AGENDA
REGIONAL TRANSPORTATION COUNCIL
Thursday, October 8, 2020
North Central Texas Council of Governments

The RTC meeting on October 8, 2020, will be conducted as a videoconference meeting via Zoom. Members of the public wishing to speak may do so by calling toll free 1-855-965-2480 and entering meeting ID 924 5260 0605# when prompted. Following conclusion of the Opportunity for the Public to Speak in Agenda Item 1, the audio line will be disconnected. Members of the public may view a livestream of the RTC meeting at www.nctcog.org/video under the "live" tab.

11:30 am RTC Legislative Workshop (Hard Stop at 12:45 pm)

1:00 pm Full RTC Business Agenda

1:00 – 1:10 1. Opportunity for the Public to Speak on Today’s Agenda: Consistent with HB 2840
☐ Information Minutes: 10

Item Summary: This item provides an opportunity for the public to comment on today’s meeting agenda items. Members of the public wishing to comment on an agenda item may do so during this item by calling toll free 1-855-965-2480 and entering meeting ID 924 5260 0605# when prompted. Speakers should state their name, city of residence, the agenda number they are speaking on, and whether they are speaking on/for/against the item. Members of the public are not permitted to provide comments after the conclusion of this agenda item; therefore, the audio line will be disconnected and members of the public may view the livestream of the meeting at www.nctcog.org/video.

Background: N/A

1:10 – 1:15 2. Approval of September 10, 2020, Minutes
☐ Action ☐ Possible Action ☐ Information Minutes: 5

Presenter: Roger Harmon, RTC Chair

Item Summary: Approval of the September 10, 2020, minutes contained in Electronic Item 2 will be requested.

Background: N/A

1:15 – 1:20 3. Consent Agenda
☐ Action ☐ Possible Action ☐ Information Minutes: 5

3.1. Fiscal Year 2021 Education Campaigns for Transportation Initiatives: Phase 1

Presenter: Mindy Mize, NCTCOG

Item Summary: Staff will seek the Council’s support to recommend Executive Board approval of up to $215,000 in funding for education campaigns for transportation initiatives that will initiate in Fiscal Year (FY) 2021. Last month, the Surface
Transportation Technical Committee recommended Regional Transportation Council (RTC) approval.

Background: Since 2014, the North Central Texas Council of Governments (NCTCOG) Executive Board has been authorizing annual large-scale educational campaign purchase and placement initiatives for the Transportation Department. Unfortunately, due to making sure we are sensitive in our messaging during the COVID-19 pandemic as well as experiencing impacts related to funding agreement availability, FY2021 campaigns will be approved in phases when deemed appropriate.

Electronic Item 3.1.1 explains the benefits of this initiative and showcases cost savings obtained from bulk education campaign purchasing for the Transportation Department, primarily from FY2019 since we do not have much data from FY2020. Electronic Item 3.1.2 provides more information on Phase 1 FY2021 education campaign costs along with examples of past education campaigns. Education campaigns in Phase 1 will support high-speed transportation, notifications of opportunities for public input/public meetings, and a flexible category for possible unanticipated costs that may arise, such as a specialized public meeting series that may need notifications posted. RTC approval will be used as a recommendation to the NCTCOG Executive Board on October 22, 2020.

Performance Measure(s) Addressed:
Transit, Administrative

3.2. Transportation Improvement Program Modifications
Presenters: Christie Gotti and Ken Bunkley, NCTCOG
Item Summary: Regional Transportation Council (RTC) approval of revisions to the 2021-2024 Transportation Improvement Program (TIP) will be requested, along with the ability to amend the Unified Planning Work Program and other planning documents with TIP-related changes.

Background: Since approval of the 2021-2024 TIP listings by the RTC on June 11, 2020, staff worked to finalize the project listings for submittal to the Texas Department of Transportation (TxDOT) for inclusion in the Statewide TIP (STIP). During that process, a subset of technical corrections or changes was identified and made by staff to ensure that the listings were consistent with the Metropolitan Transportation Plan and met all federal requirements, such as financial constraint. The list of revisions is provided in Electronic Item 3.2.1 and consists of a list of changes that require RTC approval per the TIP Modification Policy (e.g., substantive limits and/or scope changes, funding revisions, and delaying projects by more than one fiscal year). Electronic Item 3.2.2 is a list of administrative changes to the TIP.
(e.g., changes to TxDOT Control-Section-Job (CSJ) numbers and non-substantive clarifications of limits and/or scopes). Additional details on the TIP development process can be found in Electronic Item 3.2.3.

In addition, quarterly modifications to the TIP are underway. November 2020 revisions to the 2021-2024 TIP are provided as Electronic Item 3.2.4 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, Air Quality

3.3. **Computer Equipment and Hardware**
Presenter: Michael Morris, NCTCOG
Item Summary: Regional Transportation Council (RTC) approval to use RTC Local Funds for the purchase of computer hardware, software, and equipment will be requested.
Background: Computer resources are a fixture in today’s workplace providing an asset needed to accomplish daily activities. Each fiscal year, the Unified Planning Work Program includes attrition of existing computer equipment, computer equipment for new staff, and necessary software with associated licensing. Historically, federal planning funds have been the source of revenue for purchasing. As these items contain components sourced from outside the United States, federal Buy America provisions prevent the use of federal funds to buy these items. In addition, for staff to stay productive and the Department maintain services to the region during the COVID-19 pandemic, additional equipment is necessary to comply with use of workplace supplied computers and necessary hardware in a dual office situation. This dual office situation allows an employee to work remotely from the office while experiencing high quality network connectivity to workplace functions. Electronic Item 3.3 provides additional details.

Performance Measure(s) Addressed:
Administrative

1:20 – 1:35 4. **Orientation to Agenda/Director of Transportation Report**
□ Action □ Possible Action ☑ Information Minutes: 15
Presenter: Michael Morris, NCTCOG

1. Regional Transportation Council and Partners Received $25 million for the North Texas Multimodal Operations, Velocity, Efficiency, and Safety Program
2. New Format for Noting Performance Measures Addressed on Meeting Agendas (Maximum of Two):
   • Administrative • Roadway
   • Safety • Goods Movement
   • Air Quality • Bike/Ped+
   • Transit

3. Continuing Resolution Approved through December 11, 2020, with FAST Act Surface Transportation Funding and Policies through September 30, 2021

4. Status on Extension of SH 360 and Chisolm Trail Parkway

5. Strategic Traffic Signal Program (Electronic Items 4.1)


7. Fall 2020 Traffic Incident Management Executive Level Course Virtual Training Announcement (Electronic Item 4.2)

8. Auto Occupancy/High-Occupancy Vehicle Quarterly Subsidy Report (Electronic Item 4.3)


10. Air Quality Funding Opportunities for Vehicles (https://www.nctcoq.org/trans/quality/air/funding-and-resources/fundingvehicle)

11. Status Report on Ozone (Electronic Item 4.4)

12. Staff Response to Last Month’s Agenda Item 1: Opportunity for the Public to Speak (None)

13. August Public Input Opportunity Minutes-Additional Comment (Electronic Item 4.5)

14. September Online Input Opportunity Minutes (Electronic Item 4.6)

15. October Online Input Opportunity Notice (Electronic Item 4.7)

16. Public Comments Report (Electronic Item 4.8)

17. Recent Correspondence (Electronic Item 4.9)

18. Recent News Articles (Electronic Item 4.10)

19. Recent Press Releases (Electronic Item 4.11)

1:35 – 1:45  5. **Clear Path™ Technology Program**

- **Action**
- **Possible Action**
- **Information**
- **Minutes:** 10

**Presenter:** Jeff Hathcock, NCTCOG

**Item Summary:** Staff will request Regional Transportation Council (RTC) approval for funding needed to implement the Clear Path™ Technology Program, in accordance with the Better Utilizing Investments to Leverage Development (BUILD) Grant, based on the $25 million award we received for projects to improve the Trinity Railway Express transit rail line.

**Background:** This item was presented as information at the August RTC meeting and to the Surface Transportation Technical Committee in September. North Central Texas Council of Government (NCTCOG) staff has been coordinating with each of the freight and transit rail agencies in the North Central Texas region to identify the benefits associated with implementation of the Clear Path™ technology system. As outlined in the Metropolitan Transportation Plan, Mobility 2045, passenger rail service is anticipated to increase with the planned implementation of new and expanded service on...
existing freight rail corridors throughout the region. Increasing the rail networks’ operational efficiency is key to expanding passenger service on existing corridors. In addition, staff would like to highlight the recent BUILD grant award for transit improvement projects on the TRE line. More information can be found in Electronic Item 5.

The Clear Path™ system is a technology solution that monitors and forecasts train traffic conditions in critical transportation gateways, such as Chicago, to help reduce train congestion. Clear Path™ is enabled by continuous real-time feeds of railroad train dispatching and infrastructure status data used to maximize the efficiency of the freight and passenger rail network. Clear Path™ technology will increase capacity of the Dallas-Fort Worth (DFW) rail network and allow DFW metroplex rail system agencies to exchange timely, accurate, and actionable information on train movements throughout the region, by facilitating inter-carrier operations. Implementation of Clear Path™ technology would advance transit operation opportunities as designated in Mobility 2045.

Performance Measure(s) Addressed:
Goods Movement, Safety

1:45 – 1:55  6. 2021 Unified Transportation Program and Regional 10-Year Plan Update
☑ Action □ Possible Action □ Information Minutes: 10
Presenter: Christie Gotti, NCTCOG
Item Summary: Staff will brief the Regional Transportation Council (RTC) on the projects funded by the Texas Transportation Commission (TTC) in the 2021 Unified Transportation Program (UTP), and approval of the final project listings will be requested.
Background: In the summer of 2020, the Surface Transportation Technical Committee and the RTC approved updates to the Regional 10-Year Plan. The TTC approved the final 2021 UTP at its August 2020 meeting. Staff will discuss which projects were approved for funding in the UTP and provide a preview of the upcoming schedule for the development of the next 10-Year Plan and UTP. These details are provided in Electronic Item 6.1. Electronic Item 6.2 contains the revised 10-Year Plan listings.

Performance Measure(s) Addressed:
Roadway, Goods Movement

1:55 – 2:05  7. High-Speed Rail Status Report and Contingency Action
☐ Action ☑ Possible Action □ Information Minutes: 10
Presenter: Michael Morris, NCTCOG
Item Summary: Staff will provide a status report on federal high-speed rail approvals between Dallas and Houston. In addition, high-speed rail between Dallas and Fort Worth is underway. A contingency action may be requested for approximately $1.5 million in funds for engineering purposes.
Staff will summarize federal actions regarding high-speed rail between Dallas and Houston. North Central Texas Council of Governments staff, with consultant assistance, is undergoing a Tier II environmental on high-speed transportation between Dallas and Fort Worth. Virtual public meetings on this project were held September 23 and September 24.

Contingency action may be needed for approximately $1.5 million to loan to Texas Central Partners in order to advance the engineering on the City of Dallas Floodway Extension in partnership with United States Army Corps of Engineers.

Performance Measure(s) Addressed:
Transit, Safety

2:05 – 2:15 8. **Calls for Projects to Reduce Diesel Emissions**

☐ Action  ☐ Possible Action  ☐ Information  Minutes: 10

**Presenter:** Chris Klaus, NCTCOG

**Item Summary:** Staff will request Regional Transportation Council approval to open three new, competitive calls for projects (CFP) to subaward funds through the Clean Fleets North Texas 2020 CFP and award rebates through North Texas Emissions Reduction Project 2020 CFP and North Texas Freight Terminal Electrification 2020 CFP.

**Background:** Over the past few years, the North Central Texas Council of Governments (NCTCOG) has been successful in receiving grant funding for multiple proposals submitted to the Environmental Protection Agency (EPA) under the National Clean Diesel Funding Assistance Program authorized by the Diesel Emissions Reduction Act. Consistent with the awards and original proposals, NCTCOG is to conduct open, competitive CFPs to distribute funds. CFPs have been prepared for three different initiatives, under three separate EPA awards:

- **Clean Fleets North Texas 2020 CFP,** awarded based upon a proposal submitted in June 2018 which provides funding to subaward projects to replace older, high-emitting diesel-powered vehicles and equipment owned by public or private fleets contracted to local governments, in the ten-county ozone nonattainment area.

- **North Texas Emissions Reduction Project 2020 CFP,** awarded based upon a proposal submitted in February 2019 which provides funding to award rebates to replace older, high-emitting diesel-powered vehicles and equipment owned by private fleets in the ten-county ozone nonattainment area along with Navarro and Hood counties.

- **North Texas Freight Terminal Electrification 2020 CFP,** awarded based upon a proposal submitted in June 2018 which
provides funding to award rebates for installation of EPA verified electrified parking spaces and related infrastructure including electric capable kits and power monitoring equipment at freight terminals and distribution centers that primarily receive heavy-duty trucks with Transport Refrigeration Units within the ten-county ozone nonattainment area.

A schedule and project selection criteria for these CFPs will be presented. These initiatives are an extension of clean vehicle and technology efforts listed as Weight-of-Evidence in the current State Implementation Plan. Electronic Item 8 provides additional details.

Performance Measure(s) Addressed:
- Air Quality, Goods Movement

- Action: Information
- Possible Action: Minutes: 10
- Presenter: Michael Morris, NCTCOG
- Item Summary: Staff will provide an update on performance metrics to help understand the impacts of COVID-19 to the transportation system.

- Background: Four performance metrics have been developed that will be tracked through the COVID-19 pandemic and recovery process: 1) travel behavior response to COVID-19; 2) financial implications to traditional revenue sources; 3) benefits of travel behavior responses to areas of RTC responsibility; and 4) prioritization of infrastructure improvements that offset unemployment increases. Staff has met with the transit agencies and is exploring ideas to grow transit ridership in the region. Additional information is provided in Electronic Item 9.

Performance Measure(s) Addressed:
- Administrative

2:25 – 2:35  10. North Texas Center for Mobility Technologies: Research Project Funding Standards
- Action: Information
- Possible Action: Minutes: 10
- Presenter: Thomas Bamonte, NCTCOG
- Item Summary: Staff will discuss proposed selection criteria and a process for providing funding for sponsored research projects on mobility technologies proposed by the North Texas Center for Mobility Technologies (NTCMT).

- Background: In February 2020, as part of the North Central Texas Council of Governments’ (NCTCOG) proposal to host the Virgin Hyperloop One Certification Center, the Regional Transportation Council (RTC) approved $2.5 million in seed money to help fund sponsored research in mobility technologies. With the assistance of the Texas Research Alliance, the four major research universities in the region (UTA, UNT, UTD, SMU) have organized themselves into the
Through the NTCMT, the universities will function as a Research and Development network for sponsored research. The NTCMT is intended to strengthen the capabilities of these universities in the transportation sector and attract mobility technology companies to the region. The NTCMT will recommend certain research projects for NCTCOG funding. The purpose of this item is to establish standards and a process through which NCTCOG identifies which research projects to fund out of the seed money approved by the RTC. These standards and process are described in Electronic Item 10.

Performance Measure(s) Addressed:
Administrative

2:35 – 2:45 11. Overview of Regional Transportation Council Legislative Workshop
☐ Action ☐ Possible Action ☑ Information Minutes: 10
Presenter: Rebekah Hernandez, NCTCOG
Item Summary: Staff will provide an overview of the Regional Transportation Council (RTC) Legislative Workshop.
Background: An RTC Legislative Workshop will be held prior to the RTC meeting. Staff will provide members with a review of implementation of statutes, transit issues and funding options, and potential topics to include in the 2021 RTC Legislative Program. The 87th Texas Legislature will convene on January 12, 2021. A draft RTC Legislative Program can be found in Electronic Item 11.

Performance Measure(s) Addressed:
Administrative

12. Progress Reports
☐ Action ☐ Possible Action ☑ Information
Item Summary: Progress Reports are provided in the items below.

- RTC Attendance (Electronic Item 12.1)
- STTC Attendance and Minutes (Electronic Item 12.2)
- Local Motion (Electronic Item 12.3)

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

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

15. Next Meeting: The next meeting of the Regional Transportation Council is scheduled for 1:00 pm, Thursday, November 12, 2020.
In accordance with the Texas Governor's March 13, 2020, Disaster Declaration which was renewed through October 7, 2020, and subsequent suspension of certain Texas Open Meetings Act provisions, the September 10, 2020, meeting of the Regional Transportation Council (RTC) was conducted as a videoconference via Zoom. Staff conducted a roll call of members and the presence of a quorum was confirmed. The following members or representatives were present on the videoconference: Tennell Atkins, Richard Aubin, Mohamed Bur, Dianne Costa, Theresa Daniel, Jeff Davis, Pat Deen, Rudy Durham, Andy Eads, Kevin Falconer, Gary Fickes, George Fuller, Rick Grady, Lane Grayson, Moj Haddad, Roger Harmon, Ivan Hughes, Clay Lewis Jenkins, Ron Jensen, Carl L. Johnson, Jungus Jordan, John Keating, Mike Leyman, Curtistene McCowan, B. Adam McGough, Cara Mendelsohn, Robert Miklos, Cary Moon, Barbara Odom-Wesley, Philip J. Ritter, John Ryan, Chris Schulmeister, Mark Aldredge (representing Casey Thomas II), Jeremy Tompkins, T. Oscar Trevino Jr., William Tsao, Paul N. Wageman, Dennis Webb, Duncan Webb, B. Glen Whitley, W. Jeff Williams, and Ann Zadeh.

1. **Opportunity for the Public to Speak on Today's Agenda: Consistent with HB 2840:** This item allows members of the public an opportunity to give input on agenda items. Regional Transportation Council Chair Roger Harmon asked if there were any public comments. No members of the public chose to speak.

2. **Approval of the August 13, 2020, Minutes:** The minutes of the August 13, 2020, meeting were approved as submitted in Reference Item 2. B. Glen Whitley (M); Richard Aubin (S). The motion passed unanimously.

3. **Consent Agenda:** The following item was included on the Consent Agenda.

   3.1. **Metropolitan Transportation Plan Policy Bundle Round Four:** Approval of the fourth round of the Metropolitan Transportation Plan Policy Bundle funding opportunity, including the plan to distribute available Transportation Development Credits as identified in Electronic Item 3.1, was requested.

   A motion was made to approve the item on the Consent Agenda. Curtistene McCowan (M); T. Oscar Trevino (S). The motion passed unanimously.

4. **Orientation to the Agenda/Director of Transportation Report:** Michael Morris provided an overview of items on the Director of Transportation Report. He noted he received a call from Senator John Cornyn’s office regarding good news for the region. Members will be provided the information by email once official announcement has been made. In addition, he congratulated new Texas Department of Transportation (TxDOT) Fort Worth District Engineer Carl L. Johnson, P.E. Mr. Morris also discussed the current method performance measures are addressed on the agenda and noted staff is working on a new format to be implemented on October 1, 2020. He noted Alan Clark, Director of Transportation Planning at the Houston-Galveston Area Council is retiring and remembered Wick Allison, founder of D Magazine, who recently passed. Regional Transportation Council (RTC) Chair Roger Harmon has approved a Legislative Workshop at 11:30 am on October 8, 2020, prior to the RTC meeting. The workshop will be conducted via Zoom. He noted the International Bridge, Tunnel and Turnpike Association recently awarded a Certificate of Merit awarded to the North Central Texas Council of Governments (NCTCOG) Automated Occupancy Detection and Verification Project, GoCarma. He also provided a status report on the advancement of engineering funds for the North Texas
Tollway Authority (NTTA) on the SH 360/SH 161 Connector. He recently met with Elizabeth Mow who has indicated if SH 360/SH 161 Connector is advanced she would also like to advance the George Bush Extension south of IH 30 and would like to discuss options with the NTTA Board. Staff’s recommendation would be for the RTC to fund engineering of the two projects with repayment made by NTTA if it desires to move forward. Additional updates will be provided to members in the future. Mr. Morris also discussed two items for RTC action. The first was a request to permit staff to send correspondence to TxDOT Headquarters and NTTA regarding the extension of SH 360 and Chisholm Trail to the south to alleviate congestion on IH 35W. This is in follow up to discussion by members at the August 13, 2020, RTC meeting. The second request was approval of a letter regarding the advancement of the bypass channel in the City of Fort Worth. A copy of the correspondence was provided in Electronic Item 4.1. The RTC has funded and TxDOT is constructing three bridges north of downtown Fort Worth in partnership with the United States Army Corps of Engineers (USACE) and in conjunction with the bypass channel. The letter requests that the USACE meet its original design and construction commitments on the bypass channel. A motion was made to approve correspondence to TxDOT Headquarters and NTTA regarding the extension of SH 360 and Chisholm Trail to the south. Jungus Jordan (M); Mike Leyman (S). The motion passed unanimously. A motion was also made to approve correspondence to the United States Army Corps of Engineers regarding the bypass channel in the City of Fort Worth, provided in Electronic Item 4.1. Jungus Jordan (M); Curtistene McCowan (S). The motion passed unanimously.

Mr. Morris noted that a response to the public comment received at the August 13, 2020, RTC meeting was provided in Electronic Item 4.2, and the latest east/west equity report was provided in Electronic Item 4.3. Upcoming Dallas-Fort Worth Clean Cities events were provided in https://dfwcleancities.org/dfw-clean-cities-meetings. Current air quality funding opportunities for vehicles were provided in https://www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle. Electronic Item 4.4 contained information about electric vehicle infrastructure funding from the Volkswagen Settlement and details regarding the National Drive Electric Week virtual event were provided at https://www.dfwcleancities.org/ndew. Electronic Item 4.5 contained an ozone season status report. August online input opportunity minutes were provided in Electronic Item 4.6. Mr. Morris noted that a comment was received after the mail out material was distributed and that the comment would be documented through the public involvement process. The September online input opportunity notice was provided in Electronic Item 4.7. The current Public Comment Report was provided in Electronic Item 4.8, recent correspondence in Electronic Item 4.9, recent new articles in Electronic Item 4.10, and recent press releases in Electronic Item 4.11. RTC Chair Harmon and Vice Chair Daniel expressed appreciation to staff for their continued efforts to maintain progress in transportation during the COVID-19 pandemic.

5. **Federal Highway Administration Performance Measures Target Reaffirmation or Revisions:** Chris Klaus presented proposed adjustments to 2022 regional targets for federally required performance measures. As required by the Federal Highway Administration (FHWA), the North Central Texas Council of Governments (NCTCOG) tracks and monitors federal performance measures targets for: Safety (PM1); Transit Asset Management (TAM); Transit Safety (PTASP); Pavement and Bridge (PM2); and System Performance, Freight, and Congestion Management and Air Quality (PM3). Updated PM3 targets are due to FHWA via the Texas Department of Transportation (TxDOT) on October 1, 2020. The Regional Transportation Council (RTC) initially approved PM3 targets for 2020 and 2022, and 2020 marks the mid-point of this performance period and rulemaking allows 2022 targets to be revisited at this time. Mr. Klaus noted the seven measures included in PM3, desired trend, current targets, and updated forecasts/trends for each measure remained the same as presented last month and was
detailed in Electronic Item 5.2. For interstate reliability, non-interstate reliability, peak hour excessive delay, and non-single occupancy vehicle travel targets, staff recommended that the current 2022 targets be reaffirmed. Truck travel time reliability is an index representing the reliability of travel for freight movement in the transportation system. New data and methodologies suggest that the trends for 2022 are worsening and staff proposed that the 2022 target be revised upward from 1.66 to 1.90 to meet the updated 2022 trend but with an aspirational goal to maintain the 2020 observed value at 1.83 in 2022. Staff will be actively addressing worsening freight reliability with programs, policies, and projects to support freight movement on the transportation system. Staff also recommended revision of targets for the emission reductions for nitrogen oxides and volatile organic compounds. Benefits associated with recent projects has allowed for additional reductions in emissions resulting in 2020 and 2022 trends that are significantly increased over original targets. Staff proposed that 2022 targets for nitrogen oxides be revised to 7,402.95 and for volatile organic compounds to 1,814.02. The schedule for this effort was reviewed. The Surface Transportation Technical Committee recommended approval of the proposed adjustments and no negative comments were received as part of the public involvement process. Action on additional performance measures will be requested in the future. Mr. Klaus noted that an RTC resolution documenting approval of the PM3 performance measure targets was provided in Electronic Item 5.1 and will be used to transmit recommendations to TxDOT. An overview of the resolution was provided. A motion was made to reaffirm existing 2020 regional targets for interstate reliability, non-interstate reliability, peak hour excessive delay and non-single occupancy vehicle travel targets and to approve new 2020 regional targets for truck travel time reliability and emission reductions for nitrogen oxides and volatile organic compounds as outlined in the Resolution Approving System, Freight, and CMAQ Performance Measures and attachment provided in Electronic Item 5.1. Theresa Daniel (M); B. Glen Whitley (S). The motion passed unanimously.

6. **Response to Members of the Texas House of Representatives House Committee on Transportation on Request for Information:** Michael Morris provided an overview of proposed letters to the House Committee on Transportation in response to its request for information on select interim charges in lieu of public hearings. North Central Texas Council of Governments staff proposed that the Regional Transportation Council (RTC) provide comments in four areas of RTC responsibility: 1) innovative funding, 2) COVID-19, 3) safety, and 4) technology. In response to interim charges on funding the letter requests the State ensure fair-share allocations to region, consider funding options, and utilization of innovative tools. Letter two is related to COVID-19 impacts and comments include the four metrics being tracked by staff. The third letter responds to interim charges on safety and identifies areas of focus proposed to address safety, and the final letter provides comments on technology. A copy of the letters to the House Committee on Transportation was provided in Electronic Item 6. Comments on each interim charge must be submitted by September 18, 2020. Mr. Morris noted that the hope is for staff or the RTC to provide testimony to the Texas Legislature in the fall. A motion was made to approve letters responding to interim charges of the House Committee on Transportation provided in Electronic Item 6. Rick Grady (M); Theresa Daniel (S). Mohamed Bur and Carl Johnson abstained from the vote. The motion passed unanimously.

7. **Optimized Freight Movement Project:** Thomas Bamonte presented a proposed project to improve goods movement from freight hubs to expressways in the region through technologies optimizing truck traffic through intersections. The Dallas-Fort Worth (DFW) region has many freight hubs and facilities that are related to two major components of the transportation system: 1) expressways for long-distance travel and 2) local road linkages between freight hubs and expressways. The proposed project focuses on optimizing the flow of freight vehicles from hubs to expressways, which supports the truck travel time reliability performance measure. The Texas
Department of Transportation (TxDOT) is focused on optimizing the operation of the expressways and the North Central Texas Council of Governments has been fortunate to partner with TxDOT on its Connected Freight Corridors Project with the inclusion of IH 30 between Dallas and Fort Worth in this effort. As part of the project, TxDOT surveyed the freight industry and identified optimization of truck signals as a top priority. Optimization is important to the industry because one minute of delay costs approximately $1.20. Another development being explored is connected vehicle technology to optimize intersections. The City of Arlington is implementing a connected vehicle project on Cooper Street that will look at efficient options to bring vehicles through intersections. In addition, the Atlanta region is investing in the optimized flow of freight vehicles on local streets through an ongoing project to optimize over 1,000 intersections. The proposed Freight Optimization project has four major components: 1) appropriate technology solution to optimize the flow of trucks from hubs to expressways identified through a procurement process, 2) benefit-cost analysis to identify the type of investment and technology with the most benefit that will include consideration of truck travel time savings, improved traffic flow, public health, and any adverse impacts such as cross-traffic delay, 3) coordination with local agencies and the freight industry to identify locations where the preferred technology will best be utilized, and 4) ongoing monitoring of the technology in the field to identify potential incremental improvements to maximize the value of the investment. The project would contribute to optimizing the flow of freight vehicles, improving reliability, and ensuring that the Dallas-Fort Worth region remains competitive as a freight hub. Details about the project were provided in Electronic Item 7. A motion was made to approve $5 million for the Optimized Freight Movement Project, including $200,000 RTC Local, with the remainder in federal funds and RTC Transportation Development Credits. Action also included approval for staff to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program and other planning documents as required to effectuate the project. Barbara Odom-Wesley (M); Ann Zadeh (S). The motion passed unanimously.

8. **Regional Cotton Belt Veloweb Trail Action Plan:** Karla Weaver presented a funding request for the Cotton Belt Regional Veloweb Trail. In 2018, the Regional Transportation Council (RTC) approved funding for the design and construction of the corridor and what was deemed critical sections of the trail that needed to be built in conjunction with the rail project. The proposed trail design and construction costs as part of the Silver Line rail design/build process provided by the rail contractor are higher than the original cost estimates. North Central Texas Council of Governments (NCTCOG) staff proposed a new, phased approach to minimize the current high costs and expedite the construction with two contractors. Staff proposed to increase the RTC funding for the project to complete 100 percent of the design for the entire corridor which will minimize overall risk. Staff also proposed to proceed with construction of strategic critical sections with the current Dallas Area Rapid Transit (DART) contractor for the crossing of the Dallas North Tollway since there will be impacts to the retaining walls and structural framework of the roadway. Additional construction of strategic critical sections will be made using a second contractor. The second contractor will have experience as a trail contractor. This new approach, proposed by DART, will provide cost savings and allow public funding to go further. DART will procure the second contractor within 6-9 months to build in various crossings before the trains are operable and may include connections as well. The construction of these locations will follow the agreed upon design crossings and design will be reviewed with all local governments along the corridor. A map of the Cotton Belt Regional Veloweb Trail from the Dallas Fort Worth International Airport to Plano was highlighted. In addition to the increase in funding for design, construction funding is needed to be added to the existing rail project to ensure adequate safety walls in the rail corridor near Fairhill School and Ivy Montessori School. Several members thanked NCTCOG staff for its leadership regarding this effort. A motion was made to approve an increase of the Regional Transportation Council award from $8.2 million to $14.9 million to
design 100 percent of the trail and an increase of regional Transportation Development Credits to 3 million in lieu of local match. Construction of strategic critical trail sections will be done with two Dallas Area Rapid Transit contractors. Also included in the action was approval of $245,000 in Surface Transportation Block Grant Program funds for additional safety walls near school locations with regional Transportation Development Credits used for match. An inventory of locations for the second DART contractor will be developed in partnership with local governments. In addition, the motion included approval for staff to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents to incorporate the changes. Paul N. Wageman (M); Duncan Webb (S). The motion passed unanimously.

9. **Transportation Alternatives Program Call for Projects Project Selection:** Kevin Kokes provided an overview of the Transportation Alternatives Program Call for Projects and presented a recommendation of projects to select for funding. In February 2020, the Regional Transportation Council (RTC) took action to open the call for projects for improvements that advance walking and bicycling as a mode of transportation. Eligible projects included shared-use paths, on-street facilities, pedestrian accommodations, and various safety projects. The call was focused on construction, with a requirement that engineering and environmental must be funded 100 percent locally. All projects required a minimum of 20 percent local match for construction, however eligible agencies could request the use of Transportation Development Credits (TDCs) in lieu of a local match. Funding available for this program included fiscal years 2021, 2022, and 2023 with a total of over $19.8 million in federal funding available. Mr. Kokes reminded members that in the 2019 Transportation Alternatives Call for Projects, there were a large number of high-scoring projects in the east subregion and as a result, the RTC approved approximately $3.9 million of the FY2021 funds to be awarded to projects in the east subregion which has been deducted from the total available funds for this current call. There were two application project categories consisting of active transportation or Safe Routes to School projects. The active transportation category placed emphasis on implementing the goals outlined in the Mobility Plan such as regional connectivity, implementing the Regional Veloweb corridors, access to transit, improving safety, reducing congestion, improving access for disadvantaged populations, as well as project readiness. The Safe Routes to School category emphasized improving walking and biking access for K-8 schools. A key element in this category included completed planning to document those safety issues, identifying targeted improvements, improving access for disadvantaged populations, and project readiness. A total of 38 applications were received requesting nearly $68 million in federal funding, and applications in the eastern subregion account for nearly 75 percent of the total funding requested. Mr. Kokes reviewed the funding recommendations for each subregion and noted Electronic Item 9.2 contains the scoring and ranking of all projects based on the evaluation criteria. In the western subregion, recommendations included three Safe Routes to School projects in the City of Arlington and one complete streets project connecting neighborhoods in the City of Fort Worth. All entities in the western subregion requested use of TDCs in lieu of local match. Federal funding proposed in the western subregion totaled approximately $6.2 million. In the eastern subregion, no applications were received in Hunt County so all fall within the Dallas Texas Department of Transportation (TxDOT) District. Eight projects were recommended for funding in the eastern subregion and included three Safe Routes to School improvement projects in the City of Dallas, a shared use path project in the City of Dallas, a trail bridge project for the Cotton Belt Trail in Plano by Dallas Area Rapid Transit, two projects led by Dallas County for a trail extension in Dallas and multimodal bike and pedestrian project in Garland, and a multimodal bicycle/pedestrian improvement project in the City of Richardson. Five projects requested the use of TDCs in lieu of local match, and the recommended federal funding total is approximately $17.2 million. Mr. Kokes noted that the total recommended funding differs from what was originally available in
the call for projects. In the western subregion, there were fewer projects recommended for funding, resulting in a balance of approximately $1.8 million. Since the eastern subregion had a high number of strong applications that far exceeded available funding, staff recommended the $1.8 million difference be awarded to projects in the east since Transportation Alternative funds are subject to congressional rescissions and must be programmed and obligated in a timely manner. To maintain equity, an equal amount of Congestion Mitigation and Air Quality Improvement Program or Surface Transportation Block Grant Program funds will be made available to other transportation projects in the western subregion to offset the balance transfer to the eastern subregion. This adjustment will be reflected in the quarterly East/West Equity tracking report. In addition to the balance transfer from the west, staff also recommended approximately $3.6 million additional funds available in the eastern subregion to be awarded to this call for projects from the estimated FY2024 allocation. The timeline for this Call for Projects was reviewed and it was noted that pending RTC action, project sponsors that are awarded funds can submit modifications for the next Transportation Improvement Program modification cycle. An overview of the requested action was provided. Details were provided in Electronic Item 9.1. Mohamed Bur asked if it is possible for entities within the Metropolitan Planning Organization (MPO) that are not selected for MPO Transportation Alternatives funding to apply for statewide funding. Mr. Kokes noted that MPO Transportation Alternative funds in the application area for active transportation projects are specifically for the urbanized area so if a project is located outside the urbanized area boundary defined by the census, then that project would be eligible to submit under the statewide call. Mr. Bur encouraged entities with projects that are outside of the urbanized area boundary to submit applications to the statewide Transportation Alternatives program. Staff suggested that the RTC’s action include that the North Central Texas Council of Governments (NCTCOG) will contact entities directly that have projects outside of the urbanized boundary that are eligible for statewide funds. A motion was made to approve the list of projects to fund through the 2020 Transportation Alternatives Call for Projects as provided in Electronic Item 9.2 and for staff to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents to incorporate the changes. Also included in the action, per program rules, the project sponsor must execute an Advanced Funding Agreement with TxDOT within one year of project selection, projects must advance to construction within three years from selection or the funding may be reprogrammed, and cost overruns are the sole responsibility of the Project Sponsor. In addition, action included approval to transfer $1.8 million from the western subregion allocation of Transportation Alternatives funding to the eastern subregion, with the same amount of CMAQ or STBG funds to be transferred back to the western subregion. East/West Equity tracking reports will reflect adjustments for funding in the western subregion to offset the balance transfer to the eastern subregion with this call for projects. In addition, NCTCOG staff will contact entities directly that have projects outside of the urbanized boundary that are eligible for statewide funds. Theresa Daniel (M); Barbara Odom-Wesley (S). The motion passed unanimously.

10. **Changing Mobility: Data, Insights, and Delivering Innovative Projects During COVID Recovery:** Michael Morris provided an update on performance metrics to help understand the impacts of COVID-19 to the transportation system. Four performance metrics have been developed that will be tracked through the COVID-19 pandemic and recovery process: 1) travel behavior response to COVID-19, 2) financial implications to traditional revenue sources, 3) benefits of travel behavior responses to areas of RTC responsibility, and 4) prioritization of infrastructure improvements that offset unemployment increases. Related to travel behavior response, freeway volumes have recovered, and activity is approximately 10 percent lower than previous to COVID-19 restrictions. Average speeds indicate traffic is not the typical employee work traffic because speeds in the peak periods remain improved. Staff is working on innovative
options to prevent congestion during the peak periods and will provide more information to members in the fall. Transit ridership has flattened at approximately a 50 percent decrease in comparison to July 2019. Staff will meet with the three transit authorities to develop potential options to help increase transit ridership in the region and come back to the Regional Transportation Council (RTC) with proposals in the fall. Bicycle/pedestrian activity remains 22 percent higher than pre COVID-19, but activity is decreasing. Like transit ridership, airport passenger trends remain decreased as of May, but improvements are expected in the June/July timeframe. Data related to financial implications, the second metric, was highlighted. Sales tax allocated for transit are increasing. Other funding has also recovered such as the motor fuel tax and others related to Proposition 7. Also highlighted was the oil and gas severance tax related to Proposition 1 which continues to be negatively impacted. Toll transactions have improved, but express lane transactions have not experienced the same improvement. Policy metric three is the benefits of travel behavior responses. Improvements have been seen regarding the number of exceedances for the 2020 ozone season, but the region has experienced more exceedances than expected despite the significant decrease in freeway volumes. The final metric is how the RTC can use innovation to advance projects and create needed employment opportunities. Every $1 billion in transportation investment produces approximately 12,000-15,000 jobs and the employment impacts of recently funded projects were highlighted. Staff continues to advance projects within the region to have a positive impact on the economy. Supporting Metric 4, the next round of public meetings for high-speed transportation between Dallas and Fort Worth are scheduled later in September. Additional efforts include autonomous transit, freeway induction loops, SH 183, and the IH 820/IH 20 Y Connector, as well as additional projects included in the COVID-19 #00X Program which will be presented to the RTC in November. Details were provided in Electronic Item 10. RTC Chair Roger Harmon discussed the possibility that all employers will not require all employees to return to their normal business locations as the COVID-19 environment improves and asked how data from those businesses can help. Mr. Morris noted that data from employers will likely vary dramatically from one point in time versus another and highlighted strategies to bring back employees without having them all return during the morning and afternoon peak periods.

11. **Progress Reports:** Regional Transportation Council attendance was provided in Electronic Item 11.1, Surface Transportation Technical Committee attendance and minutes in Electronic Item 11.2, and the current Local Motion was provided in Electronic Item 11.3.

12. **Other Business (Old or New):** There was no discussion on this item.

13. **Future Agenda Items:** There was no discussion on this item.

14. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for 1:00 pm, Thursday, October 8, 2020.

   The meeting adjourned at 2:30pm.
By working with media vendors over a number of years, developing relationships, and executing strategic education campaigns, the North Central Texas Council of Governments (NCTCOG) Transportation Department programs calculated the following cost savings in added value in Fiscal Year (FY) 2019 and/or FY 2020:

In FY 2019, the Regional Smoking Vehicle Program continued education campaigns on regional transit lines and bus stations where NCTCOG staff saw 27 percent in savings by keeping existing artwork, extending media contracts, and planning for long-term campaigns. Similarly, 511DFW, Air North Texas and National Drive Electric Week advertising procured radio spots to receive a combined 19 percent in added value.

In FY 2019, the Air North Texas campaign gained 15 percent added value in Weather App spots. Air North Texas and Public Meetings saved a combined 31 percent advertising in local print publications. Other Public Meetings advertising brought in 9 percent added value from Vietnamese advertising print publications in both FY 2019 and FY 2020.

In addition to lower advertising rates, other benefits have been obtained in this effort, such as:

- Allow NCTCOG to utilize more outlets and increase the frequency of the ads which, in turn, has reached a broader audience;
- Increased website traffic;
- Greater public participation in transportation department programs and projects;
- Cross communication for campaigns, such as when advertising has been purchased;
- Improved efficiencies with media outlets, such as improved staff coordination and increased timeliness.
Fiscal Year 2021 Education Campaigns for Transportation Initiatives: Phase 1

Regional Transportation Council

Mindy Mize
Transportation Education and Outreach
October 8, 2020
The Three E’s for Education Campaigns

Engineer - Develop initiative

**Educate** - Inform the audience on initiative

Enforce - Make sure initiative is being implemented
Education Campaign Budget Overview

*Large amount unspent is due to impact of COVID-19 pandemic and funding availability for campaigns.

^Fiscal Year 2021 funding will go in phases based on campaigns needed.
Education Campaigns Overview

Education campaigns for Transportation Initiatives allows for:

- Lower Media Buy Rates
- Increased and Targeted Audience Reach
- Increased Website Traffic and Engagement
- Greater Public Participation
- Cross Communication for Campaigns
- Improved Efficiencies with Media Outlets
Education Campaigns Performance Measures

Targeted Audience Examples:
- General Public
- Commuters
- Motorists and Transit Users
- Bicyclists and Pedestrians

Key Performance Indicator Examples:
- Clicks, Impressions, and Reach
- Website Visits and Actions Taken
- Number of Event Registrants and Participants
- Number of App Downloads
Example of Education Campaign Performance Metrics

Try Parking It Education Campaign FY20

- Impressions
- Clicks

Platforms:
- Google
- Spotify
- Snapchat
Transportation Education Campaign Overview

FY2021 Educational Campaign for Transportation Initiatives: Phase 1 are a part of the FY2020 and FY2021 UPWP that was approved by the RTC and Executive Board in August 2019, with periodic modifications and approvals, with the latest in July 2020.

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Total up to $215,000 to cover education campaign expenses for approval.
Transportation Education Campaign Examples

BILLBOARD

PUBLICATIONS

ONLINE & SOCIAL MEDIA

RADIO
Transportation Education Campaign Examples

**TRANSIT & DISPLAY**

**MOBILE**

**TV & SCREEN**
## Proposed Schedule

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<th>Anticipated Time</th>
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<td>STTC, RTC, and Executive Board Action on Recommended FY2020 and FY2021 UPWP</td>
<td>Summer 2019</td>
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<td>STTC, RTC, and Executive Board Latest Action on Recommended Modifications for FY2020 and FY2021 UPWP</td>
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<tr>
<td>Executive Board Authorization of Education Campaigns for Transportation Initiatives FY2021</td>
<td>October 22, 2020</td>
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Proposed Action

Support NCTCOG Executive Board to Approve Funding up to $215,000 for Advertising for Education Campaigns for Transportation Initiatives: Phase 1 that will initiate in FY21, such as:

- High-Speed Transportation
- Notifications of Opportunities for Public Input/Public Meetings
- Flexible Category – Funds to be used for campaigns and meeting notifications that may arise and are undetermined at this time
Contact Information

Mindy Mize
Program Manager
mmize@nctcog.org
817-608-2346

Hilary Nguyen
Communications Specialist
hnguyen@nctcog.org
817-704-5689
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**Grouped by type of revision, then sorted by City**
## Revisions to the 2021-2024 Transportation Improvement Program

### RTC Action Items

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**Grouped by type of revision, then sorted by City**

**RTC Consent Agenda Item**

October 8, 2020
# Revisions to the 2021-2024 Transportation Improvement Program

**RTC Action Items**

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Grouped by type of revision, then sorted by City

RTC Consent Agenda Item

October 8, 2020
### Revisions to the 2021-2024 Transportation Improvement Program

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**RTC Consent Agenda Item**

October 8, 2020
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Grouped by type of revision, then sorted by City
## Administrative Changes to the 2021-2024 Transportation Improvement Program

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RTC Consent Agenda Item
October 8, 2020

Grouped by type of revision, then sorted by City
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*RTC Consent Agenda Item*  
*October 8, 2020*
## Administrative Changes to the 2021-2024 Transportation Improvement Program

### Fiscal Year Changes

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Grouped by type of revision, then sorted by City

RTC Consent Agenda Item
October 8, 2020
### Administrative Changes to the 2021-2024 Transportation Improvement Program

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Grouped by type of revision, then sorted by City
### Administrative Changes to the 2021-2024 Transportation Improvement Program

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**FUNDING AND OTHER CHANGES**

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Grouped by type of revision, then sorted by City

**RTC Consent Agenda Item**

October 8, 2020
### Administrative Changes to the 2021-2024 Transportation Improvement Program

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**Grouped by type of revision, then sorted by City**

RTC Consent Agenda Item

October 8, 2020
### Administrative Changes to the 2021-2024 Transportation Improvement Program

**TIP CODE** | **CS/RT** | **PROJECT SPONSOR** | **CITY** | **FACILITY** | **LIMITS FROM** | **LIMITS TO** | **PROJECT DESCRIPTION** | **TIP FY** | **PHASE** | **CATEGORY** | **FEDERAL** | **REGIONAL** | **STATE** | **LOCAL** | **CONTRIBUTION** | **TOTAL FUNDING** | **COMMENTS**
25061 | 0918-47-294 | NCTCOG | IRVING | VA | IRVING BICYCLE MASTER PLAN, CITYWIDE | DEVELOP A CITYWIDE BICYCLE MASTER PLAN TO IDENTIFY CORRIDORS AND METHODOLOGIES FOR PROVIDING BICYCLE CONNECTIVITY FROM EXISTING FACILITIES AND TRAILS TO ADDITIONAL AREAS OF THE CITY; INCLUDES NCTCOG STAFF TIME AND CONSULTANT | 2021 | E | 3TDC (MPO) | $0 | $80,000 | $0 | $0 | $0 | $80,000 | 80,000 MPO TDCS USED IN LIEU OF LOCAL MATCH (IRVING POLICY BUNDLE TDCs)
25061 | 0918-47-294 | NCTCOG | IRVING | VA | IRVING BICYCLE MASTER PLAN, CITYWIDE | 2021 | E | STBG | $400,000 | $0 | $0 | $0 | $0 | $400,000

| 0918-48-003 | DART | VARIOUS | VA | COTTON BELT VELOWEB TRAIL FROM DFW AIRPORT NORTH COTTON BELT STATION | SHILOH COTTON BELT STATION | DESIGN FOR COTTON BELT VELOWEB TRAIL (26 MILES) AND CONSTRUCTION OF MULTIPLE SECTIONS OF THE TRAIL CORRIDOR (IN COPPELL, CARROLLTON, ADDISON, DALLAS, PLANO, AND RICHARDSON) | 2021 | T | 3TDC (MPO) | $0 | $30,000 | $0 | $0 | $0 | $30,000 | REVISE FISCAL YEAR, SPLIT TDCS FROM FY 2022 ENTRY, REVISE PHASE
2021 | T | 3TDC (MPO) | $0 | $929,785 | $0 | $0 | $0 | $929,785
2021 | T | 3TDC (MPO) | $0 | $1,640,000 | $0 | $0 | $0 | $1,640,000
2021 | T | 3TDC (MPO) | $0 | $150,000 | $0 | $0 | $0 | $150,000
2021 | T | 5 | $8,200,000 | $0 | $0 | $0 | $0 | $8,200,000
2021 | T | 5 | $6,484,925 | $0 | $0 | $0 | $0 | $6,484,925
2021 | T | 9TA Set Aside | $8,401,592 | $0 | $0 | $2,100,398 | $0 | $10,501,990
2021 | T | 5 | $4,648,925 | $0 | $0 | $0 | $0 | $4,648,925
2022 | T | 3TDC (MPO) | $0 | $2,943,318 | $0 | $0 | $0 | $2,943,318 | REVISE PHASE, DECREASE TDCS & MOVE TO FY 2021
2022 | T | 3LC | $0 | $405,000 | $0 | $0 | $0 | $405,000
2022 | T | 5 | $14,716,590 | $0 | $0 | $0 | $0 | $14,716,590
2022 | T | 9TA Set Aside | $2,161,569 | $0 | $0 | $540,392 | $0 | $2,701,961
2023 | T | 9TA SetAside | $2,161,569 | $0 | $0 | $540,392 | $0 | $2,701,961

| 10918-48-004 | NCTCOG | VARIOUS | VA | PLANNING SUPPORT & TECHNICAL EXPERTISE FOR IMPLEMENTATION OF PASSENGER RAIL IN REGIONAL RAIL CORRIDORS | METROPOLITAN PLANNING ORGANIZATION (MPO) PLANNING SUPPORT AND TECHNICAL EXPERTISE WILL BE UTILIZED TO UPDATE, ADVANCE, AND STREAMLINE PROJECT DELIVERY OF REGIONAL PASSENGER RAIL CORRIDORS | 2019 | I | 3RT121 - DA1 | $0 | $51,100,000 | $0 | $0 | $0 | $51,100,000 | REDUCE FUNDING TO MATCH AGREEMENT
2019 | I | 3RT121 - DA1 | $0 | $151,100,000 | $0 | $0 | $0 | $151,100,000
2019 | I | 3RT121 - East Set Aside 2 | $0 | $405,000 | $0 | $0 | $0 | $405,000
2022 | I | 3RT121 - East Set Aside 2 | $0 | $0 | $0 | $0 | $0 | $0

Grouped by type of revision, then sorted by City

October 8, 2020
TECHNICAL CORRECTIONS/CHANGES TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM LISTINGS

Regional Transportation Council
October 8, 2020
TRANSPORTATION FUNDING AND PROJECT IMPLEMENTATION: A COOPERATIVE EFFORT

- Local Governments
  - Cities
  - Counties

- Texas Department of Transportation
  - Dallas District
  - Fort Worth District
  - Paris District

- Transit Agencies
  - DART
  - Trinity Metro
  - DCTA

- Transportation Agencies
  - North Texas Tollway Authority
  - DFW Airport
DEVELOPMENT PROCESS

- Review existing projects and gather information on additional locally funded projects
- Make needed revisions to existing project schedules, funding, and/or scope
- Develop revised project listings
- Financially constrain project programming based on estimated future revenues
- Conduct Mobility Plan and Air Quality conformity review
- Solicit public and Committee/Council input
- **Finalize project listings and submit to the Texas Department of Transportation (TxDOT) and Federal Highway Administration (FHWA)**
TECHNICAL CORRECTIONS/UPDATES IDENTIFIED

• While reviewing the RTC approved project listings against the final STIP report, certain changes were identified as necessary prior to submission to TxDOT Austin.

• Staff elected to go ahead and make the corrections and seek RTC action afterward in order to avoid project delays or a delay in submitting our STIP listings to the State.

• Changes impact 68 (23 RTC Actions and 45 Administrative Changes) out of 962 projects in the double entry TIP listings the RTC approved in June 2020.
TYPES OF CHANGES

• Revisions:
  • Delaying projects more than one fiscal year
  • Changing project limits and/or scopes to ensure consistency with the Metropolitan Transportation Plan
  • Corrections/updates to funding amounts
  • Other changes made due to new or updated information after RTC action

• Administrative changes:
  • CSJ revisions
  • Non-substantive changes to project scopes and/or limits
  • Advancing projects
  • Reflecting FY 2020 funding obligations that occurred late in the fiscal year
REQUESTED ACTION

- RTC approval of:
  - The changes to projects requiring RTC action
  - Amending the Unified Planning Work Program (UPWP) and other planning/administrative documents, as appropriate
DELAYS TO APPROVAL OF THE NEW TIP/STIP

• The approval of the 2021-2024 STIP is currently delayed due to issues balancing project programming to available revenues statewide.

• Until this issue can be resolved, the 2019-2022 TIP/STIP will remain in effect.

• This will primarily impact projects that were newly added or changed substantially in the 2021-2024 TIP, as funding agreements or new federal/State actions for these projects will not be able to be executed until it is approved.
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.

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<td>County: COLLIN</td>
<td>CSJ: 0091-05-053</td>
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<tr>
<td>City: PLANO</td>
<td>Desc: INTERSECTION IMPROVEMENTS TO REMOVE DOUBLE INTERSECTION, INCLUDING ADDING DUAL LEFT TURN LINES AND A RIGHT TURN LANE ON EACH APPROACH; INTERSECTION WILL BE NORMALIZED AND SOUTHERN SIGNAL WILL BE REMOVED.</td>
<td>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 LINES 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</td>
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**CURRENTLY APPROVED:**

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Phase Subtotal: $2,460,000 $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:**

<table>
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<tr>
<th>FY</th>
<th>Phase</th>
<th>CSJ</th>
<th>Funding Source</th>
<th>Federal</th>
<th>State</th>
<th>Regional</th>
<th>Local</th>
<th>Local Cont.</th>
<th>Total</th>
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<tbody>
<tr>
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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

Source: NCTCOG
| **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 end limits of a project. |
| **LOCATION/LIMITS TO:** | Identifies the ending point of the project. |
| **MODIFICATION #:** | The number assigned to the modification request by 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/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. |
### CURRENTLY APPROVED:

<table>
<thead>
<tr>
<th>FY</th>
<th>Phase</th>
<th>CSJ</th>
<th>Funding Source</th>
<th>Federal</th>
<th>State</th>
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<th>Local Cont.</th>
<th>Total</th>
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</thead>
<tbody>
<tr>
<td>2015</td>
<td>TRANS</td>
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<td>Cat 3 - TDC (MPO):</td>
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</table>

**Phase Subtotal:** $1,610,000

**Grand Total:** $1,610,000

### REVISION REQUESTED:

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<tr>
<th>FY</th>
<th>Phase</th>
<th>CSJ</th>
<th>Funding Source</th>
<th>Federal</th>
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<tr>
<td>2015</td>
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**Phase Subtotal:** $1,610,000

**Grand Total:** $1,610,000

Revisions since STTC Meeting: CLARIFIED SCOPE FROM "...CHARGING STATIONS FOR NEW/EXPANDED TRANSIT SERVICE" TO "...CHARGING STATIONS FOR ENHANCED TRANSIT SERVICE"

**TIP Code:** 11980.3  **Facility:** VA  **Location/Limits From:** VARIOUS LOCATIONS WITHIN THE DCTA SERVICE AREA  **Modification #:** 2021-0003

**Implementing Agency:** DCTA  **County:** VARIOUS  **CSJ:** N/A  **City:** VARIOUS

**Desc:** PURCHASE OF TRANSIT VEHICLES (BUSES) TO EXPAND SERVICE

**Request:** ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP); CHANGE SCOPE TO COLLIN CREEK DEVELOPMENT CIRCULATOR ELECTRIC BUSES AND CHARGING STATIONS FOR ENHANCED TRANSIT SERVICE; CHANGE IMPLEMENTING AGENCY TO DART

**Comment:** 322,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3- TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

---

**TIP Code:** 11887  **Facility:** VA  **Location/Limits From:** ON PLEASANT RUN RD; EAST OF SUNRISE RD  **Modification #:** 2021-0004

**Implementing Agency:** TXDOT-DALLAS  **County:** DALLAS  **CSJ:** 0918-45-844  **City:** WILMER

**Desc:** WIDEN FROM 2 TO 4 LANE DIVIDED ROADWAY (ULTIMATE 6) WITH GRADE SEPARATION AND CONNECTORS AT MILLERS FERRY AND UPRR IN CITY OF WILMER

**Request:** DECREASE ENGINEERING FUNDING IN FY2010, ROW FUNDING IN FY2010, UTILITY FUNDING IN FY2013; AND CONSTRUCTION FUNDING IN FY2013

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Source: NCTCOG  RTC Action  October 8, 2020
### FY 2010

<table>
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<th>Local</th>
<th>Local Cont.</th>
<th>Total</th>
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</thead>
<tbody>
<tr>
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### FY 2013

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## PROPOSED NOVEMBER 2020 TIP MODIFICATIONS FOR RTC MEETING

<table>
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<th>TIP Code: 14046</th>
<th>Facility: VA</th>
<th>Location/Limits From: UPTOWN MCKINNEY/COLE COUPLE: ON ALLEN ST FROM CARLISLE ST TO MCKINNEY AVE; ON CARLISLE ST FROM COLE AVE TO ALLEN ST;</th>
<th>Modification #: 2021-0006</th>
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</thead>
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<tr>
<td>Implementing Agency: DALLAS</td>
<td>Location/Limits To: ON COLE AVE FROM HARVARD AVE TO CARLISLE ST; ON MCKINNEY AVE FROM HARVARD AVE TO ALLEN ST</td>
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</tr>
</tbody>
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### CURRENTLY APPROVED:

<table>
<thead>
<tr>
<th>FY</th>
<th>Phase</th>
<th>CSJ</th>
<th>Funding Source</th>
<th>Federal</th>
<th>State</th>
<th>Regional</th>
<th>Local</th>
<th>Local Cont.</th>
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</thead>
<tbody>
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</table>

**Phase Subtotal:** $13,400,000

**Grand Total:** $13,400,000

### REVISION REQUESTED:

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<tr>
<th>FY</th>
<th>Phase</th>
<th>CSJ</th>
<th>Funding Source</th>
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<th>Regional</th>
<th>Local</th>
<th>Local Cont.</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>2020</td>
<td>ENG</td>
<td>0918-47-286</td>
<td>Cat 3 - Local Contribution:</td>
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<td>$1,675,000</td>
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<td>$8,375,000</td>
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**Phase Subtotal:** $13,400,000

**Grand Total:** $13,400,000

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**Currently Approved:**

- REVISE SCOPE TO CONVERSION OF 3 LN ONE-WAY RDWYS TO TWO-WAY RDWYS; INTERSECTION, SIGNAL, SIGNAGE, PEDESTRIAN, LIGHTING, LANDSCAPING, AND ASSOCIATED IMPROVEMENTS INCLUDING TROLLEY RELOCATION
- LOCAL CONTRIBUTION PAID BY CITY OF DALLAS; DESIGN-BUILD PROJECT; CMAQ FUNDS FOR INTERSECTION, SIGNAL, AND PEDESTRIAN IMPROVEMENTS ONLY; CONTINGENT ON KEEPING HISTORIC STREET CAR OPERATIONAL AT LEAST ON THE WEEKEND; CONTINGENT UPON $1M FOR STATE OF THE ART SIGNAL TIMING/PEDESTRIAN TIMING

**Revision Requested:**

- SOURCE: NCTCOG

RTC Action
October 8, 2020
## PROPOSED NOVEMBER 2020 TIP MODIFICATIONS FOR RTC MEETING

### TIP Code: 25084
**Facility:** VA  
**Location/Limits From:** LAPTOPS, ACCESSORIES, AND TVS  
**Modifications #:** 2021-0007

**Implementing Agency:** NCTCOG  
**County:** TARRANT  
**City:** ARLINGTON  
**Desc:** PURCHASE OF LAPTOPS FOR NCTCOG TRANSPORTATION STAFF, AND TVS AND ACCESSORIES FOR TRANSPORTATION MEETING ROOMS  
**Request:** ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

### REVISION REQUESTED:

<table>
<thead>
<tr>
<th>FY</th>
<th>Phase</th>
<th>CSJ</th>
<th>Funding Source</th>
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**Grand Total:** $0 $0 $37,000 $0 $0 $37,000

### TIP Code: 11979.9
**Facility:** VA  
**Location/Limits From:** REGIONAL AIR QUALITY INITIATIVES  
**Modifications #:** 2021-0008

**Implementing Agency:** NCTCOG  
**County:** VARIOUS  
**City:** VARIOUS  
**Desc:** ADMINISTER & IMPLEMENT INITIATIVES TO IMPROVE AIR QUALITY THROUGH AIR QUALITY PLANNING, STRATEGY DEVELOPMENT, TECHNOLOGY/ FUEL EVALUATION, DATA AND FEASIBILITY ANALYSIS, POLICY & BEST PRACTICE DEVELOPMENT, COMMUNICATION & STAKEHOLDER COLLABORATION  
**Request:** ADD PROJECT TO THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP); RELATED TO TIP 11979.3

### REVISION REQUESTED:

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**Grand Total:** $0 $0 $300,000 $0 $0 $300,000

**Revisions since STTC Meeting:** THE FUNDS WERE NOT NEEDED SINCE THE FY2020 FUNDS OBLIGATED

### TIP Code: 25066.1
**Facility:** CS  
**Location/Limits From:** ON LINFIELD OVER UPRR RAIL YARD  
**Modifications #:** 2021-0010

**Implementing Agency:** DALLAS  
**County:** DALLAS  
**City:** DALLAS  
**Desc:** CONSTRUCT BICYCLE AND PEDESTRIAN BRIDGE ON LINFIELD ROAD OVER THE UPRR RAIL YARD  
**Request:** REVISE LIMITS AS ON LINFIELD RD OVER UPRR RAIL YARD FROM SH 310 TO CARBONDALE ST AND ON CARBONDALE ST FROM LINFIELD RD TO SL 12; REVISE SCOPE TO CONSTRUCT BICYCLE AND PEDESTRIAN BRIDGE ON LINFIELD ROAD OVER THE UPRR RAIL YARD; ADD LANDSCAPING TO THE PROJECT AREA INCLUDING LONG CARBONDALE STREET; INCREASE FEDERAL FUNDING BY $500,000; DELAY ROW TO FY2022  
**Comment:** 700,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3-TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; DALLAS POLICY BUNDLE TDCs; JOPPA NEIGHBORHOOD IMPROVEMENT; INCREASE IN CMAQ FUNDING IS A PART OF FUNDING EXCHANGE FOR ON-DEMAND SERVICE IN JOPPA NEIGHBORHOOD

**Source:** NCTCOG
# Proposed November 2020 TIP Modifications for RTC Meeting

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__Source: NCTCOG__

__RTC Action__

October 8, 2020
### PROPOSED NOVEMBER 2020 TIP MODIFICATIONS FOR RTC MEETING

#### FY 2021 IMP
- **Facility:** NA
- **Location/Limits From:** BOUNDED BY CARBONDALE ST ON THE WEST, LINDALE RD ON THE NORTH,
- **Location/Limits To:** TRINITY RIVER ON THE EAST, AND SL 12 ON THE SOUTH
- **Funding Source:** Federal $0, State $0, Regional $0, Local $0, Local Cont. $500,000, Total $500,000
- **City:** DALLAS
- **Desc:** IMPLEMENT ON DEMAND TRANSPORTATION SERVICE FOR THE JOPPA NEIGHBORHOOD UNTIL THE LINFIELD RD PEDESTRIAN CROSSING IS SUBSTANTIALLY COMPLETE
- **Request:** ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
- **Comment:** JOPPA NEIGHBORHOOD IMPROVEMENT; PART OF FUNDING EXCHANGE WITH TIP 25066.1/CSJ 0918-47-309, 0918-47-310 TO IMPLEMENT ON-DEMAND SERVICE WITH NON-FEDERAL FUNDS

#### REVISION REQUESTED:

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#### FY 2021 CON
- **Facility:** CS
- **Location/Limits From:** 8 INTERSECTIONS AT KCS RR IN DALLAS AT E DALLAS/KCS RR CROSSINGS - PEAVY RD, GUS THOMASSON RD,
- **Location/Limits To:** BARNES BRIDGE RD, CENTERVILLE RD, LAKELAND DR, HIGHLAND DR, SANTA ANNA AVE, & ST FRANCIS AVE AT KCS RR
- **Funding Source:** STBG: $1,828,070
- **City:** DALLAS
- **Desc:** UPGRADE GATES AND INSTALL MEDIANS AT ALL LOCATIONS; INSTALL SIGNAGE AT PEAVY, GUS THOMASSON, LAKELAND, HIGHLAND, & ST FRANCIS; RESURFACE AT LAKELAND & ST FRANCIS
- **Request:** REVISE SCOPE TO UPGRADE GATES AND INSTALL MEDIANS, SIGNAGE, PAVEMENT MARKINGS & PEDESTRIAN ACCESS AT ALL NINE LOCATIONS; RESURFACE AT LAKELAND, ST FRANCIS, & MARIPOSA; CHANGE LIMITS TO ADD MARIPOSA TO LIST OF LOCATIONS
- **Comment:** MPO MILESTONE POLICY PROJECT, CANNOT BE DELAYED BEYOND DECEMBER 2020; LOCAL CONTRIBUTION PAID BY THE CITY OF DALLAS

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### PROPOSED NOVEMBER 2020 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 14013  
**Facility:** VA  
**Location/Limits From:** TRAIL CONNECTIONS TO FUTURE CYPRESS WATERS COTTON BELT RAIL STATION; FROM SOUTH OF CYPRESS WATERS COTTON BELT STATION  
**Modification #:** 2021-0028  

**Implementing Agency:** DALLAS CO  
**Location/Limits To:** TO EXISTING TRAIL NORTH OF OLYMPUS BLVD  
**County:** DALLAS  
**City:** VARIOUS  
**Desc:** CONSTRUCT SHARED USE PATH AND RELATED PEDESTRIAN AND BICYCLE IMPROVEMENTS (PEDESTRIAN CROSSWALKS, SIGNAGE, LIGHTING, AND SIGNALS) IN PROXIMITY OF THE FUTURE CYPRESS WATERS COTTON BELT RAIL STATION  
**Request:** DECREASE ENVIRONMENTAL FUNDING AND DELAY TO FY2019; INCREASE ENGINEERING FUNDING IN FY2019 AND CONSTRUCTION FUNDING IN FY2021  
**Comment:** LOCAL CONTRIBUTION PAID BY DALLAS COUNTY  

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Source: NCTCOG  
RTC Action  
October 8, 2020
### PROPOSED NOVEMBER 2020 TIP MODIFICATIONS FOR RTC MEETING

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Revisions since STTC Meeting: UPDATE SCOPE FROM "WIDEN FROM 2 LANE RURAL UNDIVIDED TO 6 LANE URBAN DIVIDED" TO "WIDEN AND RECONSTRUCT 2 LANE URBAN UNDIVIDED TO 4/6 LANES URBAN DIVIDED (ULTIMATE 6 LANES); REALIGNMENT OF INTERSECTIONS AT MUSTANG ROAD AND GEE ROAD"

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Revisions since STTC Meeting: UPDATE SCOPE FROM "RECONSTRUCT FROM 2 LANE RURAL TO 4/6 LANE URBAN DIVIDED" TO "WIDEN AND RECONSTRUCT FORM 2 LANE RURAL TO 4 LANES URBAN DIVIDED (ULTIMATE 6 LANES)"

Source: NCTCOG

RTC Action
October 8, 2020
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**Grand Total:** $27,000,000 $13,000,000 $0 $0 $0 $40,000,000

### REVISION REQUESTED:

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**Grand Total:** $27,000,000 $13,000,000 $0 $0 $0 $40,000,000

### TIP 55275

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**Grand Total:** $10,400,000 $300,000 $0 $2,600,000 $0 $13,300,000

Source: NCTCOG

RTC Action
October 8, 2020

12 of 46
### FY 2009

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**Revisions since STTC Meeting:**

- REVISED RTR CSJ FOR ROW PHASE RTR 121 - EAST SET ASIDE 2 FUNDING TO 0172-08-054
- REVISED RTR CSJ FOR CONSTRUCTION PHASE CONGRESSIONAL EARMARK FUNDING TO 0172-08-050

**Source:** NCTCOG

**RTC Action:**

October 8, 2020
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**Phase Subtotal:** $12,000,000  $3,000,000  $0  $0  $2,000,000  $17,000,000  

**Grand Total:** $13,200,000  $3,000,000  $0  $300,000  $6,000,000  $22,500,000

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**Phase Subtotal:** $12,000,000  $3,000,000  $0  $0  $2,000,000  $17,000,000  

**Grand Total:** $13,200,000  $3,000,000  $0  $300,000  $6,000,000  $22,500,000

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**Phase Subtotal:** $12,000,000  $3,000,000  $0  $0  $2,000,000  $17,000,000  

**Grand Total:** $13,200,000  $3,000,000  $0  $300,000  $6,000,000  $22,500,000

Revisions since STTC Meeting: ADVANCED ROW PHASE FROM FY2024 TO FY2023
## PROPOSED NOVEMBER 2020 TIP MODIFICATIONS FOR RTC MEETING

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Source: NCTCOG

RTC Action
October 8, 2020
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Grand Total: $8,800,000 $1,170,000 $0 $1,100,000 $0 $11,070,000
# PROPOSED NOVEMBER 2020 TIP MODIFICATIONS FOR RTC MEETING

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**Grand Total:** $11,200,000 $3,400,000 $0 $1,400,000 $0 $16,000,000

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**Grand Total:** $11,200,000 $3,400,000 $0 $1,400,000 $0 $16,000,000

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**Source:** NCTCOG

RTC Action

October 8, 2020
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## PROPOSED NOVEMBER 2020 TIP MODIFICATIONS FOR RTC MEETING

### TIP Code: 25083 Facility: VA
Location/Limits From: NORTH TEXAS CENTER FOR MOBILITY TECHNOLOGIES REGION WIDE
Implemeting Agency: NCTCOG Location/Limits To: COORDINATE RESEARCH, TESTING, & DEPLOYMENT OF TRANSPORTATION INNOVATIONS THROUGH RESEARCH & DEVELOPMENT,

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<th>County: VARIOUS CSJ: N/A City: VARIOUS</th>
<th>Desc: &amp; PURSUING GRANT OPPORTUNITIES, AT UNIVERSITIES &amp; OTHER EDUCATIONAL INSTITUTIONS IN DALLAS-FORT WORTH IN PARTNERSHIP WITH PRIVATE INDUSTRY, CHAMBERS OF COMMERCE, &amp; OTHER PERTINENT PARTIES; INCLUDES NCTCOG STAFF ACTIVITIES Request: ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)</th>
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### FY Phase CSJ Funding Source Federal State Regional Local Local Cont. Total |
| 2021 IMP N/A Cat 3 - RTC/Local: $0 $0 $2,500,000 $0 $0 $2,500,000 |
| **Grand Total:** $0 $0 $2,500,000 $0 $0 $2,500,000 |

### TIP Code: 20131 Facility: CS
Location/Limits From: ON CORPORATE DRIVE FROM ELM FORK TRINITY RIVER BRIDGE
Implemeting Agency: LEWISVILLE Location/Limits To: DGNO RR

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<tr>
<th>County: DENTON CSJ: 0918-46-236 City: LEWISVILLE</th>
<th>Desc: CONSTRUCFT FOUR LANE DIVIDED ROADWAY; SEGMENT 2 Request: INCREASE RTR FUNDING AND ADD LOCAL CONTRIBUTION TO CONSTRUCTION PHASE IN FY2021 DUE TO COST OVERRUNS Comment: RTC MILESTONE PROJECT ROUND 2; LOCAL CONTRIBUTION PAID BY CITY OF LEWISVILLE</th>
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### CURRENTLY APPROVED:

| FY Phase CSJ Funding Source Federal State Regional Local Local Cont. Total |
| 2015 ENG 0918-46-236 Cat 3 - RTR 121 - DE1: $0 $0 $410,143 $102,536 $0 $512,679 |
| 2022 CON 0918-46-236 Cat 3 - RTR 121 - DE1: $0 $0 $4,969,199 $1,242,300 $0 $6,211,499 |
| **Grand Total:** $0 $0 $5,379,342 $1,344,836 $0 $6,724,178 |

### REVISION REQUESTED:

| FY Phase CSJ Funding Source Federal State Regional Local Local Cont. Total |
| 2015 ENG 0918-46-236 Cat 3 - RTR 121 - DE1: $0 $0 $410,143 $102,536 $0 $512,679 |
| 2019 CON 0918-46-236 Cat 3 - RTR 121 - DE1: $0 $0 $4,969,199 $1,242,300 $0 $6,211,499 |
| 2021 CON 0918-46-236 Cat 3 - Local Contribution: $0 $0 $0 $0 $2,588,501 $2,588,501 |
| 2021 CON 0918-46-236 Cat 3 - Local Contribution: $0 $0 $2,000,000 $500,000 $2,588,501 $5,088,501 |
| **Phase Subtotal:** $0 $0 $2,000,000 $500,000 $2,588,501 $5,088,501 |
| **Grand Total:** $0 $0 $7,379,342 $1,844,836 $2,588,501 $11,812,679 |

Source: NCTCOG
### PROPOSED NOVEMBER 2020 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 20152  
**Facility:** CS  
**Location/Limits From:** ON CORPORATE DRIVE  
**Location/Limits To:** AT ELM FORK TRINITY RIVER BRIDGE  
**Modification #:** 2021-0058

**Implementing Agency:** LEWISVILLE  
**CSJ:** 0918-46-237  
**County:** DENTON  
**City:** LEWISVILLE

**Desc:** CONSTRUCT FOUR LANE DIVIDED ROADWAY SEGMENT 3

**Request:** ADD RTR FUNDING AND LOCAL CONTRIBUTION TO CONSTRUCTION PHASE TO FY2021 DUE TO COST OVERRUNS; ADD ROW PHASE AND FUNDING TO FY2019

**Comment:** LOCAL MATCH TO REGIONAL RTR FUNDS WILL BE FULLFILLED THROUGH RELATED PROJECT TIP 20110/CSJ 0918-46-241; MPO MILESTONE POLICY PROJECT (ROUND 2); LOCAL CONTRIBUTION PAID BY THE CITY OF LEWISVILLE

### CURRENTLY APPROVED:

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<th>FY</th>
<th>Phase</th>
<th>CSJ</th>
<th>Funding Source</th>
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**Grand Total:** $0 | $0 | $4,732,164 | $2,212,660 | $0 | $6,944,824

### REVISION REQUESTED:

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**Grand Total:** $0 | $0 | $9,191,558 | $2,297,889 | $10,355,268 | $21,844,715

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Source: NCTCOG  
RTC Action  
October 8, 2020
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- Federal: $0  
- State: $0  
- Regional: $8,166,038  
- Local: $2,041,510  
- Local Cont.: $0  
- Total: $10,207,548

### REVISION REQUESTED:

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- State: $0  
- Regional: $8,547,951  
- Local: $2,136,988  
- Local Cont.: $0  
- Total: $10,684,939

#### Grand Total:  
- Federal: $0  
- State: $0  
- Regional: $10,086,038  
- Local: $2,521,510  
- Local Cont.: $2,895,061  
- Total: $15,502,609

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**Source:** NCTCOG
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**Grand Total:**

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**TIP Code:** 20111  
**Facility:** CS  
**Location/Limits From:** ON CORPORATE DRIVE FROM HOLFORD'S PRAIRIE RD  
**Modification #:** 2021-0060  
**Implemeting Agency:** LEWISVILLE  
**Location/Limits To:** FM 2281  
**County:** DENTON  
**City:** LEWISVILLE  
**CSJ:** 0918-46-239  
**Desc:** CONSTRUCT FOUR LANE DIVIDED ROADWAY SEGMENT 5  
**Request:** INCREASE CONSTRUCTION FUNDING IN FY2021; INCREASE PARTIALLY OFFSET BY A DECREASE ON TIP 20113/CSJ 0918-46-240  
**Comment:** MPO MILESTONE POLICY ROUND 2; LOCAL CONTRIBUTION PAID BY CITY OF LEWISVILLE  
**Source:** NCTCOG  
RTC Action  
October 8, 2020  
**Page:** 22 of 46
## PROPOSED NOVEMBER 2020 TIP MODIFICATIONS FOR RTC MEETING

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## Proposed November 2020 TIP Modifications for RTC Meeting

**TIP Code:** 40046  
**Facility:** VA  
**Location/Limits From:** DR. BRUCE WOOD ELEMENTARY SCHOOL CONNECTION EXTENSIONS; SAFE ROUTES TO SCHOOL  
**Location/Limits To:** ALONG ROCKWALL AVE, BAKER ST, PACIFIC AVE, AND GRIFFITH AVE  
**Modification #:** 2021-0063

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### Comment:

LOCAL CONTRIBUTION PAID BY THE CITY OF TERRELL; FUNDING SHARES ARE 70% FEDERAL/30% LOCAL

**Current Funding Shares:**
- Federal 70%
- State 30%

**County:** KAUFMAN  
**City:** TERRELL  
**CSJ:** 0918-11-099  
**Facility:** VA  
**Implementing Agency:** TERRELL  
**Desc:** SAFE ROUTES TO SCHOOL PEDESTRIAN IMPROVEMENTS IN PROXIMITY TO ELEMENTARY SCHOOL INCLUDING CONSTRUCT AND RECONSTRUCT SIDEWALKS, BICYCLE/PEDESTRIAN SIGNALS, SIGNAGE, AND CROSSWALKS  
**Request:** CLARIFY LIMITS AS DR. BRUCE WOOD ELEMENTARY SCHOOL CONNECTION EXTENSIONS; SAFE ROUTES TO SCHOOL; ALONG ROCKWALL AVENUE TO SOUTH OF KENNEDY, AND ALONG DRAINAGE EASEMENT NORTH OF BAKER FROM ROCKWALL TO FRANCES; ADVANCE CONSTRUCTION AND CONSTRUCTION ENGINEERING TO FY2020

---

Source: NCTCOG

RTC Action  
October 8, 2020  
24 of 46
## PROPOSED NOVEMBER 2020 TIP MODIFICATIONS FOR RTC MEETING

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**Grand Total:** $800,000 $714,906 $0 $100,000 $4,532,590 $6,147,496

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**Grand Total:** $69,600,000 $9,314,906 $0 $8,700,000 $4,532,590 $92,147,496

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**Source:** NCTCOG

RTC Action

October 8, 2020
## Proposed November 2020 TIP Modifications for RTC Meeting

**TIP Code:** 55166.2  
**Facility:** IH 35E  
**Location/Limits From:** SOUTH OF MARSALIS AVENUE, OVER IH 35  
**Modification #:** 2021-0066

**Implementing Agency:** TxDOT-DALLAS  
**Location/Limits To:** NORTH OF EWING AVENUE  
**County:** DALLAS  
**CSJ:** 0442-02-165  
**City:** DALLAS

**Desc:** CONSTRUCT LOCAL ENHANCEMENTS  
**Request:** ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) TO COVER CHANGE ORDER ON SOUTHERN GATEWAY DECK PLAZA  
**Comment:** 2,597,561 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:

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**Phase Subtotal:** $12,987,805  
**Grand Total:** $12,987,805

Source: NCTCOG

RTC Action  
October 8, 2020
**PROPOSED NOVEMBER 2020 TIP MODIFICATIONS FOR RTC MEETING**

**TIP Code:** 14075  
**Facility:** VARIOUS

**Location/Limits From:** ON CARDINAL LN FRM TEXRAIL STATION TO FM 1938 & ON CENTER ST FRM MAIN TO RR TRACKS & ON SNIDER ST FRM MAIN TO RR TRACKS

**Impementing Agency:** NORTH RICHLAND HILLS  
**CSJ:** 0902-90-154

**County:** TARRANT  
**City:** NORTH RICHLAND HILLS

**Funding Source:**  
- Federal
- State
- Regional
- Local
- Local Cont.

**Grand Total:**

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**Grand Total:**

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**Modification #:** 2021-0071

**Currently Approved:**

**Modify/Revise:** Change scope to remove construction of new roadways on Smithfield Road and on Cardinal Lane from the project due to local budget reduction; decrease construction funding in FY2022.

**Request:**

**REVISION REQUESTED:**

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**Grand Total:**

| Total | $0     | $0    | $2,223,100 | $555,774 | $0 | $2,778,874 |

Source: NCTCOG

RTC Action

October 8, 2020
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**Request:** ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**Comment:** LOCAL CONTRIBUTION PAID BY DALLAS COUNTY
## PROPOSED NOVEMBER 2020 TIP MODIFICATIONS FOR RTC MEETING

<table>
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<tr>
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- Local: $0
- Local Cont.: $0
- Total: $23,000,000

**Grand Total:**
- Federal: $0
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- Regional: $25,000,000
- Local: $9,750,000
- Local Cont.: $0
- Total: $38,500,000

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### REVISION REQUESTED:

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**Phase Subtotal:**
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- Total: $2,000,000

**Grand Total:**
- Federal: $0
- State: $0
- Regional: $20,000,000
- Local: $1,015,000
- Local Cont.: $0
- Total: $21,015,000

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### Revisions since STTC Meeting:
- INCREASED LOCAL CONTRIBUTION FOR CONSTRUCTION IN FY2021;
- RE-ADDED ENVIRONMENTAL PHASE IN FY2013 AND ROW PHASE IN FY2016

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**TIP Code:** 20006  
**Facility:** IH 35E  
**Location/Limits From:** AT BELT LINE ROAD  
**Modification #:** 2021-0080

**Implementing Agency:** TXDOT-DALLAS  
**County:** DALLAS  
**City:** CARROLLTON  
**CSJ:** 0196-03-240

**Desc:** GRADE SEPARATION OF BELT LINE ROAD, FRONTAGE ROADS AND RAIL LINES (PART OF THE PHASED IMPLEMENTATION OF THE IH 35E CORRIDOR)

**Request:** INCREASE RTR FUNDING IN CONSTRUCTION PHASE IN FY2013 TO MATCH ACTUAL EXPENDITURES

**Comment:** CAT 12 FUNDS FROM TXDOT $2B FUNDING INITIATIVE, IH 30 PTF REPAYMENT FUND, AND TTC CONNECTIVITY FUNDS; LOCAL CONTRIBUTION PAID BY THE CITY OF CARROLLTON AND DALLAS COUNTY

---

Source: NCTCOG  
RTC Action  
October 8, 2020  
29 of 46
## PROPOSED NOVEMBER 2020 TIP MODIFICATIONS FOR RTC MEETING

### CURRENTLY APPROVED:

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**Phase Subtotal:** $62,425,924 $15,849,061 $3,239,515 $0 $9,500,000 $91,014,500

**Grand Total:** $62,425,924 $15,849,061 $3,885,855 $0 $9,500,000 $91,660,840

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**Phase Subtotal:** $62,425,924 $15,849,061 $3,239,515 $0 $9,500,000 $91,932,112

**Grand Total:** $62,425,924 $15,849,061 $4,157,127 $0 $9,500,000 $92,578,452

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Source: NCTCOG

RTC Action

October 8, 2020
## PROPOSED NOVEMBER 2020 TIP MODIFICATIONS FOR RTC MEETING

### TIP Code: 53104
#### Facility: SH 121
#### Location/Limits From: IH 820 in Hurst, E.
#### City: Hurst
#### Desc: Reconstruct Freeway 6 to 6 main lanes with auxiliary lanes, 0 to 4 concurrent HOV/managed lanes, 2/6 to 4/8 frontage roads (segment 1/2W)
#### Request: Revise scope to reconstruct freeway 6 to 6 main lanes with more lanes, 4 to 6 concurrent HOV/managed lanes, 4/8 to 4/8 frontage roads (Segment 1/2W); add new engineering phase to FY2021 and new construction phase to FY2023
#### Comment: Local contribution paid by CDA partner

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**Grand Total: $0 $0 $0 $0 $799,404,685 $799,404,685**

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**Grand Total: $0 $0 $0 $0 $882,404,685 $882,404,685**

Revisions since STTC Meeting: REVISED EXISTING NUMBER OF FRONTAGE LANE ROADS FROM 2/6 TO 2/8 IN THE REQUEST TO BE CONSISTENT WITH MOBILITY 2045

### TIP Code: 55279
#### Facility: FM 3325
#### Location/Limits From: FM 1886
#### City: Willow Park
#### Desc: Widen 2 lane rural to 4/6 lane urban divided
#### Request: Add project to the 2021-2024 Transportation Improvement Program (TIP) and the Statewide Transportation Improvement Program (STIP)

<table>
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**Grand Total: $8,800,000 $2,200,000 $0 $0 $11,000,000**

Source: NCTCOG

31 of 46

RTC Action

October 8, 2020
**PROPOSED NOVEMBER 2020 TIP MODIFICATIONS FOR RTC MEETING**

**TIP Code:** 13060.2  **Facility:** US 287  
**Location/Limits From:** LONE STAR RD.  
**Implemeting Agency:** TXDOT-FORT WORTH  
**Location/Limits To:** US 287 ENTRANCE RAMP  
**County:** JOHNSON  
**City:** MANSFIELD  
**CSJ:** 0171-10-017  
**Funding Source:** Federal  
**Modification #:** 2021-0096

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<td>CON</td>
<td>0171-10-017</td>
<td>STBG:</td>
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<td>$0</td>
<td>$0</td>
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<td>$1,500,000</td>
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</tbody>
</table>

**Grand Total:** $1,320,000  
$330,000  
$0  
$0  
$0  
$1,650,000

**REVISION REQUESTED:**

**FY**  
**Phase**  
**CSJ**  
**Funding Source**  
**Federal**  
**State**  
**Regional**  
**Local**  
**Local Cont.**  
**Total**

<table>
<thead>
<tr>
<th>FY</th>
<th>Phase</th>
<th>CSJ</th>
<th>Funding Source</th>
<th>Federal</th>
<th>State</th>
<th>Regional</th>
<th>Local</th>
<th>Local Cont.</th>
<th>Total</th>
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</thead>
<tbody>
<tr>
<td>2021</td>
<td>ROW</td>
<td>1605-01-015</td>
<td>SW ROW:</td>
<td>$0</td>
<td>$3,100,000</td>
<td>$0</td>
<td>$0</td>
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<td>$3,100,000</td>
</tr>
<tr>
<td>2021</td>
<td>UTIL</td>
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<td>SW ROW:</td>
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<td>$0</td>
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**Grand Total:** $40,000  
$4,610,000  
$0  
$0  
$0  
$4,650,000

**CURRENTLY APPROVED:**

**TIP Code:** 55247  
**Facility:** FM 1886  
**Location/Limits From:** FM 3325  
**Implemeting Agency:** TXDOT-FORT WORTH  
**Location/Limits To:** TARRANT COUNTY LINE  
**County:** PARKER  
**City:** AZLE  
**CSJ:** 1605-01-015  
**Modification #:** 2021-0097

<table>
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<th>Phase</th>
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<th>Funding Source</th>
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<th>Local</th>
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<th>Total</th>
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<tbody>
<tr>
<td>2021</td>
<td>ENG</td>
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<td>SW PE:</td>
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<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$3,100,000</td>
</tr>
<tr>
<td>2021</td>
<td>ROW</td>
<td>1605-01-015</td>
<td>SW ROW:</td>
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<td>$1,500,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$1,500,000</td>
</tr>
<tr>
<td>2021</td>
<td>UTIL</td>
<td>1605-01-015</td>
<td>SW ROW:</td>
<td>$40,000</td>
<td>$10,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$50,000</td>
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</table>

**Grand Total:** $40,000  
$4,610,000  
$0  
$0  
$0  
$4,650,000

**REVISION REQUESTED:**

**FY**  
**Phase**  
**CSJ**  
**Funding Source**  
**Federal**  
**State**  
**Regional**  
**Local**  
**Local Cont.**  
**Total**

<table>
<thead>
<tr>
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<th>CSJ</th>
<th>Funding Source</th>
<th>Federal</th>
<th>State</th>
<th>Regional</th>
<th>Local</th>
<th>Local Cont.</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>2021</td>
<td>ENG</td>
<td>1605-01-015</td>
<td>SW PE:</td>
<td>$0</td>
<td>$5,000,000</td>
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<td>$0</td>
<td>$0</td>
<td>$5,000,000</td>
</tr>
<tr>
<td>2021</td>
<td>ROW</td>
<td>1605-01-015</td>
<td>SW ROW:</td>
<td>$0</td>
<td>$3,000,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$3,000,000</td>
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<tr>
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**Grand Total:** $80,000  
$8,020,000  
$0  
$0  
$0  
$8,100,000

**Source:** NCTCOG  
RTC Action  
October 8, 2020
### PROPOSED NOVEMBER 2020 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 84161  
**Facility:** CS  
**Location/Limits From:** ON SUNRISE/FERRIS RD FROM LOOP 9 INTERCHANGE  
**Modification #:** 2021-0099

**Implementing Agency:** DALLAS CO  
**Location/Limits To:** SOUTH OF BELT LINE RD

**County:** DALLAS  
**City:** LANCASTER, WILMER, FERRIS

---

**Desc:** RECONSTRUCT AND WIDEN 2 LANE TO 4 LANE DIVIDED CONCRETE SECTION WITH DRAINAGE AND REPLACE BRIDGE OVER TEN MILE CREEK

**Request:** ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**Comment:** LOCAL CONTRIBUTION PAID BY DALLAS COUNTY

<table>
<thead>
<tr>
<th>FY</th>
<th>Phase</th>
<th>CSJ</th>
<th>Funding Source</th>
<th>Federal</th>
<th>State</th>
<th>Regional</th>
<th>Local</th>
<th>Local Cont.</th>
<th>Total</th>
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</thead>
<tbody>
<tr>
<td>2021</td>
<td>ENV</td>
<td>0000-08-122</td>
<td>Cat 3 - Local Contribution:</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
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<td>$500,000</td>
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<tr>
<td>2021</td>
<td>ENG</td>
<td>0000-08-122</td>
<td>Cat 3 - Local Contribution:</td>
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<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$2,200,000</td>
<td>$2,200,000</td>
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</table>

**Grand Total:** $0 | $0 | $0 | $0 | $2,700,000 | $2,700,000

---

**TIP Code:** 11630.6  
**Facility:** SH 180  
**Location/Limits From:** EAST OF HENSLEY  
**Modification #:** 2021-0101

**Implementing Agency:** GRAND PRAIRIE  
**Location/Limits To:** SOUTH OF GREAT SOUTHWEST PKWY

**County:** VARIOUS  
**City:** GRAND PRAIRIE

---

**Desc:** INSTALLATION OF 4 NEW CCTV CAMERAS AND 5 NEW DMS ALONG SH 180 TO FACILITATE TRAFFIC MANAGEMENT BY VIEWING TRAFFIC CONDITIONS VIA CCTV AND ADJUSTING SIGNAL TIMING AND PROVIDING FEEDBACK TO MOTORING PUBLIC VIA DMS

**Request:** REVISI FUNDING

<table>
<thead>
<tr>
<th>FY</th>
<th>Phase</th>
<th>CSJ</th>
<th>Funding Source</th>
<th>Federal</th>
<th>State</th>
<th>Regional</th>
<th>Local</th>
<th>Local Cont.</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>2021</td>
<td>ENG</td>
<td>0008-08-077</td>
<td>Cat 5:</td>
<td>$40,000</td>
<td>$10,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$50,000</td>
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<tr>
<td>2021</td>
<td>CON</td>
<td>0008-08-077</td>
<td>Cat 5:</td>
<td>$400,000</td>
<td>$100,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$500,000</td>
</tr>
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</table>

**Grand Total:** $440,000 | $110,000 | $0 | $0 | $550,000

---

**Revisions since STTC Meeting:** MODIFICATION HAS BEEN WITHDRAWN DUE TO FUNDING DECREASE NOT BEING NECESSARY

---

Source: NCTCOG  
RTC Action  
October 8, 2020
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.

<table>
<thead>
<tr>
<th>IMPLEMENTING AGENCY:</th>
<th>Identifies the lead public agency or municipality responsible for the project.</th>
</tr>
</thead>
<tbody>
<tr>
<td>APPORTIONMENT YEAR:</td>
<td>Identifies the apportionment year in which funds were committed to the project.</td>
</tr>
<tr>
<td>MODIFICATION #:</td>
<td>The number assigned to the modification request by North Central Texas Council of Governments (NCTCOG) staff.</td>
</tr>
<tr>
<td>REQUEST:</td>
<td>Describes the action being requested through the modification.</td>
</tr>
<tr>
<td>UZA:</td>
<td>Identifies the Urbanized Area in which the project is located.</td>
</tr>
<tr>
<td>COMMENT:</td>
<td>States any comments related to the project.</td>
</tr>
<tr>
<td>FUNDING SOURCE:</td>
<td>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: <a href="http://www.nctcog.org/trans/funds/transportation-improvement-program">www.nctcog.org/trans/funds/transportation-improvement-program</a></td>
</tr>
<tr>
<td>CURRENTLY APPROVED FUNDING TABLE:</td>
<td>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.</td>
</tr>
<tr>
<td>REVISION REQUESTED FUNDING TABLE:</td>
<td>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.</td>
</tr>
</tbody>
</table>

Sample TIP modification project listing for transit projects.
<table>
<thead>
<tr>
<th><strong>TIP CODE:</strong></th>
<th>The number assigned to a TIP project, which is how NCTCOG identifies a project.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>DESCRIPTION:</strong></td>
<td>Identifies the scope of work that will be completed in the project.</td>
</tr>
<tr>
<td><strong>FY:</strong></td>
<td>Identifies the fiscal years in which the project occurs.</td>
</tr>
<tr>
<td><strong>PROJECT TYPE:</strong></td>
<td>Identifies if the project is a capital, operating, or planning project.</td>
</tr>
<tr>
<td><strong>FUNDING TABLE:</strong></td>
<td>Provides funding breakdown for funds associated with that program of projects.</td>
</tr>
<tr>
<td><strong>REQUESTED REVISION BY PROJECT:</strong></td>
<td>Identifies the request at the TIP Code level.</td>
</tr>
</tbody>
</table>
### Proposed November 2020 Transit TIP Modifications for RTC Consideration

**Implementing Agency:** Community Transit Services  
**Request:** Refine FY2018 Program of Projects and add projects to the 2021-2024 Transportation Improvement Program (TIP) and the Statewide Transportation Improvement Program (STIP)  
**Comment:** 12,382 Transportation Development Credits (Cat 1 - TDC) utilized in lieu of a local match and are not calculated in funding total.

**Modification #:** 2021-0104  
**UZA:** Dallas-Fort Worth-Arlington  
**Funding Source:** Transit Section 5307 Funds

<table>
<thead>
<tr>
<th>TIP Code</th>
<th>Description</th>
<th>FY</th>
<th>Project Type</th>
<th>Federal</th>
<th>State</th>
<th>Regional</th>
<th>Local</th>
<th>TDC</th>
<th>Total</th>
<th>Revision Requested by Project</th>
</tr>
</thead>
<tbody>
<tr>
<td>12786.18</td>
<td>Preventive Maintenance</td>
<td>2021</td>
<td>Capital</td>
<td>$36,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>7,200</td>
<td>$43,200</td>
<td>$36,000 Add Project (MPO TDCs)</td>
</tr>
<tr>
<td>12827.18</td>
<td>Operating Assistance</td>
<td>2021</td>
<td>Operating</td>
<td>$37,180</td>
<td>$37,180</td>
<td>$0</td>
<td>$0</td>
<td>0</td>
<td>$74,360</td>
<td>$25,909 Delay to FY2021 and Add to TIP/STIP</td>
</tr>
<tr>
<td>12861.18</td>
<td>Mobility Management</td>
<td>2021</td>
<td>Capital</td>
<td>$25,909</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>5,182</td>
<td>$31,082</td>
<td>$25,909 Decrease Funding</td>
</tr>
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**Funding Table:**

<table>
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<tr>
<th>TIP Code</th>
<th>Description</th>
<th>FY</th>
<th>Project Type</th>
<th>Federal</th>
<th>State</th>
<th>Regional</th>
<th>Local</th>
<th>TDC</th>
<th>Total</th>
<th>Revision Requested by Project</th>
</tr>
</thead>
<tbody>
<tr>
<td>12037.20</td>
<td>Operating Assistance</td>
<td>2021</td>
<td>Operating</td>
<td>$1,087,777</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>0</td>
<td>$1,087,777</td>
<td>$2,175,554 Add Project</td>
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<tr>
<td>12904.20</td>
<td>Capital Cost of Contracting-VIA</td>
<td>2021</td>
<td>Capital</td>
<td>$2,000,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>0</td>
<td>$2,000,000</td>
<td>$2,500,000 Add Project</td>
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<tr>
<td>12906.20</td>
<td>Capital Cost of Contracting-Handitrans</td>
<td>2021</td>
<td>Capital</td>
<td>$480,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>96,000</td>
<td>$576,000</td>
<td>$480,000 Add Project (MPO TDCs)</td>
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<tr>
<td>12907.20</td>
<td>Preventive Maintenance</td>
<td>2021</td>
<td>Capital</td>
<td>$185,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>37,000</td>
<td>$222,000</td>
<td>$185,000 Add Project (MPO TDCs)</td>
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**Funding Table:**

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<th>TIP Code</th>
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<th>FY</th>
<th>Project Type</th>
<th>Federal</th>
<th>State</th>
<th>Regional</th>
<th>Local</th>
<th>TDC</th>
<th>Total</th>
<th>Revision Requested by Project</th>
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</thead>
<tbody>
<tr>
<td>12028.20</td>
<td>System Preventive Maintenance</td>
<td>2021</td>
<td>Capital</td>
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<td>$0</td>
<td>$12,695,572</td>
<td>0</td>
<td>$63,477,857</td>
<td>Increase Funding</td>
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<tr>
<td>12515.20</td>
<td>Acquisition of Security Equipment</td>
<td>2021</td>
<td>Capital</td>
<td>$592,774</td>
<td>$0</td>
<td>$0</td>
<td>$148,194</td>
<td>0</td>
<td>$740,968</td>
<td>$740,968 Delay to FY2021 and Add to TIP/STIP</td>
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</table>

**Revision Requested:**

**RTC Action:** October 8, 2020
## Proposed November 2020 Transit Tip Modifications for RTC Consideration

**Implementing Agency:** FORT WORTH TRANSPORTATION AUTHORITY  
**Apportionment Year:** FY2018 PROGRAM OF PROJECTS  
**Modification #:** 2021-0109  
**UZA:** DALLAS-FORT WORTH-ARLINGTON  
**Funding Source:** TRANSIT SECTION 5307 FUNDS

### Revision Requested:

<table>
<thead>
<tr>
<th>TIP Code</th>
<th>DESCRIPTION</th>
<th>FY</th>
<th>PROJECT TYPE</th>
<th>FEDERAL</th>
<th>STATE</th>
<th>REGIONAL</th>
<th>LOCAL</th>
<th>TDC</th>
<th>TOTAL</th>
<th>REVISION REQUESTED BY PROJECT</th>
</tr>
</thead>
<tbody>
<tr>
<td>12038.18</td>
<td>SYSTEM PREVENTIVE MAINTENANCE</td>
<td>2021</td>
<td>CAPITAL</td>
<td>$10,270,644</td>
<td>$0</td>
<td>$0</td>
<td>$2,567,662</td>
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<td>$12,838,306</td>
<td>DECREASE FUNDING AND ADD TO TIP/STIP</td>
</tr>
<tr>
<td>12390.18</td>
<td>PURCHASE REPLACEMENT VEHICLES</td>
<td>2021</td>
<td>CAPITAL</td>
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<td>$0</td>
<td>$529,412</td>
<td>0</td>
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<tr>
<td>12549.18</td>
<td>ADA PARATRANSPORT SERVICE</td>
<td>2021</td>
<td>CAPITAL</td>
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<td>$0</td>
<td>$300,000</td>
<td>0</td>
<td>$1,500,000</td>
<td>DELAY TO FY2021 AND ADD TO TIP/STIP</td>
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<td>12732.18</td>
<td>ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT</td>
<td>2021</td>
<td>CAPITAL</td>
<td>$0</td>
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<td>$0</td>
<td>DELETE PROJECT</td>
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<td>0</td>
<td>$228,669</td>
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**TOTAL:** $14,653,579 | $0 | $0 | $3,442,808 | 0 | $18,096,387

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### Revision Requested:

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<tr>
<th>TIP Code</th>
<th>DESCRIPTION</th>
<th>FY</th>
<th>PROJECT TYPE</th>
<th>FEDERAL</th>
<th>STATE</th>
<th>REGIONAL</th>
<th>LOCAL</th>
<th>TDC</th>
<th>TOTAL</th>
<th>REVISION REQUESTED BY PROJECT</th>
</tr>
</thead>
<tbody>
<tr>
<td>12038.20</td>
<td>SYSTEM PREVENTIVE MAINTENANCE</td>
<td>2021</td>
<td>CAPITAL</td>
<td>$12,629,709</td>
<td>$0</td>
<td>$0</td>
<td>$3,157,427</td>
<td>0</td>
<td>$15,787,136</td>
<td>DECREASE FUNDING</td>
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<tr>
<td>12068.20</td>
<td>ACQUISITION OF PASSENGER SHELTERS</td>
<td>2021</td>
<td>CAPITAL</td>
<td>$267,536</td>
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<td>PURCHASE REPLACEMENT VEHICLES</td>
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<td>$0</td>
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<td>$3,500,000</td>
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<td>ADA PARATRANSPORT SERVICE</td>
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<td>$0</td>
<td>$480,000</td>
<td>0</td>
<td>$2,400,000</td>
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<td>CAPITAL</td>
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<td>$0</td>
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<td>$0</td>
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<tr>
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<td>$500,000</td>
<td>0</td>
<td>$2,500,000</td>
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</table>

**TOTAL:** $21,376,253 | $0 | $0 | $5,125,313 | 0 | $26,501,566

---

Source: NCTCOG  
RTC Action October 8, 2020
### Proposed November 2020 Transit TIP Modifications for RTC Consideration

**Implementing Agency:** City of Grand Prairie  
**Apportionment Year:** FY2020 Program of Projects  
**Modification #:** 2021-0111  
**UZA:** Dallas-Fort Worth-Arlington  
**Funding Source:** Transit Section 5307 Funds

**Request:** Add projects to the 2021-2024 Transportation Improvement Program (TIP) and the Statewide Transportation Improvement Program (STIP)

**Comment:** 85,750 of Transportation Development Credits (Cat 1 - TDC) utilized in lieu of a local match and are not calculated in funding total

**Funding Request Table:**

<table>
<thead>
<tr>
<th>TIP Code</th>
<th>Description</th>
<th>FY</th>
<th>Project Type</th>
<th>Federal</th>
<th>State</th>
<th>Regional</th>
<th>Local</th>
<th>TDC</th>
<th>Total</th>
<th>Revision Requested By Project</th>
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**Implementing Agency:** City of Mesquite  
**Apportionment Year:** FY2020 Program of Projects  
**Modification #:** 2021-0112  
**UZA:** Dallas-Fort Worth-Arlington  
**Funding Source:** Transit Section 5307 Funds

**Request:** Add project to the 2021-2024 Transportation Improvement Program (TIP) and the Statewide Transportation Improvement Program (STIP)

**Revision Requested:**

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<tr>
<th>TIP Code</th>
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<th>Federal</th>
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**Implementing Agency:** North Central Texas Council of Governments  
**Apportionment Year:** FY2020 Program of Projects  
**Modification #:** 2021-0113  
**UZA:** Dallas-Fort Worth-Arlington  
**Funding Source:** Transit Section 5307 Funds

**Request:** Refine FY2020 Program of Projects and add projects to the 2021-2024 Transportation Improvement Program (TIP) and the Statewide Transportation Improvement Program (STIP)

**Comment:** 185,006 of Transportation Development Credits (Cat 1 - TDC) utilized in lieu of a local match and are not calculated in funding total

**Revision Requested:**

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<thead>
<tr>
<th>TIP Code</th>
<th>Description</th>
<th>FY</th>
<th>Project Type</th>
<th>Federal</th>
<th>State</th>
<th>Regional</th>
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<th>Total</th>
<th>Revision Requested By Project</th>
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Source: NCTCOG  
RTC Action: October 8, 2020
## Proposed November 2020 Transit TIP Modifications for RTC Consideration

### Request: ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

#### Revision Requested:

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<thead>
<tr>
<th>TIP Code</th>
<th>DESCRIPTION</th>
<th>FY</th>
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<td>12916.20</td>
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<td>ADD PROJECT (MPO TDCs)</td>
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<tr>
<td>12666.20</td>
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<td>2021</td>
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<tr>
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**Total:** $159,692 $0 $0 $75,224 $16,894 $234,916

### Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

### Apportionment Year: FY2020 PROGRAM OF PROJECTS

### Modification #: 2021-0114

### UZA: DENTON-LEWISVILLE

### Funding Source: TRANSIT SECTION 5307 FUNDS

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### Request: ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

#### Revision Requested:

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<tr>
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<td>64,000</td>
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**Total:** $320,000 $0 $0 $0 $64,000 $320,000

### Implementing Agency: NORTHEAST TRANSPORTATION SERVICES

### Apportionment Year: FY2020 PROGRAM OF PROJECTS

### Modification #: 2021-0115

### UZA: DALLAS-FORT WORTH-ARLINGTON

### Funding Source: TRANSIT SECTION 5307 FUNDS

---

### Request: ADD PROJECTS TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

#### Revision Requested:

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<thead>
<tr>
<th>TIP Code</th>
<th>DESCRIPTION</th>
<th>FY</th>
<th>PROJECT TYPE</th>
<th>FEDERAL</th>
<th>STATE</th>
<th>REGIONAL</th>
<th>LOCAL</th>
<th>TDC</th>
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<th>REVISION REQUESTED</th>
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<td>12246.20</td>
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<tr>
<td>12932.20</td>
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<td>CAPITAL</td>
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**Total:** $159,692 $0 $0 $75,224 $16,894 $234,916

### Implementing Agency: PUBLIC TRANSIT SERVICES

### Apportionment Year: FY2020 PROGRAM OF PROJECTS

### Modification #: 2021-0116

### UZA: DALLAS-FORT WORTH-ARLINGTON

### Funding Source: TRANSIT SECTION 5307 FUNDS

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Source: NCTCOG

RTC Action

October 8, 2020
## PROPOSED NOVEMBER 2020 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

### Modification # 2021-0117

**Implementing Agency:** SPAN, INC.  
**Apportionment Year:** FY2020 PROGRAM OF PROJECTS  
**Request:** ADD PROJECTS TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
**UZA:** DALLAS-FORT WORTH-ARLINGTON  
**Funding Source:** TRANSIT SECTION 5307 FUNDS  
**Comment:** 41,712 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

### Revision Requested:

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<tr>
<th>TIP Code</th>
<th>DESCRIPTION</th>
<th>FY</th>
<th>PROJECT TYPE</th>
<th>FEDERAL</th>
<th>STATE</th>
<th>REGIONAL</th>
<th>LOCAL</th>
<th>TDC</th>
<th>TOTAL</th>
<th>REVISION REQUESTED BY PROJECT</th>
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</thead>
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<tr>
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### Modification # 2021-0118

**Implementing Agency:** STAR TRANSIT  
**Apportionment Year:** FY2020 PROGRAM OF PROJECTS  
**Request:** ADD PROJECTS TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
**UZA:** DALLAS-FORT WORTH-ARLINGTON  
**Funding Source:** TRANSIT SECTION 5307 FUNDS  
**Comment:** 111,800 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

### Revision Requested:

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### Modification # 2021-0119

**Implementing Agency:** FORT WORTH TRANSPORTATION AUTHORITY  
**Apportionment Year:** FY2020 PROGRAM OF PROJECTS  
**Request:** ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
**UZA:** DALLAS-FORT WORTH-ARLINGTON  
**Funding Source:** TRANSIT SECTION 5310 FUNDS  
**Comment:** 40,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

### Revision Requested:

<table>
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<tr>
<th>TIP Code</th>
<th>DESCRIPTION</th>
<th>FY</th>
<th>PROJECT TYPE</th>
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</table>
### Proposed November 2020 Transit TIP Modifications for RTC Consideration

**Implementing Agency:** City of Grand Prairie  
**Request:** Add Project to the 2021-2024 Transportation Improvement Program (TIP) and the Statewide Transportation Improvement Program (STIP)  
**Apportionment Year:** FY 2020 Program of Projects  
**Modification #:** 2021-0120  
**UZA:** Dallas-Fort Worth-Arlington  
**Funding Source:** Transit Section 5310 Funds

#### Revision Requested: April 13, 2020

**TIP Code** | **DESCRIPTION** | **FY** | **PROJECT TYPE** | **TDC** | **LOCAL** | **REGIONAL** | **STATE** | **FEDERAL** | **TOTAL** | **Revision Requested**  
---|---|---|---|---|---|---|---|---|---|---  
12650.20 | Operating Assistance | 2021 | Operating | 0 | 0 | 0 | 0 | 0 | 0 | $524,000  
**Request:** Add Project to the 2021-2024 Transportation Improvement Program (TIP) and the Statewide Transportation Improvement Program (STIP)

#### Revision Requested: November 16, 2020

**TIP Code** | **DESCRIPTION** | **FY** | **PROJECT TYPE** | **TDC** | **LOCAL** | **REGIONAL** | **STATE** | **FEDERAL** | **TOTAL** | **Revision Requested**  
---|---|---|---|---|---|---|---|---|---|---  
12678.20 | Program Administration | 2021 | Capital | 0 | 0 | 0 | 0 | 0 | 0 | $389,093  
**Request:** Add Project to the 2021-2024 Transportation Improvement Program (TIP) and the Statewide Transportation Improvement Program (STIP)

#### Revision Requested: November 16, 2020

**TIP Code** | **DESCRIPTION** | **FY** | **PROJECT TYPE** | **TDC** | **LOCAL** | **REGIONAL** | **STATE** | **FEDERAL** | **TOTAL** | **Revision Requested**  
---|---|---|---|---|---|---|---|---|---|---  
12677.20 | Program Administration | 2021 | Capital | 0 | 0 | 0 | 0 | 0 | 0 | $24,170  
**Request:** Add Project to the 2021-2024 Transportation Improvement Program (TIP) and the Statewide Transportation Improvement Program (STIP)

#### Revision Requested: November 16, 2020

**TIP Code** | **DESCRIPTION** | **FY** | **PROJECT TYPE** | **TDC** | **LOCAL** | **REGIONAL** | **STATE** | **FEDERAL** | **TOTAL** | **Revision Requested**  
---|---|---|---|---|---|---|---|---|---|---  
12653.20 | Purchase of Service | 2021 | Capital | 83,200 | 0 | 0 | 0 | 0 | 0 | $416,000  
**Request:** Add Project to the 2021-2024 Transportation Improvement Program (TIP) and the Statewide Transportation Improvement Program (STIP)

Source: NCTCOG
# Proposed November 2020 Transit TIP Modifications for RTC Consideration

## Apportionment Year: FY2017 Program of Projects

### Modification #: 2021-0125

**Request:** ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); FUNDING IS OFFSETS A DECREASE ON TIP 12752.17

**Implementing Agency:** SPAN, INC.

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Funding Source:** TRANSIT SECTIONS 5310 FUNDS

**Comment:** 135,400 TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

<table>
<thead>
<tr>
<th>TIP Code</th>
<th>Description</th>
<th>FY</th>
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<th>State</th>
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<tr>
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<td>Purchase of Service</td>
<td>2021</td>
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<td>ADD PROJECT (TIP MPO); FROM TIP CODE 12752.17</td>
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**Revision Requested:** Total: $677,000

## Apportionment Year: FY2020 Program of Projects

### Modification #: 2021-0126

**Request:** ADD PROJECTS TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**Implementing Agency:** SPAN, INC.

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Funding Source:** TRANSIT SECTIONS 5310 FUNDS

**Comment:** 13,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

<table>
<thead>
<tr>
<th>TIP Code</th>
<th>Description</th>
<th>FY</th>
<th>Project Type</th>
<th>Federal</th>
<th>State</th>
<th>Regional</th>
<th>Local</th>
<th>TDC</th>
<th>Total</th>
<th>Revision Requested</th>
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</thead>
<tbody>
<tr>
<td>12919.20</td>
<td>Purchase of Service - The Colony</td>
<td>2021</td>
<td>Capital</td>
<td>$30,000</td>
<td>$0</td>
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<td>$0</td>
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<td>$30,000</td>
<td>ADD PROJECT (MPO TDCs)</td>
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<tr>
<td>12920.20</td>
<td>Purchase of Service - Little Elm</td>
<td>2021</td>
<td>Capital</td>
<td>$35,000</td>
<td>$0</td>
<td>$0</td>
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<td>7,000</td>
<td>$35,000</td>
<td>ADD PROJECT (MPO TDCs)</td>
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</table>

**Revision Requested:** Total: $65,000

## Apportionment Year: FY2020 Program of Projects

### Modification #: 2021-0127

**Request:** ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); FUNDING IS OFFSETS A DECREASE ON TIP 12752.17

**Implementing Agency:** STAR TRANSIT

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Funding Source:** TRANSIT SECTIONS 5310 FUNDS

<table>
<thead>
<tr>
<th>TIP Code</th>
<th>Description</th>
<th>FY</th>
<th>Project Type</th>
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<tbody>
<tr>
<td>12704.20</td>
<td>Purchase of Service</td>
<td>2021</td>
<td>Capital</td>
<td>$485,072</td>
<td>$0</td>
<td>$0</td>
<td>$121,268</td>
<td>0</td>
<td>$606,340</td>
<td>ADD PROJECT</td>
</tr>
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</table>

**Revision Requested:** Total: $485,072

---

Source: NCTCOG

RTC Action

October 8, 2020
## Proposed November 2020 Transit TIP Modifications for RTC Consideration

**Implementing Agency:** Dallas Area Rapid Transit  
**Apportionment Year:** FY2019 Program of Projects  
**Modification #:** 2021-0128  
**UZA:** Dallas-Fort Worth-Arlington  
**Funding Source:** Transit Section 5312 Funds

### Revision Requested:

<table>
<thead>
<tr>
<th>TIP Code</th>
<th>DESCRIPTION</th>
<th>FY</th>
<th>PROJECT TYPE</th>
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<th>STATE</th>
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</thead>
<tbody>
<tr>
<td>12937.19</td>
<td>Human Trafficking Awareness Program</td>
<td>2021</td>
<td>Capital</td>
<td>$49,600</td>
<td>$0</td>
<td>$0</td>
<td>$12,400</td>
<td>0</td>
<td>$62,000</td>
<td>Add Project</td>
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</table>

### Implementation:
- **Implementing Agency:** Dallas Area Rapid Transit  
- **Apportionment Year:** FY2020 Program of Projects  
- **Modification #:** 2021-0129  
- **UZA:** Dallas-Fort Worth-Arlington  
- **Funding Source:** Transit Section 5339 Funds

### Revision Requested:

<table>
<thead>
<tr>
<th>TIP Code</th>
<th>DESCRIPTION</th>
<th>FY</th>
<th>PROJECT TYPE</th>
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<th>STATE</th>
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<tbody>
<tr>
<td>12928.20</td>
<td>Comprehensive Payment System</td>
<td>2021</td>
<td>Capital</td>
<td>$4,752,742</td>
<td>$0</td>
<td>$0</td>
<td>$1,188,186</td>
<td>0</td>
<td>$5,940,928</td>
<td>Increase Funding</td>
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### Implementation:
- **Implementing Agency:** Denton County Transportation Authority  
- **Apportionment Year:** FY2020 Program of Projects  
- **Modification #:** 2021-0130  
- **UZA:** Denton-Lewisville  
- **Funding Source:** Transit Section 5339 Funds

### Revision Requested:

<table>
<thead>
<tr>
<th>TIP Code</th>
<th>DESCRIPTION</th>
<th>FY</th>
<th>PROJECT TYPE</th>
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<tbody>
<tr>
<td>12726.20</td>
<td>Purchase Replacement Vehicles</td>
<td>2021</td>
<td>Capital</td>
<td>$538,298</td>
<td>$0</td>
<td>$0</td>
<td>$94,994</td>
<td>0</td>
<td>$633,292</td>
<td>Add Project</td>
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### Implementation:
- **Implementing Agency:** Fort Worth Transportation Authority  
- **Apportionment Year:** FY2020 Program of Projects  
- **Modification #:** 2021-0131  
- **UZA:** Dallas-Fort Worth-Arlington  
- **Funding Source:** Transit Section 5339 Funds

### Revision Requested:

<table>
<thead>
<tr>
<th>TIP Code</th>
<th>DESCRIPTION</th>
<th>FY</th>
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<tbody>
<tr>
<td>12728.20</td>
<td>Purchase Replacement Vehicles</td>
<td>2021</td>
<td>Capital</td>
<td>$2,236,584</td>
<td>$0</td>
<td>$0</td>
<td>$559,146</td>
<td>0</td>
<td>$2,795,730</td>
<td>Increase Funding</td>
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## Source
- NCTCOG  
- RTC Action
- October 8, 2020
## Proposed November 2020 Transit TIP Modifications for RTC Consideration

**Apportionment Year:** FY2018 Program of Projects  
**Modification #:** 2021-0132  
**Implementing Agency:** City of McKinney  
**Request:** Add project to the 2021-2024 Transportation Improvement Program (TIP) and the Statewide Transportation Improvement Program (STIP)  
**UZA:** McKinney  
**Funding Source:** Transit Section 5339 Funds  
**Comment:** 11,125 of Transportation Development Credits (Cat 1 - TDC) utilized in lieu of a local match and are not calculated in funding total  

### Revision Requested:

<table>
<thead>
<tr>
<th>TIP Code</th>
<th>Description</th>
<th>FY</th>
<th>Project Type</th>
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</tr>
</thead>
<tbody>
<tr>
<td>12938.18</td>
<td>Purchase Expansion Vehicles</td>
<td>2021</td>
<td>Capital</td>
<td>$55,610</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>11,125</td>
<td>$55,610</td>
<td>Add project; TDCs awarded by TxDOT</td>
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**Apportionment Year:** FY2020 Program of Projects  
**Modification #:** 2021-0133  
**Implementing Agency:** City of McKinney  
**Request:** Add project to the 2021-2024 Transportation Improvement Program (TIP) and the Statewide Transportation Improvement Program (STIP)  
**UZA:** McKinney  
**Funding Source:** Transit Section 5339 Funds  
**Comment:** 9,503 of Transportation Development Credits (Cat 1 - TDC) utilized in lieu of a local match and are not calculated in funding total  

### Revision Requested:

<table>
<thead>
<tr>
<th>TIP Code</th>
<th>Description</th>
<th>FY</th>
<th>Project Type</th>
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</thead>
<tbody>
<tr>
<td>12938.20</td>
<td>Purchase Expansion Vehicles</td>
<td>2021</td>
<td>Capital</td>
<td>$47,511</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>9,503</td>
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<td>Add project (MPO TDCs)</td>
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**Apportionment Year:** FY2020 Program of Projects  
**Modification #:** 2021-0134  
**Implementing Agency:** North Central Texas Council of Governments  
**Request:** Add projects to the 2021-2024 Transportation Improvement Program (TIP) and the Statewide Transportation Improvement Program (STIP)  
**UZA:** Dallas-Fort Worth-Arlington  
**Funding Source:** Transit Section 5339 Funds  
**Comment:** 135,404 of Transportation Development Credits (Cat 1 - TDC) utilized in lieu of a local match and are not calculated in funding total  

### Revision Requested:

<table>
<thead>
<tr>
<th>TIP Code</th>
<th>Description</th>
<th>FY</th>
<th>Project Type</th>
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</tr>
</thead>
<tbody>
<tr>
<td>12736.20</td>
<td>Purchase Replacement Vehicles</td>
<td>2021</td>
<td>Capital</td>
<td>$600,355</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>120,071</td>
<td>$600,355</td>
<td>Add project (MPO TDCs)</td>
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<tr>
<td>12793.20</td>
<td>Project Administration</td>
<td>2021</td>
<td>Capital</td>
<td>$76,663</td>
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<td>$0</td>
<td>$0</td>
<td>15,333</td>
<td>$76,663</td>
<td>Add project (MPO TDCs)</td>
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**Revision Requested:**

<table>
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<tr>
<th>TIP Code</th>
<th>Description</th>
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</thead>
<tbody>
<tr>
<td>12736.20</td>
<td>Purchase Replacement Vehicles</td>
<td>2021</td>
<td>Capital</td>
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<td>$0</td>
<td>$0</td>
<td>135,404</td>
<td>$677,018</td>
<td>Add project (MPO TDCs)</td>
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Source: NCTCOG  
RTC Action  
October 8, 2020
### PROPOSED NOVEMBER 2020 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

**Implementing Agency:** FORT WORTH TRANSPORTATION AUTHORITY  
**Apportionment Year:** FY2020 PROGRAM OF PROJECTS  
**Request:** ADD PROJECTS TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
**Modification #:** 2021-0135  
**UZA:** DALLAS-FORT WORTH-ARLINGTON  
**Funding Source:** TRANSIT SECTION CARES ACT 5307 FUNDS

#### FUNDING TABLE:

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<tr>
<th>TIP Code</th>
<th>DESCRIPTION</th>
<th>FY</th>
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<tr>
<td>12939.20</td>
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<td>0</td>
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<tr>
<td>12940.20</td>
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<td>2021</td>
<td>CAPITAL</td>
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<td>$0</td>
<td>$0</td>
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<td>$1,489,308</td>
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<td>TOTAL:</td>
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**Implementing Agency:** CITY OF ARLINGTON  
**Apportionment Year:** FY2020 PROGRAM OF PROJECTS  
**Request:** ADD PROJECTS TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
**Modification #:** 2021-0136  
**UZA:** DALLAS-FORT WORTH-ARLINGTON  
**Funding Source:** TRANSIT SECTION CARES ACT 5307 FUNDS

#### FUNDING TABLE:

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<th>DESCRIPTION</th>
<th>FY</th>
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<tbody>
<tr>
<td>12941.20</td>
<td>OPERATING ASSISTANCE - VIA EXPANSION</td>
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<tr>
<td>12943.20</td>
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<tr>
<td>12944.20</td>
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<td>12945.20</td>
<td>PURCHASE REPLACEMENT VEHICLES - HANDITRAN</td>
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<td>TOTAL:</td>
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</table>
PROPOSED NOVEMBER 2020 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS
Apportionment Year: FY2020 PROGRAM OF PROJECTS
Modification #: 2021-0137
Request: CHANGE PROJECT LISTING TO ALL RTC LOCAL; REMOVE LOCAL CONTRIBUTION FROM PROJECT LISTING
Comment: FEDERAL PORTION WAS AWARDED THROUGH FTA COMPETITIVE GRANT (LOCAL CONTRIBUTION IS IN-KIND FROM COMMUNITY COUNCIL OF GREATER DALLAS)

<table>
<thead>
<tr>
<th>TIP Code</th>
<th>DESCRIPTION</th>
<th>FY</th>
<th>PROJECT TYPE</th>
<th>FEDERAL</th>
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<th>LOCAL</th>
<th>TDC</th>
<th>TOTAL</th>
<th>REVISION REQUESTED</th>
</tr>
</thead>
<tbody>
<tr>
<td>12921.20</td>
<td>FTA ACCESS AND MOBILITY GRANT: VARIOUS LOCATIONS IN 16-COUNTY REGION; REGIONAL MOBILITY MANAGEMENT PROGRAM TO IMPROVE COORDINATION OF TRANSPORTATION SERVICES AND MEDICAL SERVICES ACROSS THE REGION</td>
<td>2021</td>
<td>PLANNING</td>
<td>$511,106</td>
<td>$0</td>
<td>$127,777</td>
<td>$0</td>
<td>0</td>
<td>$638,883</td>
<td>REVISE PROJECT LISTING TO ALL RTC LOCAL; REMOVE LOCAL CONTRIBUTION FROM PROJECT LISTING</td>
</tr>
</tbody>
</table>

TOTAL: $511,106 $0 $127,777 $0 0 $638,883

Source: NCTCOG
RTC Action
October 8, 2020
COMPUTER EQUIPMENT AND HARDWARE

Action: Request Regional Transportation Council Local Funds due to Federal Buy America Requirements

Computer Turnover, Software, & New Employees* $390,000 (Budgeted as TPF)

COVID-19 Hybrid Office** $260,000 (New + $390,000)

Total: $650,000 RTC Local Funds

*Funds will be reprogrammed to other activities.

**Equipment and Hardware will be cycled into regular use as COVID-19 restrictions are relieved, reducing future purchases. This is an approximate number that is currently being refined.
NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS’ STRATEGIC TRAFFIC SIGNAL PROGRAM

Regional Transportation Council
Natalie Bettger
October 8, 2020
Current Traffic Signal Retiming Program

• Call for Projects
• Selection based on volume, environmental justice, communication, multi-modal, multi-jurisdictional, data cloud, number of locations, etc.
• Data collection – before and after conditions
• Utilize contractors to develop traffic signal timing plans
• Offered separate program for equipment upgrades
• Track traffic signal layers in GIS
Traffic Signal Map

Traffic Signals in the North Central Texas Council of Governments Region

Legend
- Traffic Signals

6576 Signals
Proposed Approach

1. Establish Regional Minimum Standards, Policies, and/or Goals
2. Traffic Signal Assessment by Signal
3. Traffic Signal Performance Evaluation
4. Identify Traffic Signals that Need Improvements
5. Continue Monitoring and Maintenance
6. Fund Improvements
Regional Standards, Policies, and/or Goals

Phase 1

• Traffic Signal Equipment Minimum Standards
• Minimum Maintenance Standards

Future Phase:

• Communications
• Data Sharing
• Cycle Lengths
• Clearance Times
• Joint Operations
• Eliminate Left Turns / Michigan Left
• Flashing Yellow Arrow
• Others
Traffic Signal Assessment by Signal

1. Assets at Each Signal Intersection
2. Based on Minimum Equipment Standards
3. Develop Survey
4. Develop Live Web Interface with Log-In
5. City Staff or Consultant Assistance
6. Allows for Continuous Updates
Traffic Signal Performance Measures

Region-Wide Data - Pilot to Test Platforms and Evaluate

1) Safety
   • Crashes

2) Performance
   • Intersection Delay
   • Ratio of Arrival on Red/Green
   • Travel Times
   • Origin/Destination
   • Multiple Jurisdictional Pass Thru Traffic
   • Others
Fund Improvements

Traffic Signal Equipment + Traffic Signal Performance = Identify Need

1. Signal Retiming
2. Signal Equipment
3. Signal Software
4. Capacity Improvement
5. Others

Funds to Continue to Operate and Maintain
Traffic Signal Data and Monitoring

• Integrate System to Share Data
• Monitor Assets
• Monitor Performance
• Set Triggers
  - Maintenance
  - Operations
  - Capacity
  - Jurisdictional Incompatibility
Existing Funding – Staff / Existing Consultant

- Develop Traffic Signal Minimum Equipment Standards
- Develop Survey Questions
- Develop Online Interface

Timeframe: Fall 2020 – Spring 2021
Future Funding (FY 2021 and 2023)

Evaluate Performance Monitoring Platforms – Pilot
Set Thresholds
Apply to Survey and Performance Monitoring
Select and Fund Improvements
Continue to Monitor and Maintain

Timeframe: Summer 2021 and Beyond
Complementary Pilot Projects

Emergency Vehicle Pre-emption
Impact of Emergency Vehicle Pre-emption on Traffic Signal Operations
Submitted TxDOT Research Statement
If Not Accepted, Identify Other Funding

Optimized Freight Movement Project
Freight Hubs Linked to Expressway Through Improved Traffic Signal Operations
$5 Million to Review and Implement
Findings Feed Into Regional Traffic Signal Program
Questions, Feedback, Other Ideas

**Natalie Bettger**  
Senior Program Manager  
nbettger@nctcog.org  
817-695-9280

**Gregory Masota**  
Transportation Planner  
gmasota@nctcog.org  
817-695-9264

**Marian Thompson, P.E.**  
Transportation System Operations Supervisor  
mthompson@nctcog.org  
817-608-2336
TO: Regional Transportation Council  DATE: September 28, 2020
(Primary and Alternate Members)
Mayors, City Managers
Surface Transportation Technical Committee
County Sheriffs, Police Chiefs, Fire Chiefs
Medical Examiners and Transportation Providers

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

SUBJECT: Announcement for the November 2020 “Virtual” Traffic Incident Management Executive Level Course

As the Metropolitan Planning Organization for the Dallas-Fort Worth area, the North Central Texas Council of Governments (NCTCOG) developed Traffic Incident Management (TIM) Training courses to initiate a common, coordinated response to traffic incidents that will build partnerships, enhance safety for emergency personnel, reduce upstream traffic accidents, improve the efficiency of the transportation system, and improve air quality in the Dallas-Fort Worth region. In 2019, the 16-county Dallas-Fort Worth region experienced 130,342 total reportable crashes, of which 44,554 were injury crashes, and 679 were fatal crashes. These statistics prove that training for agencies responsible for managing and clearing traffic incidents is extremely important and have demonstrated the ability to improve responder and motorist safety and to significantly reduce the length and size of roadway closures.

Since February 2003, 116 classes have been offered at the first responder level to 3,240 students in the areas of police, fire, department of public safety, towing, EMS, Mobility Assistance Patrol, transportation agencies, and media representatives. Additionally, since February 2005, 29 classes have been offered at the executive level to 1,027 decision and policy makers. It is important to note that the NCTCOG TIM Training Course is equivalent to the course offered by Federal Highway Administration (FHWA); however, the NCTCOG course content is specific to the North Central Texas region. NCTCOG TIM Training Course participants can also earn continuing education credit for Texas Commission on Law Enforcement (TCOLE), Track Type II Fire, and Texas Department of State Health Services for EMS. For your reference, summaries of the regional attendance levels for the NCTCOG’s First Responder and Manager Course and the Executive Level Course can be found on NCTCOG’s Traffic Incident Management Training web page www.nctcog.org/TIM.

Although the NCTCOG TIM training has been very successful, it can be even more successful with the assistance and continual involvement of decision makers such as you. In order to have compliance at the first responder level, it is of vital importance that agency decision makers have an understanding of what is required of all responders during an incident; this includes police officers, fire fighters, tow truck operators, roadway construction crews, and mobility assistance crews, etc. Understanding the importance of incident management training, the Texas Commission on Fire Protection passed Rule 435.29 in July 2015, which requires completion of a minimum four-hour FHWA Traffic Incident Management program for all certified
firefighters before December 1, 2020. Additionally, TCOLE incorporated a four-hour TIM training component into the Basic Peace Officer Course curriculum for new cadets/recruits as of April 1, 2020.

The Executive Level Course provides you with an overview of the two-day First Responder and Manager Course. Additionally, the Executive Level Course also includes a preview of the updated ANSI vest standards. Those agencies that have participated in the training prior to 2013 are strongly encouraged to attend again, as major course updates have occurred since then, as well as updates to legislation and best practices.

Due to concerns and restrictions related to COVID-19, we are hosting the TIM ELC “virtually”. You are invited to attend the free virtual Traffic Incident Management Executive Level Course scheduled for Thursday, November 5, from 10 am to 12 pm. A link to the meeting information is included at www.nctcog.org/TIMTraining.

To RSVP for this virtual course, please contact Barbara Walsh of NCTCOG at 817/695-9245 or bwalsh@nctcog.org. We look forward to your participation on November 5, 2020.

Michael Morris, P.E.

CF:bw

cc: Natalie Bettger, Senior Program Manager, NCTCOG
Assistant Fire Chief John Glover, Town of Flower Mound Fire Department
Lieutenant Daniel Plumer, Dallas County Sheriff’s Department
High-Occupancy Vehicle Quarterly Report

Regional Transportation Council
October 8, 2020
Berrien Barks
Near Term Managed Lane System Openings

Current Express/HOV + New Managed Lanes
- Current Express/HOV Lanes
- New TEXpress Managed Lanes
- Transitional
- High - Occupancy Vehicle Lane
- Major Roadways

Project Completed
Project Nearing or Under Construction

Segment 3C
Opening 2023
Open 2017
Open 2015

Segment 3B
Open 2017
Open 2014
Open 2015

Segment 3A
Open 2018
Open 2014
Open 2015

Segments 1 & 2W
Open 2014
Open 2016

HOT Conversion
Open 2016

North Central Texas Council of Governments
Toll Managed Lane Data Monitoring

**Cumulative December 2013 – July 2020**

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

$5,878,122 as of July 2020

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

$12,407 from October 2014 – July 2020

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

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

Have there been any additional NTTA customer service needs?

*No, minimal impact*

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

*No*
# Toll Managed Lane Data Monitoring

## Cumulative December 2013 – July 2020

<table>
<thead>
<tr>
<th>Facility</th>
<th>HOV 2+ Subsidy Costs</th>
<th>NTTA Customer Service (Additional Needs)</th>
<th>Project Performance Events (Speeds &lt; 35 mph)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>North Tarrant Express</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• SH 183/121 from IH 35W to SH 121</td>
<td>$2,706,903</td>
<td>Negligible</td>
<td>0</td>
</tr>
<tr>
<td>• IH 35W from IH 30 to US 287</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>LBJ Express</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• IH 635 from Preston Road to Greenville Avenue</td>
<td>$3,171,219</td>
<td>Negligible</td>
<td>0</td>
</tr>
<tr>
<td>• IH 35E from Loop 12 to IH 635</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>DFW Connector</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SH 114 from Kimball Avenue to Freeport Parkway</td>
<td>N/A</td>
<td>Negligible</td>
<td>0</td>
</tr>
<tr>
<td><strong>IH 30 Managed Lanes</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>IH 30 from SH 161 to Westmoreland Road</td>
<td>N/A</td>
<td>Negligible</td>
<td>0</td>
</tr>
<tr>
<td><strong>IH 35E Managed Lanes</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>IH 35E from FM 2181 (Teasley) to LBJ</td>
<td>N/A</td>
<td>Negligible</td>
<td>0</td>
</tr>
</tbody>
</table>
Update

Automated Vehicle Occupancy Verification

Through Monday, August 31, 2020
HOV Users
January 24 – August 31, 2020

Users: 33,533
Vehicles: 35,543
Occupant Passes: 6,238
HOV Discount Data Monitoring
January 24 – August 31, 2020

Total Transactions – 677,454
   LBJ/NTE Partners – 395,537
   TxDOT – 281,914
Total HOV Transactions – 316,694 (~47%)
   LBJ/NTE Partners – 175,214
   TxDOT – 141,480
Unique Transactions – 22,045
Future Data Items

• Total and HOV Transactions by Corridor
• Average Speed on Managed Lane by Corridor
• Average Speed on General Purpose Lanes by Corridor
• Others?
Questions/Contacts

**Natalie Bettger**  
Senior Program Manager  
[nbettger@nctcog.org](mailto:nbettger@nctcog.org)  
817-695-9280

**Dan Lamers**  
Senior Program Manager  
[dlamers@nctcog.org](mailto:dlamers@nctcog.org)  
817-695-9263

**Amanda Wilson**  
Program Manager  
[awilson@nctcog.org](mailto:awilson@nctcog.org)  
817-695-9284

**Berrien Barks**  
Program Manager  
[bbarks@nctcog.org](mailto:bbarks@nctcog.org)  
817-695-9282
Exceedance Level indicates daily maximum eight-hour average ozone concentration.
Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the revised ozone standard of 70 ppb.

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

As of September 28, 2020, the 2015 Standard of ≤ 70 ppb (Marginal by 2021) has been met, while the 2008 Standard of ≤ 75 ppb (Serious by 2021) and the 1997 Standard of < 85 ppb (Revoked) have also been met.
August 31, 2020

Ms. Carol Baylor
Communications Specialist
North Central Texas Council of Governments
Transportation Department
P.O. Box 5888
Arlington, TX 76005-5888

Dear Carol:

Enclosed are my questions & comments on your latest updates. You asked that they be submitted by Sept 9.

Thank you.

Sincerely,

[Signature]

Phyllis H Silver
15720 Artist Way Apt 4912
Addison, TX 75001

Enclosure

SEP - 4 2020

TRANSPORTATION
Comments & Questions to Submit

By 9/19/2020

Handout: Interstate Highway 45 Zero-Emission Vehicle Corridor Plan Update

Comment: I am pleased that there is a continuing effort to improve our air quality.

Handout: Draft 2020 Transportation Alternatives Question Program Call for Projects (FY21-22-23)

Page 3 - Dallas TxDOT District #15 Town of Addison

Question: Where in Addison is this (cross streets)?

Handout: Transportation Alternatives 2020 Call for Projects Recommendations for the North Central Texas Region

Question - 152 - What are Road Diets?

Comment: I recommend safer pedestrian access when taking public transportation to travel to hospitals. For example, in the City of Dallas, when taking a bus eastbound along Forest Lane and going to Medical City Dallas, there is not a safe way to get
across the streets to the hospital. The Medical City Shuttle from the Forest Lane Train Station only runs during certain times of the day, so this is not a good alternative.

Handout: Changing Mobility
Data Insights, e.g. Delivering Innovative Projects During COVID Recovery

Comment: I commend you for quantifying the changes in various measures between last year and this year to study the impact of COVID-19.

Phyllis Silve
8/31/2020
MINUTES

REGIONAL TRANSPORTATION COUNCIL ONLINE INPUT OPPORTUNITY

Fiscal Year 2020 Public Transportation Funding: Program of Projects

Heavy-Duty Vehicle Emissions Impact Study

Electric Vehicle Infrastructure Funding & Other Clean Vehicle Incentives

Optimizing Freight Movement Project

Proposed Modifications to the List of Funded Projects

Online Public Input Opportunity Dates

Tuesday, September 8, 2020 - Wednesday, October 7, 2020 – The North Central Texas Council of Governments (NCTCOG) posted information at www.nctcog.org/input for public review and comment.

Purpose and Topics

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

1. Fiscal Year 2020 Public Transportation Funding: Program of Projects
2. Heavy-Duty Vehicle Emissions Impact Study
3. Electric Vehicle Infrastructure Funding & Other Clean Vehicle Incentives
4. Optimizing Freight Movement Project
5. Proposed Modifications to the List of Funded Projects

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

Summary of Presentations


Public transportation is part of a comprehensive transportation system and includes various types of services, such as fixed route, commuter, demand response and rail. Investing in these
modes has a positive economic impact within communities, provides access for people with mobility impairments, reduces roadway congestion and improves air quality.

Three urbanized areas, Dallas-Fort Worth-Arlington, Denton-Lewisville and McKinney, are eligible to receive formula funds through the Programs of Projects. There are four federal funding programs for the aforementioned areas:

- Urbanized Area Formula
- Enhanced Mobility of Seniors and Individuals with Disabilities
- State of Good Repair
- Bus and Bus Facilities

The Dallas-Fort Worth region received approximately $133.2 million in Federal Transit Administration (FTA) formula funds through the Fiscal Year 2020 award cycle. NCTCOG utilizes two different processes to award these funds. Two percent of the funding is set aside for a competitive Call for Projects as well as strategic partnerships. Ninety-eight percent of the funding is available annually through the Programs of Projects process.

Approximately $118.78 million of the Programs of Projects funding for Fiscal Year 2020 was utilized by transit authorities. Of this $118.78 million, 64 percent was utilized by Dallas Area Rapid Transit (DART), 21 percent by Trinity Metro and 7 percent by the Denton County Transit Authority (DCTA). The remaining 8 percent of funding was utilized by all other transit providers.

**Heavy-Duty Vehicle Emissions Impact Study presentation:**

In coordination with NCTCOG, an oversize/overweight (OS/OW) heavy-duty vehicles study was conducted by Texas A&M Transportation Institute. The main goal of the study was to characterize and estimate emissions impacts of OS/OW vehicles on air quality in the Dallas-Fort Worth nonattainment area.

This presentation highlights the overweight heavy-duty vehicles tested during the study. More information on the oversize heavy-duty vehicles can be found in the final study document that’s available online for review.

The study tested heavy-duty diesel truck models from 2005, 2009 and 2014. The trucks were driven at high and low speeds and with different weight loads in order to capture emissions coming out of each vehicle’s tailpipe.

Key results from the study include the following:

- The 2005 and 2009 model vehicles, which were not equipped with Selective Catalytic Reduction (SCR) technology for emissions control, had higher nitrogen oxide (NOx) emissions as their size and weight increased
- Due to deterioration, older vehicles have higher emission rates
- The 2014 model vehicle had the following findings:
  - When driven at a lower speed and acceleration, NOx emissions increase as weight increases.
- When driven at a higher speed and acceleration, NOx emissions decrease as weight increases.

For more information on the study, visit https://www.nctcog.org/trans/quality/air/for-everyone/hevp/osow-heavy-duty-vehicle-emission-impact-study

**Electric Vehicle Infrastructure Funding & Other Clean Vehicle Incentives presentation:**

This presentation provides information related to funding for electric vehicle (EV) infrastructure as well as other clean vehicle incentives.

The State of Texas will receive approximately $209 million from the Texas Volkswagen Environmental Mitigation Program (TxVEMP). The Volkswagen Settlement Texas Mitigation Plan: Zero Emissions Vehicle Infrastructure grant will be opening soon, and $10.4 million in funding will be awarded on a first-come, first-serve basis. The awards may not exceed the following percentages of eligible costs:

- 70 percent for publicly available EV chargers
- 60 percent for EV chargers at a workplace or multi-unit dwelling

Additionally, members of the public can take the following steps to help obtain EV infrastructure in their jurisdiction:

- Utilize the Department of Energy Alternative Fuel Station Locator tool to locate existing stations to determine gaps
- Examine EV registration trends and tools to determine the number of EVs in their area
- Identify new EV station locations and partners to fill in charging gaps and apply for installation funding
- Coordinate with their workplace to request on-site infrastructure as well as share funding opportunities

Other clean vehicle incentives available include the Texas light duty motor vehicle purchase or lease incentive program, the GreenSense EV incentive program offered through Denton Municipal Electric and the Texas natural gas vehicle grant program.

To sign up for email alerts and for a full list of funding opportunities, visit nctcog.org/aqfunding.

**Optimizing Freight Movement Project presentation:**

On Thursday, September 10, 2020, the Regional Transportation Council (RTC) approved $5 million for the Optimized Freight Movement project. This initiative will focus on utilizing technology to improve freight movement on local streets and expressways in the Dallas-Fort Worth region. Project elements will include a benefit-cost analysis to identify where technology will do the most good, coordination with local agencies and the freight industry, and evaluation of the technology's effectiveness.
Proposed Modifications to the List of Funded Projects (no audio presentation; handouts posted online for review and comment):

Handout:

A comprehensive list of funded transportation projects through 2024 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 adjustments for transportation initiatives in Dallas, Lewisville, North Richland Hills, Terrell and Weatherford. Additionally, financial adjustments related to services managed by public transportation agencies, including STAR Transit, SPAN, Inc., Denton County Transportation Authority (DCTA), Trinity Metro and Dallas Area Rapid Transit (DART), are also included.

COMMENTS SUBMITTED BY WEBSITE, MAIL, EMAIL and SOCIAL MEDIA

No comments were received via website, mail, email or social media.
WHAT DO YOU THINK? TELL US.

Information will be posted online at www.nctcog.org/input for public review and comment October 12 - November 10, 2020. To request printed copies of the information, call 817-608-2365 or email cbaylor@nctcog.org.

Cotton Belt Trail Design Funding
In coordination with the DART Silver Line rail project, a 26-mile regional trail corridor is being designed and will be constructed in various phases. The corridor will run parallel to the Silver Line and connect seven cities across three counties from DFW Airport to Plano. Additional funding is needed in order to complete the design phase of this project. More information will be posted online for review.

Work Program Modifications
The Unified Planning Work Program (UPWP) for regional transportation planning provides a summary of the transportation and related air quality planning tasks to be conducted by the metropolitan planning organization. Proposed modifications to the FY2020 and FY2021 UPWP will be posted for review and comment.

RESOURCES AND INFORMATION
• Regional Smoking Vehicle Program: www.smokingvehicle.net
• Vehicle Incentives & Funding Opportunities: www.nctcog.org/aqfunding

WW.W.NCTCOG.ORG/INPUT

REGIONAL TRANSPORTATION ONLINE INPUT OPPORTUNITY

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

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

For special accommodations due to a disability or for language translation, call 817-608-2365 or email cbaylor@nctcog.org.
Reasonable accommodations will be made.
Para ajustes especiales por discapacidad o para interpretación de idiomas, llame al 817-608-2365 o por email: cbaylor@nctcog.org.
Se harán las adaptaciones razonables.
PUBLIC COMMENTS REPORT

WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

Purpose

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

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

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

In addition, comments were accepted through a new, online map tool. Users can drop a pin on a location in the region and leave a detailed comment. The tool was in test mode and was open to the public through August 2020. This month, there was 1 Bicycle and Pedestrian comment and 2 Transit comments. To read them, visit: http://nctcoggis.maps.arcgis.com/apps/CrowdsourceReporter/index.html?appid=b014e6d39b604b3ca329d9094ed1e9e2.

Aviation

Facebook –

1. Ernest Huffman of the NCTCOG Transportation Department Aviation Program shares advice for government agencies looking to start a drone program

Ernest also leads up the North Texas UAS Safety and Integration Task Force, which is comprised of 260+ stakeholders and 130+ companies in the Dallas Fort-Worth area, encompassing 16 counties. The Task Force focuses on integrating drone technology into the DFW Metroplex.

#Drones #UAV #UAS #NCTCOG #DronePodcast #UAVs

https://www.youtube.com/watch?v=kyePqyNm3Zw – InterDrone
2. Droneresponders announces the 5 C's; Principles of Responsible Drone and UAS use in public safety.

Podcast Guest: Ernest Huffman, NCTCOG Transportation Department

#Drones #UAV #UAS #UAVs #Drone #dronesforgood #publicsafety

https://www.youtube.com/watch?v=VAu7KUGqtRA – InterDrone

3. Check out the full Drone TechTalk and Launch of our Drone Interest Group
#droneinterestgroup #drones #uavs #womenanddrones #dronephotography Thanks to Tom S Lee, Valqari, Women and Drones, Lewis University, NCTCOG Transportation Department, Alpita Shah – Hub88
Bicycle & Pedestrian

Email –

1. Kristin Turner

Hello! I have been trying to get my town to submit for a grant to put a sidewalk by our elementary for the safety of the community. Unfortunately, the town is unwilling to use CCPD funds or put forth funds to later be reimbursed. My concern is simply safety because it is an accident waiting to happen, numerous kids have nearly been hit just in the year that I have lived here. Can anyone please tell me, are there grants that provide funding upfront? Or, I am versed in legislative language and have read the statute on how CCPD funds may be used, is there anyone that could help me explain to my mayor and city council that the funds are there for this purpose? Thank you!

Response by NCTCOG Staff

Thank you for contacting the NCTCOG Transportation Department.

NCTCOG recently completed a call for projects under the Transportation Alternatives Program, which included opportunities for local communities to request funding to implement construction of Safe Routes to School (SRTS) projects that improve walking and bicycle safety to/from K-8 schools. The 2020 Call for Projects is now closed and funding has been awarded for fiscal years 2021, 2022, and 2023. We anticipate it will be a couple years before the next call for projects will occur in our region since the available funding has been programmed through 2023.

More information about the call for projects can be found here: https://www.nctcog.org/trans/plan/bikeped/active-transportation-funding-opportunities/2020tacfp
Additional information about SRTS planning can be found here: https://www.nctcog.org/trans/plan/bikeped/saferoutestoschool

Should you have any additional questions, please contact our principal planner, Shawn Conrad, at sconrad@nctcog.org.

2. Jacob

We need protected bicycle lanes that allow for cycling to transition from the popular leisure activity it already is, into a safe, healthy, inexpensive, environmentally friendly transportation option in North Texas.

3. Mark Solow

Has there been any progress to get the section of trail built that will connect Lewisville to Carrollton? i.e. South of FM 3040 (DCTA) Station.

I know that there are two additional hurdles: Flood Plane, City of Carrollton

Response by NCTCOG Staff

Thank you for contacting the NCTCOG Transportation Department.

We partnered with the Cities of Lewisville, Carrollton, Coppell and Dallas, as well as Denton County, Dallas County, Denton County Transportation Authority (DCTA) and Dallas Area Rapid Transit (DART), to prepare preliminary design and opinion of probable construction costs for the Regional Veloweb alignment.

A map of the study area/preliminary engineering is posted on this page: https://www.nctcog.org/trans/plan/bikeped/veloweb/denton-to-dallas-regional-trail (also see this Veloweb Trail Map).

The consultant team is currently completing final documents, and the next step is for the cities to identify funding to complete final design and construction.

If you would like to discuss anticipated timeframes to identify funding and initiate construction, we would be happy to provide contact information for city representatives.

Should you have any additional questions, please contact our program manager, Kevin Kokes, at kkokes@nctcog.org.

4. Erica Moss
Hello,

First and foremost I would like to say I am not an appointed representitive of any nature of "Bird" company listed within this email. I am reaching out solely based on the recent actions taken by the city, which currently interrupt the ongoing contracted services of my very own company Diverse Mobility.

My name is Erica, I am currently a divorced single mother whom was given the opportunity by Bird to actually get ahead and create a viable life for me and my four children. I’d like to see when a community meeting will be held regarding the future of bird scooters in the Dallas metroplex. I know most people think this is just another big corporation, but this is my business. I have put a lot of time energy and money into this wonderful opportunity. Bird is doing it differently than other scooter companies. They are giving otherwise low income families a real chance at pursuing their dreams! I’ve always had a passion for serving those with mental health problems. I’m now in a position thanks to bird to move forward with my non profit organization that will provide information and resources to people and certain communities in Dallas area whom never really taken mental health seriously. I’ll keep it short and sweet Councilman Medrano. This was an opportunity of a life time for me and my family and essentially my passion. Please I’m begging you to take into consideration there are at least 29 others in a similar position now that this has happened. Please consider us when making your final decisions. Thank you for your time. I look forward to possibly meeting with you and hearing from you the recent series of unfortunate events revolving around the future of dock less mobility in Dallas.

Twitter –

1. The recently constructed Southern Pacific “SoPac” trail is a shared-use path in east Dallas, which spans a total distance of 4.7 miles, but is a key connector for so much more. Thanks for riding along with us on this trail journey! Happy trails to you! @CityOfDallas @BikeDFW – NCTCOGTransportation (@NCTCOGtrans)
Connected is the key word here. Connected trails are what we need more of. – Jeff Mizener (@mizesoundguy)

2. In discussion of Amendment 49 from CM @AdamBazaldua Department of Transportation was asked by @caraathome to talk about additional sources of funding for bike lanes. – BikeDFW (@BikeDFW)

Per the department, they have secured $500k from the @NCTCOGtrans. They are also applying for other grants, and programmed street rehab will include bike lanes, and estimate this will add an additional $2.5-3M. Director Rogers confirmed that the $1M budgeted last year was used. – BikeDFW (@BikeDFW)

Is that $2.5-3M budget a 1-year timeframe?

For comparison, OKC has a sales tax revenue that dedicates $14M to bike lanes and $20M to trails over a 4 or 5 year period. Some of that may go to matching federal and state funds for an extra boost. Plus a bit more from MuniBonds. – Car-lite Carfangs (@carlitecarfangs)

3. Just wrapped up with the final amendment of the night, #86 was from @AdamMcGoughD10 ensuring that the $500k grant from @NCTCOGtrans is allocated to bike lanes. It is a wrap folks. Someone owes me a beer. – BikeDFW (@BikeDFW)

Committees

Twitter –
1. .@NCTCOGtrans’ Michael Morris presented to our Surface Transportation Committee this morning. – North Dallas Chamber (@NDCC)
High-Speed Transportation

Email –

1. Billy Hanson

No high speed rail.

Twitter –

1. Leave a comment and tell them to get rid of I-30 and replace it with this. Ignore the Hyperloop stuff though... #Dallas #FortWorth – Andrew Wallace (@agwallace92)
Innovative Vehicles & Technology

Twitter –
1. Don't miss our #Webinar Wednesday series: #Transportation Electrification for Utilities, featuring EV & utility experts offering tips & advice on implementing a successful #electrification program! #EVs #electricvehicles #utilities #cleanfuels #CleanCities

https://louisianacleanfuels.org/blog/EV_Utility_Webinars – LA Clean Fuels (@LAcleanfuels)
Thanks to our #CleanCities partners, Dallas-Fort Worth Clean Cities (@NCTCOGtrans), Land of Enchantment Clean Cities, and Arkansas Clean Cities (@ArkansasDEQ)! – LA Clean Fuels (@LAcleanfuels)

2. Could Dallas become a future hub for autonomous transportation? Experts from @ericsson, Kodiak, and @NCTCOGtrans think so. @DalStartupWeek – Dallas Innovates (@DallasInnovates)

Why not? – Ryan Key (@iamryankey)
Facebook –

1. UPDATE: Due to Hurricane Laura response, Part 1 of this webinar series has been rescheduled for September 30th.

Don't miss our next Webinar Wednesday series: Transportation Electrification for Utilities! This series will feature EV and utility experts offering tips and advice on how to implement a successful electrification program! Join for our first webinar in this series on September 9th!

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

Learn more: https://louisianacleanfuels.org/blog/EV_Utility_Webinars – Louisiana Clean Fuels

2. UPDATE: Due to Hurricane Laura response, this webinar has been rescheduled for September 30th from 10-11:30 AM CDT.

Register for Part 1 of our Transportation Electrification for Utilities series on September 9th to hear from the Louisiana Department of Natural Resources along with EV experts from Entergy and American Electric Power - AEP as they share their best practices, lessons learned, and
forecast in order to help utilities that are just getting started with developing their own proactive programs for EVs and infrastructure.

Thanks to our #CleanCities partners, Dallas-Fort Worth Clean Cities (NCTCOG Transportation Department), Land of Enchantment Clean Cities, and Arkansas Clean Cities (Arkansas Department of Energy and Environment)!

Register: https://us02web.zoom.us/…/register/WN_cVf8QblMQ9esNk5UwYijIg

#utilities #electricvehicles #EVs #evinfrasture #charging #renewables #cleanfuels #cleanair #altfuels #alternativefuels #webinar #webinarseries – Louisiana Clean Fuels
3. Join us for our Transportation Electrification for Utilities Webinar Wednesday series starting on September 16th! Hear from EV and utility experts on how to implement a successful electrification program!

Thanks to our #CleanCities partners for their support: Dallas-Fort Worth Clean Cities (NCTCOG Transportation Department), Land of Enchantment Clean Cities, and Arkansas Clean Cities!

#electrification #EVs #utilities #electricvehicles #cleanfuels #cleanair #altfuels #alternativefuels #CleanCities #webinars – Louisiana Clean Fuels

4. Could Dallas become a future hub for autonomous transportation? Experts from Ericsson Kodiak, and NCTCOG Transportation Department think so. #DSW20 – Dallas Innovates

Project Planning

Email –
1. **Debra McGuire**

Most of the highways are so jam-packed that it is impossible to travel anywhere in a safe or timely manner. This hurts businesses, reduces interest in going Downtown, and adds to poor air quality with so many vehicles idling because of the stop-and-go manner of trying to get somewhere on highways that are more like parking lots. The Greater Dallas area needs more travel options AND more highways to move people more efficiently. Growth will be stunted without better infrastructure.

2. **Steven Monserrate**

When considering transportation projects for North Texas, I would like the regional transportation authority to consider the rural to urban transect models promoted by the Congress for New Urbanism. For example, giving pedestrian and bicycle modes priority over private automobiles in dense urban areas, investing in mass public transit between the urban areas and less dense suburban developments, and encouraging redevelopment in suburban areas to allow for walkable commercial community services in areas zoned strictly residential.

3. **Vinny Minchillo**

I have two concerns as we move forward with transportation. 1) Keeping a lid on toll costs and toll roads. Tolls have become a real issue for commuters and travels. Number 2 is safety on public transportation. People need to feel safe on public transportation. Thanks!

**Twitter –**

1. A Panther Island bridge in downtown Fort Worth may be done sooner than expected: https://star-telegram.com/article244079607.html. – NCTCOGTransportation (@NCTCOGtrans)

![Multiple musical notes Like a bridge over troubled water 🎶
Except... Where's the water? – Loren S. (@txbornviking)](image)

That's the "troubled" part. 😊 – Jeffrey A. Stvan (@DioramaSky)

2. I expected it to be done three years ago though – Kyler Tesch (@Kyler_Tesch)
Safety

Twitter –

1. Similarly, @NCTCOGtrans expresses support for ending traffic deaths, but the elected officials of the region have only voted to continue the perverse targets of increasing traffic deaths (just not increasing quite as much as they imagine could happen).


Transit

Email –

1. Angele Ortiz

I live in the Oak Hollow subdivision off of Great Southwest, and commute to Uptown Dallas five days a week. It would save me so much money and time if I could take the train into work instead of driving. I have driven into Dallas before to the Westmoreland train station, but that is almost all the way to downtown, and doesn't save me much money in the long run. We need stations here in Grand Prairie.

Twitter –
1. Time for a presentation on transit funding as part of the Fort Worth City Council Budget Workshop. @TrinityMetro @CityofFortWorth @TarrantCountyTX @TarrantTransit @NCTCOGtrans – Salvador Espino Michel (@SAL_FW)

2. Trinity Metro is patrolling this Fort Worth train station with ... a robot? https://star-telegram.com/news/local/fort-worth/article245100105.html @TrinityMetro @CityofFortWorth @DTFortWorth @TarrantCountyTX @TarrantTransit @NCTCOGtrans – Salvador Espino Michel (@SAL_FW)

3. @TrinityMetro Today, Wednesday, August 26th at 12 noon is our last online public meeting about "A Better Connection", don't miss out! Join us to learn more about this initiative and provide your feedback. Right pointing backhand index http://facebook.com/events/3165340… @CityofFortWorth @TarrantCountyTX @NCTCOGtrans – Salvador Espino Michel (@SAL_FW)

4. From @TrinityMetro The latest edition of our bi-weekly newsletter is live on our blog. Click here to read it 📝 https://tinyurl.com/yyyyow2sf. @CityofFortWorth @TarrantCountyTX @NCTCOGtrans @TarrantTransit – Salvador Espino Michel (@SAL_FW)
5. All aboard #TEXRail at Fort Worth Central Station to head home after good, productive day at work! @TrinityMetro @CityofFortWorth @TarrantCountyTX @TarrantTransit @DTFortWorth @NCTCOGtrans – Salvador Espino Michel (@SAL_FW)

6. From @TrinityMetro: See something? Say something! You can now use the new See Say Now app to report any safety concerns. For more information, please visit http://RideTrinityMetro.org/SAFETY @CityofFortWorth @TarrantCountyTX @NCTCOGtrans - Salvador Espino Michel (@SAL_FW)
7. The Trinity Railway Express corridor has received $25 million in BUILD Grants for various improvements, including double tracking and new infrastructure that will reduce travel times and increase reliability. @NCTCOGtrans @TarrantTransit – Fort Worth Urban (@UrbanFortWorth)
8. @TrinityMetro recently presented @CityofFortWorth Councilmember @GynaB w/new Trinity Metro Bus Stop Sign. We deeply appreciate her dedicated public service & advocacy for transit! @TarrantCountyTX @TarrantTransit @NCTCOGtrans @FTWChamber @FWMBCC @fwhcc @Bob10481548 – Salvador Espino Michel (@SAL_FW)
Twitter –

1. Don’t be baffled by CRF. Join this free webinar to learn how cities and counties can make the most of the relief fund. @TexasCounties @TML_Texas @NTxCommission @NCTCOGtrans – Cathy Altman (@CathyAltman)

2. In this week’s roundup of hires and promotions in North Texas: @FreeseNichols, The Michaels Companies, HilltopSecurities, @NCTCOGtrans, @Transwestern, @SMU, & more – Dallas Innovates (@DallasInnovates)
Facebook –

1. In this week's roundup of hires and promotions in North Texas: Freese and Nichols, Inc., The Michaels Companies, HilltopSecurities, NCTCOG Transportation Department, Transwestern, SMU, & more – Dallas Innovates
Sept 22, 2020

Dear Judge Harman, Chair Regional Transportation Council

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

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

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

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

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

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

Sincerely,

John Nolan

2313 Garden Lane

Arlington, Texas 76015

Jnolan212@sbcglobal.net

CC Theresa Daniel  Vice Chair...
September 15, 2020

The Honorable Terry Canales  
Texas House of Representatives  
PO Box 2910  
Austin, TX 78768  

Dear Chair Canales:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area, I would like to extend our thanks for your valuable service in the Texas Legislature on transportation issues. The RTC would like to respond to the House Committee on Transportation’s notice of formal request for information on interim charges.

**House Transportation Interim Charge 1B:** SB 282 and SB 962, which relate to the funding for the State Highway Fund. Study the current mix of user fee-based funding for the state highway system, including registration fees, tolls, and fuel tax, and determine if current funding generated is sufficient to maintain cost demands. Examine whether current legislative appropriations, including projections for Proposition 1 (severance tax) and Proposition 7 (sales tax) funds, are keeping pace with Texas’ highway funding needs to accommodate population and economic development growth. Make recommendations for additional methods of funding or innovative tools that the state could utilize to deliver road infrastructure projects.

**Funding Needs**  
Identifying additional transportation revenue is key to reducing congestion across Texas large urban regions like the DFW area. Significant population growth, increased construction costs and continued improvements in vehicle fuel efficiency have all contributed to a transportation funding shortfall.

As you know, the Comptroller’s revised 2020-2021 Certification Revenue Estimate projects a Fiscal Year 2021 ending deficit of $4.58 billion, down from a previously projected surplus of $2.89 billion. While the future remains uncertain, severance tax collections in FY21 are expected to decrease from FY20 totals, resulting in smaller FY22 transfers to the State Highway Fund and Rainy Day Fund. Proposition 1 and Proposition 7 allocations are not guaranteed amounts and will fluctuate each year, so it is important to identify additional reliable, long-term funding solutions.

**Methods of Funding**  
Due to these fluctuations in certain transportation revenue sources, such as Propositions 1 and 7, it is imperative to ensure other transportation funds are appropriately allocated. The RTC is requesting the Legislature ensure the fair-share allocation of funds to metropolitan regions. Texas Transportation Code Chapter 201.9991 states that the Transportation Commission may...
make discretionary funding decisions. This has led to different interpretations, and clarification of current code is needed to ensure proper allocations of Category 12 Strategic Priority Funds. Historically, you have requested TxDOT to fund other Categories of funds, with Category 12 to be used for emergency purposes.

Additionally, traditional funding sources in their current condition are not meeting the needs of the State and other methods of funding must be explored. In recent legislative sessions, there have been numerous proposals to increase funding for transportation but have not achieved final passage. Some of these proposals include indexing the motor fuels tax to fuel efficiency, allowing counties in a region the ability to adopt a $10 optional vehicle registration fee, or implementing a temporary, voter approved local transportation revenue source that could be used for both highway and transit projects. Transportation reinvestment zones and a vehicle miles traveled pilot project are other options. The RTC encourages the Legislature to consider all options during the upcoming legislative session.

It is important to note that much has changed since the motor vehicle fuels tax was last increased nearly three decades ago. Vehicles are more fuel efficient, and alternative fuel, hybrid, and electric vehicles have proliferated. Last session, Senate Bill 604 (86R) authorized a study to be completed by December 2020 on the effect alternative fuel vehicles have on transportation revenue. Once published, study recommendations that provide additional revenue should be investigated. Delays in implementation will make legislation more difficult.

**Innovative Tools**

Utilizing innovative tools to expedite projects during times of recession, which we now face, are critical. The RTC supports the ability to utilize tolled managed lanes and public-private partnerships to help expedite projects when traditional funding sources are scarce. We understand that some believe the current environment does not support tolling, this is not the view of our region and this may be an opportunity for a partnership between MPOs, TxDOT, the Texas Transportation Commission, and the Texas Legislature to work together to allow tolled managed lanes with restrictions. This may include only tolling in urban districts or in only part of a region that experiences extensive traffic congestion. As the DFW region continues to grow, so does the need to accommodate rising travel demand, provide choices, and balance transportation investments.

The RTC appreciates the opportunity to provide these comments and looks forward to discussing our ideas with you further. If you have any questions, please contact me or Michael Morris, P.E., Director of Transportation, at (817) 695-9241 or mmorris@nctcoq.org.

Sincerely,

Roger Harmon, Chair
Regional Transportation Council
Johnson County Judge

RH:kw

cc: Members of the House Committee on Transportation
    Michael Morris, P.E., Director of Transportation, NCTCOG
September 15, 2020

The Honorable Terry Canales  
Texas House of Representatives  
PO Box 2910  
Austin, TX 78768

Dear Chair Canales:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area, I would like to extend our thanks for your valuable service in the Texas Legislature on transportation issues. The RTC would like to respond to the House Committee on Transportation’s notice of formal request for information.

**House Transportation Interim Charge 2:**

Study the state’s transportation and road safety efforts in support of the Texas Transportation Commission’s goal of ending traffic deaths in the state by 2050. Identify the most dangerous roads and transportation corridors in the state and determine opportunities to reduce high rates of traffic accidents and fatalities in these areas. Make recommendations to improve policies, funding strategies, program development, and agency coordination to ensure continuous improvements to road safety.

We applaud the Committee for seeking information on the important topic of road safety. The RTC believes that greater attention needs to be placed on safety and the four E’s – Engineering, Enforcement, Education and Emergency Response. Four specific areas that require attention are increasing seatbelt compliance, decreasing impaired drivers, decreasing aggressive drivers, and eliminating wrong way drivers. Less traffic on roadways due to COVID-19 has increased vehicle speeds and fatalities.

The RTC appreciates the opportunity to provide these comments and can provide greater detail upon request. If you have any questions, please contact me or Michael Morris, P.E., Director of Transportation, at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

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

RH:kw

cc: Members of the House Committee on Transportation  
Michael Morris, P.E., Director of Transportation, NCTCOG
The Honorable Terry Canales  
Texas House of Representatives  
PO Box 2910  
Austin, TX 78768  

Dear Chair Canales:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area, I would like to extend our thanks for your valuable service in the Texas Legislature on transportation issues. The RTC would like to respond to the House Committee on Transportation’s notice of formal request for information on interim charges.

**House Transportation Interim Charge 3:**

Study the technology and safety aspects of autonomous and semi-autonomous vehicles, including predictive capabilities and the potential for dedicated freeway and surface lanes for public transportation, autonomous vehicles, and semi-autonomous vehicles. Make recommendations for optimizing state policy to prepare for varying vehicle technologies to ensure safety and traffic reliability on Texas roadways.

We applaud the Committee for studying the technology and safety aspects of automated vehicles (AVs). The RTC recommends the use of managed express lanes as an interim use of dedicated lanes for automated vehicle testing. The Committee should consider the potential for using these express lanes in urban regions for autonomous cars and trucks and create AV test corridors. One example from the DFW area is the use of Interstate Highway 30 between Dallas and Fort Worth as a test corridor for transportation technology. The State should also work on improved maintenance for AVs. The initial AV vehicle use cases are likely to be long-distance freight trucks that need well-maintained roads and notice of closed roads, traffic backups, and work zones. In addition to studying AVs, the State should also expand its investment in connected vehicle technologies.

The RTC appreciates the opportunity to provide these comments and can provide greater detail upon request. If you have any questions, please contact me or Michael Morris, P.E., Director of Transportation, at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

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

RH:kw

cc: Members of the House Committee on Transportation  
Michael Morris, P.E., Director of Transportation, NCTCOG
September 15, 2020

The Honorable Terry Canales  
Texas House of Representatives  
PO Box 2910  
Austin, TX 78768

Dear Chair Canales:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth (DFW) area, I would like to extend our thanks for your valuable service in the Texas Legislature on transportation issues. The RTC would like to respond to the House Committee on Transportation’s notice of formal request for information related to the COVID-19 pandemic:

Inquiry 1: How has the COVID-19 pandemic affected state agencies, interested parties, and the public as it relates to transportation matters?

Inquiry 2: What transportation issues are anticipated to arise in the future as a result of the COVID-19 pandemic?

Inquiry 3: How has the COVID-19 pandemic impacted the ability of the transportation state agencies to accomplish their mission and to serve the public in an effective and efficient manner?

The North Central Texas Council of Governments (NCTCOG) Transportation Department, staff to the RTC, has developed four performance metrics to help understand the impacts of COVID-19 to the transportation system. Performance metrics have been tracked each month since March 2020 and include, 1) travel behavior response to COVID-19, 2) financial implications to traditional revenue sources, 3) benefits of travel behavior responses to areas of RTC responsibility, and 4) prioritization of infrastructure improvements that offset unemployment increases. These performance metrics show changes to the transportation system and the resulting financial implications.

**Metric 1) Travel Behavior Response To COVID-19**

Travel behavior response to COVID-19 in the DFW area varies among transportation mode. Other than bicycle/pedestrian travel, all other modes experienced decreases in travel. Bicycle/pedestrian travel increased significantly during the first months of the pandemic, but since reaching a peak in April, continues to decrease each month. Freeway volumes greatly decreased in March and April but continue to climb back to almost pre-COVID levels due to employees returning to work and residents substituting driving for airline travel. Additionally, toll transactions have decreased substantially, transit ridership has been cut in half, and airline travel is down 65 percent, and the trend is increasing in recent months for these measures.
Metric 2) Financial Implications to Traditional Revenue Sources

Traditional revenue sources, such as sales tax and motor fuel tax, initially decreased but have now increased to near pre-COVID levels. However, Proposition 1 transfers to the State Highway Fund are projected to be impacted in 2022. Managed lanes and toll transactions decreased greatly initially and have improved. This metric will continue to be closely monitored as the legislative session approaches, especially considering the reluctance on toll projects and debt financing in combination with potentially lower revenues will make it very difficult to continue to plan and fund critical transportation improvements. In particular, mega projects such as IH 35 through Austin should be considered for tolled managed lanes. Not only will this provide much-needed revenue for ongoing maintenance and operations of the corridor, but will also allow other projects to move ahead across the State and for long-standing statewide allocations to be honored, rather than funding taken from other metro regions in the state to complete the project.

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

When travel came nearly to a halt during the early days of the pandemic, transportation and air quality planners and policymakers began to see some positive benefits. There are opportunities as we gradually return to normal to not go back to “business as usual” but to take the positive benefits and make them lasting changes. An example is improvement to air quality. Since March, there have been significantly fewer unhealthy ozone exposure days, although the number of exceedance days has been rising with hot weather and increased travel. In addition, many employees and businesses are seeing a benefit from telecommuting – increased productivity, reduces stress from commutes, and more time with family. Continued telecommuting by a portion of employees could significantly contribute to improved air quality and reduced traffic congestion. The RTC will look to policies, programs, and projects that can continue these benefits into the recovery phase of the pandemic.

Metric 4) Prioritization of Infrastructure Improvements that Offset Unemployment Increases

Infrastructure improvements will help offset unemployment, not only in DFW, but throughout the State. There is a need for near-term and long-term transportation investment for maximum benefit. Every $1 billion in transportation investment produces approximately 12,000 to 15,000 jobs. The RTC encourages the Texas Legislature to identify additional transportation funding or reinstate innovative financing options to advance projects that can bring needed employment to the State.

For detailed information on each of these performance metrics, please see the September 10 presentation to the RTC at www.nctcog.org/rtc. We appreciate the opportunity to provide these comments. If you have any questions, please contact me or Michael Morris, P.E., Director of Transportation, at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

Roger Harmon, Chair
Regional Transportation Council
Johnson County Judge

RH:kw

cc: Members of the House Committee on Transportation
    Michael Morris, P.E., Director of Transportation, NCTCOG
The hyperloop certification center sought out by local officials will not be located in the DFW area, Virgin Hyperloop announced.

The futuristic high-speed transport system known as Virgin Hyperloop will not be building its certification center in the Dallas-Fort Worth region, as the technology company informed the North Central Texas Council of Governments (NCTCOG) of its decision last month. The DFW region was one of ten areas in the country seeking the project.

The hyperloop technology, which seems to be taken off the set of a sci-fi flick, is an autonomous transportation system that could move people or freight by propelling magnetic-levitating vehicle pods through low-pressure tubes at speeds approaching 700 mph. It claims to be safe, fast, and energy-efficient.

According to Virgin Hyperloop’s website, “A formal U.S. certification center will help hyperloop achieve key technological milestones, like faster speeds and turning, and political ones, like creating a national framework for safety certification.”

The proposed location would have been a six-mile track along State Highway 360 near DFW International Airport.

“[W]e have determined that the Texas proposal, while incorporating a number of beneficial elements, nonetheless presents several notable risks that we feel may be difficult to mitigate effectively within the time frame of our [hyperloop certification center] project development process,” the letter to NCTCOG stated.

“We worked hard to get through phase one and phase two, but neither Virgin Hyperloop nor we [NCTCOG] could get support from the state,” Michael Morris, Director of Transportation for NCTCOG told the Regional Transportation Council (RTC) at its August meeting.

NCTCOG’s second phase proposal included between $190 million and $300 million in public funding for the hyperloop project.
“It’s not the last time you’ll hear about hyperloop,” as Morris added that NCTCOG continues to have a great relationship with Virgin Hyperloop. He said that the RTC authored a letter to the Texas Department of Transportation requesting that hyperloop technology be considered for a leg between Fort Worth and Laredo as part of an overall plan for high-speed transportation in the state.

Virgin Hyperloop seems interested in pursuing that route, as well, stating in its letter to NCTCOG that “we would like to simultaneously advance the potential Fort Worth to Laredo hyperloop corridor planning program, recognizing the long lead time necessary for implementation of any new transportation system.”

The technology has been in the works since 2014 and has a test facility in Nevada. However, the privately-held company is now seeking to build a six-mile certification track to further test the safety and efficiency of the technology and to satisfy government regulations.

The United States Department of Transportation released guidance in July on a clear regulatory framework for hyperloop technology in the United States.
‘They seem to be up to no good’: Late-night joyriders led to electric scooters’ suspension in Dallas, officials say

The city will meet with community leaders and possibly limit the number of scooter operators as many are being used for recreation instead of transportation.

By Kevin Krause and Cassandra Jaramillo, Dallas Morning News

When electric scooters first arrived in Dallas two years ago, they were heralded as a way to boost urban mobility and help commuters get around more easily.

But the two-wheeled vehicles are becoming a nuisance because scooter companies have not been disabling them late at night when their use is banned, city officials said Tuesday. That has led to a recent explosion of complaints about groups of people joyriding late at night and menacing downtown businesses owners and residents.

Another problem? Riders discarding scooters in heaps on the pavement.

The coronavirus pandemic that has closed many downtown businesses has exacerbated the problem. City officials said that before the pandemic, scooters were used mostly for commuting but that peak use now is between 8 p.m. and midnight — mostly for entertainment purposes.

It’s why the city’s transportation department decided Monday to halt the scooter program temporarily so it can work on tightening its rules. Scooter operators must remove the rides by Friday. About 5,000 are currently out on the streets.

Mobility advocates say they’re not happy with the suspension. But city officials said the scooters are not being used as intended and need to be more tightly regulated.

“A lot of people are still riding these scooters, and they seem to be up to no good,” said Michael Rogers, Dallas’ transportation director.

Downtown businesses, as well as those in Uptown and Deep Ellum, report that most scooter users are not riding them to frequent bars and restaurants, Rogers said. “They’re folks who are just riding around at night,” he said, adding that business owners and residents have complained that groups of riders have been “threatening” to them.

Mayor Eric Johnson said in a tweet that he was surprised by the temporary ban.

“I don’t understand how the city can essentially suspend an ordinance without City Council action,” he wrote. “We should discuss it ASAP. We may reach the same conclusion, but we voted in March to keep scooters.”

Mayor Pro Tem Adam Medrano, who represents Deep Ellum, said Rogers has the authority to pause the scooter program for emergencies such as public safety concerns without council action. He said Rogers had done so before — during the downtown social justice protests and at the height of the coronavirus crisis.

The city’s ordinance, tweaked in March, allows scooters to operate until 9 p.m. in Deep Ellum and until midnight everywhere else. Other regulations include a 20-mph speed limit. The council lifted a ban on motorized scooters in June 2018 to encourage alternative transportation.
Todd Maron, chief legal officer at Wheels, one of the five permitted scooter operators in Dallas, said in a statement that his company complies with the city’s curfew.

“Wheels was disappointed by yesterday’s decision, which came without warning or an opportunity to first address any issues that may exist,” he said in a statement. “This is not the time to take away a safe, affordable, and socially distanced form of sustainable transportation like Wheels.”

Rogers said parking enforcement teams that were sent out the past two weekends encountered numerous scooters in use during forbidden hours.

Police report that criminals sometimes use them after hours as a quick getaway, while large groups of young people are motoring around the city to get better views of illegal street races late at night.

“What I saw was younger people on scooters going from intersection to intersection pre-positioning and waiting for the street racers to show up,” said council member David Blewett, whose district includes the Central Business District and the Deep Ellum outskirts. “We view the spectators as part of the street-racing problem.”

Blewett said he witnessed the misuse of scooters while out on patrol with police. They are no longer being used mostly for transportation to the bus station or a bar as intended, he said, but have become a form of entertainment. The coronavirus pandemic that has shut down a lot of businesses has made matters worse, Blewett said.

“From a mobility standpoint, scooters are great,” he said. “From a public safety standpoint, they became a problem.”

Deputy Police Chief Thomas Castro said Tuesday that large gatherings, people on scooters and shootings are becoming public safety concerns in the Deep Ellum area.

Castro said the scooters come with the risk of injury and have also been used in connection with crimes such as purse snatchings. He’s hopeful removing the scooters will help minimize the behavior.

“Deep Ellum is historically a night scene: night clubs with a few restaurants — prior to COVID,” Castro said. “So, there’s really nothing for these kids who are underage … so they come, and they get on these scooters and they’re just hanging out.”

Blewett said he supports the temporary ban to give the city a “second chance” to do a better job of regulating scooters. He said his inbox has been flooded with messages from concerned and outraged residents and business owners downtown. The city should be sensitive to their concerns, he said.

“If we can fix some of the issues, then we have a chance to bring them back,” he said. Five companies have permits to operate scooters in Dallas: Lime, Wheels, Gotcha, Bird and OjO.

Gotcha spokeswoman Caroline Passe said the company was “committed to keeping the Dallas community safe” and was working with the city to determine when scooters should be back on the roads.
Bird spokeswoman Jasmine Wallsmith said her company was continuing discussions with the city and hoped to “provide our service again in the near future.”

Nico Probst, a Lime spokesman, said his company hoped the pause in service would be brief.

“We’re seeing that COVID-19 is causing people to rethink how they get around, and that scooters are a socially distant, open-air alternative to transit and driving,” he said in a statement. Rogers said that when the city told the scooter companies about the late-night violations about two weeks ago, they vowed to fix it. That did not happen, he said.

But the city has not fined the companies, he said. The staff is trying to work with the operators as much as possible, Rogers said, by removing the offending scooters after hours.

In some cases, up to 40 scooters have been discarded in streets and on sidewalks, he said. A similar situation doomed the city’s bike-share program, which preceded the scooters but fizzled out two years ago. At the program’s peak, as many as 20,000 bicycles once rolled through the city.

“I don’t want this program to go the way of the bicycles,” Rogers said. “Throwing them everywhere was a part of the reason why that program didn’t survive.”

City officials will meet with the scooter vendors and community leaders and come up with recommendations to make the scooters as safe as possible to all, he said. That includes adding corrals where people can leave the scooters, he said.

Rogers said one possible solution is to seek bids and select only two scooter companies, to find out “who the good actors are.”

Contracts, as opposed to just permits, he said, would make the operators more accountable.

Krista Nightengale, managing director of Better Block Foundation, a Dallas nonprofit dedicated to improving neighborhoods, said the group believes there are ways to address safety concerns without banning scooters.

“We hope to work with the city to address some of the infrastructure needs to better support micro-mobility and create spaces that allow for both commuting and joy, no matter what form of transportation people choose,” she said in a statement.

Stephanie Keller Hudiburg, executive director of the Deep Ellum Foundation, said her organization had been in talks with the city about scooters for two years because Deep Ellum is a prime area for the rides. In a letter she sent last October to the assistant city manager, Keller Hudiburg wrote that more than 80% of those surveyed felt scooters were not being operated safely. And locals have reported seeing scooter riders “running into pedestrians and cars, falling over our uneven curbs and even getting scalped by street infrastructure,” her letter said. City officials did not have recent data on scooter-related injuries.

A Parkland Memorial Hospital spokeswoman said 68 people were treated in the ER over the past year for scooter injuries. But she said it was unclear whether all of those occurred with permitted scooters under the city’s program.
Dallas Startup Week Panelists: How Dallas Is Becoming A Hub for Autonomous Transportation

The virtual panel of leaders from Ericsson and Kodiak discussed Dallas’ growth and how startups can seek funding and partnerships from large corporations.

By Chantal Canales, Dallas Innovates

As day one of Dallas Startup Week 2020 came to a close, panelists shared their take on the growing transportation industry and how Dallas is establishing itself in the future of the industry during one of the day’s final panels titled “Why Dallas For Autonomous Transportation.”

Panelists included Clint Hill, Transportation Planner for North Central Texas Council of Governments; Dr. Brenda Conner, Director of IoT Portfolio Application for Ericsson; and Don Lepard of Texas Operations at Kodiak.ai.

The discussion was led by three questions for startups and entrepreneurs to take away to use in their companies’ development. Here’s what the panelists had to say.

“DFW is a huge logistics hub”

Hill began the conversation by talking about the incredible growth of the region in the realm of automated vehicles with North Central Texas Council of Governments and the region’s Metropolitan Planning Organization (MPO). Serving as part of the MPO for the 16-county DFW region, Hill helps plan all of the roadways in the region with four or more lanes, allocating around $136 billion worth of funds to the plans for the DFW region.

“I refer to the 16-county DFW region, so about 9.5 million people, expected to be about 12 million here in the next 15 to 25 years,” Hill said during the panel. “We are the region’s metropolitan planning organization, and we have a lot of responsibility when it comes to the region.

Hill also discussed the growth of autonomous transportation in the region and how the growth is making DFW a “huge logistics hub.”

“We’ve had two major developments in ‘robotaxis’ where vehicles pull up on demand and take people somewhere—both of those were hosted by drive.ai. We’ve had two people mover projects in the region, one in Arlington out in the stadium area running between each stadium and one out at the airport. We’ve had at least two sidewalk delivery robot developments, one right now is active at the University of Texas at Dallas,” Hill said. “DFW is a huge logistics hub, so it makes a lot of sense to get that kind of deployment up and running here.”

Available investment and funding opportunities

Lepard spoke about Kodiak.ai’s opportunities and noted that as an organization, they are focused on partnerships with entrepreneurs.

“We’re really focused on partnerships; it’s really starting to grow some of that logistics DNA because there is a lot of tech and logistics. A lot of people think that if you think about freight movement, you think it’s just truckers moving stuff and it’s not.
There’s a vast amount of logistics that falls into that so we’re really working on those kinds of partnerships as far as that’s concerned when it comes to in this space,” Lepard said.

Dr. Conner also talked about Ericsson’s focus on working with innovative companies or startups.

“We actually try to be easy to work with and we put everything on our websites,” Dr. Conner said during the panel. “One area that’s important for startups is the whole funding area of investment and some people don’t know that we have an Ericsson Ventures Group, where Ericsson invests in some startups. We look to foster an ecosystem because we do what we do well, but we don’t try and do everything. That ecosystem needs help.”

For more information about partnerships with Kodiak.ai and Ericsson, visit their websites.
Granger Praises DOT Grants for DFW Airports

By Fort Worth Business Press Staff

The Department of Transportation has announced approval of grants for Fort Worth commercial and general aviation airports totaling $14,239,411 for infrastructure improvements and noise mitigation measures.

“Here in our Fort Worth metroplex – one of the fastest-growing regions in the country – we’ve seen firsthand how airports have connected our community to the world, and opened doors for America’s leading companies to participate in our local economy,” U.S. Rep. Kay Granger, R-Fort Worth, said in a statement.

“I’m pleased that the Department of Transportation also sees the need for our metroplex to have infrastructure keeping pace with our rapid development. These DOT grants include $5.5 million to extend the Fort Worth Alliance Airport taxiway, and $8 million for noise mitigation so that our community can enjoy faster, on-demand travel without inconvenient noise impact,” Granger said.

DFW International Airport will also be receiving almost $740,000 in zero- and low-emissions infrastructure investment, allowing the airport to continue driving national and international commerce, while saving fuel and improving air quality through reduced emissions, she said.

Below is a breakdown of the DOT grants awarded to Fort Worth airports:

Fort Worth Alliance, Discretionary Grant for Noise Mitigation Measures, $8,000,000

Fort Worth Alliance, Discretionary Grant to Extend Taxiway, $5,500,000

Dallas-Fort Worth International, Discretionary Grant for Voluntary Airport Low Emissions (VALE) Infrastructure, $468,718

Dallas-Fort Worth International, Discretionary Grant for Zero Emissions Vehicles and Infrastructure, $270,693.
Natural gas drilling in Fort Worth area cities is back in a big way. Why now?

By Haley Samsel, Fort Worth Star-Telegram

It's been more than a decade since the peak of the Barnett Shale boom in the Fort Worth area, prompting global interest in the North Texas natural gas drilling market and outrage from activists concerned about the impact of hydraulic fracturing, or fracking, on air and water quality.

The boom’s legacy looms large in the minds of residents and industry analysts as French energy giant Total plans to expand its fracking operations in Tarrant County.

Over the course of the summer, Total’s Fort Worth branch, TEP Barnett, received approval from the Railroad Commission of Texas to drill 26 new wells in Fort Worth, Arlington, White Settlement and North Richland Hills.

Why now? Total appears to be taking advantage of the lower costs associated with drilling during the COVID-19 pandemic, said Bruce Bullock, the director of the Maguire Energy Institute at Southern Methodist University. Natural gas prices were depressed before the coronavirus crisis and have recovered at a faster rate than oil prices, driving more interest in fracking where companies already own mineral rights, Bullock said.

“You can drill and complete a well so much cheaper than you could have a year ago that the economics work right now for them to be able to do it,” Bullock said. “The legal cost is already sunk since they already own the lease holds. Given that and the fact that the forward price is so high, they can drill so deep and it doesn’t take very long to drill a well anymore, it’s relatively attractive to them right now.”

Fort Worth and North Richland Hills officials said they have not received permit requests from TEP Barnett, which will require city approval before the company can move forward. White Settlement did not respond to requests for comment, nor did a spokesperson for TEP Barnett.

Cecilia Leyba, a gas well inspector for the city of Fort Worth, said she suspects that the renewed interest in drilling could stem from natural gas companies needing to meet the terms of their lease agreements with the original mineral rights holders.

The company has hit some roadblocks in its quest to expand drilling in Tarrant County. In June, the Arlington City Council rejected TEP Barnett’s request to drill new wells at an existing site near a neighborhood and day care center, citing concerns about residents’ respiratory health.

However, with its next permit request in Arlington, TEP Barnett did not go through a council hearing process and received administrative approval to drill seven new wells at its Rocking Horse drilling site, located next to a preschool and medical offices.

Ranjana Bhandari, the director of environmental group Livable Arlington, and fellow activists often highlight the potential detrimental effects of fracking, including the contamination of groundwater aquifers, the use of toxic chemicals and the impact of inhaling vapors stemming from drill sites.
She criticized TEP Barnett for drilling within 300 feet of the school without going through a public hearing process that would have notified more people living and working in the vicinity of the drill site.

“It all seems very problematic and very new to all of us, because this has been going on for over 12 years but it always happens following the procedure, which is to notify the neighborhood, then planning and zoning has to approve it and then the city council has to approve it,” Bhandari said. “We’ve never seen that before.”

HISTORY REPEATING ITSELF? NOT EXACTLY, EXPERTS SAY

The heightened anxiety over TEP Barnett’s drilling push recalls the history of the Barnett Shale boom in North Texas, which largely spanned Tarrant, Johnson, Wise and Denton counties.

Within six months of reaching its peak in summer 2008, the boom went bust in terms of companies fighting for new leases thanks to a surplus of natural gas and the tanking of stock prices, according to Diana Hinton, a historian at the University of Texas-Permian Basin who published a 2018 book titled “Shale Boom: The Barnett Shale Play and Fort Worth.”

As natural gas companies flocked to the area in the early and mid-2000s, Fort Worth and surrounding communities struggled to develop regulations around urban drilling, which was essentially unexplored territory in the history of the Texas petroleum industry, Hinton said.

“Most city governments were torn, and this is particularly true of Fort Worth, which definitely liked the idea of all this wonderful economic development,” Hinton said. “But most of the time, development and production is out in the country and there just wasn’t an easy kind of rule book to fall back on and refer to as ‘this is what we need to do.’ It had to be figured out on a day by day basis because there was no model.”

Sharon Wilson, who worked in Fort Worth’s oil and gas industry for 12 years before buying property in rural Wise County in 1996, was on the front lines of fracking’s arrival in North Texas.

Through her documentation of the natural gas drilling industry on her blog, Wilson emerged as a leading voice against fracking and now works as a senior field advocate for the environmental advocacy group Earthworks.

“It tore apart our community because the landmen came in and started offering people money to lease their minerals, but they were told they had to keep it totally secret,” Wilson said. “It pit neighbor against neighbor. … Eventually, my air turned brown and my water turned black and I didn’t feel like I could stay there any longer because I had a young son, so I moved to Denton.”

Denton became a lightning rod for the fracking debate when voters banned fracking within city limits in 2014, prompting a lengthy legal battle and a state law limiting cities’ local control on drilling. Now based in Dallas, Wilson said most Americans are still unaware of the invisible pollution generated by oil and gas production, usually in the form of methane releases that contribute to climate change.

“As the industry continues to expand, as Total is trying to do in Fort Worth and Arlington, our atmospheric methane will just go higher and higher and higher,” Wilson said. “The only way that we’re going to be able to stop the methane from oil and gas is to stop the expansion and then
deal with the existing facilities and try to heavily regulate those while we transition to renewable energy.”

NATURAL GAS RESURGENCE PART OF LARGER STRATEGY

While a natural gas boom may not be returning to the Fort Worth area, Bullock said, major companies like Total, Exxon Mobil and Chevron have planned to be more focused on natural gas rather than oil and coal production. It’s hard to say whether the shift is beginning to occur or if this is a “false start,” he said.

“We’ll have to wait and see, but most of the major companies have been preparing for this,” Bullock said.

North Texas cities, which are legally obligated to respect the mineral rights of companies, are also better prepared for the influx of drilling, Hinton said. After facing complaints of intrusive drilling in neighborhoods, many communities, including Fort Worth, Arlington and North Richland Hills, updated their gas production ordinances.

Now, companies must install noise barriers and follow setback limits that require gas wells to be a certain distance from protected buildings, including schools, Hinton said.

But advocates like Wilson and Bhandari say that petroleum companies are adept at avoiding enforcement of those regulations. Wilson worries that cities have lost their ability to regulate natural gas drilling and Fort Worth-area residents refuse to believe that natural gas drilling could return in full force to their communities.

“The Texas Legislature has set up a situation to make it almost impossible for cities to fight back,” Wilson said, referring to a 2015 law that stopped municipalities from regulating drilling.

“The buck stops with the lawmakers. They are the ones who are letting the industry get away with this, and somebody somewhere has got to stand up to the industry and say, ‘The public is more important.’”
A Panther Island bridge in downtown Fort Worth may be done sooner than expected

By Luke Ranker, Fort Worth Star-Telegram

Fort Worth drivers sick of the detour on North Main between downtown and the Stockyards may feel some relief by this time next year.

Work on the North Main Street bridge, one of three needed for the Panther Island project, may be done by the middle of 2021, Doug Rademaker, a senior project manager for the city, told the project’s board of directors Wednesday. Rademaker wouldn’t put a firm end date on the bridge construction but said based on the work already finished it appears to be significantly ahead of its projected December 2021 completion date.

The bridge for Henderson Street will likely be done shortly after, he said.

A bridge for White Settlement Road, the only road without a detour and the cause of much anxiety for businesses in the area, is still on track to be done by the end of this year.

Traffic may be allowed on the bridges before they’re completely finished.

Once scheduled to open in 2017, the bridges were delayed by design issues, and officials have pushed the completion date back several times.

The three bridges are needed for a $1.17 billion project that would create Panther Island by cutting a bypass between the two forks of the Trinity River as a means to control river flooding.

The U.S. Army Corps of Engineers would dig the channel, but the project has not received significant federal funding in at least three years. Annually the local Corps office requests between $35 million and $40 million. This year, the federal government provided $1.5 million for a feasibility study.

Mark Mazzanti, the former Army Corps executive hired last year as a consultant for the local effort, last month advised the board not to accept the federal money for the study. He argued the Corps has already authorized the project and such a study would delay Panther Island by possibly another three years. Another $1.5 million would also be needed from the Tarrant Regional Water District to pay for the $3 million study, and the water district has maintained such a study unnecessary.

On Wednesday, the board directed Mazzanti to place that recommendation in writing so the board can formally approve it.
Corsicana awarded $1.2M for rail spur to serve Industrial Park

By Fort Worth Business Press Staff

U.S. Secretary of Commerce Wilbur Ross on Sept. 2 announced that the Department’s Economic Development Administration (EDA) is awarding a $1.2 million grant to the city of Corsicana, to construct an industrial rail spur to serve the Highway 31 Industrial Park. The EDA grant, to be located in a Tax Cuts and Jobs Act Opportunity Zone, will be matched with $833,333 in local funds and is expected to create 100 jobs and generate $60 million in private investment.

“Providing the infrastructure businesses need to be successful is a top priority for President Trump,” said Secretary of Commerce Wilbur Ross. “This new rail spur will provide Corsicana with the necessary infrastructure to accelerate business growth and expansion at the Highway 31 Industrial Park, and the project’s location in an Opportunity Zone further incentivizes investment in the community.”

“The new 2,500 foot rail spur to be built to serve the Highway 31 Industrial Park will directly support new economic development opportunities in North Central Texas, “said Dana Gartzke, Performing the Delegated Duties of the Assistant Secretary of Commerce for Economic Development. “In addition, the project’s location in an Opportunity Zone will build upon the park’s success in attracting new manufacturing companies and additional private investment to the region.”

“This additional rail spur in Corsicana is essential to keeping business operations in the region moving swiftly and efficiently,” said Gov. Greg Abbott. “The EDA’s investment will create more jobs for hardworking Texans and bring even greater economic opportunities to the region.

I thank our federal partners at the EDA as well as Secretary Ross for investing in the Lone Star State, and I look forward to the prosperity this project will bring.”

“As the coronavirus outbreak destabilizes our way of life, it is critical that we take active measures to ensure that struggling Texas businesses can weather the storm,” said Sen. John Cornyn. “I’ll continue to do everything I can to help small businesses in Corsicana bounce back amid this deadly pandemic.”

This project was initiated by the regional planning efforts led by the North Central Texas Council of Governments, which EDA funds to help bring together the public and private sectors to create an economic development roadmap to strengthen the regional economy, support private capital investment, and create jobs.

The funding announced today goes to one of Texas’ 628 Opportunity Zones.
Denton County OPEN grants total $35.1 million

By Hugh Coleman

The Denton County Commissioners Court announced that 1,215 businesses across Denton County would receive grants totaling $32 million for a grand total of $35.1 million in federal funds earmarked in two phases to support the local economy.

In Phase II of Denton County OPEN, for-profit businesses headquartered and located in Denton County with 100 or fewer employees were eligible to apply. The amount each business received was based on the documented negative financial impact of COVID-19 between March 1 and June 20.

Of the 1,215 recipients in Phase II, 47% employ between one and four people, while 21% employ five to nine people. A total of 12 grants were awarded for companies with 50 to 99 employees. In Denton County, around 95.6% of all businesses employ fewer than 50 employees.

The Phase II grants reached across Denton County with 22.62% in Precinct 1, 17.05% in Precinct 2, 30.72% in Precinct 3 and 29.62% in Precinct 4.

In Phase I, Denton County awarded $3.09 million to 451 businesses, averaging an estimated $6,872. Around 23.5% of the first phase of grants was awarded to businesses in Precinct 1, 16.85% in Precinct 2, 29.27% in Precinct 3 and 30.38% in Precinct 4.

The total of $35.1 million for both Phase I and Phase II of the Denton County OPEN business grants is a portion of the stimulus money Denton County received from the U.S. Department of the Treasury under the Coronavirus Aid, Relief and Economic Security Act, also known as the CARES Act.

Through the two phases, Denton County will have reinvested an average of $25,357 into 1,385 businesses. An estimated 10,401 jobs are expected to be supported through the grants.

In comparison, Tarrant County earmarked $30 million for business grants, and Dallas County earmarked $5 million. Travis County set aside $9 million for business grants, while Bexar County awarded $11.75 million for businesses.

Work to begin soon to elevate Shady Shores Road

County commissioners approved a professional services agreement with Halff Associates for engineering services for the Shady Shores Road project from Swisher Road to West Shady Shores Road.

The $698,330 contract will include preliminary engineering services for schematic design, environmental studies, surveying and coordination with stakeholders and the U.S. Army Corps of Engineers for the 2-mile stretch that runs north and south on the western edge of Lewisville Lake.

The road will be designed as a two-lane roadway with conceptual designs configured to raise Shady Shores Road at three low points. The road is owned in portions by three entities: Denton County, the town of Shady Shores and the city of Lake Dallas.
Last year, Shady Shores and Lake Dallas officials agreed to cover $1.4 million of the cost for engineering the project in Denton County Precincts 1 and 3. Denton County will fund $4 million, with $10 million anticipated through the North Central Texas Council of Governments, to pay for approximately $14.4 million in construction costs. A kickoff meeting between the entities and the engineer will be scheduled soon.

This project is necessary to ensure that flooding of the road does not continue each time we have heavy rains. The Commissioners Court believes that raising the road to a higher level will reduce the potential for flooding on that section of Shady Shores Road.
Globe Life Field will be the site of the 2020 World Series, Gov. Abbott says
Abbott tweeted late Wednesday night that the 2020 World Series will be held at Globe Life Field in Arlington.

By Jake Harris, WFAA

The World Series is coming to Arlington, according to Gov. Greg Abbott.

Abbott tweeted late Wednesday night that the 2020 World Series will be held at Globe Life Field in Arlington.

His tweet included a link to a Bloomberg article published Wednesday that outlined the playoff plans for the MLB. According to the Bloomberg article, four National League teams will head to Houston and Arlington for the playoffs. American League squads will go to Los Angeles and San Diego.

The newly-constructed Globe Life Field will also be the home of the 2020 Wrangler National Finals Rodeo in December, rodeo and local officials said Wednesday.

Since the COVID-19 pandemic began, it has hosted numerous school graduations as well.
Dallas County to vote on budget

Dallas County commissioners will vote Sept. 15 on a $678.4 million general fund budget for fiscal year 2020-2021 that’s $19.5 million higher than this fiscal year’s.

The budget will raise $1.43 million less compared to this fiscal year from taxes on property now on the county tax rolls. The property tax revenue to be raised from new property added to the tax roll this year is $15.9 million.

The total amount of general fund revenue made up of property taxes for fiscal 2021 is $438.4 million.

Some of the other major revenue categories for the general fund and the amounts they are projected to bring in next fiscal year include: license, permits and registration, $18.8 million; judiciary fees, $20.5 million; charges for sheriff/constable services, $11.6 million; reimbursement for public safety, $14.4 million; fines and forfeitures, $361,000.

The fiscal 2021 budget calls for continuing a 90-day rolling hiring freeze put in place to offset some of the negative financial ramifications after the COVID-19 pandemic hit.

Some of those negatives included a 5.3 percent unemployment rate increase in the Dallas-Fort Worth area, from 3.1 percent in October 2019 to 8.4 percent in June 2020; a 34.9 percent decline in home sale activity from May 2019 to May 2020; and a 12 percent decline in monthly sales tax from July 2019 to July 2020.

In addition to continuing the 90-day rolling hiring freeze, other cost-cutting steps that will continue into next year include regular budget updates, departmental reorganizations to increase efficiency and limiting discretionary travel.

County maintains high bond rating

The cost-cutting steps helped the county maintain its AAA bond rating throughout what was difficult year, Darryl Martin, county administrator, wrote in a letter to County Judge Clay Jenkins and county commissioners.

“This is especially noteworthy, as the county is not considered a typical AAA local government due to the below-average median income of its residents and below-average median home values,” Martin said. “Standard and Poor’s and Moody’s Investor Services attributed the county’s top rating to its large corporate tax base, strong financial management policies, formal investment and reserve policies and healthy reserves in the General Fund and General Debt Service Fund.”

Maintaining the high rating has resulted in significant savings of interest costs for debt issued by the county, Martin said.

Study: COVID-19 slams brakes on mobility, fuel taxes
Freeway volumes in North Texas fell 6 percent, toll road transactions declined 41 percent, transit ridership fell 54 percent and airport passengers dropped 80 percent in recent months compared to year-ago numbers, according to a snapshot of how COVID-19 is changing mobility in the region.

Fuel tax collections were down 2.6 percent in March, 11.9 percent in April, 29.9 percent in May and 23.8 percent in June, compared to the same months a year ago, according to the analysis presented in the August meeting of the North Central Texas Council of Governments.

Trail usage by bicyclists and pedestrians measured in Dallas, Fort Worth, Denton and Plano increased by 34 percent in March, 32 percent in April, 32 percent in May and 22 percent in June, according to the study.
U.S. Space Command needs a home. Why Fort Worth thinks it should land here

By Luke Ranker, Fort Worth Star-Telegram

Fort Worth wants to land on the short list for another major relocation, but this time it isn’t Amazon or another big tech firm — it’s the U.S. Space Command.

Cowtown has been among the cities the Air Force is considering for the headquarters of the new military command, which was established by the Defense Department in 2019 to protect the United States’ interests in space.

Gov. Greg Abbott nominated Fort Worth, Houston and San Antonio in August. Sens. Ted Cruz and Jon Cornyn penned letters to the Secretary of the Air Force voicing support for Texas cities.

A working group submitted its proposal for Fort Worth in late August, according to Fort Worth Mayor Pro Tem Jungus Jordan. He said he couldn’t speak in detail about the proposal, but said he thought Fort Worth offered a obvious option for the Air Force to consider.

“I think we’re extremely competitive, mostly because we’re a great place to live,” Jordan said. Space Command would bring 1,400 military and civilian personnel plus a wide range of contractors and support industries, Jordan said.

The presence of Lockheed Martin and Bell in Fort Worth would be major talking points for city promoters.

Chris Strayer, executive vice president of the Greater Fort Worth Chamber of Commerce, said he couldn’t discuss the pitch for Space Command, but said aerospace and the connected industries have long been among top employers in the area.

Lockheed Martin had 16,400 employees at the aeronautics plant in Fort Worth and another 3,500 at the Missiles and Fire Control plant in Grand Prairie, the Star-Telegram reported in March 2019. Of those, about 10,000 workers are in high-tech fields such as engineering, company officials said.

“Aerospace and aviation are core industries for Fort Worth,” Strayer said.

Jordan said the pitch had to go beyond the city’s connection to aeronautics and include the city’s central location and historic connection to the military. Fort Worth has a burgeoning tech scene and the aeronautics firms already in the area attract engineers and other science-based graduates.

Criteria for the location was released in May, according to Defense News. It included cities that are:

- In the top 150 largest metropolitan areas. Fort Worth is the 13th largest city in the country.
- Within 25 miles of a military base. Naval Air Station Joint Reserve Base Fort Worth is about five miles from downtown.
A livability index score of at least 50 out of 100, based on the AARP’s Public Policy Institute. Fort Worth ranks 53, above Houston and San Antonio’s 50.

While there are other joint bases in the U.S., Jordan pointed out that Naval Air Station Joint Reserve Base Fort Worth, originally Carswell Air Force Base, was the first Joint Reserve Base.

Since Space Command will take on elements of other branches, he said the joint command would be key to its mission.

Fort Worth as a community has long had a good relationship with the military and the air base, Jordan said. He estimated that the area was home to 200,000 military retirees and veterans, arguing North Texas was more friendly to ex-military personnel than other areas. Jordan was born at Carswell Air Force Base and had a long career in the Air Force that included a position at the Pentagon before he retired.
**City of Dallas seeks contractor to clean up Shingle Mountain**

Bids are due in two weeks, and the job is expected to cost a little more than $2 million. City officials say they will try to recoup costs from those who are responsible for dumping the debris.

By Kevin Krause and Carrington Tatum, Dallas Morning News

With pressure building from a court order, a lawsuit and a cacophony of protests, Dallas officials are taking the first steps to clean up a toxic dumping ground known as Shingle Mountain.

The city on Thursday released a bid proposal that calls for loading and hauling away about “175,000 yards of shingles and related debris” from the dump site at 9522 S. Central Expressway in southeastern Dallas. The materials would be moved to McCommas Bluff Landfill on Youngblood Road, about a quarter mile away.

Council member Omar Narvaez said the job is expected to cost the city a little over $2 million. The heap of discarded shingles lies behind the home of Marsha Jackson, 62, who continues to cough up black gunk more than a year after a judge ordered the mess removed.

Jackson told The Dallas Morning News last month that she sees a pulmonologist and has to wear long sleeves to avoid rashes on her skin.

Jackson, who has lived on Choate Street in southeastern Dallas for 25 years, has sued the company that dumped the shingles, as well as the landowner and the city.

“I can’t get excited about anything until it happens,” she said on Thursday after learning about the latest cleanup efforts.

Experts and activists have said that the mountain is a monument to environmental racism. Shingle Mountain sits in the 75241 ZIP code, where 78% of residents are Black and 2% are white, according to the U.S. census.

Southern Sector Rising, a coalition of southern Dallas activists and environmentalists led by Jackson, gave the city an Oct. 1 deadline to begin removing the mountainous heap east of I-45 near Simpson Stuart Road. After that date, the group said the city would face “a more forceful, determined, and calculated response.”

Jim Schermbeck, founder of Downwinders at Risk, one of the groups that make up the coalition, said the bid is a positive step but has not changed their plans for more demonstrations if cleanup doesn’t begin next month.

“Until the trucks start arriving and carrying that stuff out, I don’t believe a word the city says,” Schermbeck said. “We remain very skeptical that this is going to happen anytime soon.”

Narvaez, chairman of the city’s Environment and Sustainability Committee, said in a written statement that ongoing lawsuits limit what he and other city officials can say about the matter.

He called Shingle Mountain “an issue of major focus for our committee” and said the city will try to recover as much of the cleanup cost as possible from “the responsible parties in the pending litigation.”
The city has sued Blue Star Recycling, the company that built Shingle Mountain, and CCR Equity Holdings One, which owns the land.

The city has already contracted with an environmental consultant to “provide technical oversight, air monitoring, and stormwater protections,” Narvaez said in a statement.

Companies must submit bids by Sept. 24, and whoever wins the contract will work with the city’s environmental consultant to make sure the removal is done properly to prevent the spread of dust and water contamination, Narvaez said.

Jackson and her neighbors are at risk of breathing, heart, skin and brain health problems, according to her doctor and environmental health researchers.

She said on Thursday she is hopeful the city makes good on its plans.

“I’m praying they really do it this time,” Jackson said. “I hope they follow through.”
Rockwall County Judge David Sweet elected Secretary/Treasurer of NCTCOG Executive Board

By Dawn Redig, Blue Ribbon News.

ROCKWALL, TX (September 10, 2020) The North Central Texas Council of Governments (NCTCOG) Executive Board recently welcomed four newly elected officers and 13 directors during the NCTCOG’s 54th annual General Assembly, which was held virtually.

Rockwall County Judge David Sweet was elected Secretary/Treasurer of the 17-member NCTCOG Executive Board – the policy-making body of the Council of Governments which serves the 16 North Central Texas counties of Collin, Dallas, Denton, Ellis, Erath, Hood, Hunt, Johnson, Kaufman, Navarro, Palo Pinto, Parker, Rockwall, Somervell, Tarrant and Wise.

“The programs and services provided thru the North Central Texas Council of a Governments impact all citizens throughout North Texas. I’m honored to represent Rockwall County as the elected Secretary/Treasurer, and I look forward to working with officials throughout the entire region in planning for the future,” said Sweet.

Sweet has served as Rockwall County Judge since November 2014. Prior to that, he served four years as Mayor of the City of Rockwall, after being a member of City Council for two terms.

He was employed as a Sales Manager for 20 years with Coca Cola and Bimbo Bakeries.

Sweet has also served on the Board of Directors for the Rockwall Rotary Club and the Rockwall Area Chamber of Commerce. In addition to being a member of the Rowlett and Royse City Chambers of Commerce, he is a former board member of Meals on Wheels Senior Services of Rockwall County, Boys & Girls Club, and the JER Chilton YMCA at Rockwall. He is also part of the broadcast team responsible for broadcasting Rockwall ISD sporting events. His two sons attend Rockwall schools.

Prosper Mayor Ray Smith was elected president of NCTCOG’s Executive Board and will lead the board for the next 12 months. Smith assumes leadership of NCTCOG from Wise County Judge J.D. Clark, who will continue to serve on the NCTCOG Board as past president. DeSoto Mayor Curtistene McCowan was elected vice president.

The 13 directors who were elected include: Dallas County Judge Clay Jenkins; Tarrant County Judge Glen Whitley; Collin County Judge Chris Hill; Denton County Commissioner Bobbie Mitchell; Dallas Councilmember Lee Kleinman; Fort Worth Councilmember Kelly Allen-Gray; Arlington Councilmember Andrew Piel; Allen Councilmember Gary Caplinger; Corinth Mayor Bill Heidemann; Plano Councilmember Kayci Prince; Erath County Judge Alfonso Campos; Burleson Mayor, Ken Shetter; and Rowlett Mayor Tammy Dana-Bashian. The Honorable State Representative Yvonne Davis, District 111 is the NCTCOG Ex Officio member.
Fort Worth: North Texans Invited To Comment On Transportation Funding Programs

NCTCOG staff will provide information related to fiscal year 2020 proposed transit projects funded by the Federal Transit Administration.

By Press Release Desk, Patch

The North Central Texas Council of Governments is conducting an online input opportunity to give residents the chance to comment on a series of transportation initiatives in the Dallas-Fort Worth area.

North Texans are encouraged to provide their input through Oct. 7.

NCTCOG staff will provide information related to fiscal year 2020 proposed transit projects funded by the Federal Transit Administration. Programs of projects will be presented from the cities of Arlington, Grand Prairie, McKinney and Mesquite, as well as Dallas Area Rapid Transit, Denton County Transportation Authority, NCTCOG, Trinity Metro, Northeast Transportation Service, Public Transit Services, Span Inc. and STAR Transit.

Funding programs include Urbanized Area Formula, Enhanced Mobility of Seniors and Individuals with Disabilities, State of Good Repair, and Bus and Bus Facilities.

NCTCOG staff will also present findings from the Heavy-Duty Vehicle Emissions Impact Study. The study was conducted by Texas A&M Transportation Institute in coordination with NCTCOG. The study characterized and estimated emission impacts of oversize/overweight vehicles on air quality in the Dallas-Fort Worth nonattainment area.

Additionally, staff will present details and opportunities related to electric vehicle infrastructure funding and other clean vehicle incentives. Rebate funding will soon be available for the installation of electric vehicle charging stations across Texas through the Texas Volkswagen Environmental Mitigation Program. Staff will present key details on how to take advantage of this funding as well as provide other opportunities available for North Texans or fleets to acquire cleaner vehicles.

Staff will also present details of the $5 million Optimizing Freight Movement Project proposal designed to improve the flow of truck traffic between freight hubs and expressways. The project will identify where improving the flow of trucks can do the most good and select one or more technologies to enhance truck travel.

In addition to the presentations, proposed modifications to the list of funded projects will be posted for review and comment.

Finally, information on the Regional Smoking Vehicle Program and vehicle incentive opportunities will be available.

To request printed copies of the information, call 817-608-2365 or email NCTCOG.
Innovative approaches to stabilizing bridges

By Jeremy Agor, Mirage News

A civil engineering professor at The University of Texas at Arlington has received a two-year, $987,140 contract from the Texas Department of Transportation (TxDOT) to investigate the use of recycled plastic pins to repair deep-seated failures on embankments and the areas around highway bridges.

The pins are about 8-10 feet long and are driven into the slopes to provide stabilization, reducing costs by more than 50% when compared to conventional methods. In addition, the project, led by Sahadat Hossain, who also is director of the Solid Waste Institute for Sustainability, will test the feasibility of stabilizing slopes using just a moisture barrier and no other mechanical support.

Hossain has used recycled plastic pins extensively to repair shallow slopes in TxDOT’s Dallas district. Several other states, including Ohio, Maryland, Georgia, Iowa, North Carolina, South Carolina, Louisiana, Mississippi and Alabama, are considering doing the same in their highway slope repair following UTA’s successful implementation in Texas.

Some highways, however, experience slope failures deeper below the surface than the pins can reach. To repair these, Hossain is implementing a new technique where crews remove the soil about halfway to the location of the failure, insert rows of pins, then cover the area and insert more rows of pins to provide stabilization all the way to the surface.

Hossain is also testing whether a moisture barrier alone could effectively stabilize slopes. He currently includes a moisture barrier along with the pins to successfully prevent water erosion. TxDOT engineers want to know whether he can achieve the same results with only modified moisture barriers.

“We’ve had great success in using recycled plastic pins to shore up highway embankments in North Texas, and several other states are exploring the option now because we’ve proven that it works,” Hossain said. “As TxDOT has used our method more extensively, they’ve found that failures that are deep in the soil are harder, more expensive and time-consuming to repair. We’ve developed a different design and construction method to address that issue.”

Hossain’s research into using recycled materials for road construction and repairs includes a recent project to determine if recycled plastic can be incorporated into asphalt used in highway construction. These innovative approaches have established him as a leader in the field, says Ali Abolmaali, chair of UTA’s Civil Engineering Department.

“Dr. Hossain’s interest in using recycled materials is helping TxDOT and other departments of transportation across the U.S. to save money and be environmentally conscious,” Abolmaali said. “His innovative use of recycled plastic is making infrastructure sustainable.”
Fort Worth suburb aims to transform vacant land into ‘destination’ spot for families

By Elizabeth Campbell, Fort Worth Star-Telegram

Bedford officials are taking a bold step forward with plans to turn the city’s largest piece of vacant land into a “destination” with townhomes, outdoor areas and restaurants.

“Bedford Commons is our last remaining tract of land,” said mayor Michael Boyter.

“The city owns and controls all of it. This is our last opportunity for a unique development,” he said.

During the summer, the city council hired the firm David Pettit Economic Development, which helped to shape and develop many projects throughout the Dallas/Fort Worth area including Mule Alley in the Stockyards, South Point in Mansfield, and Glade Parks and Founders Parc in Euless.

Pettit said there isn’t anything like what is being proposed for the Bedford Commons area in northeast Tarrant County.

The concept plan for the land, which is approximately 36 acres, includes 190 town homes where the front yards overlook open green space while parking is behind the buildings, Petit said.

The plan also shows lots of open space for families to gather outdoors with a children’s play area, pavilions and a splash pad.

The concept plan also shows an amphitheater with a permanent movie wall and space for restaurants and food trucks.

Pettit used the Press Café, which is located at The Trailhead at Clearfork, to show an example of a unique community gathering place with the pop-up farmers market. It is also next to Mellow Johnny’s bike shop.

Previously, plans for Bedford Commons included building luxury apartments and the possibility of a new city hall, but the city council and many residents opposed having more apartments, saying Bedford has enough multifamily housing.

Pettit said the city is also looking at plans to create a Tax Increment Financing District or TIF in the Bedford Commons area to fund improvements to the land so that developers can begin projects there.

The council will likely approve the TIF before the end of the year. Pettit estimated that construction could start in the fourth quarter of 2021.

Boyter previously told the Star-Telegram that Bedford was the place to be when he was growing up and said it is time for the city to make a comeback.

“We could not have gotten to the place we are at right now without bringing in a third party,” he said. “We control this land. That makes this project more doable,” he said.
Latest hotel proposal near Fort Worth’s museums would reshape part of Camp Bowie

By Luke Ranker, Fort Worth Star-Telegram

A high-end hotel promises to remake a vacant stretch of Camp Bowie on the edge of Fort Worth’s Cultural District, if the city council moves forward with the plan.

The council will also consider chef Tim Love’s plan for shipping containers at Gemelle.

Plans for Bowie House Hotel call for a four-story, 120-room hotel at 3710-3736 Camp Bowie Blvd. The site, to the west of the the CVS in North Hi Mount, was previously home to a church and The Ginger Man bar. Both have been bulldozed. Renderings show a long building that mirrors the brick of Camp Bowie in color. The rear features a rooftop infinity pool on the second floor that cascades down the side of the building to a garden courtyard.

The Fort Worth City Council will consider necessary zoning changes Tuesday, and the zoning commission recommended approval last week. Opposition from nearby residents focuses on increased traffic and worries parking will spill out into the neighborhood.

Jo Ellard owns the property as well as a single-family home nearby. The Dallas resident told the zoning commission she is heavily involved with the National Cutting Horse and has spent a third of the year in Fort Worth since the mid-1980s. Though she lives in Dallas, she said Fort Worth has her heart and she’s kept a keen eye on the city’s growth.

“As Fort Worth grows and expands and evolves over the years, there is a need for a product like this, a luxury hotel,” she said.

Ellard told the Star-Telegram she would discuss plans for the hotel in greater detail after the council vote Tuesday, saying she didn’t want to jinx the project before it was approved. This is her first commercial development.

Plans call for a restaurant, bar and meeting space in the roughly 35,600-square-foot building. Parking will be valet-only in an underground garage that has about 180 spaces. The entrance is at a median crossing on Camp Bowie, basically where the Ginger Man’s driveway was, to limit the impact on traffic.

The development is not just a hotel.

Eleven townhomes will buffer the hotel from the North Hi Mount neighborhood to the west and north, with four facing Dorothy Lane and seven facing Clarke Avenue. Each will have a two-car garage and should be no higher than the typical residential home.

Wade Chappell, president of the Camp Bowie District, a nonprofit that promotes business along the boulevard, voiced support for the project. The district held several meetings with the developer, who Wade said appeared “to go to great lengths to be a good neighbor.”

“This is a tasteful project that brings the kind of clients we want to Camp Bowie,” he said.
A city staff report indicated the North Hi-Mount neighborhood’s board approved a letter in support of the project, though not everyone was in favor.

Miranda Benton told the zoning commission she believed the developer had not communicated fully with nearby residents.

She worried the project would hamper traffic along Camp Bowie as well as Dorothy Lane, which is used frequently by traffic headed to North Hi Mount Elementary. Though the city’s stormwater management department approved the project, which is required to account for additional rainwater runoff, Benton said she worried the buildings would increase street flooding on Camp Bowie and into nearby Arlington Heights.

Benton said she thought there was more opposition to the project than what had been indicated by the neighborhood association and developer.

“I have personally received hundreds of calls, texts, private messages and emails from people who have expressed their anger and frustration about the process,” she said.

**TIM LOVE HOTEL**

The City Council will also consider chef Tim Love’s plan to place nine shipping container cabins at Gemelle, his Italian restaurant off White Settlement Road by the West Fork of the Trinity River.

Love presented the plan to the zoning commission last month and paid extra to have the process expedited so the council would hear the plan the next week, but the commission told him to go back and meet with more neighborhoods, including the River District.

Zoning commissioners approved the plan, saying it was a unique concept that showed Fort Worth’s entrepreneurial spirit. But speakers during the virtual meeting Sept. 9 worried Love had not properly accounted for parking and wondered why he would place the cabins in a known flood way for the Trinity River.

Love said in August he was working with an engineer to assess whether they would be at risk. An alternative concept would raise the containers about 4 feet. They are assembled off site and trucked in, Love said, so there would be minimal construction.

The 160-square-foot cabins fit a queen-size bed, custom tile walk-in shower and refrigerator.

Each unit has a full glass door and a rooftop deck that offers views of the river. They’ll be styled similar to the Gemelle building, according to Love’s presentation. Guests can rent kayaks and bikes to use along the river.

The cabins will rent for about $200 a night.
New North Texas Air Monitoring System Goes Live Today
Be glad you don't live in California.

By Tim Rogers, D Magazine

This is really cool. The SharedAirDFW Network launches today. According to the press release, “It becomes the first and only regional hyperlocal air-monitoring network in Texas and one of the only ones being built by any U.S. city.” You can thank UTD, Paul Quinn College, Downwinders at Risk, the city of Plano, Dallas County, and Dallas College. Full release after the jump.

(Dallas) — A three-year high-tech collaboration between the University of Texas at Dallas, Downwinders at Risk, the City of Plano, Dallas County, Dallas College, and Paul Quinn College came to fruition today with the official debut of the SharedAirDFW Network – online, and with an outpost in one of the most polluted neighborhoods in North Texas.

It becomes the first and only regional hyperlocal air monitoring network in Texas and one of the only ones being built by any US city.

“This network is the purest, most dramatic expression of our 26-year old goal to provide citizens with the tools government won’t,” said Downwinders Director Jim Schermbeck, who’s helped shepherd the Network since it was a National Science Foundation grant runner-up in 2017. “We see SharedAirDFW’s debut as the public health equivalent of turning on electric streetlights for the first time at the turn of the 20th Century. We’re building a utility – the full impact of which won’t be realized for years.”

Debuting with eight Particulate Matter (PM) air pollution monitors located from Richardson to Southern Dallas and Mesquite to Fort Worth, the network is scheduled to install over 100 more in the next 12-24 months, including blanketing Dallas neighborhoods whose residents say they're already breathing bad air but have no way to prove it.

In the last decade published research on the human health effects of exposure to Particulate Matter air pollution has linked it to a variety of illnesses and diseases, including developmental impacts such as Autism, Parkinson’s, Dementia, and IQ loss. These effects have been documented at exposure levels well below U.S. EPA regulatory limits.

All the monitors in the network were built at the Physics Laboratory at the University of Texas at Dallas campus in Richardson, using an original design by Dr. David Lary, the technical guru who's guided the development of the Network. “We’re using the same machine learning technology to calibrate our monitors that NASA uses for its satellites. We can take accurate measurements every few seconds and stream the data in real-time to capture the of air quality at a specific place over time.”

PM air pollution data collected from Network monitors, along with information from EPA and DFW Purple Air monitors, are displayed in real time on a digital map accessible to anyone online at www.sharedairdfw.com. For the first time, a single website displays all the online monitors networks collecting PM air pollution data in North Texas on the same map. Besides UTD, Downwinders at Risk, Dallas College, and Dallas County will be displaying the SharedairDFW map on their own websites.
Only Particulate Matter air pollution levels are shown by the SharedAirDFW map now, but larger monitors will also be capturing Ozone, or Smog levels. At some point in the near future, that data will also begin to be displayed on the Network map.

Also, on display are the locations of the major air polluters in the City of Dallas, along with their self-reported pollution volumes – a first-ever inventory of Big D’s air polluters that no level of government currently provides.

SharedAirDFW has other advantages over existing government air monitoring in DFW.

Many More Monitors in Many More Places. Currently there are only six EPA monitors for Particulate Matter Air pollution in all of North Texas, and only 12 Purple Air monitors online.

With the ability to saturate neighborhoods with almost a dozen monitors apiece, SharedAirDFW allows residents, researchers, and policymakers to better pinpoint pollution plumes and health risks.

Real Time Data. For the first time there’s a way for DFW residents get air quality information in real time instead of waiting for up to two or three hours at government monitor sites. The SharedAirDFW monitors display their readings every 30 seconds, 24 hours a day.

An Emphasis on Environmental Justice. For the first time there’s year-round, calibrated air quality data being collected in Dallas’ most polluted neighborhood – the Joppa community in Southern Dallas along the Trinity River. The “Joppa Zion Mothership” – named for the adjacent Church – began transmitting on Monday August 31st. It’s linked to two additional “satellite” monitors that began transmitting this last weekend.

By January they’ll be 11 monitors in Joppa, making it the most densely monitored neighborhood not just in Dallas, but all of Texas.

Joppa’s monitors are the first of 33 air monitors Downwinders at Risk is deploying in so-called “fence line” locations. After installation in Joppa is completed, another 11 will be installed in West Dallas, and then in and around Midlothian as well. In the two weeks since the first Joppa monitor was installed, it’s consistently recorded higher levels of PM pollution than other monitors in the SharedAirDFW network as well as local EPA and Purple Air monitors.

Schermbeck said those results vindicate the decision to locate monitors in predominantly Black and Brown neighborhoods disproportionately burdened by their proximity to industrial polluters. “Our monitors are going where people are most harmed by air pollution, but least able to do something about it.”
Plano offering grants for ‘sustainability’ projects that protect the environment, conserve resources and more

A showcase of past project that made a positive impact on the city is set for Wednesday.

By Teri Webster, Dallas Morning News

Plano’s first virtual “sustainability showcase” will recognize individuals and groups whose projects have made a positive environmental impact on Plano.

The event, set for Wednesday at 6:30 p.m., will highlight resource conservation and environmental protection as well as economic, social and resilience aspects, according to the city. Registration is required to attend.

Plano is also offering Sustainability Community Grants ranging from $500 to $2,000 to help fund new environmentally friendly projects. The city will award up to $6,000 in grant funding.

All projects must be conducted within Plano. Individuals and community, volunteer and neighborhood groups are eligible to apply, as are homeowner associations, nonprofit organizations, faith-based organizations and schools.

The city says it is interested in projects that do the following:

- Improve the environment.
- Increase equity in the community.
- Enhance the quality of life.
- Increase cultural vibrancy.
- Expand ecological resilience.
- Conserve natural resources.
- Beautify the community.
- Educate others about protecting the environment.

Applications will be accepted until Nov. 16. Winners will be selected in mid-December, and funding is expected to be distributed by late January 2021.

For projects that are granted funds, progress reports are due on March 15 and June 14. The final report and completed projects are due by Aug. 16, 2021.
Applicants who receive grants are not eligible to receive funding in the following year.

Additional information may be found at plano.gov/SCgrants
This California aerospace leader is looking at Fort Worth for its headquarters

By Luke Ranker, Fort Worth Star-Telegram

Fort Worth hopes to lure another California company — this time with more than 500 high-paying, white-collar jobs — to the former FAA headquarters.

Wesco Aircraft plans to relocate its headquarters from Valencia, California, to Fort Worth in two phases starting next year thanks to a $1 million incentive package the city’s economic development department pitched Tuesday. The company will bring 539 corporate jobs with an average salary of $75,000.

The relocation represents a win for the city, said Robert Sturns, economic development director, as Wesco checks many of the criteria established in the city’s long-term development strategy: A corporate relocation with high-paying office jobs in aerospace, one of the city’s targeted industries. Wesco recently merged with Pattonair and will be doing business as Incora.

The combined company is a leader in supply chain and distribution within the aerospace industry and has more than 7,000 customers and 4,000 employees worldwide. It’s also a sign Fort Worth is poised to recover strongly from the recession spurred by COVID-19.

“I think you will continue to see companies that are reassessing their operations, looking at different environments where they can locate and trying to capitalize on, you know, what options to redesign and rethink how they operate,” Sturns said. “Fort Worth is positioned very well to take advantage of some of those opportunities.”

The company will begin relocating 239 jobs to about 53,000 square feet in the former FAA headquarters at 2601 Meacham Blvd. next year. In 2022, 300 more jobs will occupy an additional 40,000 square feet. In each phase the company will commit to $4 million in investment in the building. The minimum salary is $44,000.

“Our new, larger office space in Fort Worth will allow us to bring our teams together to increase efficiency, encourage collaboration and support the future growth of our business,” Incora CEO Todd Renehan said in a statement. “This centrally located site also will offer more accessibility and availability to our customers and colleagues across the U.S. and in Europe.”

No tax dollars are used in the incentive package offered by the city.

When the city sold the Pinnacle Bank property at 250 W. Lancaster Ave., about $4.5 million was set aside in a special fund to target specific development projects. This is the first time the city has dipped into the fund to entice a company to expand or relocate, Sturns said.

The city will dole out a cash grant up to $490,000 after the first phase and a second grant of up to $510,000 in 2026, after the second phase of relocation. The total allocations will be determined by the number of new jobs earning at least $58,522.

Sturns said he anticipates $767,464 in net benefits to the city. Because the city isn’t using a tax break, it will continue to receive revenue from the building, about $1 million over 10 years.
The deal is pending a City Council vote Sept. 22

During City Council work session Tuesday, council members had little comment about the relocation, though Mayor Betsy Price called it “exciting.”

“Incora’s new location not only will bring more jobs to Fort Worth, but it also positions the company for continued success and future growth,” said Price in a prepared statement sent through the Greater Fort Worth Chamber of Commerce.

Gov. Greg Abbott, in a statement, celebrated the relocation, saying he was proud to welcome the company to Texas.

“Texas has cultivated a strong economic climate with low taxes, reasonable regulations, and a high-caliber workforce, which allows companies like Wesco to innovate and prosper,” Abbott said in the statement. “As a thriving aviation and aerospace hub, Fort Worth is the ideal location for Wesco to continue to grow its operations and serve its customers.”

Sturns said his department has been working with Wesco for roughly a year. The company had looked at several sites around town, including downtown, before choosing the Mercantile Center location. Part of the city’s economic development plan calls for increased density and office jobs in downtown, but Sturns said Wesco wasn’t able to find a space there that fit its needs.

This is the second California company Fort Worth has wooed to locate here.

Western apparel maker Ariat International will move the company’s western distribution hub and regional headquarters to Alliance. The company will add 75 corporate jobs to an 800,000-square-foot site at state highway 156 north of the BNSF intermodal facility and ramp up to about 450 total jobs in the distribution center by 2024. The City Council approved $2 million in incentives for the project.

If approved by the council, the Wesco move helps solidify Fort Worth in the aerospace industry beyond the traditional big names of Lockheed Martin and Bell. Sturns said relocations like Wesco’s signal to other companies Fort Worth has a highly skilled work force and a strong quality of life.

“Other companies will say, ‘OK, I think I can move my operations here because Fort Worth has obviously shown it has the talent,’” he said. “I think that’s the big selling point.”
World Series to be played at Rangers' Globe Life Field as part of MLB’s modified bubble plan

The World Series will start in Arlington on Oct. 20, and fans may be allowed to attend.

By Evan Grant, Dallas Morning News

ARLINGTON — A decade ago, the Rangers envisioned a future in which Ron Washington, Yu Darvish and Jurickson Profar competed late into October in dramatic postseason games in Arlington.

Turns out they could be half right.

All of them could end up in Arlington this fall; just none with the Rangers. Major League Baseball made official Tuesday a plan to move the postseason into a modified bubble format in which much of the National League Playoffs and all of the World Series will be played at brand new Globe Life Field in Arlington.

The World Series will run from Oct. 20 to as late as Oct. 28. MLB is pursuing plans to allow a limited number of fans into the stadium for the NL Championship Series and the World Series.

After the wild card best-of-3 rounds, all at the homes of the higher seeds, the playoffs will move into a hub format with Arlington and Houston’s Minute Maid Park playing host to the NL playoffs, while Southern California hosts the AL.

The NL Division Series in Arlington, which begins Oct. 6, will feature the winner of the No. 1 vs. No. 8 seed against the winner of the No. 4 vs. No. 5 matchup. The Los Angeles Dodgers and San Diego, currently engaged in a battle for the NL West, are likely to end up splitting the No. 1 and 4 seeds. The NL Championship Series begins Oct. 12.

And some fans might be able to attend. Commissioner Rob Manfred said Monday night in an online forum hosted by Hofstra University that he would like to see limited fans at both the League Championship Series and the World Series. Now that the sites have been finalized, MLB will dig deeper into the feasibility of fans.

“We’ve gotten really great support from the local government and from the state of Texas and Governor Abbott just encouraging us to come in and host our event there,” MLB Chief Operations and Strategy Officer Chris Marinak said Tuesday. “When we’re looking for all the different places that we can to hold an event like this, having the local municipality on board and encouraging us to put the event together there is a big factor in helping drive it together.”

The Rangers have hosted crowds of up to 5,000 for high school graduations since May. The stadium seats 40,000 fans. So, the possibility for increasing capacity while maintaining social distancing does exist. Rangers and MLB officials on Tuesday declined to discuss a target figure for capacity.

Rangers officials have met with their Cowboys counterparts about the NFL team’s plan for Sunday’s home opener at AT&T Stadium. The Cowboys are allowing a limited number of fans but have not publicly divulged the number.

“Hopefully we’ll land on a consensus here soon that will allow us to bring fans in for at least some rounds of the postseason,” said Rob Matwick, the Rangers Executive Vice President for
Business Operations. “On the local level, we have had great cooperation. We felt like we were pretty much in line with what the thinking was at AT&T Stadium, which I think is beneficial to all of us. We'll see how it goes this weekend for the Cowboys game. We'll learn from that and move forward.”

Over the three weeks of playoffs, the new retractable roof stadium could play host to the Atlanta Braves, featuring former Rangers manager Washington coaching third, the Chicago Cubs, featuring pitcher Darvish, and the Padres, featuring the game’s hottest star, Fernando Tatis Jr., and Profar. Washington managed the Rangers to back-to-back World Series appearances in 2010-11. The club added Darvish and top prospect Profar for 2012.

The team has not won a playoff series since. Washington resigned near the end of the 2014 season and has since taken a coaching job with Atlanta. Darvish was traded to the Los Angeles Dodgers at the trade deadline in 2017 and then signed a six-year, $126 million deal with Cubs. He is a leading candidate for the NL Cy Young Award. Profar was traded after the 2018 season.

In addition, the playoffs could feature the Dodgers' twin North Texas pitching titans: Highland Park’s Clayton Kershaw and Justin Northwest’s Dustin May.

The Rangers? They will be gracious hosts.

The playoffs do not come with a financial windfall. Tickets for the postseason are controlled by MLB and gate revenues are added to the playoff pool split between owners and players.

Instead, the Rangers may receive some parking and concession revenues. They also will be able to bring back some seasonal employees. MLB will reimburse the Rangers for any costs the team incurs, but that’s about it.

The benefits may be more long range. The Rangers would like to host some of baseball's jewel events such as the All-Star Game and the World Baseball Classic.

“This is a good dry run for a lot of other opportunities really at the MLB level as mentioned,” said Marinak, the MLB official. “I think this gives them a chance to get to demonstrate and showcase what the facility can do. And my guess is everything we’ve seen from this, this ballpark is that it’s just, it’s really an amazing facility.”

And this fall some people might even get to see some old friends inside of it.
YTexas CEO weighs in on DFW economic attributes, high-speed rail

By Bill Hethcock, Dallas Business Journal

As founder and CEO of YTexas, Ed Curtis tries to keep his finger on the pulse of an array of projects and issues that affect economic development in the Lone Star State.

In this discussion, Curtis talks about an economic transformation he sees happening in Fort Worth, and about Texas Central’s highly controversial proposed high-speed rail line between Dallas and Houston.

You have said that all the regions in Texas have their own personalities. Compare and contrast Dallas and Fort Worth’s economic personalities.

While without a doubt Houston is the most global city in Texas, I feel that Dallas-Fort Worth is the true, big economic engine for the state. If you look at any trend that’s out there, Dallas-Fort Worth is usually leading the pack. It has more technology jobs than Austin. It’s definitely the big metropolis that most people want to be around.

I think Fort Worth is really transforming itself from Cowtown, if you want to call it that, with everything that is happening out at Alliance Texas and their investment in logistics and technology and energy. When you see what Hillwood and Bell (and others) are doing with their mobility innovation zone, I think it’s going to be a major player.

I’m looking at it as much more of an engineering and advanced manufacturing town, not necessarily the blue-collar manufacturing town that you and I might compare it to. But because of Alliance, it’s going to be a huge distribution hub for a lot of the commerce going in and out of the state. It’s probably where Dallas was 10 or 15 years ago. It’s kind of that new, interesting city that’s getting a lot of attention.

How long do you think it will take for DFW to get back to the low levels of unemployment we were experiencing before the pandemic?

I don’t think I can answer your question as to when. I do think it’s going to be industry by industry. I also think we’re going to exceed anyone else because of our focus on technology, because we’ve got a diverse economy with so many industry sectors, and because we’ve got a strong talent pool.

What is the future of high-speed rail between Dallas and Houston? Do you think this project is going to happen?

That’s a great question. I think in this state, the future of mobility is definitely a big topic. It’s a big state. All of our major regions are within a three or three-and-a-half drive from each other.

That’s coming to the forefront. I think the high-speed rail is going to be a big part of getting people between Dallas and Houston quickly. I think the majority of the business community wants to see it happen. I just think exploring multiple ways of getting around this state are all on the table. I think COVID is putting it in a situation where it is undetermined at this point.

How has COVID-19 changed the game for high-speed rail?
I think every company is having to reassess their revenue models, and because it was privately funded, the investors are probably trying to recast how it’s going to pay for itself and finance itself. They had passed a lot of legislative hurdles and I think are very close to getting some positive feedback on the legislative side, but I just think it’s unfortunate for everyone.

Everyone is having to try to re-project and re-analyze what their best business model is going forward, and without anyone flying or commuting right now, I’m sure they are going back to the table and figuring out how that is going to play out.
Critics Question Financial Dealings of Bullet Train Developer
Texas Central says it has been open

By Brian Curtis, NBC DFW News

There’s new information about the plan to build a high-speed train between Dallas and Houston – and where some of the money for the project is coming from.

The Japanese-designed bullet train would shuttle travelers between the two cities in just 90 minutes at nearly 200 miles an hour. There would be one stop in Grimes County.

The project has been under development for years by Texas Central, which has its headquarters in Dallas.

Texas Central has already purchased much of the land it needs for the 240-mile rail line. Now the group ‘Texans Against High-Speed Rail’ has released public documents showing that Texas Central has used some of that land as collateral for a loan of up to $300 million from Japan Texas High-Speed Railway Cayman LP, which is based in the Cayman Islands.

That entity was created by a bank owned by the Japanese government.

Critics say the loan arrangement is proof that the train is not a Texas project, which supporters often tout. Texans Against High-Speed Rail also warns that if Texas Central fails, large swaths of land in central Texas could end up being owned by the Japanese. The group is calling on Governor Abbott to take action against what it calls deceptive practices in dealing with landowners.

Carlos Aguilar, President & CEO of Texas Central, released the following statement in response to the accusations:

“Despite unfounded rumors to the contrary, Texas Central Railroad, a Texas-based company, owns the property purchased for the state-of-the-art high-speed train project and continues to honor all of the commitments made to the landowners who have participated in the Land Option Purchase Program. Texas Central provided a security interest on its acquired property to its lender which is customary practice in real property transactions.

As momentum builds toward physical construction, Texas Central continues to engage in personalized, open and collaborative discussions with landowners, outlining the project’s benefits, listening to their concerns and answering their questions.”

Texas Central furloughed dozens of workers back in March, citing financial problems linked to the COVID-19 pandemic. Despite that, the company says it hopes to break ground early next year. Construction would take approximately six years.

Federal grants awarded to improve freight rail and multimodal traffic flows
Funding part of $1 billion for range of projects
By Joanna Marsh, Freight Waves

Expanding local freight rail networks and facilitating multimodal access were among the goals of several projects that have been awarded competitive federal grants from the U.S. Department of Transportation (DOT).

The DOT awarded $1 billion overall to 77 projects in 44 states under the Better Utilizing Investments to Leverage Development (BUILD) transportation discretionary grants program.

“This administration is making significant investments in infrastructure, and this $1 billion in BUILD grants will repair, rebuild and revitalize transportation systems across America,” said Transportation Secretary Elaine L. Chao.

Six projects sought to improve the project area’s freight rail network through traffic flow improvements.

DOT also granted awards to a number of projects that plan to build infrastructure around highway-grade crossings or relocate or eliminate grade crossings. Project locations include Monticello, Arkansas; Castle Rock, Colorado; Polk County, Iowa; Hattiesburg, Mississippi; and Erie, Pennsylvania.

The Class I railroads privately invest in their networks, but localities and states can be eligible for federal funding for freight rail-related projects if their projects help to improve overall traffic flow. Many projects also have improving freight rail traffic flows as a component of the project.

These are the projects that addressed freight rail movements:

1. **North Texas Multimodal Operations, Velocity, Efficiency, and Safety (NT MOVES) Program (Dallas and Fort Worth, Texas); $25 million awarded to the North Central Texas Council of Governments**

   This project sought to expand commuter and freight rail capacity between Fort Worth and Dallas via the following: constructing 1.2 miles of double track from the Medical Market Center to Stemmons Freeway; building 2.4 miles of second track from Handley Ederville Road to Precinct Line Road; and implementing Clear Path technology to exchange information on train movement in the terminal complex.

   The project aims to increase reliability and decrease the travel time of commuter and freight train movements as a result of replacing or rehabilitating bridges and double-tracking portions of Dallas Area Rapid Transit’s Trinity Railway Express corridor.

2. **St. Louis Bi-State Regional Ports Improvement Project (St. Louis, Illinois and Missouri); $20.84 million to America’s Central Port District**

   The project consists of multiple parts. The project at America’s Central Port in Granite City, Illinois, aims to build up the region’s multimodal infrastructure. This project entails the
construction of 2,050 linear feet of new railroad track, a new terminal access roadway, a new belt system and barge loading system replacement.

The project at the St. Louis Port Authority, Missouri, seeks to build 7,300 linear feet of new railroad track, barge loading equipment modernization, conveyor replacement, loading shed updates and flood mitigation work.

The project at Southwest Regional Port District, Illinois, aims to conduct loading shed and electrical system updates, hoist system and barge loading upgrades and flood mitigation work.

These improvements — new grain storage, conveyor equipment and additional track — will make the port district more competitive, according to DOT. The project also seeks to modernize existing assets, which will expand the capacity of the facilities, reduce wait times and provide an attractive alternative for grain shippers.

The project will also increase resiliency and environmental sustainability, as it would allow the facilities to remain open in the event of Mississippi River flooding, which has caused extended closure in recent years, DOT said.

3. **Stockton Diamond Grade Separation (Stockton, California); $20 million awarded to the California Department of Transportation**

The project will construct grade separations for Union Pacific (NYSE: UNP) and BNSF’s (NYSE: BRK) mainlines running through Stockton. The project also seeks to make local roadway improvements along the rail lines, including some rail-roadway grade separations. These improvements will help prevent fatalities, injuries and property damage, and they will enable an uninterrupted flow of rail traffic through the crossing.

4. **U.S. 79 Bridge Replacement (Russellville, Kentucky); $13.5 million awarded to the Kentucky Transportation Cabinet**

This project will replace and widen four existing bridges on U.S. 79 between Guthrie and Russellville, Kentucky, one of which passes over CSX (NASDAQ: CSX). The bridge over the CSX track will have a higher clearance and will meet CSX’s current railroad design policies.

5. **Port of Cates Landing Rail Extension Project (Lake County, Tennessee); $7 million to the Tennessee Department of Economic and Community Development**

This project will construct 5.5 miles of rail to connect the Port of Cates Landing and the adjoining Select Tennessee certified industrial site to the TennKen short-line railroad, DOT said. Doing so will provide a rail alternative for the region and reduce truck vehicle miles traveled.

The Northwest Tennessee Regional Port Authority has partnered with TennKen Rail and the Lake County Industrial Park to develop, implement and maintain the project.

6. **San Juan Four Corners Freight Rail Project (San Juan, New Mexico); $2 million awarded to San Juan County**
The project will complete the planning phase for the realignment of NM 371 corridor rail, according to DOT. The proposed rail line will connect the Farmington, New Mexico, area to the BNSF, Interstate 40 and Thoreau, New Mexico, across San Juan and McKinley counties.

The project will reduce the area’s freight traffic on the highways and local roads, and it will improve the efficiency of the area’s freight network through the upgraded connection with BNSF.

Related to the project, San Juan County and Navajo Nation officials signed a memorandum of understanding to plan and construct a railroad spur and a petrochemical industrial complex in San Juan County.
**Fort Worth: Webinar to Examine Air Quality Strides During the Pandemic**

The webinar will be presented by the North Texas Commission and the North Central Texas Council of Governments.

By Press Release Desk, News Partner

Join a free webinar at **2 p.m. Sept. 23** to learn about how the lockdown during the spring resulted in cleaner air, and how North Texas can continue these improvements.

The COVID-19 pandemic has had unprecedented impacts on daily lives. While many of these impacts are points of stress for us, some positive outcomes have been seen in regard to the transportation system.

Pamela Burns, communications manager at the North Central Texas Council of Governments, will discuss transportation data and trends seen during the current pandemic and discuss how employers can assist the region with sustaining positive travel behaviors in the months and years ahead.

The webinar will be presented by the North Texas Commission and the North Central Texas Council of Governments. Register for the Zoom webinar.
STEEL RAIN FOR DART SILVER LINE PROJECT ARRIVE

By Richardson Today

RICHARDSON – Another set of steel rails for the Dallas Area Rapid Transit (DART) Silver Line project was delivered today by special train from Columbia City, IN.

The shipment consists of 50 rail segments, each spanning about 1,600 feet long which is longer than five football fields. More deliveries of rail are expected in the coming months.

“DART and all of our service area cities have been looking forward to the Silver Line.

We are working very closely with the neighborhoods that are adjacent to our railway, making sure that they know when construction is going to happen,” said Gordon Shattles, External Relations for DART. “They will get notices on their doors and we will work very closely with the cities to make sure they are educated and knowledgeable about safety procedures and when new construction will be happening.”

DART’s 26-mile corridor will extend between Plano and DFW Airport with stops in seven cities including Richardson. Service is scheduled to begin March 2023.

https://vimeo.com/458322819
The National Drive Electric Week Event

By Heather Sherrill, North Lake Campus Newspaper

DALLAS MAYOR ERIC JOHNSON JOINS NORTH TEXANS TO CELEBRATE ELECTRIC VEHICLES FOR A VIRTUAL EVENT “BASED’ IN DALLAS-FORT WORTH

The National Drive Electric Week Event, in the Form of a Webinar, Will Explore the Growing EV Scene in Texas

DALLAS-FORT WORTH, Sept. 14, 2020—A video message from Dallas Mayor Eric Johnson and videos of an electric vehicle road rally and Dallas-Fort Worth electric bus service will highlight a National Drive Electric Week (NDEW) event focusing on North Texas.

Although virtual due to the Coronavirus—a webinar—the event is part of a national celebration of electric vehicles and is “based” in Dallas-Fort Worth. It will also include a first-ever reunion of the cast and director of “Who Killed the Electric Car?” for a look back by EV pioneers at the birth of EV advocacy and a look ahead at where the field must go now.

The videos and the live pioneers panel are part of a NDEW webinar premiering Sat., Sept. 26 at 1 p.m. CDT/11 a.m. PDT/2 p.m. EDT. It is one of dozens of in-person and pandemic-safe virtual NDEW events, coast-to-coast, designed to accelerate EV adoption.

The Second Annual North Texas EV Road Rally for the Oncor Trophy will take place in various Texas cities. Here is a video preview. Trinity Metro will provide a webinar video of its Dallas-Fort Worth Dash electric bus.

Other webinar highlights:
– EV driver-made testimonial video
– A live EV 101 panel
– A video about the newest Chevy Bolt EVs made exclusively for the event
– An artistic re-imagining of the Tesla Cybertruck made out of recycled plastic
– A video by race car driver/EV advocate Leilani Munter

More information is available and viewers may register for the webinar here. It will be recorded and remain online indefinitely.

Texas is working to accelerate EV adoption with Tesla completing its new Gigafactory in Austin, and, in the Dallas-Fort Worth area, Chinese automaker Kandi opening a manufacturing facility and Linear Labs opening a research and production center. North Texas is boosting its EV deployment, with light-duty registration growing at a rate of over 35% per year and multiple heavy-duty EV deployment projects in place, according to the North Central Texas Council of Governments (NCTCOG).

“National Drive Electric Week is an opportunity to educate Texans about the benefits of electric vehicles, including the important role they play in improving our region’s air quality,” said Lori Clark, program manager at NCTCOG. “We’re delighted to take part to help build support in North Texas for these clean, efficient, enjoyable vehicles.”
NDEW Dallas-Fort Worth is one of some 135 registered NDEW events to date. Last year, the celebration encompassed more than 300 such gatherings, heavy on test-drives and other activities across every state and eight countries.

Texas event sponsor CarbonLITE Recycling, the world’s largest recycler of plastic beverage containers, recently expanded capacity at its 220,000 square-foot Dallas plant. It donated 800 plastic water bottles and recycled sheet plastic from its PinnPACK Packaging subsidiary for an imaginative interpretation of the Tesla Cybertruck by California-based artist Anne Marie D’Agostino.

Speakers on the pioneers’ panel will include Chris Paine, the 2006 “Who Killed” documentary’s director, Chelsea Sexton, its key figure. Panelist Shelley Francis, managing partner of EVNoire, will be among those contributing information about equity and diversity among EV consumers. The lively discussion will be moderated by Dan Neil, also in the film and the Wall Street Journal’s Pulitzer Prize-winning auto columnist.

The webinar will be emceed by EV pioneers Alexandra Paul, also known for her work as an original “Baywatch” actress, and Marvin Campbell. Part One, starting at 1 p.m. CDT/ 11 a.m. PDT/ 2 p.m. EDT, will include the EV 101 panel, a video of the Cybertruck re-imagining and the road rally. Part Two, starting at about 2:30 CDT/12:30 p.m. PDT/ 3:30 EDT, will include the “Who Killed the Electric Car?” reunion and pioneers’ panel.

Other event sponsors and collaborators: Forth Mobility, Adopt a Charger, Current EV, the North Central Texas Council of Governments, EarthX, PinnPACK Packaging and North Texas Tesla Owners Group. Celebrating its 10th year, NDEW is presented by national organizers Plug in America, the Sierra Club and the Electric Auto Association.
Trinity River trash buildup was already a huge challenge. COVID-19 hasn’t helped.

By Haley Samsel, Fort Worth Star Telegram

With their entertainment options limited by the COVID-19 pandemic, Fort Worth residents flocked to city parks and the Trinity Trails this summer in the hopes of safely enjoying some sunshine and scenic nature views. At times, the influx of visitors led to overflowing trash cans and overworked maintenance staff trying to keep up with demand.

Laurie Stelljes, who has participated in Fort Worth nature cleanups for the past decade, walks the trails regularly and saw the increased traffic to outdoor areas in real time. What stood out to her, though, was an issue that has concerned water district officials, city leaders and residents for years: the visible buildup of trash in the Trinity River, and the litter along city streets and sidewalks that causes it.

With more people enjoying nature, the eyesore and environmental consequences of water bottles, Styrofoam and single-use plastic bags in the Trinity is even more pronounced, Stelljes said. She is especially concerned about animals ingesting plastics and the impact of plastic pollution on water quality.

“There’s got to be something that can be done to instill a little pride in our area,” Stelljes, an executive committee member of the Greater Fort Worth Sierra Club, said. “You want tourists to come and enjoy our river because it’s beautiful. You don’t want them to go home thinking, ‘God, I liked Fort Worth but there was so much trash.’”

The trash pollution issue did not start with the uptick in people using outdoor facilities during the COVID-19 crisis, nor will it end when the pandemic subsides, according to Tarrant Regional Water District officials and residents who regularly volunteer to clean the river.

But the pandemic did lead the Tarrant Regional Water District to cancel its spring Trash Bash and prevented smaller groups from gathering to clean up their adopted parts of the river, which led to additional trash accumulation.

“Obviously we would have liked to have that because it does make a difference, but this trash is an ongoing problem,” said Chad Lorance, a spokesperson for the Tarrant Regional Water District. “Those are great events because they help create awareness of the trash problem, but really just through the year, there’s a lot of trash that we collect as well.”

In addition to delivering raw water to municipal treatment plants, the water district is responsible for maintaining and cleaning 27 miles of the Trinity River floodway, which encompasses the Fort Worth portion of the river as well as seven lakes. Now, as Tarrant Regional Water prepares for its larger fall Trash Bash on Sept. 19-20, district officials are urging residents to reconsider when throwing trash out a car window or leaving litter on a trail path.

“We’re reaching a point, because of the popularity of the trails, where we need to start instilling a sense of responsibility to people who are out there,” said Valerie Jay, a recreational consultant who is organizing the Trash Bash for the water district. “There needs to be understanding that if there isn’t a trash can, that just means you need to carry it until you find a trash can, or don’t plan to have trash with you.”
Overflowing garbage bins and litter were common issues during the heights of the pandemic lockdown, when more families were visiting parks and the Trinity Trails, said Jim Oliver, the general manager of the water district. Since Fort Worth ISD kicked off online classes this month, Oliver suspects that the amount of traffic to the area will die down and not require Tarrant Regional Water to place more trash cans along the trail.

At the same time, Fort Worth park and water district officials want to encourage residents to take their trash with them when they finish eating or drinking, especially if nearby trash cans are full, said Sandra Youngblood, the city’s assistant parks director.

“We have somewhat discussed this: What would happen if we removed trash cans?” Youngblood said. “Because people are like: We need more trash cans. But if you embrace the concept of, ‘If I pack it in, I need to pack my own out,’ how would that change the mindset?”

There are currently 40 bins maintained by the water district along the 27 miles of the Trinity Trails, Lorance said. While Stelljes and Sierra Club members would like to see more cans and the addition of recycling bins, Lorance said the issue is almost beside the point because up to 95 percent of garbage in the river comes from city streets and the drainage system.

“There are probably certain locations along the river that the trash cans are being very well used, but most of the trash that you see in and around the river came from the city streets, being blown over and washed down the drain during storm events,” Lorance said.

Trash buildup is particularly pronounced right after heavy rains, Jay said, and this is especially true at Pedestrian Bridge behind the Old South Pancake House on University Drive. The water district has a device in place to catch floating trash before it flows downstream, which can make the buildup “momentarily unsightly” before cleanup crews collect the garbage, Jay said.

Earlier this month, Tim Kaastad joined a group of Sierra Club members at the bridge to discuss their concerns. He has followed litter from Lake Como Park to where it meets the Trinity, near the intersection of Chisholm Trail Parkway and Hulen Street. If city parks were maintained with river pollution in mind, Kaastad said, the water district might face fewer challenges with cleaning up the litter later.

“There’s some trash piles in Como that are 10 years old,” Kaastad said, noting the need for Fort Worth officials to enforce compliance with city codes. “The city has to treat Como Park with dignity and respect.”

ACTIVISTS SEEK SOLUTIONS BEYOND ‘REVERSE LITTER’

Tarrant Regional Water District runs a number of initiatives to encourage groups and individuals to clean areas around the Trinity, including the Adopt-a-River and Adopt-a-Drain programs.

Fort Worth runs similar programs for businesses and other groups to clean their adopted parks and medians, Youngblood said.

In addition, the water district partnered with city governments in Denton, Dallas and Fort Worth on a public education effort launched in 2012. The campaign has encouraged residents to take the Ten on Tuesday pledge to pick up 10 pieces of trash per week.
“We’re constantly messaging how important it is to pick up our trash and to not let it get to our river because it is such a great asset we have in Fort Worth,” Lorance said.

In the eyes of John MacFarlane, that messaging is not as effective as legislative action like plastic bag bans, which he believes would help reduce the amount of plastic in the Trinity.

MacFarlane, the chairman of the Greater Fort Worth Sierra Club, pointed to a 2018 Texas Supreme Court decision finding that Laredo’s ban on single-use plastic bags violated state law, effectively stopping Texas cities from implementing their own bans.

“I just don’t think the city or the Tarrant Regional Water District can do enough to make people cognizant of their trash,” MacFarlane said. “The Texas legislature can enact a law that allows a plastic bag to not be [considered] a container so cities can then enact ordinances to regulate single-use plastic bags. At the same time, they can also include Styrofoam as well.”

Kathryn Hansen, who created a Facebook group in April focused on eco-friendly eating and shopping in Fort Worth, said that local restaurants could also be part of the solution by providing biodegradable takeout containers rather than the typical Styrofoam or plastic.

Kaastad called for more collaboration with neighborhood leaders to find out what is driving trash buildup in their communities and who is best equipped to resolve it.

What it comes down to, Stelljes said, is finding solutions to preserve the Trinity and the city’s nature areas for generations to come.

“[The trash buildup] says we don’t really care about our generation, the next generation, the next generation, because we think everything is disposable, and that makes me very sad,” Stelljes said. “It needs to be turned around so that we see nature for the beauty that it is.”
Assent Aeronautics to auction $20M worth of aircraft out of Love Field

By Evan Hoopfer – Staff Writer, Dallas Business Journal

Sep 17, 2020, 6:36pm

Assent Aeronautics will host another virtual aircraft auction at 1 p.m. on Sept. 24. A dozen aircraft, with a total value of around $20 million, will go across the block.

The auction will be live streamed from Dallas Love Field on the company's website, as well as Facebook Live and YouTube Live. To see the aircraft that will be put up for auction, click through the gallery above.

Fort Worth-based Assent Aeronautics has hosted other aircraft auctions in the last year, and said it achieved a selling rate of more than 50 percent for aircraft valued at $1 million or greater.

The company traditionally operates in different sectors of private aviation such as aircraft brokerage, aircraft transaction advisory consulting, aircraft management and aircraft maintenance. In December, the company hosted its first aircraft auction to start up a new revenue stream.

Aircraft auctions are rare because buying a plane or helicopter is usually a months-long process. However, Assent Aeronautics has garnered interest from across the world, as 20 percent of sales are to international buyers, and sees the alternate revenue stream continuing to succeed.

"The model is working," said Jake Banglesdorf, vice president at Assent Aeronautics. "We're hiring, and we're growing. It's very exciting. As long as we can continue to sell birds on the block, or attract the buyers to get them off the block, then we'll keep this train going."

At the Sept. 24 auction, 10 helicopters are among the aircraft up for bid. Excluding a Bell 430 designed for VIP travel, most of the helicopters are targeted toward operators such as log transporters, search and rescue and firefighters.

"These are workhorses," Banglesdorf said of the helicopters. "The people getting in the hangars aren't wearing suits; they're wearing safety vests and helmets."

Banglesdorf added that people are still interested in flying private and purchasing their own aircraft, but prices have remained stagnant throughout the pandemic.
Dallas delays its next step in picking new Love Field entry. Is this a fight we even need to have?

As Park Board passes a resolution expressing concerns about whether this process is fair to Bachman Lake area, Aviation decides to wait on COG congestion study.

By Sharon Grigsby, Dallas Morning News

As the Aviation Department’s push for an alternate entry to Dallas Love Field settled into an unexpected holding pattern in recent days, my question is whether this plan -- almost certain to infringe on Bachman Lake Park -- needed to take off in the first place.

The delay comes amid growing pushback from residents and the Dallas Park Board, which Thursday unanimously approved a resolution that asks the City Council’s Transportation Committee to defer the entire mess until a more inclusive process is put in place.

Among the Park Board’s many complaints after it was finally briefed in late August by Aviation: lack of transparency, insufficient community involvement and questions about whether a good-faith effort was made to equally vet all options.

The core of the Park Board’s consternation: Why were we shut out until after you narrowed 11 entry options to five, three of which land squarely on Bachman Lake Park?

Parks has no veto power over Aviation’s recommendations -- the most egregious of which would put an airport-connecting vehicular bridge across Bachman Lake from Northwest Highway. But as its chair, Calvert Collins-Bratton, said, “I’m going to make it hard for them to ignore us.”

Good on the Park Board for making this stand. Yet it’s something entirely different -- a lucky break of sorts -- that led Aviation director Mark Duebner to hit pause: A newly announced $1 million traffic congestion and mobility study of the area by the North Central Texas Council of Governments.

The COG study, mentioned in the Park Board resolution, won’t necessarily address an alternate Love Field entrance. But Duebner told me he now needs a solid sense of where COG is headed before Aviation takes its airport entry options to the Transportation Committee and City Council.

Duebner originally had hoped to get Council’s reaction to the short list by year’s end so that his team could move into its next round of analysis, which will include rough price tags.

Any alternate entry into Love Field is a long, long way from happening. But given how the pandemic has shut down so many lines of communication – and Love Field’s often-tense dealings with its neighbors – it’s little wonder that folks are up in arms.

Love Field is the city’s biggest financial success story, a huge job creator and an ultra-convenient transportation hub that we residents are lucky to have. Duebner is frank that his job is to keep it that way; his top priority is the 1,300-acre campus, its airlines and its customers.

A northern airport entry has been discussed on and off ever since flight restrictions were lifted at Love in 2014 and passenger traffic more than doubled.
After one of several briefings on an alternate entry late last year, the City Council asked Duebner to take another look at all possible options, especially ones that wouldn’t tamper with Bachman Lake and the surrounding area, which is in the middle of a bond vote-funded $18 million facelift.

The Aviation Department expanded its effort, which resulted in the 11 options -- 12 if you count doing nothing.

It’s that Option 12 that I keep coming back to. Is this a fight worth having right now at an airport that is capped at 20 gates and already runs at peak efficiency?

Here’s Duebner’s case, which he ticked off at the Park Board’s Aug. 20 meeting:

-- The Mockingbird Lane-Herb Kelleher Way intersection serves more than 80,000 vehicles a day and falls into Level F (failure) during peak periods. That means drivers must wait through several cycles of the stop light before proceeding.

-- Neighbors on the airport’s southern end report that traffic seeking cut-throughs disrupts side streets.

-- If a traffic accident closes the road into the airport, first responders can’t get into the airport in an emergency.

No doubt side streets see more cut-through drivers than residents would like -- and certainly we want emergency vehicles to have timely access to the airport -- but Duebner’s presentation of those two points didn’t include supporting data.

As for the traffic itself, neither I nor the more than two dozen people I’ve asked since beginning work on this column -- many of whom use the airport regularly -- find getting into the airport to be an issue.

What major intersections don’t have backups during peak periods? Don’t Love Field customers and employees have an obligation to plan accordingly during the airport’s busiest times?

The more questions asked by Park Board members, the more Duebner stressed, “We have a transportation problem at the airport. It’s a demonstrable fact. Our customers cannot get to the airport.”

Duebner is charged with making sure Aviation plans for the future. Traffic will increase, he says, because Southwest Airlines plans to eventually fly bigger planes and development will continue around the airport.

He also emphasized the importance of community meetings and a city survey in gathering info to take back to Council.

While residents and representatives to Love Field’s north are currently unhappy with the short list, “I have neighbors to consider everywhere I go and people will be affected by whatever direction we take,” Duebner told the Park Board.

Neither board members or public commenters were swayed.
Park Board member Daniel Wood called it “insulting and embarrassing that the city would be considering slicing that park in half with a transportation bridge.”

Residents expressed a fierce loyalty for Bachman Lake Park and the many ways they and their families use the greenspace. Among their pleas: “Don’t push things like this down our throat.” “We are surprised we weren’t part of the discussion.” “These proposals were put forth with the idea of creating one result -- a bridge.”

Another 50 or so wrote to the Park Board; all but one opposed the alternate entry options.

Park Board member Tim Dickey, who represents the Bachman Lake-area District 6, didn’t think much of Aviation’s community outreach. “I’ve attended every meeting on the alternate entrance and these are mostly one-sided, stacked-up deals,” Dickey said. “There’s no way to challenge assertions or ask follow-up questions.”

As for the online survey -- which I completed -- it’s targeted at the customers of Love Field, not the residents who will live with whatever alternate entry might be built.

A few evenings ago, I spent a lovely few hours on the crape myrtle-framed trail at Bachman Lake and -- for that time -- felt 40 years younger. My first Dallas apartment was a couple of blocks east on Northwest Highway, and Bachman was my neighborhood lake for several years.

The park has changed a lot, entirely for the better, with enthusiastic users from all walks of life.

Rowers and kayakers, both clubs and folks just out for fun, skimmed across the water.

I eavesdropped as two fishermen exchanged stories about the day’s catch. Skaters, bikers and runners dodged families with broods of preschoolers heading to the swings.

Even on this hot and humid afternoon, it was hard to find a parking spot.

The Friends of Bachman Lake advocacy group points out that in this largely Hispanic part of our city -- the area of Dallas with the largest number of children under 5 -- this park is the only greenspace that many residents have.

It’s just awful that at the same time that equity discussions about quality of life percolate everywhere that a new airport entrance could wind up here. The park, created in 1930, already deals not just with jet noise but eyesores of airport equipment on its property. Enough is enough.

Duebner’s presentation makes the case that of the 11 options, more than half simply won’t work for a variety of reasons: The analysis shows many don’t reduce traffic, vehicle miles traveled or air pollution.

The options that did make the short list include not just the bridge plan but several that involve Shorecrest Road, which runs in the narrow strip between the park’s southern boundary and the airport.

Among the slides that most riled folks up were one that shows the zip codes of North Texans who use the airport. Many are Dallas residents who live north of Mockingbird, but the map fairly explodes with locations in Collin and Denton counties.
Nobody was exceedingly jazzed to have urban parkland exploited for the convenience of Frisco, Lewisville and Plano citizens. Collins-Bratton, who also represents Bachman Lake’s District 13 neighbors, is hardly unilaterally opposed to enhancements to Love Field, but she’s determined to fight any effort that pinches the parkland or impacts quality of life.

“Why is the lake potentially getting punished for improvements at the airport?” she asked. “With all due respect, this board is never going to support any of those options.”

I suspect neither will many of the rest of us.

To learn more

The next virtual public meeting concerning the Aviation Department’s alternate entry analysis is from 6-7:30 p.m. Tuesday. Registration is here.

The alternate entry survey is available in English here and in Spanish here.
Texas Highway Funding Advocates Push for More Toll Roads

As the Texas House Committee on Transportation convenes in the interim, toll roads are at the forefront of the discussion.

By Kim Roberts, The Texan

With the Texas House Committee on Transportation currently studying the funding of highways in Texas, advocates of toll roads and other funding methods are making their voices heard.

As part of the interim charge by Speaker Dennis Bonnen, the committee was tasked with investigating whether “the current mix of use fee-based funding for the state highway system, including registration fees, tolls, and fuel taxes, and [determining] if current funding generated is sufficient to maintain cost demands” — making recommendations for additional methods for funding road infrastructure projects.

Ordinarily, the committee would hold meetings and receive testimony from relevant state agencies and interested citizens and groups regarding transportation funding.

However, this year, only written testimony will be received, which must be submitted by September 18.

Recently, the Texas Association of Business (TAB) launched “Keep Texas Moving” as a coalition to encourage private funding of roads. The website says, “Texas should welcome and harness private investment and managed toll lanes,” as a way to help with highway congestion.

The group is hosting meetings around the state with many local chambers of commerce to promote its ideas.

In Lubbock recently, Aaron Cox, senior vice president of TAB, said, “…it’s time that Texas again look to the private sector, public-private partnerships and solutions like optional toll lanes to address the serious funding shortfall facing our state’s transportation system.”

He pointed to the anticipated $5 billion budget shortfall recently announced by Texas Comptroller Glenn Hegar adding that “[a]llowing private investment for major highway development would offset state revenue losses…”

The Texas Department of Transportation (TxDOT) is not currently authorized to use private financing. In his State of the State address in 2015, Governor Greg Abbott recognized the congestion on Texas highways but proposed a budget “without raising taxes, fees, tolls or debt.”

In its legislative appropriations request for the upcoming biennium, the Texas Department of Transportation is asking for $32.68 billion, most of which “supports only highway projects.”

Texans United for Reform and Freedom (TURF), however, opposes public-private partnerships and says they are not needed to provide for highway funding as claimed by others.

TURF founder, Terri Hall, sees the economic downturn as an opportunity for those who support toll roads to push their agenda, but she believes taxpayers strongly oppose this.
“Texans have consistently and loudly rejected…any corporate takeover of our public infrastructure for good reason. The reality is [comprehensive development agreements] are the most expensive way to fund roads at a time when taxpayers can least afford it.”

Hall points out that ballot measures passed in recent years made available more state money to construct and maintain public highways on a pay-as-you-go schedule and demonstrate that voters don’t support construction of more toll roads.

Voters approved a constitutional amendment in 2014 which dedicated part of the oil and gas production taxes, also known as severance taxes, to the State Highway Fund (SHF). According to the Texas Department of Transportation, between 2015 and 2019, over $7 billion was deposited in the SHF due to this constitutional amendment.

The next year, another constitutional amendment passed that allows part of the sales and use tax revenue to be dedicated to highway funding, resulting in another $7.5 billion of additional funding for the State Highway Fund.

“It’s time to tighten your belt,” Hall submitted to the committee in her written testimony. “That may mean projects are delayed or phased differently,” adding that taxpayers expect their government to exercise “fiscal restraint and proper project management and prioritization.”

The North Central Texas Council of Governments Regional Transportation Council put out a fact sheet this summer encouraging local governments to consider ways they might raise additional transportation revenue.

Suggestions included adopting a $10 optional vehicle registration fee or enacting regional transportation reinvestment zones. These zones, established by local governments, dedicate incremental increases in property tax revenue within the zone to finance transportation projects.

It also suggested a user fee for electric vehicles to “offset the lost fuel taxes.” Texas taxes gasoline at 20 cents per gallon currently, while the federal government imposes an 18.4 cents per gallon tax.
Arlington is getting another driverless vehicle program. The mission? Building trust.

By: Kailey Broussard, Fort Worth Star Telegram

Driverless transportation will return to Arlington in March as the city continues testing best uses for the burgeoning technology.

As city staff and council members hash out details of a possible citywide expansion of the on-demand rideshare service Via, planners are gathering data and public opinion for Arlington’s latest autonomous vehicle pilot program, RAPID. The program is funded through a $1.7 million grant through the Federal Transportation Administration, and the city has partnered with Via, UT Arlington and autonomous vehicle startup May Mobility to launch the program in March.

This spring, people in downtown and around UT Arlington who utilize Via may have the option of taking a driverless vehicle to their destination. Riders whose trips fall within downtown may be asked if they would like to utilize RAPID. The fleet will include a wheelchair-accessible vehicle and free rides for university students.

“We’re hoping that it feels easy and natural to the riders and to help build acceptance of autonomous vehicle technologies,” said Ann Foss, the city’s principal planner.

That acceptance, she said, will help residents adapt as localities increasingly embrace technological advancements.

“It’s likely there will be more and more autonomous technology being deployed in the future,” she said. “We want to help our residents understand how that works and feel more comfortable about that technology.”

Arlington’s trust-building efforts started in 2017 when the city launched Milo, an off-street shuttle that bused people to entertainment district venues from parking areas. From late 2018 to May 2019, the city offered Drive.ai, an on-road van service that transported some 1,400 travelers around the entertainment district on 760 trips, according to city numbers.

Each program has yielded ridership data and feedback on user experience, Foss said, that helps the city find the best use for driverless vehicles. The next step in the city’s experiment, she said, is to integrate services with its existing rideshare program. Via currently covers 41% of the city, including downtown, but the Arlington City Council will vote later this year to expand coverage to the entire city starting in mid-January.

“We’re hopeful that this pilot will be really useful in seeing how the technology integrates,” Foss said.

Jorge Cruz-Aedo, president of the Texas Transit Association and Corpus Christi Transportation Authority CEO, said cities must seek innovative transportation needs — especially helping people get beyond bus or train stops to their final destinations.

"Transportation as we know it today … is a changing world," he said. “The demand for public transportation is beyond just going down that main arterial in your hometown.”

Discussions about driverless vehicles have intensified in recent years across Texas. Cities such as Austin, San Antonio and Houston have sought information on or pursued autonomous
vehicle programs of their own. Before Drive.ai launched in Arlington, the city of Frisco fielded the company during its one-year pilot program.

Cruz-Aedo’s south Texas city launched Surge, an off-street shuttle that transports people around the in-town Texas A&M University-Corpus Christi. The transit authority shares the data the pilot program collects with the university, as well as analysts in Malaysia, to understand the program’s uses.

“It’s kind of a global test so to speak because it involves other parties that use the data to help us manage the system,” he said.

The conversation isn’t limited to public transportation, either: Cities throughout Dallas-Fort Worth have adopted numerous programs utilizing automation for package delivery, freight transportation and traffic light moderation.

“It’s not just the vehicles. It’s the whole spectrum of things from data to communications to autonomous vehicles and new business models,” said Thomas Bamonte, senior program manager for North Central Texas Council of Governments.

Arlington, Bamonte said, is regional, state and national leader in connected and autonomous vehicle technology, whether transporting people or items.

“They’re very carefully and systematically exploring various kinds of technology, and how they’re building on the success of Via and integrating Via with autonomous vehicle technology is a very creative approach,” he said.

https://www.star-telegram.com/article245777885.html
Fort Worth: Virtual Meeting To Discuss Proposed Improvements Along East Lancaster

A virtual kickoff meeting for East Lancaster Avenue Corridor planning is scheduled for 3:30-5 p.m. Sept. 24 via Webex.

By Press Release Desk, Patch

Join East Lancaster Avenue property owners and stakeholders to discuss potential improvements in land use, new development and transportation along the East Lancaster Avenue corridor.

A virtual kickoff meeting for East Lancaster Avenue Corridor planning is scheduled for 3:30-5 p.m. Sept. 24 via Webex.

Staff from the City of Fort Worth and Trinity Metro will present information – and seek residents' ideas – about challenges and opportunities along the corridor, potential for new development and options for transportation improvements, including a planned bus rapid transit system in the East Lancaster Avenue corridor.

These discussions will inform near-term improvements and guide planning for future transit-oriented development along the corridor that could occur with bus rapid transit.

To learn more, contact Patrina Newton by email or at 817-392-8068.

https://patch.com/texas/dallas-ftworth/fort-worth-virtual-meeting-discuss-proposed-improvements-along-east-lancaster
The autonomous truck stop? DFW emerging as hub as yet another firm looks to step up

By Brian Womack, The Business Journals

The Dallas area is getting the attention of the driverless trucking industry – and yet another company is looking to expand in the region.

More key players in the market are investing in the region as they see opportunities to try out their technology in North Texas. That often means setting up operations and hiring local folks for the autonomous vehicles, or AVs, as travel on nearby roads.

Waymo – part of Google parent Alphabet and a pioneer in driverless – is setting up a hub in the Dallas area for its trucking effort, a spokesperson said last month. In July, Aurora, an Amazon-backed firm, that said it would set up an operation in North Texas, first with minivans and then larger semi-trucks.

And yet another company is eyeing more for the region. Embark – which has raised more than $100 million – sees opportunities ahead for North Texas, according to Monika Darwish, policy counsel for the company. It previously tested on the state’s roads, though it’s been keeping that closer to a hub in California of late.

“The Dallas-Fort Worth region is ripe for the nation's first deployment of automated commercial motor vehicles given the sheer volume of freight it sees, it’s location along major freight corridors, and the willingness of Texas lawmakers to engage in meaningful discussions on safety and education,” Darwish said. “The region is a high priority on our roadmap, and we look forward to building out facilities there soon to add to our transfer hubs in California and Arizona.”

And there are more. Kodiak Robotics announced last year it be supporting its growing testing and freight operations from a facility in Lancaster. Then there’s TuSimple, which in July said it will open a new shipping terminal in North Texas after operating autonomously on seven different routes between cities that include Dallas.

“I think it would be hard to argue that Dallas isn't the clear operations hub at this point,” said Daniel Goff, head of policy for Kodiak.

The Dallas areas is benefitting from its traditional role a key trucking area while providing policy at the state level that’s friendlier to driverless technology than some areas. The reputation for a business-friendly environment doesn’t hurt either.

It puts North Texas in the mix for what could be a key – and more quickly embraced – part of driverless tech. The trend is a good one for North Texas, helping to expand the shipping sector for the future, Thomas Bamonte, senior program manager, Automated Vehicles North Central Texas Council of Governments.

“Automated trucking is part of a larger effort to automate warehouses, freight yards, last-mile freight delivery, etc.,” Bamonte said. “DFW has to be at the forefront of technology innovation in the freight sector.”

With Waymo, the new investment comes after the company earlier this year said it would be testing the technology in Texas and New Mexico.
“Waymo has clearly put a stake in the ground by saying that DFW and Texas are critical to them,” Goff said. “Given we made South Dallas our home for testing and development, we see it as a great validator for our approach.”

Kodiak is backed by some big names as well, including Battery Ventures, CRV and Lightspeed, and is working to bolster the opportunity by using the driverless technology on the more predictable and less dynamic highways. It's focusing on AVs that are used between a drop-off or pick-up sites that can include more technical challenges.

Aurora is a company with more than $690 million in funding – and it's led by an executive whose name, Chris Urmson, is familiar to the self-driving industry as a longtime player. He led the self-driving car effort at Google before co-founding his new company in 2017.

Like all new technologies nothing is certain. An early player in the Dallas region was Starsky, which quietly opened up a shop here in 2018. Yet earlier this year, the CEO, Stefan Seltz-Axmacher, announced the company was shutting down, citing issues such as a lack of investor interest and challenges in the trucking industry.

A key for Texas – and a help for Dallas – has been legislation passed in 2017, giving strong policy coverage for the industry, Bamonte said. Also, The Regional Transportation Council recently approved a program to optimize the movement of freight vehicles between freight hubs and expressways – another signal to the industry that DFW is supportive of AVs and related transportation technologies.

“DFW's status as a major and growing freight hub is attractive for AV developers, who are looking to transition from technology testing to building viable freight businesses,” Bamonte said.

Automated trucking could drive greater adoption of driverless technology than its cousins with passenger vehicles, according to Antti Lindstrom, an analyst with IHS Markit.

“They are in neighborhoods where there’s not a lot of residential traffic,” Lindstrom said. “The whole operating patterns are easier to predict with the commercial vehicles.”

Highways are relatively simple to drive, given they normally don’t have pedestrians and bicyclists, Kara Kockelman, a professor at the University of Texas at Austin, said. At the same time, semi trucks also just see a lot more time on roads. There is a lot of “value to be gained from automation,” Kockelman said.

Today's drivers are limited by rules that keep them away from the wheel for safety reasons a certain number of hours in a given day. With driverless, the person could be doing administrative tasks or even sleeping during the long stretches – and then engage on local streets, Kockelman said.

Whatever emerges with the technology’s future, North Texas can have a role.

“This very positive development indicates the strength of DFW’s freight sector and the willingness of the public and private sectors in DFW to work together to support technology innovation that will help DFW compete successfully in the global economy,” Bamonte said.

This new air quality map will show you how much harmful pollution is in North Texas

By: Haley Samsel, Fort Worth Star Telegram

The Dallas-Fort Worth region is no stranger to disputes over air pollution stemming from industrial plants. In just the past two years, groups in south Dallas, Midlothian and Mansfield have fought the expansion of the cement and concrete industries, citing negative health consequences such as increased asthma symptoms and higher incidences of cancer.

During these debates, activists across DFW have shared a common complaint: the lack of air quality monitoring data in the areas where companies produce the most particulate matter pollution, or microscopic solid or liquid matter suspended in the air, such as dust, soot and smoke.

If particles are small enough, they can reach the lungs, heart or brain and cause serious health problems, according to the Environmental Protection Agency. The EPA maintains six monitors in North Texas, which environmentalists argue is not enough to measure how air quality differs within communities.

SharedAirDFW, a regional air monitoring network led by the University of Texas-Dallas and North Texas environmental activism group Downwinders at Risk, hopes to address the scarcity of information by deploying more than 100 air pollution monitors across the region in the next two years.

“We’re providing a better alternative to the status quo that the state is providing right now,” said Jim Schermbeck, the director of Downwinders at Risk. “This site does more and is more helpful to regular folks than anything out there right now … It’s a citizen empowerment tool.”

An interactive map, launched this week by UTD physics professor David Lary and his students, displays real-time air monitoring results from monitors deployed by both SharedAir volunteers and the EPA. Residents can also view data from PurpleAir monitors that are available for purchase online and use WiFi networks to report particulate matter pollution.

“We’re using the same machine learning technology to calibrate our monitors that NASA uses for its satellites,” Lary said in a statement. “We can take accurate measurements every few seconds and stream the data in real-time to capture the air quality at a specific place over time.”

The network, which originated with an unsuccessful grant application to the National Science Foundation, has the support of government partners like the city of Plano and Dallas County as well as the Dallas County college system and Paul Quinn College, where former instructor Evelyn Mayo published research showing that the majority of industrial facilities in Dallas are located south of I-30 and the Trinity River.

Each partner in the network has their own motivations for participating in the project, Schermbeck said. With their 44 monitors, Plano officials will focus on figuring out stoplight sequences that will reduce pollution from vehicles. The Dallas County college system wants to use the air quality data in its science curriculum.
Activists like Schermbeck seek more information to back up their assertions that the pollution burden is too heavy on neighborhoods like those in south and west Dallas, which are home to large communities of color.

“We start out, at least on our side with Downwinders, by putting the monitors in places that are determined by public health, not by public funding of transportation,” Schermbeck said, referring to smog limits that states must meet to receive federal highway funding. “Our interest is environmental justice.”

Right now, only one SharedAirDFW monitor has been deployed in Tarrant County, near the Charles H. Haws Athletic Center on Henderson Street in Fort Worth. The remaining seven monitors that have been deployed are split between Plano, Mesquite, Richardson and the south Dallas community of Joppa, where residents have clashed with city officials over the removal and cleanup of a toxic waste dump of roof shingles known as Shingle Mountain.

As part of the activist coalition Southern Sector Rising, Schermbeck has been heavily involved in the efforts to pressure Dallas to clean up Shingle Mountain. By January, 11 more monitors will be deployed in Joppa, with another 11 set to be installed in west Dallas sometime next year, he said.

From there, Downwinders at Risk hopes to place monitors in and around Midlothian near the end of 2021. Laura Hunt, a Midlothian pediatrician who has fought cement company Holcim’s bid to increase the amount of carbon monoxide it can release into the air, has often been frustrated with the lack of air monitors near the three major cement plants in town.

Hunt said the activism group she co-founded, Midlothian Breathe, would prefer for the monitors to be installed sooner but will not hold their breath waiting for them.

“We will be very grateful if/when they materialize for us,” Hunt said. “In the meantime, we will definitely try to get more PurpleAir monitors in place.”

The launch of the network has been an “arduous process,” Schermbeck said, and it would have been sped up significantly by the National Science Foundation grant. Still, the SharedAirDFW partners were able to cobble together enough grant money to provide what Schermbeck believes is a public utility that will become routine in the future.

“It empowers you on a personal level, and I think it can also be a big difference in how we shape policy from here on out,” Schermbeck said. “To ignore the data is folly. From this point forward, you kind of have to take this into account if you’re serious about air quality and environmental justice in Dallas-Fort Worth.”

High-speed train between Dallas and Houston gets federal approval
The railroad plans to connect Texas’ two biggest cities within 90 minutes. Construction could begin in the first half of next year.

By Juan Pablo Garnham, Texas Tribune

The company has already secured over 600 plots of land, as well as areas for the stations in Dallas, Houston and the Brazos Valley. Credit: Brandon Formby/The Texas Tribune

The high-speed train that promises to transport passengers between Dallas and Houston in 90 minutes has been approved by the Federal Railroad Administration, according to Texas Central Railroad, the company in charge of the project.

The U.S. Department of Transportation’s Federal Railroad Administration issued the two key rulings, which provide the regulatory framework and the environmental review for the high-speed train, that Texas officials were waiting on to move forward with the project, according to the company. The announcement was first reported by the Houston Chronicle.

Texas Central expects to start construction in the first half of 2021. The federal Surface Transportation Board still must approve the project before construction can begin.

The rulings announced Monday brought cheers from leaders in Dallas and Houston, but criticism from project opponents along the path the train could take to connect the cities.

Although the company had to layoff 28 workers due to the coronavirus-related financial crisis in March, Texas Central Railroad had described the project as “shovel ready” and waiting for the federal government’s approval.

“This is the moment we have been working towards,” said Carlos Aguilar, CEO of Texas Central Railroad in a statement. “The release of the final (approvals) by the Federal Railroad Administration represents years of work by countless individuals, affirming a very thorough and careful federal regulatory process that will make the Texas Central Railroad the first high-speed rail system to be implemented in the United States.”

The company estimates that the construction for the project will take up to six years, with a total cost of around $20 billion. The train will use the same technology as the Shinkansen bullet trains in Japan, which can reach speeds of more than 200 mph.

The project has seen resistance from property owners in rural areas of Central Texas, where the railroad would travel through. According to Texas Central Railroad, they already have control of over 600 parcels of land needed for the project, as well as sites for stations in Dallas, Houston and the Brazos Valley. In May, Texas courts ruled in favor of the project and against landowners trying to stop the eminent domain process. As of September, the company hasn’t needed to use eminent domain and has not applied to federal grants or subsidies.

“The proposed Dallas to Houston route would threaten the property rights of Texas landowners whose farms, ranches, and homesteads sit along the route – land that has at times been in families for generations,” said U.S. Rep. Kevin Brady, who represents part of the areas affected by the project, in a press release earlier this summer. “Plus, the project’s cost has already increased by nearly 300 percent and serious economic and safety questions have gone unanswered.”
Several local groups oppose the project. Kyle Workman, president of Texans Against High-Speed Rail, said in a press release that the project will cost more than what is projected.

“Texas Central will likely trumpet this decision as major progress for its project, but they are simply arranging deckchairs on the Titanic,” Workman said.

The organization ReRoute The Route, which has called the proposed path “the most dangerous and cheapest option,” criticized the federal government for the decision.

“The Federal Railroad Administration is neglecting its regulatory duty to protect Americans from life-threatening projects like the proposed high-speed rail project in Texas,” organization spokesperson Taylor Ward said via email. “This project has been flawed from the beginning and the FRA has ignored calls from concerned property owners, safety professionals, and even other rail companies.”

But leaders in Dallas and Houston have defended the high-speed railroad and worked with the company to secure areas to build stations and lines.

“Today’s announcement from Texas Central means that this landmark project is closer than ever to breaking ground. The construction of high-speed rail will have a generational impact, creating thousands of jobs right here in Houston and injecting billions of dollars into our local businesses,” said Houston Mayor Sylvester Turner in a statement. “Once operational, the system will create connections and opportunities never thought possible.”

At the other end of the line in Dallas, Mayor Eric Johnson repeated his support for the project.

“High-speed rail will be a major part of the future of transportation in Texas, and it will be transformative for the city of Dallas,” Johnson said in a statement. “I am thrilled by the announcement of Texas Central’s latest historic milestones, and I am proud to advocate for this project, which will create thousands of jobs in Dallas, attract new businesses, and strengthen our economy for years to come.”

Texas’ high-speed rail project gets federal approval, but will it really be built?

By Gordon Dickson, Fort Worth Star-Telegram

A proposed high-speed rail line from Dallas to Houston has received federal approval to begin construction, but more legal challenges may remain.

The Federal Railroad Administration on Monday issued a record of decision, as well as a rule of particular applicability — documents that complete the six-year-old environmental review process and provide safety standards for construction to proceed.

Company officials said Monday they had received word of the decisions, although the documents had not yet been published in the federal register.

The proposed rail line would be built on above-ground tracks used exclusively by the bullet trains. Supporters pledge that passengers would be able to travel from downtown Dallas to Houston in about 90 minutes, with one stop in the Brazos Valley near College Station.

The cost of a ticket would be competitive with air fares between Texas’ two largest cities.

“This is the moment we have been working towards,” Carlos Aguilar, chief executive officer of Texas Central Railroad, said in a press release. Texas Central Railroad is the brand name of the company building the project.

Aguilar said the federal decisions represent “years of work by countless individuals, affirming a very thorough and careful federal regulatory process that will make the Texas Central Railroad the first high-speed rail system to be implemented in the United States.”

The federal documents provide a regulatory framework for governing signal and train set control, track, rolling stock, operating rules and practices, system qualifications and maintenance, company officials said.

Texas Central Railroad proposes to build a system with the same technology used on Japan’s Tokaido Shinkansen high-speed rail system.

In May, a federal appeals court issued a ruling that Texas Central could be considered a railroad under Texas law, providing the company with essential powers to buy — or possibly condemn — private land to build its tracks.

Construction on the project, which is expected to take six years, could begin as soon as next year, Aguilar said in an interview. Aguilar also said the estimated cost of the project was roughly $20 billion, and Texas Central had received letters of interest from prospective investors amounting to roughly half that amount.

Company officials say they already have control of more than 600 parcels of land needed for the project. They also say the rail line will create more than 17,000 direct jobs, and 20,000 supply chain jobs.

But groups opposed to the high-speed rail line have pledged to continue their fight.

Officials at one such group, Texans Against High-Speed Rail, said the federal government’s decisions are not the “green light” to begin construction that Texas Central says they are.
“Texas Central will likely trumpet this decision as major progress for its project, but they are simply arranging deckchairs on the Titanic,” Kyle Workman, Texans Against HSR president, wrote on the organization’s Facebook page.

“Texans and federal taxpayers need to know this Record of Decision doesn’t change the fact that Texas Central has put up Texas land as collateral to the Japanese government when the project fails, while at the same time asking for billions in federal dollars to prop up its so-called ‘private project’ that is already failing in its ‘conceptual design’ stage,” Workman wrote.

Workman’s organization also has alleged that Texas Central has deeded property from Texas landowners to the Japanese government, through an offshore entity set up in the Cayman Islands.

Some of Texas Central’s partners in the project include:

- **Webuild** — Italian industrial group Salini Impregilo and Lane Construction Corp. formed this entity to supply the civil infrastructure work for the project.
- **Bechtel** — A Virginia-based rail program manager.
- **Central Japan Railway** — Will provide the technology used in the Central Japan Railway.
- **Renfe** — A Spanish firm that will operate the system.
- **Team Shinkansen United** — Provides high-speed rail technology on Tokaido Shinkansen. The firm includes Hitachi, Mitsubishi Heavy Industries, Toshiba, NEC, and JRC.
- **Kiewit** — Nebraska-based firm will provide train operations along with Mass Electric Construction Co. based in Massachusetts.
- **Matthews Southwest**, a Texas real estate developer, and Suffolk Construction of Massachusetts will develop and build train stations.

Intense peak season on tap, three top transportation executives say

"Peak to be ‘bigger, faster, come quicker and stay longer,’ XPO’s Ritter says at CSCMP EDGE 2020"

By Mark Solomon, FreightWaves

Three top transportation executives said Monday that they expect a high-intensity peak shipping season marked by the ongoing shortage of qualified commercial truck drivers and a pandemic that won’t disappear any time soon.

The peak will be “bigger, faster, will come quicker and stay longer,” said Greg Ritter, chief customer officer of transport and logistics giant XPO Logistics Inc. (NYSE:XPO). Appearing on a panel at the Council of Supply Chain Management Professionals’ EDGE 2020 virtual conference, Ritter said that while Greenwich, Connecticut-based XPO is close to peak readiness, many of its customers are already there.

Derek Leathers, vice chairman, president and CEO of Omaha, Nebraska-based truckload and logistics company Werner Enterprises Inc. (NASDAQ:WERN) said that peak capacity will be tight this year. Another issue, Leathers said, is that some of Werner’s customers are having a tougher time than usual securing products because the pandemic has disrupted many of their traditional channels of supply.

The pandemic has accelerated the long-running problem of driver availability, said Eric Fuller, president and CEO of truckload carrier U.S. Xpress Enterprises Inc. (NYSE:USX). Fuller warned that supply tightness will extend well beyond peak season. “The driver situation is getting worse,” he said. “It will be a lot more difficult and it won’t get much better” for the foreseeable future.

Two driver-related regulations confronting truckers are the Federal Motor Carrier Safety Administration’s revised hours-of-service (HOS) rules that, barring a successful legal challenge, will go into effect September 29, and the agency’s proposal mandating the testing of hair follicle samples to determine possible substance abuse by drivers.

Leathers said he supports the revised HOS rules because they will give drivers more flexibility in their workday without unfairly penalizing them or compromising highway safety. The panelists endorsed the hair follicle testing proposal as a strong safety measure because hair testing detects marijuana use further back in time than a urine sample. However, one of the proposal’s unintended consequences is that it might disqualify driver applicants who otherwise may have passed a urinalysis because of the relatively short amount of time that illegal substances remain in a human’s system before it gets passed as urine.

The three executives spoke highly of leading-edge technologies such as autonomous vehicles but emphasized that automation will never be a substitute for the skills of a qualified commercial driver.

None of the executives expect a return to normalcy until a COVID vaccine is developed, approved and widely distributed. Fuller said that certain parts of the trucker’s business will never return to the pre-COVID-19 days. For example, U.S. Xpress is exploring how many employees currently working from home have jobs that will allow them to stay at home permanently. Before the pandemic, no one at the Chattanooga, Tennessee-based carrier regularly worked from home, he said.
Ritter of XPO said the company’s customer relationships have been strengthened because the pandemic has fostered more collaboration and understanding of the shared sacrifices that everyone has made. XPO’s customer alliances are “deeper” than they were six months ago, he said.

TxDOT Launches ‘Be Safe. Drive Smart' Campaign as Texas Children Return to School

The campaign encourages drivers to be careful in school zones, especially when traffic patterns are unpredictable due to the COVID-19 pandemic

Published by NBC 5 News

The Texas Department of Transportation is urging motorists and parents to use extra caution around school zones and bus stops as Texas children return to school this month.

TxDOT's "Be Safe. Drive Smart" campaign encourages drivers to be careful in school zones, especially when traffic patterns are unpredictable due to the COVID-19 pandemic, TxDOT said. According to TxDOT, 784 traffic crashes occurred in Texas school zones last year, resulting in one death and 12 serious injuries.

The most common causes of these crashes were driver inattention, failure to control speed, and failure to yield the right of way at a stop sign or when turning left, the department said.

Similarly, TxDOT said five people were killed and 76 were seriously injured last year in the 2,453 traffic crashes involving school buses in Texas. Speed and driver inattention were the top contributing factors in those crashes as well.

In light of the previous crashes involving school ones and school buses, TxDOT is launching its "Be Safe. Drive Smart" back-to-school campaign this week.

The campaign offers tips to help motorists share the road with school buses and drive more safely in school zones, as well as safety tips for children walking or biking to school.

TxDOT presents details of FM 1387 project

By Bill Spinks, Midlothian Mirror

The narrow, sometimes-curvy extent of present-day Farm-to-Market 1387 is slated to become a major four-lane thoroughfare providing another connection between Midlothian and the rest of Ellis County.

The Texas Department of Transportation recently held a virtual public meeting to discuss the project. TxDOT changed the meeting to a virtual format in response to the COVID-19 outbreak.

The purpose of the project is to improve 5.7 miles of FM 1387 from North Midlothian Parkway to FM 664, which includes two alternative alignments. The project is intended to reduce traffic congestion, improve connectivity and enhance safety.

The project is currently unfunded and will not be let until funding is identified, TxDOT said. Right-of-way acquisition would not begin until the fall of 2021 and the anticipated ready-to-let date won't be until the fall of 2024, according to TxDOT's timeline.

TxDOT will develop a schematic based on public feedback this fall, and a public hearing is anticipated to take place in the summer of 2021.

The design schematics and project information will be available for viewing at www.keepitmovingdallas.com and at www.txdot.gov. Comments will be accepted through Sept. 25 by email to project director Nelson Underwood at nelson.underwood@txdot.gov, by clicking the provided link on the website, or by leaving a voicemail at (817) 381-2473.

Improvements would involve the expansion of the current two-lane rural roadway to an urban interim four-lane roadway to provide additional capacity and improve safety.

The existing FM 1387 mostly consists of 12-foot lanes, no paved shoulders and a right-of-way that varies between 80 and 100 feet in width. A number of major roads intersect FM 1387, including Walnut Grove and Longbranch roads.

The proposed improvements along the main segment of improvement, between Midlothian Parkway and Longbranch Road, will generally follow the existing corridor. Those improvements will include one 12-foot-wide travel lane and one 14-foot-wide outside shared-use lane in each direction, five-foot sidewalks in each direction, a variable-width raised median to accommodate an additional future lane in each direction, and turning lanes, where applicable, at side streets and intersections along the corridor. The right-of-way will vary from 125 to 140 feet in width.

From Longbranch Road to FM 664, a north and south alternative alignment are under consideration. The north alignment is 1.2 miles long and will generally follow the existing FM 1387, while the south alignment is 1.7 miles long and will be new terrain construction.

Each alignment will end at FM 664 and will feature the same improvements as the main section. Each alignment also would require the acquisition of right-of-way and would potentially displace 10 to 11 residences, with additional properties potentially affected close to the proposed right-of-way.

Your package has arrived: UT Dallas researcher talks about the future of drone delivery networks

By Kevin Cummings, NTX Inno Staff Writer

It is no longer uncommon to see drones at events or to imagine a world where they are used to deliver packages directly to the doorstep. And during the pandemic, which has raised concerns about global supply chains while increasing the demand for contactless, on-demand delivery, their use in last-mile logistics is likely to accelerate, according to a group of UT Dallas researchers.

But what does a city look like when drone deliveries zipping overhead are as common as on-demand service vehicles are now? And what does that mean for retailers and the customers they serve?

In a recently published article called “Retail Deliveries by Drones: How Will Logistics Networks Change” published in Production and Operations Management, UT Dallas researchers Milind Dawande, Ganesh Janakiraman and Vijay Mookerjee offer an idea of what the future of drone delivery will look like.

“I'm thinking about this current time and by that, I mean the current pandemic. I think customers are putting, for valid reasons, a lot of value on delivery safety during these times, in addition to delivery speed,” Dawande, a professor of operations management at UT Dallas’ Naveen Jindal School of Management, told NTX Inno. “Hands-free, doorstep delivery that drones offer I think is of great value during the current time and therefore I feel that to some extent we might see strong pilots being conducted... in metro areas as early as this holiday season.”

Some of the most recent news in drone delivery systems came with the FAA’s approval to allow Amazon to operate as a drone airline, delivering packages to customers with the technology. As the company and other like it continue to advance drones capabilities and integrate them into last mile supply chain networks, which Dawande said is often the most expensive leg for retailers, one of the most noticeable impact for consumers will be the decreased delivery times.

He said for retailers this would likely lead to an expansion in the impulse buying market, as customers can receive their packages in what Dawande said could be between five to 30 minutes. Dawande notes that increasingly competition in the retail space has shifted from prices to delivery times. And since it is something that consumers are coming to expect, profit margins have been driven down, as the cost to maintain inventory and speed for quick deliveries increases.

“Drone technology can really lead to demand expansion. They buy will increase; there will be more demand created by customers because of drone deliveries. That demand is not being exploited right now.” Dawande said.

The way Dawande and the other researchers see shaping the way retailers operate is by moving to a more decentralized network for delivery, with drones at the core. Recently, Amazon and other e-commerce retailers have been snapping up warehouse space around North Texas, hiring thousands across the state. It’s a trend Dawande said he sees increasing, with companies managing many small facilities that can reach customers more quickly with delivery drones than having one large distribution center.
In order to manage these drone networks, Dawande said companies would likely partition delivery time zones around their distribution sites, allowing them to create guaranteed and customizable delivery time offerings.

“With a limited number of zones, the retailer should be able to capture most of the profits it would from perfect customization,” Dawande said.

As large companies build out their drone capabilities and delivery networks, smaller businesses operating in the space could fall behind technology. However, Dawande said he doesn’t see that meaning small business losing more customers. He said the larger businesses like Amazon that are capable of rapidly building and scaling their capabilities will likely start offering drone services in a similar way it offers cloud services through AWS.

“They will figure it out first, they will solve all the technical and other problems and they will become experts on drone travel, but then they might offer drone-as-a-service,” Dawande said.

There are still issues to be worked out with drone delivery systems, the researchers note. In dense urban areas, where leasing or developing new distribution space is unavailable or cost prohibitive, it could be difficult to create the decentralized network of facilities needed.

However, Dawande said this is something that could be overcome by some retailers who operate physical store space that could eventually act as distribution hubs as technology advances. He said in some areas, a network of human freight shipping and drones could also help overcome the hurdle.

That also solves another issue that comes up with many emerging technologies – their effect on jobs in the industry. Dawande said that while certain positions are likely to be affected, like drivers, as they are replaced by drones, other positions will be created around maintaining and monitoring the drones. He added that with more, smaller distribution sites, additional packagers might be needed to keep up with demand.

“One like any automation technology, there will be some erosion of conventional jobs, but new jobs will also be created, and those probably will be higher paying jobs,” Dawande said.

One of the other issues that surround drone use in logistics and beyond is privacy.

More drones moving quickly overhead to deliver a package to a specific doorstep will require video and other tracking technology to help navigate buildings, trees and powerlines. And that technology will inevitably record video data of private property.

The issue is being worked on by the North Central Texas Council of Governments and other state and federal organizations, as they looks to help bolster unmanned flying technology development in the region. Dawande said there will likely need to be a tradeoff for the loss of some privacy, potentially in the form of some public service provided by the companies like free health care related deliveries. He added that data collected during delivery shouldn’t be stored and saved by the companies operating the networks.

“If drone deliveries are done right, I think that consumers will become even more loyal to the companies that they order from,” Dawande said.
DART board considers more options for bus network redesign

By Liesbeth Powers, Community Impacts

A new option for the Dallas Area Rapid Transit 13-bus DART zoom network has been added to the four existing variations that committee members have deliberated in recent months.

This hybrid option was created after committee members expressed interest in a middle ground in ridership.

About 55% of DART’s bus service currently focuses on high ridership routes, while the rest is used to provide coverage to a broader area, according to Mark Nelson, director of transportation for the city of Richardson. If the transit agency focused its redesign around ridership, that share would shift to 85% ridership, 15% coverage, as previously reported by Community Impact Newspaper.

This 85/15 variation would expand the GoLink on-demand curb-to-curb service in ridership coverage gaps, but in a way would not be cost-effective, according to a Sept. 22 presentation to the DART Board of Directors.

The hybrid option would fill some of the larger ridership network gaps where expanded GoLink service does not make sense and would have a 70%-75% focus on ridership and a 25%-30% focus on coverage, the presentation showed.

At $12 million per year, 11 routes would fill a portion of network gaps and about 25-30% of the routes would operate every 20 minutes on weekdays at midday. There would be small areas left uncovered in cities like Plano and Richardson, but a majority of those gaps generate few riders in the current system or are relatively undeveloped, according to the presentation.

The hybrid option would also place about 65-70% of residents within .5 miles of service and would expand the use of GoLink in areas where it is most useful. This lands the hybrid option near the center of the four previous options.

Board members requested more information on the effects of the hybrid option on residents and working riders before recommending any option. A recommendation will be necessary in early October for the drafting and review of a bus network plan at the beginning of 2021.

It May Be a While Before Dallas Sees Rental Scooters Again

The talks between scooter vendors and the city don't seem to be going well.

Published by Jacob Vaughn, Dallas Observer

It’s been about 20 days since electric scooters got the boot in Dallas. Citing public safety concerns and compliance issues, council members Adam Medrano and David Blewett and transportation director Michael Rogers banded together to implement a temporary ban of the scooters. But scooterless Dallas might not be so temporary after all.

A source at one of the city’s scooter vendors said the earliest they might see a relaunch is in November, a time when ridership is usually down. The low ridership could be exacerbated by the pandemic as well, the source said. If vendors have to wait until November, many will have to reconsider whether continuing operations in Dallas makes sense.

The source said the last few weeks of talks with the city have been frustrating. The scooter vendors offered solutions for what the city sees as problems: scooters operating after hours in areas they don’t belong and being used as recreation for teens. Largely, the talks didn’t go anywhere until Jessica Scott, the transportation office's alternative transportation coordinator, got involved.

Now that Scott is taking the lead on reintroducing the scooters into Dallas, the vendors have a timeline for when they can resume operations. But the timeline and a potential requirement that the companies provide bids for the services, are going to make it hard for vendors to continue, the source said.

Scott did not respond for comment.

New problems wouldn’t necessarily arise from requiring bids, but scooter vendors spent a good portion of early 2020 negotiating a new ordinance that largely has not been administered, the source said. “Now they want to do a [bid] pretending that will fix issues when all they need to do is actually administer the program they passed in March,” the source said.

This wouldn’t be the first time a rental scooter vendor pulled out of Dallas. Lyft, the San Francisco-based rideshare company, retired its Dallas scooter operations in November last year, according to The Dallas Morning News. The company simultaneously rode out of several other big cities — San Antonio, Atlanta; Columbus, Ohio; Nashville; and Phoenix — saying it wanted to shift resources away from “smaller markets.”

Medrano, Blewett and Rogers went out field trips with staff from different departments to assess the problems posed by the scooters and found operations continued even after their shutdown times in Deep Ellum and downtown and that they were used for non-transportation purposes. These trips into the community and a meeting with the scooter vendors prompted the temporary ban.

Councilmembers Medrano and Blewett did not respond for comment.

“I love micro-mobility and we want to have as many options as possible, but it’s a balance.” – Michael Rogers, Dallas transportation director Rogers said the transportation office is still in talks with groups like the Deep Ellum Foundation and Downtown Dallas Inc. about their concerns and is working on a presentation for the city’s transportation and infrastructure committee about how to move forward with scooter operations.
“I love micro-mobility and we want to have as many options as possible, but it’s a balance,” Rogers said.

DPD Deputy Chief Thomas Castro said during community meetings that some residents and businesses complained about the scooters. Thomas said most of the complaints involved riders getting hurt.

“They’re zipping in and out of traffic, riding on the sidewalks, not obeying traffic laws,” Thomas said. “That really was the focus from public safety, that someone is going to get seriously injured or killed.

The announcement of the temporary ban seemed to take some by surprise. While the transportation director had the authority to institute a ban, neither Mayor Eric Johnson nor council member Lee Kleinman, chair of the transportation and infrastructure committee, were involved in the decision.

Lime, one of the city’s scooter vendors, conducted a survey of its riders shortly after the ban took effect and gave them an opportunity to reach out to their councilmembers about why they want to see scooters back on the streets. The survey collected 143 responses.

According to the survey, 95% of Dallas riders think the scooters are safe, and 94% want them to return to the city.

One of the responses gathered and sent to Blewett was from a young woman named Courtney who recently moved to Dallas. She said, “scooters are my guarantee that I will make it home safely from work, the doctor’s office or dinner. Without a car, I am not unable to safely travel the city.”

North Texas-Based Provider Of Software To Local Governments, Schools Suffers Data Breach

Published by CBSDFW.COM

Plano, Texas – A major provider of software services to local governments and schools across the United States, Tyler Technologies, told customers Wednesday an unknown intruder broke into its phone and information technology systems.

It could not immediately be determined whether ransomware may have been involved.

The Plano, Texas-based company, whose website was offline, said in an email sent to customers that it discovered the breach Wednesday morning, contacted law enforcement and enlisted outside cybersecurity help.

Tyler software provides service for jail and court management systems to taxing, bill collection and land records. Its customers include Des Moines, Hartford and St. Louis, County, according to a 2019 copy of its website on the Internet Archive.

The archived website said its company software is “the perfect fit” for everything from small towns to counties serving more than 2 million people.

Tyler did not immediately respond to phone calls and emails Wednesday. On Twitter, it said “a network issue” was affecting its phone and web site and that “we’re working to resolve as quickly as possible.” The company’s home page said it was temporarily unavailable but provided no additional information.

“At this time and based on the evidence available to us to-date, all indications are that the impact of this incident is limited to our internal network and phone systems,” said the email sent to customers and obtained by The Associated Press. “We currently have no reason to believe that any client data, client servers or hosted systems are affected.”

An FBI spokeswoman in Dallas could not immediately say whether the agency is involved in any way. The Texas Department of Information Resources did not immediately respond to a request for comment.

A cybersecurity expert assisting municipalities that are customers of Tyler’s Munis software suite, Mike Hamilton of CI Security, said he was particularly concerned that hackers may have obtained access to the passwords of customers stored on its network and could penetrate their systems.

Hamilton, a former Seattle chief information security officer, said Tyler should be notifying customers to immediately reset all their passwords as a precaution.

“It’s completely possible that bad guys have been in there for a good amount of time,” he said.

Munis manages core business functions for government agencies and schools, from payroll to human resources and revenue management.

In ransomware attacks, criminals are increasingly breaking into company and government networks and siphoning out data before scrambling them with encrypted programs and demanding payouts. They threaten to make the stolen data public if the victim doesn’t pay up.
Texas has seen a series of these attacks over the last two years.

The victims have included parts of the state court system and the state transportation department this year, and more than 20 local governments last summer.

Brett Callow, an analyst with the cybersecurity firm Emsisoft, said Tyler may have been breached with the same ransomware that attacked the Texas Department of Transportation, based on an encrypted file uploaded to the Google-owned malware identification service VirusTotal in June that included ‘tylertech’ in the file name.

Data breaches often are not discovered until months after the fact.

Nuclear waste could travel through Dallas-Fort Worth if West Texas plan is approved

Published by Haley Samsel, Fort Worth Star Telegram

John Ward, operations project task manager at Waste Control Specialists’ facility near Andrews, Texas, is pictured in 2017 inspecting concrete canisters that will house drums of nuclear waste. DAVID BOWSER FOR THE TEXAS TRIBUNE

If approved by federal regulators, at least 5,000 tons of high-level nuclear waste from across the U.S. could travel through the Metroplex on its way to a West Texas storage facility that already stores low-level radioactive materials.

High-level nuclear waste refers to spent, or used, reactor fuel and waste materials that exist after the used fuel is reprocessed for disposal. The radioactive waste poses potentially harmful effects to humans and only decreases in radioactivity through decay, which can take hundreds of thousands of years, according to the Nuclear Regulatory Commission, the federal agency that regulates nuclear power plants and the storage and disposal of waste.

Activists who oppose the West Texas plan say the impact will not be limited to residents of Andrews County, where the toxic waste site owned by Waste Control Specialists already sits near the Texas-New Mexico border. The commission is considering a similar plan for a high-level waste storage facility in southeastern New Mexico, brought forward by the nuclear company Holtec.

Transporting the waste to the New Mexico and West Texas facilities by rail car and through major cities, including those in the Dallas-Fort Worth region, could be a Pandora’s Box of problems for North Texans, said Lon Burnam, a former state representative and the chair of the Tarrant Coalition for Environmental Awareness.

“We’ve created all this waste, there’s no good way to handle it, and the question is: What is the least objectionable way to handle it?” Burnam said. “But carting it all through Dallas-Fort Worth, from my perspective, is one of the worst ways to handle it. Why should we be the community that 90% of this stuff goes through on its way to either West Texas or the New Mexico side?”

For years, the U.S. Department of Energy has struggled to find a long-term storage solution for the country’s growing stockpile of radioactive waste. With no permanent destination for safe disposal, more than 80,000 metric tons of highly radioactive nuclear waste sit at the country’s commercial nuclear plants, according to the U.S. Government Accountability Office.

Interim Storage Partners, comprised of Dallas-based Waste Control Specialists and global nuclear power company Orano, revived its application efforts in August 2018 with the goal of providing a centralized storage facility for the waste until it can be moved to a permanent repository, which does not currently exist. The license would last for at least 40 years, and the amount of high-level waste stored in Andrews County could swell to 40,000 metric tons, according to Nuclear Regulatory Commission documents.

The site was selected due to its geological features, including its low seismic risk and lack of surface water in the vicinity, as well as the facility’s ability to provide “economic diversification” for the West Texas community, said Jeff Isakson, the president and CEO of Interim Storage Partners.
In May, commission staff members recommended the approval of the license in their draft environmental impact report, which also found that the plan would cause small or moderate impacts on public health and air quality, among other issues.

Texans have until Nov. 3 to submit online public comments on the report, which may be the last chance that the public has to voice opposition or support for the application.

Karen Hadden, the director of the Austin-based Sustainable Energy & Economic Development Coalition, said the lack of a national nuclear repository has made it difficult for the industry to move forward with responsible waste disposal. The high-level waste brought to Andrews might never be moved to a repository and stay in Texas permanently, she added.

“They’re trying this Band-Aid approach with consolidated interim storage, and the only thing it does is create more dump sites,” Hadden said. “You move it across the country at huge risk to everyone in major cities across the country. It could go right through downtown areas, right by hospitals and schools and stadiums and industries.”

Official routes for the Andrews facility will not be approved by the commission or the U.S. Department of Transportation until at least 2022, but the SEED Coalition is using finalized maps from the failed Yucca Mountain nuclear waste repository proposal in Nevada, which included commercial rail lines, as a guide.

Isakson, the Interim Storage Partners CEO, said his company does not expect the transfer of nuclear materials to have any effect on people who live, work and drive along the routes to the Andrews facility. Used nuclear fuel pellets are contained inside metal rods sealed inside a welded-shut steel canister, which is then sealed inside a thick, shielded transport cask, he said.

The Nuclear Regulatory Commission also states that the spent fuel transport packages must withstand accident conditions and pass impact, puncture, fire and water immersion tests in sequence. The tests include a 30-foot drop and surviving a fire for 30 minutes.

“As decades of experience with thousands of transports and thorough analyses have shown, there is very little risk to people or communities from transporting the solid used fuel inside these shielded casks,” Isakson said by email. “All aspects of the transport process must meet strict NRC and U.S. Department of Transportation regulations and oversight.”

The existing transfer of nuclear materials around the U.S., including to the Pantex plant near Amarillo and the Comanche Peak nuclear energy facility in Glen Rose, is also encouraging to Isakson. In more than 50 years of transporting used nuclear fuel in the U.S., there has not been a “single accident that resulted in harmful exposure to either people or the environment,” Isakson said.

Those reassurances ring hollow to Hadden and Burnam, who contend that the scale of Interim Storage Partners’ plans to transfer high-level nuclear waste from across 44 states is unprecedented. Hadden worries about accidents that could take place along the railway system, nuclear waste convoys being targeted for terrorist attacks and delays that could keep radioactive materials in one spot for more than a day.

“We’re talking over 10,000 shipments,” Hadden said. “This is massive and it’s never been done before. The nuclear industry always says: ‘We move this stuff around all the time.’ Not on this scale, never like this.”
Burnam also noted the unique set of allies and interest groups opposed to the Andrews facility’s plans, which includes some Permian Basin oil and gas company leaders who fear that radiation leaks could halt oil production. The unlikely collaborators also worry about who would be left to pay for cleanup costs if a radiation spill were to occur: taxpayers or the companies themselves, Burnam said.

In a 2019 letter to the Department of Energy and the Nuclear Regulatory Commission, Gov. Greg Abbott also stated his opposition to “any increase in the amount or concentration of radioactivity authorized for disposal” at the Interim Storage Partners facility.

Still, many residents and county leaders in West Texas say that the increased amount of nuclear waste coming to Andrews could help the local economy. Andrews County and the state receive 5% of gross revenue from waste disposal activity, and the nuclear companies themselves have donated millions to a local food pantry, new ambulances and more, according to Marfa Public Radio.

The next step will come when the commission releases its final environmental impact statement in May 2021, along with a safety evaluation report on Interim Storage Partners’ application. Burnam is not optimistic that their activism efforts will prevent the license from being granted to the Andrews facility, but there are many more steps before the company moves forward with accepting high-level waste, he said.

In the meantime, Susybelle Gosslee, a Dallas-based activist who has worked with Burnam and Hadden in her role as the issue chair for hazardous materials and nuclear waste with the League of Women Voters of Texas, remains steadfast in her opposition to the Andrews facility expansion. One horrible accident — a radiation leak, an earthquake or some other malfunction — could lead to disastrous consequences, she said.

“I hesitate to use alarmist types of language but, actually, this is an alarming issue,” Gosslee said. “The public needs to be informed, not only about the financial but also the health and environmental issues because we don’t need to have another emergency like has happened in other areas of the world. We need to protect our citizens, and our citizens can’t protect themselves if they’re not even informed.”

CM/GC helps DART implement platform extension efficiently

Thanks to this project delivery method, DART has been able to continue service, find cost savings and expedite construction mobilization, among other benefits.

Published by Sofia Ojeda, Mass Transit Mag

In a region known for its reliance on automobiles, Dallas Area Rapid Transit (DART) has implemented one of the largest and fastest-growing public transit systems in the country. Combining vision and prudence, the agency has built a network of bus, light rail and commuter rail services encompassing 13 cities during the past four decades. With Dallas-Fort Worth growing exponentially, DART leaders identified a series of capital projects to improve the agency’s ability to move more trains and people – especially in downtown Dallas where all four light-rail lines converge.

One of the capital projects is the extension and modification of the platforms at DART’s Red and Blue Line stations. Currently, the Red and Blue lines are limited to two-car trains due to platform lengths at 21 of 28 existing stations. These stops were built prior to 2004. All other stops were either built with three-car trains in mind or have already been updated. By expanding the platforms at these stations, three-car trains can be operated system-wide.

At the seven remaining stations, which were originally constructed to accommodate the additional car, a third special use raised platform area will be built per American with Disability Act (ADA) standards. The existing special use raised platform areas will be relocated to allow for level boarding. Construction of the $128-million project, which is funded through a combination of federal grants, state grants and local transit sales taxes, began in summer 2019. DART estimates that when the project is completed in 2022, capacity on the light-rail system will increase by 33 percent.

“As our regular DART riders know, the platforms and trains on our Red and Blue light-rail lines can fill up very quickly, especially during peak travel times,” said John Rhone, DART vice president of capital design and construction. “Through our platform extension project, we can provide our riders with greater capacity and comfort, ensuring all North Texas residents have access to the mobility opportunities they need to get to jobs, school and health care.”

CM/GC delivery

Given the scale and complexity of the project, DART wanted to reduce passenger inconvenience, impacts to current operations, project costs and delivery time. To accomplish these objectives, the agency chose the Construction Manager/General Contractor (CM/GC) procurement method. The project was programmed into five groups for design and construction. Each group was responsible for a line section and comprised its own Final Engineering Consultant (FEC) design team for the design phase and a CM/GC team for the construction phase.

L.H.F., Inc. is providing scheduling services. By using the CM/GC delivery method, DART has reaped numerous benefits to-date.

Continuation of Service

With so many stations under construction at the same time, one of DART’s priorities was to continue passenger service with minimum impacts. To this end, the agency retained a third-
party consultant to model the system and determine the operational impacts of the project on revenue operations and train schedules. The existing computer model of the DART system was updated with the planned improvements and analyzed. The model was run with a various number of stations under construction to generate baseline delays. The results indicated that no more than six stations should be constructed simultaneously. Based on this model, DART presented the construction sequence to the CM/GC groups. This helped the groups to be aware of their own schedules, as well as those of the other groups. DART also gave the CM/GC teams the leeway to determine a different sequence within their group if it did not negatively impact other groups’ schedules or overall operational service.

The project teams were also nimble to react to unforeseen circumstances. A case in point: Due to the government shutdown between December 2018 and January 2019, the review of the project’s Full Funding Grant Agreement was delayed. As a result, DART submitted a Letter of No Prejudice to begin construction activities on the Red Line North section. In February 2019, the Letter of No Prejudice was granted with construction to begin in March 2019. A full re-sequence of all stations was performed while maintaining the original finish date of the project.

During construction, the CM/GC teams also used a phased construction approach to ensure continuous service and maintain normal operations. For example, in Groups D and E, DART and Philips May Corporation used a five-phased approach for most stations. The extensions were installed first before the existing platform elevations were reworked. The extension areas served as additional platform length where the trains could operate a single car on the weekends and the contractor could rework the adjacent platform in a continuous 52-hour period of work. This facilitated the proper berthing of the standard two-car train first thing on Monday morning.

**Cost Savings**

During the preconstruction phase of the project, the CM/GC teams provided constructability reviews to determine more efficient ways to build the project. Originally, at the 30 percent conceptual design phase, the stations were extended by the full length of a new car or 120 feet. Due to impacts on existing train system elements, the initial pricing was significantly over budget according to Federal Transit Administration and DART standards. Subsequently, DART, the design teams and the CM/GC teams performed a value engineering analysis to refine the project scope and identify cost savings.

This collaboration resulted in a solution that modified the existing layout of the station platforms and extended each station approximately 60 feet on average. The reduced extension lengths helped avoid modifications to expensive communication and signal system elements. Following the analysis, DART also decided to self-perform some of the work, thereby avoiding unnecessary contractor costs. This preconstruction approach and collaborative efforts amongst all parties helped bring the project within budget.

“Preconstruction efforts should not be minimized,” said Jered Brookshear, project manager at Philips May Corporation. “It is probably the most important part of the CM/GC delivery method. The money spent during preconstruction can be recuperated, if not exceeded, due to savings from value engineering. Doing research, planning, scheduling, phasing, procurement, subcontract agreements and submittals during preconstruction helps mitigate risks and ensures that quality construction work is performed safely, on time, and within budget.”
Better Collaboration

The CM/GC method facilitated improved collaboration between various parties by engaging them early on, all working toward the same goal. Officing out of DART’s facilities, the design and CM/GC teams collaborated within their group and among the other four groups. Meetings between the prime contractor and lead design teams were conducted by the prime contractor’s project managers. This approach helped the project managers to offer their ideas for the design teams to consider. The prime contractor was also able to instantly hear feedback from the design teams. DART also provided input and guidance along the way. As a result of this collaboration, which lasted nine months, the project teams came up with creative cost and time-saving solutions.

For example, the typical DART station is constructed with a grade beam under the front faces of the stations. Since DART required the stations to remain open during construction, the prime contractors provided input on achievable excavation depths and the necessary horizontal distance away from active rails so that structural foundations could be properly designed with constructability in mind. The solution was to use cantilevered precast panels on most stations. These cantilevered precast panels provided the necessary station profile, while eliminating the need to excavate so close to the active transit rails.

While the overall approach was to provide global solutions wherever possible, each station was also looked at individually. For instance, one side of White Rock Station on the Blue Line has a tall Mechanically Stabilized Earth (MSE) wall with straps a couple of feet within the station extension footprint. The prime contractor and designer evaluated the deep MSE wall rock infill and determined that a slab on grade would suffice due to lack of sub-grade soil swelling in the vertical direction. By eliminating the need to remove the MSE wall, the project team removed a major traffic impact to the city.

Expedited Construction Mobilization

The CM/GC delivery method allowed the contractors to start planning their work early. Typically, in a traditional design-bid-build, the contractor doesn’t see the plans until the bidding stage and must come up with a construction plan in a short time frame. In this project, because the contractors were involved in the design stage, they were able to have early discussions with suppliers, subcontractors, subconsultants and the entire project team to mobilize resources more efficiently. It also helped ensure proper outreach to Disadvantaged Business Enterprises to achieve participation goals.

At Morrell Station on the Blue Line, DART negotiated a temporary construction easement with Oncor Electric Delivery Company before construction commenced. The contractor provided input to DART on how large the temporary easement needed to be to construct the northbound platform extension. Similarly, the VA Medical Center Station lacked DART property that could be used as a viable construction laydown area during construction. The CM/GC delivery method allowed the prime contractor to select a preferred area adjacent to the platform extension and establish an agreement between the city of Dallas and DART before construction started.

Also, station amenities typically have long lead times. The prime contractors worked with the designers and suppliers to ensure that DART received the closest Buy America match and confirm lead times earlier in the project. Likewise, Glass Fiber Reinforced Concrete (GFRC) warning strips are critical to this project. There is only one certified company in the country that
manufactures warning strips matching the existing ones. To avoid potential delays that could result from backlogs, Philips May Corporation placed the order for 1000 GFRC warning panels 10 months in advance.

Project Now on Track and Under Budget

Thanks to these creative solutions that resulted from the CM/GC delivery method, the project is on track to be completed on schedule and under budget. Construction will be completed in August 2021. Testing will commence in September 2021 and three car revenue service is anticipated to begin in February 2022.

Sickness, poverty in 76104 diminish all of Fort Worth. Here are some solutions

By the Fort Worth Star-Telegram Editorial Board

When a 2019 report identified Fort Worth’s 76104 as the ZIP code with the lowest life expectancy in Texas, it drew attention and lamentation, but it didn’t spark much action.

That needs to change. In this era of focus on discrimination and disparities, it’s time to get to work on behalf of neighborhoods with a rich history that are now being left behind.

An investigation by Star-Telegram reporter Nichole Manna details the human consequences of the health and economic neglect of 76104. The stories show how deliberate policy choices and sweeping generational change have led to wide gaps that shorten lives, typically by 12 years off the national average.

Several factors drive the disparity in the mostly Black and Hispanic neighborhoods in the area, but the most glaring and frustrating is in healthcare. The area includes the city’s hospital district, so residents with the most acute needs in the city are in the shadows of the city’s premier institutions. But they often can’t access the care, thanks to cost and transportation issues. In the Historic Southside, Hillside and Morningside neighborhoods, where many residents do not have cars, there are zero medical clinics or pharmacies.

The Historic Southside, Hillside and Morningside neighborhoods in the 76104 ZIP code have the lowest life expectancy in Texas, according to a study by UT Southwestern. 76104 also includes the Fort Worth's Hospital District that is separated from the neighborhoods by South Freeway.

The proximity to hospitals has prevented them from opening clinics in the neighborhood. While that makes sense at one level, leaders of the county’s JPS Health Network should step in and put one there. That step alone would save lives lost to chronic conditions.

Many of the area’s residents would qualify for JPS’ low-cost services, but residents told Manna they are often unaware of the options. A better marketing campaign is in order; one idea would be to partner with neighborhood churches to spread the word.

The area needs pharmacies and primary-care doctors, too. The city and state must step up with economic incentives to encourage such business development. Federal student-loan assistance aims to draw doctors into rural areas; why couldn’t a similar program urge doctors to practice in these impoverished neighborhoods?

Longer term, the area also needs a sustained focus on nutrition. The nearest grocery stores are a long trek via public transportation, and it’s difficult for residents to sustain healthy eating habits amid block after block of convenience stores, fast-food restaurants and dollar stores.

https://www.star-telegram.com/opinion/editorials/article245959810.html
‘Scheme to Defraud’ Lawsuit Could Delay Frisco’s $2B Wade Park Development Even Further

FRISCO (CBSDFW.COM) – It was supposed to be a $2 billion, 175-acre mixed-use real estate development at Lebanon Road and Dallas North Tollway in Frisco.

Now a new lawsuit filed by the original developer could further delay the once highly celebrated development.

Notable Atlanta developer Stan Thomas filed a lawsuit in bankruptcy court claiming he was defrauded out of the project by his lender, Gamma Real Estate.

Construction on the high-profile project stopped in the summer of 2017 and this latest lawsuit could tie the property up in court for years.

The Wade Park project broke ground in 2014 with plans to build one of the largest mixed-use developments in North Texas with high-rise office buildings, condos, hotels, and retail space – including a Whole Foods Market.

Today, all that sits on the prime real estate is rusted shells of two half-started buildings and a massive concrete hole that was the beginnings of a five story deep underground parking structure.

Nearby residents complain about rainwater sitting stagnant in the concrete hole for days.

“It is a cesspool,” said Frisco resident Kathy Hill. “I’ve been here for over two years and the only thing that has changed is the hole is only getting deeper and smellier and the weeds are back. We were supposed to have this great development and I thought the value of my home would skyrocket. But, instead, it’s an eyesore.”

According to the lawsuit, when funding became tight Thomas’ company took out a $83 million bridge loan with Gamma.

When it came time to pay off the loan, Thomas’ company defaulted and Gamma took over the property, according to court records.

However, according to lawsuit, Thomas claims “from the very beginning” this was a “scheme to defraud” him.

The lawsuit says Gamma “did not intend to be passive lenders. Rather, they intended to take Wade Park.”

According to the petition, Gamma is accused of doing this by changing the terms of the loan and then interfering with Thomas’s effort to get financing to pay it off.

In a response to lawsuit, Gamma filed its own court documents saying Thomas’s claims are “meritless” – writing Gamma simply “enforced a legitimate contract”.

Thomas and his attorneys did not return calls or emails from the CBS 11 I-Team, while attorneys for Gamma declined to comment on the case.
“Anytime there’s a bankruptcy lawsuit that’s going to put everything on ice and that’s what you are seeing with Wade Park,” said Kyle Waldrep, founder and CEO of Dottid, a commercial restate technology platform.

Waldrep has no involvement in the case. He looked over the lawsuit at the request for the CBS 11 News I-Team.

“Accusing the lender of a scheme, where it is premeditated, that’s unusual but it is definitely the case here with this lawsuit,” explained Waldrep. “Real estate is risky. People have to take changes and sometimes those turn into negatives and sometime even worse.”

Frisco Mayor Jeff Cheney said he remains optimistic about the future of Wade Park but added the city is prepared to be patient.

“We want it to develop when the time is right,” said Cheney. “This whole region is continuing to develop quickly, and I think we’ll look up and see Wade Park ten years from now moving forward as a successful project.”

The city of Frisco approved $122 million in economic incentives for the project five years ago. The incentives have since been taken off the table.

According to bankruptcy filings, Thomas’s companies owe the city of Frisco more than $3.5 million in unpaid fees.

Industry Expanding Presence in Texas

By Mandy Mayfield, National Defense

Army contractors and academic institutions are increasing their footprint in the Lone Star State, setting up sites across Texas to support Army modernization initiatives.

Facility development efforts being spearheaded by Bell Textron, Texas A&M University and BAE Systems will support a number of high-priority Army projects.

In August, Bell Textron unveiled its new 140,000-square-foot manufacturing technology center in Fort Worth, intended to support the future vertical lift programs. FVL is envisioned as a family of new helicopters that will replace the service’s aging platforms.

“We view it as kind of a proving ground,” Glenn Isbell, vice president of rapid prototyping and manufacturing innovation at Bell, said of the new facility.

The company will use the center to test and refine technologies while demonstrating its ability to successfully build and support future vertical lift aircraft, Isbell said in an interview.

In the spring, the Army picked Bell to move forward in the competition for two key FVL efforts — the future attack reconnaissance aircraft and the future long-range assault aircraft.

“This is our place where we can take some risks, ... see if things will work, and then refine the things that do work,” Isbell said. “Our whole goal is to reduce cycle time, costs [and] increase quality.”

Meanwhile, the Texas A&M University System is building a hypersonics and directed energy systems testing facility in collaboration with Army Futures Command, which is based in Austin.

The university’s board of regents voted in August to appropriate $22.5 million for the testing range known as the Ballistic, Aero-Optics, and Materials, or BAM.

Construction for the site will begin in January 2021 at the George H.W. Bush Combat Development Center, or BCDC, which is located on the system’s RELLIS Campus – an innovation ecosystem built to foster advanced research, technology development, testing and evaluation, higher education and hands-on career training, according to the university.

The effort is slated to be finished in October 2022.

The projects at BCDC — which is located in Bryan, Texas — will be used to conduct research and test prototypes as the Army works to accelerate high-tech development for next-generation battlefield readiness, the university said in a press release.

Meanwhile, approximately 100 miles west of the hypersonics effort, BAE Systems is expanding its operations in Austin, with a new campus development in Parmer Austin Business Park.

The new campus will have the capacity for 1,400 employees and feature engineering, manufacturing, laboratory and office space that will serve primarily to support the Defense Department, the company said in a press release.
Construction of the 390,000-square-foot-site will begin later this year and is expected to be completed in 2022.
The company’s plan includes the transition of its current operations to the new facility, which is located near Army Futures Command.
It’s time to cut off the head of zombie Woodrow stadium plan for East Dallas park
Why is Winters Park, and by extension the Dallas Park and Recreation Department, being asked to solve a DISD problem?

By Sharon Grigsby, Dallas Morning News

The zombie football stadium for Woodrow Wilson High School, an idea that has lurched along for a decade or more, has again risen from the dead in my East Dallas neighborhood.

Local Facebook pages have exploded with debate since the posting earlier this month of yet another plan — backed by anonymous donors — to build a 4,000-seat “game field” in Willis Winters Park, just across the street from Woodrow.

No formal proposal has gone to the city or to Dallas ISD. For now, the stadium boosters are gauging potential blowback to the facility, which would replace the park’s by-reservation-only soccer field.

“Cut off its head” is the opposition’s point of view.

Count me with those who say you can love Woodrow but not support the plan to plop down a stadium in a park already heavy with sports facilities.

Ross Williams, a Santa Fe Avenue resident and the public face of this project, wants us to keep an open mind. He also points to work his group is willing to do within the green space to sweeten the deal.

But his plan fails a simple eyeball test for many who live in the dense adjacent neighborhoods, navigate the area’s narrow roads or play in the ever-improving Winters Park.

Residents and park advocates have fired back with concerns about the lights, noise, traffic and parking problems that a new stadium is likely to bring.

My question is this: Winters is a city park, not a DISD park. It’s purpose is to serve the community, not cater to one high school. Why is Winters Park — and by extension the Dallas Park and Recreation Department — being asked to solve a DISD problem?

I appreciate that boosters of Woodrow and its adjacent J.L. Long Middle School want a stadium for their kids. The Wildcats — hardly the only DISD school without their own game facility — play their “home” games seven miles north at Franklin Field, adjacent to Hillcrest High School.

But when DISD puts a $3.7 billion bond proposal — the largest in state history — in front of voters in November, not a dime of it will be designated for a Woodrow stadium.

The desire for the Woodrow football and soccer teams to have their own stadium isn’t rooted in any kind of districtwide equity issue but rather in this campus having deep-pocket donors looking to grant a wish. Just because Winters Park already hosts many Woodrow and Long practices and games in its existing facilities doesn’t mean it should be further co-opted.

Last week, amid the passion, competing data points and misinformation flying around, Juliette Fowler Communities brought together more than a dozen stakeholders to try to clear the air.
Fowler’s large retirement community sits across the street from the proposed stadium, and residents have peppered Fowler CEO Nicole Gann with questions and concerns about the proposed stadium.

Moderated by Gann and packed to the 100-person Zoom limit, the meeting was a much-needed dose of balanced and complete discussion. Williams made the case for the stadium; Tom Methvin, who lives on the park’s perimeter, argued for the opposition. Each came armed with data-laden PowerPoint presentations and support from other speakers.

(Details of the stadium proposal — and opposing points of view — are available on the Randall/Willis Winters Improvement Project News page on Facebook.)

The Woodrow athletic director and booster club president beseeched neighbors to see that they would be making a small sacrifice to “do what’s right for the kids.”

Representatives of the surrounding neighborhoods and green space advocacy groups were, at best, skeptical of Williams’ arguments. Most problematic is his refusal to divulge who would bankroll the funding.

The handful of elected and appointed leaders on hand said they were still gathering information — and noted yet again that no official proposal has come before them.

Calvert Collins-Bratton, president of the Dallas Park Board, left no question about her team’s role: “We are appointed as stewards of park land. We serve the best short- and long-term interests of our parks and to the public who uses them.”

Gann told me Friday that Fowler residents are about to release a statement with their point of view. Based on an earlier survey, I expect the Fowler retirees will give the plan the same thumbs-down voiced by Mount Auburn and Junius Heights neighbors who spoke at the forum.

Among those in Tuesday’s virtual audience was the namesake of the park, retired Dallas park director Willis Winters. He led the joint Dallas-DISD effort to overhaul this East Dallas space, formerly known as Randall Park, and worked out the details of the 2004 interlocal agreement between the city and school district.

Under that deal, DISD gets first choice on reserving dates for the boys’ baseball field, the girls' softball field and the soccer field, which doubles as a football practice space. Once Woodrow and Long make their picks, all the facilities are available to the many community leagues and teams.

Nothing in the 2004 agreement gives DISD or Woodrow any special say in further development of the park. Winters recalled that when stadium supporters first contacted him about eight years ago, his reaction was the same as it is now: “A project of this magnitude must have the support of the immediate surrounding area.”

Winters is enormously concerned about the potential negative impact from the proposed plan. “Mitigating those issues — lights, noise and traffic — will be essential for the project to ever be acceptable to the neighborhood. …. If neighbors aren’t on board, you are in trouble.”

He ticked off a number of other details that trouble him: The funding sounds squishy. The proponents’ idea for off-site parking with shuttle service is no cure-all. Space for the now-
existing adult soccer field may not be available in the stadium footprint once space is allocated for bleachers.

Woodrow alums and parents, especially those who don’t live around the school, likely don’t realize what a special place Winters Park has become.

A decade ago, it was defined by vandalism, graffiti and trash; its only real asset was the top-notch ball fields. But under the leadership of Friends of Randall Park (now Friends of Willis Winters Park), neighbors have transformed it into a place that residents and rec sports families and fans cherish.

The Friends group worked with the city to bring down penitentiary-style fencing and gates. They organized regular cleanup campaigns, added trash cans and better picnic tables. This month they are hard at work on a pollinator garden that park visitors and Juliette Fowler residents can enjoy.

With gyms closed during the pandemic, residents have organized socially distanced yoga, impromptu weight workouts and baseball bleacher runs at Winters.

This past Saturday, soccer tots swarmed the corner of the park that the stadium backers have their eyes on. Men of all ages hustled in a fierce-but-good-natured game of basketball.

Two teen-age girls sat on a blanket in the green space where the Woodrow band practices many mornings. A mother watched over her three little ones on the playground while a dad jogged alongside a boy wobbling along on his tiny bike.

Assuming that Williams and his donors continue to move forward, trying to persuade Dallas City Hall to drop a football stadium onto this park will be a long, long process.

My message to the stadium funders — whoever you are —— is to quit trying to dump this mess into the lap of the Dallas Park Department and instead take your case to DISD. Leave Willis Winters Park alone.
North Texans Invited to Comment on Transportation Funding Programs Beginning Sept. 8

Public input on transit, freight, other initiatives accepted online

September 8, 2020 (Arlington, Texas) — The North Central Texas Council of Governments is conducting an online input opportunity to give residents the chance to comment on a series of transportation initiatives in the Dallas-Fort Worth area.

NCTCOG staff will provide information related to Fiscal Year 2020 proposed transit projects funded by the Federal Transit Administration. Programs of projects will be presented from the cities of Arlington, Grand Prairie, McKinney and Mesquite, as well as Dallas Area Rapid Transit, Denton County Transportation Authority, NCTCOG, Trinity Metro, Northeast Transportation Service (NETS), Public Transit Services (PTS), Span Inc. and STAR Transit.

Funding programs include Urbanized Area Formula, Enhanced Mobility of Seniors and Individuals with Disabilities, State of Good Repair, and Bus and Bus Facilities.

NCTCOG staff will also present findings from the Heavy-Duty Vehicle Emissions Impact Study. The study was conducted by Texas A&M Transportation Institute in coordination with NCTCOG. The study characterized and estimated emission impacts of oversize/overweight vehicles on air quality in the Dallas-Fort Worth nonattainment area.

Additionally, staff will present details and opportunities related to electric vehicle infrastructure funding and other clean vehicle incentives. Rebate funding will soon be available for the installation of electric vehicle charging stations across Texas through the Texas Volkswagen Environmental Mitigation Program. Staff will present key details on how to take advantage of this funding as well as provide other opportunities available for North Texans or fleets to acquire cleaner vehicles.

Staff will also present details of the $5 million Optimizing Freight Movement Project proposal designed to improve the flow of truck traffic between freight hubs and expressways. The project will identify where improving the flow of trucks can do the most good and select one or more technologies to enhance truck travel.

In addition to the presentations, proposed modifications to the list of funded projects will be posted for review and comment.

Finally, information on the Regional Smoking Vehicle Program and vehicle incentive opportunities will also be available.

North Texans are encouraged to provide their input at www.nctcog.org/input beginning Sept. 8 and continuing through Oct. 7. To request printed copies of the information, call 817-608-2365 or email cbaylor@nctcog.org.
About the North Central Texas Council of Governments:
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found at www.nctcog.org.

# # #
NCTCOG to Discuss High-Speed Transportation Study Virtually

Residents encouraged to participate in discussion of potential new regional transportation options

Sept. 11, 2020 (Arlington, Texas) — Transportation planners are considering more than the traditional ways to move people as Dallas-Fort Worth grows. A reliable system requires creative thinking.

North Texans who want to learn more about efforts to link the center of the region through a new transportation technology will be able to review and comment on the Dallas-Fort Worth High-Speed Transportation Connections Study in September.

The North Central Texas Council of Governments has scheduled virtual public meetings for noon Sept. 23 and 6 p.m. Sept. 24 to give residents a chance to learn more about the study and provide input to planners examining potential technologies and alignments.

The study is evaluating high-speed alternatives to modernize and enhance mobility between Dallas, Arlington and Fort Worth. Planners will consider and analyze conventional passenger rail, high-speed rail, magnetic levitation and hyperloop technologies. The study area includes Dallas and Tarrant counties as well as the cities of Dallas, Irving, Cockrell Hill, Grand Prairie, Arlington, Pantego, Dalworthington Gardens, Hurst, Euless, Bedford, Richland Hills, North Richland Hills, Haltom City and Fort Worth.

The study is being conducted in two phases. The first, which is expected to last 12 months, includes the development and evaluation of potential technology and alignments. The goal is to identify the technology to be used and potential alignments for the technology by the end of Phase I. Phase II will last 24 months and include preliminary engineering and environmental work. Public involvement will play a significant role in both phases, including the selection of a technology and route.

The resulting high-speed service, between Dallas and Fort Worth, will connect to a high-speed rail system soon to be under development between Dallas and Houston and a future high-speed option from Fort Worth to South Texas.
Residents can watch the presentation and participate live at www.nctcog.org/dfw-hstcs or by calling 855-756-7520 (toll free). Participants should use ext. 65720# for the Sept. 23 meeting and ext. 65721# Sept. 24. Participants will be able to give input during the meetings by phone or on the website. Comments and questions can also be submitted before or after the public meetings at hst_dfw@nctcog.org or on the project webpage.

Presentations will be the same for both meetings and be posted Sept. 18 on the project webpage. For printed copies, email hst_dfw@nctcog.org.

### High-Speed Transportation Virtual Public Meetings

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<th>Time</th>
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<td>Sept. 23</td>
<td><a href="http://www.nctcog.org/dfw-hstcs">www.nctcog.org/dfw-hstcs</a></td>
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<td>6 p.m.</td>
<td>Sept. 24</td>
<td><a href="http://www.nctcog.org/dfw-hstcs">www.nctcog.org/dfw-hstcs</a></td>
<td>855-756-7520, ext. 65721#</td>
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Dallas-Fort Worth Bicycle-Pedestrian Projects Awarded $23.5 million
Enhancements will improve safety and access to schools, major employment centers

Oct. 1, 2020 (Arlington, Texas) – The Regional Transportation Council recently approved $23.5 million in federal funding for construction of 12 active transportation projects in Collin, Dallas and Tarrant counties. The entities awarded funding will contribute $3.5 million in local match, bringing the total investment in the region’s bicycle and pedestrian facilities to $27 million as part of the 2020 Transportation Alternatives Call for Projects.

The projects will provide connections to schools and major hubs of employment in the Dallas-Fort Worth area for residents bicycling and walking, while increasing safety. Data shows that during the coronavirus pandemic, as people have shifted from the office to working from home, trails across the Dallas-Fort Worth area have seen a significant increase in usage. With school underway across the region and in-person instruction an option many families have chosen, the increased emphasis on bicycling and walking could also extend to students.

The RTC awarded approximately $7 million in federal Transportation Alternatives Program funding to six Safe Routes to School projects in September that will improve the safety of children walking and bicycling to and from school.

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

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

Projects near the following Arlington schools were also awarded funding:

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

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

An additional $16.5 million in federal funding was awarded for the construction of other regionally significant projects consisting of trails and separated on-street bikeways in Dallas,
Fort Worth, Garland, Plano and Richardson. The projects will implement significant sections of the Regional Veloweb network, providing commuting access to transit and major destinations, and improving safety and comfort for people making bicycle trips.

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

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

### Funding Details

<table>
<thead>
<tr>
<th>List of Projects</th>
<th>Map of Projects</th>
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</table>

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# # #
Enhancing Freight and Passenger Rail Coordination: Clear Path™ Technology
Clear Path™ Technology would:

- Assist with Freight and Passenger Train Interactions
- Increase Planned Freight and Passenger Rail Growth
- Identify Rail Bottlenecks
- Enhance Long-Term Mobility Plan Projects – Road and Rail interactions
## FUNDING TOTALS

<table>
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<td><strong>Total Requested for RTC Approval</strong></td>
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*Cost Share to be determined by Potential Participating Regional Rail Agencies (BNSF Railway, Union Pacific Railroad, DART, Trinity Metro, Fort Worth and Western Railroad, Dallas Garland Northeastern Railroad, Denton County Transit Authority, Kansas City Southern)

**Amount subject to change based on continuing coordination with regional rail agencies
**ACTION**

**Requested Action**

Recommend approval of funding outlined on slide 3 to implement the Clear Path™ Technology system

Direct staff to administratively amend the Transportation Improvement Program (TIP), the Statewide TIP, and other planning/administrative documents
2021 UNIFIED TRANSPORTATION PROGRAM (UTP) AND REGIONAL 10-YEAR PLAN UPDATE

Regional Transportation Council
October 8, 2020
BACKGROUND

- The updated Regional 10-Year Plan project listing was approved by the Regional Transportation Council (RTC) on June 11, 2020.

- Approved changes included addressing cost overruns on existing projects with Category 2 and/or 4 funds and requesting Category 12 funds from the Texas Transportation Commission (TTC).

- The TTC approved the 2021 UTP at its August meeting.

- In the 2021 UTP, all Category 2 and 4 requests were funded, but only $112M of new Category 12 funding was awarded to the region for the IH 30 Canyon project (From IH 35E to IH 45).
FUNDING CHANGES MADE SINCE RTC APPROVAL

▪ New Projects
  ▪ FM 545 from FM 2933 to BS-78D (Collin County) – Project funded with $22,859,947 of Category 4 in the UTP

▪ Category 2 Funding Changes
  ▪ US 380 from SH 5 to FM 75 (Collin County) – Funding decreased from $320,000,000 to $278,000,000
  ▪ FM 2642 from FM 35 to SH 66 (Hunt County) – Funding increased from $5,500,000 to $7,314,160
  ▪ FM 157 from 8th Street to South of CR 109 (Johnson County) – Funding increased from $3,227,157 to $4,500,000
  ▪ FM 157 from US 67 to 8th Street (Johnson County) – Funding increased from $4,124,338 to $6,800,000
FUNDING CHANGES MADE SINCE RTC APPROVAL (CONT’D)

- Funding Changes
  - IH 20 from FM 1187/FM 3325 to Tarrant/Parker County Line (Parker County) – Category 4 funding increased from $7,200,000 to $29,000,000
  - SH 199 from West Fork of Trinity River to IH 820 (Tarrant County) – Funding increased from $68,661,515 to $100,000,000 (will be reduced next UTP cycle due to lower than anticipated construction cost)
  - BU81-D from North of CR 1160 to North of CR 2090 (Wise County) – Funding increased from $3,000,000 to $3,600,000

- Projects with Funding Category Changes
  - US 80 from Lawson Road to FM 460 (Kaufman County) – Category 12 request funded with Category 11 funding instead
## FUNDING IN COLLIN COUNTY ON US 380 AND NORTH-SOUTH ROADWAYS ($ in Millions)

<table>
<thead>
<tr>
<th></th>
<th>2016 10 Year Plan</th>
<th>2017 10 Year Plan</th>
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NEXT STEPS

- TxDOT recently initiated discussions regarding development of the next UTP for FY 2022

- NCTCOG will continue to coordinate with TxDOT on the next round of 10-Year Plan changes, including continuing efforts to re-fund projects that had funding removed in previous 10-Year Plans
  - Anticipate very few new projects
  - Funding targets will likely not be available until after a draft project list is due to TxDOT Austin
## PROPOSED 2022 UTP SCHEDULE

<table>
<thead>
<tr>
<th>MEETING/TASK</th>
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<tr>
<td>TxDOT Funding Analysis</td>
<td>Oct. 2020-Feb. 2021</td>
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<tr>
<td>Initial Draft List Due to TxDOT</td>
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<tr>
<td>Anticipated Receipt of Funding Targets</td>
<td>February 2021</td>
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<tr>
<td>NCTCOG Public Meeting</td>
<td>April-May 2021</td>
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<td>STTC Action</td>
<td>April-May 2021</td>
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<td>RTC Action</td>
<td>May-June 2021</td>
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<tr>
<td>TxDOT Public Meetings for 2022 UTP</td>
<td>June-August 2021</td>
</tr>
<tr>
<td>Anticipated TTC Approval of 2022 UTP</td>
<td>August 2021</td>
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REQUESTED ACTION

- RTC approval of:
  - The updated 2020 Regional 10-Year Plan project listing
  - Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and amending other planning/administrative documents to incorporate these changes.
CONTACT/QUESTIONS?

Christie J. Gotti
Senior Program Manager
Ph: (817) 608-2338
cgotti@nctcog.org

Brian Dell
Senior Transportation Planner
Ph: (817) 704-5694
bdell@nctcog.org

Cody Derrick
Transportation Planner III
Ph: (817) 608-2391
cderrick@nctcog.org
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<td>TBD</td>
<td>TBD</td>
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</tr>
<tr>
<td>Collin</td>
<td>54016</td>
<td>SH 222</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
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<tr>
<td>Collin</td>
<td>54017</td>
<td>SH 226</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
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<tr>
<td>Collin</td>
<td>13036</td>
<td>0549-06-04</td>
<td>SH 121</td>
<td>TBD</td>
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<tr>
<td>Collin</td>
<td>54018</td>
<td>SH 226</td>
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<tr>
<td>Collin</td>
<td>13037</td>
<td>0549-06-04</td>
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<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
<td>0.73</td>
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</tbody>
</table>

Amounts only include Category 2/4/12 funding. Red text and strikeouts indicate changes since June 2020 RTC meeting. Carryover funds from previous years are not accounted for.
| County | TIP Code | TxDOT CSL | Facility | Lanes | Description | Estimated Let Date | Let Date | Comments | Construction Cost | Approved Funding (Cat 2, 4, 12) | Carried Over | Fiscal Year Approved | Fiscal Year Letting | Construction Status |
|--------|----------|-----------|----------|-------|-------------|-------------------|----------|----------|-----------------|-----------------------------|------------|---------------------|-------------------|------------------|-----------------|
| Dallas | 500157  | 1309-11-120 | US 87 | 3 to 4 | Reconstruct and widen US 87 shoulder lanes and reconstruct US 87 lane discontinuous left-turn continuous frontage roads | June 2019 | August 2020 | $250,000,000 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | Not Budgeted |
| Dallas | 500157  | 1309-11-126 | US 87 | 3 to 4 | Reconstruct and widen US 87 shoulder lanes and reconstruct US 87 lane discontinuous left-turn continuous frontage roads | June 2020 | August 2020 | $250,000,000 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | Not Budgeted |
| Dallas | 500157  | 1309-11-126 | US 87 | 3 to 4 | Reconstruct and widen US 87 shoulder lanes and reconstruct US 87 lane discontinuous left-turn continuous frontage roads | June 2020 | August 2020 | $250,000,000 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | Not Budgeted |
| Dallas | 500157  | 1309-11-120 | US 87 | 3 to 4 | Reconstruct and widen US 87 shoulder lanes and reconstruct US 87 lane discontinuous left-turn continuous frontage roads | June 2020 | August 2020 | $250,000,000 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | Not Budgeted |
| Dallas | 500157  | 1309-11-126 | US 87 | 3 to 4 | Reconstruct and widen US 87 shoulder lanes and reconstruct US 87 lane discontinuous left-turn continuous frontage roads | June 2020 | August 2020 | $250,000,000 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | Not Budgeted |
| Dallas | 500157  | 1309-11-120 | US 87 | 3 to 4 | Reconstruct and widen US 87 shoulder lanes and reconstruct US 87 lane discontinuous left-turn continuous frontage roads | June 2020 | August 2020 | $250,000,000 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | Not Budgeted |
| Dallas | 500157  | 1309-11-126 | US 87 | 3 to 4 | Reconstruct and widen US 87 shoulder lanes and reconstruct US 87 lane discontinuous left-turn continuous frontage roads | June 2020 | August 2020 | $250,000,000 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | Not Budgeted |
| Dallas | 500157  | 1309-11-120 | US 87 | 3 to 4 | Reconstruct and widen US 87 shoulder lanes and reconstruct US 87 lane discontinuous left-turn continuous frontage roads | June 2020 | August 2020 | $250,000,000 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | Not Budgeted |
| Dallas | 500157  | 1309-11-126 | US 87 | 3 to 4 | Reconstruct and widen US 87 shoulder lanes and reconstruct US 87 lane discontinuous left-turn continuous frontage roads | June 2020 | August 2020 | $250,000,000 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | Not Budgeted |
| Dallas | 500157  | 1309-11-120 | US 87 | 3 to 4 | Reconstruct and widen US 87 shoulder lanes and reconstruct US 87 lane discontinuous left-turn continuous frontage roads | June 2020 | August 2020 | $250,000,000 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | Not Budgeted |
| Dallas | 500157  | 1309-11-126 | US 87 | 3 to 4 | Reconstruct and widen US 87 shoulder lanes and reconstruct US 87 lane discontinuous left-turn continuous frontage roads | June 2020 | August 2020 | $250,000,000 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | Not Budgeted |
| Dallas | 500157  | 1309-11-120 | US 87 | 3 to 4 | Reconstruct and widen US 87 shoulder lanes and reconstruct US 87 lane discontinuous left-turn continuous frontage roads | June 2020 | August 2020 | $250,000,000 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | Not Budgeted |

**Notes:**
- Construction status is based on the most recent update available.
- Projects may be subject to change due to ongoing evaluations and updates.
| County | TIP Code | TxDOT CSU | Facility | Lamps | Description | Environmental Disclosure Date | Estimated Let Date | Setting FY | Comments | Construction Cost | Approved Funding | FY 2017 | FY 2018 | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | Notes |
|--------|----------|-----------|----------|-------|-------------|-------------------------------|----------------|-----------|----------|---------------|--------------|--------|--------|--------|--------|--------|--------|--------|--------|-------|
| Dallas | 52527    | 09-08-11-0 | IH 30 East I-35E to IH 30 | Construct 2 to 2 lane frontage road | December 2018 (Actual) | June 2018 | $2,619,914,466 | $2,619,914,466 | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Dallas | 54053    | 09-08-11-0 | IH 30 IH 20 to IH 30 | Construct 2 to 2 lane frontage road and ramp modifications | December 2018 (Actual) | June 2018 | $13,291,215 | $13,291,215 | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Dallas | 52549    | 09-09-11-0 | IH 30 IH 20 to IH 30 | Project was awarded Category 12 Clear Lanes funding via the 2018 UTP; Project also has $1,108,449,336 of Category 2 funding; Project was awarded $15,000,000 in the UTP | September 2018 (Actual) | March 2021 | $310,740,789 | $310,740,789 | $310,740,789 | $310,740,789 | $310,740,789 | $310,740,789 | $310,740,789 | $310,740,789 | 77.05 |
| Dallas | 52579    | 09-09-11-0 | IH 30 IH 20 to IH 30 | Project has Category 12 Clear Lanes funding via the 2020 UTP; Project also has $1,251,639,249 of Category 2 funding | March 2020 (Actual) | March 2021 | $30,182,264 | $30,182,264 | $7,827,157 | $22,355,107 | $22,355,107 | $22,355,107 | $22,355,107 | $22,355,107 | 86.20 |
| Dallas | 10083.1  | 09-09-11-0 | IH 635 IH 635 | Reconstruct and widen 1 to 2 miles of IH 635 from 2 to 4 general purpose lanes | April 2019 | September 2020 | $904,649,656 | $904,649,656 | $904,649,656 | $904,649,656 | N/A | N/A | N/A | N/A | N/A |
| Dallas | 10051.2  | 09-09-11-0 | IH 635 IH 635 | Project split out from TIP 13012.2/418 03-274; Category 2 funds are offset by a reduction in funding on TIP 13012.2/418 0196-03-274; Project was awarded $1,007,369,000 of Category 12 funding | March 2013 | August 2017 | $492,215,268 | $492,215,268 | $202,562,682 | $202,562,682 | N/A | N/A | N/A | N/A | N/A |
| Dallas | 10051.3  | 09-09-11-0 | IH 635 IH 635 | Project added to the 10-Year Plan via 2020 UTP; Funding offset by reduction in funding on TIP 13012.2/418 03-274; Category 2 and Category 12 funds are offset by a reduction in funding on TIP 13012.2/418 0196-03-274; Project was awarded $3,500,000 of Category 1 funding | March 2013 | August 2017 | $790,681,752 | $790,681,752 | $790,681,752 | $790,681,752 | N/A | N/A | N/A | N/A | N/A |
| Dallas | 56129.5  | 09-02-11-0 | IH 30 IH 30 | Construct interchange at IH 30 and IH 30; N/A | November 2017 (Actual) | June 2022 | $11,107,657 | $11,107,657 | $11,107,657 | $11,107,657 | N/A | N/A | N/A | N/A | N/A |
| Dallas | 56181    | 05-09-11-0 | IH 30 IH 30 | Reconstruct 10 to 20 general purpose lanes, and reconstruct 1200 feet discontinuous 1/2 to 4/6 discontinuous frontage road | July 2018 (Actual) | August 2017 | $363,061,080 | $363,061,080 | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Dallas | 56182    | 05-09-11-0 | IH 30 IH 30 | Reconstruct 10 to 15 general purpose lanes, and reconstruct 1/4 to 2/6 frontage road | August 2017 | August 2017 | $363,061,080 | $363,061,080 | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Dallas | 56191    | 09-02-11-0 | IH 30 IH 30 | Reconstruct 2 to 4 lane expressway | August 2017 | August 2017 | $490,000,000 | $490,000,000 | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Dallas | 56193    | 12-09-11-0 | IH 635 IH 635 | Construct a 4-lane interchange, including 1 concentric managed lanes, 3 general purpose lanes, and a 4/6 continuous frontage road | January 2015 | January 2015 | $80,000,000 | $80,000,000 | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Dallas | 56199    | 12-09-11-0 | IH 635 IH 635 | Construct a 4-lane interchange, including 1 concentr ersten managed lanes, 3 general purpose lanes, and a 4/6 continuous frontage road | January 2015 | January 2015 | $30,770,000 | $30,770,000 | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Dallas | 56261    | 08-01-14-0 | IH 635 IH 635 | Reconstruct 4 to 6 lane I-20/30 Frontage Road | October 2020 (Actual) | December 2019 | $65,106,442 | $65,106,442 | $65,106,442 | $65,106,442 | N/A | N/A | N/A | N/A | N/A |
| Dallas | 56381    | 08-02-11-0 | IH 30 IH 30 | Reconstruct 3 to 3 lane southbound frontage road and ramp modifications | November 2017 (Actual) | September 2021 | $1,667,381 | $1,667,381 | $1,667,381 | N/A | N/A | N/A | N/A | N/A |
| Dallas | 56411    | 13-01-11-0 | IH 635 IH 635 | Infrastructure improvements | August 2018 (Actual) | August 2018 | $369,939,828 | $369,939,828 | $369,939,828 | $369,939,828 | N/A | N/A | N/A | N/A | N/A |

Amounts only include Category 2/4/12 funding. Red text and strikeouts indicate changes since June 2020 RTC meeting. Carryover funds from previous years are not accounted for.
## 10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) FY 2017 - FY 2030

<table>
<thead>
<tr>
<th>County</th>
<th>TIP Code</th>
<th>TxDOT Cs</th>
<th>Facility</th>
<th>roadway</th>
<th>Category</th>
<th>Description</th>
<th>Environmental Clearance Date</th>
<th>Estimated Let Date</th>
<th>Let Date</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dallas</td>
<td>51602.1</td>
<td>2374-01-125</td>
<td>I-35E (S)</td>
<td>Miller Road West of the KCS RR (West of SH 78)</td>
<td>Category 4</td>
<td>Reconstruct I-35E from Exits 107 to 98 to a 4/6 lane continuous frontage road</td>
<td>April 2017 (Actual)</td>
<td>August 2018</td>
<td>$2,619,914,466</td>
<td>$2,619,914,466</td>
</tr>
<tr>
<td>Dallas</td>
<td>51602.2</td>
<td>2374-01-091</td>
<td>I-35E (S)</td>
<td>Miller Road West of the KCS RR (West of SH 78)</td>
<td>Category 4</td>
<td>Reconstruct I-35E from Exits 107 to 98 to a 4/6 lane continuous frontage road</td>
<td>April 2017 (Actual)</td>
<td>August 2018</td>
<td>Project also has $125,710,231 of Design-build funding</td>
<td>$125,710,231</td>
</tr>
<tr>
<td>Dallas</td>
<td>51637.1</td>
<td>2374-01-063</td>
<td>I-35E (S)</td>
<td>West of the KCS RR (West of SH 78) to I-35E</td>
<td>Category 4</td>
<td>Reconstruct I-35E from Exits 107 to 98 to a 4/6 lane continuous frontage road</td>
<td>April 2017 (Actual)</td>
<td>August 2018</td>
<td>Project also has $2,619,914,466 of Design-build funding</td>
<td>$2,619,914,466</td>
</tr>
<tr>
<td>Dallas</td>
<td>51637.2</td>
<td>2374-01-062</td>
<td>I-35E (S)</td>
<td>West of the KCS RR (West of SH 78) to I-35E</td>
<td>Category 4</td>
<td>Reconstruct I-35E from Exits 107 to 98 to a 4/6 lane continuous frontage road</td>
<td>April 2017 (Actual)</td>
<td>August 2018</td>
<td>Project also has $125,710,231 of Design-build funding</td>
<td>$125,710,231</td>
</tr>
<tr>
<td>Dallas</td>
<td>51637.3</td>
<td>2374-01-115</td>
<td>I-35E (S)</td>
<td>Reconstruct interchange</td>
<td>April 2017 (Actual)</td>
<td>August 2018</td>
<td>Project also has $2,619,914,466 of Design-build funding</td>
<td>$2,619,914,466</td>
<td>$2,619,914,466</td>
<td>$2,619,914,466</td>
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<tr>
<td>Dallas</td>
<td>51637.4</td>
<td>2374-01-105</td>
<td>I-35E (S)</td>
<td>Reconstruct interchange</td>
<td>April 2017 (Actual)</td>
<td>August 2018</td>
<td>Project also has $2,619,914,466 of Design-build funding</td>
<td>$2,619,914,466</td>
<td>$2,619,914,466</td>
<td>$2,619,914,466</td>
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<tr>
<td>Dallas</td>
<td>51637.4</td>
<td>2374-01-095</td>
<td>I-35E (S)</td>
<td>Reconstruct interchange</td>
<td>April 2017 (Actual)</td>
<td>August 2018</td>
<td>Project also has $2,619,914,466 of Design-build funding</td>
<td>$2,619,914,466</td>
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<td>$2,619,914,466</td>
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<tr>
<td>Dallas</td>
<td>52809</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
<td>Category 4</td>
<td>Reconstruct interchange</td>
<td>January 2020 (Actual)</td>
<td>June 2020 (Actual)</td>
<td>Project also has $2,619,914,466 of Design-build funding</td>
<td>$2,619,914,466</td>
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<tr>
<td>Dallas</td>
<td>52898</td>
<td>0094-07-066</td>
<td>I-635 (E)</td>
<td>I-635 (E)</td>
<td>Category 12</td>
<td>Reconstruct 1/3 of State Highway 183 Frontage Road</td>
<td>August 2010 (Actual)</td>
<td>August 2011</td>
<td>Funding previously moved to TIP 11527</td>
<td>$19,362,272</td>
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<tr>
<td>Dallas</td>
<td>52899</td>
<td>0094-07-060</td>
<td>I-635 (E)</td>
<td>I-635 (E)</td>
<td>Category 12</td>
<td>Reconstruct 1/3 of State Highway 183 Frontage Road</td>
<td>August 2010 (Actual)</td>
<td>August 2011</td>
<td>Funding previously moved to TIP 11527</td>
<td>$19,362,272</td>
</tr>
<tr>
<td>Dallas</td>
<td>760</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
<td>Category 12</td>
<td>Reconstruct 1/3 of general purpose lanes and 2/3 drawbridge</td>
<td>January 2020 (Actual)</td>
<td>May 2020 (Actual)</td>
<td>Funding previously moved to TIP 11527</td>
<td>$17,200,000</td>
</tr>
</tbody>
</table>

**Amounts only include Category 2/4/12 funding. Red text and strikeouts indicate changes since June 2020 RTC meeting. Carryover funds from previous years are not accounted for.**
<table>
<thead>
<tr>
<th>County</th>
<th>TIP Code</th>
<th>TxDOT CSJ</th>
<th>Facility</th>
<th>Limits</th>
<th>Description</th>
<th>Estimated Let Date</th>
<th>Comments</th>
<th>Construction Cost</th>
<th>Approved Funding</th>
<th>FY 2021/FY 2023 Score</th>
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<tbody>
<tr>
<td>Dallas</td>
<td>60156</td>
<td>1008-07-723</td>
<td>FM 665</td>
<td>SH 360 to SH 114 East of City</td>
<td>Reconstruct and widen 4 to 5 lane highway from FM 665 to SH 114</td>
<td>February 2018</td>
<td>Joint Project needs additional funding and SCJ funds</td>
<td>$83,001,980</td>
<td>$83,001,980</td>
<td>81.54</td>
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<td>Tarrant</td>
<td>76600</td>
<td>0806-07-260</td>
<td>I-20/SH 360</td>
<td>IH 30/FM 77 to IH 30</td>
<td>Construct and convert 2 reversible to 4 to 6 lane freeway</td>
<td>September 2021</td>
<td></td>
<td>$210,000,000</td>
<td>$210,000,000</td>
<td>77.75</td>
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<tr>
<td>Tarrant</td>
<td>76677</td>
<td>0806-07-007</td>
<td>I-20/SH 360</td>
<td>SH 360 to IH 30</td>
<td>Construct and convert 2 reversible to 4 to 6 lane freeway</td>
<td>September 2021</td>
<td></td>
<td>$210,000,000</td>
<td>$210,000,000</td>
<td>60.38</td>
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<tr>
<td>Harris</td>
<td>80320</td>
<td>0810-02-215</td>
<td>US 75</td>
<td>East of US 75</td>
<td>Add dedicated travel lanes</td>
<td>April 2020</td>
<td></td>
<td>$183,000,000</td>
<td>$183,000,000</td>
<td>75.00</td>
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</tbody>
</table>

**Note:** Some funding previously moved to TIP 54119/CSJ 2964-10-009; Project included on list in order to get TTC concurrence to proceed.
<table>
<thead>
<tr>
<th>County</th>
<th>TIP Code</th>
<th>TxDOT CS</th>
<th>Facility</th>
<th>Limits</th>
<th>Description</th>
<th>Estimated Let Date</th>
<th>Setting PP</th>
<th>Comments</th>
<th>Construction Cost</th>
<th>Approved Funding (Cat. 2, 4, 12)</th>
<th>RTC Approved</th>
<th>TTC Approved</th>
<th>FY 2017 - FY 2030</th>
<th>FY 2017 - FY 2030</th>
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</thead>
</table>
## 10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District)

### FY 2017 - FY 2030

<table>
<thead>
<tr>
<th>County</th>
<th>TIP Code</th>
<th>TxDOT CS</th>
<th>Facility</th>
<th>Limits</th>
<th>Description</th>
<th>Environmental Review Date</th>
<th>Estimated Let Date</th>
<th>Setting FY</th>
<th>Comments</th>
<th>Construction Cost</th>
<th>Approved Funding (Cat. 2, 4 &amp; 12)</th>
<th>Cat 2 DAL RTC Approved</th>
<th>Cat 2 DAL TTC Approved</th>
<th>Cat 3 DAL RTC Approved</th>
<th>Cat 3 DAL TTC Approved</th>
<th>Cat 4 DAL RTC Approved</th>
<th>Cat 4 DAL TTC Approved</th>
<th>Cat 12 Clear Lanes DAL RTC Approved</th>
<th>Cat 12 Clear Lanes DAL TTC Approved</th>
<th>Cat 12 Strategic Priority DAL RTC Approved</th>
<th>Cat 12 Strategic Priority DAL TTC Approved</th>
<th>MPO Project Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rockwall</td>
<td>80122</td>
<td>1015-03-031</td>
<td>FM 1569</td>
<td>RR Rd to north of TX 66</td>
<td>Widened 3-lane road to 3-lane urban divided section with sidewalk realignments; March 2016 (Initial)</td>
<td>May 2018 (Final)</td>
<td>2018</td>
<td>Added to the 10-Year Plan via the August 2017 RTC Propriations 1 Adjustments; Project let 2023; Project also has $628,948 of CHAMPS &amp; $172,489 Category 11</td>
<td>$21,880,242</td>
<td>$21,880,242</td>
<td>$21,880,242</td>
<td>$21,880,242</td>
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<tr>
<td>Rockwall</td>
<td>12017</td>
<td>2018-02-905</td>
<td>FM 548</td>
<td>US 287 290 (Rusk County line) east to TX 287</td>
<td>Bicentennial 2-lane rural to 2-lane urban divided road section (26.4 mi) A flagged</td>
<td>July 2019 (Initial)</td>
<td>March 2020</td>
<td></td>
<td>$6,200,000</td>
<td>$6,200,000</td>
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<tr>
<td>Rockwall</td>
<td>8019-12-218</td>
<td>94 30</td>
<td>240 1 W of FM 989 (West County line)</td>
<td>Reconstr &amp; widen 4 to 5 lane main; Reconstr &amp; widen 4 to 6 lane Frontage roads; Construct new &amp; reconstruct existing interchanges; Ramps; Pedestrian Improvements;</td>
<td>March 2019 (Initial)</td>
<td>September 2022</td>
<td>2022</td>
<td>Project awarded Category 12 Clear Lanes Funding via the 2020 UTP. Project also has $30,000,000 of CHAMPS Funds</td>
<td>$248,980,986</td>
<td>$248,980,986</td>
<td>$148,219,578</td>
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<td>$148,219,578</td>
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<tr>
<td>Rockwall</td>
<td>55195</td>
<td>0009-12-215</td>
<td>IH 30</td>
<td>Rockwall Road to east of Horizon Road</td>
<td>Construct 6-lane to 8 lane frontage roads; Reconstruct Horizon Road interchange &amp; lane modifications;</td>
<td>March 2021 (Initial)</td>
<td>September 2022</td>
<td>2022</td>
<td>Split from TIP 13036/CSJ 0009-12-215; Project awarded Category 12 Clear Lanes Funding via the 2020 UTP</td>
<td>$214,021,021</td>
<td>$214,021,021</td>
<td>$63,000,000</td>
<td>$63,000,000</td>
<td>$150,021,021</td>
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<tr>
<td>Rockwall</td>
<td>55195</td>
<td>0009-12-211</td>
<td>IH 30</td>
<td>Rockwall Road (Rusk County line) to east of Horizon Road</td>
<td>Add shoulders; Reconstr &amp; widen 4 to 8 lanes; Reconstruct 4 to 6 lane continuous Frontage roads across Lake Ray Hubbard; Ramps; Pedestrian Improvements;</td>
<td>March 2021 (Initial)</td>
<td>September 2022</td>
<td>2022</td>
<td>Project awarded Category 12 Clear Lanes Funding via the 2020 UTP</td>
<td>$307,211,232</td>
<td>$307,211,232</td>
<td>$89,911,136</td>
<td>$89,911,136</td>
<td>$217,300,137</td>
<td>83.76</td>
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<tr>
<td>Rockwall</td>
<td>55195</td>
<td>0009-12-211</td>
<td>IH 30</td>
<td>Rockwall Road (Rusk County line) to east of Horizon Road</td>
<td>Transition from 4-lane interchange. Including reconstruction of existing 4-lane frontage roads and ramps;</td>
<td>September 2019 (Initial)</td>
<td>March 2022</td>
<td>2023</td>
<td>Project split out from TIP 13036/CSJ 0009-12-215. Project was awarded Category 12 Clear Lanes Funding via the 2020 UTP; Project is now part of Horizon Road interchange.</td>
<td>$6,190,609</td>
<td>$6,190,609</td>
<td>$7,000,000</td>
<td>$7,000,000</td>
<td>N/A</td>
<td>96.18</td>
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<td>Rockwall</td>
<td>12038</td>
<td>0011-02-021</td>
<td>SH 205</td>
<td>SH 205 2015 (North County line) to RR Rd to south of TX 66</td>
<td>SH 205 6-lane divided urban roadway</td>
<td>January 2020 (Initial)</td>
<td>February 2020</td>
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<td>Project split out from TIP 00110</td>
<td>$61,219,672</td>
<td>$61,219,672</td>
<td>$60,052,066</td>
<td>$60,052,066</td>
<td>$11,167,606</td>
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<td>Rockwall</td>
<td>12048</td>
<td>0011-02-021</td>
<td>SH 205</td>
<td>SH 205 (south County line) to north of TX 287</td>
<td>SH 205 5-lane divided urban roadway</td>
<td>January 2020 (Initial)</td>
<td>April 2023</td>
<td></td>
<td></td>
<td>$5,525,818</td>
<td>$5,525,818</td>
<td>$5,525,818</td>
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<td>88.75</td>
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<td>Rockwall</td>
<td>2998</td>
<td>1280-02-617</td>
<td>SH 276</td>
<td>SH 276 to TX 180</td>
<td>Construct and widen 2-lane rural to 6-lane urban divided roadway (6.0 mi)</td>
<td>February 2016 (Initial)</td>
<td>April 2018</td>
<td></td>
<td>Added to the 10-Year Plan via the August 2017 RTC Propriations 1 Adjustments; Project let 2023; Project also has $14,900,023 of CHAMPS &amp; $14,900,023 of Category 6</td>
<td>$14,900,023</td>
<td>$14,900,023</td>
<td>$14,900,023</td>
<td></td>
<td>N/A</td>
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<tr>
<td>Rockwall</td>
<td>12063</td>
<td>1280-02-627</td>
<td>SH 276</td>
<td>SH 276 2015 to east of TX 180</td>
<td>Construct and widen 2-lane rural to 6-lane urban divided roadway (6.0 mi)</td>
<td>February 2018 (Initial)</td>
<td>April 2020</td>
<td></td>
<td>Added to the 10-Year Plan via the August 2017 RTC Propriations 1 Adjustments; Category 1 Clear Lanes and fall within UTRC criteria</td>
<td>$739,065</td>
<td>$739,065</td>
<td>$739,065</td>
<td></td>
<td>N/A</td>
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### Total Funding - Rockwall County

- Priorities DAL
  - Project Split Out - Cat 2 DAL
  - Project Split Out - Cat 3 DAL
  - Project Split Out - Category 12

### Total Funding - Rockwall County

- Total Funding - Rockwall County
  - Total Funding
  - Total Funding
  - Total Funding
  - Total Funding
  - Total Funding

### Additional Notes

- RTC Action Item: October 8, 2020
- Carver funds from previous years are not accounted for
- Amounts only include Category 2/4/12 funding.
- Red text and strikethroughs indicate changes since June 2020 RTC meeting

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**FY 2017 - FY 2029**

- **Total Funding - Rockwall County**
  - $69,633,042

- **Total Funding - Rockwall County**
  - $69,633,042

- **Total Funding - Rockwall County**
  - $69,633,042

- **Total Funding - Rockwall County**
  - $69,633,042

- **Total Funding - Rockwall County**
  - $69,633,042

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**RTC Action Item:**

October 8, 2020
Project split out from TIP 11955/CSJ
Denton County Line to SH 119 in Fannin County;
Project is a breakout of TIP 54090/CSJ

Hood
Hood 3000-11-015 US 377 Johnson/Hood County;
Project is a breakout of TIP 54090/CSJ
Maintain 2 to 4 miles roadway and ramp modifications
County TIP
Hood 54090 3000-04-088 US 377 East of Old Airport Highway to Brasos River Bridge
Sold 6 lane continuous two way left turn lane to 6 lane divided with interchange at US 277
Total Funding - Hood County

Parker
Parker 0314-01-020 IH 307 IH 307 to IH 80
Construct interchange at FM 157, FM 51 and SH 89
Total Funding - Parker County

Tarrant
Tarrant 13041 0747-05-035 FM 157 Between US 287 and US 377
Realign and widen roadway and widen 2 to 4 lanes rural divided
Total Funding - Tarrant County

Denton
Denton 54068 3510-01-004 SH 170 Denton County Line to SH 170 interchange
Beaujoir 2 to 4 miles and ramp modifications
FY 2017 - FY 2030

Hood 54134 3000-11-016 US 377 Johnson/Hood County;
Project is a breakout of TIP 54090/CSJ

Johnson 11955.1 1181-03-033 FM 917 Eddy Avenue to South Loop 288
Construct 1 to 4 lane divided roadway with interchange at US 277 and I-37, and Brazil Road
Category 2 funds for this project have been swapped for Category 7 due to increased cash flow capacity at the federal level; Project also has $11,800,000 in local funding from Hood County

Johnson 13041 0747-05-035 FM 157 Between US 287 and US 377
Realign and widen roadway and widen 2 to 4 lanes rural divided

Johnson/Hood County
Johnson 54053 0747-05-035 FM 157 Between US 287 and US 377
Project is a breakout of TIP 54090/CSJ

Parker 1068-05-014 IH 30 IH 30 to Texas 119
Reconstruct and widen 2 lane to 4 lane divided

Tarrant 13246 0718-02-045 FM 156 US 67/SH 287 to Westlake Rd
Beaujoir 2 to 4 miles and ramp modifications

Red text and strikethroughs indicate changes since June 2020 RTC meeting
Carryover funds from previous years are not accounted for.
<table>
<thead>
<tr>
<th>County</th>
<th>TIP Code</th>
<th>TxDOT CUS</th>
<th>Facility</th>
<th>Limits</th>
<th>Description</th>
<th>Environmental Clearance Date</th>
<th>Estimated Let Date</th>
<th>Letting Date</th>
<th>Construction Cost</th>
<th>Approved Funding (Cat. 2, 4, 12)</th>
<th>Comments</th>
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<tbody>
<tr>
<td>Tarrant</td>
<td>13001</td>
<td>3008-16-040</td>
<td>IH 20 IH 360 Trail Parkway</td>
<td>IH 20 to IH 360 Trail Parkway</td>
<td>Add northbound and southbound direct connect ramp</td>
<td>January 2025</td>
<td>September 2027</td>
<td>2026</td>
<td>$11,086,005</td>
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<td>Tarrant</td>
<td>13027.1</td>
<td>2374-05-084</td>
<td>IH 30 IH 20 interchange to US 287</td>
<td>IH 20 to IH 287, IH 20/IH 820 interchange to IH 287, IH 30 to IH 287</td>
<td>Reconstruct freeway from 8 to 10 lanes and 6/8/6 lane to 6/8 lane continuous frontage roads; Funding moved to TIP 12002.1/CSJ 2374-05-058</td>
<td>June 2020</td>
<td>January 2024</td>
<td>2024</td>
<td>$208,330,000</td>
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<td>13027.2</td>
<td>2374-05-083</td>
<td>IH 30 IH 20 interchange to US 287</td>
<td>Operational improvements</td>
<td>Category 2 funding offset by a reduction to TIP 12002.1/CSJ 2374-05-059</td>
<td>June 2020</td>
<td>January 2024</td>
<td>2024</td>
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<td>55045</td>
<td>3008-13-036</td>
<td>IH 20 IH 360 interchange to IH 287</td>
<td>IH 20 to IH 360 interchange to IH 287</td>
<td>Category 2 funding offset by a reduction to TIP 12002.1/CSJ 2374-05-059</td>
<td>June 2020</td>
<td>June 2021</td>
<td>2021</td>
<td>$50,000,000</td>
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<td>55182</td>
<td>3008-16-042</td>
<td>IH 30 IH 356 IH 20</td>
<td>IH 30 to IH 20</td>
<td>Construct 1 auxiliary lane in each direction and ramp modification</td>
<td>April 2019</td>
<td>April 2020</td>
<td>2020</td>
<td>$23,000,000</td>
<td>$23,000,000</td>
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<tr>
<td>Tarrant</td>
<td>12002</td>
<td>3008-01-230</td>
<td>IH 20 IH 820 IH 20/IH 820 interchange to IH 30</td>
<td>IH 20 to IH 30</td>
<td>Category 2 funding offset by a reduction to TIP 12002.1/CSJ 2374-05-059</td>
<td>April 2021</td>
<td>May 2020</td>
<td>2020</td>
<td>$637,144,167</td>
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<td>Tarrant</td>
<td>12003</td>
<td>3008-01-214</td>
<td>IH 820 IH 30 IH 20</td>
<td>IH 30 to IH 20</td>
<td>Construct 3-lane frontage road with 4/8 continuous frontage road lanes and add shared-use paths and sidewalks</td>
<td>October 2010</td>
<td>March 2020</td>
<td>2020</td>
<td>$90,000,000</td>
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<td>Tarrant</td>
<td>TBD</td>
<td>3008-02-072</td>
<td>IH 30 IH 360 IH 20 IH 30</td>
<td>IH 20 to IH 30</td>
<td>Connect IH 20 to IH 30</td>
<td>January 2025</td>
<td>August 2027</td>
<td>2027</td>
<td>$500,000,000</td>
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<tr>
<td>Tarrant</td>
<td>13001</td>
<td>3008-02-147</td>
<td>IH 30 IH 360 IH 20</td>
<td>IH 20 to IH 30</td>
<td>Project is part of the southwest connector project</td>
<td>April 2021</td>
<td>April 2021</td>
<td>2021</td>
<td>$103,820,000</td>
<td>$103,820,000</td>
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<td>Tarrant</td>
<td>TBD</td>
<td>3014-02-055</td>
<td>IH 30 IH 360 IH 20 IH 30</td>
<td>IH 30 to IH 30</td>
<td>Project was not awarded</td>
<td>November 2020</td>
<td>August 2027</td>
<td>2027</td>
<td>$75,000,000</td>
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<td>Tarrant</td>
<td>55046</td>
<td>3008-13-238</td>
<td>IH 820 IH 820 to IH 30 IH 820 to IH 30</td>
<td>IH 820 to IH 30</td>
<td>Project is part of the southeast connector project; Project also awarded $340,202,000 of Category 12 funding; Project is managed lane design</td>
<td>September 2020</td>
<td>September 2020</td>
<td>2020</td>
<td>$399,000,000</td>
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<td>Tarrant</td>
<td>18001</td>
<td>3008-14-132</td>
<td>IH 820 IH 360 IH 356 IH 20</td>
<td>IH 20 to IH 30</td>
<td>Project is a Development of TIP 13005/CUS 271-05-048</td>
<td>June 2021</td>
<td>February 2019</td>
<td>2019</td>
<td>$20,000,000</td>
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<td>Tarrant</td>
<td>11066</td>
<td>3008-05-039</td>
<td>Lancaster Avenue/I-800 IH 820 IH 30 IH 20</td>
<td>Lancaster Avenue/I-800 to IH 30</td>
<td>Project has a $5,000,000 commitment from City of Fort Worth</td>
<td>January 2023</td>
<td>January 2023</td>
<td>2023</td>
<td>$125,000,000</td>
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<td>11067</td>
<td>3008-06-052</td>
<td>IH 30 IH 356 IH 820 IH 820</td>
<td>IH 30 to IH 360</td>
<td>Project is part of the 10-Year Plan</td>
<td>January 2023</td>
<td>January 2023</td>
<td>2023</td>
<td>$20,000,000</td>
<td>$20,000,000</td>
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<td>Construction Cost</td>
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<td>Tarrant</td>
<td>13066</td>
<td>0153-03-100</td>
<td>IH 1088 to Dove Road</td>
<td>Construct 0 to 6 lane eastbound frontage road from IH 1088 to Sanger/Irving with the addition of auxiliary lanes &amp; construct 0 to 2 lane westbound &amp; 0 to 2 lane eastbound frontage roads from Sanger/Irving to Sanger with the addition of auxiliary lanes &amp; ramp modifications.</td>
<td>June 2020 (Actual)</td>
<td>July 2020 (Actual)</td>
<td>2020</td>
<td>Local contribution of $3,000,000 by the City of Southlake</td>
<td>$36,000,000</td>
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<td>$53,000,000</td>
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<td>Tarrant</td>
<td>13077</td>
<td>0164-01-147</td>
<td>SH 121</td>
<td>Stays and Stripes West of South of IH 455</td>
<td>Construct IH 455 &amp; FM 2049 deferred connections</td>
<td>April 2020 (Actual)</td>
<td>March 2020 (Actual)</td>
<td>2018</td>
<td>Design-build; Project also has $1,040,000 of Category 1 funding</td>
<td>$171,400,000</td>
<td>$370,000,000</td>
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<td>Tarrant</td>
<td>13091</td>
<td>0164-01-148</td>
<td>SH 121</td>
<td>Grade Road to SH 183</td>
<td>Interim operational bottleneck improvement, ITS, &amp; Illumination</td>
<td>August 2018 (Actual)</td>
<td>September 2018 (Actual)</td>
<td>2018</td>
<td>Also has $1.6M of STBG funds &amp; $1.8M of Category 1 funds; Cat 2 funds replaced with $25,000,000 of Cat 2 funds</td>
<td>$18,440,000</td>
<td>$0</td>
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<td>Tarrant</td>
<td>54088</td>
<td>1559-02-067</td>
<td>SH 183</td>
<td>IH 35W to Denton County Line</td>
<td>Construct 0 to 6 lane for the following segments only [IH 35W to Westport: Park Vista Blvd, to Independence Parkway; UPRR to Denton County Line]</td>
<td>May 2020 (Actual)</td>
<td>June 2020 (Actual)</td>
<td>2020</td>
<td>Project awarded $115,000,000 of Category 12 Strategic Priority funding in the 2020 UTP</td>
<td>$154,000,000</td>
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<td>Tarrant</td>
<td>13664</td>
<td>1009-05-076</td>
<td>SH 183</td>
<td>At Pamplico</td>
<td>Construct intersection improvements including turn lanes and new traffic signal</td>
<td>TBD</td>
<td>January 2023 (Actual)</td>
<td>2021</td>
<td>TBD</td>
<td>$30,000,000</td>
<td>$160,000,000</td>
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<td>Tarrant</td>
<td>TBD</td>
<td>0008-14-010</td>
<td>SH 183/SH 820</td>
<td>SH 183 East of IH 35W/SH 121 Interchange, to Reliance Parkway and SH 820 East of IH 35W to IH 820: Widen from 4 to 6 general purpose lanes; IH 820: Widen from 4 to 6 lanes</td>
<td>April 2023 (Actual)</td>
<td>August 2023 (Actual)</td>
<td>2023</td>
<td>Project to be funded by the private sector as part of the North Tarrant Express CDA, NTS Segments 1 and 2</td>
<td>$162,000,000</td>
<td>$0</td>
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<td>Tarrant</td>
<td>TBD</td>
<td>0009-03-130</td>
<td>SH 183</td>
<td>beverages Parkway to IH 144</td>
<td>Construct 6/8 to 6 general purpose lanes and 12 to 16 managed lanes</td>
<td>April 2023 (Actual)</td>
<td>August 2023 (Actual)</td>
<td>2023</td>
<td>Project to be funded by the private sector as part of the North Tarrant Express CDA</td>
<td>$882,000,000</td>
<td>$0</td>
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<td>Tarrant</td>
<td>13605</td>
<td>0171-05-088</td>
<td>SH 199</td>
<td>Kim Avenue to IH 820</td>
<td>Construct 0 to 6 lane main lines and interchange at IH 820</td>
<td>June 2021 (Actual)</td>
<td>June 2024 (Actual)</td>
<td>2024</td>
<td>Part of the SH 183 improvements</td>
<td>$180,000,000</td>
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<td>Tarrant</td>
<td>13607</td>
<td>0171-05-089</td>
<td>SH 199</td>
<td>West Fork of Trinity River to IH 820</td>
<td>Reconstruct and widen 4/6 to 6 lane divided urban</td>
<td>June 2021 (Actual)</td>
<td>August 2023 (Actual)</td>
<td>2023</td>
<td>Construction required to be in sync with the new IH 820 UTP. May be programmed in next UTP window if needed.</td>
<td>$68,611,515</td>
<td>$120,000,000</td>
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<td>Tarrant</td>
<td>55173</td>
<td>0171-05-098</td>
<td>SH 199</td>
<td>South end of Lake Worth Bridge to White Avenue</td>
<td>Construct 0 to 6 lane freeway, construct bridges over SH 199</td>
<td>April 2020 (Actual)</td>
<td>June 2020 (Actual)</td>
<td>2020</td>
<td></td>
<td>$22,000,000</td>
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<tr>
<td>Tarrant</td>
<td>55176</td>
<td>0171-04-050</td>
<td>SH 199</td>
<td>North of IH 884 to South of Lake Worth Bridge</td>
<td>Construct &amp; widen 4 lane arterial to 6 lane freeway, Reconstruct &amp; widen 4 lane to 6 lane frontage roads, Construct bridges over Lake Worth &amp; traffic management system</td>
<td>April 2020 (Actual)</td>
<td>October 2020 (Actual)</td>
<td>2020</td>
<td></td>
<td>$113,999,400</td>
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<td>13608</td>
<td>2016-01-519</td>
<td>SH 360</td>
<td>North of IH 30 to South of L. Randle Mill Rd</td>
<td>Reconstruct 0 to 8 lane main lanes and raised shoulders and 0 to 8 lane to 6 lane continuous frontage roads</td>
<td>November 2017 (Actual)</td>
<td>October 2020 (Actual)</td>
<td>2020</td>
<td>Project is split out from TIP 5136</td>
<td>$55,000,000</td>
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<td>13609</td>
<td>2016-01-320</td>
<td>SH 360</td>
<td>SH 360 to IH 30</td>
<td>Operational Improvements</td>
<td>June 2018</td>
<td>October 2018</td>
<td>2018</td>
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<td>$22,710,955</td>
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<td>Tarrant</td>
<td>51366</td>
<td>2266-02-096</td>
<td>H. L. Abash Street to SH 121 Interchange</td>
<td>Reconstruct and widen from 4 to 6 lanes</td>
<td>November 2017 (Actual)</td>
<td>February 2019 (Actual)</td>
<td>2018</td>
<td></td>
<td>$62,000,000</td>
<td>$62,000,000</td>
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<tr>
<td>Tarrant</td>
<td>13609</td>
<td>0172-05-019</td>
<td>US 287</td>
<td>Heritage Parkway to I-30</td>
<td>Construct 4 to 6 lane frontage roads</td>
<td>October 2020 (Actual)</td>
<td>June 2021 (Actual)</td>
<td>2021</td>
<td>Project added to the 10-Year Plan via 2020 UTP</td>
<td>$11,250,000</td>
<td>$11,250,000</td>
</tr>
</tbody>
</table>

Amounts only include Category 2/4/12 funding. Red text and strikethroughs indicate changes since June 2020 RTC meeting. Carryover funds from previous years are not accounted for.
## 10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District)

### FY 2017 - FY 2030

<table>
<thead>
<tr>
<th>County</th>
<th>TIP Code</th>
<th>TxDOT CSJ Facility Limits</th>
<th>Description</th>
<th>Environmental Clearance Date</th>
<th>Letting FY</th>
<th>Comments</th>
<th>Construction Cost</th>
<th>Approved Funding (Ex. 3, 4, 12)</th>
<th>Cat 2 FTW RTC Approved</th>
<th>Cat 2 FTW TTC Approved</th>
<th>Cat 4 FTW RTC Approved</th>
<th>Cat 4 FTW TTC Approved</th>
<th>Cat 12 Clear Lanes FTW TTC Approved</th>
<th>Cat 12 Strategic Priority FTW TTC Approved</th>
<th>MPO Project Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tarrant</td>
<td>55062</td>
<td>US 287</td>
<td>H 10 interchange to Sublett Road</td>
<td>Reconstruct and widen Intelligent Purpose Lanes and 4/6 continuous frontage road lanes, and add shared-use path and sidewalks</td>
<td>September 2020 (Approved)</td>
<td>June 2021</td>
<td>2021 Project is part of the Southeast Connector; Design-build project</td>
<td>$30,000,000</td>
<td>$30,000,000</td>
<td>$10,000,000</td>
<td>$10,000,000</td>
<td>$799,602,000</td>
<td>$799,602,000</td>
<td>$423,330,000</td>
<td>$208,330,000</td>
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<tr>
<td>Tarrant</td>
<td>55064</td>
<td>US 287</td>
<td>H 820 to Berry Street</td>
<td>Reconstruct Intelligent Purpose Lanes plus 0 to 1 auxiliary lanes with 4/6 continuous frontage road lanes to 4/6 discontinuous frontage road lanes; Add shared-use path and sidewalks</td>
<td>September 2020 (Approved)</td>
<td>June 2021</td>
<td>2021 Project is part of the Southeast Connector; Design-build project</td>
<td>$49,874,140</td>
<td>$49,874,140</td>
<td>$40,000,000</td>
<td>$40,000,000</td>
<td>80.20</td>
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<tr>
<td>Tarrant</td>
<td>13063</td>
<td>US 287/VIE 287</td>
<td>H 35W to Avondale / County Road 77</td>
<td>Construct frontage roads and intersection improvements</td>
<td>January 2021</td>
<td>August 2023</td>
<td>2023 Project added to the 10-Year Plan via 2020 UTP; Project was not awarded Category 12 funding</td>
<td>$5,000,000</td>
<td>$5,000,000</td>
<td>$5,000,000</td>
<td>91.86</td>
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<tr>
<td>Wise</td>
<td>13004.3</td>
<td>US 81</td>
<td>North of CR 1060 to North of CR 2000</td>
<td>Resurfacing of US 81 to improve intersection of US 81/287 and FM 1810 on US 81/287</td>
<td>July 2021</td>
<td>January 2024</td>
<td>2024 Split from TIP 13004/CSJ 2418-01-013</td>
<td>$3,000,000</td>
<td>$3,000,000</td>
<td>$3,000,000</td>
<td>67.70</td>
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<tr>
<td>Wise</td>
<td>13004.1</td>
<td>FM 1810</td>
<td>West of CR 1170</td>
<td>Intersection of US 81/287 and FM 1810</td>
<td>July 2021</td>
<td>January 2024</td>
<td>2024 Original Prop 1 project; Project not eligible for Category 4 funding, so changed to Category 2</td>
<td>$12,000,000</td>
<td>$12,000,000</td>
<td>$12,000,000</td>
<td>72.48</td>
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<tr>
<td>Wise</td>
<td>51201</td>
<td>FM 1810</td>
<td>Approximately 3 miles north of SH 114 to SH 114</td>
<td>Resurfacing of FM 1810 and grade separation &amp; retaining walls at realigned intersection at US 81/287 &amp; FM 810</td>
<td>July 2021</td>
<td>January 2024</td>
<td>2024</td>
<td>$14,000,000</td>
<td>$14,000,000</td>
<td>$14,000,000</td>
<td>69.44</td>
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<tr>
<td>Wise</td>
<td>13004.2</td>
<td>US 81</td>
<td>North of CR 2995</td>
<td>North of US 180</td>
<td>Construct mainlane grade separation at relocated FM 1810 and US 81, with addition of ramps and 0 to 2 lane frontage roads</td>
<td>July 2021</td>
<td>January 2024</td>
<td>2024 Split from TIP 13004/CSJ 2418-01-013; Project has $8,000,000 of Category 1 funding</td>
<td>$16,700,000</td>
<td>$16,700,000</td>
<td>$16,700,000</td>
<td>68.44</td>
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</table>

### Total Funding - Tarrant County

$2,755,399,666

### Total Funding - Wise County

$2,639,015,043

### Total Funding - Overall

$5,394,414,710

### Total Amount Remaining for Programming

$432,483,000

### Total Allocations/Authorizations

$5,061,931,000

---

Amendments only include Category 2/4/12 funding.
Red text and strikethroughs indicate changes since June 2020 RTC meeting
Carryover funds from previous years are not accounted for.

**RTC Action Item**
October 8, 2020
<table>
<thead>
<tr>
<th>County</th>
<th>Title</th>
<th>Description</th>
<th>Environmental Clearance Date</th>
<th>Estimated Let Date</th>
<th>Letting FY</th>
<th>Comments</th>
<th>Construction Cost</th>
<th>Approval Funding (Cat. 2, 4, 12)</th>
<th>MPO Project Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hunt 13052</td>
<td>2059-01-030</td>
<td>FM 1570 IH 30 to SH 66 Construct 2 lane to 4 lane divided with shoulders (IMAC pavement and RR crossing) North project</td>
<td>January 2021</td>
<td>May 2024</td>
<td>2025 Hunt County is doing environmental clearance</td>
<td>$15,000,000 $15,000,000 $15,000,000 $15,000,000</td>
<td>82.54</td>
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<tr>
<td>Hunt 13051</td>
<td>0692-01-020</td>
<td>FM 1570 SH 14 to IH 30 Widen 3 to 4 lane divided with shoulders, median with shoulders (median Divot Project)</td>
<td>January 2021</td>
<td>May 2024</td>
<td>2025 Project was not awarded Category 12 funding $15,000,000</td>
<td>90.27</td>
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<tr>
<td>Hunt 13059</td>
<td>0588-01-013</td>
<td>FM 2642 FM 35 to SH 66 Widen 2 lane to 4 lane divided urban with sidewalks</td>
<td>June 2020 (Actual)</td>
<td>September 2022</td>
<td>2025 Hunt also has $52,780,400 of Category 7 funds $18,800,000 $21,000,000</td>
<td>82.30</td>
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<tr>
<td>Hunt 13050</td>
<td>0009-13-167</td>
<td>IH 30 At FM 1570 Construct interchange</td>
<td>June 2020</td>
<td>August 2022</td>
<td>2022</td>
<td>Project was awarded Category 12 funds via the 2018 UTP; Project also has $8,000,000 of Category 7 funds</td>
<td>$30,000,000 $22,000,000 $22,000,000 $22,000,000</td>
<td>75.78</td>
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<tr>
<td>Hunt 51223</td>
<td>0009-13-173</td>
<td>IH 30 West of FM 1903 to East of FM 1903 Reconstruct overpass and approaches</td>
<td>June 2020</td>
<td>September 2024</td>
<td>2025 Project also has $15,550,000 of Category 12 funding</td>
<td>$30,000,000 $25,000,000 $25,000,000 $25,000,000</td>
<td>76.27</td>
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<tr>
<td>Hunt 51224</td>
<td>0009-13-168</td>
<td>IH 30 South of FM 36 to North of FM 36 Reconstruct overpass</td>
<td>June 2020</td>
<td>May 2023</td>
<td>2023 Project was awarded Category 12 funds via the 2018 UTP</td>
<td>$30,000,000 $25,000,000</td>
<td>77.26</td>
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<tr>
<td>Hunt 51225</td>
<td>0009-13-169</td>
<td>FH 30 South of FM 1565 to North of FM 1565 Reconstruct overpass</td>
<td>June 2020</td>
<td>May 2023</td>
<td>2023 Project was awarded Category 12 funds via the 2018 UTP</td>
<td>$30,000,000 $25,000,000</td>
<td>76.40</td>
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<tr>
<td>Hunt 51226</td>
<td>0009-13-170</td>
<td>FH 30 South of CR 2909 to North of CR 2909 Construct new interchange</td>
<td>June 2020</td>
<td>May 2023</td>
<td>2023 Project was awarded Category 12 funds via the 2018 UTP</td>
<td>$30,000,000 $30,000,000</td>
<td>82.02</td>
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<tr>
<td>Hunt 13065</td>
<td>0009-13-174</td>
<td>IH 30 FM 2642 to FM 1570 Widen 4 to 6 lane freeway</td>
<td>August 2025</td>
<td>August 2026</td>
<td>2026 Project was awarded Category 12 funds via the 2020 UTP</td>
<td>$40,000,000 $40,000,000</td>
<td>62.27</td>
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<tr>
<td>Hunt TBD</td>
<td>0009-13-175</td>
<td>IH 30 0.5 miles SW of Monty Stratton to 0.5 miles NE of Monty Stratton Reconstruct overpass</td>
<td>June 2023</td>
<td>June 2024</td>
<td>2024 Project was not awarded Category 12 funding $4,200,000</td>
<td>64.92</td>
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<tr>
<td>Hunt 13053</td>
<td>0788-01-057</td>
<td>SH 24/SH 11 11 Street to live Oak Street from SH 34 to Morrow Street Construct pedestrian safety and traffic calming improvements</td>
<td>September 2019 (Actual)</td>
<td>September 2014</td>
<td>2014 Project was not awarded Category 12 funding $4,900,000 $4,900,000</td>
<td>85.49</td>
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</tr>
<tr>
<td>Hunt 51152</td>
<td>1290-07-001</td>
<td>SH 276 West of FM 36 to SH 34 Construct 4 lane facility on new location (Quinlan Bypass) with a continuous left turn lane</td>
<td>November 2018 (Actual)</td>
<td>August 2020</td>
<td>2020</td>
<td>Project was awarded Category 12 funds via the 2020 UTP</td>
<td>$16,400,000 $16,400,000</td>
<td>80.86</td>
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</tr>
</tbody>
</table>

Total Funding - Hunt County | $201,164,160 |

<table>
<thead>
<tr>
<th>FY 2017 - FY 2030</th>
<th>Cat 2 Hunt RTC Approved</th>
<th>Cat 2 Hunt TTC Approved</th>
<th>Cat 12 Hunt RTC Approved</th>
<th>Cat 12 Hunt TTC Approved</th>
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</thead>
<tbody>
<tr>
<td>FY 2017 - FY 2030</td>
<td>$57,350,000</td>
<td>$57,350,000</td>
<td>$182,650,000</td>
<td>$142,000,000</td>
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</tbody>
</table>

Amounts only include Category 2 and 12 funding. Red text and strikethroughs indicate changes since June 2020 RTC meeting. Carryover funds from previous years are not accounted for.
## 10-Year Plan Cost/Revenue Matrix for the Dallas-Fort Worth Region

### Corridor Preservation Program

<table>
<thead>
<tr>
<th>County</th>
<th>TIP Code</th>
<th>TxDOT CSJ</th>
<th>Facility</th>
<th>Limits</th>
<th>Description</th>
<th>Estimated Environmental Clearance Date</th>
<th>Letting FY</th>
<th>Comments</th>
<th>Construction Cost</th>
<th>Proposed Funding (STBG)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Collin</td>
<td>20085</td>
<td>0047-04-022</td>
<td>SH 5</td>
<td>SH 121 to CR 375</td>
<td>Reconstruct and widen 2 lane rural highway to 4 lane urban</td>
<td>September 2018 (Actual)</td>
<td>April 2023</td>
<td>$67,954,081</td>
<td>$500,000</td>
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<tr>
<td>Collin</td>
<td>13026.2</td>
<td>0047-04-030</td>
<td>SH 5</td>
<td>South of CR 275 to South of SH 121</td>
<td>Reconstruct, widen, and realign 2 lane undivided roadway to 4 lane divided urban roadway (Ultimate 6); Realign SH 121/SH 5 intersection</td>
<td>December 2023 (Actual)</td>
<td>September 2023</td>
<td>$21,201,649</td>
<td>$500,000</td>
<td></td>
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<tr>
<td>Collin</td>
<td>55285</td>
<td>0549-03-031</td>
<td>SH 121</td>
<td>at SH 5</td>
<td>Reconstruct interchange</td>
<td>December 2022 (Actual)</td>
<td>September 2023</td>
<td>$26,548,591</td>
<td>$500,000</td>
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<tr>
<td>Collin</td>
<td>54023</td>
<td>0091-03-022</td>
<td>SH 289</td>
<td>N. Bus 289C (North of Celina) to N of CR 60/CR 107 (Grayson County Line)</td>
<td>Reconstruct and widen 2 lane rural highway to 4 lane divided urban (Ultimate 6)</td>
<td>December 2018 (Actual)</td>
<td>July 2023</td>
<td>$14,055,246</td>
<td>$500,000</td>
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<tr>
<td>Collin</td>
<td>55236</td>
<td>1392-03-012</td>
<td>FM 1461</td>
<td>West of County Road 166 to CR 123</td>
<td>Widen and reconstruct 2 lane rural to 4 lane urban (Ultimate 6)</td>
<td>November 2019 (Actual)</td>
<td>January 2024</td>
<td>$7,795,805</td>
<td>$500,000</td>
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<tr>
<td>Collin</td>
<td>55237</td>
<td>1973-01-015</td>
<td>FM 1461</td>
<td>SH 289 to West of County Road 166</td>
<td>Widen and reconstruct 2 lane rural to 4 lane urban (Ultimate 6)</td>
<td>November 2019 (Actual)</td>
<td>January 2024</td>
<td>$45,190,870</td>
<td>$500,000</td>
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<tr>
<td>Collin</td>
<td>55238</td>
<td>2845-01-020</td>
<td>FM 455</td>
<td>SH 5 to East of Wildwood Trail</td>
<td>Reconstruct and widen 2 to 4 lane urban divided (Ultimate 6)</td>
<td>December 2025 (Actual)</td>
<td>January 2024</td>
<td>$8,990,001</td>
<td>$500,000</td>
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<tr>
<td>Collin</td>
<td>TBD 1012-02-030</td>
<td>FM 545</td>
<td>FM 2933 to BS-78D</td>
<td>Widen and reconstruct 2 lane rural to 4 lane urban (Ultimate 6)</td>
<td>November 2019 (Actual)</td>
<td>January 2024</td>
<td>$21,851,272</td>
<td>$500,000</td>
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<tr>
<td>Dallas</td>
<td>55232</td>
<td>0095-13-038</td>
<td>IH 20</td>
<td>Lawson Road to Kaufman County Line</td>
<td>Add 0 to 4 lane continuous frontage roads</td>
<td>August 2020 (Actual)</td>
<td>August 2027</td>
<td>$72,990,000</td>
<td>$500,000</td>
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<tr>
<td>Dallas</td>
<td>51930</td>
<td>0581-02-077</td>
<td>SL 12</td>
<td>Spur 408 to South of SH 183</td>
<td>Construct 0 to 2 reversible HOV/Managed lanes; SH 183 to SH 356: Widen 6 to 8 general purpose lanes and 4/6 discontinuous to 6/8 continuous frontage roads; SH 356 to Spur 408: Widen 4 discontinuous to 4/8 continuous frontage roads</td>
<td>August 2029</td>
<td>$672,000,000</td>
<td>$500,000</td>
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<tr>
<td>Dallas</td>
<td>51950</td>
<td>0353-06-063</td>
<td>SH 114</td>
<td>Spur 348 to East of Rochelle Blvd</td>
<td>Widen 4 to 8 general purpose lanes, 2 to 4 concurrent HOV/Managed Lanes, and reconstruct 4/8 lane to 4/8 lane continuous frontage roads (Ultimate)</td>
<td>August 2029</td>
<td>$155,000,000</td>
<td>$500,000</td>
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<tr>
<td>Dallas</td>
<td>51951</td>
<td>0353-04-111</td>
<td>SH 114</td>
<td>East of International Parkway to Spur 348</td>
<td>East of International Pkwy to SH 161: Reconstruct and widen 7 to 8 general purpose lanes, 1 westbound to 4 concurrent HOV/Managed lanes and 4 lane to 4/8 lane discontinuous frontage roads; From SH 161 to Spur 348: Widen 6 to 8 general purpose lanes, 2 to 4 concurrent HOV/Managed Lanes, and reconstruct 4/8 lane to 4/8 lane continuous frontage roads (Ultimate)</td>
<td>August 2029</td>
<td>$528,000,000</td>
<td>$500,000</td>
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<tr>
<td>Dallas</td>
<td>52569</td>
<td>0353-06-064</td>
<td>SH 114</td>
<td>SL 12 to SH 183</td>
<td>Widen 4/8 to 6/8 general purpose lanes and reconstruct 4/8 to 4/8/6 continuous frontage roads (ultimate)</td>
<td>August 2029</td>
<td>$500,000</td>
<td></td>
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<tr>
<td>Dallas</td>
<td>53108</td>
<td>0095-10-033</td>
<td>US 80</td>
<td>IH 30 to East Town East Blvd</td>
<td>Widen 4 to 6 mainlanes and 2/6 to 4/6 lane frontage roads</td>
<td>February 2019 (Actual)</td>
<td>September 2022</td>
<td>$136,301,942</td>
<td>$500,000</td>
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<tr>
<td>Denton</td>
<td>55229</td>
<td>1951-01-011</td>
<td>FM 1515</td>
<td>Mash Brach Road in City of Denton to Bonnie Brae Street</td>
<td>Widen and reconstruct 2 lane rural to 4/6 lane urban</td>
<td>September 2020</td>
<td>August 2028</td>
<td>$36,775,382</td>
<td>$500,000</td>
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<tr>
<td>Denton</td>
<td>55229</td>
<td>0081-13-065</td>
<td>IH 3SW</td>
<td>Dale Earnhardt Way to South of IH 35E/IH 35W Interchange</td>
<td>Reconstruct 2 to 4/6 lane discontinuous frontage roads</td>
<td>July 2020 (Actual)</td>
<td>January 2024</td>
<td>$310,692,449</td>
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<tr>
<td>Denton</td>
<td>20175</td>
<td>2250-02-013</td>
<td>SL 288</td>
<td>US 380 West of Denton to IH 35 at LP 288</td>
<td>Construct 2 lane rural roadway on new location with interchange at IH 35; NW quadrant &amp; interchange</td>
<td>September 2020 (Actual)</td>
<td>September 2026</td>
<td>$18,200,869</td>
<td>$500,000</td>
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<tr>
<td>Denton</td>
<td>52075</td>
<td>2250-02-014</td>
<td>SL 288</td>
<td>US 380 West of Denton to IH 35W South of Denton</td>
<td>Construct 0 to 2 lane frontage roads (Ultimate 4 lanes)</td>
<td>September 2020 (Actual)</td>
<td>September 2026</td>
<td>$40,052,869</td>
<td>$500,000</td>
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<tr>
<td>Denton</td>
<td>55229</td>
<td>0081-06-040</td>
<td>US 377</td>
<td>US 380 to North of BUS 377E</td>
<td>Reconstruct and widen 2 lane undivided roadway to 4 lane divided facility (Ultimate 6 lane)</td>
<td>October 2020</td>
<td>August 2028</td>
<td>$127,615,463</td>
<td>$500,000</td>
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</tbody>
</table>

Red text and strikethroughs indicate changes since June 2020 RTC meeting.
# 10-Year Plan Cost/Revenue Matrix for the Dallas-Fort Worth Region

## Corridor Preservation Program

<table>
<thead>
<tr>
<th>County</th>
<th>TIP Code</th>
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<th>Limits</th>
<th>Description</th>
<th>Estimated Environmental Clearance Date</th>
<th>Let Date FY</th>
<th>Comments</th>
<th>Construction Cost</th>
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</thead>
<tbody>
<tr>
<td>Ellis</td>
<td>83223</td>
<td>1051-01-038</td>
<td>FM 664</td>
<td>US 287 in Waxahachie to FM 1387</td>
<td>Reconstruct and widen 2 lane rural to 4 lane divided urban roadway (Ultimate 6)</td>
<td>September 2020 (Actual) August 2026</td>
<td>September 2025</td>
<td>2026</td>
<td>$48,559,701</td>
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<tr>
<td>Ellis</td>
<td>55227</td>
<td>0048-04-092</td>
<td>IH 35E</td>
<td>At FM 1446</td>
<td>Reconstruct interchange at FM 1446 including 4 to 4/6 lane frontage roads and ramp modifications</td>
<td>June 2020 (Actual) November 2022</td>
<td>November 2022</td>
<td>2023</td>
<td>$30,000,000</td>
</tr>
<tr>
<td>Ellis</td>
<td>55228</td>
<td>0048-04-093</td>
<td>IH 35E</td>
<td>At FM 66</td>
<td>Reconstruct interchange at FM 66 including 4/6 lane frontage roads and ramp modifications</td>
<td>June 2020 (Actual) November 2022</td>
<td>November 2022</td>
<td>2023</td>
<td>$30,000,000</td>
</tr>
<tr>
<td>Kaufman</td>
<td>TBD</td>
<td>2588-01-020</td>
<td>FM 548</td>
<td>US 80 to FM 1641</td>
<td>Widen and reconstruct 2 lane to 4 lane urban divided</td>
<td>August 2020 (Actual) April 2028</td>
<td>April 2028</td>
<td>2028</td>
<td>$1,295,925</td>
</tr>
<tr>
<td>Kaufman</td>
<td>55256</td>
<td>1217-01-019</td>
<td>FM 1641</td>
<td>FM 548 to FM 148</td>
<td>Widen and reconstruct 2 lane to 4 lane urban divided</td>
<td>August 2020 (Actual) April 2028</td>
<td>April 2028</td>
<td>2028</td>
<td>$43,573,208</td>
</tr>
<tr>
<td>Kaufman</td>
<td>55219</td>
<td>0095-14-027</td>
<td>IH 20</td>
<td>Dallas County Line to SP 557</td>
<td>Add 0 to 4 lane continuous frontage roads</td>
<td>April 2020 (Actual) April 2027</td>
<td>April 2027</td>
<td>2027</td>
<td>$373,040,000</td>
</tr>
<tr>
<td>Kaufman</td>
<td>55220</td>
<td>0495-01-071</td>
<td>IH 20</td>
<td>SP 557 to East of CR 138 (Wilson Road)</td>
<td>Add 0 to 4 lane continuous frontage roads</td>
<td>April 2020 (Actual) April 2027</td>
<td>April 2027</td>
<td>2027</td>
<td>$143,730,000</td>
</tr>
<tr>
<td>Kaufman</td>
<td>55072</td>
<td>0451-02-028</td>
<td>SH 205</td>
<td>US 80 in Terrell to South of FM 548</td>
<td>Widen 2 lane rural highway to 4 lane divided (Ultimate 6)</td>
<td>April 2019 (Actual) February 2023</td>
<td>February 2023</td>
<td>2023</td>
<td>$67,147,628</td>
</tr>
<tr>
<td>Rockwall</td>
<td>83221</td>
<td>1015-01-024</td>
<td>FM 549</td>
<td>SH 205 to SH 276</td>
<td>Widen from 2 lane rural to 4 lane urban section</td>
<td>May 2019 (Actual) August 2026</td>
<td>August 2026</td>
<td>2026</td>
<td>$15,838,439</td>
</tr>
</tbody>
</table>

Red text and strikethroughs indicate changes since June 2020 RTC meeting
Calls for Projects to Reduce Diesel Emissions

Regional Transportation Council Meeting
October 8, 2020

Chris Klaus
Senior Program Manager
## Air Quality Emphasis Areas

<table>
<thead>
<tr>
<th>High-Emitting Vehicles/Equipment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low Speeds</td>
</tr>
<tr>
<td><strong>Idling</strong></td>
</tr>
<tr>
<td>Vehicle Miles of Travel</td>
</tr>
<tr>
<td><strong>Energy and Fuel Use</strong></td>
</tr>
<tr>
<td>Cold Starts</td>
</tr>
<tr>
<td>Hard Accelerations</td>
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</table>
## Available Funding

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

<table>
<thead>
<tr>
<th>Calls for Projects</th>
<th>Project Types</th>
<th>Available Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>Clean Fleets North Texas (CFNT) 2020</td>
<td>Replace Heavy-Duty Diesel Vehicles and Equipment</td>
<td>$659,820*</td>
</tr>
<tr>
<td>North Texas Emissions Reduction Project (NTERP) 2020</td>
<td>Replace High-Use Diesel Vehicles/Equipment, Rail/Switch Yard Idle Reduction Technologies</td>
<td>$2,350,000</td>
</tr>
<tr>
<td>North Texas Freight Terminal Electrification (NTFTE) 2020</td>
<td>Installation of Transport Refrigerated Unit Electrified Parking Spaces, Connection Kits, Power Monitoring</td>
<td>$960,225</td>
</tr>
</tbody>
</table>

* Available from a prior EPA award. Some funding was previously awarded through CFNT 2018 and CFNT 2019 Calls for Projects.
<table>
<thead>
<tr>
<th>Applicants</th>
<th>Clean Fleets North Texas 2020</th>
<th>North Texas Emissions Reduction Project 2020</th>
<th>North Texas Freight Terminal Electrification 2020</th>
</tr>
</thead>
<tbody>
<tr>
<td>Applicants</td>
<td>Local Governments; Private Companies who Contract with Local Governments</td>
<td>Private Fleets and Companies</td>
<td>Freight Terminals and Distribution Centers</td>
</tr>
<tr>
<td>Clean Fleet Policy</td>
<td>Must Adopt RTC Clean Fleet Policy or Similar</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Geographic Area</td>
<td>10-County Nonattainment Area</td>
<td>12 Counties (10-County Nonattainment + Hood &amp; Navarro)</td>
<td>10-County Nonattainment Area</td>
</tr>
</tbody>
</table>
## Eligibility and Selection

<table>
<thead>
<tr>
<th>Eligibility</th>
<th>Clean Fleets North Texas 2020</th>
<th>North Texas Emissions Reduction Project 2020</th>
<th>North Texas Freight Terminal Electrification 2020</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operate in Required Geographic Area</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Clean Fleet Policy Adoption</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Purpose: Reserve Funding for Fleets that are Engaged Beyond Grant Opportunities; Consistent with RTC Adoption of Clean Fleet Policy</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Scoring Criteria</td>
<td>Cost Per Ton NO$_X$ Emissions Reduced 75%</td>
<td></td>
<td>Location and Oversight Criteria 25%</td>
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<tr>
<td>Purpose: Maximize Emissions Reductions</td>
<td></td>
<td></td>
<td>Purpose: Balance Project Benefits with Administrative Burden</td>
</tr>
<tr>
<td>Subrecipient Oversight Criteria 25%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Purpose: Balance Project Benefits with Administrative Burden</td>
<td></td>
<td></td>
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## Schedule

<table>
<thead>
<tr>
<th>Milestone</th>
<th>Estimated Timeframe</th>
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<tbody>
<tr>
<td>STTC Action to Recommend Opening CFPs</td>
<td>September 25, 2020</td>
</tr>
<tr>
<td>RTC Approval of Recommended Opening of CFPs</td>
<td>October 8, 2020</td>
</tr>
<tr>
<td>CFPs Open</td>
<td>October 9, 2020</td>
</tr>
<tr>
<td>Application Deadline (Rolling 90-Day Application Deadline Until Fully Awarded)</td>
<td>January 8, 2021</td>
</tr>
<tr>
<td>Staff Funding Recommendations Finalized</td>
<td>January-February 2021</td>
</tr>
<tr>
<td>STTC Action</td>
<td>March 2021</td>
</tr>
<tr>
<td>RTC Action</td>
<td>April 2021</td>
</tr>
<tr>
<td>Executive Board Authorization</td>
<td>April 2021</td>
</tr>
<tr>
<td>Project Implementation Deadline</td>
<td>March 31, 2022</td>
</tr>
</tbody>
</table>
Action Requested

Request RTC Approval Of:

Call for Projects Details
   Eligibility Screens
   Selection Criteria

Schedule
   Calls for Projects Estimated Open: October 9, 2020
   Rolling 90-Day Application Deadline to Fully Award Funds

   Clean Fleets North Texas 2020 Call for Projects

   North Texas Emissions Reduction Project 2020 Call for Projects

   North Texas Freight Terminal Electrification 2020 Call for Projects
For More Information

**Amy Hodges**  
Senior Air Quality Planner  
817-704-2508  
AHodges@nctcog.org

**Lori Clark**  
Program Manager  
DFW Clean Cities Coordinator  
817-695-9232  
LClark@nctcog.org

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

**Chris Klaus**  
Senior Program Manager  
817-695-9286  
CKlaus@nctcog.org

**Website**  
www.nctcog.org/aqfunding
CHANGING MOBILITY
DATA, INSIGHTS, AND DELIVERING INNOVATIVE PROJECTS DURING COVID RECOVERY
Regional Transportation Council
October 2020

Michael Morris, PE
Director of Transportation
POLICY METRICS: CHANGING MOBILITY

METRIC 1: Travel behavior response to COVID-19

METRIC 2: Financial implications to traditional revenue sources

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

METRIC 4: Prioritization of infrastructure improvements that offset unemployment increases
Metric 1: TRAVEL BEHAVIOR RESPONSE TO COVID-19
Bicycle/Pedestrian (+40%, August)

Freeway Volumes (-9%, August)
Toll Road (-26%, July)
Airport Passengers (-56%, August)
Transit Ridership (-57%, August)
ROADWAY TRENDS
Average Weekday Freeway Volumes

Traffic Decrease vs 2019

- March: -10%
- April: -28%
- May: -19%
- June: -12%
- July: -10%
- August: -9%

Source: TxDOT Dallas/TxDOT Fort Worth Radar Traffic Counters
ROADWAY TRENDS
Regional Average Freeway Speeds

Average Weekday Speeds, Weighted by Traffic Volumes

Source: TxDOT Sidefire Devices
TRANSIT IMPACTS

Weekday Ridership

Passenger Decrease: 2019 vs 2020

<table>
<thead>
<tr>
<th>Month</th>
<th>Feb</th>
<th>Mar</th>
<th>Apr</th>
<th>May</th>
<th>June</th>
<th>Jul</th>
<th>Aug</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>-3%</td>
<td>-27%</td>
<td>-59%</td>
<td>-55%</td>
<td>-54%</td>
<td>-55%</td>
<td>-57%</td>
</tr>
<tr>
<td>2020</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Source: DART, DCTA, and Trinity Metro
BICYCLE AND PEDESTRIAN IMPACTS

Trail Counts

Increase in Full Week Trail Usage: 2019 vs 2020

<table>
<thead>
<tr>
<th>Month</th>
<th>2019</th>
<th>2020</th>
</tr>
</thead>
<tbody>
<tr>
<td>February</td>
<td>19%</td>
<td>19%</td>
</tr>
<tr>
<td>March</td>
<td>50%</td>
<td>50%</td>
</tr>
<tr>
<td>April</td>
<td>71%</td>
<td>71%</td>
</tr>
<tr>
<td>May</td>
<td>78%</td>
<td>78%</td>
</tr>
<tr>
<td>June</td>
<td>54%</td>
<td>54%</td>
</tr>
<tr>
<td>July</td>
<td>22%</td>
<td>22%</td>
</tr>
<tr>
<td>August</td>
<td>40%</td>
<td>40%</td>
</tr>
</tbody>
</table>

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

Passengers

Change in Airport Passengers - 2019 vs 2020

- February: Love Field 1%, DFW 8%
- March: Love Field -52%, DFW -45%
- April: Love Field -95% to -92%, DFW -82% to -79%
- May: Love Field -62%, DFW -68%
- June: Love Field -66%, DFW -55%
- July: Love Field -61%, DFW -52%
- August: Love Field -61%, DFW -52%

Source: Dallas Love Field and DFWIA Websites
Metric 2: FINANCIAL IMPLICATIONS TO TRADITIONAL TRANSPORTATION REVENUE
Sales Taxes Allocated For Transit: 2019 vs 2020

Source: DART, DCTA, and Trinity Metro
FUNDING IMPACT

Motor Fuel Tax Decrease

Change in Motor Fuel Tax: 2020 vs 2019

Source: Texas Comptroller of Public Accounts
Month reflects reporting data, not collection date
FUNDING IMPACT
Sales Tax (Component of Proposition 7\(^1\))

Change in Fuel Tax: 2019 vs 2020

<table>
<thead>
<tr>
<th>Month</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>February</td>
<td>3.5%</td>
</tr>
<tr>
<td>March</td>
<td>2.9%</td>
</tr>
<tr>
<td>April</td>
<td>-9.3%</td>
</tr>
<tr>
<td>May</td>
<td>-13.2%</td>
</tr>
<tr>
<td>June</td>
<td>-6.5%</td>
</tr>
<tr>
<td>July</td>
<td>4.3%</td>
</tr>
<tr>
<td>August</td>
<td>-5.6%</td>
</tr>
</tbody>
</table>

Source: Texas Comptroller of Public Accounts
\(^1\) Proposition 7 includes General State Sales Tax and Motor Vehicle Sales Tax
Month reflects reporting date, not collection date
FUNDING IMPACT

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

Motor Vehicle Sales and Rental Tax Change: 2020 vs 2019

Source: Texas Comptroller of Public Accounts
¹ Proposition 7 includes General State Sales Tax and Motor Vehicle Sales Tax
Month reflects reporting date, not collection date
Proposition 1 (Oil & Gas Severance Tax)
Transfers to the State Highway Fund, Millions

<table>
<thead>
<tr>
<th>Year</th>
<th>2018</th>
<th>2019</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
</tr>
</thead>
<tbody>
<tr>
<td>Revenue Estimate</td>
<td>734</td>
<td>1,380</td>
<td>1,660</td>
<td>1,100</td>
<td>620</td>
</tr>
</tbody>
</table>

Projected in July 2020 Revised Comptroller Certification Revenue Estimate

Source: Texas Comptroller of Public Accounts
FUNDING IMPACT

NTTA Transactions, Including SH 360

Change in Tollway Transactions: 2019 vs 2020

February: 5% increase, 19% decrease
March: -29% decrease
April: -38% decrease
May: -41% decrease
June: -27% decrease
July: -26% decrease

Source: NTTA
Note: Change for NTTA includes 360 Tollway
Additional Note: Despite decline in transactions, the revenues are sufficient to meet debt service for SH 360. No current impact to RTC backstop expected.
FUNDING IMPACT

I-35E TEXpress Lane Transactions

Change in Transactions: 2019 vs 2020

- February: 15%
- March: -31%
- April: -74%
- May: -60%
- June: -41%
- July: -38%

Source: TxDOT
Note: TIFIA loan not impacted at this time as interest only payment period does not begin until May 2022
Metric 3: Benefits of Travel Behavior Responses to Areas of RTC Responsibility
8-HOUR OZONE NAAQS HISTORICAL TRENDS

Exceedance Days Per Year by Category

Source: Texas Commission on Environmental Quality

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

Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the revised ozone standard of 70 ppb.
Metric 4: Prioritization of infrastructure improvements that offset unemployment increases
$1 billion in transportation investment = 12,000-15,000 jobs

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

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

Sources: Federal Highway Administration, McKinsey & Company
CANDIDATE PROJECTS

High Speed Rail: Dallas to Houston
High Speed Rail: Dallas to Fort Worth
Autonomous Transit (Tarrant, Midtown)
Technology (Freeway Induction Loops)
State Highway 183 (Section 2E+)
Y Connector (IH820/IH20)
COVID-19 #00X Program
North Texas Center for Mobility Technologies:
Research Project Funding Standards

Thomas Bamonte, Senior Program Manager
Automated Vehicles Program

Regional Transportation Council
October 8, 2020
Background

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

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

North Texas Center for Mobility Technologies (NTCMT) formed

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

1. NTCMT submits research project proposal to NCTCOG for funding consideration, following NTCMT advisory board evaluation

2. NCTCOG staff subject matter expert(s) evaluate proposal

3. Funded research projects described in Director’s Report (STTC and RTC)

4. Description includes NCTCOG contribution amount and how project meets selection criteria
Proposed Selection Criteria for Research Projects Advanced by NTCMT

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

Thomas Bamonte, NCTCOG
Senior Program Manager, Automated Vehicles

tbamonte@nctcog.org
@TomBamonte
DRAFT TOPICS FOR THE REGIONAL TRANSPORTATION COUNCIL LEGISLATIVE PROGRAM
87TH TEXAS LEGISLATURE

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

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

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

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

Support Transportation Planning and Land Use
- Provide tools that would promote compatible development around military installations and training areas
- Support efforts to utilize performance-based planning to select high-quality transportation projects that are suitable for each region
- Support the use of State right-of-way for appropriate transportation projects
<table>
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</tr>
</thead>
<tbody>
<tr>
<td>Tennell Atkins (09/17)</td>
<td>Dallas</td>
<td>P</td>
<td>P</td>
<td>E</td>
<td>E(R)</td>
<td>P</td>
<td>E</td>
<td>P</td>
<td>A</td>
<td>P</td>
<td>P</td>
<td>P</td>
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</tr>
<tr>
<td>Mohamed Bur (06/18)</td>
<td>TxDOT, Dallas</td>
<td>P</td>
<td>E(R)</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>E(R)</td>
<td>P</td>
<td>E(R)</td>
<td>P</td>
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<tr>
<td>Dianne Costa (10/19)</td>
<td>DCTA</td>
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<td>P</td>
<td>P</td>
<td>E(R)</td>
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<tr>
<td>Jeff Davis (11/19)</td>
<td>Trinity Metro</td>
<td>--</td>
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<td>P</td>
<td>E(R)</td>
<td>E(R)</td>
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<tr>
<td>Pat Deen (08/19)</td>
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<td>P</td>
<td>P</td>
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<tr>
<td>Rudy Durham (7/07)</td>
<td>Lewisville</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>E</td>
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<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
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<td>P</td>
</tr>
<tr>
<td>Kevin Falconer (07/17)</td>
<td>Carrollton</td>
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<td>P</td>
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<td>E(R)</td>
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<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td>Gary Fickes (12/10)</td>
<td>Tarrant Cnty</td>
<td>E</td>
<td>P</td>
<td>P</td>
<td>E(R)</td>
<td>P</td>
<td>P</td>
<td>E</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
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</tr>
<tr>
<td>George Fuller (07/17)</td>
<td>McKinney</td>
<td>P</td>
<td>E</td>
<td>A</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td>Rick Grady (09/18)</td>
<td>Plano</td>
<td>E(R)</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
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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

**October 2019 - September 2020**

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Note: Date in parenthesis indicates when member was 1st eligible to attend RTC meetings.

P = Present  
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-- = Not yet appointed  

E = Excused Absence (personal illness, family emergency, jury duty, business necessity, or fulfillment of obligation arising out of elected service)
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The Surface Transportation Technical Committee (STTC) held a meeting on Friday, August 28, 2020, at 1:30 pm, by videoconference. The Regional Transportation Council Bylaws establish that the Technical Committee approved membership in attendance at a meeting shall constitute a quorum for action to be taken, therefore individual attendance was not taken for committee members or other participants.

1. **Approval of July 24, 2020, Minutes:** The minutes of the July 24, 2020, meeting were approved as submitted in Electronic Item 1. Stanford Lynch (M); Wes McClure (S). The motion passed unanimously.

2. **Consent Agenda:** The following item was included on the Consent Agenda.

   2.1. **Endorsement of Regional Transportation Council Approval of State of Good Repair Grant Application Submitted on behalf of Dallas Area Rapid Transit, Trinity Railway Express, and Trinity Metro:** Endorsement of Regional Transportation Council (RTC) approval for the grant application to the Federal Railroad Administration for the Federal-State Partnership for the State of Good Repair (SOGR) Program submitted on behalf of Trinity Railway Express, Dallas Area Rapid Transit (DART) and Trinity Metro was requested. The total grant budget requests approximately $58 million ($28 million in federal SOGR funds, $2 million in federal funds from the RTC, and $28 million in local match) with Burlington Northern Santa Fe Railway, DART, and Trinity Metro providing the required local match. Additional information was provided in Electronic Item 2.1.

   2.2. **Endorsement of Regional Transportation Council Approval of Application for Advanced Transportation and Congestion Management Technologies Deployment Initiative Grant Program:** Endorsement of Regional Transportation Council (RTC) approval to support and provide funding for the City of Dallas application for the 2020 Advanced Transportation and Congestion Management Technologies Deployment Initiative Grant Program was requested. Additional information regarding the $60 million grant program for Fiscal Year 2020, as well as the City of Dallas' application, was provided in Electronic Item 2.2.

   A motion was made to approve the items on the Consent Agenda. Greg Dickens (M); Jim O’Connor (S). The motion passed unanimously.

3. **Federal Highway Administration Measure Target Reaffirmation or Revisions:** James McLane presented a recommendation for proposed adjustments to 2022 regional targets for Federally required performance measures. As the Metropolitan Planning Organization (MPO) for the region, the North Central Texas Council of Governments (NCTCOG) is required to track and adopt targets for these performance measures, but NCTCOG engages in a variety of additional performance measure activities including recent collection/presentation of COVID-19 data trends and the annual state of the region report, Progress North Texas. Federally required performance measures include Safety (PM1); Transit Asset Management (TAM); Transit Safety (PTASP); Pavement and Bridge (PM2); and System Performance, Freight, and CMAQ (PM3). PM3 contains a series of seven measures related to various aspects of the transportation system: reliability, congestion,
mode choice, and emissions. On November 8, 2018, the Regional Transportation Council (RTC) adopted 2020 and 2022 regional targets for all seven measures as part of a four-year performance period. 2020 marks the mid-point of this performance period and rulemaking allows 2022 targets to be revisited at this time. Updated PM3 targets are due to the Federal Highway Administration (FHWA) via the Texas Department of Transportation (TxDOT) on October 1, 2020. The seven measures, desired trend, current targets, and updated forecast/trend for each measure was detailed in Electronic Item 3. For interstate reliability, non-interstate reliability, peak hour excessive delay, and non-single occupancy vehicle travel targets, staff recommended that the current 2022 targets be reaffirmed. Truck travel time reliability is an index representing the reliability of travel for freight movement in the transportation system. Decreasing trends indicate better reliability and more predictable travel times. According to updated forecasts and trends for 2020 and 2022, this measure is worsening, and staff proposed that the 2022 target be revised upward from 1.66 to 1.90 to meet the updated 2022 trend but with an aspirational goal to hold the 2020 observed value steady at 1.83 through 2022. This aspirational target is in response to feedback received last month from the Committee. Staff also recommended revision of targets for the emission reductions for nitrogen oxides and volatile organic compounds. The increase of reductions is the desired trend. 2020 and 2022 trends are significantly increased over original targets, and staff proposed that 2022 targets for nitrogen oxides be revised to 7,402.95 and for volatile organic compounds to 1,814.02. Mr. McLane noted that staff will be actively addressing worsening freight reliability with programs, policies, and projects to support freight movement on the transportation system. Examples of existing efforts include incident detection and response through the staging of tow trucks and techniques encouraging truck travel during off-peak periods. Efforts will also include support of alternative transportation options. In addition, staff will continue to assess COVID-19 impacts on the performance measures and address the measures as part of the planning process through the Congestion Management Process update, upcoming mobility plans, the Unified Transportation Program/Regional 10-Year Plan, and the 2021-2024 Transportation Improvement Program. The schedule for this effort was reviewed. He noted action on PM2 targets was expected in late 2020/early 2021 and on PM1, TAM, PTASP targets in early 2021. Chad Edwards asked what unit of measurement is used for NOx and VOC and how the emissions compare to the conformity analysis for the Metropolitan Transportation Plan. Mr. McLane noted that the measurement is kilograms of emissions reductions per day. Chris Klaus added that the annual Congestion Mitigation and Air Quality Improvement Program (CMAQ) report requires that all reductions associated with projects included in the mobility plan and funded with CMAQ be inventoried, which goes into the conformity analysis. Mr. Edwards asked if this was measured differently. Mr. Klaus noted that the projects in conformity are measured by tons per day versus the kilograms per day of reduction identified in this target. Committee Chair Brian Moen asked why the peak hour of excessive delay has improved but truck travel reliability has worsened. Mr. McLane noted peak hour excessive delay is a measure of the recurring congestion due to the demand on the system and that truck travel time reliability is a measure of the variability of congestion and how reliable or predictable it is. In addition, truck travel looks only at freight movement which is denser in some areas than others throughout the region and the measurement could be highlighting reliability issues in the denser areas of freight movement. A motion was made to recommend Regional Transportation Council reaffirmation of existing 2022 regional targets for Interstate Reliability, Non-Interstate Reliability, Peak Hour Excessive Delay, and Non-SOV Travel (detailed in Electronic Item 3) and to adopt new 2020 regional targets for Truck Travel Time Reliability (1.90 with an aspirational goal of 1.83), Emissions Reductions of NOx-7,403.95 and Emissions Reductions of VOC-1,814.02. John Polster (M); Chad Edwards (S). The motion passed unanimously.
4. **Metropolitan Transportation Plan Policy Bundle Round Four:** Amy Johnson presented results from the fourth round of the Metropolitan Transportation Plan Policy Bundle survey, including the plan to distribute available Transportation Development Credits (TDCs). The MTP Policy Bundle is a list of 20 policies from Mobility 2045. Entities that adopt a minimum of 50 percent of the policies may receive TDCs to offset local funds for federal transportation projects. The application submittal and review process were highlighted. Policies are focused on quality of life goals in the Mobility Plan and include sustainable development items, access to schools, idling restrictions, freight policies and others. In Round 4, four new agencies applied, and 21 total agencies participated. Details of the successful applicants, including the proposed TDCs recommended for each was provided in Electronic Item 4. Through the fourth round of the MTP Policy Bundle, staff proposed approximately 33 million TDCs be awarded to the qualifying agencies. The schedule for this effort was reviewed. Successful applicants are expected to receive formal notification pending RTC approval at its September 10, 2020, meeting. Committee Chair Brian Moen asked for clarification of the difference in this round of the MTP Policy Bundle. Ms. Johnson noted that the MTP Policy Bundle program is a two-year program for Round 4 and TDCs have been increased to be commensurate with the longer period. A motion was made to recommend Regional Transportation Council approval of the recommended Transportation Development Credit distribution for successful policy bundle participants as outlined in Electronic Item 4. Mark Nelson (M); Daniel Vedral (S). The motion passed unanimously.

5. **Optimized Freight Movement Project:** Thomas Bamonte presented a recommendation for Regional Transportation Council (RTC) approval of a project to improve goods movement from freight hubs in the region and related technologies by optimizing truck traffic through intersections. The DFW region is rich with freight hubs and facilities and there are two elements of the transportation system concerning freight: 1) expressways for long-distance travel and 2) local road linkages between freight hubs and expressways. The proposed project focuses on the local links/connections and the opportunity to optimize the flow of freight vehicles from hubs to expressways, which supports the truck travel time reliability performance measure. The Texas Department of Transportation (TxDOT) is focused on optimizing the operation of the expressways primarily through its Connected Freight Corridors project. North Central Texas Council of Governments (NCTCOG) staff have been working closely with TxDOT and have secured the inclusion of IH 30 between Dallas and Fort Worth in this effort. TxDOT has enlisted the assistance of multiple private-sector freight companies in this connected corridor project. TxDOT’s industry surveys identified optimization of travel from hubs to expressways as one of its top priorities. While TxDOT is focused on the Tier 1 priorities, it is not focused on the hub to expressway component that is a priority of the industry. The intent of the proposed project is to fill the gap. Optimization is important to the industry because one minute of delay costs over $1. There is an opportunity to find solutions to cut into the delay, even in relatively small increments, in intersections where there is significant truck traffic. The proposed Optimized Freight Movement Project will find, ultimately through a procurement process, a technology to optimize the flow of trucks from hubs to expressways. A benefit-cost analysis will be performed to identify the type of investment and technology that will do the most good and will include truck travel time savings, improved traffic flow, public health, any adverse impacts such as cross-traffic delay. Coordination with local agencies and the freight industry will be important to identify locations where the preferred technology will best be utilized. This project is a multidisciplinary effort of the Transportation Department and will include the expertise of freight, ITS, and air quality staffs. The project will include ongoing monitoring of the technology in the field to identify potential incremental improvements to maximize the value of the investment. Michael Morris noted that this project was originally part of the Advanced Transportation and Congestion Management Technologies Deployment Initiative Grant.
Program application for which TxDOT decided not to compete. Mr. Bamonte added TxDOT is supportive of the project but was not able to take it on as a primary responsibility. Committee Chair Brian Moen asked what type of federal funds will be used for the project. Mr. Morris noted that the federal funds will likely be Congestion Mitigation and Air Quality Improvement Program funds, or possibly Surface Transportation Block Grant Program funds. Chair Moen also noted the presentation mentioned a process to bring on partners and asked if would be like a transportation system integrator. Mr. Bamonte noted NCTCOG staff anticipates working with a group from the Committee to review and vet technology solutions that make the best sense. Based on that assessment, NCTCOG would go to the market for an integrator, technology supplier, or both. Staff does not have a specific technology in mind. Mr. Morris noted part of the homework assignment will be where in the region to use this project and are leaning towards intermodal hubs but it could be major warehouse areas. Staff will reach out to areas of the region that be most aptt for these applications and situations. Depending on the locations, members will be asked to be part of the team that will evaluate these advances. Stanford Lynch asked if there was interest with respect to the private sector and how that group would fit into the effort. Mr. Bamonte noted that the private sector is interested both locally and the industry has identified this as a top priority. Staff would explore interest to provide funding through this effort directly and through local partners. A motion was made to recommend Regional Transportation Council approval of $5 million for the Optimized Freight Movement Project (including $200,000 RTC Local, with the remainder in federal funds and RTC Transportation Development Credits). Action also included a recommendation of approval for staff to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program and other planning documents as required to effectuate the project. Stanford Lunch (M); Jim O’Connor (S). The motion passed unanimously.

6. **Transportation Alternatives Program Call for Projects Project Selection:** Daniel Snyder presented information on the applications received and projects proposed for funding through the Transportation Alternatives Program Call for Projects, which opened on March 2 and closed May 15, 2020. Since May, North Central Texas Council of Government staff have completed the review and evaluation of projects. Eligible projects included those dedicated to improving bicycling and walking and included trails, bike lanes, sidewalks, and other safety-related traffic measures. The call was focused on construction, with a requirement that engineering and environmental must be funded 100 percent locally. All projects required a minimum of 20 percent local match for construction and eligible agencies could request the use of Transportation Development Credits (TDCs) in lieu of a local match. Funding available for this program include fiscal years 2021, 2022, and 2023 with a total of over $19.8 million in federal funding available. Mr. Snyder reminded members that in the 2019 Transportation Alternatives Call for Projects, there were a large number of high-scoring projects in the east subregion and as a result, the Regional Transportation Council (RTC) approved approximately $3.9 million of the FY2021 funds to be awarded to projects in the east subregion which has been deducted from the total available funds for this current call. This leaves approximately $11.7 million in funding for the east subregion and $8 million for the west subregion. In addition, he noted that no projects were received for Hunt County so all projects in the east subregion are located within the Texas Department of Transportation Dallas District. There were two application project categories consisting of active transportation or Safe Routes to School projects that will substantially improve safety and provide opportunities to walk and bicycle. Each category had a unique scoring criterion that furthered the goals outlined in Mobility 2045. The active transportation category emphasized regional connectivity, access to transit, safety, equity, among several others. Due to federal legislation requirement that Transportation Alternatives funding be obligated within three years, project readiness was a significant factor during the review process. The
Safe Routes to School category emphasized addressing known barriers to children being able to safely walk and bike to school. Strong projects in this category included those that have completed planning to document those safety issues and have identified those targeted improvements such as sidewalks, crosswalks, and pedestrian signals. A total of 38 applications were received requesting nearly $68 million in federal funding. The requested funding exceeded the funding available by more than $48 million. The 26 applications in the eastern subregion account for nearly three fourths of the total funding requested for nearly $49 million. Mr. Snyder reviewed the funding recommendations for each subregion and noted Electronic Item 6.2 contains the scoring and ranking of all projects based on the evaluation criteria. In the western subregion, four projects were recommended for a funding total of over $6.2 million in federal funds. Recommendations included three Safe Routes to School projects in the City of Arlington and one protected bike lane and safety improvement project in the City of Fort Worth. All entities in the western subregion requested use of TDCs in lieu of local match. Eight projects were recommended for funding in the eastern subregion totaling over $17.2 million. Recommendations included three Safe Routes to School improvement projects in the City of Dallas, a shared use path project in the City of Dallas, a trail bridge project for the Cotton Belt Trail in Plano by Dallas Area Rapid Transit, two projects led by Dallas County for a trail extension in Dallas and multimodal bike and pedestrian project in Garland, and a multimodal bicycle/pedestrian improvement project in the City of Richardson. The Cities of Dallas and Richardson requested the use of TDCs in lieu of local match. Details were provided in Electronic Item 6.1. Recommended funding from all sources were highlighted for both the eastern and western subregions. Approximately $23.5 million in federal funds is recommended and local projects sponsors would match the federal funds with nearly $3.6 million and utilize approximately 2.9 million in TDCs. Mr. Snyder noted the recommended $17.2 million in federal funding for the eastern subregion exceeds the amount available. In addition, the $6.2 million recommended in the western subregion is approximately $1.8 million less than the amount of federal funding available for that subregion. Since the eastern subregion had a high number of strong applications that far exceeded available funding, and the western subregion had fewer project applications than the funding recommended the $1.8 million difference was recommended for award to projects in the east since TA funds are subject to congressional recissions and must be programmed and obligated in a timely manner. As a result, an equal amount of Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Surface Transportation Block Program (STBG) funds will be made available to other transportation projects in the western subregion to offset the balance transfer to the eastern subregion. This adjustment will be reflected in the quarterly East/West Equity tracking report. In addition to the balance transfer from the west, staff also recommended approximately $3.6 million additional funds available in the eastern subregion to be awarded to this call for projects from the estimated FY2024 allocation. The timeline for this Call for Projects was reviewed and it was noted that no public comments have been received to date. Pending Committee and RTC action, project sponsors that are awarded funds can submit modifications to the TIP for the October 23, 2020, deadline. Chad Edwards asked if the $3.6 million in FY2024 eastern subregion funds comes out of the share for the FY2024 eastern subregion, meaning it will have less available in the future. Mr. Snyder noted that is correct. A motion was made to recommend Regional Transportation Council approval of the list of projects to fund through the 2020 Transportation Alternatives Call for Projects as provided in Electronic Item 6.2 and to also recommend approval for staff to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents to incorporate the changes. Also included in the action, per program rules, the project sponsor must execute an Advanced Funding Agreement with TxDOT within one year of project selection, projects must advance to construction within three years from selection or the funding may be reprogrammed, and
cost overruns are the sole responsibility of the Project Sponsor. In addition, action included a request for approval to transfer $1.8 million from the western subregion allocation of Transportation Alternative funding to the eastern subregion, with the same amount of CMAQ or STBG funds to be transferred back to the western subregion. East/West Equity tracking reports will reflect adjustments for funding in the western subregion to offset the balance transfer to the eastern subregion with this call for projects. Chad Edwards (M); Mark Nelson (S). The motion passed unanimously.

7. **Regional Cotton Belt Veloweb Trail: Action Plan:** Karla Weaver presented a funding request for the Cotton Belt Regional Veloweb Trail. In 2018, the Regional Transportation Council (RTC) approved funding for the design and construction of Cotton Belt trail “critical” sections. The proposed trail design and construction costs as part of the Silver Line rail design/build process provided by the rail contractor are higher than anticipated and sufficient funding for the full design of the trail and construction of the “critical” sections is not available. North Central Texas Council of Governments (NCTCOG) staff have met with local governments on a potentially phased approach and since that time Dallas Area Rapid Transit (DART) has proposed a new approach to minimize the current high costs and proposed to expedite the construction with two contractors. NCTCOG staff proposed to increase the RTC funding for the project in order to complete 100 percent of the design, which will minimize risk by allowing one designer for all parts of the rail and trail. Staff also proposed to proceed with construction of strategic critical sections with the current DART contractor (Archer Western Herzog ) for the crossing of the Dallas North Tollway since there will be impacts to the retaining walls and structural framework of the roadway. Additional construction of strategic critical sections will be made using a second contractor. The second contractor will have experience as a trail contractor which will provide cost savings and allow public funding to go further. DART will procure the second contractor within 6-9 months. The contractor will build in various constrained locations before the trains are operable. A map of the Cotton Belt Regional Veloweb Trail from the Dallas Fort Worth International Airport to Plano was highlighted. In addition to the increase in funding for design, construction funding is needed to be added to the existing rail project to ensure adequate safety walls in the rail corridor near Fairhill School and Ivy Montessori School.

Mark Nelson thanked NCTCOG and DART staffs for their efforts to advance the important piece of infrastructure for the communities. He expressed concern that due to funding shortfalls, grade-separated crossings may be redesigned as at-grade crossings. Michael Morris noted that the design includes all grade separations, which will not be changed. He added staff could include a statement in the presentation to make it clear that 100 percent of the original design will be implemented. Mr. Morris also complimented DART for recognizing that the rail contractor may not be the best option for construction of bicycle/pedestrian facilities and is willing to be a partner to find a solution. Todd Plesko added DART believes the competition will provide for lower costs and the information in the bid will have no options for at-grade crossings. Shawn Poe asked if there were contractual provisions with Archer Western to allow for two contractors. Ms. Weaver noted that NCTCOG staff have met with Gary Thomas and Tim McKay who proposed the solution and discussed the contractual elements that allow for this to occur. Gus Khankarli also thanked staff for its leadership and diligent work to move the project forward. Committee Chair Brian Moen asked if the entire project will be constructed or just the critical sections. Ms. Weaver noted that at a minimum, the strategic critical sections will be built. NCTCOG staff believes it may be possible to build additional sections and noted an inventory of locations will be assembled to help determine additional sections to be built. In addition, some communities may have Transportation Alternative Program funds that could be used. A motion was made to recommend Regional Transportation Council approval of an increase of the RTC award by $6.7 million (from $8.2 million to $14.9 million) to design 100 percent of the trail and an increase of regional...
Transportation Development Credits to 3 million in lieu of local match. Construction of strategic critical trail sections will be done with two Dallas Area Rapid Transit contractors. Also included in the action was a recommendation for approval of $245,000 in Surface Transportation Block Grant Program funds for additional safety walls near school locations with regional Transportation Development Credits used for match. An inventory of locations for the second DART contractor will be development in partnership with local governments. Also included was a recommendation for approval of staff to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents to incorporate the changes. Bryan Beck (M); Tanya Brooks (S). The motion passed unanimously.

8. **Director of Transportation Report Items and Overview of Changing Mobility: Data, Insights, and Delivering Innovative Projects During COVID Recovery:** Michael Morris provided an overview of current transportation items. He noted the Denton County Transportation Authority has withdrawn its request for assistance to conduct a transit survey. He also noted that the North Central Texas Council of Governments has not been selected to compete in the third round of the competition for the hyperloop certification center. Also discussed was the Regional Transportation Council’s (RTC) interest for the North Texas Tollway Authority (NTTA) to proceed with the SH 360/SH 161 Connector project. Staff has engaged with NTTA who has indicated that if the NTTA proceeds with SH 360 it should also advance the George Bush Extension South of IH 30. Elizabeth Mow will ask the NTTA Board if it is interested in borrowing funds to advance the engineering of the projects, to be repaid to the RTC. He noted a recent presentation to the United States Soccer Federation regarding the 2026 World Cup application and the potential use of electric vehicles. He also congratulated Natalie Bettger and Dan Lamers for their work on the GoCarma technology. The International Bridge, Tunnel and Turnpike Association recently awarded a Certificate of Merit to NCTCOG for the Automated Occupancy Detection and Verification Project. Mr. Morris also provided an update on performance metrics to help understand the impacts of COVID-19 to the transportation system. Four performance metrics have been developed that will be tracked through the COVID-19 pandemic and recovery process: 1) travel behavior response to COVID-19, 2) financial implications to traditional revenue sources, 3) benefits of travel behavior responses to areas of RTC responsibility, and 4) prioritization of infrastructure improvements that offset unemployment increases. Related to travel behavior response, freeway volumes have rebounded, and activity is only 10 percent lower than before COVID-19 restrictions. Average freeway speeds were also highlighted through July, as well as crash and fatality trends. Fatalities have once again increased, and staff will review data to determine options to intervene. GoCarma transactions continue to remain low and staff has postponed all marketing initiatives until the current environment improves. Transit ridership remains at an over 50 percent decrease in comparison to June 2019 and suggested that a roundtable meeting with transit agencies be held to brainstorm on ideas to grow ridership. Bicycle/pedestrian activity remains 22 percent higher than pre COVID-19, but activity is decreasing. Like transit ridership, airport passenger trends remain decreased as of May, but improvements are expected in the June/July timeframe. Data related to financial implications, the second metric, was highlighted. Sales tax allocated for transit are increasing. Other funding has also recovered such as the motor fuel tax and others related to Proposition 7. Also highlighted was the oil and gas severance tax related to Proposition 1 which continues to be negatively impacted. Toll transactions are 27 percent lower as of June, and the North Texas Tollway Authority will continue to monitor revenue as it plans for future projects. Impacts to IH 35E TEXpress Lane transactions were also highlighted and improvements are expected for the July timeframe. Policy metric three is the benefits of travel behavior responses. Staff continues to determine appropriate efforts to take advantage of behaviors that have had positive impacts in the region. Improvements have
been seen regarding the number of exceedances for the 2020 ozone season, but the region has experienced more exceedances than expected despite the significant decrease in freeway volumes. Staff will continue to review air quality data and provide a report to the RTC in the future. Mr. Morris also recognized transportation authorities for their efforts to provide essentials supplies and meals those in need during the COVID-19 crisis. The final metric is how the RTC can use innovation to advance projects and create needed employment opportunities. Every $1 billion in transportation investment produces approximately 12,000-15,000 jobs. Staff continues to advance projects within the region to have a positive impact on the economy. Efforts include high-speed rail and autonomous transit, freeway induction loops, SH 183, the IH 820/IH 20 Y Connector, as well as additional projects included in the COVID-19 #00X Program. Members were encouraged to use the data provided in presentations by their respective entities.

9. **Fast Facts:** Staff presentations were not given. Information was provided to members electronically for the following items.

1. Environmental Matchmaking Tools: Identify Your Best Stewardship Options and Mitigation Locations (Electronic Item 9.1)
3. Electric Vehicle Infrastructure Funding from Volkswagen Settlement (Electronic Item 9.2)
6. Status Report on Ozone (Electronic Item 9.3)
7. September Online Input Opportunity Notice (Electronic Item 9.4)
8. Air North Texas Clean Air Action Day Results (Electronic Item 9.5)
9. Public Comments Report (Electronic Item 9.6)
10. Written Progress Reports:
    - Local Motion (Electronic Item 9.7)
    - Partner Progress Reports (Electronic Item 9.8)

10. **Other Business (Old and New):** There was no discussion on this item.

11. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on September 25, 2020.

    The meeting adjourned at 3:00 pm.
RTC approves $23.5 million for bike-ped projects

The Regional Transportation Council approved $23.5 million in federal funding in September for construction of active transportation projects in three North Texas counties.

In all, 12 projects spanning six communities in Collin, Dallas and Tarrant counties received a total of $27 million through the Transportation Alternatives Call for Projects, with the addition of $3.5 million in local funding.

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

The projects will implement significant sections of the Regional Veloweb network, providing commuting access to transit and major destinations. The funded projects will also improve safety at major highway or roadway crossings and increase comfort for people making bicycle trips.

An additional $7 million in federal Transportation Alternatives program funding was approved for six Safe Routes to School projects that will improve the safety of children walking and bicycling to and from school in Arlington and Dallas.

In encouraging more students to walk and ride their bicycles to school through a mixture of improvements to infrastructure near campuses, the Safe Routes to School projects are expected to lead to the lessening of local traffic congestion and improved air quality by reducing the number of vehicle trips necessary to transport children to and from school.

A full list of projects and the funding awarded is available here.
North Texas MOVES awarded BUILD grant for track, technology improvements

The North Central Texas Council of Governments has been awarded a $25 million grant from the federal government for a project intended to improve commuter rail efficiency in the region. The North Texas Multimodal Operations, Velocity, Efficiency and Safety Program, also known as North Texas MOVES, calls for double tracking of approximately 3.6 miles of the Trinity Railway Express corridor and technology improvements that will help the efficiency of passenger and freight rail in the region.

The following improvements will be made to the TRE commuter rail corridor as part of the project:

- Constructing approximately 1.2 miles of double track from Medical Market Center to Stemmons Freeway, including rehabilitating the existing bridge over Inwood Road and adding adjacent bridges at Inwood Road, Knights Branch and Noble Branch for second track.
- Constructing approximately 2.4 miles of second track from Handley Ederville Road to Precinct Line Road and replacing bridges at Walkers and Mesquite Creeks.
- Implementing Clear Path technology to exchange information on train movement in the region. This system will increase capacity of the region’s rail network by facilitating inter-carrier operations and enhancing the flow of passenger and freight trains.

The $55 million North Texas MOVES projects were awarded the maximum amount for a single application through the Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant Program in September. The remainder of the cost of each improvement will be paid for through a combination of public and private funding.

NCTCOG undertakes transit studies to identify region’s needs

NCTCOG staff is partnering with HDR Engineering to conduct two 12-month transit studies in the Dallas-Fort Worth region. The Collin County Transit study is focused on assessing transit needs throughout the county and will address local and regional connections, funding availability, near-term implementation and private-sector involvement.

The project team, composed of city, county and transit agency staff, is reviewing existing transit providers and services offered in the county. Next steps include mapping transit areas where public transportation services are viable and scenario and strategy development.

Additionally, staff is conducting a passenger rail study from Irving to Frisco, with a possible extension into downtown Celina. This study is being undertaken in conjunction with the Collin County Transit Study and will focus on analysis of land adjacent to potential stations and ridership estimates for regional rail technology in the corridor.

The project team, which includes BNSF Railway, city, county and transit agency staff, is reviewing potential station locations and developing criteria to determine preferred station layout along the corridor. Next steps include performing a more detailed land-use analysis at the potential station locations.

More information on both studies can be viewed at the following project website: www.nctcog.org/trans/plan/transit/transit-planning/collin-county-study-area.
ELECTRIC VEHICLES

Grants available for Level 2 EV charging equipment

Electric vehicles continue to grow in popularity across North Texas. There were more than 13,000 on the region’s roads in January, up from around 200 in 2011. There could soon be more places around Dallas-Fort Worth to charge these vehicles.

The Texas Volkswagen Environmental Mitigation Program is now accepting applications for the purchase and installation of Level 2 charging equipment for light-duty zero emission vehicles in Texas.

Public- and private-sector employers and individuals are eligible for reimbursement of up to $2,500 toward the cost of these EV chargers and related equipment.

Up to $10.4 million is available across Texas toward the installation of chargers in a public place, workplace or multi-unit dwelling that does not have existing EV chargers or wishes to expand the number of vehicles that can be charged.

The grants will pay up to 70% of the cost of chargers available to the public and as much as 60% of those installed at a workplace or multi-unit dwelling.

For more on the Texas Volkswagen Environmental Mitigation Program, visit the following website: www.tceq.texas.gov/agency/trust.

Virtual meetings offer glimpse at high-speed plans

NCTCOG held its first virtual public meetings for the Dallas-Fort Worth High-Speed Connections Study in September. The study is evaluating high-speed transportation alternatives between Dallas, Arlington, and Fort Worth to link the center of the region.

The meetings, which were held September 23 and September 24, gave North Texans a chance to hear first-hand about the study overview and provide input to planners examining potential technologies and routes. Residents were able to comment or ask questions about anticipated stops between Dallas and Fort Worth, travel time between Dallas and Fort Worth and the development of restaurant, retail and housing options near the high-speed transportation corridor.

Public input will continue to be sought throughout the study. Phase I of the study, which will take 12 months, aims to gather public opinion and develop and evaluate both a potential technology and alignments/corridor alignments. Phase II will last 24 months and include preliminary engineering and environmental work. Another round of public meetings are slated for December 2020.

The initial public meetings were held after the Federal Railroad Administration issued a Record of Decision for Texas Central Railway’s Dallas-to-Houston high-speed rail line, allowing the project to move forward.

The technology selected for the Dallas-Fort Worth high-speed transportation corridor would ultimately connect to the high-speed rail line, allowing North Texans to travel to Houston in about 90 minutes.

Comments and questions about the study can be submitted by email at HST_DFW@nctcog.org. Comments received by October 16 will be included as part of the public meeting record. Comments received after this deadline will be considered but will not be part of the official record.

Meeting materials are available in English and Spanish at www.nctcog.org/dfw-hstcs.
Cotton Belt Trail funding to be presented online

Dallas-Fort Worth residents will have an opportunity to review and comment on transportation initiatives and planning efforts across the region beginning Monday, October 12.

NCTCOG staff will post a presentation on Cotton Belt Trail design, funding and planning efforts for review at www.nctcog.org/input.

The 26-mile Cotton Belt bicycle-pedestrian trail will be constructed in phases and run parallel to the Silver Line, Dallas Area Rapid Transit’s planned commuter line through suburbs north of Dallas.

Additional funding was requested for the engineering and construction of critical portions of the bicycle-pedestrian trail, as well as sound walls near schools. The Regional Transportation Council in September approved the necessary funds.

The Silver Line will start at Dallas Fort Worth International Airport and continue northeast to Plano, providing direct rail access to one of the world’s busiest airports for residents of Grapevine, Coppell, Dallas, Carrollton, Addison, Richardson and Plano. The line will connect to Trinity Metro’s TEXRail at the airport.

In addition to reviewing Cotton Belt trail funding, residents can also provide feedback on Fiscal Year 2020 and FY 2021 Unified Planning Work Program (UPWP) modifications.

The UPWP is a two-year statement of work identifying transportation and air quality planning tasks to be carried out within the 12-county the metropolitan planning area.

Finally, information on the Regional Smoking Vehicle Program and vehicle incentive opportunities will also be available.

For information and to review the presentations, visit www.nctcog.org/input. Comments will be accepted through November 10.

To request printed copies of the information, call 817-608-2365 or email cbaylor@nctcog.org.