportation to work with the Texas Department of Transportation to move it from the state's inventory to city control.

Garland Road, which runs to the north from the “3G” intersection at Gaston Road, and Grand Avenue, which runs from the 3G to the south, are part of State Highway 78. That means the city has far less control to institute traffic-calming measures.

State Highway 78



Laurie Joseph/Staff Artist

Blackmon says TxDOT's mission is very different from that of the city and focuses on "how to get as fast as you can between Point A and Point B."

"It's crazy to have a six-lane highway running through the area," she told me. "We need to take it to make it fit our communities and businesses that are along that roadway."

TxDOT spokesman Tony Hartzel told me in response: "If the city is interested in taking over this road, we are ready to talk." He also said safety is TxDOT's top priority.

Several years ago, when Dallas considered taking over the Grand Avenue piece of Highway 78, TxDOT also was agreeable. Eventually, the city decided against moving forward with the idea.

When TxDOT hands over roads, Hartzel said, it typically first does a full maintenance job — redoing the concrete, putting down a new overlay and repairing curbs and gutters.

Finding the right plan for the 7-mile Garland-Grand stretch, which runs from I-30 to LBJ Freeway, is complicated by the fact the two pieces of roadway are so different in design, neighborhoods and needs. But they both battle the same foe: speeders and reckless drivers.

TxDOT will review the March 4 wreck, as it does many serious accidents, to determine if the highway contributed in any way, Hartzel said. The agency also will consult a speed study to see if any adjustments are needed.

State crash reports from the last five years show six fatal accidents occurred on the Garland Road segment from Gaston to Peavy roads, and 12 led to serious injuries.

Three fatal accidents and 17 involving serious injuries were recorded since 2018 on the Grand Avenue piece from I-30 to Gaston.

Checking with Dallas police on speeding tickets from I-30 to LBJ, I learned 93 citations were issued in the last year through the department's e-ticket devices.

Cops assigned to the traffic unit rely on the digital system, but most patrol officers still use the traditional paper citations. The department doesn't keep totals for speeding tickets issued on paper, so it couldn't say how many more were written.

District 2 council member Jesse Moreno and District 14's Paul Ridley, who represent the areas along Grand Avenue, are as passionate as Blackmon about wanting to see major improvements, including discussion of Garland-Grand going into the city's portfolio.

Both pointed to a just-launched corridor study of the Grand Avenue section, funded by the North Central Texas Council of Governments, as an opportunity to get data-driven solutions.

Ridley and Moreno noted nagging problems along Grand, much of which is split by a large green space: vehicles going the wrong way and cars crashing into yards and park space.

Most concerning to them and nearby residents, such as Hooman Shamsa, is [the lack of safe accessibility to the parks and schools](#) on either side of the road.

"This study, with its field work and community input, should help us know how best to invest money in all the needed traffic-calming measures," Ridley said.

Shamsa, who has been a longtime proponent of the corridor study, said the many accidents on Grand are caused by "a road that is confusing to motorists and very accommodating for those who want to take advantage of it through speeding."

The city's Department of Transportation director, Gus Khankarli, also emphasized that the new study is vital to deciding next steps.

He is aware of the council members' desire for Garland-Grand to go into the city's portfolio, but said "it's way too preliminary for the city to engage deeper in those discussions."

Khankarli, who worked at TxDOT for 24 years and has led the city's transportation office since 2021, said it's difficult to retrofit any roadway conceived decades ago as a highway to make it work for today's Dallas.

He pointed to additional red-light signals on Garland Road, done in conjunction with the state transportation department, as traffic-calming improvements.

[The 3G intersection](#), which TxDOT says is on track to be completed by the fall, includes an additional traffic light for that area and, for the first time, will accommodate bike and pedestrian access.

Khankarli has a lot of faith in the [Vision Zero road safety blueprint](#) approved by the City Council in June to provide a multiyear, multiagency framework to look at traffic incidents and suggest the best solutions.

He also said a big part of Vision Zero is educating the public to slow down and comply with traffic laws.

For the many of us who regularly get our doors blown off as we try to obey the rules of the road, good luck with that.

GRAPEVINE CRACKS DOWN ON SPECTATORS OF 'STREET TAKEOVERS,' RACING

By Hannah Johnson

Spectators of street racing or “street takeovers” will now face penalties in Grapevine.

Grapevine City Council passed an ordinance which prohibits gathering and watching any activity that blocks intersections and roadways. Reckless driving exhibitions, also known as street takeovers, are preplanned events when motor vehicles block a roadway to show off dangerous stunts for entertainment, according to city documents.

Now in Grapevine, spectators can face up to \$500 in criminal fines.

Police Chief Mike Hamlin said during the holidays there was an intersection takeover on Main Street and Dallas Road. There was also an event at Mustang Drive and William D. Tate Avenue that took place recently, he said.

While state statutes address the drivers during the events, Hamlin said there is nothing in Texas law that addresses the bystanders and spectators.

“The ordinance allows us to address the spectators that come around [and] any individual that allows this sort of event to occur on their property,” Hamlin said in the meeting.

Grapevine is not the first city to pass such an ordinance.

In [April 2021](#), Fort Worth passed an ordinance that made it illegal to watch a street race. Spectators present at a street race or takeover can face up to [\\$500 in fines](#).

Spectators are defined as those who are present at a street race or reckless driving exhibition for the purpose of watching, betting, gambling or recording the event as it progresses, according to Grapevine's ordinance. Many onlookers actively participate by recording videos of the event and posting them online, city documents stated.

The ordinance pertains to events on a public street, highway or off-street parking facility. Under the rule, an offense is also committed if a person allows the racing or reckless driving to occur on a premise they own, operate or control.

The ordinance also has a provision that allows the city to seize a vehicle used during these events. The abatement and seizure process will ensure oversight and judicial review before finalizing any seizure, city documents stated.

A motor vehicle will be declared a nuisance and seized if it is used in a street racing or reckless driving exhibition. Within 60 days of receiving the title for the vehicle, the city will offer the seized vehicle at public auction, convey it to a licensed dismantler or donate the vehicle to a charity organization, city documents stated.

Council Member Leon Leal asked if the ordinance would address the noise created during the events. Hamlin said the new ordinance does not address the noise, but the city's noise ordinance does.

"If we impound the vehicle, [then] it won't be very noisy," said Council Member Chris Coy.

PEW

STATES CONSIDER ENDING RIGHT ON RED TO ADDRESS RISING PEDESTRIAN DEATHS

By Erika Bolstad

SEATTLE — For nearly five decades, drivers in much of the United States have taken for granted a privilege unknown in much of the rest of the world: Arrive at a red light, stop, and if the intersection is clear, turn right even if the signal isn't green.

But as states have seen traffic fatalities and pedestrian deaths climb in recent years, many jurisdictions are reconsidering right turns on red. Now, safety advocates are urging state and municipal transportation planners to reconsider a custom so deeply ingrained that few drivers remember a time when it wasn't allowed.

"It's an easy change to make that should be made in more places," said Mike McGinn, a former Seattle mayor and executive director of America Walks, an advocacy organization for walkable communities.

Washington, D.C., will end most right-on-red turns by 2025. Already, the state of Hawaii has prohibited them on a tourist-dense stretch of road in Honolulu. The city of Berkeley in California is considering banning right on red at all intersections. Near the University of Michigan in Ann Arbor, the city last fall banned right turns at 50 signalized intersections in its downtown core.

And Washington state this year [considered but ultimately never held a vote on a bill](#) that would have banned right turns on red near schools, day care centers, parks and other zones with heavy foot traffic — or where older adults, children and people with disabilities are likely to need more time to cross streets safely.

The practice is such a habit for most drivers that they don't even stop or look to the right as they approach signaled intersections, McGinn said. Pedestrians face particular risk at intersections where drivers creep into the crosswalk.

"The person turning right is probably looking left at the traffic that might be coming," McGinn said. "And they're not looking at the crosswalk where there might be a pedestrian or bicyclist. So, you're really putting the pedestrian or bicyclist in a bad spot. They've got a walk signal, or they have a green light, and they think it's safe to go."

Yet many barriers remain. It's difficult to change driving habits, the restrictions may not be helpful in rural areas or at some quieter intersections, new signage is expensive, and slowing traffic could increase emissions, fuel consumption and travel time for drivers.

Pedestrian deaths continue to rise. An [analysis](#) released last month by the Governors Highway Safety Association found that in the U.S., deaths of people killed by cars while walking rose an estimated 18% between 2019 and 2022.

An estimated 7,485 pedestrians were struck and killed by drivers in 2021, the most recent full year of statistics available. It was the largest number in four decades, according to the association, which represents state highway safety offices. Only 10 states had fewer pedestrian deaths than the previous year.

Deaths spiked for several reasons. Drivers were more likely to drive impaired or distracted, according to the association. During the early days of the coronavirus pandemic, drivers sped up with fewer cars on the road, but they never slowed down through the next couple years, a [study](#) by the Insurance Institute for Highway Safety found.

Some states allowed right turns on red as early as the late 1950s, but for most of the country, the practice has its roots in the oil embargo of the 1970s. That's when the Energy Policy and Conservation Act of 1975 mandated that states allow right turns at red signals. To receive federal highway money, states were required to adopt what was then seen as a fuel conservation measure. Right on red remains the law of the land in most of the U.S., unless prohibited by signage. (Turning right on red was never adopted in New York City, outside of certain intersections on [Staten Island](#).)

Safety studies remain limited because right on red is so widespread, and traffic experts have little data to analyze. But the studies that are emerging are [beginning to show](#) that limiting the practice can reduce crashes and close calls, and that drivers accommodate to the prohibition.

In San Francisco in 2021, the city posted signs prohibiting right turns on red at more than 50 intersections in the Tenderloin neighborhood. A city study found that 92% of vehicles comply with the turn restriction. It also showed that vehicles were much less likely to block or encroach on crosswalks.

A [study](#) by the District Department of Transportation in Washington, D.C., found that when the city banned right on red at 100 intersections in 2018, most drivers complied and there were fewer conflicts between pedestrians and vehicles. New signage proved to be a "low-cost safety tool" that will help reduce pedestrian deaths, the study concluded.

In Washington state, the ban on right turns was among a package of safety bills under consideration this year to address the rise in traffic fatalities. Even when a collision doesn't kill pedestrians, the trauma of injury can linger, Vicky Clarke of Washington Bikes, told lawmakers in February at a hearing of the House Transportation Committee.

"Almost every crash, even if not life-threatening, is life-changing," Clarke said.

Among those testifying in support of the legislation was Melinda Kasraie, who described how a driver struck her five years ago while she was in a crosswalk in Seattle's University District. The area, always crowded with pedestrians, was even busier at noon on a Sunday because of a University of Washington football game.

"I waited for the light to turn red, I waited for every car to come to a complete stop, I had a walk sign," Kasraie said. "I took two steps, and I got hit by a car turning right on red. I went up over the hood, landed hard, and then slid down off the side."

Kasraie said she spent 24 weeks in a wheelchair while her bones fused together, and then graduated to a walker and a cane. She was someone who enjoyed walking — and she said she'd never owned a car. But after the crash, she gave up her job as a special needs aide in public schools and began accessing her Social Security benefits at 62, several years before anticipated. She left Seattle for a smaller town with less traffic and fewer dangerous intersections.

"I do know this accident could have been much worse, and I'm very grateful it wasn't," Kasraie told lawmakers, choking back tears as she spoke. "But five years later, I'm still anxious to cross the street. ... I did everything right when I crossed that street. And I still got hit by a car. ... He just needed to wait 20 more seconds, and he would have had a green light. That 20 seconds made a big impact on me."

The proposed legislation drew skepticism from Washington lawmakers who represent less congested or rural areas, and who questioned the value of blanket rules. "A lot of people make these right-hand turns, which speed traffic along," Rep. Mike Volz, a Republican from Spokane, said at the hearing.

The bill is unlikely to get a floor vote this legislative session. Nonetheless, cities within Washington can still change individual intersections. In Seattle, the city's Department of Transportation last year began activating traffic enforcement cameras at eight congested locations. The cameras automatically send tickets to drivers who "block the box" by impeding cross traffic and pedestrians by stopping in crosswalks and intersections where the light is not in their favor. The first ticket comes with a warning; subsequent violations carry a \$75 fine.

For the D.C. Council, ending right on red at most intersections was a straightforward solution that didn't involve spending a lot of money, said Colin Browne, the communications director for the Washington Area Bicyclist Association. Signage doesn't involve a lot of complicated rulemaking or re-engineering, Browne said. It's just, "Hey, you can't do this anymore," he said. That said, many drivers in the city come from Virginia or Maryland, where the law is different, and the changes come with a public education campaign.

Transportation planners can do plenty to make streets safer beyond banning right on red, said Jeff Speck, a city planner and the author of "Walkable City." He's an advocate for replacing some signaled intersections with all-way stop signs, which [studies have shown](#) can reduce collisions "precipitously," Speck said in an email.

Other options include timing walk signals, so pedestrians have more lead time to cross intersections, building curb bump-outs that make people more visible to drivers, and developing road rules such as Seattle's that prohibit drivers from blocking the box.

The bipartisan infrastructure law Congress enacted in 2022 [included language](#) requiring states to conduct what are known as "vulnerable road user safety assessments" in their transportation safety improvement programs. Some of the language guiding planners on pedestrian safety is "particularly powerful," said Carly Haithcock, a transportation engineer with Nelson/Nygaard in Austin, Texas.

The law asks state transportation officials to anticipate and accommodate human errors, Haithcock said, by proactively identifying safety risks and building in redundancy. There's also language in the legislation that calls on everyone who designs, builds, manages and uses the system to share responsibility for safety. Haithcock is advising a California city that's reconsidering its right-on-red policies after a driver in a commercial vehicle struck and killed a child in an intersection.

"So, if you think about right turn on red, you're not anticipating and accommodating a human error," she said. "If you ignore it, you're not proactively identifying safety risk."

Haithcock added that she was "happy to see 'among all who design, build and manage,' because I think a lot of it does get blamed on, 'Oh, drivers are really bad and human error.' But we're also asking people to drive on these streets that we've designed poorly, and then blame it on them when they don't do a good job."

WHEN CARS RUN ON BATTERIES, NOT GAS, WHERE WILL WE GO FOR A FILL-UP?

By Shelly Brisbin

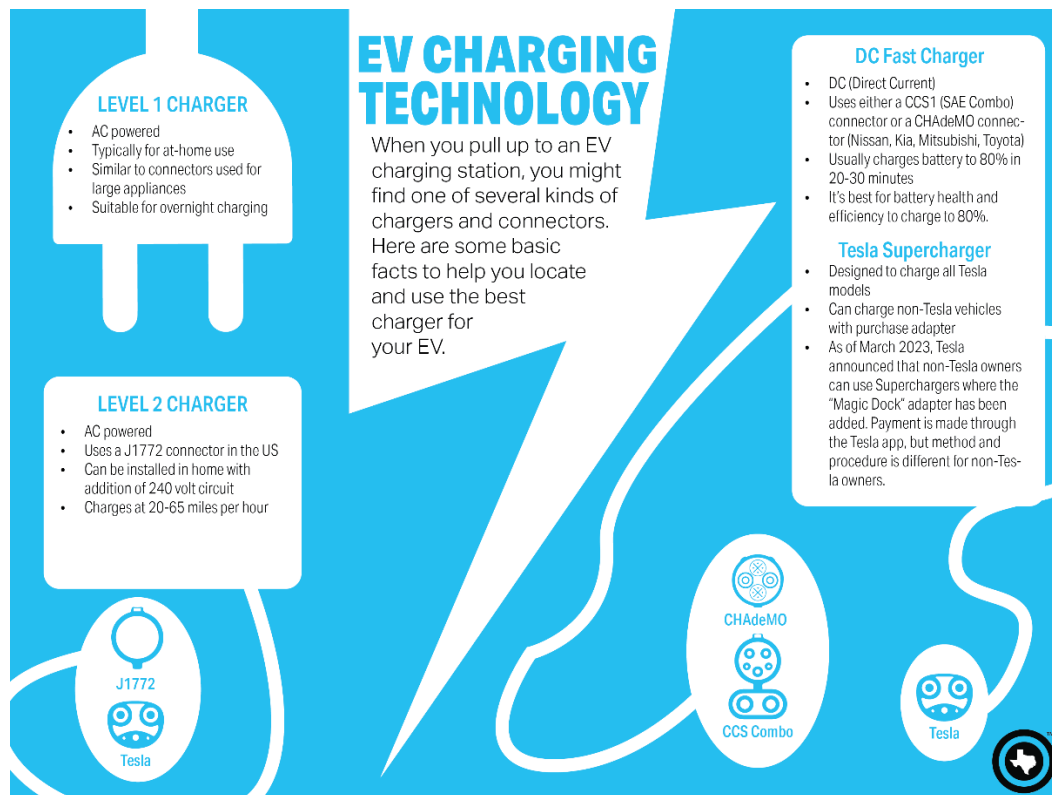
It takes a lot longer to charge an electric vehicle than it does to fill your gas tank – and the future likely holds more charging options, and more ways to occupy your time while you wait.

If you've ever considered buying an electric car, or EV, your thoughts probably revolve around power – how to get it, where to get it, how often to get it. And you might expect EV charging to center around the familiar gas station setup: Pull up, connect your car to a power source, pay and be on your way quickly.

But in a world where a vehicle's power comes from the electric grid and a battery, rather than a tank, where you get fueled up in the EV future could look a lot different than the gas station of today. And though most current EV owners do most of their charging at home, the need for access to charging on the road has car makers, retailers, government agencies and gas station owners planning and building the infrastructure we'll all need as more of us choose EVs.

"Today with an internal combustion vehicle, you have to go to a gas station. That's actually the only place you can get fuel," said Sam Abuelsamid, principal analyst at market intelligence firm Guidehouse Insights. "But in the future, a lot of people will be getting their energy at home. But there will also be public charging at facilities that look very much like gas stations do today. Or perhaps maybe a better analogy would be something that looks more like a Buc-ee's."

Buc-ee's, with its many locations along major highways and large-scale retail and food offerings, is the kind of place people can easily spend an extended period of time when they stop to refuel. That's important because it can take 20-30 minutes to charge an EV, even with today's fast chargers.



Abuelsamid said EV drivers will be drawn to places they can hang out for a while and have a meal or a cup of coffee, or do some shopping, while they wait for a charge. And that's the kind of experience retailers who don't currently sell gas will want to provide their EV customers as well.

Level 2 chargers, which charge EVs much more slowly than fast chargers, are far less expensive for businesses to install. So they're also available at many locations and will continue to be a part of the public charging mix. Experts believe many EV owners will use this option when they don't need a full charge but want to use time they're already spending in a parking lot to charge their battery.

"I think we're going to see a lot of 'why not plug in while I'm here?' behavior. But when they need electricity fast, I think that's when you're going to see them going more towards the traditional convenience gas retailer who's going to have those DC fast chargers to get them back on the road quickly," said John Eichberger, executive director of the Fuels Institute, a research group funded by the transportation energy industry. He said the desire to plug in whenever possible is a symptom of the range anxiety – the fear that you won't be able to reach a charger in time when you need it – that keeps some from considering EVs in the first place.

"I still think that even as we get comfortable with it and then we'll trust our at-home charging or our twice-a-week recharge at a public facility or an apartment complex, I still think that if there's a charger available, 'why not top off?'" Eichberger said.

But beyond range anxiety, having plenty of charger location options and types is essential for drivers who can't charge at home. If they don't have access to a garage or off-street parking, these drivers won't have the ability to install a charger of their own. Car makers are investing in charging infrastructure, partially as a way to broaden EVs' appeal in the used car and budget market segments: Tesla operates its own superchargers, and GM and network operator EVgo have partnered to install 2,700 fast chargers across the country.

“What GM and EVgo are looking at is places like grocery stores where you go on a regular basis,” Abuelsamid said. “So you’re not going out of your way to charge your car. And you’re going to be there for at least 20 or 30 minutes.”

The need to support EV charging is likely to impact businesses like Buc-ee’s, or a gas station that includes a convenience store.

“Even with a traditional gas station-type facility, I think what we’ll see is a transition to those facilities putting in a little more space for their convenience stores or an onsite restaurant or whatever,” Abuelsamid said.

That’s already true in Texas.

“I would say, in the last 18 months or so, we see major convenience store chains, conventional retailers getting into EV charging in a really major way,” said Lori Clark, a program manager on the air quality team at the North Central Texas Council of Governments. “Where they’re looking at themselves as fueling stations, not gas stations.”

Clark’s agency is the regional planning organization for the 12-county Dallas-Fort Worth area. It figures prominently in how North Texas will spend its portion of the [\\$407 million in EV charger funds](#) the state will receive under the federal Bipartisan Infrastructure Law passed in 2021.

The first phase of infrastructure money will fund EV fast chargers on major corridors – mostly interstate highways – with the goal of ensuring stations with at least four chargers each are available every 50 miles. Clark said most of the money goes to public entities, with 20% available for public-private partnerships. All charging stations must be publicly accessible, and there’s an uptime requirement, too. The buildout is supposed to be completed by 2027.

DART'S MARRIAGE TO DALLAS IS ON THE ROCKS

And City Hall has some explaining to do.

By Dallas Morning News Editorial

Most Dallas residents aren't tuned into the troubled marriage between City Hall and Dallas Area Rapid Transit. They should be. Hanging in the balance are tens of millions of dollars for sidewalks, traffic signals and bike lanes.

Dallas and DART have clashed about the terms under which the transit agency would hand \$111 million in excess sales tax to the city. [A recent ultimatum from DART](#) that it could withhold about three-quarters of that money because of delays and requested changes to the Silver Line project did not sit well with city leaders.

"I think it's unfair," City Manager T.C. Broadnax said at a recent public meeting.

But Dallas needs to look in the mirror. It appears the conflict with DART escalated because City Hall fumbled construction permits.

The Silver Line will run from Plano to DFW International Airport, crossing through parts of northern Dallas. Construction is happening all along the corridor, and transit officials say they haven't experienced problems elsewhere to the degree they have in Dallas. DART estimates that every day of delay costs taxpayers about \$150,000.

The way DART added it up, that's about \$50 million in delays. It's a lot of change.

What's more, an agreement between DART and City Hall stipulates that once DART submits a design, city officials must provide written comments within 10 business days. In one instance last year, it took Dallas about 290 calendar days to issue comments, according to DART.

City officials told us they offered feedback about the design throughout this time period. DART president and CEO Nadine Lee said there may have been conversations with the city but the plans had not been rejected or approved in writing.

"During that 290-day period, we had no idea exactly what the status was of those plans," she said.

Lee described other instances in which Dallas asked DART to revisit design decisions that the agency and the city had already worked through.

The permitting issues go beyond the transportation department. DART officials said Dallas approved design plans for the Cypress Waters station, but the agency was turned away multiple times at the building permit office. DART finally got its permit on Feb. 28, the same day Lee aired her concerns before City Council members.

It's not that the city should rubber-stamp everything DART submits. But it should follow rules and timelines for permit reviews that the city and the agency had already agreed to. And given the importance of the Silver Line to the traveling public, it shouldn't take the better part of a year to get to yes or no and why.

This brings us back to the \$36 million in Silver Line costs that DART could deduct from the \$111 million in extra revenue that the transit agency had earmarked for Dallas last year. City Council members had already made plans to spend that money on an assortment of transportation projects, and they were blindsided by DART's announcement last month that it could reroute some of that money toward the Silver Line.

Lee said DART was trying to recoup costs for add-ons to the Silver Line plan that are not mandated by law but that city staffers requested to approve permits. Assistant City Manager Robert Perez denied in an interview that there was a quid pro quo.

The good news is that Dallas and DART may have reached a breakthrough of sorts. City and transit officials sat down Tuesday for a session mediated by Michael Morris, director of transportation for the North Central Texas Council of Governments. Morris said the group went through six or seven pages of costs to allocate them to DART or Dallas. NCTCOG offered to absorb some of those expenses.

DART and Dallas officials told us the meeting was productive, though details about what was agreed to have not yet been publicly disclosed.

We suspect that any agreement will be short-lived unless Dallas and DART resolve the underlying issues with communication and permit reviews. The City Council should get to the bottom of the permit processing problems that DART is complaining about.

Hopefully this gets sorted out. Still, all of this mess begs another question.

If a public agency as powerful as DART that is dangling \$111 million in payments to City Hall can't get a permit issued on time, what hope does anyone else have?

PLANS FOR A MORE EFFICIENT BUS SYSTEM ALONG EAST LANCASTER HIT A SPEED BUMP

By Sandra Sadek

It's been three years since plans for a Bus Rapid Transit system were floated to the residents and businesses along East Lancaster Avenue, as a solution to their public transportation needs, but it's no longer the sole option.

The 2020 [Transit Moves Fort Worth](#) plan identified East Lancaster as a corridor that could benefit from the faster and more efficient bus system, a major reconstruction project that would run down the middle of the street in dedicated lanes, stations and platforms for easier boarding.

But plans are changing, and funding issues emerged.

"The idea coming from the transit authorities is 'Hey, we think BRT is the best option for that corridor,'" said Chad Edwards, vice-president of planning and development at Trinity Metro, which oversees public transportation in Fort Worth and Tarrant County. "There's other folks that don't think that, which is why we're doing a study to try to figure out 'OK, what the best way to do that.'"

As the East Lancaster project enters its next phase, stretching from downtown to Handley, city transportation officials are focusing on revitalizing the street that used to be the main thoroughfare between Fort Worth and Dallas.

"This is how it's come across, that this is a BRT project. It's not. It's really a complete street (project)," said Keller Porter, assistant director of [Fort Worth's transportation and public works department](#). "The roadway is old, it's gotta be rebuilt. And that has to happen regardless of transit or not and that's kind of getting lost."

THERE'S A CONSENSUS THAT LANCASTER NEEDS REVITALIZING

East Lancaster Avenue has a history as a [vibrant roadway and highway with many names](#), dating back to the early 1900s when the region's first mass transit project known as the Interurban – a rail-mounted electric streetcar – took people from Fort Worth to Dallas. As automobiles became more viable in the 1920s and '30s, Lancaster was lined with diners, hotels, full-service gas stations, auto repair shops and retail.

But that began to change in the late 1950s when the Dallas-Fort Worth Turnpike (now Interstate 30) was built, siphoning cars off and causing an economic decline.

East Lancaster is still lined with businesses and includes Trinity Metro's busiest bus routes, but much of the area is run down and needs revitalizing, transportation and city planners say.

Just exactly what that means is still being determined.

For starters, Edwards told the Fort Worth Report that Trinity Metro does not plan to tear down medians to create the dedicated lanes; instead, the transportation authority would be using the inside lanes and adding bus stops to streamline service.

Right now, the buses running along East Lancaster are pulling up to their stops using the outside lanes, which are lined with driveways to businesses and residents – and that creates congestion.

“The sheer number of driveways and the people in cars pulling in and out of those driveways tend to slow the bus down,” Edwards said. “If you’re in a dedicated right of way, you don’t have that and so you can speed up a little bit more and feel safe about it.”

Some residents like Don Boren, president of the East Fort Worth Business Association, would like to see East Lancaster succeed in a similar way that other urban areas like South Main have.

But Boren doesn’t necessarily see BRT as part of the solution.

“I’ve been dealing with BRT probably for 20 years, and the promise of BRT has never really hit home with me,” he said. “Fort Worth has been a car-driven city forever, and I don’t know that we’re ever going to embrace mass transit.”

The city’s [East Lancaster Corridor and Subregional Plan](#) is looking to improve road conditions with new pavement as well as streetscaping and better transit mobility. The plan will also revisit the area’s zoning and consider incentives to encourage economic development.

Porter, with the city’s transportation department, said the study will determine what transportation and route are best suited for East Lancaster. He said every option still remains on the table, but that decisions about potential transit modes will be driven by data instead.

“There’s no way to come to that determination without actually having the data and doing the planning and the work we’re doing now,” Porter said. “So it’s a bit premature to say ... that we want center-running BRT because we haven’t really had the data to prove that that’s the most viable option.”

WHAT STUDIES HAVE BEEN DONE ON EAST LANCASTER SO FAR?

1. Between 2016-2017, the [East Lancaster Complete Streets Project](#) was submitted to the U.S. Department of Transportation for a \$25 million grant to help revitalize the area.
2. Initiated in 2019 and released in 2020, the city produced a study called [Transit Moves Fort Worth](#) to look at ways to increase transit’s role in the overall transportation system. East Lancaster was identified as a priority corridor.
3. In January 2021, the city of Fort Worth and Trinity Metro launched the Advancing East Lancaster project, working with the public to create a [Transit-Oriented Development plan](#) for East Lancaster, which was released in April 2022.
4. Phase two of the Advancing East Lancaster project is now underway with the city of Fort Worth and other partners like Trinity Metro and TxDOT. The plan has now been renamed the [East Lancaster Corridor and Subregional Plan](#).

‘WE’RE NOT FUNDING THAT VISION’

The North Central Texas Council of Governments, which helps secure federal funding for transportation projects, said it won’t support a BRT plan that runs down the middle of the medians, should the city and Trinity Metro decide to go with that option.

“We’re not funding that vision,” said Michael Morris, director of transportation at COG. “I’m not in the camp of putting dedicated bus lanes down the middle of Lancaster and tearing up the trees and closing some of the intersections.”

COG, however, is committed to helping revitalize the street. Morris said they already have between \$60 and \$70 million set aside for this project.

Additionally, the agency’s Regional Transportation Council recently resubmitted an application for a \$25 million federal grant for the project after being turned down for a \$100 million grant it had applied for. Now, the idea is to ask for smaller, more frequent grants over the next four years.

If all four \$25 million grants are obtained, the reconstruction of East Lancaster could begin in the next four years, Morris said. By then, the Texas Department of Transportation, which owns the roadway, will have completed its design and environmental assessment — and final transit plans will be solidified.

“It’ll be an organic process with a known deadline,” Morris said. “The difference is, we went after \$100 million and it’s possible we don’t get it and maybe Lancaster never happens. What we’re saying now is that Lancaster is definitely going to happen.”

The Regional Transportation Council will fund any remaining dollars needed for the project that doesn’t come through from federal grants, Morris said.

Most recently, the Federal Transportation Administration awarded [federal funding for BRT projects](#) to three Texas cities, including Houston, San Antonio and Austin.

‘WE’RE THINKING BIG PICTURE’

Some options for the East Lancaster Corridor project will go before City Council in the next six to eight months, Porter said. The goal is to develop the entire plan by the time TxDOT completes its study on the I-30 expansion project in west Fort Worth.

“We want to get everybody on the same page and have a united voice to be able to get a really amazing project going. You will probably continue to see this very collaborative approach from transportation public works,” Porter said. “We’re thinking big picture and trying to bring everybody to the table to leverage different processes.”

Regardless of the final transit option selected for East Lancaster, if any, the project will still improve the roadway condition with new pavement, cleaner bus stops and updated streetscapes, officials said.

Edwards said he hopes all partners will come together and leverage the limited dollars available for the project not just for roadway improvements but also for future transit improvements.

“What we’re trying to do is create an investment in East Lancaster that’s permanent, that people can see that,” he said. “Then they start saying ‘All right, the city is investing in East Fort Worth. So we want to invest in East Fort Worth, too.’”

EVERMAN HAS FOUND ITSELF UNDERWATER FOR YEARS. HELP FOR FLOODING IS FINALLY ON ITS WAY

By Abby Church

There comes a certain trepidation when it rains in Everman.

Worry, by all means, is warranted. Two flood plains cut through this city of 6,000 people, and exacerbated drainage from development just outside the city makes it impossible to know when damage may come from just a few inches of rain.

To begin to understand the extent of Everman's flood problems is to assemble a puzzle. Combine Chambers Creek with expansive soils, the city's lack of an underground stormwater system and development outside city lines that sends water downstream and you get a cycle of destruction.

The city has struggled to get help with flood mitigation. Red tape that comes with securing federal and state funding to alleviate the issue has consistently held up the process.

A 2018 flood wasn't enough to qualify for FEMA funding. The city has applied for funding assistance through the Texas Division of Emergency Management for a flood mitigation project twice but was not approved because it had not done a flood study, said Craig Spencer, Everman's city manager.

But then came Tarrant County.

The county commissioners approved a flood and drainage study Feb. 21 that will look into Everman's needs in the areas surrounding Chambers Creek and its tributaries. Its passage green-lit the way for state project funding.

Everman officials hope this will mean help at last.

"We have been stuck with the brakes on for the last three years until we can get this flood study," Spencer said.

EVERMAN'S FLOOD HISTORY

Asking when Everman's issues with flooding began ignites heavy, simultaneous sighs from Ray Richardson, who has been the city's mayor for 10 years, and Spencer, who has been the city manager for three years.

Flooding, Spencer said, has always been an issue, and it's gotten worse in recent years.

"We've seen a trend over the years — increasing flooding, the severity and the frequency of the flooding," Spencer said.

What often happens in Everman is a delayed reaction in Chambers Creek as water moves downstream. After rain stops, the creek will often continue to rise.

Everman experienced perhaps its worst year with flooding in 2018.

Havoc started that September when four to six inches of rain fell. It quickly caused Chambers Creek to hop out of its banks and flash floods surged up to six feet. Spencer said 70 homes were flooded and 20 businesses affected. Some homes were flooded with five feet of water.

Spencer, who was working as the city's chief of emergency services at the time, remembers families whose homes back up to Chambers Creek sitting on their roofs waiting for a savior as floodwaters rose.

"This has been important for both of us since it happened and we've been trying to address it as best as we can since then but we keep hitting these brick walls," Spencer said. "But ultimately we wind up, you know, traversing it and and overcoming and moving forward."

Overdevelopment is one of the primary concerns city officials have when it comes to flooding, as well as longstanding issues with communication between Fort Worth and Everman.

"Fort Worth would develop and develop and develop and there was never any communication, or collaboration with the city of Everman," Spencer said.

For example, a drainage system on Everman Parkway runs through Fort Worth and as soon as it hits Everman, it dumps into natural vegetation, Spencer said. That runoff and drainage hits the vegetation and slows down its ability to absorb moisture.

Spencer said it isn't Fort Worth's fault, but he believes if there had been better communication and an opportunity for Everman to participate in the project there could have been fewer issues.

A representative with Fort Worth's Development Services office wrote in an email that the city coordinates directly with Everman on all drainage projects that may affect the city. Fort Worth surrounds the city of Everman in southern Tarrant County.

Flood insurance is always an option. But many families don't have deep enough pockets to afford it, Richardson said. The average cost of flood insurance for Texas is around \$634 a year.

The city's poverty rate sits at nearly 30%, more than double Fort Worth's rate of 13%. Spencer said others in the community are old and live on fixed incomes.

Richardson knows a couple nearing retirement who used their life savings to pay for damage sustained to their home in the 2018 flood.

Everman is also primarily minority with a 50% Hispanic population, many of whom are undocumented, Spencer said. Immigration status affects whether households can receive federal assistance. Those living in the city without documentation face even bigger hurdles to getting the help they need, Spencer said.

WAITING GAME

The biggest frustration the city has faced is the length of time it has taken to receive assistance. In the meantime, the city has made its best efforts to take matters into their own hands.

Everman officials have worked on hazard mitigation plans and flooding response plans, Spencer said. The city also owns swiftwater rescue boats. All of the members of the fire department have been trained in swiftwater rescue.

But residents have taken notice of the time and keep saying the city isn't trying to help the problem, Spencer said.

"It's just been trying to get the funding assistance that's needed for the city of Everman to go in and do what needs to be done," Spencer said.

The creek's ownership presents another barrier for residents seeking help, city and county officials said. Chambers Creek is considered private property, and each homeowner who has the creek through their yard owns a piece of it. Some residents say they don't want changes to the creek, Spencer said. Others have suggested the city expand the riverbeds with a backhoe.

Lack of funding has also come down to timing, said David McCurdy, Tarrant County's emergency management coordinator. Opportunities for funding only come around so often.

Communication efforts between Fort Worth and Everman have improved, Spencer said, and the city now has the county's help and backing from officials with the Regional Transportation Council and Commissioner Roy Charles Brooks, who represents Everman and who said he was committed to helping the city through the flooding issues.

"If it wasn't for them, we would still be in the same boat we were in," Spencer said.

Richardson added: "We'd be waiting another three to four years. And that's if we're lucky."

HOPES FOR THE STUDY

Spencer thinks the study might recommend drainage improvements.

It could also recommend property buyouts, which means some may need to vacate their property because they're too close to the creek and floodway. Officials are already preparing to have those conversations if, or when, the time comes.

"When we show up and tell them we're going to write a check for their property, they'll probably jump all over it just to get out of the floodplain," Richardson said.

The red tape that has had the city in a standstill doesn't completely unravel from here. Everman's flood study is expected to be finished by January, but once that study comes back and says what officials think it will say, then they will have to apply and wait for funds to help with flood mitigation.

The clock will start over yet again, and who knows what will happen between now and then.

One recent Wednesday in Everman saw gloomy skies. Christie Avenue, where at one point residents sat atop their homes as rain water flooded in, was quiet that afternoon.

The sky spat only a smidgen of rain, but the water collected in deep, dark puddles along the curbs and stretched into the center of the worn out street.

WFAA

HIGH-TECH GONDOLAS COULD BE COMING TO A NORTH TEXAS CITY

The Regional Transportation Council for North Texas and select cities will work together to decide where in DFW to build these.

By Staff

DALLAS — Anyone wanting more public transportation options around DFW may have something to look forward to as cities will soon begin discussing the possible implementation of Google-developed high-tech gondolas in congested areas around the metroplex.

While developed by a team at Google in 2019, that team left and commercialized their creation under the company [Swyft Cities](#).

The company says its advanced gondola system provides efficient, comfortable and sustainable mobility and helps reduce costs for places like real estate developments, universities and airports.

The Regional Transportation Council for North Texas will invite cities next week to pick their most congested areas for the autonomous gondolas to be built. These cities and the RTC will then work together to determine where in DFW the first Swyft Cities project will be built.

These vehicles are self-propelled, unlike traditional gondolas, with advanced guidance systems, which the company says leads to faster trips.

The company says their gondolas combine an autonomous cabin with lightweight, fixed cable infrastructures that moves passengers at a lower cost and with fewer carbon emissions than traditional transportation alternatives.

Gondola stations are about the size of traditional bus stops, the Swyft Cities website says, which can be either on the ground, elevated, or built alongside upper levels of a building. Cabins wait for passengers and immediately begin traveling along fixed cable guideways.

The cabins can navigate through turns, serve a number of routes and bypass stops.

Swyft Cities says its projects are low-cost, reducing infrastructure costs by as much as 20 times, with less material uses to lower carbon and daily energy use.

It's not yet known when or where these would be built if it is ultimately decided to bring the gondolas to North Texas.

[Could we see these high-tech gondolas in DFW soon? | wfaa.com](#)

CONNECTED AMERICA – THE REALITY OF DELIVERING INTERNET FOR ALL

By Rob Chambers

Two weeks today Total Telecom's first foray across the Atlantic becomes a reality as Connected America kicks off in Dallas. Building on a similar model to the award-winning Connected Britain, the event will draw together the entire US connectivity ecosystem to explore the whys and hows of delivering a better connected experience for more than 334 million people.

Ever since President Joe Biden signed the \$1.2 trillion Infrastructure Investment and Jobs Act – the so-called Bipartisan Infrastructure Bill, major focus has been on the [\\$65 billion investment in improving the nation's broadband infrastructure](#), billed to ensure all Americans can access affordable, reliable, and high-speed internet – Internet for All.

[Connected America brings together over 150 speakers](#) from telecom industry, government, enterprise verticals and more to create the best place to understand the technology, regulation, and investment environment for the rollout of next generation broadband.

Let's have a look at some of the sessions you won't want to miss:

Unlocking the Benefits of Internet for All

This will be the closing keynote session on day one and will ask and seek answers for the question of what is the benefit of Internet for All, and in particular address how next-gen connectivity technologies transform the economy and the challenges and roadblocks impeding the delivery of ubiquitous connectivity.

The session is moderated by the Fiber Broadband Association's Katie Espeseth and features:

- Scott Woods, Vice President, Ready.net
- Victoria Lamberth, Co-Founder and CRO, ZenFi Networks
- Esther Northrup, AVP Market Expansion, Cox Communications

Is Fiber the Future?

This session explores the advantages and challenges of fibre connectivity and whether the preference for fibre under the IIJA is a good thing. It also examines the shortage of qualified workers for laying fibre and strategies for the middle and last mile. Discussing will be:

- Kimberly McKinley, Chief Marketing Officer, UTOPIA Fiber
- Allison Ellis, SVP Regulatory Affairs, Frontier Communications
- Claude Aiken, Chief Strategy Officer, Nextlink Internet

Revolutionizing Public Transport

Better connectivity is poised to change the face of public transport, so we look at themes including how smart transport is currently, the role of private-public investment in transport infrastructure, and how gigabit connectivity can make public transport safer.

An incredible line-up of speakers includes:

- Thomas Bamonte, Senior Program Manager, Technology & Innovation, North Central Texas Council of Governments
- Gregory Elsborg, CIO, Dallas Area Rapid Transit
- Emily Yates, Chief Innovation Officer, Southeastern Pennsylvania Transportation Authority (SEPTA)
- Anh Selissen, Chief Information Officer, Texas Department of Transportation

This is just a brief snapshot of the sessions and speakers you will find at Connected America. For full information [visit the website](#) where you can also register for your ticket and meet our sponsors and partners.

Connected America takes place on March 28-29, 2023 at Irving Convention Center, Dallas. Tickets are free for US-based network operators and US-based public officials.

Visit www.totaltele.com/connectedamerica

DATA PROVIDES INSIGHT INTO SUCCESSFUL FEDERAL FUNDING APPLICATIONS

By Mary Scott Nabers

Posted by Mary Scott Nabers on Wednesday, March 15th, 2023

Throughout the country, consortiums, partnerships and work groups are being formed to launch large critical projects. There's a reason for the collaboration and it is noteworthy enough to point out what the data shows.

Partnerships and regional consortiums accomplish more than any one public entity can deliver, especially when funding is needed for large, complex initiatives. With competition for funding at its peak, a competitive advantage is a huge benefit and partnerships are delivering that advantage. Consortiums that include regional partners are more often than not receiving the funding requested for large initiatives and many of these working groups are delivering the largest infrastructure investments in their regions.

In most cases, collaborative initiatives bring other benefits as well. Working groups can provide innovative project planning, expedited timelines, better risk management, shared bidding costs, economic development incentives and pooled sources of funding. More broadly, though, they combine members' strengths, capabilities and resources. When there is a strong base of planning and support by a regional partnership, the likelihood of funding success is much stronger and large federal grant awards are much more common.

A group of regional leaders in Atlanta, Ga., announced the establishment of the Atlanta Regional Infrastructure Consortium at the end of 2022. It included planning officials, subject matter experts and executive leaders representing local agencies throughout the region, and it was formed to gain a competitive advantage when applying for federal grants. Until recently, the region had only managed to secure funding from nine out of USDOT's 933 discretionary grant programs over the previous 15 years. The local leaders were incentivized by a recent report that provided data proving that when multi-jurisdictional partnership groups applied for federal funding, the track record of success is much higher. Atlanta's newly formed consortium of partners representing the 11-county metro area will prioritize projects, work together to secure funding for critical projects and then collaborate on oversight.

State governments are also relying on working groups to expand the scope of public investments. On Feb. 17, The National Governors Association announced the creation of a working group to pursue infrastructure funding for state energy and infrastructure projects. The newly formed coalition will work together to streamline permitting, resolve legal issues and tackle procurement challenges to accelerate project deliveries. The state members will focus resources on energy projects that involve transmission, generation, transportation and/or mining.

With the success of capturing funding, consortiums will launch many large projects in 2023. Some examples of what to expect follow.

A consortium for offshore wind initiatives in Maine will oversee the launch of a large wind project. State leaders recently formed statewide partnerships to advance offshore wind power

projects along the Atlantic coastline. The group includes representation from the fishery industry, the Governor's Energy Office, the Department of Marine Resources (DMR) and other state agencies. Members of the consortium will join forces to address research and consideration of numerous aspects of offshore wind projects. The group will also be responsible for planning decisions and execution of the project. A Request for Proposals (RFP) for research assistance will be launched in mid-2023. Other initiatives will follow, and the consortium's planning documents indicate that construction will be underway for the first floating offshore wind port on the east coast by 2025.

In northern Arizona, a \$61 million federal investment includes funding for a public motorized travel management plan. The project will provide services for the Apache-Sitgreaves National Forests. An environmental review will be finalized this month and an implementation start is forecasted for late 2023. Local officials have joined to form a working group that will ensure delivery of this project as well as several other restoration initiatives across the four national forests in this region of Arizona. The consortium will also deliver projects relating to forest management, health care, behavioral care and broadband deployment.

Officials in Rockwall County, Texas have announced a sequence of large-budget road projects that will be launched over the next several years. Regional partners will oversee a broad slate of critical road repairs. One of the upcoming projects is scoped to widen State Highway 205 from a 2-lane rural roadway to a 4-lane urban highway. This project alone has an estimated budget of \$202 million. Planning officials representing Rockwall County, the Texas Department of Transportation and the North Central Texas Council of Governments will coordinate efforts to secure federal grant funding for all the consortium's upcoming road projects.

A working group organized in Pasadena, Calif., will soon begin to revitalize a transportation corridor with a budget of \$78 million. The partnership group will oversee development of a regional transportation plan and federal funding has already been awarded for the project which will have numerous aspects. Members of the partnership will collaborate with local leaders to restore a stubbed highway. The objective of the consortium will be to accelerate the transformation of a 50-acre transportation corridor.

The data relating to federal funding support being awarded to coalitions and partnerships is significant and worthy of note. Private sector firms interested in contracting opportunities for almost any type of project in 2023 will likely find them by checking out consortiums applying for funding in any state.

TRAINS, BELLS AND RAILROAD BLOCKAGES ARE FRUSTRATING SOUTH FORT WORTH. WHAT CAN BE DONE?

By Harrison Mantas

Angela Blochowicz is hounded by a constant dinging from a railroad crossing roughly 50 yards from her house.

"I can hear it even when the train's not there," she said.

She lives in the Jennings-May-St. Louis neighborhood just west Interstate 35W and north of Berry Street. Her house sits between two railroad crossings at Page Street and Morningside Drive.

Both are regularly blocked by Union Pacific trains.

It's not the cars moving along the tracks that bother Blochowicz. It's the nonstop dinging from the crossing signal when the freight carrier's cars block the road for hours and sometimes days at a time.

She's given her kids ear plugs, but said sometimes it isn't enough.

Residents living next to the train tracks say the bells are ruining their quality of life, and the blocked crossings are trapping them in their neighborhood.

But there's not much they or the city can do to fix the problem.

WHY ARE THE BELLS RINGING?

Union Pacific Ney Yard is less than a mile north of the Morningside Drive and Page Avenue crossings.

Union Pacific usually changes its crews at the crossings near Blochowicz's house, said spokesperson Robynn Tysver in an email to the Star-Telegram.

Tysver responded to questions submitted through an online form on the company's website.

"We do apologize for the inconvenience, and we understand the frustration," she said.

The trains are often more than a mile long, so switching out rail cars will occasionally block crossings instead of being contained to the rail yard, said Tai Nguyen, the city of Fort Worth's railroad projects manager.

The gates at rail crossings have sensors that tell them to close and keep the bells ringing as long as there's a train blocking the intersection, he said.

Nguyen can call over to the rail yard to see if Union Pacific can move its trains a little faster, but there's little he can do to force the issue.

"It's a good neighbor policy. Sometimes it works, sometimes it doesn't," he said.

Texas' transportation code makes it a misdemeanor for a train to block a crossing for more than 10 minutes.

However, federal law trumps the state's authority to police train crossings, according to a 2005 opinion from then-state attorney general Greg Abbott.

There are no federal laws that punish rail carriers for blocking crossings, but people can submit reports to the Federal Railroad Administration through an online portal.

COULD QUIET ZONES HELP?

Quiet zone crossings have technology to make it safe for a train to pass through without having to blast its horn.

Examples include the rail crossing at West Seventh Street, which has lights, gates, and a median to keep the crossing clear while trains pass.

Blochowicz's father, Michael Castillo, has lived in the Hemphill corridor for 40 years. He said they tried to get quiet zones established in the mid-1990s, but nothing ever came of it.

"We have everything that's required, but I can't get nobody to direct me in the right direction," Castillo said.

Establishing a quiet zone wouldn't help with the bells, because they're going to go off as long as the crossing is blocked, Nguyen said.

"I know it's annoying. I grew up in that area and it's really tough when the city can't do a whole lot about it," he said.

GET RID OF THE CROSSINGS

The only thing that will solve this problem is to convert the crossings into "grade-separated" crossings, Nguyen said.

This is where you build a bridge over or dig a tunnel under the railroad tracks to separate the rail from vehicle traffic.

Fort Worth is spending \$22.2 million on a bridge over the Union Pacific line west of Everman Parkway and Interstate 35W, and Saginaw completed a similar project in March 2022 at West Bailey Boswell Road and U.S. 287.

Freight carriers like these kinds of crossings because it eliminates the need for them to maintain the road crossings, Nguyen said.

The only limiting factor is money.

These projects cost \$30 million to \$40 million to build and take long term planning, Nguyen said.

Fort Worth has more of these crossings as part of its long range plans, he said, but couldn't give a timeline for when that would be.

DART AND DALLAS' DUSTUP MEANS DELAY FOR FUNDING THE FIVE MILE CREEK TRAIL

DART and Dallas are in a fight, and until it's resolved, funding the mayor's priority project through Oak Cliff will have to wait.

By Matt Goodman

When the Dallas Area Rapid Transit board last year approved a decision to [pay its 13 member cities millions of dollars](#) in excess sales tax revenue, the city of Dallas [began imagining how](#) it would spend its \$111 million share.

One of those ideas was to begin to build the Five Mile Creek Urban Greenbelt, [which includes a long-awaited 13-mile trail](#) that would extend from near the Westmoreland DART station to the Trinity Forest through Oak Cliff.

The city worked a funding deal with the North Central Texas Council of Governments: Dallas puts in \$10 million from its sales tax bonus bucks and gets \$15.4 million back from the COG, which would be enough to build a "shovel-ready" portion of trail near Kiest Park and cover the cost of the design and engineering for the rest of the trail corridor.

Emails obtained by *D Magazine* show the financing plan is now paused as the city and DART work through disagreements over which agency should cover the cost of delays and "project enhancements" related to the Silver Line commuter rail project that DART is building through Far North Dallas.

This was the matter [we covered last week](#). DART believes it has spent \$36 million on "betterments" related to the Silver Line and says that design and construction permitting delays have cost the agency close to \$50 million. DART would like the city to settle up and has suggested using the city's share from the extra tax revenue to do so. Dallas disagrees with the transit agency, arguing that those "betterments" were necessary design adjustments in line with strategic plans approved by the City Council.

With both parties at an impasse, the North Central Texas Council of Governments is mediating. That means the funding plan for Five Mile is on hold for now.

The nonprofit Trust for Public Land is shepherding the Five Mile project, overseeing design and construction while acquiring land that it donates to the city of Dallas. Robert Kent, the Texas State Director for TPL, said in an email that the organization is "aware of the ongoing discussions between DART, City of Dallas, and NCTCOG."

"We are hopeful for a quick resolution to this issue. Trust for Public Land is proud of our partnership with our public partners to bring the long-awaited Five Mile Creek Greenbelt to life," he wrote.

It's unclear how long it will take for the organizations to reach a decision. Robert Perez, the assistant city manager over public works, last week confirmed that the first meeting between the three happened last Tuesday. He would not comment further, "until all of that is finalized and we have the opportunity to confer with the city manager, the DART CEO, and also with our Council."

Mayor Eric Johnson has made funding and building the Five Mile project a key part of his recent platform. The emails show that funding discussions between the city and the NCTCOG began last October and progressed quickly. Ken Kirkpatrick, the COG's general counsel, sent a draft of an interlocal agreement to the city last December. (An ILA, as that is abbreviated, is required before public agencies can enter into funding agreements with one another.)

The funding does not appear to be imperiled, just delayed. Before DART's board approved giving cities the excess sales tax dollars, the mayor had asked the city manager to research using the city's own excess revenue to [pay for the beginnings of the trail](#). That bucket of \$20 million was to be used on projects that advanced racial equity—like a trail through southern Dallas and Oak Cliff.

On Monday, a COG staffer emailed Perez asking whether the city anticipated a delay in receiving the sales tax revenue from DART.

"Given the status of the excess sales tax revenues," Perez wrote, "I think delaying ... is best for the time being."

Five Mile is one of many projects the city wants to pay for with the sales tax dollars. Others include completing priority projects in the city's Sidewalk Master Plan, bike lane upgrades, a study for how to turn DART parking lots at park and rides into mixed use developments, a pilot program to pay for free student rides, reconstructed traffic signals, and more.

The city had hoped to receive Council approval this month to accept the tax money and begin working, but the dustup has created a fuzzy timeline. This first confirmed delay won't be the last.

NBCDFW

TXDOT ANNOUNCES NEW EXPANSION TO WIDEN SE LOOP I-820

Construction for I-820 is set to begin in late 2024 and conclude in early 2028

By Breana Adams

The Texas Department of Transportation has announced the expansion of the [Southeast Connector Project](#) which will now include Interstate 820 from Rosedale Street to Brentwood Stair Road.

The expansion will cover 2.5 miles to widen the SE Loop I-820 to eight mainlines. Frontage roads, bike lanes and sidewalks will be included to improve access for the public.

Funding for widening the segment comes from the North Central Texas Council of Governments and Proposition 1 revenues, which are generated from oil and gas severance fees.

Tarrant County drivers should expect construction to begin in late 2024 and be completed as early as 2028.

The Southeast Connector Project [broke ground](#) in November 2022 to rebuild and widen an estimated 14 miles of I-20, I-820 and US 287.

The project hopes to relieve congestion in southeast Tarrant County.

With the new addition, the total for Southeast Connector Project is \$2.1 billion, making this the largest investment for infrastructure in history for TxDOT's Fort Worth District, according to the department.

The previous record was \$1.6 billion for the initial Southeast Connector Project.

[TxDOT Announces New Expansion to Widen SE Loop I-820 – NBC 5 Dallas-Fort Worth \(nbcdfw.com\)](#)

AFTER EARLY MORNING FIRE, DALLAS BEGINS DEMOLISHING VALLEY VIEW MALL

It's the second fire in two months for the dilapidated remains of the mall, which was recently deemed a habitual criminal property by the Dallas police Chief Eddie Garcia.

By Bethany Erickson

A little more than a month after the remains of Valley View Mall caught fire, Dallas Fire-Rescue responded to another two-alarm blaze at the structure early Thursday morning. By noon, the city decided to complete the demolition of the remaining husk. It took four hours for demolition crews to begin tearing down the vacant 50-year-old mall.

According to sources with the city who spoke on background this afternoon, the fire was seemingly the last straw of a long line of frustrations, and Dallas asked permission from the state to demolish the site.

Councilwoman Jaynie Schultz confirmed the demolition and noted that the developers who own that parcel—Jeff and Scott Beck— would be footing the bill.

The action started early in the morning. DFR spokesman Jason Evans says firefighters responded to a 911 call around 4:30 a.m., and the first to the scene encountered heavy smoke and fire and quickly requested a second alarm. Two firefighters became trapped in the early morning fire, he said, but were rescued and removed quickly.

“One sustained undisclosed burn injuries while the other sustained an injury of the musculoskeletal variety,” he said. While neither firefighter sustained life-threatening injuries, both were taken to a local hospital for evaluation.

As of 9 a.m., Evans says that fire crews were engaging in defensive operations, but 40 units remained at the scene around 12:30 p.m. The cause of the blaze remains undetermined, but Schultz said the fire and smoke were near the vacant AMC theater inside Valley View Mall, which sits in her district.

This is the second blaze at Valley View in a little over a month.

On Feb. 11, DFR responded [to a fire](#) that was also near the former theater, which closed in January 2022. In December, shortly after [D Magazine reported](#) on the conditions of the remaining portion of the mall, the city of Dallas sent a demand letter to the Becks. The city warned the father and son that they would need to improve the security at the site until its demolition and gave them a firm deadline of July 28 to finish razing the mall. The city later amended that deadline to June 1, and advanced it further with state approval after Thursday's fire.

The city had already deemed the area a “[habitual criminal property](#),” a legal term used by police and prosecutors attempting to hold property owners liable for ongoing criminal activity. Typically, that label comes with more fines, more scrutiny, and more requirements.

The notice sent to the Becks was signed by Dallas Police Chief Eddie Garcia, who listed five cases of criminal mischief and another five of criminal trespass at the location. Six of those occurred in the last year. The notice also requires the Becks to hire security guards to

continuously patrol the area whenever demolition crews are not present, erect perimeter fencing around the structure, improve lighting around the area, and install security cameras.

The Becks were due to meet with Dallas police to rebut the designation on March 6. We have requested details of the outcome of that meeting. If the Becks could not prove that they were complying with what the city asked of them, they'll have to pay \$949 a month and place signage that informs the public that the site is a habitual criminal property.

But the point now seems to be moot since demolition has begun. Schultz said Thursday that it was clear that "the Becks were not abiding by the security requirements."

"The doors were open, the fences were down, and there was little to no security," she said. "I saw it for myself. They completely failed to abide by the agreement. They have failed not only our city, but they put the lives of firefighters at risk, and two were injured."

The tussle between the Becks and the city over their portion of the Valley View Mall site has been ongoing for several years. The site is included in the city's plan for a 450-acre International District that also includes the Galleria and everything between the two sites. Also planned: a pre-k through 12th grade Dallas ISD STEAM school, a \$10 million people mover paid for by the North Central Texas Council of Governments, a complete street makeover at Montfort Drive, and a large park.

ENVIRONMENTAL GROUPS URGE FORT WORTH COUNCIL TO DELAY VOTE ON COMPREHENSIVE PLAN

Here's what else to expect at Tuesday council meeting

By Haley Samsel and Rachel Behrndt

Members of the [Greater Fort Worth Sierra Club](#) and other residents are asking city leaders to delay their vote on the city's [2023 comprehensive plan](#) – and revise it to include more parkland and open space in industrialized areas of southeast Fort Worth.

Fort Worth City Council members are set to finalize the plan during their March 21 meeting, following a public hearing.

In early March, the environmental advocacy group issued its first-ever local [action alert](#) as part of a collaboration with the [Echo Heights and Stop Six Environmental Coalition](#). More than 40 people have sent emails to City Council members as part of the campaign, said John MacFarlane, who serves on the executive committee of the Greater Fort Worth Sierra Club.

“The comprehensive plan is just something that’s been rubber stamped over the last 20 years. No one really takes a look at it – no citizen involvement,” MacFarlane said. “We’re asking them to delay the vote on the 21st to allow more public involvement.”

MacFarlane worked alongside Echo Heights activists last summer to oppose an industrial facility across the street from Fort Worth ISD’s W.M. Green Elementary School. City Council members [eventually denied that proposal](#) with prejudice, citing its potential impact on traffic and industrial pollution.

“We want to keep industrial zoning in check and allow for some green space around W.M. Green and more green space as a buffer zone between industrial zones and residential,” MacFarlane said.

Residents of Echo Heights, which sits south of U.S. 287 near Loop 820, gave a presentation at the Sierra Club’s February meeting, where members learned about how the comprehensive plan influences zoning and land use across the city, MacFarlane said. Since then, Sierra Club members have been vocal at the city’s public comment meetings and now through the action alert.

City planning leaders have vowed to launch a major [public engagement campaign](#), including a series of listening sessions, later this year to shape the 2025 comprehensive plan.

Until then, city staff expects to make minor changes in the 2023 and 2024 plans, according to [previous Fort Worth Report coverage](#). The 2023 plan includes new maps reflecting the location of federal floodplains as well as new city master plans, such as the Fort Worth Botanic Garden’s [20 year-strategy](#).

“I don’t think it hurts anything to wait five to six months to do that public involvement that you’re promising in the future now,” MacFarlane said. “I don’t believe they want to do much to this year’s plan before the vote on the 21st, but I think it’s a good step in the right direction that now they’re seeing people wanting to be involved with this process.”

Residents can weigh in on the 2023 comprehensive plan and other agenda items during the Tuesday, March 21 meeting, which begins at 6 p.m.

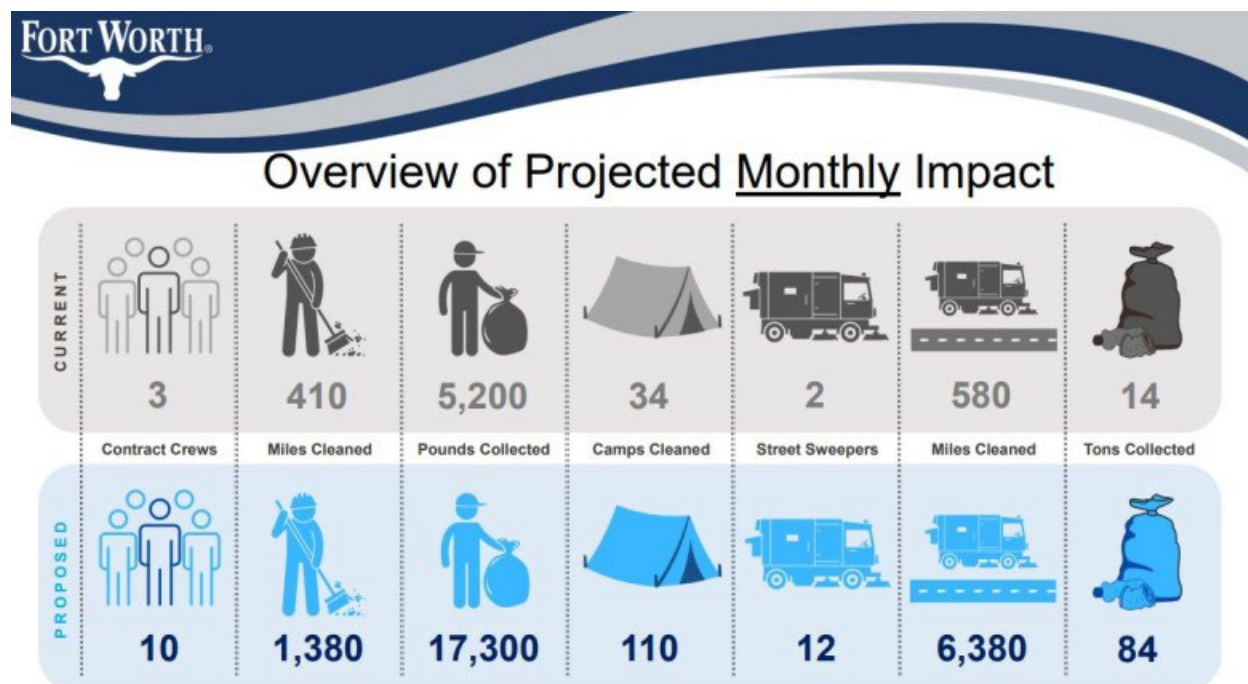
To sign up to speak, access the meeting agenda [here](#) and search for the item you would like to comment on. Click on “Speaker/Comment Card” to indicate whether you would like to comment in-person, virtually or in writing.

STREET SWEEPER CONTRACTS, \$1.5M INCENTIVE PACKAGE ROUND OUT AGENDA

Council members also will consider a contract to purchase 12 street sweepers from Industrial Disposal Supply Co. for up to \$3.75 million.

The street sweeper purchase comes as the city commits more resources to clean up litter. As part of the 2023 budget process, Fort Worth [increased its monthly environmental fee](#) for the first time in 26 years. Residents now pay \$1.50 per month, up from 50 cents. Commercial, industrial, nonprofit and municipal customers also saw their monthly fees increase.

Brandon Bennett, the city’s code compliance director, said in August that the larger fleet of street sweepers will run regular routes through the city’s most-littered neighborhoods and cover about 6,380 miles of road each month. That’s up from the 580 miles cleaned without the new street sweepers.



Fort Worth’s code compliance department projects massive increases in city litter services as a result of more environmental fee funds. (City of Fort Worth)

“The city of Fort Worth, historically, has not been engaged in street sweeping and that fits with our very conservative, smaller government footprint,” Bennett said. “But we are now the 13th-largest city in America. We have lots of streets that need to be cleaned ... and using street sweepers is one of the most efficient ways of doing it.”

The council will also vote on [contracts](#) with TRP Construction Group and Traffic Highway Maintenance for pavement markings. Both contracts will cost the city about \$6.1 million. The increased budget for pavement markings comes from the city's PAYGO fund. Fort Worth [increased funding](#) to the fund by a half-cent, allowing the city to invest more in projects like pavement markings.

City Council members will also consider a [\\$1.5 million incentive package](#) for video game startup ProbablyMonsters Inc. Over five years, the company would be expected to establish a new office in Fort Worth with 300 jobs averaging a \$75,000 salary, according to previous Fort Worth Report coverage.

Thirteen zoning cases are on the agenda for Tuesday. Two cases were recommended for denial by the zoning commission. Both cases are in southeast Fort Worth.

The first case, at [4309 Village Creek Road](#), proposes changing the zoning of 2.3 acres from one-family to light industrial. The other, at [5024 Collett Little Road](#), proposed changing the zoning from neighborhood commercial to light industrial.

[Another case](#), at 18242 S. Farm Road 156, was continued from a previous meeting and recommended for approval by the zoning commission. The case would rezone 20 acres from unzoned to light industrial.

TEXAS-BASED PROJECT WOULD GIVE FREIGHT TRUCKS PRIORITY AT RED LIGHTS

By Angel Cocker

For every 5,000 freight stops that are eliminated at traffic lights each day, fleets can save 3,800 minutes in travel time, \$1,500 in fuel and operational costs, 4 miles per gallon in fuel efficiency and 1,300 kilograms of emissions.

Freight North Texas, an ongoing planning program led by the North Central Texas Council of Governments (NCTCOG), is working to eliminate stops at traffic lights with an intelligent traffic signal optimization program that has been adapted from transit authority systems for trucks to enhance the safety, mobility, efficiency and [air quality associated with freight movements](#) in the Dallas-Fort Worth region.

Another statewide project, Texas Connected Freight Corridors, that received federal funding to provide traveler information to freight vehicles through connected vehicle technology for what's known as The Triangle – I-35, I-45 and I-10 – found in a user survey that last-mile deliveries were still an issue: getting off the freeways and getting through traffic lights in the warehouse districts. That became the impetus for the Freight Priority project.

The Lone Star State placed 13 locations – the most of any single state – on the [top 100 most congested bottlenecks](#) for trucks in America list compiled annually by the American Transportation Research Institute. NCTCOG selected a team lead by planning and design consultants Kimley-Horn to conduct Freight Priority, a five-year program that identifies 500 traffic signals across metro DFW that would most benefit from freight-flow optimization.

"In north Texas, since it's the center of the U.S. for so many truck and freight routes, this is an ideal location to have a program begin like this," said Leigh Hornsby, managing principal at Public Information Associates.

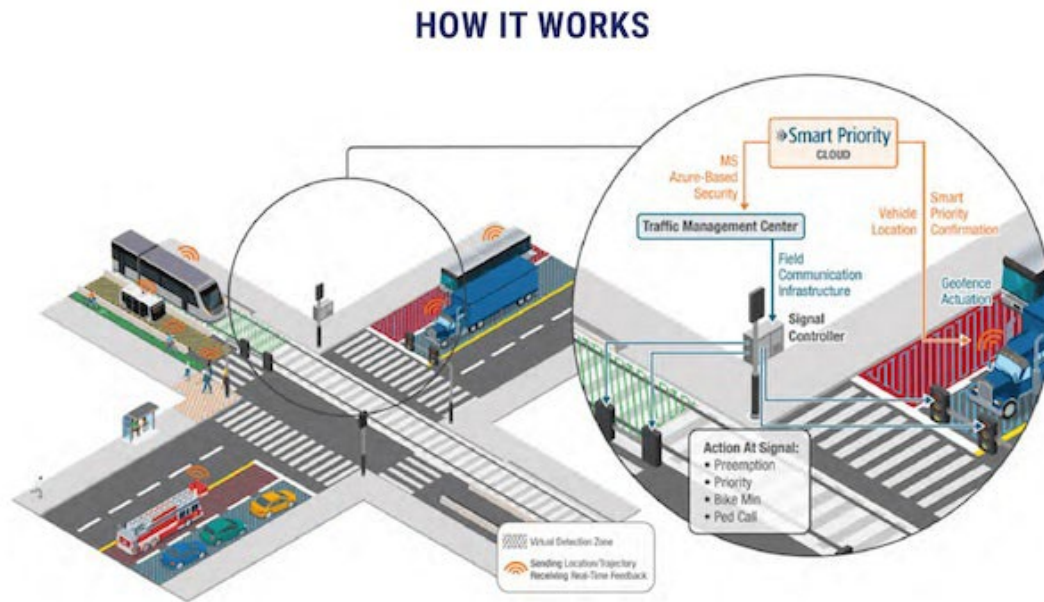
Kent Kacir, project manager at Kimley-Horn, said to his knowledge, this is the first program of its kind in the nation, and he thinks many other cities will follow suit. He said he anticipates that Garland and McKinney will be the first Texas cities to participate the program, which is expected to deploy in the next couple of months.

Freight Priority is a free service to truckers and fleets traveling through the area. The program uses an app or a truck's telematics system to connect the vehicle to the cloud, where the GPS location of the vehicle is shared with the EcoDrive app and Smart Priority software and is disseminated to the signal priority system. It works with any high-resolution (1s-5s) automatic vehicle location (AVL) feed from a variety of third-party systems and can be used by freight operators without AVL by using the mobile or dash appliance app, which is still being developed. It does not require any additional hardware on the truck side or the city side.

"Once we know that a truck is within a particular area of an intersection that we have granted rights to control, then our signal goes down from the cloud to the local agency's traffic signal to extend that phase an additional four or five seconds," Kacir said.

He said the app will provide drivers with an optimized speed advisory, which is the recommended speed they should drive to be able to traverse a group of traffic lights on green. It will also let drivers know when the end of a green phase is coming so they can slow down.

The signal priority system can extend a green light and truncate a redlight so a truck can get through without making a stop, which costs time, fuel and emissions.



The program will track multiple metrics to discover the benefits; metrics that include fuel, time and greenhouse gas emissions savings. It will also include a safety assessment with a [before and after study of crash data](#). The data will be anonymized but available to the public.

“We have in development as we speak a dashboard that will be available to anybody; it's public facing; they'll be able to go to the website and see exactly on a day-to-day basis what metrics are being saved in what community,” Kacir said. “Then, if you're a local agency operator – let's say the city of Garland – you will be able to go to it and, with special privileges, look into deeper details of your traffic management system and be able to pull out of that specific details on which signal actually gave the most benefit to the trucks.”

Though there is no way to track it on a per-truck basis, but the program estimates that the signal priority system will save 16,000 hours of travel time for truckers, \$400,000 in fuel and operational costs for fleet operators and 325 metric tons of emissions.

Local governments can register as a user on FreightPriority.com. Hornsby said the program is looking for additional participants on the freight side, especially owner operators who travel through the area.

“One of the things we were hoping from our outreach here is to connect and have a wider swath of people that we might be able to let them know about the program,” she said. “There are so many independent operators out there, too, who are welcome to participate in this as well. We're really focusing on opportunities for identifying and reaching out to potential participants.”

TOP EPA OFFICIAL TOURS POLLUTION HOT SPOTS IN MIDLOTHIAN, ARLINGTON. 'I HEAR THE FRUSTRATION'

By Haley Samsel

MIDLOTHIAN – Amid high winds and an incoming hail storm, most North Texans were headed inside Thursday afternoon. But, under a small covered pavilion at Kimmel Park in Midlothian, members of an air quality advocacy group had a meeting they couldn't miss.

For the first time, [Earthea Nance](#), regional administrator of the Environmental Protection Agency's Region 6, toured Midlothian and [Arlington](#) to learn more about residents' experiences and concerns with industrial pollution. Region 6 encompasses Texas, Louisiana, Arkansas, Oklahoma, New Mexico and 66 tribal nations.

The visits to Ellis and Tarrant counties were the result of a meeting Nance attended last fall with several North Texas environmental advocacy groups, including [Midlothian Breathe](#).

"I found residents who are tremendously knowledgeable about their environment and about the environmental laws and regulations that govern it," Nance said. "They're incredibly energized about working and partnering with the EPA to help to bring environmental protection to their families."

Midlothian's three major cement plants were at the center of Nance's visit to the Ellis County city of 37,000. Six of the [top 10 industrial polluters](#) in North Texas are located in Ellis County, according to a 2021 Paul Quinn College report. Four of the top five call Midlothian, the "cement capital of Texas," home. The city is about 30 miles southeast of Fort Worth, on U.S. 287.

Jane Voisard, a volunteer with Midlothian Breathe, was encouraged by Nance's offer to help analyze air quality data and get a state air monitor back up and running.

"That is light years difference for us as far as actually being able to talk with someone and put a face and a voice and an interaction together," Voisard said. "Part of it is us continuing to apply pressure and have a positive flow of communication. That's what we want: the interaction."

In Arlington, Nance visited several of the natural gas drilling sites that dot the landscape of Tarrant County. The environmental advocacy organization [Liveable Arlington](#) has pushed for [more regulation](#) and less drilling near sensitive sites such as schools and homes.

Her visit comes as the EPA moves forward with [new regulations](#) that would crack down on the amount of methane that oil and gas operations can emit. The new rules would also reduce volatile organic compounds and toxic air emissions, like benzene, that are released during oil and gas drilling.

Ranjana Bhandari, executive director of Liveable Arlington, has given dozens of tours to visiting scientists and journalists. This tour is the most important she has ever given, Bhandari said, because EPA policy will deeply impact Tarrant County. A [2022 report](#) found that almost 1 million Tarrant County residents live within a half mile of oil and gas activity.

"I'm so, so grateful that they came and looked at all of it very thoughtfully," Bhandari said. "I know that whatever they do will have the most impact in Tarrant County because this is the

most impacted community (by natural gas drilling) in America. Their actions and EPA policy matters here more than anywhere else.”

MIDLOTHIAN CEMENT PLANTS PROMPT HEALTH CONCERNS

Sitting at Kimmel Park picnic tables with Nance and her team, a small group of community advocates shared how their families have experienced health concerns while living in Midlothian. Keith Ricci, who has lived near the Holcim US cement plant for 14 years, said both of his daughters have suffered from respiratory issues.

“What we really care about more than anything is transparency,” Ricci said. “We feel like we’re not being listened to, and that we’re not getting accurate (air quality) readings.”

Several residents joined Midlothian Breathe as part of a fight to stop cement manufacturer Holcim US from increasing carbon monoxide emissions. The Texas Commission on Environmental Quality eventually [granted Holcim permission](#) to do so in 2021.

At the time, Holcim spokeswoman Jocelyn Gerst said the company is committed to protecting public health in the Midlothian community. The permit application to increase emissions met all federal and Texas air quality standards, she [said in a statement](#).

Since then, Midlothian Breathe volunteers have deployed [13 low-cost air quality sensors](#), known as [PurpleAir monitors](#), that can detect particulate matter pollution and send data to an online map in real time. One of the sensors was installed at Kimmel Park, near City Hall, after the group donated it to the city in 2021.

“Midlothian has always been kind of a company town, and the city council has always steadfastly said: ‘There’s nothing we can do, we’re going to back away, we’re not going to have any involvement, and it’s TCEQ’s responsibility alone,’” Voisard said. “The first turn of events was when we presented them with the PurpleAir sensor, and they actually accepted it.”

Anna Hammonds, a city council member elected last year, attended the meeting with Nance and told residents she was there to listen. Midlothian city manager Chris Dick [told the Fort Worth Star-Telegram](#) in 2020 that city leaders weren’t interested in meeting with activists because of the city’s lack of jurisdiction over cement plant permits.

Despite progress on an air monitoring network, Midlothian Breathe has continued to face roadblocks in analyzing air quality data, especially when it comes to funding and scientific expertise, Voisard said.

Nance’s team offered to connect the group with grant funding opportunities that could pay for more sophisticated air monitors. EPA staff can also help residents understand the data they’re collecting, Nance said.

“If you were in your backyard and you saw a patch of something, you’d take a sample. If you found something in that one sample, you might take a couple more samples,” she said. “The PurpleAir monitor is like that test sample ... We can help you look at that and see what story it tells so we can then come up with the next step.”

EPA VOWS TO FIX AIR QUALITY MONITOR

Midlothian residents are also concerned about the lack of official EPA data on air quality in the city. The only air monitor overseen by the state environmental agency and the EPA has not

been functional since April 2022, and Midlothian Breathe activists already believed the monitor's data was irrelevant because it was located upwind of major pollution sources.

Ellen Belk of the EPA's air quality section said she is working with the TCEQ to reinstall the monitor, which was decommissioned after the property was sold to a new owner. The EPA will also provide recommendations on where to place the new monitor and look into which location will produce accurate results, she said.

Upcoming [EPA rule changes](#) will also require corporations to reduce particulate matter pollution – more commonly known as soot – that can result in serious heart and lung ailments. Those regulations should be enforceable within the next three years, Nance said.

She encouraged residents to continue their data collection efforts and create a paper trail of complaints about any potential air quality violations. Her staff is also focused on creating partnerships with communities rather than hosting one-off meetings.

"I hear the frustration, and I hope that the kind of support we offer is going to help to energize the group," Nance said.

NBCDFW

Unfinished Storm Water Project Will Eventually Help Relieve East Dallas Flooding

Mill Creek Tunnel won't be completed until 2025

By Ken Kalthoff

Stormy weather always worries residents of East Dallas where a massive stormwater project to relieve flooding won't be finished for another two years.

Work on the [Mill Creek](#) Peaks Branch Tunnel began in 2018.

Several access points are under construction in East Dallas and Uptown.

Construction covers were removed Thursday from some stormwater inlets that will eventually connect to the deep tunnel. Sandbags were in place to keep the covers from washing back over the drains. That may have been a factor in flooding that occurred in a massive August 2022 rain event.

It left 15 inches of rain in some places that had never seen so much flooding before.

Homes and businesses in East Dallas and around Fair Park were swamped.

The giant boring machine that carved out the tunnel has finished that job and has been removed from the tunnel.

The walls and access shafts must now be lined with concrete before the surface drains can be connected to the tunnel.

Completion is not expected until 2025.

The 2022 rain came sooner.

Dallas Utilities officials who also oversee storm drainage are developing a 10-year work plan that could add more smaller projects to improve Dallas stormwater management.

A 2024 public improvement bond referendum being crafted by the city now could include some of those additional projects.

[Unfinished Storm Water Project Will Eventually Help Relieve East Dallas Flooding – NBC 5 Dallas-Fort Worth \(nbcdfw.com\)](#)

TXDOT WILL SPEND AT LEAST \$24 MILLION IMPROVING ROAD SAFETY IN DALLAS IN THE NEXT THREE YEARS

The agency has identified 51 projects that it says are targeted to help some of the riskiest roads in Dallas. Will it bring the city closer to its Vision Zero goals?

By Bethany Erickson

It's been nearly 23 years since Texas went a day without a traffic fatality. Less than four months into 2023, 36 people have died following vehicular accidents in Dallas. On Monday, the City Council's Transportation and Infrastructure Committee heard from the Texas Department of Transportation on how the two entities might work together to reduce that number.

Last year, the city adopted its [Vision Zero](#) plan, which has a goal to reduce deaths from crashes to zero by 2030. It also wants to see a 50 percent reduction in severe injuries. TxDOT has a similar plan to reduce traffic fatalities to zero by 2050, and by half by 2035.

To help with those efforts, TxDOT plans on spending at least \$24 million on 51 safety projects over the next three years in the city of Dallas. Another 34 projects with a price tag of at least \$15 million are being reviewed for 2026.

The city and the state have their work cut out for them. TxDOT district engineer Ceason Clemens told the committee that countywide, there were 324 fatal crashes in 2022 and 326 in 2021. Dallas County saw its biggest leap in fatalities from 2019 to 2020, where they increased from 257 to 307.

"The good news is the trend is starting to level out," she said. Speeding, she said, is the No. 1 contributing factor in county traffic fatalities, with driving under the influence second.

Statewide, Clemens said that between 2019 and 2022, almost half of all fatalities involved victims not wearing seatbelts. Roughly 35 percent were speed related, and 30 to 35 percent involved impaired motorists. Pedestrians accounted for almost 20 percent of all traffic fatalities in Texas.

The time of day also factored into the frequency of crashes and fatalities. In 2022, 55 percent of all fatal crashes happened overnight statewide, while 70 percent of all crashes happened during working hours—from 7 a.m. to 7 p.m.

Locally, those numbers look similar, according to the city's [Vision Zero dashboard](#). Dallas saw a slight decrease in severe injury crashes from 2021 to 2022, dropping from 1,098 to 1,029. Fatalities rose by two during that same time frame, from 216 to 218. Most fatal and severe injury crashes are happening on Saturday and Sunday nights, between 12 a.m. and 3 a.m., with the second largest cluster on Friday and Saturday nights between 6 p.m. and 12 a.m. So far, there have been 6,720 total crashes reported this year.

TxDOT compiles a lot of data on crashes, and then uses that data to help determine whether engineering, driver education, or other responses could improve the odds that a driver's commute won't end in a fatality.

“We look at all these emphasis areas to see if there’s something on our roadways that we could change and hopefully make it a more forgiving roadway,” Clemens said. “But a lot of it is driver behavior.”

TxDOT is spending on projects it says will help improve safety on the Dallas County roads for which it is responsible. This includes placing rumble strips on every road (“we used to only install them in rural areas,” Clemens said) as well as improving road barriers, pavement markings, traffic signals, and courtesy patrols. This year, TxDOT has approved projects that would add sidewalks, improve traffic signals, and install new traffic signals in targeted areas of the city identified by crash data.

The agency also plans to hopefully slow down speeders by installing dynamic speed signs that would warn drivers of how fast they’re going. Councilwoman Gay Donnell Willis questioned how effective those signs are over time, but Clemens said they have proven to be at least a short-term deterrent.

“As far as effectiveness, at the end of the day, it’s gotta be enforced,” she said of the speed limits. “So that’s going to require your law enforcement, too.”

Deputy Mayor Pro Tem Omar Narvaez and Councilwoman Jaynie Schultz expressed concerns about pedestrians that often attempt to cross Northwest Highway and other busy roadways without using crosswalks. Clemens said that part of TxDOT’s plans for both Northwest Highway and Preston Road would be firmed up after a traffic study it is conducting with the North Central Texas Council of Governments. Statistically, many of the pedestrian fatalities involve people crossing “mid-block” instead of at the crosswalks, she said.

“We are wrapping that up soon, and we have a variety of options to address it,” she said. “A lot of it is intersection improvements. Can we add turn lanes? Can we make the pedestrian crossing safer and more inviting?”

The agency is also planning to spend \$2.3 million on improvements that it hopes will cut down on wrong-way driver accidents. TxDOT has identified nine areas in Dallas County where it will make those improvements, which will include better signage, reflecting pavement markings that display red if a driver is going the wrong way, and strobe lights that would alert a driver that they are going the wrong way while allowing TxDOT’s traffic management team to contact local law enforcement to intervene.

Those nine spots that the agency has identified include access roads that include U.S. 75 from Knox Henderson to Woodall Rogers, I-35E from Clarendon Dr. to Inwood Rd., I-345 from I-30 to Woodall Rodgers, and I-30 from the 2nd Ave. ramp to the 1st Ave. ramp. Those projects are part of the \$9.5 million allocated for 2024.

Obviously, there are far more roads in Dallas that aren’t the responsibility of TxDOT. The city will need to address those issues, and how it enforces traffic laws. Already, the city has identified what it calls its [High Injury Network](#) of roads where motorists frequently end up in accidents. By the end of this year, for instance, city staff expects to have completed a citywide evaluation of speed limits and make recommendations for changes to the City Council.

The Vision Zero plan includes measures like road diets, speed cushions, and improved and new pedestrian crossings that help protect people on two feet by getting drivers to slow down. The city is also working to fund sidewalk improvements in priority areas.

FAA investigating planes' 'loss of standard separation' over North Texas amid storms

The incident occurred shortly after 6 p.m. on March 16, during the severe storms that passed through North Texas.

By Hojun Choi

Federal Aviation Administration officials are looking into an incident involving three planes flying near the Dallas-Fort Worth area amid [storms](#) that blew through North Texas last week.

The three aircraft had delayed landings at DFW International Airport, according to the agency, which observed a "loss of standard separation" among the trio.

Pilots of a Boeing 767 operated by FedEx got an alert about 6:11 p.m. March 16 from the on-board traffic collision avoidance system because of the proximity of a Boeing 747 operated by UPS, the aviation administration said in a written statement Wednesday.

Crew members of an United Airlines airplane — a Boeing 737 — were also alerted when the FedEx plane descended into the vertical safety buffer of the passenger plane, according to the FAA. The passenger plane descended in response.

Preliminary information from the investigation showed that the closest distance between the FedEx and UPS planes was 1.1 miles laterally and 900 feet vertically, the FAA said. The closest distance between the FedEx plane and the United Airlines craft was 1.3 miles laterally and 1,000 feet vertically.

The incident showed a potential conflict in flight paths, according to the FAA.

Hundreds of flights were delayed and dozens canceled at DFW Airport and Love Field on Thursday, when a line of storms caused damage in multiple parts of North Texas.

INVESTIGATORS BELIEVE MILLIONS OF TEXAS CARS WERE NEVER CHECKED FOR SAFETY & EMISSIONS

NBC 5 Investigates reveals the state's vehicle inspection computer system does not immediately flag or stop inspection stations suspected of fraud

By Scott Friedman and Eva Parks

A group of Texas law enforcement fraud investigators believes millions of cars on Texas roads never passed state-required safety or emissions tests. Yet, those cars were able to get temporary paper license plates, or even regular metal plates, by paying an inspection station to fraudulently pass the car.

Compounding the problem, state records and undercover videos shot by **NBC 5 Investigates** reveal that the state's inspection computer system is not set up to immediately flag stations conducting fake inspections.

Instead, the false inspections continue, sometimes for weeks or months, investigators say, and more cars that were not checked end up on Texas roads.

More than a year ago **NBC 5 Investigates** dubbed Texas the "[Paper Tag Nation](#)" as we exposed how small state-licensed car dealers illegally sold temporary paper license plates, often to people whose cars couldn't pass a state inspection.

Now, some law enforcement officers say the "Paper Tag Nation" is becoming the Land of Fake Inspections as some inspection stations fraudulently pass cars in exchange for cash, in what appears to be massive numbers, aided by technology that makes inspections easier to fake.

Sgt. Jose Escribano, a veteran investigator with a Travis County Constables unit focused on inspection and license plate fraud, estimates there are as many as five million cars on Texas roads every year with fraudulent inspections that could be masking a staggering number of hidden safety problems. Escribano said that number is based on an analysis of the [Texas Commission on Environmental Quality](#) emissions inspection data, assessing the percentage of inspections with red flags for fraud identified by the Travis County team.

What's more, records obtained by **NBC 5 Investigates** suggest the state agencies that run the vehicle inspection program aren't doing much to stop the fake inspections as they happen.

Escribano said he believes the state's system has left the door totally open to fraud.

At about 10 a.m. on a Wednesday in January 2023, **NBC 5 Investigates'** cameras were rolling outside a small auto shop on East Illinois Avenue in Dallas.

State records show the shop is the home of Upscale Inspection, one of the thousands of small businesses licensed by the [Texas Department of Public Safety](#) to conduct state-required vehicle emissions and safety inspections.

For an hour and 15 minutes, **NBC 5 Investigates** sat outside and didn't see any cars go in or come out of the garage doors of the shop. But state emissions inspection records we obtained from the TCEQ show that during that same time, Upscale Inspections inspected 23 vehicles.

"So they're conducting fraud. That's the first thing. They're conducting fraud," said Escribano, who leads a team of investigators in Travis County specializing in cases of license plate and inspection fraud.

Escribano said if the small shop were doing dozens of legitimate inspections the traffic coming and going would be easy to see.

"You sit in front of a business for an hour. Nothing moves? Impossible. They have to have a car go in there. Inspector has to have hands on that car." -- Sgt. Jose Escribano, Travis County Constables

Escribano said his team could see signs Upscale Inspections was faking inspections without even visiting the shop. His investigators have real-time access to the TCEQ's emission inspection data and he said it showed other red flags suggesting Upscale was performing what's known as "clean scans."

John Dohmann, a retired investigator with the [Dallas County Sheriff's Office](#), said a clean scan is a fake inspection. When he was with the sheriff's office Dohmann investigated clean scanning as part of a special task force.

Dohmann said some fraudulent inspection stations clean scan cars by plugging the analyzer used to check the emissions system into another car that will pass the inspection. Then they attach the passing result to the car that wouldn't pass. But investigators said newer technology has made faking an inspection even easier.

"Now, the way they're doing it, there's no car involved. It's just on a computer," Dohmann said.

Investigators said fraudulent inspectors can use a simulator device similar to a flash drive that plugs into the emissions analyzer instead of the car. The device simulates a car's onboard diagnostic system and can be programmed to guarantee a passing result.

The fake result is then uploaded into the state's system and the car doesn't even have to be at the inspection station.

But if the car isn't there, it's not getting a state-required safety inspection either. That's where the inspector checks the brakes, steering system, turn signals, tires and other safety items.

All of those items are skipped when a car is clean scanned.

"Vehicle was never there. They never checked insurance on it, nothing," Escribano said.

NBC 5 Investigates captured undercover videos -- and state records -- raising questions about how many cars on Texas roads -- never passed emissions or safety tests. [Click here for the full story.](#)

Once a car has a fake passing report, it can get a temporary license plate or regular metal plates and annual registration stickers.

Escribano said fraudulent inspectors could be making millions of dollars per year selling fake inspections.

Investigators said clean scans are even sold via social media sites ranging in price from \$100 to \$500 each, often to people trying to avoid costly car repairs needed to pass a safety or emissions test.

Escribano said his team can see the inspections entered into the TCEQ's inspection system in real-time and that the system captures numerous red flags for clean scans -- though we aren't sharing details of all of those red flags because we don't want to help fraudsters evade law enforcement. But the most obvious one, Escribano said, is the sheer number of inspections entered by some stations.

Back at Upscale Inspections on East Illinois Avenue in [Dallas](#), the 23 inspections in 75 minutes means they're inspecting a car about every three minutes. Escribano and legitimate inspectors **NBC 5 Investigates** talked to said it's not possible to do them that fast.

"That should be a total red flag," Escribano said.

In statements to **NBC 5 Investigates**, the two agencies that manage the inspection program confirmed the computer system is not programmed to alert anyone when potentially fraudulent inspections are entered.

The Texas DPS said, "The TCEQ-owned database captures data that must be manually analyzed. There are no automated triggers, red flags, or thresholds built into the TCEQ-owned database."

TCEQ also confirmed its system, "...does not have a trigger that flags stations producing a high volume of inspections."

The state systems register fake inspections all day long and they aren't stopping them as they happen, Escribano said.

Fake Inspections, Real License Plates: How law enforcement officials suspect millions of cars skip safety & emissions tests but still get Texas plates. [Click here for the full story](#).

In late January 2023, our partners at [Telemundo 39](#) went back to Upscale Inspection on a second day and again saw no cars coming or going. But state records showed another 21 cars were inspected during the 75 minutes they were outside.

We contacted the Texas DPS to ask about Upscale Inspections. A day later, the DPS suspended their license.

A DPS report we obtained showed an audit of inspection data found Upscale Inspections was conducting fraudulent inspections and that they conducted 882 clean scans as far back as early to mid-December 2022. But **NBC 5 Investigates** found Upscale Inspections was still logging inspections in mid-January more than a month after the data in the state system showed evidence of false inspections occurring at that station.

"Why don't you shut them down when the inspector is entering the information in on the analyzer? Why? I don't understand," Escribano wondered.

NBC 5 Investigates wanted to ask the TCEQ and DPS why they haven't programmed their system to flag and prevent fraud, but both agencies declined requests for interviews.

In a statement, TCEQ told **NBC 5 Investigates** it "has, and will continue to, work cooperatively with...Texas DPS" "to help them enforce the rules."

The TCEQ repeatedly referred us back to the DPS saying, it's their job to police inspections.

DPS told us it "...conducted an operation during the fall of 2022..." and "the department took immediate revocation or suspension actions against over 270 stations..." suspected of fraud.

"DPS is trying, but they're playing Whack-A-Mole. There's no way they can keep up with this mess. It falls all back again on the TCEQ and your leadership. Take action. Take action. Shut them down at the source." --Sgt. Jose Escribano, Travis County Constables

We also tried to reach the man listed as the owner of Upscale Inspections by phone. Our messages were not returned. When we visited the building, no one answered.

Escribano said that shop is just one tiny example. He pointed to another location in Dallas along East Ledbetter where a company called Central Inspection Station once operated out of a single garage stall.

TCEQ records showed Central Inspection Station ran more than 89,000 inspections in 2021, more than any shop in the entire state. At one point, state records indicate the shop was running roughly 450 inspections per day.

Escribano said performing that number of inspections per day was impossible and that TCEQ records his team reviewed showed clear evidence many of the inspections done were fake.

NBC 5 Investigates contacted the man listed as the owner of Central Inspection Station and he said someone stole his name and that he never owned the shop.

State records showed the DPS suspended the license of one inspector at Central Inspection Station for clean scanning hundreds of cars in 2019. But the records also show the DPS took no enforcement action against the station itself and that the shop remained open even though Escribano's group said data suggested more clean scans occurred.

Central Inspection Station closed in 2022, though it's not immediately clear why. By then records showed they had issued more than 265,000 inspection reports in just three years.

Dohmann said he questioned the state years ago about why the system isn't built to immediately cut off stations suspected of fraud.

"I don't know what their reasoning is when they know that these are false inspections and they're still letting them go through," Dohmann said.

In Dallas, officials with the [North Central Texas Council of Governments](#) air quality program told **NBC 5 Investigates** that they've also been asking the TCEQ why it can't program the system to alert law enforcement.

"When you say you can't, what does that mean? You know, why can't you?" asked Chris Klaus, with NCTCOG. "Is it because of funding? Is it because the program is too complicated?"

The council said it wants to help the TCEQ prevent fraud because they fear if more cars falsely pass then it puts more North Texans at risk.

“We’re the little Dutch boy putting our finger in the dam, and that dam is just -- waterholes are popping everywhere.” --Sgt. Jose Escribano, Travis County Constables

When asked, the TCEQ said they cannot say how often they think fake inspections are happening. The TCEQ maintains that much of the inspection data cannot be made public due to privacy rules and NBC 5 Investigates has, so far, been unable to see all of the data ourselves but we are still fighting to get access to more of that information.

Faking an emissions test is a misdemeanor but sometimes prosecutors can bring a felony charge for falsifying a government record. The DPS said it sometimes refers cases to local district attorneys for prosecution but that it wasn't clear how often that happens. DPS officials said they were unable to provide records showing how many referrals occurred.

Some investigators said they believe the number of cases filed is very small compared to the number of stations believed to be selling clean scans.

[Fake Inspections, Real License Plates: Investigators Believe Millions of Texas Cars Were Never Checked for Safety & Emissions – NBC 5 Dallas-Fort Worth \(nbcdfw.com\)](https://www.nbcdfw.com/news/fake-inspections-real-license-plates-investigators-believe-millions-of-texas-cars-were-never-checked-for-safety-emissions-2023-08-15/)

WFAA

ONE NORTH TEXAS CITY HAS SUBMITTED APPLICATION FOR HIGH-TECH GONDOLAS TO HELP WITH TRAFFIC CONGESTION

The council approved applying to Swyft Cities, the company behind the gondolas, during their Tuesday meeting.

By Paul Wedding

PLANO, Texas — The Regional Transportation Council for North Texas invited cities to apply for [high-tech gondolas](#) to help with congested traffic areas, and Plano is the first North Texas city to throw their hat in that ring.

Plano City Councilmembers discussed and approved moving forward with an application for the gondolas, developed by Swyft Cities, a company started by former Google employees who designed the gondolas while working there.

The company says its advanced gondola system provides efficient, comfortable and sustainable mobility and helps reduce costs for places like real estate developments, universities and airports.

Brian Shewski, Plano's transportation engineering manager, said each gondola would carry about four people, and rides could be scheduled and paid for using a smartphone app.

There are no financial commitments made for the project at this time, which would just be beginning its planning phase for the city upon submitting the application.

Plano Place 3 City Councilmember Rick Grady said two major things the city found most beneficial, was that the funding for the project is already there, as a private equity company is funding the project, and that Swyft Cities has already built two of these gondola systems before.

"It's something that they've already experienced and we're not the first out of the chute," Grady said at the meeting. "I felt this looked like a very plausible solution."

Place 2 Councilman Anthony Ricciardelli said he was absolutely in favor of submitting the application.

"It's a great deal to get in on the front end of something that, if it does work out, could really help traffic in the city," he said.

Ricciardelli had some questions regarding safety, but Shewski said he had already talked with Swyft Cities and said they use facial recognition on each individual gondola to act as a deterrent.

Grady compared the gondolas to uber vehicles, except without a driver.

"If you decide you want to be the only occupant in this, you're the only occupant," Grady said.

These vehicles are self-propelled, unlike traditional gondolas, with advanced guidance systems, which the company says leads to faster trips.

The company says their gondolas combine an autonomous cabin with lightweight, fixed cable infrastructures that moves passengers at a lower cost and with fewer carbon emissions than traditional transportation alternatives.

Gondola stations are about the size of traditional bus stops, the Swyft Cities website says, which can be either on the ground, elevated, or built alongside upper levels of a building. Cabins wait for passengers and immediately begin traveling along fixed cable guideways.

The cabins can navigate through turns, serve a number of routes and bypass stops.

[Plano applying for high-tech gondolas to come to city | wfaa.com](http://wfaa.com)

TOLL COMPANY FAILED TO MONITOR, ADDRESS ICY HIGHWAY BEFORE DEADLY I-35W PILEUP, FEDS FIND

By Eleanor Dearman

A company's failure to effectively monitor and treat icy roads and speeding contributed to a February 2021 pileup crash on Interstate 35W in which six people were killed, according to a report released Thursday from the National Transportation Safety Board.

The 130-vehicle collision occurred around 6 a.m. Feb. 11, 2021, on an icy patch of southbound TEXPress lanes near Northside Drive in Fort Worth.

The private company North Tarrant Express Mobility Partners built the roads and is responsible for treating the roadway for ice.

A spokesperson for the company said in a statement that the company has reviewed the final accident report and is disappointed and strongly disagrees with certain conclusions.

"Given the extraordinary circumstances, we are confident in the actions taken by the company," spokesperson Robert Hinkle said. "In particular, we want to reaffirm that we fully activated our winter storm program leading up to and throughout the winter storm event, and that we coordinate with TxDOT on best practices for snow and ice control in North Texas."

State Rep. Ramon Romero, whose district includes the crash site, said the report confirmed that the road was unsafe.

"It's proven what we already knew, that they didn't do enough," he said.

Sen. Kelly Hancock, a North Richland Hills Republican whose district includes the crash area, said it is clear the company's monitoring of road conditions failed and must improve.

"NTE should take immediate action in keeping with the report's findings as the Legislature considers additional oversight options," he said in a written statement.

TREATING ROADS FOR ICE

The National Transportation Safety Board found that the [lanes had been treated for ice](#) with a brine solution 44 hours before the crash, according to a preliminary report released in April 2021. The company's pretreatment of the road was "reasonable" and followed state and federal guidelines, according to the final report.

But the monitoring process was deficient because the company did not detect that an elevated section of I-35W needed additional deicing treatment when rain arrived the morning of the crash, according to NTSB.

NTSB found that Mobility Partners' employees mostly used visual observation, brake checking and handheld thermometers to detect ice and moisture on roads.

"Greater deployment and use of environmental sensor stations, used widely nationwide, would enable more efficient detection and monitoring of roadway conditions, as well as better

responses to environmental events, likely reducing crashes and injuries during inclement weather,” a summary reads.

In the time since the crash, the company has installed 18 weather sensors in the Dallas-Fort Worth area, including within a half mile of the crash site, according to the report. The sensors, “strategically placed on elevated structures,” monitor air temperatures, pavement temperature and relative humidity.

The board also found that employees received insufficient training on monitoring road conditions during winter weather. Even with the sensors, roadway monitoring is vital, the report says.

Mobility Partners’ employees receive annual training on monitoring roads during its “Snow and Ice Rodeo,” according to the report. But employees gave conflicting accounts of whether methods for checking roadways for moisture or ice were addressed.

“This training did not clearly emphasize roadway monitoring techniques to all participants,” the report reads.

Romero, a Democrat and member of the House Transportation Committee, has filed legislation requiring that [toll road operator employees](#) have training on treating roads for ice and snow that’s the same or substantially the same as Texas Department of Transportation employees.

NORTH TARRANT EXPRESS MOBILITY PARTNERS RESPONDS TO NTSB FINDINGS

Hinkle defended the company’s treatment of the road for ice.

“Specifically, and as noted in the NTSB report, we pretreated the corridor well within the prescribed pretreatment window and during the storm, and our crews monitored the entire length of the I-35W corridor, including elevated areas to identify any potential ice formation,” he said in the statement.

Hinkle continued that crews patrolled in trucks with salt to deice and test the highway around the clock. Its technicians drove through the area of the accident within 45 minutes of the first indication of rain.

“We pretreated all sections of I-35W — as well as the rest of the 40 miles of highway corridors we operate and maintain in North Texas,” Hinkle wrote. “In addition, our technicians patrolling I-35W did not observe any previous precipitation at the accident location within 45 minutes of the first indication of rain in the incident area.”

Video footage from the morning confirmed that precipitation began minutes before the accident unfolded, he wrote.

“Hours earlier, we had posted dynamic signage within the vicinity of the accident site, warning drivers of icy conditions and to drive with caution,” he wrote. “We also had deployed permanent signage warning drivers that bridges could ice in cold weather.”

According to a document released in January, signs 1.9 miles and 3 miles from the crash site indicated that bridges may ice in cold weather and dynamic message signs warned of ice on roads. The dynamic message sign nearest to the crash site was 2.3 miles north at the Long Avenue on-ramp and visible to southbound drivers, according to the report.

Romero said the elevated area should have been prioritized.

“We knew how bad that freeze was going to be,” Romero said. “To think that they were driving around and inspecting the roadway, not immediately just going ahead and prioritizing all the elevated section makes no sense.”

Since the crash, Mobility Partners has increased the number of fleet vehicles equipped for winter maintenance and upped its salt storage capacity by more than 400 tons. They’ve added a new weather forecast vendor that offers more localized information, equipped all maintenance vehicles with infrared thermometers and devices that aid in capturing pavement temperatures.

They’ve also updated their training material to include the new technologies and processes, and added an online training for winter weather road maintenance, according to the report.

DRIVER SPEED

The board also found that speeding contributed to the crash.

A report from Mobility Partners released by the NTSB in [January found the average vehicle speed on I-35W](#) 15 minutes before the collision was 65 mph in the right lane and 82 in the left. At one point less than 15 minutes before the crash, speed in the left lane topped 100 mph.

“Finally, we found that, had drivers been traveling slower, they would have had more time to react and possibly avoid the crashed vehicles ahead,” the NTSB said in a summary of its report. “Reduced speeds would also have lessened the severity of the crashes once the vehicles began to slide on the icy road. Had technologies such as variable speed limit signs and speed safety cameras been used, drivers might have been more likely to slow to a speed appropriate for the conditions.”

Other documents made public in January included transcripts of witness interviews, a meteorological report and photos from the crash area. The documents released in January did not draw a conclusion about the cause of the crash.

The board found that the probable cause of the crash was ice accumulation on the elevated part of the road causing drivers to slide into other vehicles and road barriers. Ineffective monitoring for ice and speeding were contributing factors.

THE DESIGN OF THE ROAD

Romero has previously [called for changes to the design of the stretch of road where the crash occurred](#).

The section of road separates tolled lanes and general use lanes with concrete barriers that don’t allow vehicles to pass through. The left barrier is 42 inches high and the right is 36 inches. The tolled lanes are about 24 feet wide with left-paved shoulder that’s roughly 4 feet wide and a right shoulder that’s about 10 feet, according to the report. There’s a 3% slope going up and down the elevated part of the road.

NTSB found that the roadway’s design in the crash area, including its slope, met applicable standards. But Romero was disappointed to see not see recommendations related to its design. He’d like to see pylons separate traffic instead of concrete, allowing vehicles to exit.

Romero said he believes that if the 42 inch divider wasn’t there, lives may have been saved.

RECOMMENDATIONS AFTER FATAL CRASH

NTSB outlined three recommendations for Texas.

- Texas should develop a statewide plan to install environmental sensor stations at priority locations to allow for a timely response to hazardous roads during bad weather.
- Texas should offer a “comprehensive winter weather training program” for toll road entities.
- The Texas Legislature should pass legislation that let’s TxDOT install variable speed limit signs on roads. The signs can change the speed limit based on traffic congestion and dangerous weather, according to the Texas A&M Transportation Institute.

Rep. Terry Canales, an Edinburg Democrat who chairs the House Transportation Committee, [has filed a bill that would allow for the variable speed limit signs.](#)

Texas Gov. Greg Abbott was not available for an interview Thursday afternoon. His office directed the Star-Telegram to TxDOT for comment.

In a written statement, TxDOT spokesperson Shawna Russell said safety is the department’s top priority.

“The department appreciates the careful and thorough work of the NTSB in looking into this tragic incident and NTSB’s recommendations that could help reduce the risks for motorists during winter weather condition,” the statement reads. “TxDOT continuously improves its winter weather operations, and the department has begun to carefully review the analysis and recommendations. TxDOT will specify further steps to be taken in the department’s response to the NTSB.”

HERE'S HOW A SINGLE LINE COST FORT WORTH \$7.6 MILLION IN COST OVERRUNS ON ITS NEW CITY HALL

By Emily Wolf and Rachel Behrnt

With the stroke of a pen across a survey map, Fort Worth city staff illustrated how Fort Worth's new City Hall project went over budget by millions.

After discovering part of the project site — where new council chambers and parking lots are planned — falls into a federal floodway easement established in 1954, the city announced it will be forced to spend an additional \$7.6 million because of delays and permitting costs. The added costs bring total project overruns to \$50 million.

The city purchased the former Pier 1 headquarters and surrounding land on the east side of the Clear Fork Trinity River in 2021 for a new City Hall. [Rattikin Title Company](#) was enlisted to provide a title commitment prior to the sale. Survey plats produced by [Blue Sky Surveying and Mapping](#), which is not affiliated [Rattikin Title Company](#), showed a small area of land free of floodway restrictions, which city contractors later targeted for the council chambers.

Blue Sky's survey matches the one available in Tarrant County's property records — with a catch.

THE ABCS OF FLOODWAYS

A federal floodway refers to land adjacent to a river that must be reserved to discharge flood waters in the case that water levels become too high during a rain event.

In this instance, a federal floodway easement is a piece of land on a property designated to divert floodwaters. The presence of an easement requires developers to get permission from the easements' owner before development.

"A developer may not develop within this easement area if the development would interfere with... flood protection/control," Woody Frossard, environmental division director with Tarrant Regional Water District, said.

Public records reviewed by the Fort Worth Report show the existing survey plats approximated floodway easement boundaries, rather than drawing out the exact boundary. Contractors relied on the flawed survey while they planned the project's future.

Now, the city is going through a [time-intensive and costly process](#) with the U.S. Army Corps of Engineers to secure a Section 408 permit. A 408 permit allows the applicant to alter a civil works project, like a floodway easement, when the change will not harm the public or reduce the efficacy of the project, said Clay Church, public affairs specialist with the corps' Fort Worth district.

In hindsight, more work should have been done to validate the results of the initial land survey conducted by Blue Sky, Tanyan Farley, the project manager with [Athenian Group](#), said. Discussions about developing the land so close to the Trinity River should have involved other agencies such as Tarrant Regional Water District and the US Army Corps of Engineers, he said.

“Not trusting your survey map is a weird thing to say,” Farley said. “My recommendation to anyone that is looking at doing development anywhere near a body of water, would be to start with an initial meeting with all of the groups that could be involved and lay out your potential plans and get feedback there.”

‘I WOULDN’T CONSIDER IT INACCURATE’

Farley and [Athenian Group](#), the company charged with overseeing the project, said the millions of dollars being spent to meet federal floodway requirements is now unavoidable.

“I wouldn’t consider it inaccurate because it’s accurate as far as what’s filed as a record,” Rick Salazar, the city’s assistant director of property management, said of the survey. “I bet nine out of 10 surveyors would draw it this way.”

Blue Sky Surveying and Mapping, and Rattikin Title, did not reply to a request for comment. Michelle Gutt, a city spokesperson, told the Report that the city is still reviewing its options when asked about potential legal action.

The title company, [Rattikin Title Company](#), was already selected by the seller when the city went to purchase the building. The city relied on surveying done by Blue Sky Surveying and Mapping, and given to Rattikin during the closing process, Farley said. The city only had about 90 days to close on the purchase, a shortened timeline compared to a norm of about 120 days.

The city was familiar with the title company and felt comfortable taking on the purchase on an expedited timeline, Gutt said in a statement.

“We don’t feel like the timeline contributed to the current situation,” Gutt said.

Building in a federal floodway can do more than increase the overall cost of a project. Blocking the floodway – a channel in a floodplain designed to divert floodwaters – with buildings and other structures can result in increased flooding and damage downstream.

For years, the city has struggled with flooding in several hotspots around Fort Worth. In some cases, development has [exacerbated flooding issues](#). Making any changes to a floodway can cause unintended consequences for other areas of the floodplain, Sam Brody, a professor in [Texas A&M Galveston’s Department of Marine and Coastal Environmental Science](#), said.

That’s why building in a floodplain requires a complicated series of permit applications that Brody said can lead developers down a risky path.

“If you have a choice, what I tell developers, your last option should be building in a floodplain, and you should never consider altering a floodway for your own sake,” Brody said.

‘IT GOES THROUGH THE MIDDLE OF OUR BUILDING’

Steve Cooke, Fort Worth’s director of property management, said when the city closed on the new City Hall building in 2021, [Rattikin Title Company](#) conducted a title search of the property that should have revealed any floodway easements or utility lines.

“This is what the surveyor pulled when they pulled the documents,” Salazar said, pointing to a plat filled with blue lines that represent easements. In that document, there is a blank space where the council chambers were supposed to be.

“This is what we thought we had,” Salazar said.

Then, with a stroke of his pen, Salazar drew another line cutting off about half of the available land adjacent to the council chambers. “This easement, actually, is more in tune to this.”

The survey marks the floodway easement drawn on it as “approximate,” according to a review of the closing documents. The approximate easement marking only indicates that an easement exists over some or all the property, said Woody Frossard, environmental division director with Tarrant Regional Water District. The water district owns the floodway easement marked as approximate in survey documents.

“I am not sure what the purpose of a plat that describes the ‘approximate location’ of an easement would be,” Frossard said. “This would just indicate that a correct survey needs to be located or developed by a surveyor.”

Blue Sky’s survey was conducted in July 2018. The Tarrant Regional Water District later approached Athenian with a correct map in December 2021, which drew attention to the error. By then, Athenian had already drawn plans for a new City Council chamber, which would be directly in the easement.

“Our planned location for the council chambers avoided all of those. It was tucked in this nice little triangle that we had found on the site,” Farley said. “As soon as it was revealed that... it (the floodway easement) goes all the way through the site, it goes through the middle of our building.”

The true location of the floodway easement can be traced back to the mid-1950s when the Tarrant Regional Water District purchased the land. The accurate easement description is available through Tarrant County property records.

“A surveyor could generate a survey map from the legal description in the easement document,” Frossard said.

FEMA’s online national flood hazard mapping system also shows the site is in a floodplain, which harbors a federal floodway.

“A floodway is the heart of a floodplain,” Brody said. “And that’s where messing with the floodway can cause a lot of unintended impacts downstream.”

‘ARE THERE UNINTENDED CONSEQUENCES?’

When the Fort Worth City Council approved the purchase of the Pier 1 building for the new City Hall project, it did so under the impression that remodeling an existing building would be cheaper than building from scratch, according to city meeting documents. And the Pier 1 building offered amenities not commonly seen in city buildings.

“It’s really a beautiful site,” Cooke said. “And it’s hard to have a downtown site that has these views of nature. So it’s an incredible site, you have to overcome some things unexpectedly, and it’s gonna cost seven or eight million bucks. I hate that. I hate it more than anybody, because I’m the one being scrutinized. But I can live with that.”

Initial estimates for both options have changed over time; city staff initially said it would cost about [\\$100 million](#) to buy and retrofit the Pier 1 building, compared to \$200 million for an earlier plan to construct a new building.

In the most recent presentation to City Council, Farley said the Pier 1 construction would now cost \$230 million, but it was still cheaper than the updated cost to construct a new building, which he now estimates at \$391 million.

“You don’t want to sacrifice a 50-year facility for a short-term build issue,” Farley said.

Short-term capital savings don’t mean building in a floodway is the best economic choice, Brody said. He pointed toward the extensive costs the city could incur if the area were to flood and damage the building. The city is also already incurring unexpected costs because of the floodway, prior to any construction being done.

When the Pier 1 building was built, it was in compliance with floodplain and floodway restrictions, Clair Davis, floodplain manager for the city, said.

In order to make the new City Hall construction meet federal standards, city contractors agreed to a series of changes designed to prevent and mitigate flooding. These include partial waterproofing, heavy timber roofs, changing the grade of the land, and constructing a three-story building rather than two-story to minimize encroachment into the floodway.

“You would certainly long-term need to think about the indirect impacts of putting that building there,” Brody said. “Is it going to cause more flooding downstream? Are there unintended consequences? In my experience, building in a floodway is usually more expensive because you have to do so much to mitigate downstream ancillary impacts.”

After initially submitting a request for a 408 permit on Dec. 9, 2022, Farley and the building’s design team were asked to make adjustments to their application and include the archeological history of the site. Farley resubmitted the application in mid-February.

“Pending comments back from this, we will either have an approval, which would be great to kind of move forward, or it will have some further work on the archaeological side,” Farley said.

In total, the 408 permitting process has set construction back by about a year and a half.

‘A REALLY, REALLY DIFFICULT PROCESS — INTENTIONALLY’

Farley and Athenian Group are also working to secure a higher level of permitting from the [North Central Texas Council of Governments](#) to ensure that building in the floodway doesn’t create negative impacts downstream.

“This is a really, really difficult process — intentionally. That’s to keep people safe,” Farley said.

The layers of permitting ensure development doesn’t affect flooding in other parts of the city, Davis, engineering manager and floodplain administrator, said.

“If you’re anywhere in the floodplain, in Fort Worth, you have to have a floodplain development permit,” Davis said. “The floodway triggers a higher level of review and analysis that is required to show that you’re not having any impact on adjacent properties.”

Despite the challenges posed by permitting delays and other cost overruns, the city and project managers are moving forward under the site's initial plans. Both Cooke and Farley feel purchasing the Pier 1 Building and moving forward with the project is the right decision.

"This is one of the most exciting things I have ever been a part of. It's a new City Hall and we're all excited and stoked, and then — all this," Cooke said gesturing to the line drawn on the survey map.

"I think we're going to get there," Cooke said.

The No. 1 adjustment that should have been made is the project's timeline, Farley said. With the inclusion of the federal floodway, the project timeline should have been moved back by about a year and a half.

"That would be the only difference," Farley said. "I still think this is the best fit for the city of Fort Worth."

TEXAS DMV'S NEW PAPER TAG DESIGN EASILY COUNTERFEITED, POLICE SAY

Officers seize dozens of fake tags mirroring the DMV's new, more secure tags as lawmakers consider switching to metal plates

By Scott Friedman and Eva Parks

Police in Grand Prairie say most of the counterfeit temporary license plates their officers now encounter on the streets are spitting images of the Texas DMV's new tag design, rolled out in February in an effort to curb fraud.

It's evidence, some in law enforcement say, that the state cannot design its way out of the problem, that made Texas the "[Paper Tag Nation](#)."

"Full stop, no. Paper tags won't work," Daniel Scesney, [Grand Prairie Police](#) Chief, told **NBC 5 investigates**.

As Scesney spoke, his conference table was covered with almost 200 fake tags his officers seized in recent operations. Just last week, Grand Prairie officers seized about one fake tag every 10 minutes during a six-hour-long special operation spread out over two days.

[NBC 5 Investigates](#) rode with Grand Prairie officers as they tried to tackle the problem one counterfeit at a time.

"You've got to get your car legal to be on the road, OK? You need to get registered," Detective James Jones said to one driver as officers made a traffic stop for a fake tag.

Officers seized dozens of counterfeit, many from people suspected of using them to mask the fact that they have no insurance or driver's license or have a vehicle that could not pass a state inspection needed to be on the road legally.

Frustrations with the fake tags are piling up not only for Grand Prairie officers on the street but also for Scesney. He's fed up with the astounding number of fake tags, most of which he says are now replicas of the DMV's new design, with security features designed to prevent counterfeiting, including an embedded QR code that's supposed to link to the car's Texas DMV registration information, including the owner's name and address.

Scesney says crooks quickly faked the DMV's web, too.

"You are holding an excellent example of a fictitious tag where the criminal took that next step to make a fictitious website," Scesney said to NBC 5 Senior Investigative Reporter Scott Friedman, showing him some tags officers seized with QR codes that link to phony websites looking just like the DMV's registration site.

An officer on the street would have to look closely at the web address to see it's not really the DMV's site.

Scesney has made eliminating paper tags his mission since the death of officer Brandon Tsai, who died in a crash while pursuing a car with a fraudulent paper tag.

In a yearlong series of reports, **NBC 5 Investigates** showed how paper tags are often used to create “ghost cars” criminals use in serious crimes, including shootings and cross-border smuggling.

In the wake of the NBC 5 reports, the Texas DMV took major steps to crack down on small car dealers that were illegally selling real temporary tags right out of the state's system in massive numbers. But as more of those dealers were shut down, police say counterfeiters stepped in aided by the fact that the paper tags come in a PDF format which is easily reproduced.

“I challenged my public information officer team, make me a fake tag...It took them about an hour to create the first one,” said Scesney.

Once they had a template, Scesney says they could crank them out much faster.

To make a point, they even made a tag that has “NBC 5” as the tag number and “Investigative Team Motors” as the dealer name.

“All we do is plug in whatever number we want, put in the new date. And it takes us now about 2 minutes,” said Scesney. To prove a point, Scesney’s team also quickly created their own website with a QR code link that mirror’s the DMV’s.

On Wednesday, the [Texas House Transportation committee holds a hearing on a bill introduced](#) by state Representative Craig Goldman, that would require the DMV to use only metal tags.

“Until someone comes to me with a better solution, our goal is to eliminate paper tags in the state,” Goldman told **NBC 5 Investigates** in an interview at the state Capitol.

Under current state law, the TxDMV has no choice but to issue temporary tags made of paper.

In a statement to NBC 5, a TxDMV spokesman said that, as a state agency, the TxDMV does not take a position for or against any proposed legislation, such as the bill that would eliminate paper tags. The department said over the last year it has taken substantial steps to reduce tag fraud.

“While criminals will continue seeking ways to circumvent the law, Texas has made considerable regulatory improvements to address the expressed concerns with the temporary tag process, within existing statutory authorizations,” the statement said.

Grand Prairie Police won't rest until Texas eliminates paper tags. A fake tag hanging above Chief Scesney's desk is a reminder of why. It's printed with Officer Tsai's name and badge number.

“Keeping that top of mind for me is my number one priority right now and making sure that we can do everything possible to get rid of these paper tags in Texas,” said Scesney.

[New Texas Paper Tags Easily Counterfeited, Police Say – NBC 5 Dallas-Fort Worth \(nbcdfw.com\)](#)

A QUARTER OF DOWNTOWN DALLAS IS PARKING LOTS. COULD THAT CHANGE?

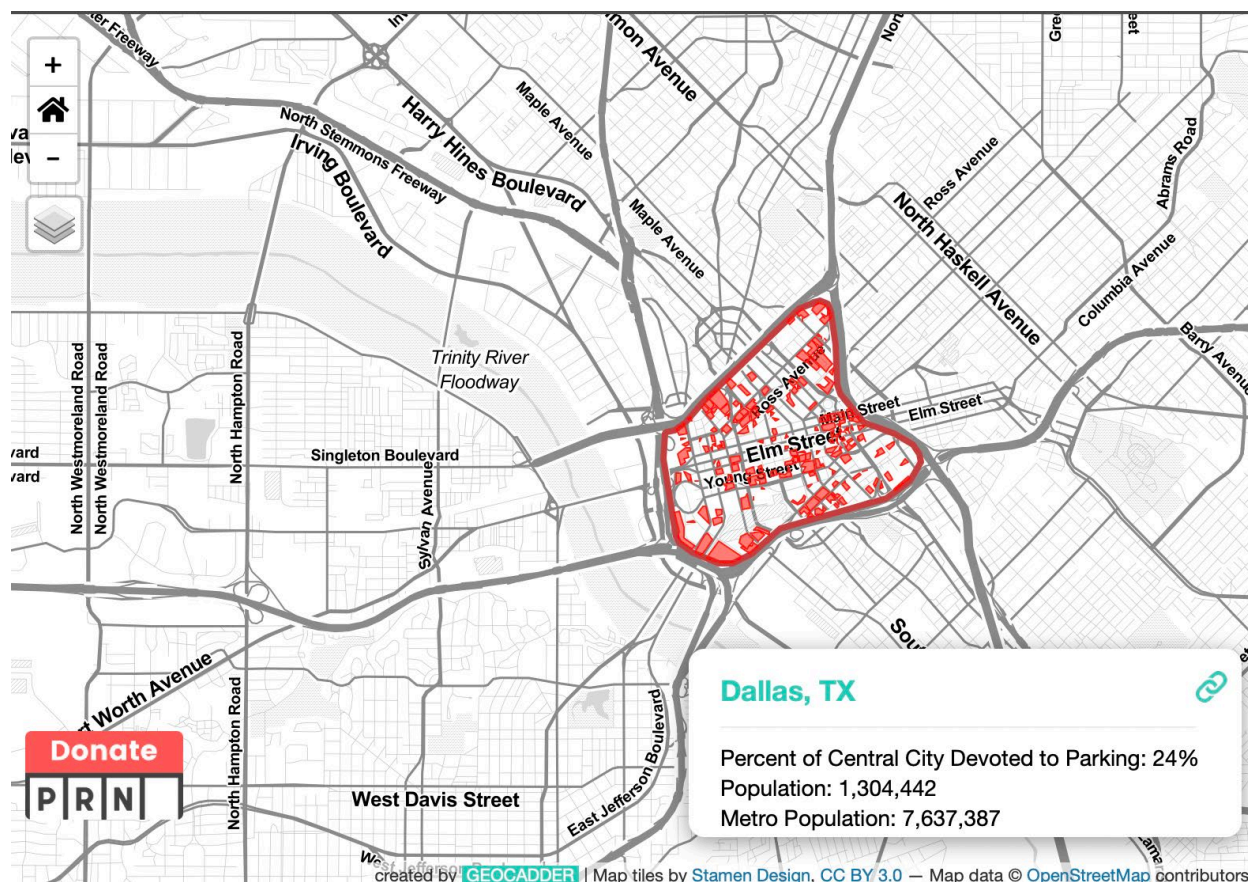
As Dallas examines its land use plan, it's time to talk about parking lots.

By Bethany Erickson

About a quarter of land in Dallas' city center is used for parking, a percentage roughly shared by the Texas cities of Fort Worth, Houston, and San Antonio. Concrete covers 42 percent of Arlington's core, while just 17 percent of Austin's city center is used for parking. The capitol city features the lowest parking percentage of anywhere in the state, according to a map from the [Parking Reform Network](#).

The PRN analyzed parking lots in the densest, most central, and most valuable real estate in 50 cities then compared how a city's land use measures up to other cities of similar sizes. (In Dallas, the organization stuck to the downtown core.) It then assigned each city a score. The lower the score, the less land a city has devoted to parking compared to the average for a city its size.

Translated: 24 percent might sound good, but [Dallas](#) scored a 75, putting it in the upper echelons of municipalities with a ton of parking space in high-demand areas. Arlington, where more than 40 percent of its most dense real estate is devoted to resting vehicles, scored 100. Austin, where less than 20 percent of its city center land is parking, scored a 43.

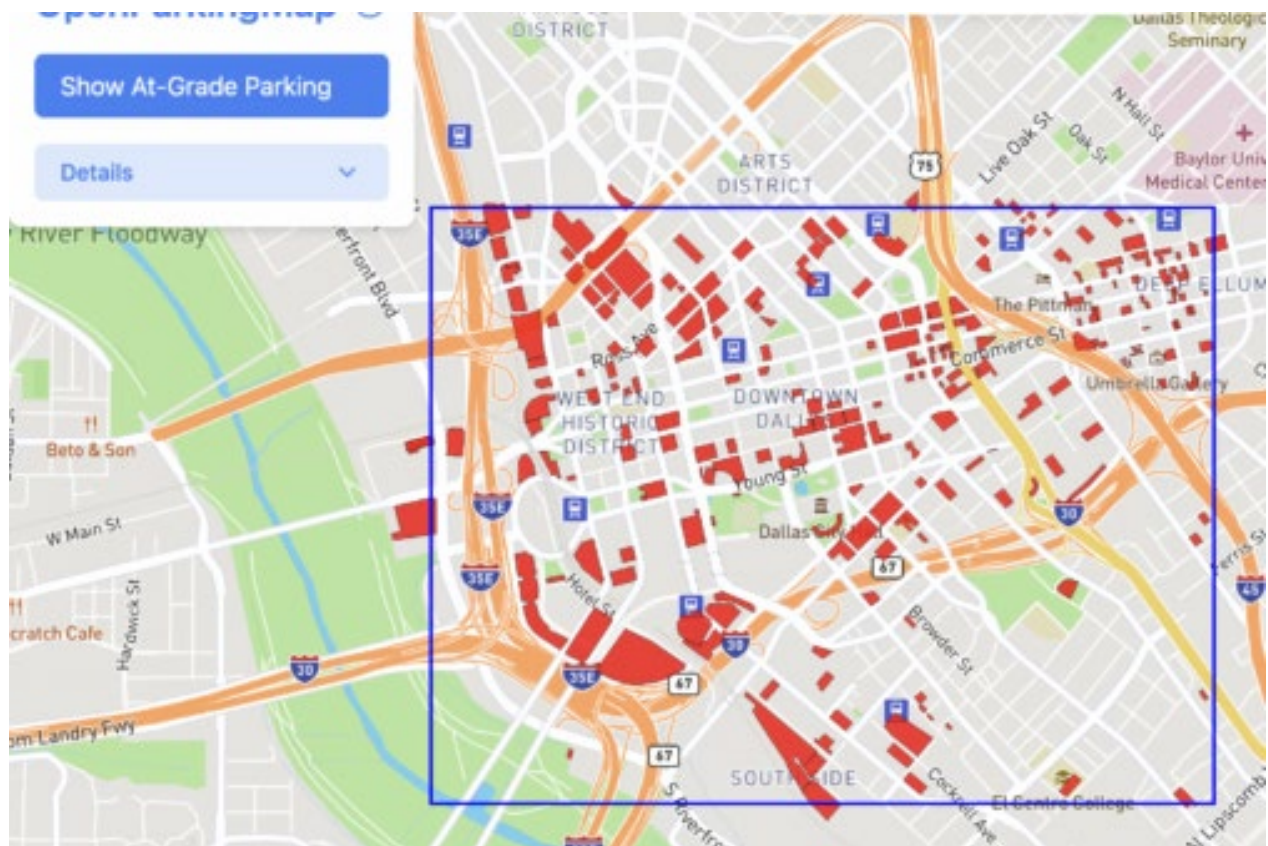


In its post accompanying the latest set of maps, the Parking Reform Network floats the idea of what would happen if those surface lots were used for something other than parking, such as housing.

“It’s clear that if we want to have walkable cities, we need cities that are less parkable,” the PRN said. “Suppose all parking in all 50 city centers analyzed was converted to residential, at a density of 40,000 people per square mile. In that case, we could provide enough housing for a quarter of a million people.”

Locally, a lot would have to fall into place for that to ever be viable, and not just politically. The city would need to place more of an emphasis on increasing Dallas Area Rapid Transit ridership and other multimodal forms of transportation that could shuttle workers downtown without needing a car.

The nonprofit notes that Dallas is considering changing its parking requirements, which could lead to removing minimums in some areas. (Houston recently made similar changes.) Other cities have gone further. Buffalo, New York became the first American city to eliminate off-street minimums altogether. Fayetteville, Arkansas eliminated minimums while enacting ordinances that set parking maximums. There, developers have to make a case for a large parking lot. San Diego got rid of minimums for developments near mass transit and near dense residential areas.



Dallas is currently updating its [Forward Dallas](#) land use plan. Many of the city’s surface parking lots once held buildings. In some neighborhoods, like Lower Greenville, a landlord who wants to

rent to a restaurant tenant has had to acquire its neighbor and tear it down to meet the city's parking ratios.

Parking codes require different minimums depending on the kind of business. New multi-family development is required to provide parking for every bedroom, even if the development is close to transit options. Duplexes are required to have two per unit. Even retirement homes, where many residents don't drive, are required to have a parking space for each unit.

A club might be required to have one parking space for every 25 feet of dance floor. A sewage pumping station might demand a parking space for every million gallons of sewage the station can pump. Most of the codes date back to the late 60s, and have resulted in a patchwork of custom zoning to accommodate development without having to build so much parking.

In 2021, we explored the [city's approach to parking](#), especially when it came to parking minimums.

"What is now surface parking lots used to have old structures on them," said Jon Hetzel, the president of the Deep Ellum Foundation and a partner with Madison Partners, which owns and leases buildings in popular neighborhoods like Deep Ellum, Lower Greenville, and Oak Lawn. "Those are old structures that our company and others bought and tore down because of code parking requirements. Because we had to."

Those minimums also drive up the cost of doing business, whether it be building new multifamily housing or starting a new business. [Some estimates](#) indicate that a single parking space can cost between \$5,000 and \$10,000 on surface lots, and from \$25,000 to \$50,000 if it's in a garage. Those costs are passed on to the renter or the customer.

The North Central Texas Council of Governments is currently [conducting a study](#) to determine whether the region is building too much parking. The information it collects from property managers and owners in the agency's 12-county region will be used to create a parking database to help its member cities determine if they are over-parked.

Removing those minimums is not a panacea for decades of lackadaisical urban planning. But a thoughtful approach to whether the region (and the city) actually needs additional parking is a conversation worth having.

Especially as other cities shift their ordinances and policies to meet a future that does not exactly resemble the past.

WFAA

'MULTIPLE CITIES' JOIN PLANO IN INTEREST OF BEING TEST SITE FOR HIGH-TECH GONDOLAS

"When you have more and more congestion, you've got to get people out of their cars and off the streets," said RTC Chairman Duncan Webb.

By Jobin Panicker

PLANO, Texas — One North Texas city will have a crack at a unique mode of transportation. The [high-tech aerial transit system](#) could prove useful in an increasingly congested North Texas region.

[Swyft Cities](#) advertises itself as a place that designs and builds "20th century gondolas with 21st century technology."

The city of [Plano is flirting with the idea of the high-tech gondolas](#). The Regional Transportation Council (RTC) is taking applications from cities.

RTC Chairman Duncan Webb told WFAA that there has been interest from "multiple" North Texas cities but Plano has, by far, been the most publicly interested.

"These are very much like an Uber vehicle except there's no driver," said Plano City Councilman Rick Grady.

The city had first entered into talks with JPods, another firm that develops a gondola-type moving system. According to a city representative, during a council meeting, talks with JPods had dissolved and Swyft Cities moved in.

"Our solution combines an autonomous cabin with a lightweight, fixed cable infrastructure to move passengers at a lower cost per mile with fewer carbon emissions than conventional transportation alternatives," reads the company website for Swyft Cities.

Jeral Poskey is the CEO of Swyft Cities. He said they have a product that will help ease congestion in entertainment or commercial districts. The firm is looking for a test site to set federal certification and regulatory standards.

"We see our selves as a district solution; covering to a small to midsize area... three to five miles and solving the transportation within that district," said Poskey.

An ideal location in the city of Plano would be the west Plano area. It boasts retail, commercial and restaurant space straddling the Dallas North Tollway. Between Shops At Legacy, Legacy West and Legacy Town Center, a gondola system could connect all of them.

The city has previously explored routes spanning eight miles. But, all indications are the early test sites would only include a smaller two to three-mile stretch.

"When you have more and more congestion, you've got to get people out of their cars and off the streets," said Webb.

Unlike a ski lift, this mode utilizes a cable system where only the car moves and only to where you want to using an app without stops in between. There are currently two prototypes built, one in California and another in New Zealand.

The North Texas project calls for cars holding three to four people, and Swyft says, up to six people with wheelchair access.

The cities have until April 10 to [apply for the CERTT](#), Certification of Emerging and Reliable Transportation Technology, program through the North Central Texas Council of Governments.

[Gondolas in DFW: Plano submits application | wfaa.com](#)

TXDOT SEEKING PUBLIC INPUT ON TRANSPORTATION SYSTEM OF FUTURE

By Irving Weekly Staff

The Texas Department of Transportation (TxDOT) is planning for the future, and public input is crucial as the agency looks to meet the transportation needs of tomorrow. The agency is hosting a statewide virtual public meeting with in-person open houses this spring for ["Connecting Texas 2050,"](#) the latest update to TxDOT's statewide long-range transportation plan.

With unprecedented population growth, increasing demands on our transportation system and technological innovations reimagining how people move, TxDOT wants to hear from the traveling public as the agency looks toward 2050. By combining public input and technical studies, TxDOT will establish the vision, objectives, performance measures and strategic recommendations for the state's transportation system through 2050 for all modes.

During the statewide virtual public meeting and regional in-person open houses, TxDOT will explain the process of the statewide long-range transportation plan. Participants will have the opportunity to share their ideas and provide input on transportation goals and needs.

PUBLIC INPUT OPPORTUNITIES

The statewide [virtual public meeting is available through May 31](#). TxDOT also will host in-person open houses in various locations. For a full schedule, visit TxDOT [online](#). The same information will be available at the virtual public meeting and in-person open houses.

THURSDAY, MAY 4 | 5:30 TO 7 P.M.

North Central Texas Council of Governments | Transportation Council Room
[Centerpoint II, 616 Six Flags Drive](#)
Arlington, TX 76011

[Comments can be submitted online](#), by e-mail to ConnectingTexas2050@txdot.gov, or by mail to: TxDOT TPP Connecting Texas 2050, Statewide Planning Branch Manager, P.O. Box 149217, Austin, Texas, 78714-9217. Comments also can be submitted via comment forms provided at the in-person open houses. Comments must be postmarked or received by Wednesday, May 31, to be included in the public involvement summary.

The virtual public meeting and in-person open houses will be conducted in English, with Spanish materials available online and in-person. For those needing special accommodations or interpreters, call [\(214\) 320-4403](tel:2143204403) at least three working days prior to the in-person open house you wish to attend.

WATCH: [Connecting Texas 2050 Public Meeting Presentation](#)

VISION ZERO UNDER THE MICROSCOPE: WHY AREN'T ROAD FATALITIES AT 0 YET?

By Gabriel Baumgaertner

Washington D.C. has struggled to bring down road fatalities because its Vision Zero program is hampered by limited infrastructure improvements, low funding and inconsistent oversight, part one of a new report reveals.

The report, along with a [“top-to-bottom review”](#) of Seattle’s Vision Zero program and a forthcoming review in Los Angeles, comes as cities face rising traffic and pedestrian fatalities and some public criticism of Vision Zero’s effectiveness. And it shows that achieving change is hard where the rubber actually hits the road.

“It’s easy to provide funding for a new program,” said D.C. city auditor Kathleen Patterson, who wrote the report. “But following through and circling back to say what is effective? There is less attention paid to that.”

The first part of Patterson’s study focused on engineering strategies (part two will look at enforcement, which is newsworthy because of a recent horrifying fatal crash involving a driver with more than \$12,000 in unpaid traffic citations). The emphasis on strong central leadership and communication across multiple agencies is something Vision Zero supporters have heard before.

“There’s a need for more dedicated staff to be doing Vision Zero and road safety work. And I would say that that is definitely true [in] every city that’s pursuing Vision Zero,” said Jenny O’Connell, senior program manager for the National Association of City Transportation Officials. “It’s not just about having the time and the resources or the funding to put those kinds of projects in the ground. It’s about having the staff that are dedicated and the time to be able to do that.”

More than 50 communities — areas as large as Hillsborough County, Florida, large cities like New York City, Los Angeles and Chicago and smaller cities like Chapel Hill, N.C. and Hoboken, N.J. — have adopted Vision Zero, which holds that traffic deaths are preventable through engineering to reduce the danger since humans inevitably make driving mistakes. The program also calls for governments to educate citizens on safe practices and implement data networks and policy that provides safe, accessible and modernized transit infrastructure. Another pillar is solid enforcement.

Yet traffic deaths have risen, even in communities that have adopted Vision Zero. In Los Angeles, [for example](#), there were 312 traffic deaths in 2022, its highest total in 20 years. In Denver, traffic fatalities have risen every year since Vision Zero was adopted in 2017, making it a focus of [the April mayoral election](#).

But the nation’s ongoing road violence problem — which Transportation Secretary Pete Buttigieg declared “a national crisis” in January — is the result of about a hundred years of bad decisions that cannot be undone overnight or under-budget, say Vision Zero supporters.

“Every single city ... is up against a century of decisions and policies and designs that have really prioritized the fast movement of cars above the safe meant safe movement of people,” says Leah Shahum, founder and executive of Vision Zero Network. “If anyone thought that turning around a century of investments in speed over safety was going to happen in five or six or seven years, they were sorely mistaken.”

Much of Vision Zero’s mission is predicated on reducing car speeds by shrinking lanes, redesigning roads, reducing speed limits or simply building highway infrastructure that makes it impossible to speed. That is a proven challenge in a country with a longstanding commitment to freedom of movement, ample parking on public streets and the notion that “freedom” to drive outweighs the oppression of pedestrians and cyclists, whose fatality numbers are on the rise, said Shahum.

“There’s been a century of investment in certain kinds of roads, certain kinds of cars and certain kinds of expectations that prioritize speed over safety,” Shahum said. “There is a public good that comes with roadway safety; I don’t think we’ve seen leaders embrace that and champion it enough.”

According to the Seattle Department of Transportation, pedestrians and cyclists only accounted for 7 percent of the city’s collisions between 2016-2021, but 61 percent of traffic fatalities. And those pedestrian fatalities occur overwhelmingly on arterials — roads designed for higher speed limits and high-volume traffic — and not in neighborhoods.

Engineer Bill Schultheiss of the influential firm Toole Design insists that redesigning infrastructure is one of the foremost challenges of improving traffic and pedestrian safety. Logically, local departments of transportation should be taking measures like installing more walk signals, bike lanes or stoplights around dangerous intersections to crashes vehicles. Instead, that is where the bureaucratic nightmare begins.

For example, the Manual on Uniform Traffic Control Devices states that before action can be taken, five or more crashes “susceptible to correction by a traffic control signal” must occur in 12 months *and* that each crash must involve injury or significant property damage. The five-crash number is cited in remarkably similar language to the 1937 manual, which Schultheiss sees as a number with no basis. And that is one of *three* criteria that must be met for the stoplight to get a green light.

“I can’t install a signal at an intersection that I know is dangerous and has near-misses all the time,” Schultheiss said. “I have to wait for five people to be killed or injured first.”

Schultheiss cites the natural risk aversion of most engineers, people trained to form conclusions from exhaustive research and prefer iterative change to major overhaul, as a driving factor for the lack of action on traffic safety.

“We have a serious safety the problem in this country,” Schultheiss said. “Engineers [need] to understand that some of the design guidance they’re relying upon is outdated [and] to continue to rely on it as a reason you cannot do something is is just gonna prevent us from getting to Vision Zero.”

Also, many cities have no control over the designs of state roads that run through them, such as when Texas overruled the city of San Antonio, which wanted to put a 2.2-mile stretch of

Broadway Avenue on a road diet. Arterials like Broadway Avenue are the site of nearly 20 percent of traffic fatalities yet comprise just 2 percent of streets, NACTO said.

And during the pandemic, speeding increased dramatically, another factor that was outside the control of municipalities, as was the increasing popularity of exceptionally large trucks and SUVs. But the federal government has not regulated vehicle design.

Even if a Vision Zero city is suffering from administrative bloat, political gridlock or widespread reckless driving, cities still have plenty of ways to improve traffic safety. In 2023, Seattle will phase in more “no turn on red” intersections and crosswalks that let pedestrians walk before a stoplight turns green. In D.C., Mayor Muriel Bowser’s proposed FY 2024 budget would add 342 speed cameras across the city. For Schultheiss, a 25-year resident of the district, it’s impossible to ignore the changes in local infrastructure.

“DC has been implementing changes rapidly throughout the city in the last three to five years that are unprecedented,” he says. “All the flex posts, bike lanes and curb extensions ... it’s incredible. I think the audit picked out some very real challenges that every agency is struggling with. Is it fast enough? And are we being responsive to the citizens who are asking for change?”

DALLAS LEADS BIG U.S. CITIES IN VACANT LAND, FORT WORTH IS 2ND, SURVEY SHOWS

Most of the vacant space is in Southern Dallas

By Ken Kalthoff

In a recent survey of big cities, Dallas leads the nation in vacant land. Another found a quarter of downtown Dallas covered in parking lots.

The [Dallas Morning News reported that the firm Yardi Systems](#) put Dallas at the top of the vacant property list with 90,739 vacant acres. Fort Worth was second among big cities with 74,835 vacant acres.

Some people may see the vacant space as a sign of stagnation or decay. But Dallas boosters see it as opportunity for new development in the booming North Texas region.

Some of the downtown surface parking lots are places where buildings once stood that have been waiting for years to support new structures.

In Uptown Dallas, very few surface parking lots remain, with big new development towering over everything.

"While we wish that every lot in Downtown Dallas was absolutely perfect today, we see it as a unique opportunity," said Jennifer Scripps the president and CEO of the business group [Downtown Dallas Inc](#) which promotes the city's center.

Twenty years ago, many downtown buildings were vacant. Now, they've all been put to new use, so the parking lots are next.

"We know of six major projects already in the pipeline, so most of these parking lots are already spoken for," Scripps said.

A big parking lot just south of Dallas City Hall is slated for a big high-rise project by the same developer planning a big mixed-use project on vacant land in Southern Dallas land near the University of North Texas at Dallas campus.

Most of the vacant Dallas land is in the southern sector.

[Dallas Regional Chamber of Commerce Vice President of Inclusion and Community Engagement](#) Latosha Herron Bruff concentrates her efforts on that area.

"I love the fact we have an eye on Southern Dallas and Southern Dallas County because it is a place full of potential," she said.

The group [Parking Reform Network](#) found around 24% of Downtown Dallas used for parking, but scored that better than some big cities in a parking space comparison.

Warehouses have taken substantial pieces of vacant land in Southern Dallas and Fort Worth in a surge of industrial construction in recent years.

The Dallas Regional Chamber expert seeks more rounded growth of southern Dallas.

“It is a very central location, but it also provides a lot of the assets that not only companies are looking for but people are looking for,” she said.

The Chamber of Commerce and downtown business booster are both pushing hard to fill the vacant spaces.

[Dallas Leads Big US Cities in Vacant Land – NBC 5 Dallas-Fort Worth \(nbcdfw.com\)](http://nbcdfw.com)

DEEP ELLUM RESIDENTS FRUSTRATED WITH EXTENDED PERIODS OF DART RAIL ARMS IN DOWN POSITION

By Erin Jones

DALLAS (CBSNewsTexas.com) – In Dallas' Deep Ellum neighborhood, residents say they're dealing with a safety issue.

They've noticed DART's rail operations arms near US 75 and Live Oak St. have been in the down position for extended periods of times, causing backups.

"Everybody is frustrated," resident Kameron Holder said. "I have a couple friends who live right here in this area and they mention it all the time."

"I see [people] take a left over the train tracks and they're not supposed to do that," resident Erik Carlson said. "I see it happen all the time."

"If people are stuck in traffic, they got to get home," resident Tyler Thayer said. "They do crazy things like make U-turns or drive on the tracks and there could be a train coming and they have no idea because the arms have been down for 30 minutes."

A representative for DART says these issues are due to power outages. When they occur, the fail safe for the arms lowers into the down position for safety.

A video circulating on social media shows some people trying to lift and drive around the arms which DART says you should never do.

Instead, you're asked to call the phone number attached to the arms on the blue signs. DART should immediately respond.

"Definitely get it repaired in a timely manner, especially when it's first reported," resident Kalline Naidoo said.

Some residents are asking if the arms should have a backup power source when there are power outages. A spokesperson for DART tells CBS News Texas they're looking into this.

[Deep Ellum residents frustrated with extended periods of DART rail arms in down position - CBS Texas \(cbsnews.com\)](https://www.cbsnews.com/news/deep-ellum-residents-frustrated-with-extended-periods-of-dart-rail-arms-in-down-position/)

Q&A: INSIDE THE GROWTH AND OPPORTUNITY ALONG FORT WORTH'S CHISHOLM TRAIL

By Spencer Brewer

The Chisholm Trail Parkway splits District 6 and has created a corridor of growth in southwest Fort Worth, and as the city council member overseeing the district, it's [Jared Williams'](#) mission to create an economic growth center in the area.

Since Williams became a city council member, District 6, which stretches from Interstate 20 to the edges of the city near FM 1187, has seen \$290 million in commercial investment.

“One of the things that’s particularly striking to me is that many of our residents have to drive out of the district and even out of the city in order to go to work,” he said. “It’s particularly important for the district to work toward balancing the amount of commercial activity we have in our district with the amount of residential activity that we have.”

Williams grew up in southwest Fort Worth, raised by two educators. With a doctorate in environmental science and science education, Williams’ transition into politics stemmed from a desire to give back to his community. It turns out the scientific method can come in handy when dealing with community issues, he said, and his background helps him work with stakeholders and find solutions.

On top of his position as council member, Williams serves as an executive at the Tarrant Area Food Bank and as small business owner of multiple companies.

The Chisholm Trail Parkway has created a corridor of growth that stretches from Fort Worth into Johnson County. There are still substantial parcels of land left for development within District 6, specifically along Chisholm Trail. The district also contains a significant amount of extraterritorial jurisdiction land that could one day become part of Fort Worth proper.

Williams spoke with the *Dallas Business Journal* about the growth trajectory within District 6.

What kind of commercial development do you want to see in your district?

Over the past two years, we’ve been really focused on promoting commercial development and working to be intentional about our parcels of land that are zoned neighborhood commercial and other commercial uses. It’s important that we not only look at commercial activities that bring good jobs, but also commercial activities that make our neighborhoods strong.

Our neighborhoods depend on things like medical uses, such as pharmacies and doctors’ offices, retail, sit-down restaurants and grocery stores. Those are some of the types of land uses that are front of mind when we talk about promoting commercial development.

We’re also thinking about larger-scale commercial opportunities that will create an economic growth center along Chisholm Trail and that will provide job opportunities for folks that live and work within District 6 while attracting talent from across the city as well.

What about residential?

The second thing that is front of mind is creating multiple pathways to homeownership. There's a need for creating pathways for young professionals, older adults and first-time home buyers, as well as folks looking to settle down in District 6 for their dream home.

We're constantly thinking through balancing the need for commercial development and creating pathways to homeownership. In a lot of our district, as you go further southwest, it's still prairie land. So, how do we still preserve that natural history through open space conservation and create systems of trails and parks that interact with and are interwoven nicely with development?

What do you see your district becoming over the next decade?

That's a question I think about all the time. For folks who may not be as familiar, and even for folks who live in the area, I've really talked about the Chisholm Trail as the gateway into the heart of the city. When you think about Chisholm Trail, it starts in Johnson County. It dead ends in Cleburne. As you drive north, you make your way through District 6 into downtown, intersecting at Interstate 30. What are the kinds of development that sustain and support the need for commercial activity and support neighborhoods in District 6?

I also think about it more broadly in terms of form and function: How do we create a gateway that displays the best the city has to offer and does offer?

We also think about how to design buildings and residences along that corridor. We're aiming to leverage the opportunity to achieve multiple goals by creating an economic growth center in the far southwest and finding opportunities to create amazing parks and open spaces while doing that.

The vision is creating a commercial center with amazing architectural designs that are consistent with the character of the city and the area.

DPS STEPS UP FAKE VEHICLE INSPECTION CRACKDOWN FOLLOWING NBC 5 INVESTIGATION

One day after NBC 5 Investigates questioned DPS Director Steve McCraw about gaps in enforcement, the agency announced plans to target hundreds of state-licensed inspectors suspected of fraud

By Scott Friedman & Eva Parks

The [Texas Department of Public Safety](#) announced Thursday it is ramping up efforts to crack down on state-licensed vehicle inspection stations that are conducting fake inspections.

That announcement comes in the wake of [an NBC5 Investigation revealing](#) some law enforcement investigators believe as many as 5 million cars on Texas roads are "clean scanned" every year. That's when someone pays a state-licensed inspection station to fake emissions and safety checks.

As **NBC 5 Investigates'** [reporting has shown](#), the state's computer system does not prevent cars with fake inspections from falsely passing and getting Texas license plates, even though law enforcement officials say the system captures information showing that the inspections were fraudulent.

In a news release issued Thursday, DPS said it plans to ramp up enforcement over the next 60 days. The department said it anticipates removing another 700 inspectors suspected of conducting fraudulent inspections from the system by mid-April.

On Wednesday, **NBC 5 Investigates** [questioned DPS Director Steve McCraw about the security gaps](#) in the inspection system. McCraw pledged to help fix the problems, working with the TCEQ, The Texas Commission on Environmental Quality, which maintains the inspection computer system that DPS uses to enforce the inspection rules.

"We've got an obligation to enforce it, whether the system's working or not. And I'm quite confident that we work very closely with TCEQ that we can get this vulnerability taken care of," McCraw said to NBC 5 Senior Investigative Reporter Scott Friedman, who approached McCraw in the halls of the Texas State capitol seeking answers to questions.

TCEQ officials have declined requests for interviews but have said in statements that they are working with DPS to address fraud.

As we have reported, DPS began an operation in the fall of 2022 aimed at cracking down on stations conducting fake inspections. The department said Thursday it has it took action against 270 stations, including 34 that the agency said were involved in "gross misconduct."

[Texas DPS Stepping Up Fake Inspection Crackdown – NBC 5 Dallas-Fort Worth \(nbcdfw.com\)](#)

SECRETARY PETE BUTTIGIEG LAUNCHES PLAN TO AVOID AIRCRAFT COLLISIONS AT DFW AIRPORT

\$28.8 million airfield safety project will allow jets to avoid taxiing across active runways.

By Alexandra Skores

U.S. Secretary of Transportation Pete Buttigieg announced a \$28.8 million airfield safety project at DFW International Airport on Thursday, a move aimed at preventing near collisions between jets that have raised concerns about the nation's travel system.

The project includes a southwest end-around taxiway to reduce the need for aircraft to cross runways 36L and 36R at the airport. Buttigieg is visiting airports across the country as part of a tour to highlight Federal Aviation Administration investments, following an uptick in close calls on airfields. DFW Airport's new project is expected to be completed in 2025.

He said the safety record of the country's aviation system is extraordinary and must not be taken for granted. He pointed out that it has been 14 years since the last fatal airline crash, [which happened in 2009 when 49 people onboard were killed as a plane was arriving in Buffalo, N.Y.](#)

"The fact that a form of transportation that involves flying through the air, miles above the surface of the ground, in a metal tube at nearly the speed of sound, results in millions of people returning safely and uneventfully home afterward is one of the most extraordinary human achievements and one of the most extraordinary tributes to American ingenuity," Buttigieg said.

The [FAA has committed to providing \\$180 million in both the northeast and southwest end-around systems](#), including the new project announced today. The agency said it will reduce close calls and reduce delay minutes on the runway.

Buttigieg also visited North Carolina's Charlotte Douglas International Airport, which is also constructing an end-around taxiway; Clinton National Airport in Little Rock, Ark., where airport leaders are redesigning a taxiway to reduce risk and confusion on the airfield. After DFW Airport, he plans to visit Oklahoma City's Will Rogers World Airport and the FAA's aeronautical center to meet with air traffic control trainees.

[On March 15, the FAA held a safety summit](#) to address key safety issues and incidents, including one that happened [between Southwest Airlines and FedEx jets at Austin-Bergstrom International Airport](#). The incident was the second near collision of jetliners in [a month after an American Airlines Boeing 777 jet crossed in front of a Delta Air Lines 737 taking off at New York's JFK](#) International Airport on Jan. 15.

There have been more than 17,000 runway incursions at U.S. Airports in the last decade

While high-profile near misses have made headlines, there have been 3,921 "runway incursions" involving commercial airlines since 2013.

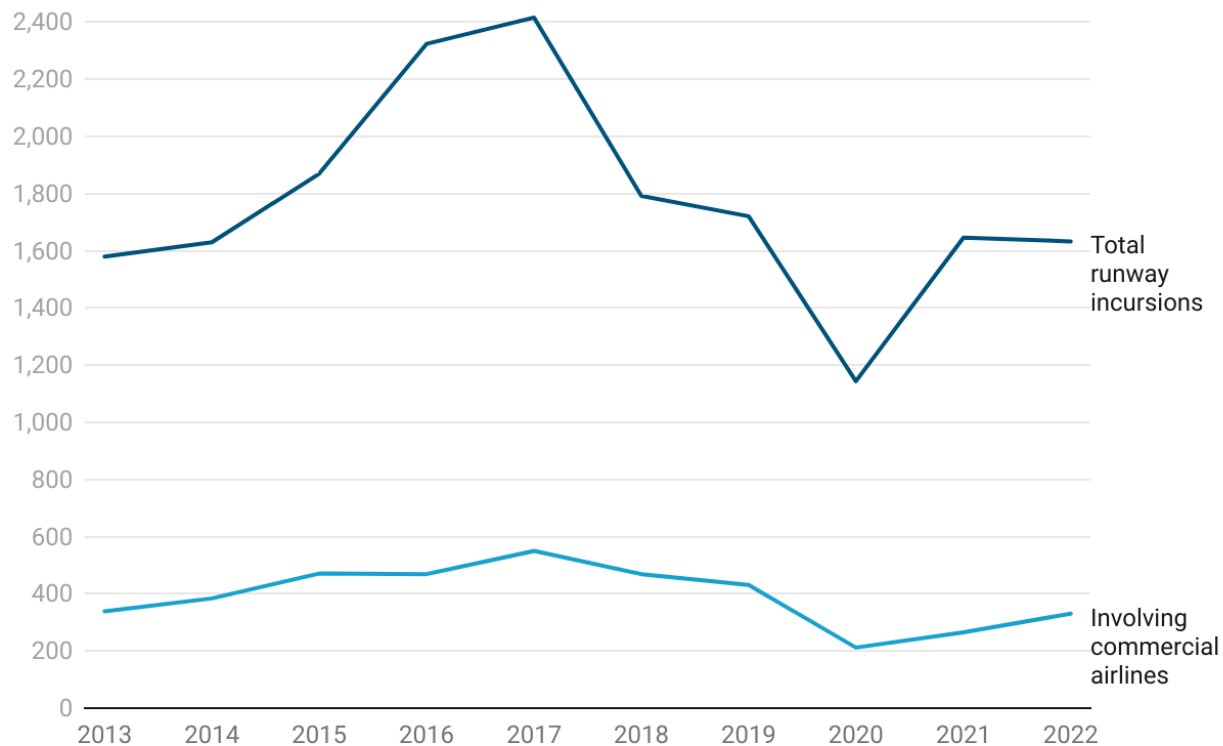


Chart: Kyle Arnold/DMN • Source: FAA • Created with Datawrapper

At a February Senate committee hearing in Washington, [Texas Sen. Ted Cruz showed a video re-creation of the near-miss in Austin](#), questioning acting FAA Administrator Billy Nolen on commercial aviation safety incidents.

"If you were sitting on that Southwest flight and you knew how close you came to having a plane landing on top of you, killing every person on that plane, you would understandably be horrified," Cruz said in February. "It is only through, as I understand, the heroism of the pilots, being alert and seeing what was happening, that tragedy was averted."

At DFW, Buttigieg touted efforts to modernize technology across the aviation system, noting the [Notice to Air Mission \(NOTAM\) system, which saw an outage in January](#) that frustrated airlines and passengers.

"We have over \$100 million additional dollars that we requested in the president's budget from the next fiscal year that we're hoping Congress will support in order to help with those technology upgrades," Buttigieg said. "It's continually evolving, it's a moving target. Our intention is to skate to where the puck is going, and not just be responding to what we learned in yesterday's issues."

Sean Donohue, CEO of DFW Airport said DFW Airport's No. 1 focus is safety. He said DFW Airport is the second busiest in the world.

"It's obviously a tremendous safety impact, very positive safety impact," Donohue said. "But it also allows our customers to get to the gate faster, on average about four minutes faster in terms of their taxi in."

Jonathan Miranda, a first officer for American Airlines regional carrier Envoy Air and speaking on behalf of the Air Line Pilots Association, said the recent incidents serve as a reminder to always remain vigilant.

"My colleagues and I have worked hard every day to ensure the safety of the flying public in and out of this airport," Miranda said.

Buttigieg said DFW Airport's size and growth happening simultaneously is what distinguishes it from other airports.

"Sometimes you have fast-growing markets, sometimes you have large ones, but this is one that is very much — both of those things are true," Buttigieg said. "I appreciate the way that DFW is looking to the future."

Airports with most runway incursions since 2013

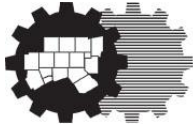
There have been nearly 18,000 runway incursions at U.S. airports since 2013, including nearly 4,000 involving commercial airlines.



Chart: Kyle Arnold/DMN • Source: [FAA](#) • [Get the data](#) • Created with [Datawrapper](#)

Buttigieg opened the event by acknowledging the nine people who were killed in a crash involving two Army Black Hawk helicopters conducting a nighttime training exercise in Kentucky, [according to ABC](#).

"It's a reminder that even stateside, and even in peacetime, our service members face danger in doing their work," Buttigieg said to a crowd of reporters and local officials. "And it's a reminder of the importance of safety as we return our attention to the civilian side, which is a big part of why we're here right now."



North Central Texas
Council of Governments

PRESS RELEASE

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NCTCOG Provides 21 Free Drone Workshops to the Public on YouTube

Sessions encourage education, awareness, and skill development

March 9, 2023 (Arlington, Texas) – The introduction of uncrewed aircraft systems (UAS), commonly called drones, into the commercial market has given many people the opportunity to take up a unique hobby or new career. What was once a technology reserved mostly for the military is now being used by many businesses and governments to help with everything from selling real estate to enhancing accident investigations.

In the Federal Aviation Administration's 2019-2039 Aerospace Forecast, the FAA predicted significant growth of commercial drones. The number of drones registered for recreational use was forecast to reach approximately 1.4 million by this year. Moreover, by next year it is expected that approximately 350,000 UAS pilots will be needed.

Drone operators need to be aware of the latest industry developments, including best practices and even where to safely fly their aircraft. To meet the educational need, the North Central Texas Council of Governments' UAS Safety and Integration Task Force organized and hosted a series of monthly virtual workshops during the COVID-19 pandemic. The 21 workshops conducted over a two-year period are available FREE for anyone interested in learning more about drones, whether they have been using this technology for a while or they just fly their drones for fun. The Know Before You Fly Your Drone workshops have been posted on the NCTCOG Transportation Department's YouTube page.

"Drone technology continues to evolve, creating opportunities for people of all ages and abilities to fly their own aircraft, whether as a hobby, for business or to help first responders make our communities safer," said Ernest Huffman, NCTCOG program manager, aviation planning and education. "NCTCOG was pleased to partner with many impressive professionals to help people understand the technology and how to use it safely and effectively."

The workshops cover a variety of topics, including drone types, use cases, careers, business opportunities and more. There is even a workshop focused on drone racing. Each workshop is guided by aviation and UAS professionals to provide expertise and career insights.

To learn more about NCTCOG's UAS initiatives, visit www.northtexasuas.com. To access any of the 21 workshops, visit [NCTCOGtrans - YouTube](#) and find the playlist labeled "UAS Know Before You Fly Your Drone Workshop Series."

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.

###

Emergency Funding Ratification

Adjustment to the Multi-source Funding Strategy to Expedite Environmental and Design Review for Surface Transportation Projects

REGIONAL TRANSPORTATION COUNCIL

April 13, 2023

Background

- The RTC previously approved Regional Toll Revenue (RTR) and RTC Local Funds to support a professional services contract to expedite environmental and design review and other technical assistance
- NCTCOG's Executive Board approved a contract in March 2020 with Sandra Wesch to perform these professional services
- Funding Agreement limitations restrict tasks eligible to be funded with RTR Funds
- Professional services supporting initiatives outside the scope of the RTR Funding Agreement exceeded the RTC Local funding amount committed
- Additional \$60,000 RTC Local Funds are needed to pay for continuation of professional services through the contract term of December 2023

Funding Request

Amount: \$60,000 RTC Local

Fiscal Impact: \$0 total contract change

\$60,000 Regional Toll Revenue Funds will be reduced from the contract obligation to retain the total contract commitment of \$700,000

Contract Funding

	Previous	Revision	New
Regional Toll Revenue	\$500,000	-\$60,000	\$440,000
RTC Local	\$200,000	+\$60,000	\$260,000
Total	\$700,000	\$0	\$700,000

Action Requested

RTC Ratification:

Utilize \$60,000 RTC Local Funds to support technical assistance

To revise administrative documents as appropriate to incorporate the additional funding.



North Central Texas Council of Governments

FTA's Low or No Emission & Bus/Bus Facilities Grant Opportunity

Regional Transportation Council
4.13.2023

Shannon Stevenson, Senior Program Manager

PROGRAM FUNDING OVERVIEW

Infrastructure Investment and Jobs Act (IIJA)

Joint Notice of Funding Opportunity released Jan 27, 2023

Low or No Emissions (5339c)

Provides funding for purchase or lease of zero-emission and low-emission transit buses, as well as the acquisition, construction, or leasing of supporting facilities and equipment.

\$1.22B in funding available

Bus and Bus Facilities (5339b)

Assist in financing of buses and bus facilities capital projects, including:

- 1) replace, rehabilitate, purchase, or lease buses and related equipment
- 2) rehabilitate, purchase, construct, or lease bus-related facilities

\$469M in funding available



Low or No Emission & Bus/Bus Facilities
Grant Application

Applicants can apply to BOTH programs, but will only be awarded under one program (if selected)

GRANT PROGRAM PRIORITIES

Purpose

- ☐ Support state and local efforts to buy or modernize buses
- ☐ Improve bus facilities
- ☐ Support workforce development

Requirements

- ☐ Must include a Zero Emissions Transition Plan
- ☐ 5% of federal request must be dedicated to workforce development



PROPOSED PROJECT

- ☐ Purchase *up to* 10 EV buses for NCTCOG subrecipients
 - ☐ Limited to small public transit providers
 - ☐ Focus on replacement of buses coming up on or beyond their useful life
- ☐ Purchase *up to* 5 EV charging stations
- ☐ Workforce development training
- ☐ Development of Zero-Emission Transition Plan for small transit providers



ESTIMATED PROJECT BUDGET

	Total	Federal ¹	Local (TDCs)
EV Buses ²	\$5,000,000	\$5,000,000	750,000
EV Charging Stations	\$1,500,000	\$1,500,000	300,000
Workforce Development ³	\$300,000	\$300,000	60,000
Administrative Costs	\$500,000	\$500,000	100,000
TOTAL	\$7,300,000	\$7,300,000	1,210,000

¹ In utilizing TDCs, seeking 100% federal share

² Cost share for buses is 85% federal/15% local; all others are 80% federal/20% local

³ NOFO requires that Workforce Development be 5% of the federal request amount for vehicles



SCHEDULE

Date	Milestone
January 23, 2023	NOFO Released
March 24, 2023	STTC Action
April 13, 2023	RTC Action
April 13, 2023	Application Due
April 27, 2023	Executive Board Endorsement
By June 28, 2023	Award Announcement



REQUESTED ACTION

Regional Transportation Council approval of a regional grant application submittal to the Fiscal Year (FY) 2023 Low-No & Bus/Bus Facilities Competitive Grant programs, not to exceed \$7,300,000 including the use of 1,210,000 Transportation Development Credits (TDCs) as local match.

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



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Senior Transportation Planner

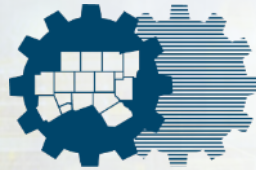
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Pursue Environmental Protection Agency Climate Pollution Reduction Grants Program for the Metropolitan Statistical Area

Chris Klaus
Senior Program Manager
Regional Transportation Council
4.13.2023

Climate Pollution Reduction Grants Background

Created by Section 60114 of the Inflation Reduction Act

Purpose: Develop and implement plans for reducing greenhouse gas emissions (GHG) and other harmful air pollutants

Will be administered by the Environmental Protection Agency (EPA) in two phases:

- Phase 1: \$250 Million Non-Competitive Planning Grants
- Phase 2: \$4.6 Billion in Competitive Implementation Grants

<https://www.epa.gov/inflation-reduction-act/climate-pollution-reduction-grants>



Climate Pollution Reduction Grants vs. Carbon Reduction Program

Program Element	Climate Pollution Reduction Grants (CPRG) (RTC Item 7)	Carbon Reduction Program (CRP) (RTC Item 8)
Purpose	Reduce GHGs, not limited to on-road sources	Reduce carbon dioxide emissions from on-road sources
Administrator	Environmental Protection Agency	Federal Highway Administration
Funding for Region	<u>Planning Grants</u> - \$1 million through 2027 <u>Implementation Grants</u> - Up-to \$4.6 billion	~\$112 million (federal) through 2027
Match	<u>Planning Grants</u> - No match <u>Implementation Grants</u> - Unknown	20%
Deliverables	<u>Planning Grants</u> : - Priority Climate Action Plan - Comprehensive Climate Action Plan (CCAP)	- Carbon Reduction Strategy (by the state) - Funds used for eligible projects selected by recipient (e.g., state or metropolitan planning organization)
Additional Requirements	Projects to be implemented in Phase 2 must be listed in the CCAP, details on Implementation Grants not yet released	Projects must be listed in State Transportation Improvement Program



Phase 1: Planning Grants

\$1 million is available for the Dallas-Fort Worth (DFW)-Arlington metropolitan statistical area (MSA)

- Includes Wise, Denton, Collin, Parker, Tarrant, Dallas, Rockwall, Kaufman, Ellis, Johnson, and Hunt counties
- Inclusion of neighboring jurisdictions, outside the boundary lines of the MSA, is allowed and encouraged
- No match required

\$3 million to each State, DC, and Puerto Rico

- If Texas chooses to not receive planning funds, 3 additional MSAs in Texas will each become eligible for \$1 million

To be eligible to apply for Phase 2 Implementation funding, entities and proposed projects must be covered by either a State or MSA Phase 1 planning grant



Eligible Applicants – Planning Grants

Environmental Protection Agency (EPA) requires one eligible entity to be the lead applicant on behalf of the entire MSA to encourage regional climate planning

Lead applicant will need letters from cities within MSA and neighboring jurisdictions indicating their commitment to work with lead applicant

Eligible applicants include:

- States
- Air pollution control agencies
- “Municipalities” as defined by Section 302 of the Clean Air Act*
- Groups of municipalities, such as a council of governments

**Section 302 of the Clean Air Act defines "municipality" as a city, town, borough, county, parish, district, or other public body created by or pursuant to State law*



Deliverables – Planning Grants

Deliverable #1: Priority Climate Action Plan (PCAP) - March 1, 2024

- GHG inventory and quantified GHG reduction measures
- Low-income and disadvantaged communities' benefits analysis
- Review of authority to implement

Deliverable #2: Comprehensive Climate Action Plan (CCAP) – Summer 2025

- GHG emissions projections, reduction targets, and reduction measures
- Benefits analysis for full geographic scope and population covered by the plan
- Low-income communities benefit and workforce analysis
- Plan to leverage other federal funding

Deliverable #3: Final Report – Summer 2027

- Report on progress towards GHG reduction and next steps



Eligible Use of Funds - Planning Grants

- Staffing to develop deliverables
- Planning and implementing meetings for fostering collaboration between government, the public, and stakeholders
- Outreach and education for stakeholders
- Subawards to municipalities, air pollution control agencies, regional planning organizations, non-governmental organizations, academic institutions
- Modeling and analytical costs (including software)
- Supplies
- Incidental costs related to the above activities, including but not limited to travel, membership fees, and indirect costs



Schedule

	Milestone	Date
	Surface Transportation Technical Committee (STTC) Approval	March 24, 2023
	Regional Meeting	March 30, 2023
	Texas' Notice of Intent to Participate	March 31, 2023
→	Regional Transportation Council (RTC) Action	April 13, 2023
	Municipalities' Letter of Support to Lead Applicant	April 21, 2023
	NCTCOG Executive Board Action	April 27, 2023
	State's Completed Application	April 28, 2023
★	MSA's Notice of Intent to Participate	April 28, 2023
	Completed Applications for MSAs	May 31, 2023
	Information on Competitive Implementation Grants Released and Planning Funds Awarded	Summer 2023
	Deliverable #1: Priority Climate Action Plan	March 1, 2024
	Deliverable #2: Comprehensive Climate Action Plan	Summer 2025
	Deliverable #3: Final Report	Summer 2027



Action Requested

Per STTC recommendation on March 24, 2023:

Approval of NCTCOG as lead applicant to pursue Phase 1 funding from the EPA Climate Pollution Reduction Grants program on behalf of the DFW Metropolitan Statistical Area

Seeking Letters of Support to NCTCOG by April 21, 2023

Instructions and template available on www.nctcog.org/aqfunding



Contact Us



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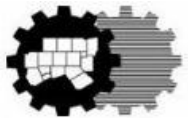
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CARBON REDUCTION PROGRAM

Regional Transportation Council

April 13, 2023



North Central Texas
Council of Governments
Transportation Department

BACKGROUND

- One of the new funding programs created via the Infrastructure Investment and Jobs Act (IIJA) was the Carbon Reduction Program (CRP).
- The goal of the program is to provide funding for projects that reduce carbon dioxide emissions from on-road sources.
- The Federal Highway Administration and the Texas Department of Transportation have provided guidance on these funds, and they can now be programmed on projects.
- Metropolitan Planning Organizations (MPO) have project selection authority for regional allocations, similar to Surface Transportation Block Grant (STBG) funds.

CLIMATE POLLUTION REDUCTION GRANTS VS. CARBON REDUCTION PROGRAM (CRP)

Program Element	Climate Pollution Reduction Grants	Carbon Reduction Program
Purpose	Reduce GHGs, not limited to on-road sources	Reduce carbon dioxide emissions from on-road sources
Administrator	Environmental Protection Agency	Federal Highway Administration
Funding for Region	<u>Planning Grants</u> - \$1 million through 2027 <u>Implementation Grants</u> - Up to \$4.6 billion	~\$112 million (federal) through 2027
Match	<u>Planning Grants</u> - No match <u>Implementation Grants</u> - Unknown	20%
Deliverables	<u>Planning Grants</u> : - Priority Climate Action Plan - Comprehensive Climate Action Plan (CCAP)	- Carbon Reduction Strategy (by the state) - Funds used for eligible projects selected by recipient (e.g., state or MPO)
Additional Requirements	Projects to be implemented in Phase 2 must be listed in the CCAP, details on Implementation Grants not yet released	Projects must be listed in State Transportation Improvement Program

CARBON REDUCTION STRATEGY

- CRP requires that states, consulting with MPOs, develop a Carbon Reduction Strategy with the goals of:
 - Reducing traffic congestion by promoting use of non-single occupant vehicle trips
 - Promoting vehicles and modes of travel that reduce transportation emissions
 - Assisting the construction of transportation assets that reduce transportation emissions
 - Calculating the carbon emissions from the construction of transportation facilities in the State
- This strategy is not binding.
- CRP funding is available even though the State's Carbon Reduction Strategy is not completed yet.
 - Funding is not contingent on achievement of the goals.

ELIGIBLE PROJECTS

- CRP funds are very similar to Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds.
- Eligible project types include, but are not limited to:
 - Bicycle/pedestrian improvements
 - Transit improvements
 - Alternative fuel (e.g., electric vehicle, hydrogen, natural gas) infrastructure deployment
 - Projects that improve traffic flow, but do not add capacity (e.g., turn lanes, signal improvements/re-timing, ITS)
 - Vehicle-to-Infrastructure technology deployment
 - Efforts to reduce the environmental impacts of freight movement
- More information on eligible project types can be found at:
https://www.fhwa.dot.gov/bipartisan-infrastructure-law/crp_fact_sheet.cfm

AVAILABLE FUNDING

- Urban areas will receive 65% of the funds allocated to Texas based on population.
- The Dallas-Fort Worth region to receive approximately \$18-19 million federal per year.
 - 2024 allocation includes 2022, 2023, and 2024 funds (~\$55 million federal)
- Funding for our region will follow the RTC-approved air quality funding split for the IIJA of 36% West and 64% East.
- CRP funds must be obligated within 4 years of being apportioned (the year of authorization plus 3 years). Thus, timely obligation of funding is critical.

PLAN FOR PROGRAMMING

- To ensure that the first few years of funding is obligated quickly, staff proposes utilizing the first three years of funding on:
 - Few, large projects
 - Existing projects (trade CMAQ or STBG for CRP)
 - Projects that can advance quickly
- Two projects from the 2024-2026 M&O and Safety Program have already been funded with CRP funds (Air Quality Energy Efficiency Initiatives and Community College Transit Pass Pilot Program in the East)
- Propose to change recently approved trades with Dallas Area Rapid Transit (DART) for Silver Line from CMAQ/STBG to CRP (\$35.328 million)
 - Contingent upon transfer of local funds from DART to Dallas consistent with previous RTC Action, without “good standing” requirement
- A plan for utilizing the West’s portion of CRP funds will be brought back later.
- Coordination is ongoing regarding proposals for how the remaining funds (FY 2025+) can be programmed.

REQUESTED ACTION

- RTC approval of:
 - The proposed plan to utilize the first increment of CRP funds by trading the funds with other projects and seeking obligation quickly.
 - Amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other planning/administrative documents as needed to incorporate this funding

CONTACT/QUESTIONS?

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**COVID-19 #00X Infrastructure Program: Transit Partnership (Round 2)
Proposed Projects**

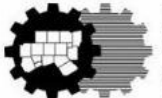
Implementing Agency	City	Limits/Project Name	Project Scope	Fiscal Year	Proposed Funding				Comments
					Federal CMAQ (CAT 5)	Federal STBG (CAT 7)	TDCs ¹	Total Proposed Funding	
DART	Various	Construct new bus stop accommodations in the DART service area	Construct bus shelters including concrete pads, overhead shelters, lighting, seating, real-time schedule information, etc.	2024	\$0	\$2,100,000	420,000	\$2,100,000	Regional TDCs (Category 2) to be utilized in lieu of a cash match
DCTA	Various	Construct new bus stop accommodations in the DCTA service area	Construct bus shelters including concrete pads, overhead shelters, lighting, seating, real-time schedule information, etc.	2024	\$0	\$1,000,000	200,000	\$1,000,000	Regional TDCs (Category 2) to be utilized in lieu of a cash match
Trinity Metro	Various	Construct new bus stop accommodations in the Trinity Metro service area	Construct bus shelters including concrete pads, overhead shelters, lighting, seating, real-time schedule information, etc.	2024	\$0	\$2,780,000	556,000	\$2,780,000	Regional TDCs (Category 2) to be utilized in lieu of a cash match
DCTA	Various	DCTA A-Train	Expand A-Train service for three years to coincide with special events in the DCTA and DART service areas	2024	\$3,000,000	\$0	600,000	\$3,000,000	Regional TDCs (Category 2) to be utilized in lieu of a cash match; DCTA would be responsible for funding the service after RTC funding is exhausted or first three years of service
NCTCOG	Various	Transit Driver Workforce Development and Training Program	Program to provide Commercial Driver License tuition reimbursement to address the shortage of transit vehicle drivers	2024	\$0	\$500,000	0	\$500,000	100% federally funded per federal legislation
NCTCOG	Various	Regional Transit Coordination Program	Regional coordination of transit services with a focus on increasing economies of scale, technical assistance, mobility on demand, and mobility as a service.	2025, 2026	\$0	\$1,000,000	200,000	\$1,000,000	Regional TDCs (Category 2) to be utilized in lieu of a cash match
Totals					\$3,000,000	\$7,380,000	1,976,000	\$10,380,000	

1: TDCs - Transportation Development Credits (are not cash and do not count in funding totals)

COVID-19 #00X INFRASTRUCTURE PROGRAM TRANSIT PARTNERSHIP (ROUND 2)

Regional Transportation Council

April 13, 2023



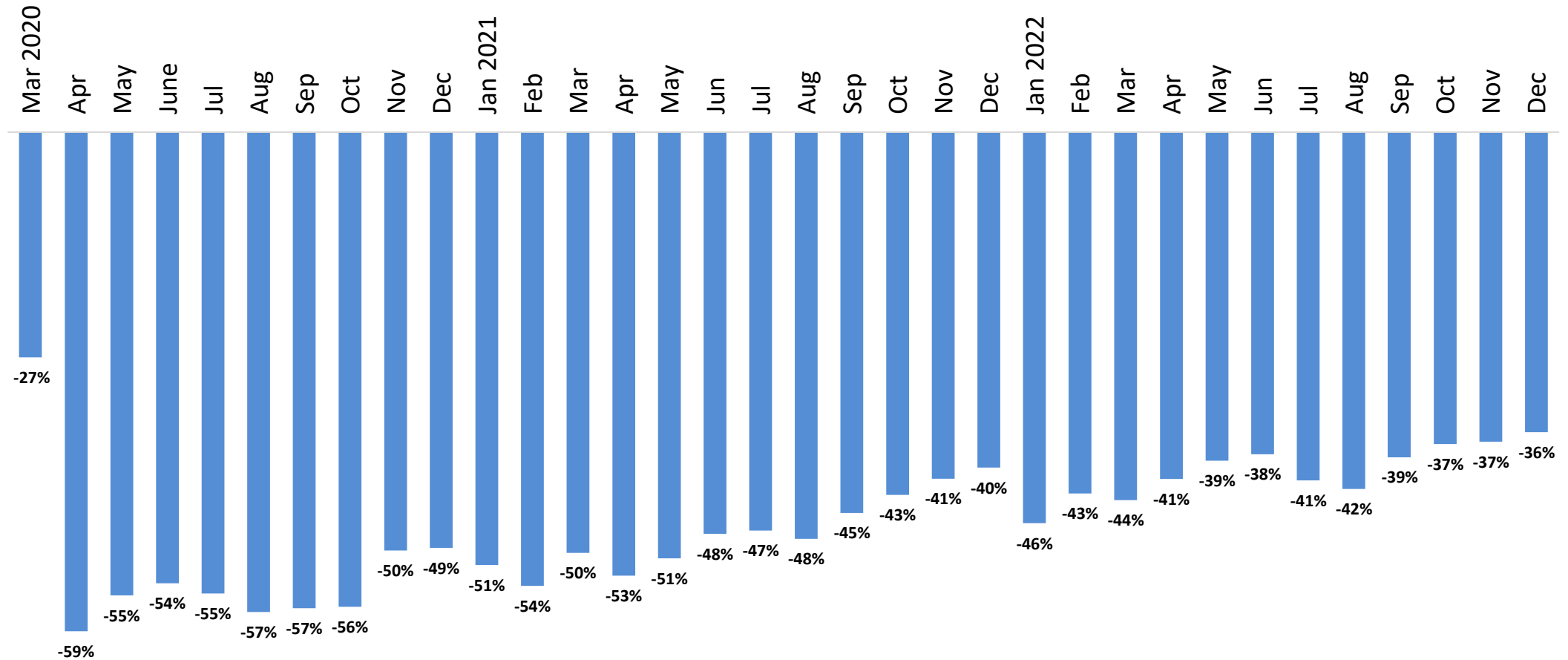
North Central Texas
Council of Governments
Transportation Department

PURPOSE AND BACKGROUND

- In response to a decline in transit ridership due to the COVID-19 outbreak, the Regional Transportation Council (RTC) approved a \$25 million placeholder of funds for transit investments in the COVID-19 #00X Round 3 Infrastructure Program in November 2020.
- In March 2021, the RTC awarded \$14 million to several projects, including:
 - Regional Transit Education Campaign
 - Insurance for Passenger Rail Integration
 - Regional Railroad Design Review
 - Regional Bus Stop Improvements
- In October 2021, the RTC awarded an additional \$620,000 for a first/last mile connection between the Trinity Railway Express Centreport Station and DFW Airport.
- Additional projects are being proposed to utilize the remaining funding and complete this initiative.

TRANSIT IMPACTS (WEEKDAY RIDERSHIP)

Decrease vs Baseline



REGIONAL BUS STOP IMPROVEMENTS

- Many bus stops leave transit riders waiting in the grass and dirt
- The proposed projects would provide funding for concrete foundations, overhead shelters, lighting, seating, real-time schedule information, etc.
 - \$2,780,000 of Surface Transportation Block Grant (STBG) funds for bus stops in the Trinity Metro service area
 - \$2,100,000 of STBG funds for bus stops in the Dallas Area Rapid Transit (DART) service area
 - \$1,000,000 of STBG funds for bus stops in the Denton County Transportation Authority (DCTA) service area
- The above funding would be matched with regional Transportation Development Credits (TDC)



DCTA A-TRAIN EXPANDED SERVICE

- There are instances when the DCTA A-Train service connection does not align with the larger DART system during major events in downtown Dallas, especially for a return trip.
- The proposed project would fill this gap by extending service for ~130 annual events.
- \$3,000,000 of Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds proposed (to be matched with Regional TDCs)
- This funding can only be spent for the first three years of the expanded service.
- DCTA would be responsible for funding this service once the RTC's funds are exhausted.

NCTCOG-IMPLEMENTED TRANSIT PROGRAMS

- Regional Transit Coordination Program
 - Would fund NCTCOG staff time for regional coordination of transit services with a focus on increasing economies of scale, technical assistance, mobility on demand, and mobility as a service.
 - \$1,000,000 of STBG funds proposed (to be matched with Regional TDCs)
- Transit Driver Workforce Development and Training Program
 - Would address the shortage of transit drivers (especially for small transit providers) by providing Commercial Drivers License tuition reimbursement
 - Program would be coordinated with the regional and county workforce development agencies
 - \$500,000 of STBG funds proposed as 100 percent federal per federal legislation for workforce development programs/projects

PROPOSED FUNDING DISTRIBUTION

- In Round 1 of the Transit Partnership, more projects were funded in the West than in the East
- Most projects in Round 2 will be funded in the East in order to bring the COVID-19 # 00X program in closer alignment with the RTC approved East/West funding split of 69 percent East and 31 percent West.

Subregion	Round 1 Funding Split for COVID-19 # 00X Transit Program	Resulting Funding Split for COVID-19 # 00X Transit Program
East	65%	69%
West	35%	31%

APPROVAL TIMELINE

Meeting/Task	Date
RTC Director's Report	March 9, 2023
Public Meeting	March 2023
STTC Action	March 24, 2023
RTC Action	April 13, 2023

PROPOSED ACTION

- RTC approval of:
 - Proposed COVID-19 #00X Infrastructure Program Transit Partnership (Round 2)
 - Amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and updating any administrative and/or planning documents as needed to incorporate the project funding

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Creation of Dallas-Fort Worth Clean Cities Technical Advisory Committee

Lori Clark
Program Manager and
Dallas-Fort Worth Clean Cities Director

Regional Transportation Council
4.13.2023

Background

Designated by the Department of Energy (DOE) as one of over 75 Coalitions Nationwide

Local Coalition Impacts over Calendar Year 2021 (Based on 60 Fleets' Reporting):



~27 Tons Ozone-Forming Nitrogen Oxides (NO_x) Reduced



118,555 Tons Greenhouse Gas (GHG) Emissions Reduced*

(Equivalent to Eliminating 594 Railcars Worth of Coal Burned)

Department of Energy (DOE) Redesignates Coalitions ~5 Years

Identify Opportunities and Goals for Strengthening Coalition Activities

Goal for Dallas-Fort Worth (DFW) Clean Cities to Establish Stakeholder Advisory Committee



Advisory Committee Purpose

Assist and Advise Coalition Staff on Initiatives that Improve Regional Air Quality and Reduce Transportation Energy Use by:

Assisting with Event/Project Promotion and Networking
Increasing Stakeholder Collaboration/Engagement
Informing Adoption of a Coalition Strategic Plan

Use Strategies/Technologies in the Clean Cities Portfolio:



Light-, Medium-, and Heavy-Duty Vehicles



Alternative and Renewable Fuels and Infrastructure



Idle Reduction Measures and Fuel Economy Improvements



New Mobility Choices and Emerging Transportation Technologies



Potential Committee Members

At least 51% Public Sector, Formal Chair and Vice-Chair Structure

Should be knowledgeable about alternative fuels*, vehicles, or infrastructure or other relevant subject matter

Potential roles or perspectives of interest:

Fleet managers

Planning staff

Sustainability staff

Energy managers

Infrastructure developers

Alternative fuel providers

Vehicle manufacturers

Universities

Utilities

Transit agencies

Special districts

Advocacy/interest groups

*Alternative fuel types include electricity, hydrogen, natural gas, propane, biodiesel, and ethanol, including renewable versions of each fuel.



Schedule and Next Steps

Seeking nominations through May 31

Email cleancities@nctcog.org

More details at www.dfwcleancities.org

Finalize committee and hold initial meeting
Summer 2023



Dallas-Fort Worth
CLEAN CITIES



For More Information



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<https://www.dfwcleancities.org/>





Census Bureau Update to Urbanized Areas: Potential Implications

Regional Transportation Council

April 13, 2023

Ken Kirkpatrick, General Counsel

North Central Texas Council of Governments

BACKGROUND

US Census Bureau Updates to Urban Areas

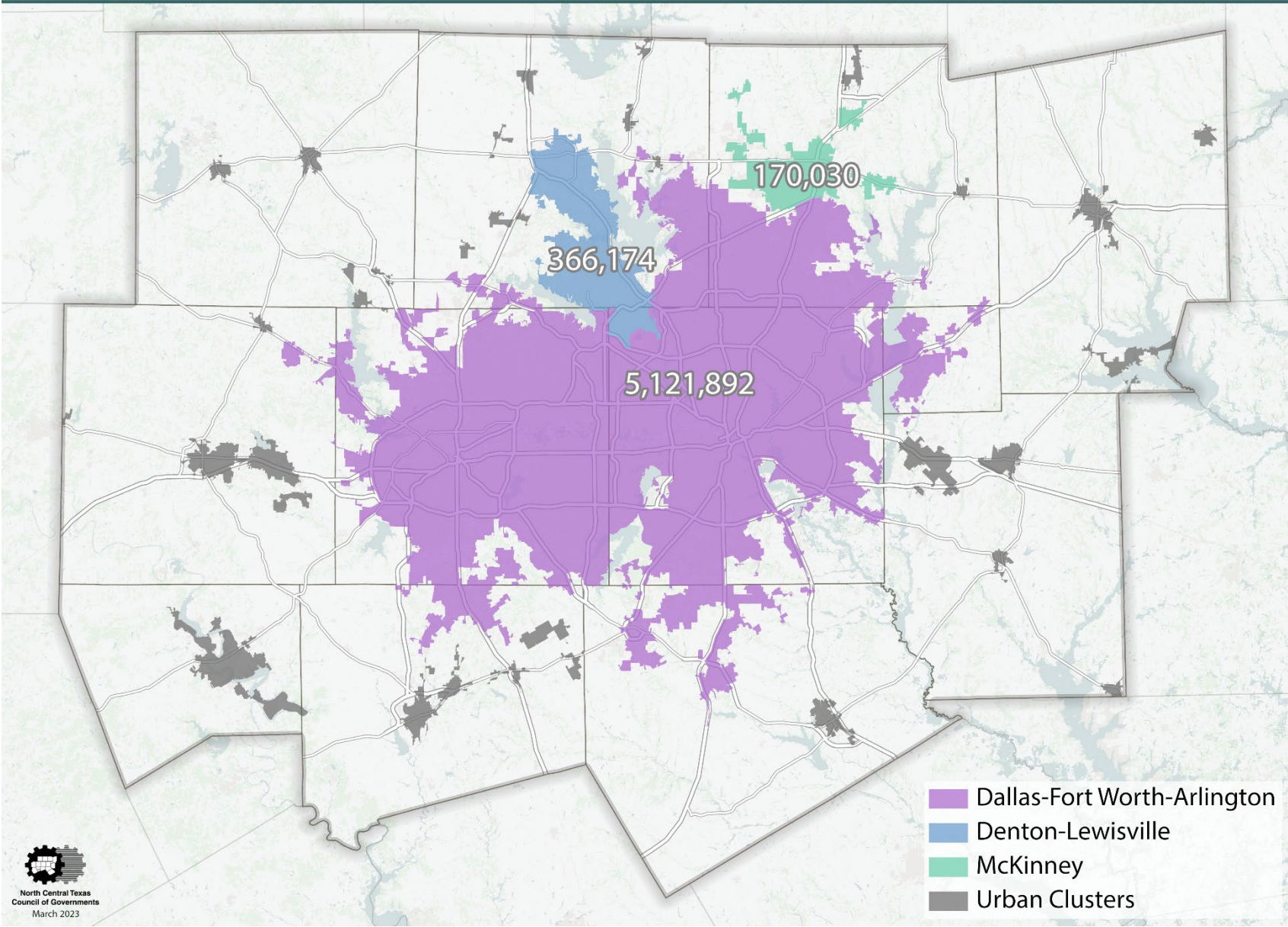
- Published December 29, 2022
- Based upon 2020 Census of Population and Housing

Highlights

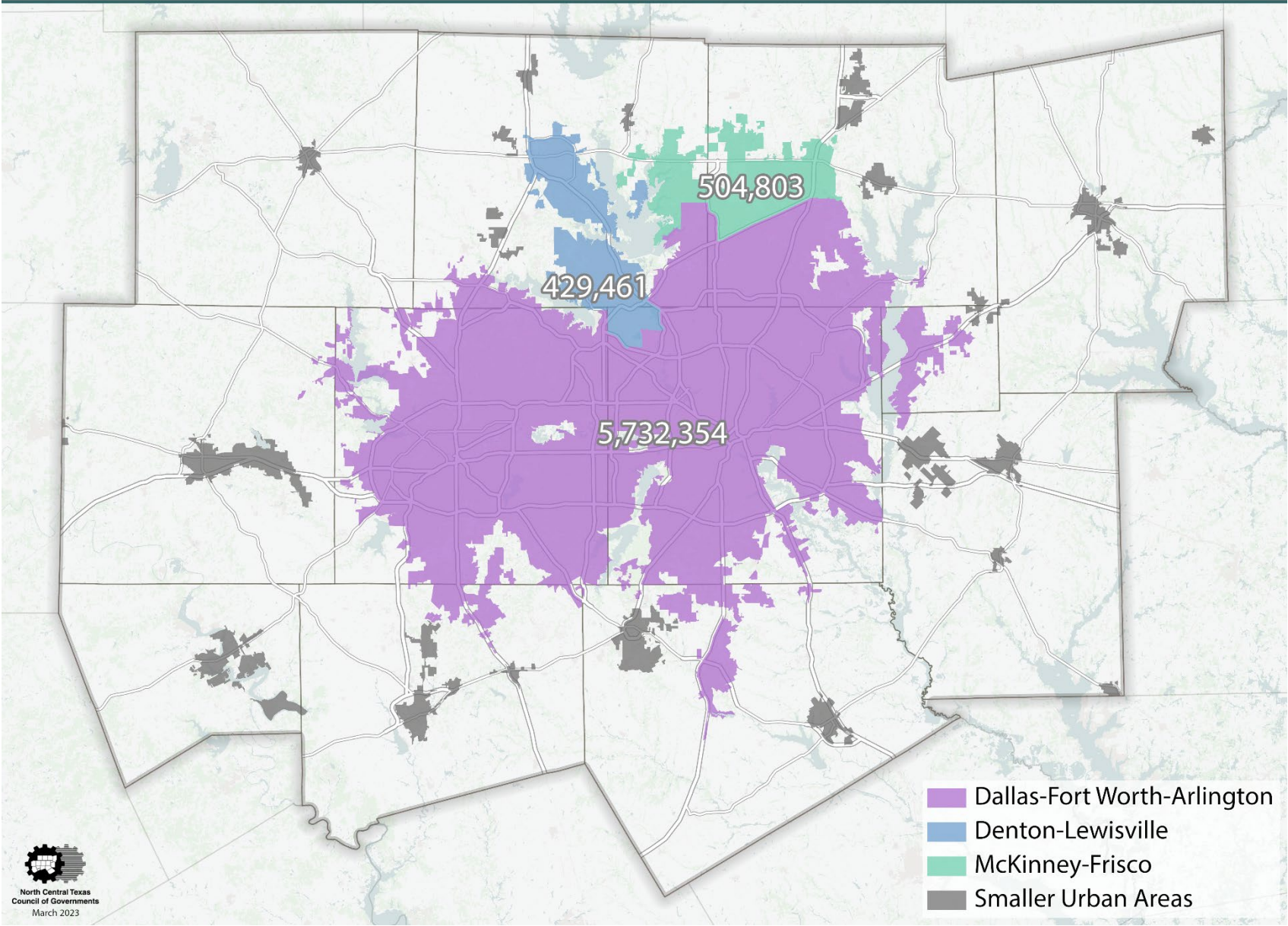
- Expanded and Renamed McKinney-Frisco Urban Area
- Population Increases
 - Dallas-Fort Worth-Arlington (+610,462)
 - Denton-Lewisville (+62,287)
 - McKinney-Frisco (+334,773)



Urban Areas (2010) - In Effect March 27, 2012 to December 29, 2022



Urban Areas (2020) - In Effect December 29, 2022 to Present



NEXT STEPS

Staff Reviewing Potential Implications

- MPO Designation/Redesignation
- RTC Bylaws/Representation
- FHWA/FTA Funding Allocations
- FTA Designated Recipient(s)
- Numerous Agreements
- Others?

FHWA/FTA Guidance

Anticipated in the coming weeks

Potential for boundary adjustment(s)



CONTACTS



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Regional Transportation Council Attendance Roster
April 2022 - March 2023

RTC MEMBER	Entity	4/14/22	5/12/22	6/9/22	7/14/22	8/18/22	9/8/22	10/13/22	11/10/22	12/08/22	1/12/2023	2/9/2023	3/9/2023
Daniel Alemán Jr (01/22)	Mesquite	P	P	P	P	P	P	P	E	P	P	E(R)	P
Steve Babick (06/22)	Carrollton	--	--	P	E	E	A	A	P	P	P	P	E
Dennis Bailey (02/21)	Rockwall County	P	P	E(R)	E(R)	P	P	P	P	A	P	P	P
Rick Bailey (07/22)	Johnson County	-	-	-	P	P	P	P	P	P	P	P	P
Adam Bazaldua (09/21)	Dallas	P	E	P	P	P	E(R)	A	E(R)	P	P	P	E
Elizabeth M. Beck (08/21)	Fort Worth	P	E	P	A	E(R)	P	A	P	P	A	P	P
Gyna Bivens (08/21)	Fort Worth	P	E	P	P	P	P	P	P	E(R)	P	P	P
Alan Blaylock (03/23)	Fort Worth	-	-	-	-	-	-	-	-	-	-	-	P
J. D. Clark (07/22)	Wise County	E(R)	P	E(R)	P	P	P	P	P	P	P	P	A
Ceason Clemens (10/22)	TxDOT, Dallas	-	-	-	-	-	-	P	P	P	P	P	P
Dianne Costa (10/19)	DCTA	P	P	P	P	P	P	P	P	E(R)	A(R)	P	P
Michael Crain (06/22)	Fort Worth	--	--	E(R)	A	P	P	P	P	E(R)	P	P	P
Theresa Daniel (11/18)	Dallas County	P	P	P	P	P	P	P	P	P	P	P	P
Jeff Davis (11/19)	Trinity Metro	P	P	P	P	E(R)	P	A(R)	P	P	P	P	P
Janet DePuy (09/21)	Richardson	P	P	P	P	P	P	P	E(R)	P	P	P	P
Andy Eads (1/09)	Denton County	P	E	P	P	P	P	P	P	P	P	P	E
Michael Evans (2/23)	Mansfield	--	--	--	--	--	--	--	--	--	--	P	P
Gary Fickes (12/10)	Tarrant County	P	P	P	P	P	E	P	P	P	P	P	P
George Fuller (07/17)	McKinney	E(R)	E	P	P	P	E	A	P	P	P	E	P
Raul H. Gonzalez (09/21)	Arlington	P	P	P	A	P	P	P	P	P	E(R)	P	P
Barry L. Gordon (12/20)	Duncanville	P	E	A	P	P	E	P	P	E(R)	P	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	P	P	A	P	P	P	P	P	P	P	P	P
Mojy Haddad (10/14)	NTTA	A	P	P	P	P	E(R)	P	P	P	E	P	P
Clay Lewis Jenkins (04/11)	Dallas County	P	P	P	P	P	P	P	P	E	P	P	P
Ron Jensen (06/13)	Grand Prairie	P	P	P	P	E	P	P	P	P	E(R)	P	E(R)
Brandon Jones (05/21)	Lewisville	P	A	P	P	P	E	P	P	P	P	A	P
John Keating (12/19)	Frisco	P	A	A	A(R)	A	P	P	A	E	E(R)	A	A
Brad LaMorgese (07/22)	Irving	--	--	--	P	P	P	E	E	E	P	E(R)	E
B. Adam McGough (07/20)	Dallas	P	P	P	P	P	P	P	P	P	P	P	P
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	P
Raj Narayanan (03/23)	DFW Airport	--	--	--	--	--	--	--	--	--	--	--	P
Omar Narvaez (09/21)	Dallas	E(R)	P	P	P	P	P	P	E	P	P	E	P
Ramirez, Manny (1/23)	Tarrant County	--	--	--	--	--	--	--	--	--	P	A	P
Jim R. Ross (07/21)	Arlington	P	P	E(R)	E(R)	P	P	P	A	P	P	E(R)	E(R)

P= Present
A= Absent
R=Represented by Alternate
--= Not yet appointed

E= Excused Absence (personal illness, family emergency,
jury duty, business necessity, or fulfillment
of obligation arising out of elected service)

Regional Transportation Council Attendance Roster
April 2022 - March 2023

RTC MEMBER	Entity	4/14/22	5/12/22	6/9/22	7/14/22	8/18/22	9/8/22	10/13/22	11/10/22	12/08/22	1/12/2023	2/9/2023	3/9/2023
David Salazar (10/22)	TxDOT, FW	-	-	-	-	-	-	P	E(R)	P	E(R)	P	P
Chris Schulmeister (07/20)	Allen	P	E(R)	P	P	P	A(R)	P	P	P	P	P	P
Jeremy Tompkins (10/19)	Eules	P	P	P	P	P	P	P	P	P	P	P	P
T. Oscar Trevino Jr. (6/02)	Nrth Rch Hills	P	E(R)	P	A(R)	P	P	P	P	P	A(R)	P	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	E
Duncan Webb (6/11)	Collin County	E	P	P	P	P	P	P	P	P	P	P	P
Chad West (11/22)	Dallas	-	-	-	-	-	-	-	P	P	A	P	P
Michele Wong Krause	DART	P	P	E(R)	E(R)	P	P	P	E	P	E(R)	P	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
March 2022 - March 2023

STTC MEMBERS	Entity	3/25/22	4/22/22	5/27/22	6/24/22	7/22/22	8/26/22	09/23/22	10/28/22	12/02/22	1/27/2023	2/24/2023	3/24/2023
Joe Atwood	Hood County	*	*	*	*	A	A	A	A	A	P	A	A
Melissa Baker	Irving	*	*	*	*	A	P	P	A	P	P	P	E
Micah Baker	Dallas County	*	*	*	*	A	A	A	A	A	A	A	A
Bryan Beck	Grapevine	*	*	*	*	A	P	E	A	A	A	P	E
David Boski	Mansfield	*	*	*	*	P	P	P	P	P	P	A	A
Shon Brooks	Waxahachie	*	*	*	*	P	P	P	P	A	P	A	P
Tanya Brooks	DART	*	*	*	*	A	P	P	P	P	P	A	A
Daniel Burnham	Arlington	--	--	--	--	--	--	--	--	--	--	--	P
Ceason Clemens	TxDOT Dallas	*	*	*	*	A	P	P	P	P	P	P	P
Robert Cohen	Southlake	*	*	*	*	A	A	A	A	A	A	A	A
Kent Collins	Coppell	*	*	*	*	A	A	A	A	A	A	A	A
John Cordary, Jr.	TxDOT FW	*	*	*	*	P	P	P	P	P	A	P	P
Jackie Culton	Duncanville	--	--	--	--	P	A	A	P	A	P	R	P
Clarence Daugherty	Collin County	*	*	*	*	P	P	P	P	P	P	P	P
Chad Davis	Wise County	*	*	*	*	P	A	A	P	P	P	P	P
Arturo Del Castillo	Dallas	*	*	*	*	A	P	P	P	P	A	P	P
Caryl DeVries	Grand Prairie	*	*	*	*	P	P	P	A	P	P	P	P
Greg Dickens	Hurst	*	*	*	*	P	A	A	A	A	A	P	A
Rebecca Diviney	Denton	*	*	*	*	P	P	P	P	E	P	A	P
Phil Dupler	FWTA	*	*	*	*	P	P	P	P	P	P	P	P
Chad Edwards	Trinity Metro	*	*	*	*	P	P	P	P	A	P	P	P
Claud Elsom	Rockwall County	*	*	*	*	A	A	P	P	A	P	P	P
Eric Fladager	Fort Worth	*	*	*	*	P	A	P	P	A	P	P	A
Chris Flanigan	Allen	*	*	*	*	P	P	P	P	P	P	P	A
Ann Foss	Arlington	*	*	*	*	P	P	P	P	P	A	P	P
Eric Galt	Mesquite	--	--	--	*	P	P	P	P	A	P	P	P
Ricardo Gonzalez	TxDOT FW	*	*	*	*	E	P	P	P	A	P	P	P
Gary Graham	McKinney	*	*	*	*	P	P	P	P	A	P	A	P
Tom Hammons	Carrollton	*	*	*	*	A	A	P	P	P	P	P	A
Ron Hartline	The Colony	*	*	*	*	A	A	P	A	A	A	P	A
Barry Heard	Kaufman County	--	--	--	--	--	--	--	--	--	--	P	P
Shannon Hicks	Addison	*	*	*	*	A	A	A	A	A	A	P	P
Matthew Hotelling	Flower Mound	*	*	*	*	P	A	P	P	P	P	P	P
John Hudspeth	TxDOT Dallas	*	*	*	*	P	P	P	P	P	P	P	P
Jeremy Hutt	Cleburne	*	*	*	*	P	P	P	P	A	P	P	P
Thuan Huynh	McKinney	*	*	*	*	P	P	A	P	P	P	P	P
Joseph Jackson	Tarrant County	--	--	--	--	--	--	--	--	--	P	P	P
Joel James	NTTA	*	*	*	*	A	P	P	A	P	P	P	P
William Janney	Frisco	--	--	--	--	--	--	--	--	--	--	--	P

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Surface Transportation Technical Committee Attendance Roster
March 2022 - March 2023

STTC MEMBERS	Entity	3/25/22	4/22/22	5/27/22	6/24/22	7/22/22	8/26/22	09/23/22	10/28/22	12/02/22	1/27/2023	2/24/2023	3/24/2023
Kelly Johnson	NTTA	*	*	*	*	P	A	P	A	P	A	P	A
Major L. Jones	Eules	--	--	--	--	--	--	--	A	P	A	P	P
Gus Khankarli	Dallas	*	*	*	*	P	P	P	P	P	P	P	P
Alonzo Liñán	Keller	*	*	*	*	A	A	A	A	A	A	A	A
Eron Linn	DART	*	*	*	*	A	P	E	P	P	P	P	P
Clay Lipscomb	Plano	*	*	*	*	P	P	A	P	A	P	P	A
Paul Luedtke	Garland	*	*	*	*	A	A	A	P	E	P	P	P
Stanford Lynch	Hunt County	*	*	*	*	P	P	A	P	E	P	A	A
Chad Marbut	Weatherford	--	--	*	*	A	P	P	P	P	A	P	P
Alberto Mares	Ellis County	*	*	*	*	P	P	P	P	P	A	P	P
Wes McClure	Mesquite	*	*	*	*	P	P	P	P	P	P	P	P
Brian Moen	Frisco	*	*	*	*	P	P	P	P	A	P	P	P
Mark Nelson	Richardson	*	*	*	*	P	A	P	E	P	P	P	P
Jim O'Connor	Irving	*	*	*	*	P	P	P	P	P	P	P	A
Cintia Ortiz	Parker County	--	--	--	--	--	--	--	--	--	A	A	A
Eric Oscarson	Burleson	--	--	--	--	P	A	A	A	A	A	A	A
Kevin Overton	Dallas	*	*	*	*	A	P	P	P	P	P	P	P
Tim Palermo	DCTA	*	*	*	*	P	P	A	P	P	P	P	P
Dipak Patel	Lancaster	*	*	*	*	P	P	P	A	A	A	P	P
Martin Phillips	Fort Worth	--	--	--	--	--	--	--	P	P	A	P	P
John Polster	Denton County	*	*	*	*	P	P	P	P	A	A	A	P
Kelly Porter	Fort Worth	*	*	*	*	P	P	P	E	P	P	E	P
Tim Porter	Wylie	*	*	*	*	P	P	P	A	P	P	P	P
Lauren Prieur	Fort Worth	--	--	--	--	--	--	--	P	P	A	E	P
Greg Royster	DFW Int. Airport	*	*	*	*	P	P	P	A	P	P	P	P
Kathryn Rush	Dallas	*	*	*	*	A	A	A	P	P	P	P	A
David Salmon	Lewisville	*	*	*	*	A	P	A	P	P	P	A	P
Ryan Sartor	Farmers Branch	--	--	--	--	--	--	--	--	--	P	A	P
Brian Shewski	Plano	*	*	*	*	P	P	P	P	P	P	P	P
Walter Shumac, III	Grand Prairie	*	*	*	*	P	P	E	P	P	P	E	P
Randy Skinner	Tarrant County	*	*	*	*	A	P	P	P	P	P	P	P
Cheryl Taylor	Bedford	--	--	--	--	--	--	--	--	--	--	P	A
Caleb Thornhill	Plano	*	*	*	*	A	P	P	A	A	A	A	A
Press Tompkins	Greenville	*	*	*	*	A	A	A	A	A	A	A	A
Jennifer VanderLaan	Johnson County	--	--	--	--	--	--	--	--	--	P	P	A
Gregory Van	Haltom City	*	*	*	*	P	P	P	A	P	P	P	P
Daniel Vedral	Irving	*	*	*	*	A	P	P	P	P	P	P	E
Caroline Waggoner	North Richland	*	*	*	*	A	P	A	P	A	P	A	P
Jana Wentzel	Arlington	--	--	--	--	--	--	--	--	--	--	--	P
Robert Woodbury	Cedar Hill	*	*	*	*	P	A	P	P	A	P	P	P
Larry Wright	Colleyville	*	*	*	*				A	A	A	A	A
Jamie Zech	TCEQ	*	*	*	*	A	A	A	A	A	A	A	A

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