

## **AGENDA**

### **Regional Transportation Council Thursday, September 8, 2022 North Central Texas Council of Governments**

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

#### **Pledge to the United States and Texas Flags**

**1. Opportunity for Public Comment on Today's Agenda**

☒ Information

Minutes: 10

Item Summary: Members of the public may comment on any item(s) on today's agenda at this time. If speaking, please complete a Speaker Request Card, available at the meeting, and provide to the North Central Texas Council of Governments designated staff person. A maximum three (3) minutes is permitted per speaker. At the conclusion of this item, no further opportunities for public comment will be provided for the duration of the meeting.

Background: N/A

**1:10 – 1:15**

**2. Approval of August 18, 2022, Minutes**

☒ Action

☐ Possible Action

☐ Information

Minutes: 5

Presenter: Duncan Webb, RTC Chair

Item Summary: Approval of the August 18, 2022, meeting minutes contained in [Electronic Item 2](#) will be requested.

Background: N/A

**1:15 – 1:20**

**3. Consent Agenda**

☒ Action

☐ Possible Action

☐ Information

Minutes : 5

**3.1. Air Quality Funding Recommendations Related Environmental Protection Agency Program**

Presenter: Jason Brown, NCTCOG

Item Summary: Staff will request Committee approval of funding recommendations for the North Texas Clean Diesel Project 2021 Call for Projects.

Background: The North Central Texas Council of Governments opened the North Texas Clean Diesel Project 2021 Call for Projects (CFP) through an Environmental Protection Agency National Clean Diesel Funding Assistance Program award. The CFP award grants funds for replacements of on-road diesel vehicles and engines, nonroad diesel equipment, diesel transport refrigeration unit trailers, diesel drayage trucks, locomotive engines, and locomotive shore power installation in North Central Texas. One application was received by the CFP deadline of July 15, 2022. Staff completed review, quantified emissions, and developed project funding

recommendations. This initiative is an extension of clean vehicle efforts listed as Weight-of-Evidence in the current State Implementation Plan. [Electronic Item 3.1.1](#) provides an overview of the call for projects and staff recommendations. [Electronic Item 3.1.2](#) provides detailed project listings.

Performance Measure(s) Addressed: Air Quality

**3.2. Transit Strategic Partnership Summer 2022 Projects**

Presenter: Shannon Stevenson, NCTCOG

Item Summary: Staff is requesting Regional Transportation Council approval to provide funding to STAR Transit for expanded transit service to the cities of Cedar Hill and Duncanville through the Transit Strategic Partnership Program.

Background: In 2021, the Southern Dallas County Transit Study was finalized, focusing on the strategic implementation of transit and mobility services in a part of the North Texas region that has limited access to existing transit services. As recommended in the study, the North Central Texas Council of Governments (NCTCOG) began facilitating discussions in 2021 between STAR Transit and the cities of Cedar Hill and Duncanville on potential expansion of transit service to each municipality. Each city submitted a proposal to NCTCOG's Transit Strategic Partnerships program requesting funding to be awarded to STAR Transit for the purpose of introducing pilot transit service that prioritizes seniors and individuals with disabilities. Requested funding will support a combination of demand response and STARNow same-day service for a pilot period of two years. Staff is requesting authorization to utilize existing Federal Transit Administration Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities program funds from the Transit Strategic Partnership Program in an amount not to exceed \$1,260,000 to support STAR Transit's expansion of services to the cities of Cedar Hill and Duncanville. Additional details can be found in [Electronic Item 3.2](#).

Performance Measure(s) Addressed: Administrative, Transit



1:20 – 1:30

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

☐ Action

☐ Possible Action

☒ Information

Minutes: 10

Presenter:

Michael Morris, NCTCOG

1. Safety Comes First (Presentation of RTC Safety Vests: Coordination with Agenda Item 9)
2. RTC Bylaws Revision Subcommittee Report ([Electronic Item 4.1](#))
3. DART Board Approval - \$214M Distribution of Unallocated Funds To Service 13 Area Cities
4. Publication of High-Speed Rail ([Electronic Item 4.2](#))
5. RTC Legislative Program for the 88th Texas Legislature – Upcoming Timeline and Topics ([Electronic Item 4.3](#))
6. North Texas Center for Mobility Technologies Project Tracking ([Electronic Item 4.4](#))
7. 2022 Transportation Safety Performance Report
8. Walk to School Day ([Electronic Item 4.5](#))
9. Air Quality Funding Opportunities for Vehicles ([www.nctcog.org/aqfunding](http://www.nctcog.org/aqfunding))
10. Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/events>)
11. 2022 Ozone Season Update ([Electronic Item 4.6](#))
12. August Public Meeting Minutes ([Electronic Item 4.7](#))
13. September Public Meeting Notice ([Electronic Item 4.8](#))
14. Public Comments Report ([Electronic Item 4.9](#))
15. Recent Correspondence ([Electronic Item 4.10](#))
16. Recent News Articles ([Electronic Item 4.11](#))
17. Recent Press Releases ([Electronic Item 4.12](#))

1:30 – 1:40

5. **Fiscal Year 2022 Railroad Crossing Elimination Program**

☒ Action

☐ Possible Action

☐ Information

Minutes: 10

Presenter:

Jeff Neal, NCTCOG Staff

Item Summary:

Staff will provide the Regional Transportation Council information on the Fiscal Year 2022 (FY22) Railroad Crossing Elimination Program (RCEP) and request action to apply for a candidate project. Applications are due to US DOT by October 4, 2022.

Background:

In July 2022, the United States Department of Transportation (US DOT) announced a Notice of Funding Opportunity (NOFO) to solicit applications for FY22 RCEP funding. This \$573.3 million program includes certain funding amounts set-aside for the following purposes: (1) Planning - \$18 million; (2) Rural or Tribal Grade Crossing Improvement Projects - \$114.7 million; and (3) Urban Grade Crossing Improvement Projects - \$440.6 million. Applications for each funding category are due to US DOT by October 4, 2022, and eligible entities are limited to a maximum three applications per solicitation. Funds will be awarded on a competitive basis for a project (or group of projects) improving the safety/mobility of people and

goods through: (1) grade separation or closure; (2) track relocation; (3) improvement/installation of protective devices, signals, signs, or other measures, provided such activities are related to (1) or (2); and (4) innovative solutions via technology, education, and/or other means. Available at <https://railroads.dot.gov/grants-loans/competitive-discretionary-grant-programs/railroad-crossing-elimination-grant-program>, the FY22 RCEP NOFO describes the application requirements, selection and evaluation criteria, applicable program and Federal requirements, and available technical assistance during the grant solicitation period. Highlighted in [Electronic Item 5](#), staff will provide details regarding collaboration with partners and the evaluation process undertaken to identify and select available candidate projects. The request for the Council's action is based on coordinated and strategic efforts among partners to optimize success for candidate projects both individually and collectively, as will be explained.

Performance Measure(s) Addressed: Goods Movement, Roadway

**1:40 – 1:50**

**6. Safe Streets and Roads For All Regional Grant Application**

☒ Action      ☐ Possible Action      ☐ Information      Minutes: 10

Presenter: Kevin Kokes, NCTCOG

Item Summary: A recommendation for Regional Transportation Council approval of a regional implementation project submittal to the Fiscal Year (FY) 2022 Safe Streets and Roads for All (SS4A) Discretionary Grant program.

Background: The U.S. Department of Transportation has announced a Notice of Funding Opportunity for the solicitation of applications for FY22 SS4A funding. The Bipartisan Infrastructure Law established the new SS4A discretionary program with \$5 billion in appropriated funds over the next five years. In FY22, up to \$1 billion is available. The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. A maximum of one grant application may be submitted per agency. Staff will provide an overview of the proposed regional implementation grant application by the North Central Texas Council of Governments (NCTCOG), the City of Dallas, and Dallas Area Rapid Transit (DART) for Martin Luther King Jr. Blvd. and Cedar Crest Blvd. in Dallas. Road Safety Audits for the roadway corridor were facilitated by the Federal Highway Administration in 2021, in partnership with the City of Dallas, Texas Department of Transportation, and NCTCOG. The implementation project will include a complete street retrofit, technology, and safety countermeasures to improve the safety and comfort of all modes of transportation including motor vehicle, transit, bicycle, and pedestrian. The local match will be covered by the City of Dallas and DART. An overview of the proposed project is contained in [Electronic Item 6](#).

Performance Measure(s) Addressed: Bike/Ped+, Safety

1:50 – 2:00

7. **Transportation Infrastructure Certification Program: TransPod and JPods**

☒ Action      ☐ Possible Action      ☐ Information      Minutes: 10

Presenter: Brendon Wheeler, NCTCOG

Item Summary: Staff will request Regional Transportation Council (RTC) action to advance TransPod and JPods proposals to interested local governments that may wish to submit locations for the technology providers to consider. Both technologies follow the requirements established by the RTC as defined in Policy P22-02, including the utilization of the initial certification track or pilot corridor for eventual commercial service that fulfills a transportation need identified by the Mobility 2045 Update.

Background: In May 2022, the RTC adopted Policy P22-02 to develop a process for the Transportation Infrastructure Certification Program. This program serves to guide a consensus-building path among the RTC, interested local governments, and transportation technology providers in bringing innovative transportation solutions to our region. This transparent process ensures a level playing field for transportation technology providers wishing to prove their technology and for local governments wishing to attract unique and innovative transportation technologies to solve their transportation needs. TransPod is a hyperloop developer based in Canada, focused on ultra-high-speed vehicles within a low-pressure tube to carry people and goods long distances between cities. JPods is a solar-powered, overhead personal rapid transit system, similar in concept to an advanced gondola/cable car system, that operates on a low-speed grid network within or along existing right-of-way to transport people within an urban area. Staff is continuing to review letters of interest from technology providers wishing to join this program and will update the RTC on the results of these applications as they advance through the process. Additional details are provided in [Electronic Item 7.1](#) and Policy P22-2 is provided as [Electronic Item 7.2](#).

Performance Measure(s) Addressed: Goods Movement, Transit

2:00 – 2:10

8. **Federal Performance Measures Update**

☒ Action      ☐ Possible Action      ☐ Information      Minutes: 10

Presenter: Jenny Narvaez, NCTCOG

Item Summary: Staff will request approval of new targets for federally required performance measures. The targets are set in cooperation and coordination with the Texas Department of Transportation.

Background: Federal Performance Measures were originally introduced in the Moving Ahead for Progress in the 21st Century Act (MAP-21) and carried through in the Fixing America's Surface Transportation (FAST) Act and Infrastructure Investment and

Jobs Act (IIJA). These laws and subsequent related rulemaking require that certain performance measures be included in the long-range metropolitan transportation planning process. These measures were established by a series of five rulemakings: Highway Safety (PM1), Infrastructure Condition (PM2), System Performance/Freight/Congestion Mitigation and Air Quality (PM3), Transit Asset Management (TAM), and Public Transportation Agency Safety Plans (PTASP). Each performance measure rulemaking consists of several specific performance measures. An update will be provided on progress for the PM3 and TAM measures. New targets for the PM3 and TAM measures are included for adoption by the Regional Transportation Council to meet the required federal due date of October 1, 2022. [Electronic Item 8](#) provides further details.

Performance Measure(s) Addressed: Air Quality, Transit

**2:10 – 2:20**

**9. Management, Operations, and Safety Program**

☐ Action      ☐ Possible Action      ☒ Information      Minutes: 10

Presenter: Christie Gotti, NCTCOG

Item Summary: Staff will brief the Council on the latest efforts to extend existing and fund new Regional Transportation Council (RTC) Management, Operations, and Safety programs and projects.

Background: Staff is reviewing the region's ongoing Management and Operations projects and programs which provide funding to improve the region's air quality and management and operation of the transportation system. A determination is needed regarding which projects should be continued and new projects/programs that should be considered. To this end, NCTCOG staff is recommending the extension of many of these programs into the FY 2024-2026 timeframe and creation of several new ones. Staff will also provide details on a region-wide safety funding program that will address a variety of transportation safety issues. Additional details on the funding program can be found in [Electronic Item 9](#).

Performance Measure(s) Addressed: Air Quality, Safety

**2:20 – 2:25**

**10. Access North Texas Update**

☐ Action      ☐ Possible Action      ☒ Information      Minutes: 5

Presenter: Shannon Stevenson, NCTCOG

Item Summary: Staff will provide information on the 2022 Access North Texas Update, including a brief overview of outreach efforts and a summary of developed regional goals.

Background: Access North Texas is the regional public transportation coordination plan for the North Central Texas region. Federal guidelines require this region to update the plan every four years. The North Central Texas Council of Governments is the lead agency in developing this plan for the 16-county region

and on March 8, 2018, the Regional Transportation Council adopted the previous version of the plan. The purpose of the Access North Texas plan is to identify the public transportation needs of older adults, individuals with disabilities, low-income individuals, and others with transportation challenges. The plan also specifies strategies to address identified transit needs, eliminate gaps in service, and avoid duplication of transit services. Additionally, regional projects funded through the Federal Transit Administration's Enhanced Mobility of Seniors and Individuals with Disabilities Program must align with strategies in this locally developed plan. Since April 2021, staff has coordinated with a wide range of stakeholders, transit users, and other members of the public to document these transportation needs and develop strategies to better serve these populations with public transportation. The draft plan document is available at [www.accessnorthtexas.org](http://www.accessnorthtexas.org) for public input and comments. Additional information is available in [Electronic Item 10](#).

Performance Measure(s) Addressed: Administrative, Transit

2:25 – 2:35

11. **Transit COVID Recovery Campaign Update**

☐ Action      ☐ Possible Action      ☒ Information      Minutes: 10

Presenter: Mindy Mize, NCTCOG

Item Summary: Staff will provide the Committee an update on the Transit COVID Recovery Campaign, and how entities can become involved with the education effort.

Background: The COVID-19 pandemic caused transit ridership to decline significantly in the North Texas region. Due to the decline, in November 2020, the Regional Transportation Council (RTC) approved \$25,000,000 in Surface Transportation Block Grant (STBG) funds for investments in transit in the COVID-19 Round 3 Infrastructure Program. Discussions then occurred on how to allocate the funding, and in March 2021, the RTC approved the COVID-19 Infrastructure Program: Transit Partnership Investments. Part of the program approved was \$1,000,000 for a Regional Transit Educational Campaign Program or Transit COVID Recovery Campaign. NCTCOG staff have been working with staff from Dallas Area Rapid Transit, Denton County Transportation Authority, and Trinity Metro to develop a campaign and messaging to encourage ridership on transit. The campaign is broken into two phases, Phase 1 – Growing Consumer Confidence and Phase 2 – Focus on Increasing Ridership. Campaign tactics in Phase 1 include developing branded communications pieces to educate potential riders on health and safety precautions and benefits of transit, as well as developing and implementing a partnership program that includes a partner portal where branded materials can be accessed and shared by local governments and the business community. The partner portal is located at:

[www.nctcog.org/transitrecovery](http://www.nctcog.org/transitrecovery). Other Phase 1 tactics include additional funding for transits to increase advertising, and incorporating influencers which included local media personalities who are trusted in the North Texas region. Campaign tactics in Phase 2 include promoting transit is your friend and increasing ridership through an event(s). Additional details are included in [Electronic Item 11](#).

Performance Measure(s) Addressed: Transit

2:35 – 2:45

12. **Status Report on I45 Zero Emission Vehicle Corridor Infra Plan and National Drive Electric Week**

☐ Action      ☐ Possible Action      ☒ Information      Minutes: 10

Presenter: Lori Clark, NCTCOG

Item Summary: Staff will provide an overview of the completed IH 45 Zero Emission Vehicle (ZEV) Corridor Plan. Latest data on the status of electric vehicle (EV) adoption in North Texas and upcoming National Drive Electric Week events will also be highlighted.

Background: NCTCOG, which houses the Dallas-Fort Worth Clean Cities (DFWCC), received a grant in March 2020 to develop an infrastructure deployment plan for Interstate 45, connecting the NCTCOG region to the Houston area. The plan is focused on developing electric vehicle charging and hydrogen fueling infrastructure to enable deployment of ZEVs, including both battery electric vehicles (BEVs) and hydrogen fuel cell-electric vehicles (FCEVs). These vehicles are an important strategy to continuing to improve air quality in the ozone nonattainment area, especially in the medium- and heavy-duty truck sector. The plan includes recommendations to support both light- and medium/heavy-duty BEVs, and hydrogen fueling infrastructure to support medium/heavy-duty vehicles. The final report is posted at [www.nctcog.org/IH45-ZEV](http://www.nctcog.org/IH45-ZEV). Beyond infrastructure development, NCTCOG continues to encourage EV adoption among consumers and local fleets. Staff monitors EV registration and locations of charging sites regularly. Planning is also underway for annual National Drive Electric Week (NDEW) events, which will be held this year between September 23 and October 2. Local events will include a series of webinars and a showcase in-person event with EV displays and a chance to talk with current owners. More information is available at [www.driveelectricdfw.org](http://www.driveelectricdfw.org). [Electronic Item 12](#) provides additional details.

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

2:45 – 2:50

13. **Status Report on Engine Off North Texas**

☐ Action      ☐ Possible Action      ☒ Information      Minutes: 5

Presenter: Jason Brown, NCTCOG

Item Summary: Staff will provide a brief overview and update on the Engine Off North Texas Program.

Background: The Engine Off North Texas Program was developed to reduce the impacts of idling in North Central Texas to help mitigate the region's ozone nonattainment status. The program focuses on providing resources to local governments to implement idle reduction policies that focus on heavy-duty diesel vehicles and educational and outreach material about the impacts of idling. Since the RTC Resolution R21-06 update was approved in October 2021, staff will provide a status update on the Engine Off North Texas Program, encourage local governments to consider adopting an idling reduction ordinance, and remind local governments and businesses of the resources available for idle reduction outreach and education. [Electronic Item 13](#) provides additional details.

Performance Measure(s) Addressed: Air Quality

14. **Progress Reports**

☐ Action      ☐ Possible Action      ☒ Information

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

- RTC Attendance ([Electronic Item 14.1](#))
- STTC Attendance and Minutes ([Electronic Item 14.2](#))

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

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

17. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for ***1:00 pm on October 13, 2022, in the Transportation Council Room.***



**MINUTES****REGIONAL TRANSPORTATION COUNCIL  
August 18, 2022**

The Regional Transportation Council (RTC) met on August 18, 2022, at 1:30 pm in Room G1 of the Irving Convention Center at Las Colinas. The following members or representatives were present: Daniel Alemán, Dennis Bailey, Rick Bailey, Adam Bazaldua, Gyna Bivens, Mohamed "Mo" Bur, Dianne Costa, Michael D. Crain, Theresa Daniel, Janet DePuy, Andy Eads, Gary Fickes, Leonard Firestone (representing Elizabeth M. Beck), George Fuller, Raul Gonzalez, Barry L. Gordon, Rick Grady, Lane Grayson, Mojoy Haddad, Clay Lewis Jenkins, Carl L. Johnson, Brandon Jones, Brad LaMorgese, Mike Leyman, Alison Maguire, B. Adam McGough, Cara Mendelsohn, Ed Moore, Omar Narvaez, Phillip J. Ritter, Tito Rodriguez (representing Jeff Davis), Jim R. Ross, Chris Schulmeister, Jeremy Tompkins, Oscar Trevino Jr., William Tsao, Duncan Webb, B. Glen Whitley, and Michele Wong Krause.

Others present at the meeting included: Vickie Alexander, Richard Andreski, Tom Bamonte, Alberta Black, John Bloch, Tandy Boroughs, Ian Bryant, Pamela Burns, Angie Carson, Curt Cassidy, Lori Clark, Matt Craig, Clarence Daugherty, Brad Davis, Caryl DeVries, Edie Diaz, Chad Edwards, Mary Elliott, Staron Faucher, Kevin Feldt, Michael Gage, Mike Galizio, Carmen Garcia, Will Gladbach, Christie Gotti, Beatriz Hernandez, Robert Hinkle, Joel James, Udoka Johnson, Dan Kessler, Gus Khankarli, Ken Kirkpatrick, Eron Linn, Stanford Lynch, Lillian Mauldin, Steve McCullough, Mickey McGuire, Jon McKenzie, Bill Meadows, Bridell Miers, Steve Montgomery, Erin Moore, Michael Morris, Patrick Murray, Jenny Narvaez, Jeff Neal, Mark Nelson, John Nguyen, Barbara Odom-Wesley, Johann Petterson, John Polster, Kelly Porter, James Powell, Vercie Pruitt-Jenkins, Guillermo Quintanilla, Came Rogers, Kathryn Rotter, Orlando Sanchez, Madison Schein, Mashhood Shah, Randy Skinner, Chelsea Smith, Toni Stehling, Shannon Stevenson, Jose Valentino, Dan Vedral, Amanda Wilson, Karla Windsor, Alicia Winkelblech, Marcus Wood, Casey Wright, and Susan Young.

1. **Opportunity for the Public to Comment on Today's Agenda:** This item allows members of the public an opportunity to comment on agenda items. Regional Transportation Council Chair Duncan Webb asked if there were any public comments. Marcus Wood, of Dallas, spoke in support of Agenda Item 8, more specifically about the Riverfront Boulevard Reconstruction Project adjacent to the Dallas County Criminal Courts, page 281 of the Agenda Packet. Recommends especially for Dallas County and City of Dallas Riverfront Blvd. reconstruction.
2. **Approval of the July 14, 2022, Minutes:** The minutes of the July 14, 2022, meeting were approved as submitted in Electronic Item 2. B. Glen Whitley (M); Rick Grady (S). The motion passed unanimously.
3. **Consent Agenda:** There were no items on the Consent Agenda.
4. **Orientation to the Agenda/Director of Transportation Report:** Michael Morris highlighted items on the Director of Transportation Report. He began by introducing the new CEO and President for Trinity Metro, Richard Andreski. He also highlighted there is a handout on the High-Speed Trains Reality. Regional Transportation Council Bylaws Revision Subcommittee Chair Andy Eads met with the RTC Bylaws Subcommittee



before the full Council meeting. Information on potential updates to the Bylaws will be provided in the months to come. The Council was briefed on Changing Mobility Data, Insights, and Delivering Innovative Projects (Electric Item 4.2) and noted the success that Karla Windsor had with the Regional Sidewalk Data Layer. NCTCOG staff is reviewing decorum policies and rules for public comments at Regional Transportation Council meetings, a draft is provided in Electronic Item 4.4. Michael noted that the Air Quality Handbook, Spanish Version received a Platinum Award Level from Hermes Creative Awards (Electric Item 4.5). The regional won a \$25 million Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant for the Improved Bicycle/Pedestrian Routes to Rail and Transit Technology Upgrades Program, \$45.73 million project in south Dallas. Michael briefed the RTC about the TransPOD Certification Facility Proposal (Electronic Item 4.7). The remaining items were not presented.

5. **2023 Unified Transportation Program (UTP) and Regional 10-Year Plan Update:**  
Christie Gotti briefed the Regional Transportation Council (RTC) regarding the proposed changes for the Regional 10-Year Plan Update, including two proposed funding exchanges related to the Southeast Connector project. Texas House Bill (HB) 20 requires that metropolitan planning organizations (MPO) develop 10-Year Plans using performance-based planning and project selection methods. Since December 2016, the Regional Transportation Council has annually approved a set of projects funded with Category 2 (MPO selected) and Category 4 (TxDOT District selected) funds and submitted for Texas Transportation Commission (TTC) consideration with Category 12 (TTC selected) funds that cover 10 years of highway projects. Since the last update in 2021, North Central Texas Council of Governments (NCTCOG) staff has coordinated with the TxDOT Dallas, Paris (Hunt County), and Fort Worth districts regarding updates to previously approved projects, as well as potential additions to the 10-Year Plan to be included in the 2023 Unified Transportation Program (UTP). In response to a March 1, 2022, deadline set forth by TxDOT, staff worked with TxDOT to draft a list that includes these project updates and potential new candidate projects. In recent weeks, feedback was received from TxDOT Headquarters regarding the region's funding requests. Cody highlighted that not all of the region's requested Category 2 funds were being picked up due to discrepancies between the carryover balances that TxDOT Headquarters and NCTCOG/TxDOT Districts are showing, leading to more funding being requested than is available. Cody also noted that staff is in the process of coordinating with TxDOT on a path forward regarding the discrepancies. The principles for the development of the Regional 10-Year Plan and historical funding allocations to the region were briefly highlighted. As part of this update to the 10-Year Plan, proposals for a Category 2/Category 12 funding exchange are being made. The Southeast Connector project came in \$800 million over the estimate. The project has been split into four pieces, with only the first one being fully funded. Funding is being pursued for only one additional segment at this time, which costs \$468 million. To address this funding gap on the Southeast Connector project, staff is proposing that Category 2 funds be removed from several out-year projects and be replaced with Category 12 funding in the 2023 UTP. The freed-up Category 2 funds would then be used on the \$468 million section of the Southeast Connector to advance it by February 2023. The projects with Category 2 funding which were proposed to change to Category 12 to offset the funding being added to the Southwest Connector segment are: TIP 13070/CSJ 0135-15-002 (\$283,996,800), TIP 13067/CSJ 0135-02-065 (\$120,000,000), TIP 13033.5/CSJ 0196-01-113 (\$61,486,864), and FM 428/Greenbelt (\$2,516,336) (after refunding project with \$50M). Instead of funding the FM 428/Greenbelt project, TxDOT is proposing to increase the amount of the swap on TIP 13070 by the same amount (to \$286,513,136). Surface Transportation Block Grant

Program (STBG) funds are not being obligated as quickly as needed so a Category 2/ STBG funding exchange is also being proposed. \$97.9 million of Category 2 funds currently on a section of the Southeast Connector project are proposed to be exchanged with STBG funds. Since this Southeast Connector section can go to construction in Fiscal Year 2022, the region will be able to quickly reduce the carryover balance of STBG funds and take advantage of additional STBG funding that became available to the State. To complete the exchange, 15 projects across the region that are currently funded with \$97.9 million of STBG funds are proposed to be funded with Category 2 funds instead (refer to comment section in Planned Project list for specific projects). Maps displaying the proposed projects and their statuses, as well as other major capacity projects across the region were presented. Staff received a recommendation for Council approval from the Surface Transportation Technical Committee in July. TxDOT Public Involvement for the 2023 UTP begin in July and continues through August 2022 and TTC approval is anticipated in August 2022. Electronic Item 5.1 included additional information about the process. Electronic Item 5.2 contained the proposed list of planned projects for the Regional 10-Year Plan. Electronic Item 5.3 contained the 10-Year Plan projects that have let or been completed.

A motion was made to approve the 2022 Regional 10-Year Plan project listing, the proposed funding exchanges, and administratively amend the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and amend other planning/administrative documents to incorporate these changes. Gyna Bivens (M); Omar Narvaez (S). The motion passed unanimously.

6. **Regional Pedestrian Safety Action Plan Update:** Karla Windsor requested a recommendation for the Regional Transportation Council (RTC) to approve the Regional Safety Action Plan-2022 Update. The regional Pedestrian Safety Action Plan (PSAP) was endorsed by RTC on June 20, 2021, and was adopted by reference as part of the Metropolitan Transportation Plan, Mobility 2045 Update, on June 9, 2022. NCTCOG staff conducted the first annual review of the Plan. The annual implementation summary report will facilitate collaboration with TxDOT, local governments, and regional organizations in support of projects and programs that improve regional pedestrian safety. Topics that were reviewed on the “score card” included: Conducting Roadway Safety Audits (RSA) for the pedestrian safety corridors, implementing safety improvements based on RSA findings for pedestrian safety corridors, developing performance measures to evaluate the effectiveness of implemented countermeasures based on measurable data, coordinating and/or supporting the development of educational workshops and webinars aimed at informing law enforcement of pedestrian rights and responsibilities and the importance of accurate pedestrian crash reporting, coordinating and/or supporting educational programs and marketing campaigns aimed at informing the public, including drivers and pedestrians, of their rights and responsibilities when traveling on the roadway. Additionally, topics included: education campaigns, including Look Out Texans, which should be cognizant of their intended audience, based on the demographics historically involved in reported pedestrian crashes. Coordinating and/or supporting the development and implementation of policies, programs, and marketing campaigns aimed at improving safety and higher levels of physical activity for students. Completing updates to the Regional Pedestrian Safety Action Plan at least every five years to integrate as part of the Metropolitan Transportation Plan, using updated data and regional analysis. Conducting annual monitoring of pedestrian safety trends and reported crashes. Supporting RTC legislative program that addresses lower traffic speeds, yielding to pedestrians, and the use of wireless communication devices while operating a motor vehicle. Proposed updates to the Plan include an Environmental Justice analysis, 81 percent of identified pedestrian safety

corridors are located in a low income/minority populated area, and a section related to annual monitoring and outcomes. The public comment period opened June 21, 2022, and went through August 8, 2022. A redline version was posted to the NCTCOG website. Information was provided to the PSAP Committee and the Bicycle and Pedestrian Advisory Committee to review and provide comments. Going forward staff will continue monitoring the plan outcomes, the PSAP will be reviewed on an annual basis, produce an annual implementation summary report, and track progress towards goal of zero pedestrian fatalities by 2050. The PSAP schedule: requested STTC action on July 22, 2022, public meeting scheduled on August 8, 2022, and RTC action on August 18, 2022. Electronic Item 6 included additional details.

A motion was made to approve recommended RTC approval of the PSAP (2022 Update) as presented. Adam Bazaldua (M); B. Glen Whitley (S). The motion passed unanimously.

7. **Regional Parking Garage Policy:** Michael Morris presented proposed changes to the Regional Parking Garage Policy. North Central Texas Council of Governments staff has received several parking-related funding requests from local governments that support strategic land use developments. Mobility 2045 includes parking management and technology coordination in the land use-transportation connections program. To continue strategic investment in regional developments, staff recommended a regional parking facility funding policy be adopted by the Regional Transportation Council. RTC directed North Central Texas Council of Governments staff to support publicly owned surface and structured parking for limited purposes that generally meet criteria including but not limited to provide gap funding, advance safety, support technology solutions and/or economic development, support special event use or location needs, significantly change the transportation/land use balance of an area and solve a transportation problem using land use solutions, support transit operation, and provide environmental, air quality, and/or equity benefits.

A motion was made to approve the Regional Parking Garage Policy as presented. Theresa Daniel (M); George Fuller (S). The motion passed unanimously.

8. **Metropolitan Planning Organization Milestone Policy Round 2: Status Update and Fiscal Year 2022 Project Tracking:** Christie Gotti provided a status report on the Milestone Policy Round 2 and FY2022 Project Tracking projects and requested Regional Transportation Council (RTC) approval of proposed Riverfront Blvd. project changes and updated deadline. The MPO Milestone Policy focuses on projects that have been funded for more than 10 years and have not gone to construction. The policy helps to create agency accountability to implement projects in a timely manner. FY2022 Project Tracking focuses on projects slated for implementation in FY2022, highlights potential problems in order to prevent delays, provides earlier monitoring, and enables the RTC to take corrective actions to avoid accumulation of carryover balances. At the time of the presentation, ten months into the fiscal year (83 percent complete), and two out of three funding categories have not obligated an equivalent amount. The summary of projects that have not gone to construction as of July 2022 include 2 projects scheduled for letting in FY2022 at \$73,929,721; 9 projects scheduled for letting in FY2023 at \$93,435,636, 3 projects scheduled for letting in FY2024 or beyond at \$130,739,407, for a total of \$298,104,764. The Riverfront Blvd. project originally went from Cadiz St. to Continental Ave but was later divided in to two sections/projects: City of Dallas led the Continental Ave. to Union Pacific Railroad (UPRR) project and Dallas County leading the Cadiz St. to UPRR project. The first section was completed in 2018 but due to ongoing railroad

coordination, the Dallas County project has been delayed. Dallas County has proposed a solution that will reduce the limits to Cadiz St to Justice Center Way (omitting ~ 350 feet around the UPRR) and allows the project to go to construction by next spring/summer 2023. Dallas County and NCTCOG staff will continue to work on a solution for the remaining section (Justice Center Way to UPRR). The summary for FY2022 CMAQ Project Funding starts with total federal funding programmed of \$70,669,684 in October 2021, which had decreased to \$40,004,608 by June 2022 as projects were delayed to future fiscal years. Of the remaining \$44 million programmed, only \$28,133,105 has been obligated as of June 2022. Programmed funding is comprised of what is included in the TIP as well as transaction projects that have been funded but have not formally been to the TIP. 29 project phases have been delayed to future years through TIP actions or were canceled. In FY2022 Total STBG federal funding programmed in October 2021 was \$178,455,967, which had decreased to \$154,729,664 by June 2022. Federal funding obligated in June 2022 was \$145,928,206. 51 project phases have been delayed to future years through TIP actions or were canceled. For Transportation Alternatives Set Aside funding, total federal funding programmed in October 2021 was \$17,356,430 and in June 2022 was only \$5,676,345. As of June 2022, federal funding obligated was \$3,257,856. 11 project phases have been delayed to future years in the TIP. Mohammed "Mo" Bur of TxDOT commented that all of the RTC members probably have a Category 5, Category 7, or Category 9 project in their agencies (which are TxDOT's funding category numbers for CMAQ, STBG, and TA-Set Aside funding). He added that NCTCOG staff are under a lot of pressure to obligate the funds along with a lot of finger-pointing at the region when funds are unobligated, or money is assigned to projects but it's not moving forward. In addition, Mo noted that the region takes a lot of pride in getting its projects ready and it receives a significant amount of money because it gets projects are ready. He also noted that the pressure and responsibility is upon everyone in the region to determine if projects are ready to be delivered as committed.

A motion was made to approve the proposed changes to the Riverfront Blvd. project limits and a revised MPO Milestone Policy deadline of December 2023 and to administratively amend the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other administrative/planning documents as needed. B. Glen Whitley (M); Cara Mendelsohn (S). The motion passed unanimously.

9. **Ratification of Emergency Action for North Texas MOVES BUILD Grant Local Match Contingency:** Michael Morris requested the Regional Transportation Council (RTC) to ratify an emergency action to allocate \$2 million in RTC Local funds as a local match contingency related to the North Texas MOVES BUILD Grant. Pursuant to Policy P20-02 (Policy Position Establishing Guidelines for Ratification Actions) attached as Electronic Item 9.1, the Transportation Director approved, as an emergency action, \$2 million in RTC Local funds as a contingency for the funds committed by BNSF Railway for the North Texas MOVES BUILD Grant (\$25 million in federal funds). The policy requires RTC ratification of staff emergency actions at the next scheduled meeting. The BUILD Grant must be fully executed by September 26, 2022, or the funds will be lost to the region. The path forward is to allocate RTC Local funds as a contingency. BNSF will replace any RTC Local funds used upon execution of an amendment Trackage Rights Agreement between BNSF, DART, and Trinity Metro. Additional details were included in Electronic Item 9.2.

A motion was made to ratify Emergency Action to allocate \$2 million in RTC Local funds as a local match contingency for the North Texas MOVES BUILD Grant. Cara

Mendelsohn (M); Janet DePuy (S). The motion passed unanimously.

10. **Fiscal Year 2022 Bridge Investment Program (BIP):** Jeff Neal provided the Committee additional information on the Fiscal Year 2022 (FY22). Bridge Investment Program (BIP), and potentially request approval for Regional Transportation Council (RTC) action to submit applications on candidate projects under the Bridge Projects funding category. In June 2022, the United States Department of Transportation (US DOT) announced a Notice of Funding Opportunity (NOFO) for the solicitation of applications for FY22 BIP funding. This \$2.36 billion program includes three categories of BIP funding opportunities: (1) Planning; (2) Bridge Projects (eligible costs equal to/less than \$100 million); and (3) Large Bridge Projects (eligible costs greater than \$100 million). A total of \$20 million in FY 22 BIP funds are available for planning opportunities. These funds will be awarded on a competitive basis for planning, feasibility analysis, and revenue forecasting associated with development of a project that would subsequently be eligible for BIP funding under either the Bridge Projects or Large Bridge Projects funding categories. Planning applications are due to US DOT by July 25, 2022, but NCTCOG plans to not submit applications under this category this year. A total of \$2.34 billion in FY22 BIP funds are available for the Bridge Projects and Large Bridge Projects opportunities. Funds will be awarded on a competitive basis for bridge replacement, rehabilitation, preservation, and protection projects that: (1) improve the safety, efficiency, and reliability of people/goods movement over bridges; and (2) improve the condition of U.S. bridges by reducing (a) the number of bridges (and total person-miles traveled over bridges) in poor condition, or at risk of falling into poor condition, within the next three years, or (b) the number of bridges (and total person-miles traveled over bridges) not meeting current geometric design standards or load/traffic requirements typical of the regional transportation network. Available at <https://www.fhwa.dot.gov/bridge/bip/index.cfm>, the FY22 BIP NOFO describes the application requirements, selection and evaluation criteria, applicable program and federal requirements, and available technical assistance during the grant solicitation period. Large Bridge Project applications are due to US DOT by August 9, 2022. RTC action on August 18, 2022 – “Bridge Grant”. Executive Board Endorsement – “Bridge” Grant on August 25 and STTC Endorsement on August 26, 2022. “Bridge” Grant application submittal deadline is due to US DOT by September 8, 2022. Electronic Item 10 lists regional bridges currently rated in poor condition according to 2021 National Bridge Inventory (NBI) data. Regional agencies submitting projects must complete the [www.grants.gov](http://www.grants.gov) registration process, usually requiring two-four weeks for completion, prior to submitting applications. There are 9,265 bridges in our region with ten in poor condition, one of the ten is the bridge at State Highway 121 and Sylvania Avenue in Fort Worth. Judge Whitley commented in support of and appreciation for funding due to the proximity to Downtown Fort Worth.

A motion was made to approve of the submittal of Ultimate IH 35W/SH121 Interchange Phase One- Sylvania Avenue Bridge for funding consideration through the FY22 Bridge Investment Program and administratively amend NCTCOG and State Transportation Improvement Programs (TIP/STIP), as well as other planning and administrative documents, to include the proposed project if selected for an FY 22 BIP Grant award. B. Glen Whitley (M); Adam Bazaldua (S). The motion passed unanimously.

11. **Federal Performance Measure Update:** Jenny Narvaez and Shannon Stevenson updated the Regional Transportation Council (RTC) on federally required performance measures. Observed progress for the measures will be provided as well as proposed

targets for the next reporting period. The targets are set in cooperation and coordination with the Texas Department of Transportation (TxDOT). The performance measures were originally introduced in the Moving Ahead for Progress in the 21st Century Act (MAP-21), was signed into law in the Fixing America's Surface Transportation (FAST) Act and carried through in the infrastructure investment and Jobs Act (IIJA). An update was provided more specifically on progress for the System Performance Freight, and CMAQ measures, commonly known as PM3, and Transit Asset Management. Rulemaking PM3 and Transit Asset Management is anticipated for Surface Transportation Technical Committee (STTC) action on August 26, 2022, Regional Transportation Council (RTC) action on September 8, 2022, and PM3's upcoming measures milestone on September 19, 2022, when MPOs submit Planning Management Forms to TxDOT. Transit Asset Management's upcoming measures milestone in October of 2022 provide targets to TxDOT and Federal Transit Authority. Jenny provided an update on the individual performance measures for PM3. Interstate reliability, which is the percentage of travel on Interstates in the MPA meeting federal threshold for reliability measures predictability of travel times, higher values indicate improvement. This measure has been steadily improving over time, was somewhat impacted by COVID-19 pandemic, but 2021 values have returned to near normal. The RTC continues to implement policies and programs aimed at maximizing the existing system capacity, reducing demand through implementation of travel demand management strategies, and strategically adding new Interstate capacity. As for the non-interstate reliability, which is the percentage of travel on Non-Interstates in the MPA meeting federal threshold for reliability, higher values indicate improvement. This measure has been steadily improving over time, was more significantly impacted by COVID-19 pandemic, and 2021 values remain high, but expected to return to normal patterns over time similarly to Interstates. The RTC continues to implement policies and programs aimed at increasing traffic flow through signal timing coordination, implementing travel demand management strategies, and strategically adding new arterial street capacity. Peak hour excessive delay, which is the hours of "excessive" delay experienced per capita on the NHS in an urbanized area now required for Dallas-Fort Worth-Arlington, Denton-Lewisville, and McKinney Urbanized Areas (2010 boundaries), there is less data and stability for newer reporting areas, lower values indicate improvement, and this measure has been slightly improving over time. This was strongly impacted by COVID-19 pandemic and 2021 values remain lower, but analysis of 2022 data to date indicates a return to previous trends for Dallas-Fort Worth-Arlington. The RTC continues to implement policies and programs such as robust incident management during peak hours, as well as providing other travel options such as express managed lanes, regional rail, and express bus service. Shannon Stevenson provided an update on the Transit Asset Management and Public Transportation Agency Safety Plans (PTASP). Transit Asset Management (TAM): Business model that prioritizes funding based on the condition of transit assets to achieve or maintain transit networks in a state of good repair. As required, regional targets were set in coordination with providers, RTC adopted initial regional TAM targets on December 14, 2017, Regional targets need to be either reaffirmed or updated targets need to be adopted for FY2023-2026, NCTCOG is actively working with providers to meet targets through the Cooperative Vehicle Procurement Program. Providers in the region employ a variety of methods to set targets and measure performance, most set targets based on overall performance of each individual asset category and type and use a mix of FTA and custom definitions for Useful Life Benchmarks, TXDOT (Transit Division) Group Plan contains 15% targets. NEW: 2021 Bipartisan Infrastructure Law added that USDOT now requires project sponsors for Fixed Guideway CIG applications to have made progress toward TAM targets. This is also a consideration for SGR Grant rail vehicle replacement applications. TAM target recommendation for large agencies, recommend maintaining



previous targets for all asset categories and types, except Equipment, for FY2023-2026, Goals for Maintained Targets continue the consistent approach from the original adopted targets, encourage continued improvement for individual providers and the overall region, provide an aspirational goal to guide regional coordination and assistance in keeping critical transit assets and infrastructure in a State of Good Repair. TAM targets for smaller providers recommend new targets for all asset categories and types be adopted for FY2023-2026, goals for Proposed Targets, maintain strong performance in Infrastructure and Facilities asset categories provide targets that are closer to regional performance, while still encouraging continued improvement for individual providers, reflect the challenges transit providers face in replacing vehicles at or past ULB amidst supply chain and operational struggles. Public Transportation Agency Safety Plan (PTASP) Annual Progress Update - Targets have four-year time horizon, adopted in 2021 by RTC, to be met by 2025, most recent year of available data (FY 2020, "Year 1") has been calculated to determine progress toward the targets. This agenda item is an information item for the July 22, 2022, STTC meeting and for the August 18, 2022, RTC meeting, for action at the August 26, 2022, STTC meeting, and September 8, 2022, RTC Meeting, and the deadline for targets is October 1, 2022. Additional details and charts presented can be located in the presentations for the July 22, 2022, meeting on the NCTCOG webpage: [www.nctcog.org/rtc](http://www.nctcog.org/rtc).

12. **Safe Streets and Roads For All:** Karla Windsor briefed the Council on the Fiscal Year 2022 (FY22) Safe Streets and Roads for All (SS4A) Grant program, and a proposed regional SS4A implementation grant application. The Bipartisan Infrastructure Law passed and approved by Congress earlier this year established several new grant and discretionary funding programs. There are several active NOFOs open currently and several that North Central Texas Council of Governments have already submitted. The SS4A was recently announced and has \$1B in funding available. There is no maximum or minimum award amount; however, the NOFO provides expected minimum and maximum ranges for applicant consideration. The purpose is to improve roadway safety by significantly reducing or eliminating roadway fatalities and serious injuries; focused on all users. The priorities are to Promote safety, employ low-cost, high-impact strategies, ensure equitable investment in the safety needs of underserved communities, incorporate evidence-based projects and strategies, align with USDOT priorities of equity, climate sustainability, quality job creation, and economic strength and global competitiveness. Applications are due by September 15, 2022. The two SS4A grant types: Action Plan Grant - Develop or complete a comprehensive safety action plan and conduct supplemental action plan activities (in support of an existing safety action plan). Implementation Grant - Implement projects and strategies, conduct planning and design, conduct supplemental action plan activities (in support of an existing safety action plan). Applicant must already have an established Action Plan in place and Self-Certification Eligibility Worksheet. NCTCOG will submit an application based on the Regional Pedestrian Safety Action Plan (PSAP), focused on addressing Pedestrian Safety Corridors, implementing safety countermeasures. The SS4A FY22 Implementation Grant on Martin Luther King Jr Blvd will complete street retrofit and reconstruction and implement safety countermeasures to address the safety of all modes of transportation including motor vehicles, transit, bicycle, and pedestrian. Of all the Primary Pedestrian Safety Corridors, MLK Jr Blvd is in the top ten of average crashes per mile in the region. Additional funding for supplemental planning activities to enhance the existing PSAP to conduct roadway safety audits (RSA) on prioritized pedestrian safety corridors in four counties: Collin, Dallas, Denton, and Tarrant will be provided inhouse by other sources. SS4A was brought to STTC at the July 14, 2022, meeting, will go to the RTC meeting for information on August 18, 2022, then for action at the STTC meeting on August 26,

2022, RTC action on September 8, 2022, applications due September 15, 2022, and Executive Board Endorsement on September 28, 2022. Additional details and charts presented can be located in the presentations for the August 18, 2022, meeting on the NCTCOG webpage: [www.nctcog.org/rtc](http://www.nctcog.org/rtc).

13. **Progress Reports:** Regional Transportation Council attendance was provided in Electronic Item 13.1 and Surface Transportation Technical Committee attendance and minutes in Electronic Item 13.2.
14. **Other Business (Old or New):** There was no discussion on this item.
15. **Future Agenda Items:** There was no discussion on this item.
16. **Next Meeting:** The next meeting of the Regional Transportation Council (RTC) is scheduled for 1:00 pm, Thursday, September 8, 2022, in the Transportation Council Room of the North Central Texas Council of Governments.

The meeting adjourned at 2:51 p.m.





## **NCTCOG PRESENTATION**

# **Air Quality Funding Recommendations Related to the Environmental Protection Agency (EPA) National Clean Diesel Funding Assistance Program**

**Regional Transportation Council**

**September 8, 2022**

**Jason Brown  
Principal Air Quality Planner**

# Round 3 Funding and Applicant Eligibility

## **Funding Source: Environmental Protection Agency (EPA) National Clean Diesel Funding Assistance Program**

<b>Call for Projects</b>	North Texas Clean Diesel Project 2021
<b>Project Types</b>	Replace Onroad and Nonroad Diesel Engines/Vehicles/Equipment; Replace Transport Refrigeration Units and Drayage Vehicles; Install Locomotive Shore Power
<b>Round 3 Available Funding*</b>	\$318,533
<b>Applicants</b>	Private Fleets and Companies; Public Entities such as Local Governments
<b>Geographic Area</b>	10-County Nonattainment Area**

\*Call for Projects Opened with Available Rebate Funding of \$1,531,290; EPA Approved Adding \$825,000 Moved from Unobligated Project to CFP. Round 1 (closed on January 14, 2022) Awarded \$948,603. Round 2 (closed April 15, 2022) Awarded \$1,089,152.

\*\*This includes Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise counties.



# Summary of Application Awarding Round 3 Funds

North Texas Clean Diesel Call for Projects*							
Applicant	Activities Requested	Applicant Eligible	Activities Eligible	EPA Funds Requested	Award Status	Recommend	
						Activities	EPA Funds
MHC Truck Leasing	1	Yes	1	\$220,259	Full – 45%	1	\$220,259
Replacing Diesel Fuel Truck with All-Electric Replacement Truck							
Approximate Remaining Funding for Call for Projects							\$98,274
Project Eligibility							
Eligible Activities				Funding Threshold			
<u>Replace Onroad Diesel Vehicles**</u> <ul style="list-style-type: none"> <li>• GVWR: 16,001 and Up;</li> <li>• EMY: Older - 2009 (Also EMY 2010 - Newer if Replacing with Electric);</li> <li>• Must Operate &gt; 7,000 Miles/Year during 24 Months Prior to Application</li> </ul>				<u>Replacement Type</u>		<u>Vehicles</u>	
				New is Electric (Zero Emission)		45%	



\*Refer to Electronic Item [X.X.2](#) for More Details. \*\*All old vehicles/engines/equipment must be scrapped; other model years eligible on case-by-case basis. California Air Resources Board (CARB); Engine Model Year (EMY); Gross Vehicle Weight Rating (GVWR)

# Schedule

Milestone	Estimated Timeframe
STTC Action to Recommend Rebate	August 26, 2022
RTC Approval of Recommended Rebate	September 8, 2022
Executive Board Authorization	September 22, 2022
Next Interim Application Deadline (Rolling 90-day deadline until all funds awarded or until project implementation deadline)	October 14, 2022
Project Implementation Deadline	January 31, 2024



# Action Requested

## **RTC Approval of Recommended Rebate Award and Call for Projects:** North Texas Clean Diesel Project 2021

1. \$220,259 (full rebate award) to MHC Truck Leasing to replace one class 6-7 diesel short-haul freight delivery truck with an all-electric short-haul freight delivery truck
2. If funds become available from prior awards, apply available funds to continue Call for Projects until funds are exhausted



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North Texas Clean Diesel Project 2021 Call For Projects Funding

Recommended Project - NTCDP 2021 (Round 3; July 15, 2022)																																			
Applicant	Activity	Old Vehicle/Equipment Information							New Vehicle/Equipment Information (Model Year 2018 or Newer)			Maximum Allowed Funding Level	Recommended Grant Amount				NO <sub>x</sub> Benefits		Scoring Criteria						Other Environmental Benefits										
		Type	Class/Equipment	Engine Model Year	Fuel Type	Annual Fuel Usage (gal)	Annual Mileage	Annual Usage Hours	Model Year	Fuel Type	Total Cost		Requested Rebate Amount	EPA 2020 Funds	Total Rebate Award	Local Match	NOx Tons Reduced Over 6 Years*	Cost Per Ton of NO <sub>x</sub> Reduced	Cost per Ton Rank	Cost Per Ton NO <sub>x</sub> Tier (Max 64 Points)	Score: Cost Per Ton NO <sub>x</sub> Reduced (Max 70 Points)	Score: Subrecipient Oversight (Max 25 Points)	Score: Geographic Impact (Max 5 Points)	Total Score (Max 100 Points)	PM2.5 Reduced Over 6 Years*	HC Reduced Over 6 Years*	CO Reduced Over 6 Years*	CO <sub>2</sub> Reduced Over 6 Years*							
MHC Truck Leasing, Inc	1	Onroad	Class 6-7 Short Haul Single Unit	2005	Diesel	3,869	31,730	N/A	2023	Electric	\$489,465	45%	\$220,259	\$220,259	\$220,259	\$269,206	1.47	\$150,038	1	50	70	22.5	4	96.5	0.10	0.20	0.74	261							
Total Projects												\$489,465		\$220,259	\$220,259	\$220,259	\$269,206	1.47	\$150,038																

Awarded Projects - NTCDP 2021 (Round 2; April 15, 2022)																												
Applicant	Activity	Old Vehicle/Equipment Information							New Vehicle/Equipment Information (Model Year 2018 or Newer)			Maximum Allowed Funding Level	Recommended Grant Amount				NO <sub>x</sub> Benefits		Scoring Criteria						Other Environmental Benefits			
		Type	Class/Equipment	Engine Model Year	Fuel Type	Annual Fuel Usage (gal)	Annual Mileage	Annual Usage Hours	Model Year	Fuel Type	Total Cost		Requested Rebate Amount	EPA 2020 Funds	Total Rebate Award	Local Match	NO <sub>x</sub> Tons Reduced Over 6 Years*	Cost Per Ton of NO <sub>x</sub> Reduced	Cost per Ton Rank	Cost Per Ton NO <sub>x</sub> Tier (Max 64 Points)	Score: Cost Per Ton NO <sub>x</sub> Reduced (Max 70 Points)	Score: Subrecipient Oversight (Max 25 Points)	Score: Geographic Impact (Max 5 Points)	Total Score (Max 100 Points)	PM2.5 Reduced Over 6 Years*	HC Reduced Over 6 Years*	CO Reduced Over 6 Years*	CO <sub>2</sub> Reduced Over 6 Years*
Smurfit Kappa	1	Nonroad	Class 8 Terminal Tractor	2002	Diesel	1,779	N/A	2,043	2022	Electric	\$296,502	45%	\$133,426	\$133,426	\$133,426	\$163,076	8.86	\$15,051	7	64	70	24.5	5	99.5	0.59	0.55	0.00	120
Hirschbach Motor Lines	1	Onroad	Class 8 Short Haul Single Unit	2018	Diesel	5,265	14,711	N/A	2022	Electric	\$399,506	45%	\$179,778	\$179,778	\$179,778	\$219,728	0.86	\$210,093	6	27	33	24.5	5	62.0	0.00	0.02	0.38	355
City of Dallas**	5	Onroad	Class 8 Refuse Hauler	2016	Diesel	3,112	8,518	N/A	2022	Low-NO <sub>x</sub> Certified CNG	\$443,399	35%	\$155,190	\$155,190	\$155,190	\$288,209	0.25	\$624,160	5	2	7	22.5	5	34.4	0.00	0.00	0.14	210
City of Dallas***	4	Onroad	Class 8 Refuse Hauler	2016	Diesel	4,320	11,301	N/A	2022	Low-NO <sub>x</sub> Certified CNG	\$443,399	35%	\$155,190	\$155,190	\$155,190	\$288,209	0.08	\$1,907,039	4	1	5	22.5	5	32.4	0.00	0.00	0.03	0
City of Dallas	1	Onroad	Class 8 Refuse Hauler	2016	Diesel	4,502	10,637	N/A	2022	Low-NO <sub>x</sub> Certified CNG	\$443,399	35%	\$155,190	\$155,190	\$155,190	\$288,209	0.08	\$2,019,128	3	1	4	22.5	5	31.4	0.00	0.00	0.03	0
City of Dallas	2	Onroad	Class 8 Refuse Hauler	2016	Diesel	4,538	10,288	N/A	2022	Low-NO <sub>x</sub> Certified CNG	\$443,399	35%	\$155,190	\$155,190	\$155,190	\$288,209	0.07	\$2,086,567	2	1	3	22.5	5	30.5	0.00	0.00	0.03	0
City of Dallas	3	Onroad	Class 8 Refuse Hauler	2016	Diesel	6,552	10,045	N/A	2022	Low-NO <sub>x</sub> Certified CNG	\$443,399	35%	\$155,190	\$155,190	\$155,190	\$288,209	0.07	\$2,133,340	1	1	2	22.5	5	29.5	0.00	0.00	0.03	0
Total Projects													\$2,913,003	\$1,089,152	\$1,089,152	\$1,823,851	10.27	\$8,995,379							0.59	0.57	0.64	685

Awarded Projects - NTCDP 2021 (Round 1; January 14, 2022)																													
Applicant	Activity	Old Vehicle/Equipment Information							New Vehicle/Equipment Information (Model Year 2018 or Newer)			Maximum Allowed Funding Level	Recommended Grant Amount				NO <sub>x</sub> Benefits		Scoring Criteria						Other Environmental Benefits				
		Type	Class/Equipment	Engine Model Year	Fuel Type	Annual Fuel Usage (gal)	Annual Mileage	Annual Usage Hours	Model Year	Fuel Type	Total Cost		Requested Rebate Amount	EPA 2020 Funds	Total Rebate Award	Local Match	NOx Tons Reduced Over 6 Years*	Cost Per Ton of NO <sub>x</sub> Reduced	Cost per Ton Rank	Cost Per Ton NO <sub>x</sub> Tier (Max 64 Points)	Score: Cost Per Ton NO <sub>x</sub> Reduced (Max 70 Points)	Score: Subrecipient Oversight (Max 25 Points)	Score: Geographic Impact (Max 5 Points)	Total Score (Max 100 Points)	PM2.5 Reduced Over 6 Years*	HC Reduced Over 6 Years*	CO Reduced Over 6 Years*	CO <sub>2</sub> Reduced Over 6 Years*	
Paccar Leasing	2	Onroad	Class 8 - Short Haul Combination	1990	Diesel	10,750	50,000	N/A	2022/2023	Electric	\$407,804	45%	\$183,512	\$183,512	\$183,512	\$224,292	10.76	\$17,059	5	64	70	23.5	5	93.5	0.41	0.35	2.27	806	
Paccar Leasing	1	Onroad	Class 8 - Short Haul Combination	1992	Diesel	10,750	50,000	N/A	2022/2023	Electric	\$407,804	45%	\$183,512	\$183,512	\$183,512	\$224,292	10.32	\$17,783	4	64	69	23.5	5	92.5	0.43	0.34	2.26	802	
Kenan Advantage Group	1	Onroad	Class 8 - Short Haul Single Unit	2011	Diesel	3,700	47,781	N/A	2022/2023	Electric	\$439,770	45%	\$197,897	\$197,897	\$197,897	\$241,874	1.48	\$133,356	3	50	54	24.5	5	78.3	0.00	0.04	1.02	250	
Kenan Advantage Group	2	Onroad	Class 8 - Short Haul Single Unit	2011	Diesel	3,600	46,560	N/A	2022/2023	Electric	\$439,770	45%	\$197,897	\$197,897	\$197,897	\$241,874	1.45	\$136,184	2	50	53	24.5	5	77.3	0.00	0.04	1.00	243	
City of Plano	4	Onroad	Class 8 - Refuse Truck	2014	Diesel	6,085	11,323	N/A	2021	Electric	\$412,858	45%	\$185,786	\$185,786	\$185,786	\$227,072	0.25	\$755,184	1	1	2	23.0	3	25.0	0.00	0.00	0.16	411	
Total Projects													\$2,108,006		\$948,603	\$948,603	\$1,159,403	24.26	\$1,059,566							0.84	0.78	6.71	2,512

Round 1 and Round 2 Funds Available for Call for Projects	\$1,531,290
Round 1 Funds Awarded	\$948,603
Round 2 Funds Awarded - Partial and Full Awards	\$582,687
Balance Available after CFP Round 2	\$0
Available Funding for Project Recommendations and Call for Projects after EPA Approval	\$825,000
Round 2 Funds Awarded - Completed Partial and Full Awards	\$506,467
Balance Available for CFP Round 3	\$318,533
Round 3 Funds Awarded	\$220,259
Balance Available for CFP Round 4	\$98,274

Ineligible Projects - NTCDP 2021 (Round 1; January 14, 2022)												Eligibility Comments														
City of Plano	1	Onroad	Class 8 - Refuse Truck	2013	Diesel	5,356	10,624	N/A	2021	Diesel	\$383,535	25%	\$134,237	Old Engine Model Year Not Eligible Per EPA Requirements - Old Engine Model Year Must be 2009 or Older to be Replaced with a New Vehicle Diesel Fuel Type.												
City of Plano	2	Onroad	Class 8 - Refuse Truck	2013	Diesel	5,468	11,080	N/A	2021	Diesel	\$383,535	25%	\$134,237	Old Engine Model Year Not Eligible Per EPA Requirements - Old Engine Model Year Must be 2009 or Older to be Replaced with a New Vehicle Diesel Fuel Type.												
City of Plano	3	Onroad	Class 8 - Refuse Truck	2013	Diesel	3,897	8,626	N/A	2021	Diesel	\$383,535	25%	\$134,237	Old Engine Model Year Not Eligible Per EPA Requirements - Old Engine Model Year Must be 2009 or Older to be Replaced with a New Vehicle Diesel Fuel Type.												

EPA = Environmental Protection Agency  
NO<sub>x</sub> = Nitrogen Oxides; PM2.5 = Particulate Matter Less Than 2.5 Micrometers; HC = Hydrocarbons; CO = Carbon Monoxide; CO<sub>2</sub> = Carbon Dioxide  
B5 = 5% Biodiesel blend; B20 = 20% Biodiesel blend; ULSD = Ultra-Low Sulfur Diesel; CNG = Compressed Natural Gas

\*Emissions Impacts Quantified Using EPA Diesel Emissions Quantifier (DEQ)  
\*\*Applicant has one activity for retiring two old class 8 refuse haulers with one new class 8 Low-NO<sub>x</sub> certified compressed natural gas refuse hauler  
\*\*\*The Federal Highway Administration (FHWA) produced cost effectiveness tables for projects funded by Congestion Mitigation Air Quality funds. The values used in the tiers reference data related to the low, median, and high cost-effectiveness projects for nitrogen oxide emissions reduction.  
See [https://www.fhwa.dot.gov/environment/air\\_quality/cmaq/reference/cost\\_effectiveness\\_tables/](https://www.fhwa.dot.gov/environment/air_quality/cmaq/reference/cost_effectiveness_tables/).

Cost Effectiveness Tiers Based On Data Produced By FHWA***	Point Scale for Cost per Ton Tier
Tier 1 < \$20,000	64
Tier 2 \$20,001 - \$90,999	55
Tier 3 \$91,000 - \$168,000	50
Tier 4 \$168,001 - \$248,999	40
Tier 5 \$249,000 - \$367,000	30
Tier 6 > \$367,001	10 or less

EJ Scoring Rubric	
Description	Score
Not located in any EJ populated area	0
Located within a minority OR low income populated area	3
Located in both a low income and minority area	5





# Transit Strategic Partnership Program: Summer 2022 Projects

SHANNON STEVENSON

REGIONAL TRANSPORTATION COUNCIL

September 8, 2022



# Transit Strategic Partnership Program

Federal Transit Administration funds in the region awarded through:

- ~ 2% set aside for Transit Strategic Partnerships
- ~ 98% available annually through Programs of Projects (POP) process which are allocated to transit providers

Transit Strategic Partnership Program provides process to evaluate transit project ideas and implement services based on need and feasibility

Accept projects on rolling basis

Encourage partnerships between non-service providers and existing transit providers

Not intended to make up for operating shortfalls, but demonstration of projects in urbanized areas



# Background

- Summer 2021:** NCTCOG finalized the Southern Dallas County Transit Planning Study Report focusing on strategic implementation of transit and mobility services.
- Fall 2021:** Staff provided STTC and RTC updates on redesigned Transit Strategic Partnership Program for utilizing FTA set-aside funding.
- 2021 - 2022:** Staff facilitated various discussions with Cedar Hill, Duncanville, and STAR Transit on potential transit service options in each city.
- Spring 2022:** STAR Transit continued discussions with city staff and proposed service projects were received.
- July 2022:** STAR Transit provided finalized service details and a cost-of-service breakdown to support the funding request.



# Building On Efforts



Transit Studies  
Southern Dallas County

Geographic Focus	NCTCOG Region	NCTCOG Region	Outside Transit Authority Service Areas
User Focus	All Users	Vulnerable Users	All Users
Travel Modes	All Modes	Bus, Demand Response, and Paratransit	Bus and Demand Response
Planning Horizon	Long Range	Short-Medium Range	Short-Medium Range

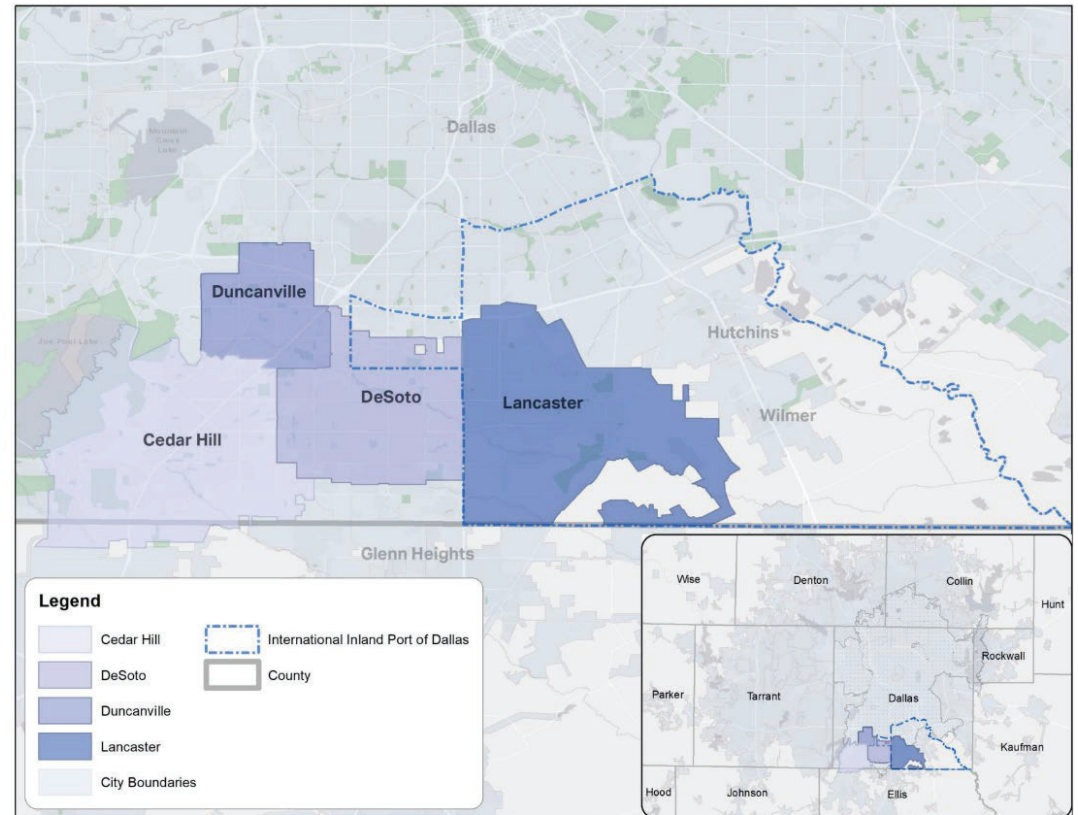


# Proposed Service Area

Service will include weekday operation of demand response and STARNow same-day service and will prioritize seniors and individuals with disabilities.

Supports recommendations from Southern Dallas County Transit Planning Study Report

Builds the foundation of transit service in the area (*Proposed Phase 1*); later phases build on this foundation



# Proposed Service Overview

**How Much:** Not to exceed \$1,260,000 total from Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program Funds

Service Area	Federal	Local*	Total
Cedar Hill	\$504,000	\$126,000	\$630,000
Duncanville	\$504,000	\$126,000	\$630,000
<b>TOTAL</b>	<b>\$1,008,000</b>	<b>\$252,000</b>	<b>\$1,260,000</b>

**What:** STAR Transit expansion of service to the cities of Cedar Hill and Duncanville

**When:** Two-Years with service start-date anticipated for Spring 2023

**Future Plans:** Evaluate service and possibly incorporate into STAR Transit service area



\*Local Match to be provided by Cedar Hill and Duncanville

# Transit Strategic Partnership Program Federal Funding

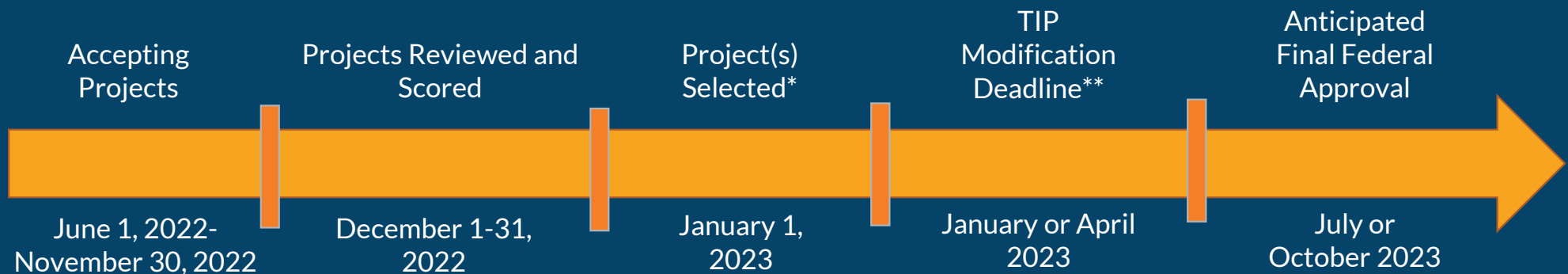
	Dallas-Fort Worth-Arlington (DFW)		Denton-Lewisville (DL)	
	Section 5307	Section 5310	Section 5307	Section 5310
Currently Available	\$4,518,995	\$5,877,414	\$310,868	\$645,831
Anticipated FY2023 Funds <sup>1</sup>	\$305,266	\$1,244,621	\$164,552	\$ 327,726
<b>Total Available</b>	<b>\$4,824,261</b>	<b>\$7,122,035</b>	<b>\$475,420</b>	<b>\$973,557</b>
Summer 2022 Project Request		\$ (1,008,000)		
<b>Remaining Funding</b>	<b>\$4,824,261</b>	<b>\$6,114,035</b>	<b>\$475,420</b>	<b>\$973,557</b>

A portion of Section 5310 funding is available at 100% federal share with no local match component required, per the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (Pub. L. 116-260)

<sup>1</sup>Program funding for FY2023 includes estimated amounts from Federal Transit Administration FY2022 Apportionment set-aside for regional transit projects



# Upcoming Transit Strategic Partnership Program Cycle



\* Projects may get shifted to next cycle if more development is needed

\*\* Selected projects may be submitted to either of the two TIP deadlines within the cycle. TIP deadlines are subject to change.



# Action Requested

## **RTC Approval:**

To utilize up to \$1,260,000 total (\$1,008,000 Federal and \$252,000 Local Match to be provided by Cedar Hill and Duncanville) in existing Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities funds from the Transit Strategic Partnership Program to pilot STAR Transit service expansion to the cities of Cedar Hill and Duncanville.

To revise administrative documents as appropriate to incorporate this project.





# Contact Us

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**AGENDA**

**Regional Transportation Council  
Bylaws Revision Subcommittee  
Irving Convention Center, Room G8  
10 am, August 18, 2022**

**1. Staff Recommendations for Consideration**

- Propose Public Comment Rules remain in Public Participation Plan (Ken Kirkpatrick)
- Propose to affirm that a member on the Nominating Subcommittee is eligible to be recommended to serve as an officer (Ken Kirkpatrick)
- County representation concerns (Michael Morris)

--Propose mandatory rotation of primary seat

How often:

- a) Flexible: Roughly proportional to max population determined over 10 years in two categories:
  - Category A (Ellis/Kaufman, Rockwall/Hunt, 50/50)
  - Category B (Johnson/Hood, Parker/Wise, 75/25)

When does mandatory rotation begin:

- a) Within 60 days of adoption of Bylaws

Exceptions:

- a) Consideration of officer track
- b) Mutual agreement in writing

Instruction: Staff to communicate county rotation ratios

- Cities that are split between counties (at least one perimeter county) (Michael Morris)  
--e.g., City of Burleson (county/city cluster, no opportunity to represent, requested to remain in current group)

County/City Seats:

Propose cities over 30,000 in population are permitted to hold primary or alternate seat if appointed by county

- Clarify teleconferencing, in person and videoconferencing (James Powell)
- Membership (Michael Morris)
  - 1) Weighted Vote for Dallas and Fort Worth
  - 2) 45 Members

## 2. New Demographic Data and Implications on Membership (Dan Kessler)

- Identification of Cities over 5,000

--Northlake (Denton County)	8,790
--Aubrey (Denton County)	7,580
--Justin (Denton County)	5,820
--Krum (Denton)	5,790
--Venus (Ellis & Johnson Counties)	5,760
--Parker (Collin County)	5,730
--Lavon (Collin County)	5,710
--Hickory Creek (Denton County)	5,440
--Alvarado (Johnson County)	5,330
--Willow Park (Parker County)	5,210
--Aledo (Parker County)	5,010

## 3. Feedback from RTC Bylaws Subcommittee Members (Michael Morris)



# Opinions of Ordinary Texans Needed to Make High-Speed Trains Reality

by Michael Morris

Recent media communication in Texas is trending around the subject of high-speed rail between Houston and Dallas. The question most often raised is what is the status of Texas Central Partners and its proposed high-speed rail project? Perhaps a more important question is, as Texans, what is our interest in continuing to pursue high-speed rail corridors. Can our voices be heard? Whether you are for or against it, your voice is needed now in order to explore the future of high-speed rail under an updated vision. What if the vision eliminated fatalities, mitigated hurricane evacuation challenges and had the public own the right-of-way? What if high-speed rail met your desires?

## High Speed Rail: Existing Version 1.0

In the mid-1980s, Japanese Railway and Japanese bank interests came to Texas to explore high-speed rail between Dallas and Fort Worth but did not pursue it to fruition. Since that

time, federal, state and private sector interests have continued to explore high-speed opportunities in corridors across the country. Frequent studies and analyses have concluded a need for a high-speed rail connection between Dallas and Houston. The Federal Railroad Administration began requesting states to provide high-speed rail plans. In Texas, private-sector interest re-surfaced in 2009 focusing on the Houston to Dallas line. The Japanese reentered the conversation and eventually decided to form Texas Central Partners. Environmental studies have advanced, legal questions appear answered, and private sector ownership of rail right-of-way remains. The very positive aspects of this effort are the proposed development of a world class project that will reduce highway congestion, offer exceptional travel times between the two large metropolitan areas and reduce harmful mobile air emissions.

A limiting factor is a technology that restricts other providers to

use the corridor, which prevents a competitive market from forming. Also, there continues to be a concern that a workable business plan has yet to materialize and right-of-way is still privately owned.

## High Speed Rail: Existing Version 2.0

There have been many new opportunities that have emerged along with many advances in the high-speed rail arena over the past 15 years. A proposed high-speed rail line project between Fort Worth-Arlington-Dallas is entering the environmental review phase. Connecting this line to the Dallas-to-Houston route presents an opportunity to expand rail service from Fort Worth to Houston as a "one seat" ride, no need to transfer. Plus, current planning is underway to look at the feasibility of creating a branch-off point of this line that would connect to Austin and on to San Antonio. By planning for the new connection points now, there is

*continued*

## Opinions of Ordinary Texans Needed to Make High-Speed Trains Reality *continued*

the opportunity to reduce overall long-term costs. This new vision is a major reason for introducing High-Speed Rail Version 2.0 as an alternative to Version 1.0.

Version 2.0 also helps foster the emergence of a megaregion by better connecting the major population centers of Texas and thereby creating super economies and maximizing gross domestic product through the resulting synergy. The concept of megaregions has been around for several years but a new book published in 2022, *Megaregions and America's Future*, gives the reader a deeper understanding of how the economics work to create these better results.

Under this newly proposed version, the rail lines would be publicly owned with the private sector being responsible for providing and operating the vehicles. Rather than one company having exclusive rights to the rail lines, it is envisioned that it would operate more like airports, which allow for many carriers. Thus, the traveling public could benefit from a competitive marketplace.

Below is a list of factors that need to be remembered as you consider your interest in the value of high-speed rail:

It can deliver consistent and reliable travel times compared to the intercity freeway system, which is often affected by congestion, traffic accidents and other automobile related incidents. It can speed up hurricane evacuation operations which are an ever-growing challenge due to the rapidly increasing population of south Texas and an increased frequency of weather events.

Its safety record is much better than that of automobile related travel which produces a staggering number of deaths each year. It also complements the State's Vision Zero Program which is focused on reducing deaths from automobile accidents.

It makes advanced medical services more readily available by providing easier access to specialized care that is being developed and delivered in each of these large metropolitan regions.

It can also be used to move light weight, high-end goods as well as people and, thereby, create more roadway capacity for high-volume freight movement by traditional rail and intercity trucks.

Funding options today are very different than those of the past. New federal legislation provides tax and fee supported funding for which high-speed rail is eligible. Getting our fair share should be an imperative, especially if Texans own the right-of-way.

As referenced, having multiple rail providers in Version 2.0 brings greater competition enhancing consumer protections similar to our airports. In addition, a new business model using latest federal funding tools, and potential State surpluses, creates an opportunity to assist land owners with additional royalty payments.

Agree or disagree with high-speed rail, but don't be silent. However, I believe we have a chance to take ownership of this decision and lead our State and nation to a new future – one where high-speed rail is transformed from concept to reality. What are your ideas?



**Michael Morris, P.E.**

*Director of Transportation*

*North Central Texas Council of Governments*

*Staff Director to the Regional Transportation Council*



North Central Texas  
Council of Governments

# TOPICS FOR THE 2023 RTC LEGISLATIVE PROGRAM

Adequately Fund Transportation and  
Utilize Tools

Expand Transportation Options in Mega-  
Metropolitan Regions

Pursue Innovation and Technology

Improve Air Quality

Enhance Safety



**October 13, 2022**

RTC Legislative Program presented as an Information Item; Comments Requested

**November 10, 2022**

RTC Legislative Program Presented as an Action Item

**November 8, 2022**

General Election for Federal, State, and County Offices

**November 14, 2022**

Bill Filing Begins for the 88<sup>th</sup> Texas Legislature

**January 10, 2023**

88<sup>th</sup> Legislature Convenes

## TIMELINE

The Regional Transportation Council will be presented with a list of proposed topics to support in advance of the 88<sup>th</sup> Legislature. Action will be sought in November, after the General Election.



# CONTACT US



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DRAFT  
7/14/22

## North Texas Center for Mobility Technologies Sponsored Research Project Funding Report

### Background

In 2020, as part of the region's effort to host a hyperloop certification center, the RTC approved \$2.5 million in seed money to help support local university research projects advancing mobility solutions. Four DFW research universities—UTA, UNT, UTD, and SMU—established the [North Texas Center for Mobility Technologies](#) in conjunction with the [Texas Research Alliance](#), a project of the Richardson and Dallas Regional Chambers.

Typically, a research project related to mobility technologies is proposed by a company and a university research partner. The project is vetted through the NTCMT and, if deemed worthy, advanced to NCTCOG with a recommendation for NCTCOG seed funding. Subject matter experts on NCTCOG staff review each proposal before NCTCOG funding is approved. Projects that meet one or more regional goals adopted by the RTA are eligible for funding with the approval of the Transportation Director:

- Improved access to jobs and other destinations
- Environmental protection/resiliency
- Economic development
- Equity
- Technology innovation leadership

The model is for research project sponsors to contribute approximately 50 percent of the cost of approved projects, with NCTCOG and the university research project lead each contributing approximately 25 percent. The RTC directed the Transportation Director to report to the Surface Transportation Technical Committee and the Regional Transportation Council on research projects for which NCTCOG funding was approved.

Below is a description of a sponsored research project that has been approved for NCTCOG funding:

### Project Overview

Project Title: Development, Implementation, and Evaluation of Digital Transformation in Parking and Transportation Services: UTA Case Study

Summary: The provision of parking and transportation services is a major challenge for campuses across the US, which leads to waste of time, gas, and emissions by visitors, students, staff, and faculty as drivers spend a significant amount of time to find a spot in lots and garages.

In this project, Spot Parking will establish a long-term relationship with the UTA research and operational teams to develop, implement, and evaluate the effectiveness of a digital parking map deployment including mobile parking guidance on campus. Spot Parking will develop a

digital map (Parking Finder) for UTA parking lots based on their permit entitlements and other important criteria such as accessibility entitlements.

Implementing the Parking Finder solution at the UTA campus will provide immediate quantitative and qualitative benefits through an elevated customer experience, while setting UTA up for future quantitative benefits via the effective analysis of parking and transportation data. This will, in turn, enable UTA to make informed planning decisions. The Spot user-interface and processing algorithm will be enhanced based on the research results, obtained from UTA case study.

The goal is to develop a digitized map for UTA's campus, implement the Spot Parking software, and evaluate the parking management benefits. The parking lot for this project-- LOT 49, is the most premium and high-demand parking lot at UTA for student commuters. Located steps away from the new UTA Health Quad, it provides 1,400 car parking stalls, which will be outfitted with vehicle detection tech. The parking lot turns over 3.5x per day, so in other words, nearly 5,000 cars park in this one parking lot throughout the day.

In partnership with Spot, the UTA research team will sponsor one PhD student and one undergraduate research assistant for the entire 2 years to collect and analyze quantitative parking data, develop a parking occupancy predictive model, evaluate the users' experience with the digital map and parking guidance, and provide recommendations on the customization and development of the Spot solution to best attend to the unique requirements of the campus.

As a result of this project, other campuses located in DFW and across the nation can review UTA's results as a case study.

Research sponsor: [Spot Parking](#)

University leads: Sharareh (Sherri) Kermanshachi, Ph.D., Associate Professor, Department of Civil Engineering, UTA; Greg Hladik, Ph.D., Executive Director of Auxiliary Services, UTA

Project budget: \$487,000

NCTCOG Contribution: \$120,000

RTC Goals Advanced: (1) Improved access; (2) Environmental; (3) Technology leadership

Please feel free to contact [Thomas Bamonte](#) if you have any questions.



# October 12, 2022

Join children and adults around the world to celebrate the benefits of walking and bicycling

## GET INVOLVED!

Receive organizing how-to's, promotional materials, and free student giveaways.

Participating schools will receive promotional and safety prizes, and a Walk to School Day banner while supplies last!

Visit [www.nctcog.org/walktoschool](http://www.nctcog.org/walktoschool)

## Why encourage your school to participate?

- Help students live healthy lifestyles
- Reduce traffic around schools and improve air quality
- Build awareness about traffic safety
- Focus attention on ways to solve safety concerns
- Build stronger school and community partnerships

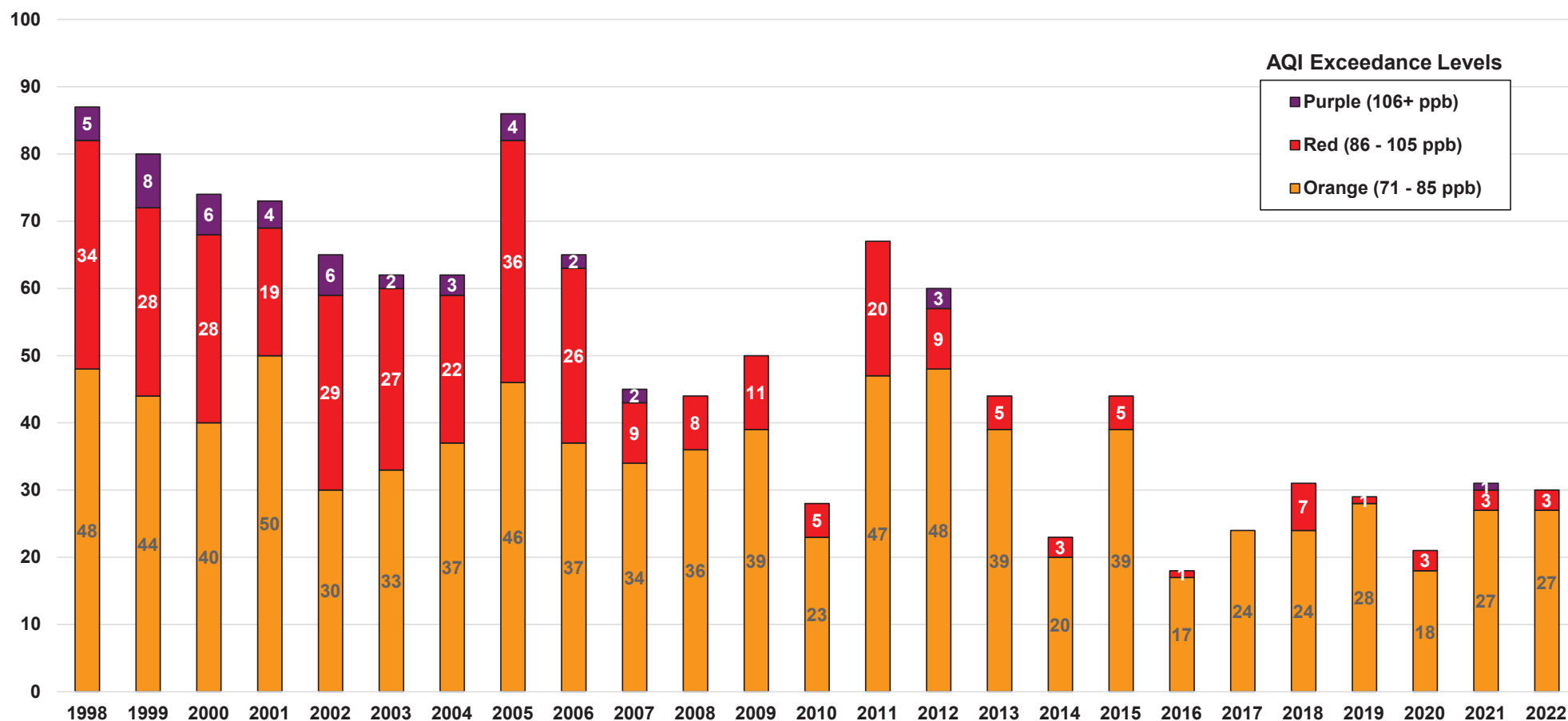
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The North Central Texas Council of Government's Safe Routes to School program works to improve traffic safety and encourage more walking and bicycling. To find out more, visit [www.nctcog.org/SafeRoutestoSchool](http://www.nctcog.org/SafeRoutestoSchool).



# 8-HOUR OZONE NAAQS HISTORICAL TRENDS

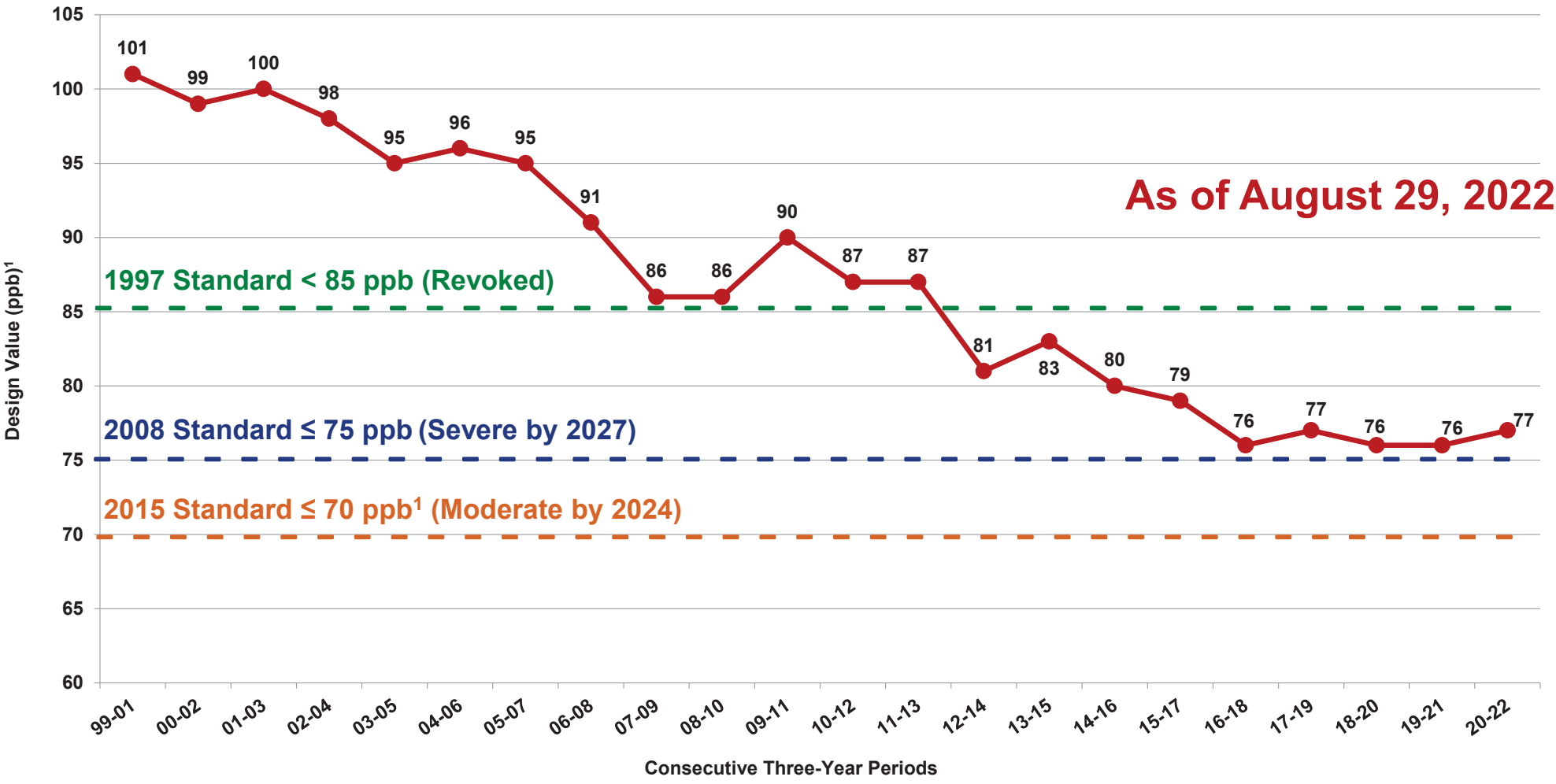
Based on  $\leq 70$  ppb (As of August 29, 2022)



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

# 8-HOUR OZONE NAAQS HISTORICAL TRENDS



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

2

Source: NCTCOG TR Dept

## FOR MORE INFORMATION

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

**MINUTES**

**Regional Transportation Council  
PUBLIC MEETING**

**Interstate 45 Zero-Emission Vehicle Infrastructure Deployment Plan**

**2022 Access North Texas Update**

**Regional Pedestrian Safety Action Plan: 2022 Update**

**Federal Performance Measures Update**

**Meeting Date and Location**

The North Central Texas Council of Governments (NCTCOG) held a hybrid public meeting Monday, August 8, 2022 at noon in Arlington. Patrons could attend in person, via phone, or view the live stream at [www.nctcog.org/input](http://www.nctcog.org/input). Chris Klaus, Senior Program Manager, moderated the meeting, attended by 90 people.

**Public Meeting Purpose and Topics**

The public meeting was held in accordance with the NCTCOG Transportation Department Public Participation Plan, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the metropolitan planning organization, and amended on November 8, 2018. Staff presented information about:

- Interstate 45 Zero-Emission Vehicle Infrastructure Deployment Plan – **presented by Soria Adibi**
- 2022 Access North Texas Update – **presented by Rachel Jenkins**
- Regional Pedestrian Safety Action Plan: 2022 Update – **presented by Julie Anderson**
- Federal Performance Measures Update – **presented by Jenny Narvaez and Ezra Pratt**

The public meeting was held to educate, inform, and seek comments from the public. Comments were solicited from those attending who wished to speak for the record. The presentations made during the meeting as well as a video recording were posted online at [www.nctcog.org/input](http://www.nctcog.org/input).

**Summary of Presentations**

***Interstate 45 Zero-Emission Vehicle Infrastructure Deployment Plan presentation:***  
<https://www.nctcog.org/getmedia/d9c0e5a8-64a7-4c20-a61d-3dbc735b7c28/IH-45-0-Emissions.pdf.aspx>

The Federal Highway Administration (FHWA) awarded funding to NCTCOG to develop a plan for infrastructure to support both battery electric and hydrogen fuel cell electric vehicles along IH 45 from Dallas to Houston.

The goals of the plan include the following:



- Provide actionable recommendations to facilitate battery electric and hydrogen fuel cell electric deployments
- Support future strategic initiatives
- Engage a wide range of stakeholders
- Acknowledge the need to revisit in three to five years

Additional details related to data collection and infrastructure recommendations as well as a detailed timeline of the project can be viewed at:

<https://www.nctcog.org/getmedia/d9c0e5a8-64a7-4c20-a61d-3dbc735b7c28/IH-45-0-Emissions.pdf.aspx>.

The projected submission date of the Interstate 45 Zero-Emission Vehicle Infrastructure Deployment Plan to the Texas Department of Transportation is August 31, 2022.

***2022 Access North Texas Update presentation:***

<https://www.nctcog.org/getmedia/20bf2732-67ef-4857-9f97-64ba1bae468b/2022-Access-North-Texas-Update.pdf.aspx>

Access North Texas is a regional public transportation coordination plan that identifies public transportation needs of older adults, individuals with disabilities, low-income individuals, and others with transportation challenges. The plan meets federal and State requirements for transit coordination in the 16 counties and includes specific strategies to address needs, eliminate gaps in service, and avoid duplication of services.

The Regional Transportation Council (RTC) adopted the last update in 2018, and updates are required every four to five years. The 2022 Update encourages coordination and non-traditional transit solutions, includes new regional goals and prioritized county strategies, and may be used to guide funding and project implementation decisions.

Outreach strategies for the 2022 Update included the following:

- Outreach to over 2,900 individuals, including members of the public, transit riders, transit agencies, non-profit organizations, health and human service agencies, educational institutions, elected officials, and local government staff
- Twenty-eight outreach meetings, with a total of 84 attendees
- Public transportation survey in English and Spanish that received over 1,500 responses from individuals and agencies

NCTCOG staff also utilized the Transit Accessibility Improvement Tool (TAIT) to identify populations that may depend on public transportation, collected demographic data, and identified existing transportation resources.

The 2022 Access North Texas regional goals include the following:

- Plan and develop transportation options by assessing community needs and challenges
- Implement services by enhancing transportation options and expanding where service gaps exist
- Coordinate with transportation providers, public agencies, and stakeholders to increase efficiencies
- Support public transportation recovery and growth
- Promote access and information about available transit

RTC is scheduled to take action on the 2022 Access North Texas Update on September 8, 2022.

***Regional Pedestrian Safety Action Plan: 2022 Update presentation:***

<https://www.nctcog.org/getmedia/86b4b737-0493-48c1-9a27-5da6eb1d4d8a/Regional-Pedestrian-Safety-Action-Plan.pdf.aspx>

The Regional Pedestrian Safety Action Plan (PSAP) was endorsed by the Regional Transportation Council (RTC) on June 20, 2021. The RTC adopted the plan by reference as part of the Mobility 2045 - 2022 Update on June 9, 2022.

Benefits of the plan include enhancing Mobility 2045 goals and policies with a more targeted focus on pedestrian safety, creating a specific roadmap for improvements in the region, and creating a template for partners to develop detailed local plans. The PSAP is reviewed on an annual basis, and an annual implementation summary report is produced.

Updates made to the PSAP include the following:

- Added environmental justice analysis
- Added more information on annual monitoring and outcomes
- Removed duplicative tables of safety corridors in Appendix B

The RTC took action on the Regional Pedestrian Safety Action Plan: 2022 Update on August 18, 2022.

***Federal Performance Measures Update presentation:***

<https://www.nctcog.org/getmedia/ac1a59b8-907e-48e3-83c6-2952dd7e098b/Federal-Performance-Measures.pdf.aspx>

A performance measurement is a framework for relating observed performance of the transportation system to regional goals and priorities, planning processes, and project selection and policies. A measure is usually calculated from regularly updated data and a target is then established for where the measurement should be.

NCTCOG conducts a variety of activities related to performance measures, including the creation of Progress North Texas and the examination of COVID-19's impact on the transportation system. Some performance measures are required by federal legislation.

This presentation focuses on sets of performance measures established by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). The first set of measures, known as PM3, are related to various aspects of the transportation system, including reliability, congestion, mode choice, and emissions. The Regional Transportation Council (RTC) is set to adopt new performance measure targets for 2024 and 2026.

The second set of performance measures is related to Transit Asset Management (TAM), a business model that prioritizes funding based on the condition of transit assets to achieve or maintain transit networks in a state of good repair. The RTC adopted initial regional TAM targets on December 14, 2017, and NCTCOG staff is actively working with providers to meet targets through the Cooperative Vehicle Procurement Program. Regional targets need to be either reaffirmed or updated. Targets need to be adopted for FY2023-2026.

Additional details for each performance measure and set targets can be viewed at: <https://www.nctcog.org/getmedia/ac1a59b8-907e-48e3-83c6-2952dd7e098b/Federal-Performance-Measures.pdf.aspx>.

The RTC will take action on all final targets on September 8, 2022.

## **COMMENTS RECEIVED DURING THE MEETING**

### **Regional Pedestrian Safety Action Plan: 2022 Update**

**Phyllis Silver, Citizen**

#### **A. Bicycle and pedestrian safety advertisements**

*Comment:* I've noticed recently there's been an increased number of educational advertisements on the television. I think it's great because so many motorists really don't pay attention to pedestrians. Does NCTCOG have something to do with initiating this?

*Summary of Response by Julie Anderson:* Thank you for your question. We have worked with our partners recently to get the word out about bicycle and pedestrian safety. We also have our own safety campaign called Look Out Texans (LOT). We don't have anything active going on right now, but we do have plans for additional LOT messaging to go out perhaps later this year or next year.

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

**Social Media**

**Facebook Advertisement**

A Facebook advertisement was posted from July 29, 2022 - August 8, 2022 to promote the August public meeting:



The Facebook ad received a total of 187 comments, 31 shares, and 109 reactions. Of the 187 comments, the majority focused on the Interstate 45 Zero-Emission Vehicle Infrastructure Deployment Plan, including questions about the role of the public sector, the necessity of the plan, and general opinions about electric vehicles.

NCTCOG posted an official comment on August 8, 2022 and thanked residents for responding to the ad, explained NCTCOG's purpose, and provided ways to submit additional comments and questions for public record.

Please see Attachment 1 for a full list of the comments received as well as NCTCOG's response.



## NCTCOG Transportation Department

Published by [Jordan Smith](#) · July 29 at 4:13 PM · 🌐



Zero-Emission Vehicle Infrastructure Deployment Plan, Access North Texas, and more for review/comment

# TRANSPORTATION PUBLIC MEETING

**AUGUST 8 · NOON · 616 SIX FLAGS DR. ARLINGTON, TX**

SUBMIT COMMENTS & QUESTIONS TO NCTCOG:



@nctcogtrans

[transinfo@nctcog.org](mailto:transinfo@nctcog.org) | [nctcog.org/input](https://nctcog.org/input)

Phone: 817-695-9240 | Fax: 817-640-3028

P.O. Box 5888, Arlington, TX 76005-5888



NCTCOG.ORG

### August Public Meeting

[Learn more](#)

We want feedback! Meeting 8/8 @ noon

[See insights and ads](#)

[Boost post](#)



109

187 Comments 31 Shares

Like

Comment

Share

Most relevant



Write a comment...





Author

### NCTCOG Transportation Department

We appreciate everyone providing their thoughts and input on the transportation topics for our August 2022 public meeting. The North Central Texas Council of Governments (NCTCOG) is the Metropolitan Planning Organization (MPO) for the 12-county Dallas-Fort Worth region. The NCTCOG Transportation Department works on a variety of projects and initiatives, including roadways, bicycle/pedestrian infrastructure, aviation, public transportation, safety, congestion management, air quality, etc. We welcome your feedback on any of the aforementioned topics, and our contact information is enclosed below. Thank you.

Email: [nctcogAugust22@PublicInput.com](mailto:nctcogAugust22@PublicInput.com)

Phone: (855) 925-2801 (Enter code 6343)

Fax: (817) 640-3028

Mail: P.O. Box 5888, Arlington, Texas 76005



Like Reply 5d



Keith Riden

[NCTCOG Transportation Department](#) No help or tax payer money for EV infrastructure development. Let the EV manufacturers and the private sector pay for it, not the tax payer.



Like Reply [Send Message](#) 4d



Barry Thompson

Will you address the recycling of EVs as they end their service life (which is a much shorter span than for combustion-engine vehicles? Especially dealing with worn-out batteries must be a priority.

Like Reply [Send Message](#) 2d



Keith Riden

[Barry Thompson](#) That is one area of the green movement they do not want to address or the public to know about. The toxic waste batteries produce. Green energy producing toxic waste is not good for their agenda of making money. Remember you are not to throw away small house hold or (gas) car batteries into the local garbage dump ( acid). How are they going to dispose of EV batteries.



Like Reply [Send Message](#) 2d



Write a reply...



**Albert Bennett**

We could lower the emissions around the world . Just by grounding all flights .

Like Reply [Send Message](#) 1d



**David Clink II**

Stop building elitist Toll express lanes and concentrate on actually moving traffic to reduce emissions.

Like Reply [Send Message](#) 1d



**Becky McCay Paxson**

Give me a good gasoline engine anytime, climate change is a joke.

Like Reply [Send Message](#) 2d



**Ronnie Beale**

Nctcog is just bloated government organizations that is only interested in political agenda. Not what is good for Texas or it's citizens

Like Reply [Send Message](#) 2d



**Jean Hillyer**

This thing really sucks the life out of my Facebook feed. It won't load and I can't scroll past it. Enough already!

Like Reply [Send Message](#) 2d



**Jack Kean**

so, the federal government gives you all a grant to do this study. How many KWH are needed to propel a fully loaded 18 wheeler from Houston to Dallas? What is the current range of a Electric or Hydrogen powered 18 wheeler? When has anything developed and built based on plans made by the NTCOG worked? Can you list a few of the successes? This is a solution based on "Vapor Ware". Why should any form of government try to develop something like this? If it is needed and necessary, the free market will figure it out and do it. Finally, Is the NTCOG involved with the driverless 18 wheeler testing being conducted up and down this corridor?

Like Reply [Send Message](#) 3d



**Jamal Harvey**

To all of you complaining and misunderstanding, why not go to the meeting and ask questions and voice your concerns? Take the information given and do further research if necessary. Don't just come on here and complain. If you don't go and a decision is made that you





**Jere Tucker**

How about the battery that we taxpayers paid for the study the size of a bowling ball that the DOE gave to china? This will blow people's minds when they read about this battery. VANADIUM remember this name ! The DOE gave away this technology.... And now fort Worth will be playing in this technology to restart this hope they get this going . It's unbelievable what this. Battery can do.

Like Reply [Send Message](#) 4d Edited



**Sharon Cromwell**

Have y'all seen the electric buses going up in flames? Now is not the time to be wasting money on electric buses, until they figure out a better battery system. Stop wasting tax payer dollars!

Like Reply [Send Message](#) 4d



**Pam Ayers**

They might want to consider China is going to ditch The Green New Deal. Who supplies the materials and batteries for EV?

Like Reply [Send Message](#) 4d



**Julie Spehar**

We don't have enough power plants to run what we have now, much less electric vehicles!

Like Reply [Send Message](#) 4d



**Lynn Bonaparte**

Stay in your lane. I don't brake for zero emissions.

Like Reply [Send Message](#) 4d



**Doug Malone**

Connect the wind farms in west Texas with an actual transmission system that can benefit the areas that really need the wind supplement and build more nuclear plants to support all these new needs and still keep home/office/factory AC running.

Like Reply [Send Message](#) 5d



Joe Perry replied · 5 Replies



**Keith Riden**

Why is NCTCOG involed in this type of infrasture development? Private Interprizes or EV manufactures should be providing infrasture development and support for thier own product not Local, state or federal government. No tax payers money should be used to



**Benny Edmunds**

No such thing even pedal cars emit your CO2, where does electricity come from coal, nukes or other plants

Like Reply [Send Message](#) 6d



**Rick Cheatham**



Like Reply [Send Message](#) 6d



**Carla Oefinger**

So totally happy with our gasoline vehicle!!!

Like Reply [Send Message](#) 6d



**Roland Caston**

Read the comments. You have little support

Like Reply 1w



**Roland Caston**

The public is suffering at the hand of this green energy leftist "leadership"

Like Reply 1w



**D'Anne Thompson**

Better get off of Facebook and show up to the meeting



Like Reply 1w



**Andrew Smith**

So people that can afford an electric car get subsidized by taxpayers that can't afford one. Then they pay a gas tax for people that can afford an EV that they don't pay a tax to drive. Seems fair.

Like Reply 1w



**Andrew Bottorff**

Want feedback? Don't waste my money on this.... Did government pay for gas stations? Didn't think so. When demand is there businesses will instal them



DH Tank

Keep government out of it! Gas stations were funded by major oil companies and independents. So should charging stations be funded by utility companies. If the government gives, it can also take away.

Like Reply 1w



Richard Swaim

These agencies government agencies to stay out of it let the private sector do its thing when it makes sense people will buy EVS but it doesn't make sense right now if someone wants to buy one go ahead nobody's stopping them

Like Reply 1w



Most Relevant is selected, so some replies may have been filtered out.



Write a reply...



Greg Haughey

I feel somebody reaching for my wallet already! 🤔

Like Reply 1w



Marty Larkin

Sounds like a job for the private sector.

Like Reply 1w



Serena Keeler

Have you seen the Teslas recharging with gas generators? Don't California my Texas.

Like Reply 1w



Chris Br

[Serena Keeler](#) too late for that. The time was 8-10 years ago

Like Reply 1w



Write a reply...



Rick Cheatham



Like Reply 1w



**Mike Masterson**

Why do any of us have to give up our gasoline engines? I'm perfectly happy with my Elantra that gives me an average 36mpg. I'll be even happier when gas and oil production is deregulated again and small producers can get back in the game. Which in turn... **See more**

Like Reply 1w



**Katherine J Wright**

[Mike Masterson](#) yes like an alternator

Like Reply [Send Message](#) 5d



Write a reply...



**Gordon Scruggs**

Many comments, but I don't think many have read it and understand what's going on. topics being discussed are Interstate 45 Zero-Emission Vehicle Infrastructure Deployment Plan, 2022 Access North Texas Update, Regional Pedestrian Safety Action Plan... **See more**

Like Reply 1w



**R Keith Carson**

[Gordon Scruggs](#) I am all for lowering emissions, but ZERO-EMISSION is not attainable. The U.S. has been improving it's emission rates and we can possibly do better without constructing more toll lanes or forcing everyone to purchase EV.

Like Reply 1w



**Gordon Scruggs**

[R Keith Carson](#) I agree. This meeting has nothing to do with legislation. It has to do with how local, state, and federal funding is used to enhance transportation in North Central Texas.

The RTC is very open to ideas and has pushed hard to get more public input. If you have an interest, I strongly encourage you to get involved.

Like Reply 1w



R Keith Carson

[Gordon Scruggs](#) Since I moved from N Tarrant County due to the increased construction to build toll lanes that will be managed by foreign companies, I will not attend that meeting. However, I live close to 45 now and would attend meetings closer to my area. The High-Speed train between Dallas/Hoston has fallen apart. I agreed more with that idea than more toll lanes.

Like Reply 1w



Gordon Scruggs

[R Keith Carson](#) again, I agree with you. I believe you can attend the meeting remotely.

Like Reply 1w



Nevil Williamson

[Gordon Scruggs](#) bottom line, what we had is way better than where they want to take us.

Like Reply 1w



Gordon Scruggs

[Nevil Williamson](#) People are already going that way. <https://www.bloomberg.com/.../us-electric-car-sales-reach...>



BLOOMBERG.COM

US Crosses the Electric-Car Tipping Point for Mass...

Like Reply 1w



Gordon Scruggs

[Nevil Williamson](#) By the way, NCTCOG is not trying to take us anywhere. They are just trying to determine how best to facilitate transportation with the funding available for the North Texas area.

Like Reply 1w



Nevil Williamson

[Gordon Scruggs](#) time will tell. No offense I call b.s.

Like Reply 1w



Katherine J Wright

[Gordon Scruggs](#) u stating I am sure, does not make ur statement a fact

Like Reply [Send Message](#) 5d

Chester Nolen

[Gordon Scruggs](#) just another method to waste the taxpayer s dollars.

Like Reply [Send Message](#) 5d



Write a reply...



Jerry Martin

Sounds as dumb as free college. No such thing.

Like Reply 1w



Laura Hansen Pool

Where's my Texas? How'd we get roped into this false flag of climate change and EV efficiency? THINK!

Like Reply 1w



David Vines

[Laura Hansen Pool](#) the Republicans teach us to hate it then make it happen anyway. Then blame the Democrats

Like Reply [Send Message](#) 6d



Write a reply...



Michael Brooks

There are NO zero emission Vehicle. They all need something to power them and that something will always have some type of emissions.

Like Reply 1w



David Nixon

[Michael Brooks](#) very true. But CNG is not carbon based, is plentiful and much more sensible than batteries. The cost in dollars to manufacture batteries along with the short lifespan of one charge makes batteries ridiculous. When you realize that companies like Ford are not backing their products , batteries become a racket.

Like Reply [Send Message](#) 6d



AC Hale

David Nixon CNG (methane, CH<sub>4</sub>) has literally 1 atom of carbon and 4 of hydrogen. Yes, it's carbon based.

Like Reply [Send Message](#) 5d Edited



Write a reply...



**Donnie Ray Ricks**

Stay in your lane. EVs are impractical for Texas, and priced beyond what working families can afford. Combine this with the inability of the grid to meet current needs and this ignorant move will crash our electric grid. Then what?

Like Reply 1w



**Paul Miller**

[Donnie Ray Ricks](#) I agree with you 100% . All the electric cars should go to the blue states That have educated , talented engineers and scientists that can solve the problems that simple Texans cannot !

Like Reply [Send Message](#) 4d



Write a reply...



**Melissa Robbins**

Absurd. We the people need to call,fax email and show up state the data and we arent going for it. This is freedom to move about work and travel being squashed. None off this bologna is going to bring it to zero emissions.

Like Reply 1w



**James Parsons**

Zero emissions means that the emissions are transferred to a power plant someplace else! Unfortunately we are already have power issues and unless more plants are built it will get worse!

Like Reply 1w



Most Relevant is selected, so some replies may have been filtered out.



**Russell Riggan**

James Parsons Go further up the supply chain. Mining the iron ore for the steel and lithium requires energy. The plastic for bumper covers + interior parts comes from \*gasp\* fossil fuels...

Like Reply 1w Edited

Most Relevant is selected, so some replies may have been filtered out.



Write a reply...



**Russell Riggan**

There is no such thing as a zero emission vehicle.

Like Reply 1w





**Connie Trent Roberts**

Show up in force and voice your feelings at these meetings-or face the consequences of inaction.

Like Reply 1w



**George J Csahanin**

[Connie Trent Roberts](#) pointless. The back room deals are already cut. You can have thousands show up and it makes no difference.

Like Reply 1w



**Connie Trent Roberts**

[George J Csahanin](#) I agree to a point, however, if they don't show up in person to try and effect change and be heard, then there's no use in them griping here. Put that collective energy to use, and at least try.

Like Reply 1w



Write a reply...



**Clifton Montgomery**

There is no such thing as zero emissions. We barely have enough electricity to heat and cool our homes. Where is the power for these vehicles going to come from? People are watching and when the technology is viable, will consider it an option. It is not for many people yet.

Like Reply 1w



Most Relevant is selected, so some replies may have been filtered out.



Write a reply...



**Thomas Krause**

Stop the insanity! Who's idea is this?

Like Reply 1w



**Robert Spencer**

Absolute waste of money. Solar activity dictates the weather on Earth. Where does that recharge electricity come from? Fossil fuels, coal, hydro, and nuclear; of course robbing those energies from peoples needs. I'm really sick of the stupid Green Religion based entirely on ignorant emotional superstition. Show me the proof... Ahhh yes, there is none.

Like Reply 1w



**Bill Whitmore**  
Electric vehicles?  
How does states and federal "gasoline tax" get collected  
to pay for roads???  
HUMMM???

**Like** **Reply** 1w



Most Relevant is selected, so some replies may have been filtered out.



**George J Csahanin**

[Bill Whitmore](#) they'd have plenty if they didn't  
divert gas tax to dumb ass stuff like government  
schools

**Unhide** 1w

Most Relevant is selected, so some replies may have been filtered out.



Write a reply...



**Katelyn Reeves**

Love all the work you do for north Texas!

**Like** **Reply** 1w



**Greg Egnew**

[Katelyn Reeves](#) I love satire!!!!

**Like** **Reply** 1w



Write a reply...



**Janet Adetunji**

Amen



**Like** **Reply** 1w



**Chris Br**

No

**Like** **Reply** 1w



**Gary Studdard**

Good Lord 🙏

**Like** **Reply** 1w



**Kenneth Brandes**

You say you want feedback until you get real feedback.  
Then you don't want feedback. Your not gonna like it.

**Like** **Reply** 1w



**Mark Clardy**

There is no such thing as a "zero emission vehicle." The largest percentage of the energy stored in ANY car battery is ultimately generated in gas, oil, or coal power plants. EVERY transformation and transmission step involved in creating and then moving that energy from a power plant to an electric car's motor (including charging, storing, and then using it) is necessarily inefficient. It's physics. Modern gasoline powered engines are efficient, reliable, and clean. Keep Texas Eco-Nazi free!

**Like Reply** 1w



Most Relevant is selected, so some replies may have been filtered out.



**Kevin Dubois**

[Monty Crawford](#) so what's your point? You said ice is more efficient. But it's not. It's not even close. And in texas our power is generated by primarily natural gas and wind. Coal is less than wind and dropping every year. In another few years solar will even produce more than coal.

The production and delivery of the power is vastly more efficient than the gasoline supply chain.

The only thing gasoline is better at is energy density. Lots of energy in a small area. But we suck at extracting that energy because ice engines just suck. Planes and large vehicles with big loads will continue to use some form of hydrocarbon for a while as the energy density is more important than efficiency. But for 99% of the cars on the road, efficiency is more important than ultimate range.

**Unhide** 1w

Most Relevant is selected, so some replies may have been filtered out.



Write a reply...



**George Knudson**

is this a Texas government agency or Fed ?

**Like Reply** 1w

Most Relevant is selected, so some replies may have been filtered out.



**Gordon Scruggs**

[George Knudson](#) this is a local government agency. They are planning for the future, unlike the state that has done no planning for our electrical grid. People are purchasing EV's at an increasing rate and local governments want to be prepared for the future. Like when people started driving cars, they upgraded the streets.

Like Reply 1w



**Dick Herzog**

[George Knudson](#) a Texas Agency. This one is the North Central Texas version. ie Austin, Dallas, Ft Worth, etc. You think maybe they are biased?

Like Reply 1w



**George J Csahanin**

[Dick Herzog](#) need to donate Austin to California

Unhide 1w



**Fred Tomlinson**

[Dick Herzog](#) totally biased. Arranged and organized by democrat in charge for sure.

Unhide 1w

Most Relevant is selected, so some replies may have been filtered out.



Write a reply...



**David Gill**

"Zero Emission" is a myth that is being fertilized by the Far Left. If emissions are measured at the tail pipe of the vehicles, emissions measurement is mere fiction. Energy can be neither created nor destroyed. It is only be converted.

Like Reply Send Message 3d



**Nevil Williamson**  
=inflation



Like Reply 1w



**Ralph VanDuzee**

How did this garbage end up on my FB feed?

Like Reply Send Message 3d



**Fred Tomlinson**

Socialist democrats nightmare they claim "climate change" and it does nothing to change it. False information pushed out so many times that too many



**Marion Kirbito**

Im so sick of seeing stuff about trans people i dont even want to see the word transportation. Sounds like how they get around

Like Reply [Send Message](#) 2d Edited



**Larry Radney**

Is this a JOKE. Zero emission more DEMORAT CRAP PUSHING Ele car. Last week the state was full of dust from Africa. How will you stop that.

Like Reply 1w



**Fred Collins**



Like Reply 1w



**Monty Crawford**

There will never be zero emissions. This is going to wind up killing millions, if not billions, and think of the emissions from all those dead bodies, fires from food riots and burning cities, people going back to burning wood....

Like Reply 1w



**Steve Oliver**

There are bad ideas and there are bad ideas. This bad idea is like the King of Bad Ideas. So much like the King of Bad Ideas that I would actually call it the King of Bad Ideas.

Like Reply 1w



**Mike Tumminello**

It will be an Austin type nightmare . The 1.25 tax we been paying for is a waste. More congestion

Like Reply [Send Message](#) 3d



**Eric Key**

Council of Governments  
Sounds like a hoot!

Like Reply 1w



**Brandon Melton**

Unelected bureaucrats. [#gfy](#)

Like Reply [Send Message](#) 4d



**Tim Burpo**

Quit bowing to the far left idiots in the government and leave the Texas economy alone and let it thrive without



Joyce Curtis  
Mount windmills on top of the vehicles. RIGHT!

Like Reply [Send Message](#) 4d



Lorraine Lipham  
<https://www.facebook.com/1398386363/posts/10228723685182516/>

Like Reply [Send Message](#) 3d



Jean Gallina  
Following

Like Reply [Send Message](#) 4d



GR Clark  
Foolishness.

Like Reply [Send Message](#) 5d



Marlene Miller  
Oh ffs 🙄

Like Reply 1w



Billie Sieber Cain  
More crap  2

Like Reply 1w



Steve Johnson  
<https://scitechdaily.com/deadwood-releasing-10-9.../>



SCITECHDAILY.COM

Deadwood Releasing 10.9 Gigatons  
of Carbon Every Year – More Than ...

Like Reply 1w



Shawn Edgar  
[Steve Johnson](#) lol my dude. Per article you just posted

"This study has demonstrated that both climate change and the loss of insects have the potential to alter the decomposition of wood, and therefore, carbon and nutrient cycles worldwide."

Like Reply 1w



Steve Johnson  
[Shawn Edgar](#) amazing how you cite only part of the article, not to mention your quote indicates "have a potential" which is not a definitive statement in the least.

[Like](#) [Reply](#) 1w Edited



Write a reply...



**Robert Petrowski**

You lost me at Zero emissions... that's a fairy tale

[Like](#) [Reply](#) [Send Message](#) 4d



**Barry Thompson**

Another round of government lying about the nature of these vehicles. They are not zero emission and when the batteries need to be recycled it is not "green-friendly." These vehicles may very well be the future but the technology needs a lot of maturing before we go all in on it.

[Like](#) [Reply](#) [Send Message](#) 2d

Most Relevant is selected, so some comments may have been filtered out.

Write a comment...

# TRANSPORTATION

## PUBLIC MEETING

SEPT. 12 · NOON · 616 SIX FLAGS DR. ARLINGTON, TX

### Roadway Safety Plan

From 2016 to 2020 the NCTCOG 12-county area experienced 3,752 fatalities and 19,405 serious injuries on our roadways. The Roadway Safety Plan is the first regional plan to eliminate all fatal and serious injury crashes on our roadways by 2050. This plan uses a data-driven approach to identify especially dangerous crash types and factors that cause these injuries and recommends countermeasures to prevent them from occurring.

### National Drive Electric Week

Join NCTCOG, Dallas-Fort Worth Clean Cities, and City of Dallas for National Drive Electric Week (NDEW) on Sunday, Oct. 2 at Dallas City Hall Plaza. This year's outdoor event will include a showcase of all makes and models of EVs, opportunities to visit with both EV owners and technology vendors, and food trucks. More information: [driveelectricdfw.org](http://driveelectricdfw.org).

### Updated Rules for Public Comments at Regional Transportation Council Meetings

Members of the public can provide comments during Regional Transportation Council Meetings (RTC). Staff will present a brief overview of implementation to date as well as a procedural update being considered by the RTC.

### Management & Operations (M&O) and Safety Program

The M&O and Safety Program provide funds to improve the region's air quality, manage the transportation system, and address safety issues. The funds are also used to provide planning and implementation assistance to reduce congestion and support public transit and bicycle and/or pedestrian projects and programs. Details of the program and the projects being proposed for funding will be presented.

### Fiscal Year 2022 Public Transportation Funding: Programs of Projects

NCTCOG staff will present proposed transit projects funded by the Federal Transit Administration through the final award of Fiscal Year 2022 funds for the following four programs: Urbanized Area Formula, Enhanced Mobility of Seniors and Individuals with Disabilities, State of Good Repair, and Bus and Bus Facilities. This input opportunity meets the federal requirement for public participation in programs of projects. Please note DART hosts their own public meeting and can be contacted directly for more information.

## ONLINE REVIEW & COMMENT (NO PRESENTATION)

### Proposed Modifications to the List of Funded Projects:

[nctcog.org/input](http://nctcog.org/input)

*For special accommodations due to a disability or for language interpretation, contact Carli Baylor at 817-608-2365 or [cbaylor@nctcog.org](mailto:cbaylor@nctcog.org) at least 72 hours prior to the meeting. Reasonable accommodations will be made.*

*To request a free roundtrip ride between NCTCOG and the Trinity Railway Express CentrePort/DFW Airport Station, contact Carli Baylor at least 72 hours prior to the meeting: 817-608-2365 or [cbaylor@nctcog.org](mailto:cbaylor@nctcog.org).*

*Attend in person, watch the presentations live at [nctcog.org/input](http://nctcog.org/input), or participate via phone by dialing 855-925-2801 then code 3825.*



### RESOURCES & INFORMATION

**2022 Walk to School Day:**  
[nctcog.org/walktoschool](http://nctcog.org/walktoschool)

**2022 Access North Texas Update:**  
[AccessNorthTexas.org](http://AccessNorthTexas.org)

**Interactive Public Input: Map Your Experience:**  
[nctcog.org/mapyourexperience](http://nctcog.org/mapyourexperience)

**Regional Smoking Vehicle Program (RSVP):**  
[smokingvehicle.net](http://smokingvehicle.net)



## **PUBLIC COMMENTS REPORT**

### **WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA**

#### **Purpose**

The public comments report is in accordance with the NCTCOG Transportation Department Public Participation Process, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the Metropolitan Planning Organization (MPO) and amended on May 12, 2022.

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

This month, public comments were received on a number of topics across social media platforms, via email and in-person. Air Quality comments related to Clean Air Action Day were in the majority.

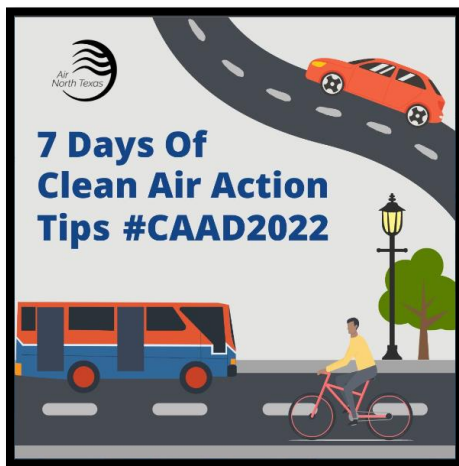
In addition, comments can be submitted through Map Your Experience, the Transportation Department's online mapping tool. The tool allows users to drop a pin on a location in the region and leave a detailed comment. This month, no comments were made. However, to read previously submitted comments, visit:

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

#### **Air Quality**

##### **Twitter –**

1. I am refraining from raining down abuse on NCTCOG here because I know it's just a staffer running this account and not Michael Morris personally. – Nathaniel Barrett (@ncoxbarrett)



2. DART is proud to partner with @NCTCOGtrans and Air North Texas to promote Clean Air Action Day on Wednesday, Aug. 3. Make a small change or two to your routine during ozone

season to improve the region's air quality. Read more at: <https://bit.ly/3JkEjpy> #HopOn #CAAD2022 – dartmedia (@dartmedia)



3. With our partners at @NCTCOGtrans, we're showing school districts around North Texas zero-emission school buses today, getting ready for the Aug. 19 deadline to apply for the #CleanSchoolBus rebates! <https://epa.gov/newsreleases/epa-region-6-announces-showcase-emission-free-school-buses-north-texas-school> – EPA Region6 (@EPAregion6)



4. Celebrate Clean Air Day with Action. <https://buff.ly/3PYFOMi> #caad2022 #cleanair #airpurifier #nature #airquality #airpollution #freshair #health #pollution #environment #air #climatechange #love #trees #ecofriendly #forest #clean #sustainability #dallas #texas @NCTCOGtrans – Natural Awakenings (@NaturalDallas)



5. We're helping @NCTCOGtrans promote #CleanAirActionDay today! Residents can take their lunch to work, use public transportation like the City's on-demand @ridewithvia Rideshare to get to work, or take steps to reduce idling when they have to drive.

➡ [http://arlingtontx.gov/news/my\\_arlington\\_tx/news\\_stories/clean\\_air\\_action\\_day](http://arlingtontx.gov/news/my_arlington_tx/news_stories/clean_air_action_day) – City of Arlington (@CityOfArlington)

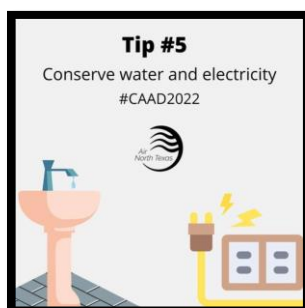


6. Help us celebrate Clean Air Action Day! #AirNorthTexas @NCTCOGtrans – Pamela Burns (@pburns81)



## **Facebook –**

1. Did you know conserving water and electricity is a clean air action? Reducing water and electricity helps us breathe easier. Visit [airnorthtexas.org/cleanairactionday](http://airnorthtexas.org/cleanairactionday) for more ways to improve air quality. #AirNTx #CAAD2022 – NCTCOG Transportation Department



Then build more Nuke plants — Jere Tucker

2. Enjoy a weekend away from the lawnmower and relax. Mowing on Ozone Action Days increases air pollution in the region. Visit [airnorthtexas.org/cleanairactionday](http://airnorthtexas.org/cleanairactionday) and make a clean air commitment today. #AirNTx #CAAD2022 – NCTCOG Transportation Department



Tell that to all of the thousands of landscapers in the DFW area.. that really do not give a crap about air Quality. And why are you not making them go all electric by 202\_\_\_?? To witch they can. – Jere Tucker

3. Looking for a way to get outside? Try walking or biking to your next location. Using alternative modes of transportation allows for less emissions and cleaner air. Visit [airnorthtexas.org/cleanairactionday](http://airnorthtexas.org/cleanairactionday) for more information. #AirNTx #CAAD2022 – NCTCOG Transportation Department



You make this sound so easy! – Jere Tucker

4. One way to help reduce congestion and air pollution is to work from home on Clean Air Action Day. Are you planning on doing that? If so, log your Clean Air Actions at [airnorthtexas.org/cleanairactionday](http://airnorthtexas.org/cleanairactionday). #AirNTx #CAAD2022 – NCTCOG Transportation Department



So how am I in construction going to make a weld across town ?? You got this figured out... – Jere Tucker

5. Small actions can make a big impact. Reducing your vehicle's idle time is a great way to improve air quality in the region. Looking for more tips? Visit [airnorthtexas.org/cleanairactionday](http://airnorthtexas.org/cleanairactionday) for more information. #AirNTx #CAAD2022 – NCTCOG Transportation Department



Then railroad crossing need to be on a overpass.. – Jere Tucker

6. We've got another summer tip for you to beat the heat! Tip #3: Stay in cooled environments as much as you can, whether it be in an air-conditioned room or under the shade of a beach umbrella! – NCTCOG Transportation Department



And when it's 105 in the shade! What temperature is your office set at? – Jere Tucker

7. DART is teaming up with us for Clean Air Action Day! One way to improve air quality is to incorporate mass transit into your daily commute, like using DART to get to the office! Read more here: <https://bit.ly/3JkEjpy> #HopOn #CAAD2022 – NCTCOG Transportation Department



How? Maybe lowering the toll road prices! \$ 6.00 plus dollar's! Thats ridiculous. Should be free – Jere Tucker

8. Hello. You REALLY need to simplify your reporting procedure for smoking vehicles. The form on your website is only formatted for desktop use, so it's a real PITA to use on a phone. And usually I only have my phone on me when I'm reporting because I am out and about and spotting a vehicle so I try to make the report then. But the form always effs up! And it's hard to fill out from a phone. Please make this form mobile friendly! And simplify the process! Seriously need to set up a texting number for this – Winston Giles Edwards

### **Response by NCTCOG Transportation staff**

Hi, thanks for contacting us. We've received your message and appreciate you reaching out.

### **Email –**

#### **1. Mary M. Gibson**

There is no greener energy than the energy that comes from living crops, forests, farms, etc. BUT there IS SUSTAINABLE ENERGY THAT OPERATES ALL YEAR LONG EVEN WHEN NO WIND IS BLOWING.

1. Every wave of water that hits our shores is ENERGY POWER, if we are willing to do what Israel and other countries have done to harness it. Harness wave power, especially good!

2. Build the NUCLEAR POWER plants we said we would build years ago! Build several of them in the Western States using water from the Pacific Ocean.

3. Since our president is robbing our emergency oil reserve and inviting our worst enemy, China, to buy our farmland, and export what they grow! We have to move fast to stop them! This is food suicide!! Why would we let that happen?!

4. Build up farm bureau assistance for American farmers - we have done it in the past. Offer federal flatlands for farming near adjacent American cities.

5. Call Texas, Louisiana, Missouri, Mississippi, Arkansas (good water), and pass a bill in each state that requires

3. Do NOT REDUCE OUR FARMING IN TEXAS OR THE MIDWEST ! INCREASE IT! MAKE TEXAS A SHOWCASE FOR GROWING SUSTAINABLE FARMS WITH WATER AND BIG GREENHOUSES THAT PRODUCE crops YEAR-round! YEAR-ROUND!

If we can't drill oil wells, drill water wells and farm more produce! We are going to need it because the Chinese are buying up our farmland to export the food back to China!

Pass a law that no person can buy a generational farm who is not a lifetime American citizen.

4. Finally, figure out who is burning the chickens both before and after they have been produced! Put the perps

In jail forever. Grow more pigs, chickens, lambs, and goats, and put defense on those routes with the truckers.

There is so little COMMON SENSE at work in our states!!

How DARE anyone say we can't be food and water self/ sufficient in our country!

Let's get busy and BUY FROM TEXAS FARMERS MARKETS. We need their corn, truck farms, And cattle ranches to become bigger!

### **Response by NCTCOG Transportation staff**

Good afternoon, Ms. Gibson,

Thank you for contacting the NCTCOG Transportation department. We appreciate you providing your thoughts and input. We will provide your comments to our policy board as part of our monthly public comments report.

## 2. Citizen (Commenting on April 2022 Public Meeting)

I will vote Against ANY Elected official that supports this!

### Aviation

#### Facebook –

1. Do you dream of flying planes? Rising Aviation High School can make that a reality. Join other like-minded students for a hands-on learning experience. More information can be found at: <https://www.risingaviation.com/> #close – NCTCOG Transportation Department

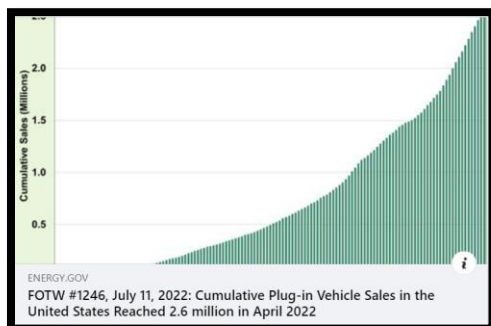


How much pollution does planes put out? Why are not they be EV aircraft? – Jere Tucker

### Innovative Vehicles and Technology

#### Facebook –

1. Here's a fun fact. According to the Argonne National Laboratory, over half a million plug-in EVs were sold in the U.S. in just 10 months: – NCTCOG Transportation Department





And where are all the charging stations between west coast to east coast every one hundred miles – Jere Tucker

2. Just use it! Did you know that you can put the #EPASmartWay logo on your tractor or trailer if it meets EPA's specs? Move your goods sustainably and efficiently with SmartWay. Learn more: <http://epa.gov/smartway> #fuelsavings #freightsustainability – NCTCOG Transportation Department



So by just putting a Logo on your truck or vehicle will do this ? Wow so my gasoline truck is now a EV – Jere Tucker

3. Special guests from the Coast-to-Coast Electric Vehicle Road Trip stopped by the DFW Clean Cities Coalition to charge up! The trip is 3 weeks and 4,350 miles from Connecticut to California in an electric vehicle to break the range anxiety barrier. Learn more at [www.evroadtrip.org](http://www.evroadtrip.org) or at Life on the EV Highway. Safe travels! #cleancities #electricvehicles – NCTCOG Transportation Department



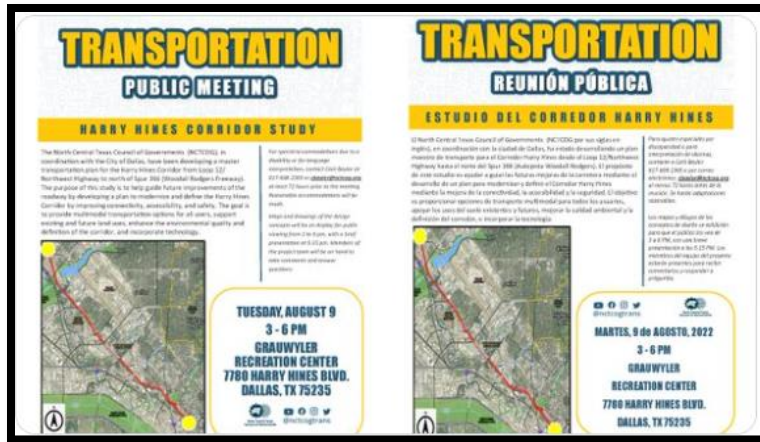
Show all charging locations. And you Had to an you route by. Charging locations – Jere Tucker

## **Project Planning**

### **Twitter –**

1. The City of Dallas and @NCTCOGtrans and invite you to attend the Harry Hines Corridor Study Public Meeting! Learn about the plans to improve the Harry Hines corridor thorough accessibility, connectivity, and safety. Tuesday, August 9 3-6 p.m. Grauwylar Recreation Center — City of Dallas (@CityOfDallas)





2. 300+ people in hot gym for @dartmedia Cotton Belt/Silver Line meeting. #D12  
 @NCTCOGtrans — caraathome (🏠) (@caraathome)



Let's go baby! More safe travel! — Mitchell Davis (@therealallpro)

Waste of money + no community involvement, let barrelling ahead... —

Eric Williamson (@MEricWilliamson)

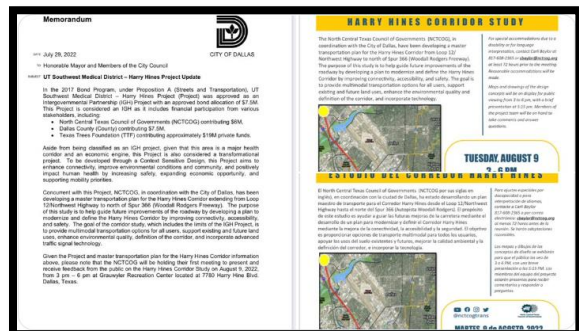
Considering the almost complete lack of masks, have we considered that these people might just be absolutely terrible at making calculated risk assessments, including, but not limited to, trains? — J (@jmckee)

Well, yes, like most areas in North Dallas, residential areas are largely suburban. It looks like many of the attendees are older. What was the temp at the time of the meeting? — Dallas As A Hole (@dallasasahole)

Can almost guarantee everyone in that room drove there. — Eric (@EricTheTexan)

Dart got an F for presentation. I have never seen a more unprofessional meeting. There was clearly no meeting of the minds with the community. I don't understand how Dart can proceed forward when there seems to be a lack of interest from the community and likely future riders. — SethM (@sethm007)

3. @CityOfDallas and @NCTCOGtrans have been developing a master transportation plan for the Harry Hines corridor. A public meeting for the project is scheduled to take place tomorrow Tue, Aug 9, 2022 from 3-6 PM at the Grauwylar Recreation Center located at 7780 Harry Hines Blvd — Jesse Moreno (@JesseForDallas)



## **Public Meeting and Forums**

### **August 2022 RTC Meeting -**

#### **1. Marcus Wood**

I am here to speak about the Riverfront Boulevard reconstruction adjacent to the Dallas County Criminal Courts. Union Pacific has stalled this project, which has been in progress for over a decade. I support the plan being developed by Dallas County, the City of Dallas and NCTCOG to reduce the project length of 6,652 linear feet by 350 feet, including 147 feet of property owned by Union Pacific Railroad (UP). There are several UP obstructions which must not be ignored but resolved as soon as possible. Currently the public, both drivers on Riverfront and pedestrians walking within the current pathways, may be hit by ballast rocks falling from Union Pacific Main Line trains which pass overhead 26 times per day. Falling ballast protection of any kind is lacking. More important, the threat of major flooding of roadways and structures in Stemmons Corridor will remain until the construction of the 14 foot x 10 foot stormwater box culvert in Riverfront under Union Pacific Railroad overhead structure is completed. Many railroad structures around the region have no protection.

### **Twitter –**

1. Attending the @TEX21\_Transport conference & @CityOfDallas Dir of Transportation Gus Khankarli just finished his talk. He knocked it out of the park! Leaders across TX telling me how impressed they are with him. @DallasCityMgr @NCTCOGtrans #transitgeek #goodinfo #leaderintransit – caraathome (🏠) (@caraathome)



2. Great to address the #Irving Summit about helping employees with better wages and benefits to spur economic development with my good friends @IrvingChamber leader, #BethBowman, economist Jon Hockenyo and @TomBamonte @NCTCOGtrans 🙌 us — Clay Jenkins (@JudgeClayJ)



Better wages and benefits? In this economy? Liars gonna lie! — TheTexasTrow (@FrancisTheFraud)

Better wages for who exactly? They're killing the middle class with their green new deal, not to mention killing small businesses too. Only ones getting richer are the rich! — TheTexasTrow (@FrancisTheFraud)

It is election season "pretending" to care about the economy and business growth. That is right you cared more about destroying the cities economy than helping. Go Away Little Man you are an utter disgrace. — William Mercer (@WilliamMercer82)



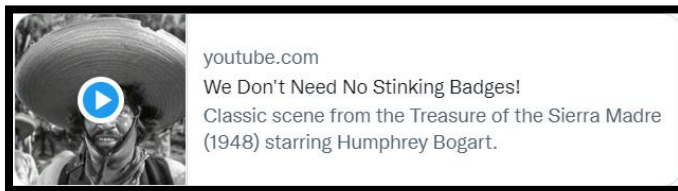
— TheTexasTrow (@FrancisTheFraud)

SAVE US LORD from these blurry minded — Nonnie News (@NewsNonnie)

Creamy is a favorite of @TJHILLInD — Cynic1234 (@cdsheetr)



“We don’t need any stinking plan or badges! I am Clay Jenkins, the all knowing savior of humanity, and on the fifth day I will control Dallas County in my own equalitarian vision!” says Clay to his critics. — Nate Weymouth (@NateWeymouth)



## Safety

### Twitter –

1. #MondaySafetyTip: Yield to pedestrians at crosswalks and intersections (look left, right, and left again). @TxDOT @NCTCOGtrans @WalkBikeSafeTX #WatchForWalkers – Texas A&M Transportation Institute (@TTITAMU)



2. #DriverSafetyTip: Look twice near a stopped bus — people may be crossing in front of it.  
@TxDOT @NCTCOGtrans @WalkBikeSafeTX #WatchForWalkers —Texas A&M Transportation Institute (@TTITAMU)



3. #WeekendSafetyTip: Be cautious near bus stops – people may be running to catch the bus.  
@TxDOT @NCTCOGtrans @WalkBikeSafeTX #WatchForWalkers —Texas A&M Transportation Institute (@TTITAMU)



4. #MondaySafetyTip: Don't block the crosswalk. @TxDOT @NCTCOGtrans  
@WalkBikeSafeTX #WatchForWalkers —Texas A&M Transportation Institute (@TTITAMU)



5. #DriverSafetyTip: As always, use signals when turning to alert pedestrians to your intentions.  
@TxDOT @NCTCOGtrans @WalkBikeSafeTX #WatchForWalkers —Texas A&M Transportation Institute (@TTITAMU)



6. #WeekendSafetyTip: Never pass vehicles stopped at a crosswalk. @TxDOT @NCTCOGtrans @WalkBikeSafeTX #WatchForWalkers —Texas A&M Transportation Institute (@TTITAMU)



7. #MondaySafetyTip: Slow down and be prepared to stop when entering a crosswalk. @TxDOT @NCTCOGtrans @WalkBikeSafeTX #WatchForWalkers —Texas A&M Transportation Institute (@TTITAMU)



8. #DriverSafetyTip: Be extra cautious when backing up — pedestrians can move into your path. @TxDOT @NCTCOGtrans @WalkBikeSafeTX #WatchForWalkers —Texas A&M Transportation Institute (@TTITAMU)

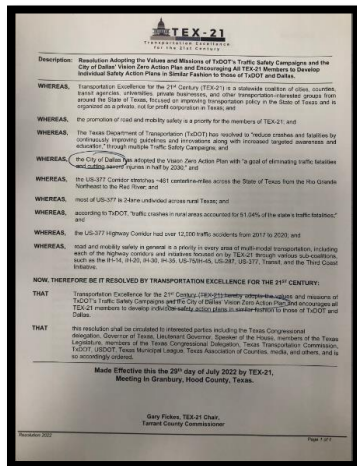


9. #FridaySafetyTip: Obey traffic signals. @TxDOT @NCTCOGtrans @WalkBikeSafeTX #WatchForWalkers —Texas A&M Transportation Institute (@TTITAMU)

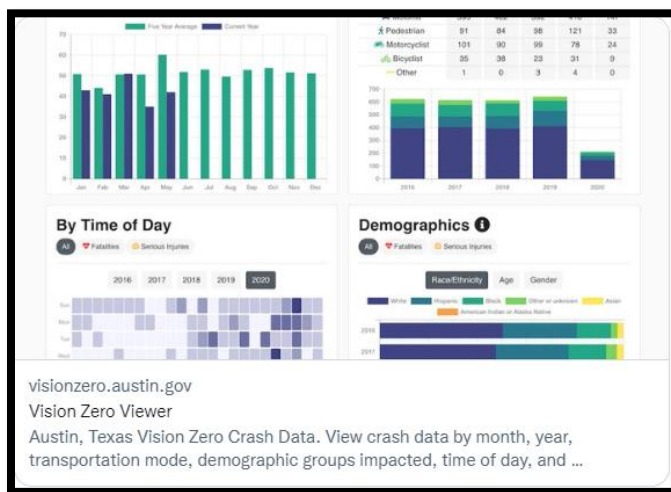




10. .@TEX21\_Transport just adopted a resolution based on @CityOfDallas Vision Zero Action Plan as developed & presented by Gus. @DallasCityMgr @NCTCOGtrans @VisionZeroTexas – caraathome (🏡) (@caraathome)



11. I work on the Data & Technology Services team for the Transportation Department in Austin. We built the Vision Zero Viewer <https://visionzero.austin.gov/viewer/> and some internal tools to help the Vision Zero team with analysis. Happy to share our work with Dallas if y'all are interested. – Patrick McDonnell (@patrickm02L)



## Toll Roads/HOV

### Facebook–

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

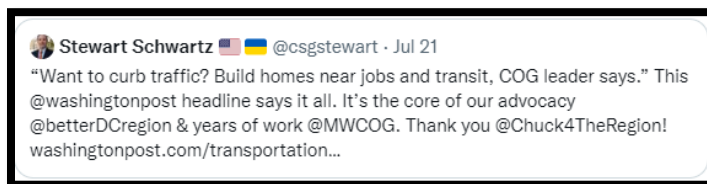


At \$6.00 for one section! Get real want us to pay for something that is already paid for – Jere Tucker

## Transit

### Twitter –

1. [. @NCTCOGtrans](#) @DallasPlanUD 🗳️🗳️ – Philip (@gosspl)



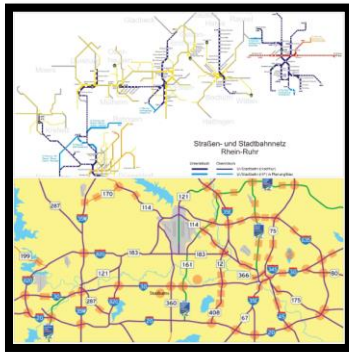
2. @NCTCOGtrans numbers are in, and North Central Texas has surpassed 8 million in population with @CityofFortWorth leading in absolute growth –<https://bit.ly/3yP4qAI> – Mayor Mattie Parker (@MayorMattie)





Travel on 35W confirms this report. – Danny Biscuits (@DaninFortWorth)

When are we gonna start investing in robust & frequent public transit networks like we're a region of 8million people? (pic is the rail network(s) for the Rhine-Ruhr region of Germany. Similar in population & size to DFW. They have great bus networks to augment this too.) – Loren S. (@txbornviking)



Great city! My hometown btw. Photo by me :) – Joseph Haubert (@josephhaubert)

Beautiful photo @josephhaubert!! – Mayor Mattie Parker (@MayorMattie)

Thank you, Joseph! – Mario Monterroso (@Weddingtornado)

How sad is it that Dallas nor Fort Worth make it in the first 30 cities with the best public transportation in the entire USA? A country that is known for terrible walkability and transit already. The 4th largest Metropolitan area in the country, ha! Ridiculous @Johnson4Dallas – Xe (@batsyinlalaland)

BY THE

125

NUMBERS

# THE BEST CITIES FOR PUBLIC TRANSPORTATION

Rank	City	Average Commute Time (Minutes)	Percentage Using Transit	Income Difference for Transit Users	Index		
		Car	Transit	Difference			
1	Washington, DC	27.8	36.4	31%	36%	-4%	100.00
2	San Francisco, CA	30.0	40.3	34%	34%	-6%	98.12
3	Boston, MA	29.2	39.8	36%	34%	-12%	95.63
4	Chicago, IL	33.2	43.6	31%	28%	-9%	95.03
5	New York, NY	32.6	48.1	48%	57%	-2%	93.96
6	Seattle, WA	25.0	38.9	56%	21%	-14%	93.56
7	Jersey City, NJ	30.2	46.3	53%	49%	16%	93.37
8	Pittsburgh, PA	23.3	32.4	39%	17%	18%	93.17
9	Philadelphia, PA	30.1	44.0	46%	27%	16%	92.97
10	Oakland, CA	27.0	44.3	64%	21%	-2%	90.99
11	Portland, OR	23.0	40.8	77%	12%	-16%	86.63
12	Minneapolis, MN	21.6	37.8	75%	16%	-38%	82.48
13	Madison, WI	18.7	32.2	72%	10%	-33%	80.40
14	Newark, NJ	30.3	54.5	80%	26%	-16%	79.61
15	Denver, CO	23.7	43.0	81%	7%	-34%	76.63
16	St. Paul, MN	21.8	39.9	82%	10%	-34%	76.04
17	Honolulu, HI	21.4	41.4	93%	12%	-36%	75.15
18	Los Angeles, CA	28.3	48.6	72%	11%	-43%	74.65
19	Baltimore, MD	26.1	49.2	89%	19%	-35%	74.55
20	Salt Lake City, UT	18.1	33.5	85%	7%	-28%	72.77
21	San Jose, CA	23.2	41.5	78%	9%	-32%	71.88
22	Richmond, VA	20.1	38.9	79%	6%	-37%	70.50
23	Houston, TX	25.2	46.1	83%	4%	-39%	68.73
24	Cleveland, OH	21.9	44.7	104%	11%	-34%	67.62
25	Buffalo, NY	19.2	38.9	106%	11%	-38%	66.34

\* Income difference for transit users is the percentage difference between the median income for the entire city and the median income of workers who commute by public transportation.

\* SmartAsset's analysis also considered the total number of commuters who rely on transit in each city, which does not appear in this table.

All these politicians want is more cars, more dirty highways, more traffic and less walkability, less parks, and less social life. After traveling to Japan, Europe, and New York, I feel disgusted when I come back to Fort Worth. Can't wait to leave. – Xe (@batsyinlalaland)

When are we gonna start having TALLER SKYSCRAPERS to establish our Size and economical Power? Austin isn't that far ahead in population, and yes I understand it's the state capital, but We're right there with them. Our skyline has looked pretty much the same for decades. WEAK! – Ziggy Magaña (@ziggy\_magana)

Downtown Fort Worth needs more high rises and taller buildings. So much room to build downtown. – BladeRunner Fan (@JustinMartyr16)

How can I pull numbers for Cincinnati? – Scott Ford ( @GreatScottFord)

3. Without funding for transportation projects @NCTCOGtrans projects a \$60.8 billion cost of congestion for North Texas in 2045 #Transportation #infrastructure — Jennifer Vilbig Lawson, PE (@jmayvil)



COMMENTS TO THE REGIONAL TRANSPORTATION COUNCIL OF  
NCTCOG

Thursday, August 18, 2022

I am Marcus Wood speaking about the **Riverfront Boulevard Reconstruction Project** adjacent to the Dallas County Criminal Courts which you will hear more about later today (Page 281 of the Agenda Packet).

- Union Pacific Railroad has stalled this badly needed reconstruction for years making it Code Red in your packet which Ms. Gotti will explain later.
- I support the plans by Dallas County, Dallas City, and COG to reduce the project length of 6,652 linear feet by 350 feet - including 147 feet of UPRR owned property - from the current project so as get this construction underway.
- UP obstructions, which are several, must not be ignored and must be resolved ASAP because:
  - Currently the public – both drivers on Riverfront and pedestrians walking within the current pathways - may be hit by ballast rocks falling from UP Main Line trains which pass overhead 26 times per day. Falling ballast protection of any kind is lacking, and UP refuses to allow County to install protection. Every time I check the location I pick up more rocks.
  - More importantly, the threat of major flooding of roadways and structures in the Stemmons Corridor will remain until the construction of the 14' x 10' stormwater box culvert in Riverfront under the UPRR overhead structure is completed.

*Many railroad structures have no ballast protection. Look up and Lookout.*



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

June 15, 2022

Mr. Michael Chamberlain  
Director of Data Management  
Transportation Planning and Programming  
Texas Department of Transportation  
125 East 11<sup>th</sup> Street  
Austin, Texas 78701

Mr. Ryan Granger  
Strategic Research Analyst  
Strategic Planning  
Texas Department of Transportation  
125 East 11<sup>th</sup> Street  
Austin, Texas 78701

**Subject: Comments Regarding the Draft Texas Electric Vehicle Infrastructure Plan**

To Mr. Michael Chamberlain and Mr. Ryan Granger,

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area, and the North Central Texas Council of Governments (NCTCOG) Transportation Department, which serves as staff to the RTC, below are formal comments regarding the Texas Department of Transportation's (TXDOT) draft Texas Electric Vehicle (EV) Infrastructure Plan.

The RTC appreciates TXDOT's consideration of these comments and recommendations. In the event you have any questions, please contact Chris Klaus, Senior Program Manager of Air Quality Planning and Operations at NCTCOG, at (817) 695-9286 or [cklaus@nctcog.org](mailto:cklaus@nctcog.org); and Lori Clark, Program Manager at NCTCOG, at (817) 695-9299 or [lclark@nctcog.org](mailto:lclark@nctcog.org).

Sincerely,

A handwritten signature in black ink that reads "Michael Morris". The signature is fluid and cursive, with the first and last names clearly legible.

Michael Morris, P.E.  
Director of Transportation

BM:aa  
Attachment

## **North Central Texas Council of Governments Comments Regarding the Draft Texas Electric Vehicle Infrastructure Plan for the Texas Department of Transportation**

The RTC appreciates the hard work completed by TXDOT staff in developing the draft Texas Electric Vehicle Infrastructure Plan. The following are key elements that the RTC supports:

1. High-level goals, including redundancy, adequate power, pull-through capability, standardization, education, and evaluation
2. Overall timing and phasing over years one through five
3. Formula allocation of funds to activities inside MPO areas
4. Rural Infrastructure centralization at County Seats
5. Plan to coordinate with MPOs during contracting process, including MPO role in recommending siting and charging types based on local needs
6. Opportunity for solar/battery storage on charging stations to minimize grid impact, especially in rural areas
7. Station Parking Space Compliance with ADA requirements
8. Requirement of Vendor Cybersecurity Plan

The RTC recommends the TXDOT consider the following comments when finalizing the Texas Electric Vehicle Infrastructure plan and use of the National Electric Vehicle Infrastructure (NEVI) Program funds:

### **1. Modification to MPO Formula Allocation**

NCTCOG recommends adding a nonattainment multiplier to the formula used to calculate allocation to MPO areas. This will direct more resources toward nonattainment areas where the emission reductions associated with use of electric vehicles (EVs) are more critically needed. Faster deployment of EVs in these areas will help reach attainment of federal air quality standards and support success in Transportation Conformity.

### **2. MPO Compensation**

NCTCOG recommends MPOs be compensated for the staff resources needed to execute the proposed role, recommending site types and locations and collaborating in the contracting process.

### **3. Leveraging Mapping Tool to Support MPO Collaboration**

NCTCOG recommends TxDOT maintain the Interactive Map<sup>1</sup> throughout NEVI implementation. This tool is valuable for MPOs to leverage in developing recommendations in their own regions, and it would be useful for all MPOs to gather public data and better streamline requests in a singular system with TXDOT.

### **4. Standardization of Charging Station Terminology**

NCTCOG recommends defining and standardizing language used to describe EV charging terminology to ensure consistent interpretation and understanding. The charging infrastructure industry has aligned with a common standard called the Open Charge Point Interface (OCPI) protocol with a hierarchy for location, port, and connector, as illustrated on the Alternative Fuels Data Center<sup>2</sup>. NCTCOG recommends adjusting any EV Charging terminology used such as "unit" or "location" as appropriate to align with these terms.

### **5. Provisions for Reasonable Price Control**

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<sup>1</sup> [https://txdot.mysocialpinpoint.com/tx\\_ev\\_plan/map](https://txdot.mysocialpinpoint.com/tx_ev_plan/map)

<sup>2</sup> [Alternative Fuels Data Center: Developing Infrastructure to Charge Electric Vehicles \(energy.gov\)](#)

Stations in more rural areas may be isolated, with minimal charging station availability within 50 miles. In these situations, if all ports associated with NEVI investment are located at a single host site, there is a possibility for site monopolization and price gouging. This is especially concerning from an equity perspective in ensuring access to affordable charging across the state.

To limit these risks, NCTCOG recommends TXDOT include provisions to protect consumers at NEVI-funded installations. Example safeguards include limiting allowable user fees based on actual operating costs or encouraging competition by dividing investment among multiple host sites.

**6. Phased Approach for Rural EV Charging Stations**

Operating costs can be very high at sites that have low utilization rates, such as more rural stations. NCTCOG recommends TxDOT consider a phased installation approach in areas with low EV adoption by installing full power capacity, but fewer ports at the station's initial onset. Each site can be monitored and additional ports can be installed as utilization grows. This will allow operators of rural sites to control costs as adoption grows.

**7. Clarifying Allowable Use by Small Freight Vehicles**

NCTCOG acknowledges there will be future guidance from the Federal Highway Administration (FHWA) specific to freight charging. However, as written, language on pages 11 and 38 could be interpreted that freight vehicles are disallowed from using the facilities, regardless of whether the vehicle fits. Small freight vehicles, such as delivery vans or box trucks, will likely be able to use the sites given the pull-through capability envisioned. NCTCOG recommends modifying language to be clear that any EV can use the station provided it can be accommodated safely based on site design.

**8. Community Engagement and Workforce Development**

NCTCOG recommends developing a community engagement and education plan to guide MPOs. Education through community groups should be emphasized in both equity areas and areas of low EV registration to reach the most audiences and encourage expansion of EV ownership and affordability benefits.

Concordantly, NCTCOG encourages more definitive guidance on proper workforce training, as it is essential for the equity and safety of individuals involved with EV charging stations and expands local job opportunities. NCTCOG acknowledges much of this role may fall to the MPO in urbanized areas but recommends TXDOT acknowledge need in rural areas and provide guidance for smaller MPOs. Workforce considerations could include working with community college and trade schools to expand EV curriculums and working with local workforce development boards.

**9. Guidance on Environmental Justice Benefits**

NCTCOG recommends TXDOT define a disadvantaged community (DAC) for purposes of NEVI implementation. NCTCOG supports TxDOT's intent to follow forthcoming guidance from FHWA regarding standards for measuring benefits to DACs and recommends developing more state-specific guidance once national standards are released. NCTCOG also recommends TxDOT evaluate the newly released resource by Argonne National Laboratory titled "Using Mapping Tools to Prioritize Electric Vehicle Charger Benefits to Underserved Communities<sup>3</sup>".

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<sup>3</sup> <https://publications.anl.gov/anlpubs/2022/05/175535.pdf>

**10. Inclusion of Language to Ensure Protection of Cultural Resources and Human Remains When Constructing Charging Stations**

NCTCOG recently received correspondence from a Federally Recognized Tribal Nation regarding future EV charging projects in North Texas. The correspondence identified conditions that must be followed in accordance with the National Historic Preservation Act, including Sections 101 and 106, and the National Environmental Policy Act. These conditions were related to inadvertent discoveries, post review discoveries, and activities that have the potential to disturb cultural resources. NCTCOG encourages TXDOT to include any applicable language to comply with these conditions when constructing EV charging stations. Language may include: National Historic Preservation Act, (NHPA) [16 U.S.C. 470 §§ 470-470w-6] 1966, Section 101 (d) (6) (A) and Section 106 of NHPA; National Environmental Policy Act (43 U.S.C. 4321 and 4331-35 and 40 CFR 1501.7(a) of 1969).

**11. Resiliency of Evacuation Routes**

NCTCOG recommends incorporation of resiliency features such as integrated battery or solar on select stations on designated evacuation routes. Microgrids are an additional tool in ensuring power to stations during states of emergencies.

**12. Risk of Vandalism**

NCTCOG recommends acknowledging the risk of station vandalism and adding provisions regarding how such instances will be handled.

**13. Energy Efficiency**

NCTCOG recommends requiring vendors to utilize Energy Star-certified equipment when available.



Hexel Blog

## 10-Year Timeline Shows What Would Happen if We Chose To Remove or Bury Interstate 345

By Hexel Colorado



[10-Year Timeline Shows What Would Happen if We Chose To Remove or Bury Interstate 345 | by Hexel Colorado | Jul, 2022 | Medium](#)

**People forget how much life can change in a decade.**

Last month, [when I wrote about how TxDOT's plan to bury I-345 would effectively close the highway for 5 to 12 years](#), I thought I had a homerun talking point. I thought no one could seriously prefer burying the freeway once they realized construction would last a perilous number of years. To my surprise, I was wrong.

I tested the talking point on friends and colleagues who were new to the topic. When asked whether they prefer removal or burial of I-345, two-thirds switched to preferring removal upon learning about the estimated construction time. But a third of people responded in a way I did not expect:

*"Twelve years? Then we should start right away so it can be done sooner!"*

I was at a loss for words. In casual conversation, it was near impossible to explain how travel needs change over time. I had no simple way to convey the full consequences of years of construction.

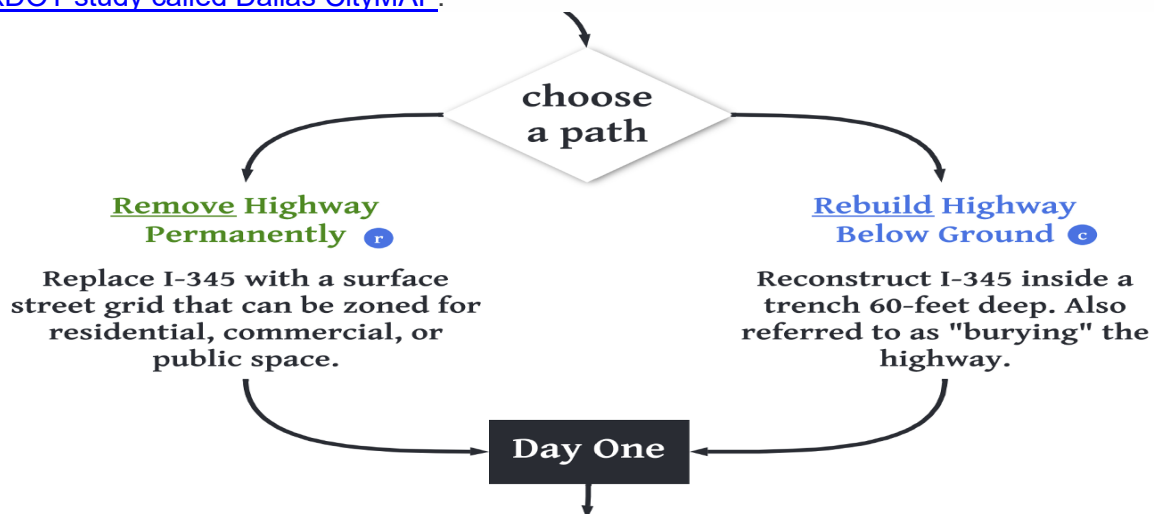
**The Timeline Infographic**

I spent countless dozens of hours refining the timeline presentation so that it could stand on its own as a two-minute easy-read. It doesn't cover every single comeback or concern regarding I-345, but I think it does the job of conveying the opportunities and consequences pertaining to time.

In this article, I walk through the timeline section-by-section. [But you can also click here to view the timeline as a shareable JPEG image without additional commentary.](#)

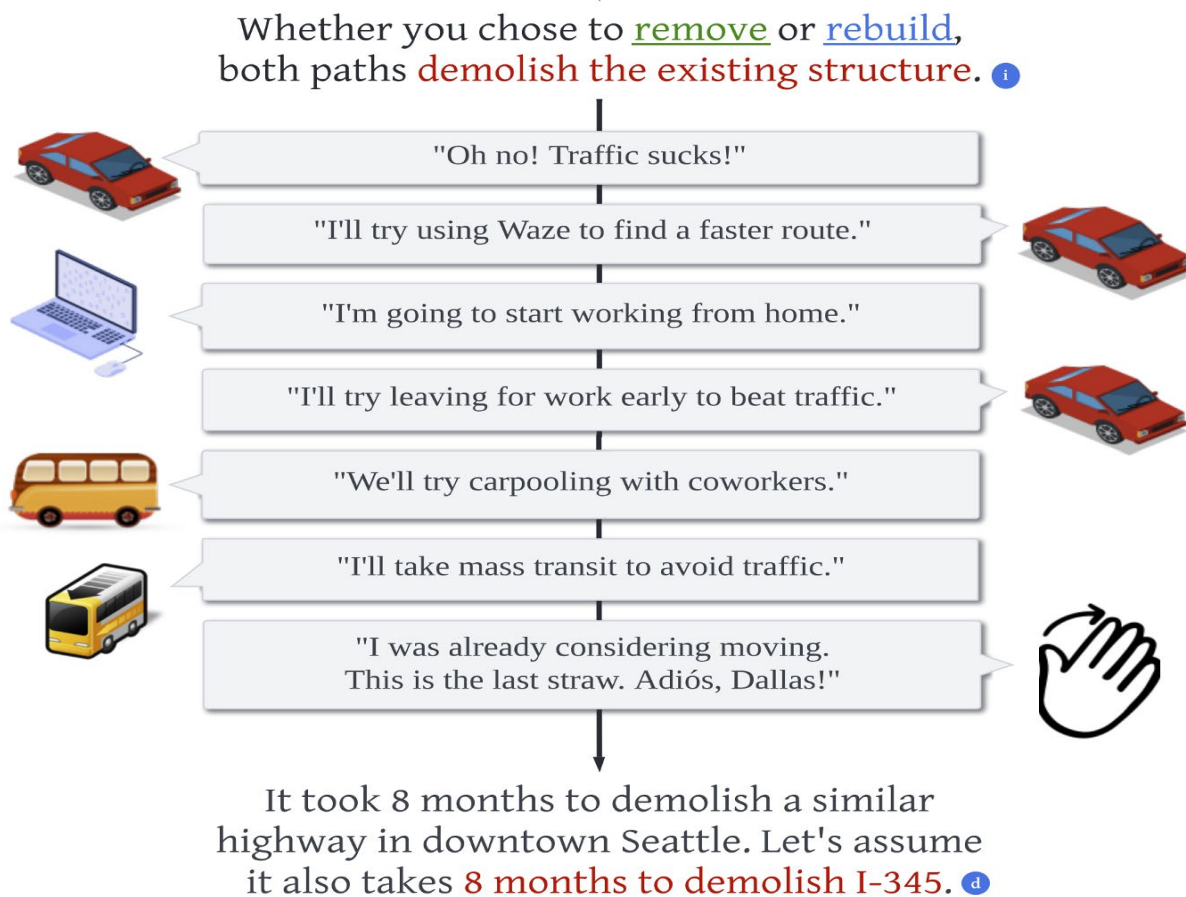


The insert shows [the location of I-345](#) in relation to four other highways cutting through Downtown Dallas. [In 2014, Mayor Mike Rawlings said in a statement](#), “canceling or postponing renovations [on I-345] will increase safety concerns for travelers on the highway.” The estimate of 180,000 car trips per day — plus several other stats cited in the timeline — come from [a 2016 TxDOT study called Dallas CityMAP](#).





Most of the details about removing I-345 come from [Toole Design Group's I-345 Framework Plan](#), which was released in 2021 as an update to the 2016 CityMAP study mentioned previously. All details about rebuilding the highway below ground (aka “burying” the highway) are based on [TxDOT's recommended “Hybrid Alternative”](#), which they released in June 2022.



All arguments in favor of burying I-345 assume the highway would stay open during construction, as is common for rebuild / expansion projects. Most highway projects begin with a highway at-grade and end with new overpass structures (for example, the [“High Five” interchange in North Dallas](#) and the [I-30 / SH-360 interchange in Arlington](#)). Interstate 635 started at-grade and stayed partially open while the expressway was dug beneath it. [However, 635 was also widened for this project, allowing traffic to continue flowing in the outer lanes](#) while excavating the center lanes.

TxDOT's plan would rebuild I-345 in a trench directly underneath the current elevated structure.

The plan also promises no change in Right-of-Way; the rebuilt freeway would have no more and no fewer main lanes as it does today. I'm no civil engineer, but because TxDOT doesn't have the option to dig an adjacent trench, their only option is to begin by demolishing the existing freeway. [For comparison, it took eight months to demolish the Alaskan Way Viaduct in Seattle, Washington.](#)





On the left side, the artistic render and the accessibility benefits are based on key findings in TxDOT's [2016 CityMAP report](#). In May 2022, [Carpenter Park opened as the latest in a series of downtown neighborhood parks](#). While the park is ambitious in its size and amenities, it is literally overshadowed by I-345, which passes over the dog park and basketball court at the east end of the park. The path we choose will determine whether the park loses its luster for only a few months or for several years on end.

The same dynamic plays out for all the Deep Ellum businesses currently in the shadow of I-345. If we learn anything from [the ongoing I-30 construction in North Arlington](#), the length of construction can be a matter of life or death for a business.



At this point under the removal path, major construction is a distant memory.

Year 2 to 4

Central Track was a neighborhood bulldozed to build I-345. Now that it's removed, Central Track can come back.

I-345 is still under construction.



"Come work at new mixed-use Central Track office tower!"



"Lease a home in Central Track!"



"Meet us in Central Track for group bike ride!"



"Hip new Central Track restaurants are hiring!"

"Central Track is walkable from Deep Ellum, Arts District, Uptown, and Farmers Market."



"Construction is hurting my property value!"

"Customers are going to competition in the north. We cut hours and let people go."

"Our Deep Ellum shop closed; we couldn't survive years of construction."



NEWS: First Construction Related Accident



"Construction will be over soon, right?"



"I suspect construction is going to be delayed..."

While collecting sources for this infographic, I was reminded of [the Central Track neighborhood](#) that originally sat between the Main Street District, Arts District, and Deep Ellum.

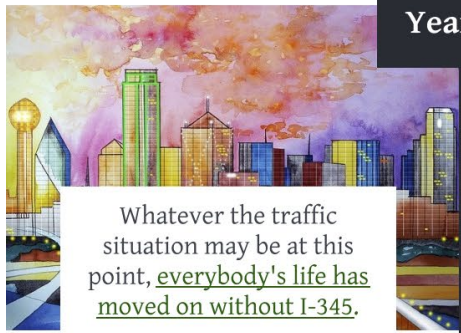
This neighborhood is the namesake of Dallas' [Central Track publication](#), whose office also happens to be in the shadow of I-345.

I placed major emphasis on this historic neighborhood in the infographic because this is what I believe highway removal is ultimately about. We're not trying to remove the highway in trivial pursuit of urbanist ideals; *we're trying to bring back Central Track*.





Again, the stats on the left-side come from TxDOT's [2016 CityMAP report](#). In this section, I juxtapose what we gain by removing the highway against what we lose by rebuilding it.

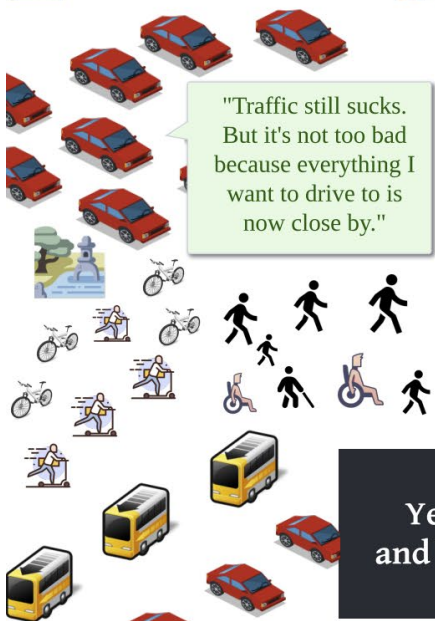


Year 10

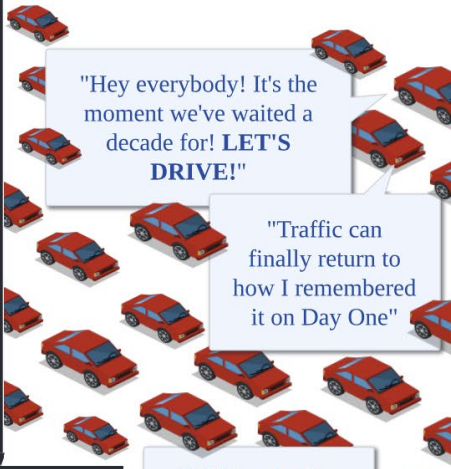
Whatever the traffic situation may be at this point, everybody's life has moved on without I-345.



After several years, construction is finished and the new highway is opened.



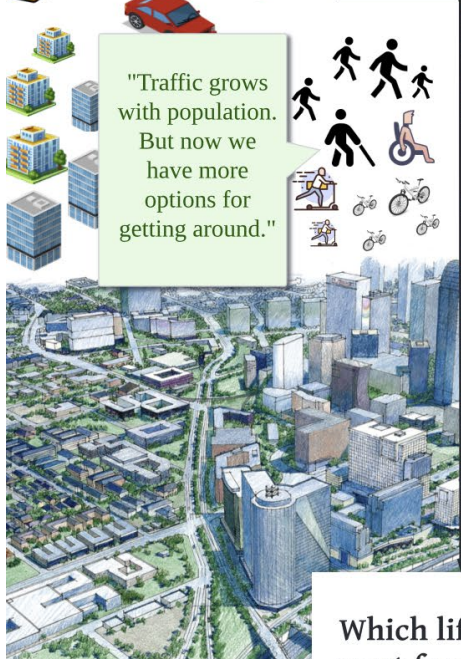
"Traffic still sucks. But it's not too bad because everything I want to drive to is now close by."



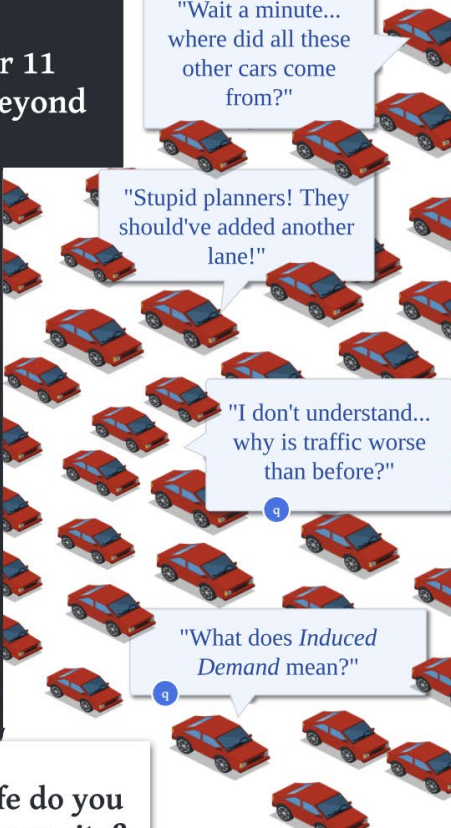
"Hey everybody! It's the moment we've waited a decade for! LET'S DRIVE!"

"Traffic can finally return to how I remembered it on Day One"

Year 11 and beyond



"Traffic grows with population. But now we have more options for getting around."



"Wait a minute... where did all these other cars come from?"

"Stupid planners! They should've added another lane!"

"I don't understand... why is traffic worse than before?"

"What does *Induced Demand* mean?"

Which life do you want for our city?

No matter how worried we are today about increased traffic congestion if I-345 is removed, our worries won't matter after ten years. Under the rebuild path, the highway will have been closed for so long that by the time it opens it's not just a "rebuilt" highway anymore — it's practically a completely new highway. And as a new highway, [all the laws of Induced Demand will apply](#), resulting in even worse traffic than before.

### **Conclusion**

As mentioned previously, there remain other questions and concerns around removing I-345 that aren't answered by this infographic. I'll address those concerns in future blog posts. The next I-345 question on my hit list: *"what about people who need to drive to Houston?"*

Nonetheless, I hope this blog post makes clear that there are absolutely no advantages to burying I-345. All perceived advantages of burying the freeway — like ensuring South Dallas workers can still commute by car to work — are annulled by the project's sheer length of time. If you want to do something for South Dallas, don't blight them with a decade of construction. ***The best thing we can do for all of Dallas is to bring back Central Track.***

D Magazine

## **DART's Predicament: Give Away \$215 Million or Chip Away at Its Own Expected Shortfall**

Our public transportation system has over \$200 million in excess sales tax revenue. Staff is considering giving that money to its member cities, but the agency has its own house to worry about, too.

By Matt Goodman

When locals buy lots of stuff, agencies like Dallas Area Rapid Transit benefit. DART's balance sheet has an extra \$215 million beyond what was forecast because of higher-than-projected sales tax revenue from between 2019 and 2021.

DART staff is now asking the board for permission to give it away to its partner cities, so long as they spend it on transit-related projects. The agency would also deploy a second fund of \$55 million to help these cities make public transportation more accessible, bringing the total giveaway to about \$270 million.

But what would that look like?

DART is funded by a 1-cent local sales tax agreement among the 13 municipalities for which it provides public transportation. Funding from the Coronavirus Aid, Relief, and Economic Security Act bolstered the transit agency's budget so much that it collected about \$215 million over what it expected in sales tax.

DART received about \$229 million in federal coronavirus cash in 2020. It earned another \$61 million from the Infrastructure Investment and Jobs Act earlier this year, which helped offset the cost of things such as rehabbing buses and rail cars. As consumer spending rebounded and sales tax receipts sailed past what was expected, DART is now sitting on a fund and figuring out how to spend it.

Staff was directed to design a giveaway program after a discussion during a Board of Directors' workshop in June. The allotment would be included in the agency's upcoming budget for the next fiscal year, and DART would have to enter into interlocal agreements with its partners. With the board's approval, the money could be distributed in as little as six months. Staff's presentation divides the money by the proportion of sales tax each city is accountable for, which means Dallas would get about half of it.

But DART has plenty of its own needs.

Before the board was briefed on the giveaway last month, DART CEO Nadine Lee provided an update on the agency's long-term financial prospects. DART plans to invest at least \$1.9 billion in capital projects over the next five years. About 95 light rail trains will reach the end of their 30-year lifespan between 2025 and 2028. The agency will have to upgrade portions of its signal system before those replacement trains can run. That will cost \$1 billion, Lee said, up from previous estimates of \$500 million.

The agency plans to bolster passenger amenities across the system, raise 23 platforms, update and maintain buildings such as its administrative headquarters, and invest in its technology and communication systems. It would love to weatherize its light-rail system, make improvements to bus

corridors, and establish a bus rapid transit program—but those expenses aren't yet programmed into the budget.

The budget for these items—which is housed in what's known as a Transit Asset Management Plan, or TAM—is already underfunded by \$937 million. Lee anticipates those costs to increase the longer the agency waits.

"If we can't come up with the money to make up for that shortfall, we're going to have to take longer to do things that we planned to do in the next five years," Lee told the board. "This is not unique to DART. If you have to push things out farther ... you deal with more repair work over the next few years. It's just a matter of priorities."

Either way, this is a remarkable opportunity, especially considering how different the agency's reality is compared to forecasts from May 2020. Back then, just a few months into the pandemic, DART had anticipated its sales tax revenue to drop by 50 percent in both 2020 and 2021. The federal stimulus money kept the agency humming as ridership plummeted, and the member cities all brought in more in sales tax than the understandably conservative estimates had anticipated.

The possible giveaway is also a political move that would generate goodwill with DART's partners.

The agency can't do a lot of things that make transit more effective. It has no control over infrastructure, which is managed by member cities. It doesn't maintain or improve traffic signals.

Dallas is already proposing using its batch of money for 11 projects, which include helping fund DART's free rides for students, offsetting the streetcar's operating and maintenance cost, and chipping away at the needs established by the city's Sidewalk Master Plan.

It's no wonder some on the board offered full-throated support for handing out the money to cities.

"All the cities question the value proposition DART provides them," said DART Board Member Paul Wageman, who was appointed by the Plano City Council. "This is a way to demonstrate in a significant way, one time only, a significant amount of returning of funds because sales tax receipts have been well beyond budgeted and will continue to be well beyond budgeted."

About that value proposition: DART has had to shut down its light rail for short periods most winters since 2009 because the lines aren't weatherized. During the most recent freeze, DART suspended bus operations for the first time in its 39-year history. The streets were frozen for a time, but the agency also didn't have enough drivers who could show up to work. A driver shortage has also led to delays after the agency rolled out its new bus network.

Hosanna Yemiru, a DART board member appointed by the city of Dallas, thinks DART can better use that money itself instead of giving it away. "What I think of as the responsibility of DART and the value DART brings to member cities is running an efficient and effective public transportation system," Yemiru said. "If we're able to use this money for things we know internally we have to fix, and we know these things are going to also affect our ridership, that will make our riders feel like we're investing into them as users of our system."

There's also the matter of how the money might be divvied up. Another Dallas-appointed board member, Patrick Kennedy, argued that the allotment should be decided by population rather than sales tax percentage. Some cities, such as Garland, have higher ridership than their sales tax

revenue would reflect. He argues that smaller cities, such as Glenn Heights, should receive a flat fee, or else they'd get what amounts to pennies.

Kennedy also wants the program run like a grant proposal. Maybe the cities pitch projects that DART approves. Maybe those cities pitch in some of their own dollars, too, to make an even bigger impact. He doesn't want to hand over a blank check.

"Their land use policies, parking policy, density, job density, and last-mile connections—whether the public realm feels safe, whether it's walkable—those are all things that are outside of our control at the agency," he said. "And a lot of our member cities are cash-strapped."

Dallas alone is missing more than 2,000 miles of sidewalk. It'll cost \$54 million just to bring its curb ramps up to the standards of the Americans with Disabilities Act. Those were included in the 11 ideas that it would spend this money on, according to a memo sent to Council by Assistant City Manager Robert Perez.

The full DART board is expected to vote on the matter this month. This is, after all, a good problem to have. Two years ago, the previous DART CEO was staring down a pandemic and telling the board, "We don't have any history to know how it's going to behave." Extra dollars weren't in the cards. They are now.

That's certainly something to be grateful for. But now we're flirting with a recession, which would be marked by a drop in consumer spending—which then means a drop in sales tax revenue and how much money the agency brings in.

DART has a rare predicament on its hands: how will it decide to use this money?

EPA

## **EPA Region 6 Announces Showcase of Emission Free School Buses for North Texas School Districts**

Jennah Durant or Joe Robledo ([R6Press@EPA.gov](mailto:R6Press@EPA.gov))

**Dallas, Texas (August 2, 2022)** - Today, the U.S. Environmental Protection Agency's Region 6 is showcasing four electric and emission free buses for north Texas school districts as part of EPA's outreach event for the Clean School Bus Program. The EPA and North Central Texas Council of Governments (NCTCOG) reached out and invited superintendents and staff from more than 130 Independent School Districts in North Texas as part of an effort to raise awareness of the program and provide information on the first funding announcement of \$500 million through the 2022 Clean School Bus Rebates.

"The Dallas area has shown remarkable progress in transitioning to cleaner energy," **said Region 6 Administrator Dr. Earthea Nance**. "EPA is honoring our promise that this program will implement emission free buses across Texas. EPA will continue to provide opportunities for school districts to protect children's health and ensure a cleaner and brighter future."

"The EPA's Clean School Bus Program is improving health outcomes for both students and other members of our community," **said Congresswoman Eddie Bernice Johnson**. "I encourage school districts throughout Texas to participate in this innovative approach to transportation."

"The Bipartisan Infrastructure Law continues to deliver, and by investing in clean, pollution-free electric school buses, North Texas school districts can lead the nation in the adoption of this technology," **said Congressman Colin Allred (TX-32)**. "I took the bus when I was growing up, so I know how important this service is for families. I highly encourage Texas school districts to apply for funding to pay for these buses, and I look forward to working with the EPA and local school districts on this important program."

"The air our children breathe is as essential to their well-being as access to quality education," **said Congressman Marc Veasey (TX-33)**. "That is why I was proud to join my colleagues in passing a Bipartisan Infrastructure Law that makes critical investments in our environment by switching from dirty diesel-powered buses to zero-emissions electric buses. Clean school buses will help ensure a promising future for school districts, children, and communities across North Texas."

In 2012, nearly 1,500 children in Dallas County visited an emergency room or were admitted to a hospital due to asthma. So far this year, the Dallas-Fort Worth area has experienced 28 days of measured ozone concentrations that exceed the 2015 Ozone National Ambient Air Quality Standard (NAAQS). Ozone above this level can impact lung function and aggravate preexisting conditions such as asthma.

The buses do not discharge air pollutants and are emission-free and therefore improve air quality in surrounding communities. Additionally, these vehicles can transmit electricity back to the grid for communities that suffer from power outages. Lastly, these vehicles cost less than their diesel fueled counterparts, encouraging more school districts to apply for the Clean School Bus Program.

EPA's Clean School Bus Program will continue to honor the commitment to advance environmental justice and equity considerations for local communities. EPA will also focus on prioritizing outreach efforts to underserved communities, that may have never applied for a federal grant or rebate. The clean bus competitions will be run every year over the next five years.

EPA is accepting applications from school districts until August 19, 2022. Questions about applying may be directed to [CleanSchoolBus@epa.gov](mailto:CleanSchoolBus@epa.gov) or by visiting our [webpage](#).



Fort Worth Star-Telegram

## **Improved transit might be coming to some of Fort Worth's poorest neighborhoods**

By Nichole Manna

The possibility of better transportation for Fort Worth residents living in the 76104 ZIP code is on the horizon. The North Central Texas Council of Governments was awarded a grant of approximately \$270,000 to identify innovative, affordable transit solutions to improve access to basic needs such as grocery stores and doctors' offices.

This effort follows the publication of the Fort Worth Star-Telegram investigative series "Life & Death in 76104," which chronicled life in three neighborhoods south of downtown Fort Worth — Historic Southside, Morningside and Hillside.

The newspaper's series was sparked by a 2019 UT Southwestern study that found residents of the 76104 ZIP code have the lowest life expectancy rate in the state. The irony of the story of 76104 is that the ZIP code takes in the city's medical district, which includes five hospitals and hundreds of medical offices. Yet residents described a lack of access to health care driven by a lack of transportation, insurance, and awareness of programs available to help.

The 2021 Areas of Persistent Poverty Program grant, awarded by the Federal Transit Administration, will fund a study that could lead to the development of transit solutions to connect the community to healthy food, health care, affordable housing and employment, according to a news release. The study will also look to develop strategies to reduce the formation of greenhouse gases and improve air quality in the community. Fourteen percent of residents living in the ZIP code are identified as facing "persistent poverty" and have no vehicle, compared to 4.3% of households throughout Tarrant County.

"NCTCOG and the Regional Transportation Council are committed to working with our valued public-sector and community partners to find solutions to improve access of residents of this area to life-sustaining services," said Shannon Stevenson, NCTCOG senior program manager, transit management and planning. "We look forward to collaborating with the community to develop strategies that lead to real solutions for those who live and work in the study area."

The grant will allow the group to meet with residents, nonprofit organizations and community leaders to develop a plan to improve access to the basic needs of the community.

The area is served by Trinity Metro's bus service and on-demand Zip Zone micro transit. In part, the study will examine current transit options available in the 76104 ZIP code and whether they should be enhanced or revised to better meet demand.

The study will also look at transit fares and their impact on equitable access to these transit services. "We are committed to collaboratively identifying evidence-based solutions to existing disparities in transportation services in our community, specifically in 76104," said Christina Brooks, chief equity officer and director of the Department of Diversity & Inclusion at the City of Fort Worth. "Additionally, we can use the data from this study to proactively prevent creating new disparities for the future. Ultimately, every resident, regardless of your ZIP code, should have access to quality, affordable transportation that supports a thriving quality of life in our community." Work on the study is expected to commence in fiscal year 2023 and will include extensive stakeholder engagement and public involvement to inform the final plan.

The FTA awarded 40 projects across the nation a total of \$16.2 million to fight persistent poverty.

Dallas Morning News

## **More gas drilling is coming to Arlington, but activists urge city to slow down**

TEP Barnett, a subsidiary of French energy giant Total, wants to drill 11 more wells in west Arlington.

By Sarah Bahari

Arlington is poised to clear the way for nearly a dozen new gas wells, but some activists have urged the city to notify neighbors and call a public hearing.

TEP Barnett, a subsidiary of French energy giant Total, has requested permission to drill 11 new wells at a site in west Arlington.

Because the wells are within an already established drill zone, the request can be administratively approved without a public hearing, per city ordinance, said Richard Gertson, assistant director of planning and development services.

The City Council approved a drill zone at the Bruder site, 3701 W. Interstate 20, in 2012.

Since then, the drill zone has not received any citations or violations that would require additional investigation, city officials say.

But Ranjana Bhandari, who leads the environmental advocacy group Liveable Arlington, urged the [city to schedule a public hearing in a letter to council members](#).

“Our organization strongly urges you to slow down this permitting and have a public hearing to thoughtfully listen to all the impacts of these 11 fracked gas wells on the neighborhood and on the liveability of Arlington before making a decision,” the letter says.

Pointing to other sites in Tarrant County that have received citations, Bhandari said the company is “fracking recklessly in Arlington” but not in its native France, where the technique is banned.

In addition, the letter says the city’s ordinance is out of line with the current public health research and scientific consensus on safe setbacks from fracking sites.

Gas wells must be at least 600 feet from buildings, such as schools and homes, or require approval by a super majority of the City Council.

An [investigation last year by the national Center for Investigative Reporting](#) found more than half of public school children in Arlington and up to 7,600 infants and young children in day care are exposed to fumes from natural gas drilling sites.

The [center](#) cited scientific studies that have linked proximity to drilling to increased health risks, including childhood asthma, childhood leukemia and birth defects. The exposures can come from the fumes of diesel trucks, generators or drilling rigs.

TEP Barnett spokeswoman Marie Maitre told [KERA](#) and [Fort Worth Report](#) that the company has operated the site in a safe, environmentally friendly way that is compliant with all local and state requirements.

“Natural gas is a vital part of our society’s growing energy needs,” Maitre told the outlets in an email. “When considering placement of new natural gas wells, we prioritize our existing padsites and infrastructure.”

Earlier this year, the [Arlington City Council narrowly denied](#) a permit for TEP Barnett to drill three gas wells near a day-care center.

NBC DFW

## **Construction of 235-Acre Retail, Business Development Approved in Mesquite**

The development will offer approximately 180,000 square feet of retail and around 3.2 million square feet of industrial, business and logistics space

Mesquite has approved a 235-acre development creating approximately 180,000 square feet of retail and business space and about 3.2 million square feet of industrial, business and logistics space.

City officials anticipate breaking ground on the development in early 2024.

"Our team is extremely excited about the opportunity to work in the City of Mesquite. We see such potential for this area as one of the premier industrial/business park in Mesquite along Interstate 20 in Dallas County," said Sergio Izquierdo, of 42 Real Estate.

The retail and industrial developments, said Mesquite, will feature a modern design with high-quality building materials and be surrounded by 3,900 new homes in the highly desired area of Solterra.

These sites will also encompass the redevelopment of a major roadway, new sewer and water connections, and add jobs to the area for new residents.

The city said the location includes aspects like highway visibility and accessibility to 1,500 miles of interstate connecting Mesquite to Shreveport, Louisiana; Jackson, Mississippi; Atlanta, Georgia; and Columbia, South Carolina.

"Mesquite is excited to welcome this promising development and I'm looking forward to working with this developer who has a commitment to high-quality construction. This project is full of potential that will benefit the entire community," said City of Mesquite's City Manager Cliff Keheley.

## **Judge Little Elected to NCTCOG Executive Board**

By News Staff

Ellis County, TX – County Judge Todd Little has been elected to serve on the Executive Board of the North Central Texas Council of Governments (NCTCOG), a regional association of county and municipal governments that coordinates common needs and opportunities among North Texas communities. As an Executive Board director, Judge Little has voting authority over all policy, fiscal, and vision-setting activities undertaken by NCTCOG.

The NCTCOG Executive Board is elected annually by the General Assembly, which is composed of one representative from each participating government. The General Assembly establishes committees to address development, transportation, water conservation, emergency preparedness, criminal justice, workforce development, and other key policy areas affecting the North Texas region. Commissioner Lane Grayson already represents Ellis County on NCTCOG's Regional Transportation Council and nominated Little to serve on the Executive Board. Little has served on the Workforce Development Board since 2019, but now that he is moving up to the Executive Board, he will have influence over the direction of all NCTCOG committees.

"Ellis County is in a unique position," said Little. "People who work in the Metroplex are moving out here because they want what we have. We have space for families to build their dream house, raise their kids in a safe community, and live alongside like-minded individuals who believe that this is what this country is all about. Serving on the Executive Board will allow me to reflect these values in the way we develop the North Texas region. I am absolutely honored and excited to serve in this role."

Little attended a new member orientation and his first Executive Board meeting on July 28<sup>th</sup>, where he was appointed to the Audit Committee. Moving forward, Little will continue to attend the board's monthly meetings as an advocate of property rights, transportation enhancement, and emergency preparedness in North Texas.

Dallas Morning News

## Emerging car-sharing industry hitting roadblocks at DFW Airport

DFW Airport sued car-sharing company Turo and six users last year for operating outside regulations.

By Kyle Arnold

The emerging car-sharing industry and companies such as Turo are already running into barriers in the Dallas area at one of its most important points — airports.

After filing suit against the largest car-sharing company Turo last fall, [DFW International Airport is looking to make it harder for operators of car-sharing fleets to operate on its property by towing cars](#) on the spot in parking lots.

Car-sharing companies have seen a boom in the last year as [a shortage of rental cars slammed established operators](#) and the sharing economy expanded from housing to [swimming pools](#) and [backyards for pet owners](#).

Car-sharing has undergone its own revolution in recent years the same way that [companies such as Airbnb](#) have. Home rental websites have evolved from a couch-surfing platform to a network of owners operating several and sometimes dozens of properties.

San Francisco-based [Turo, which filed for an IPO in January](#), has moved from a service where people share their own cars to a network of “hosts” that own several cars, sometimes dozens, and [can make a profit of more than \\$1,000 a month per new vehicle](#), the company said. Turo’s net revenue nearly tripled last year to \$330 million, although it’s still operating at a steep loss, common for tech startups.

Competing car-sharing company, [GetAround, announced plans to go public earlier this year through a special purpose acquisition company](#) valued at about \$1.2 billion. That was after raising more than \$500 million on the private market.

Dallas’ Nicholas Fennema has expanded his fleet to four cars, all new purchases, since he started working with Turo three years ago. He said his most popular vehicle, a Ford Bronco, can make up to a \$4,000 a month profit, easily covering his monthly payments.

“I went from one car, doing it just for fun, to another car and another,” said Fennema, who runs real estate investment properties as a full-time job.

But just like any emerging business model where rules and regulations trail behind, car-sharing is having its own growing pains. Several airports across the country, including DFW Airport, have sued Turo and six operators for doing business on airport property. Airport officials say car-sharing hosts are doing thousands of transactions on airport property without the same regulations and costs that rental car companies or ride-hailing companies pay.

“We have a problem with illegal commercial activities, specifically, professional car renters who own fleets of vehicles and rent cars online and have them delivered here to the airport,” [DFW Airport lawyer Paul Tomme said at an airport board meeting Aug. 2](#). “They don’t have a permit with the airport to do so even though the code requires them to have one, they don’t pay airport fees, they don’t collect state rental car taxes or local rental car taxes and remit them to the state.”

Tomme said the idea is to go after large Turo operators with dozens of vehicles, “not mom and pops.”

The lawsuit brought by the airport in Tarrant County court said the six Turo operators named have conducted thousands of vehicle transfers to customers at the airport, transfers that the airport is unable to track because it’s done through Turo’s app.

Rental cars are a big business to the airport, expected to bring in [\\$33.6 million in revenue for the airport this year while parking brings in another \\$145 million](#).

It’s not the only place where Turo has run into problems. Turo is facing similar lawsuits from airport authorities in Massachusetts, Tennessee and Florida, according to the company’s regulatory filings. In California, where Turo is based, state courts ruled that San Francisco International Airport cannot compel Turo to get the same kinds of licenses to operate on airport property that rental car companies need.

A spokeswoman for Turo said the company is not a rental car business.

“DFW’s attempt to lump the peer-to-peer car sharing community in the same bucket as multibillion-dollar rental car companies and to try to impose fees that are not suited to the Turo business model (which does not involve any on-premises lots or infrastructure) is improper,” Turo spokeswoman Catherine Mejia said in an email.

Some airports have created frameworks for car-sharing services such as Turo, but neither DFW nor Dallas Love Field has.

“Fair airport access cultivates consumer choice and the assurance that tourism dollars are going back into residents’ pockets,” Mejia said.

Tomme said the airport has identified Turo operators by doing undercover rental operations. If these new rules are approved by the cities of Dallas and Fort Worth, which oversee the airport, they will be able to start towing car-share vehicles in airport parking lots.

Fennema, who is not named in DFW’s lawsuit, said car-sharing hosts face costs to deliver vehicles at the airport. When he first started, Fennema waited for customers outside baggage claim, but that was a hassle because of rules against parking too long and the prospect of delayed flights. The option that he and most users have settled on is to park the car in the garage, where customers can open the vehicle through the app or with a code.

“My parking charges rack up pretty fast,” he said. “We pay \$15 a day to park at least.”

Going to the airport can also be “a hassle” because of the time and costs, he said. Even after driving there, car-sharing operators need to take an Uber or bus back to their home. Still, Fennema said airports are an important part of the business because of vacation travelers. Sometimes he hires teenage neighbors to deliver cars, but often he does it himself.

Reviewers have noted that getting a car from Turo often costs about the same as a rental vehicle after fees. Customers [can skip the rental counter, but they also face the risk of their Turo host canceling](#).



[Dallas Love Field](#) is limited because Texas law does not classify peer-to-peer car-sharing services as rental car companies, “which creates difficulties with enforcement,” spokeswoman Lauren Rounds said.

“Turo has been responsive to a degree, but there is currently not a solution in place to properly operate or charge for this service,” she said.

After lobbying from Turo and others in the industry, [Texas passed a law in 2021 that said peer-to-peer car-sharing companies are distinct from rental car companies.](#)

Love Field has pushed car-sharing hosts to use parking garages to conduct exchanges instead of clogging the pick-up areas outside of baggage claim. That subjects Turo users to fees for garage parking. Curbside pick-up at Love Field is free.

Car-sharing is having its growing pains outside of airports, too.

In Seattle, residents have complained that Turo operators with fleets of dozens of vehicles are clogging crowded urban neighborhoods where parking is already limited, [according to The Seattle Times.](#)

Lawmakers in [Hawaii proposed a bill this year to ban peer-to-peer car-sharing as the Aloha state faces concerns over too many tourists](#), according to Hawaii News Now.

Trevor Davis, a junior ROTC teacher in Dallas and retired military recruiter, started listing his car on Turo in 2019 to justify the price of buying a new Nissan Sentra. He has purchased one more new vehicle and two used, all small and mid-sized sedans.

He said he saw a huge increase in demand starting in 2021, when COVID-19 restrictions started dropping but the rental car industry was facing shortages from selling off inventory the year before.

Now he said he can make about \$1,000 a month on each car, although he doesn’t do it full time because of his teaching job. Still, he said he makes more than enough to clear car payments and other expenses.

He tends to avoid the airport and now encourages customers to meet at their hotel, avoiding airport parking fees and run-ins with the airport itself.

“In the beginning, I was doing a lot of drop-offs at the airports, and then I noticed a little bit of friction, like you can’t just pull up there and wait,” he said. “Now it’s just easier to find somewhere else to meet.”

## **Fort Worth chosen for national accelerator program to help address park inequities**

By Maya Contreras

The city of Fort Worth has announced it will be an inaugural member of the Trust for Public Land's 10-minute Walk Park Equity Accelerator.

The Park Equity Accelerator will provide funding and expertise to cities across America "to address longstanding barriers to outdoor equity," according to a July 8 news release from the city.

"As Fort Worth continues to grow at a rapid pace, conserving our green spaces and investing in park infrastructure will be key in continuing to provide the highest quality of life for residents," Fort Worth Mayor Mattie Parker said in the release.

The 10-Minute Walk is an initiative of the national nonprofit Trust for Public Land. This program has partnered with over 300 mayors across 48 states, according to the release. The Park Equity Accelerator is a first-of-its-kind initiative to help address some of the causes of park inequities, the release stated.

Fort Worth is one of six cities chosen to be inaugural members of the accelerator program. The other cities are Chattanooga, Tennessee; Cleveland, Ohio; Lexington, Kentucky; Los Angeles, California; and Scranton, Pennsylvania.

"We know parks are vital for healthy communities, and that investment in parks is game-changing for resilient and thriving cities," said Bianca Shulaker, senior director of Trust for Public Land's 10-Minute Walk program, in the release. "However, years of policies and practices have resulted in underinvestment in neighborhoods, exacerbating this park equity gap, and denying millions the health, climate and social benefits of close-to-home access to the outdoors."

Accelerator cities will field-test ideas over 12-15 months with the findings used to help other cities, according to the release.

To select cities for the accelerator program, the 10-Minute Walk program organizers looked for "commitment to advancing local park goals; readiness to explore, experiment with, and adopt new strategies or approaches; and potential to advance field understanding around a common issue or challenge," according to the release.

About 61% of Fort Worth residents live within a 10-minute walk of a park, according to data from the Trust for Public Land. The goal of the program is to increase that amount.

The city of Fort Worth will focus on "converting nontraditional spaces and developer-owned lands into parks," according to the release.

"We are looking forward to seeing what value TPL will be able to add to our constant goal of

providing quality, accessible parks for Fort Worth and for generations to come,” said Richard Zavala, Fort Worth Park & Recreation Department director, in the release.

## Fort Worth City Council to consider rezoning nearly 300 acres for development that could include soccer stadium

By Sara Rodia

Fort Worth City Council will consider rezoning nearly 300 acres for a variety of uses, including [a potential soccer stadium](#), at its upcoming Aug. 9 meeting.

The proposal for a planned development will cover about 361 acres and will be located east of I-35W at the Hwy. 287 split, north of Basswood Boulevard, south of Thompson Road and west of Riverside Drive, according to a meeting document. The applicant is listed as Basswoods35 Land LLC. The rezoning request involves 297.2 acres.

Rezoning would pave way for this planned development, which would include single-family homes; multifamily and commercial uses; light industrial; and a potential soccer stadium.

The zoning request for this development is split into seven tracts with 119 acres in Tract 3, which is the largest acreage to accommodate a potential stadium, the document states. The city of Fort Worth has been exploring the possibility of partnering with Keller ISD and Neltex Sports Group LLC on an outdoor stadium with surrounding tournament fields. Neltex owns franchises for professional men's and women's soccer teams from the United Soccer League, according to city documents.

"Tract 3 is currently under negotiation with the city of Fort Worth," according to a city memo attached to the council agenda. "The intent is for the city to purchase a portion and develop [something], such as a stadium. The proposed uses would allow for flexibility in this case should the city not make the purchase."

The Fort Worth Sports Authority Board voted in May [to fund a conceptual design and cost estimate](#) for this stadium. A facility like this could cost up to \$130 million, according to officials.

On the proposed planned development, city staff have expressed concerns with the potential amount of multifamily allowed at the site as well as potential traffic issues, according to the city memo.

City Council will consider the rezoning request as part of its meeting that starts at 6 p.m. Aug. 9 in council chambers at 200 Texas St., Fort Worth. A link to watch the meeting live online is available [here](#).

<https://drive.google.com/file/d/1eYqav5eh01eDZdbAbmTDdwjrwbyR7gC/view?usp=sharing>

NBC DFW

## Fort Worth Study to Focus on Public Transportation Reforms

The study will specifically focus on the 76104 area, which has been identified as an area of persistent poverty.

By Lili Zheng

An upcoming study is set to zero in on better transportation options for residents living in Fort Worth's 76104 ZIP code.

Recently, the North Central Texas Council of Governments (NCTCOG) has been awarded a \$270,000 grant to identify innovative and affordable transit solutions to improve access to basic needs like food and healthcare. The study will specifically focus on the 76104 area, which has been identified as an area of persistent poverty.

Gypsy Gavia, a principal transportation planner for NCTCOG, said the council wants to learn more about how people travel in the area and whether current transportation options are meeting demand. "Even though there is a number of health facilities in this area, you have the hospitals, this area is also surrounded by highways and a lot of the residents here don't have access to a vehicle," Gavia said.

14% of residents living in areas of the ZIP code identified as facing "persistent poverty" have no vehicle, compared to 4.3% of households throughout Tarrant County. Despite 76104 being home to the Fort Worth Medical District, researchers at UT Southwestern say [it has lowest life expectancy in the state](#). "Over the course of the next year, we're looking to do interviews, come and do public meetings, and really doing outreach within this community, to hear from residents," Gavia said. "What it is that they need?"

Len Moore of Fort Worth has lived in the 76104 for at least 15 years. While his household does have access to a car, he said he takes the bus about five times a week.

"For me, it's a health choice. It's an environmental choice. All of the above," Moore said. "From time to time, I walk if it's within walking distance or half a mile, but if it's somewhere several miles away, I'll ride the bus."

While he does not frequently run into issues with transportation, Moore said that's not always the case for his neighbors.

"I see disabled people in wheelchairs, on walkers, and kind of elder people having trouble just maneuvering down the street," he said. "So, it would be helpful for them to be picked up from their house and go where they have to go."

The study will officially kick off in 2023 and is expected to last about a year. For more information, [click here](#).

<https://www.nbcdfw.com/news/local/fort-worth-study-to-focus-on-public-transportation-reforms/3042106/>

Dallas Morning News

## **Valley View mall site owner hopes to sell North Dallas land**

Seritage Group Properties selling Valley View land previously planned for high-rise mixed-use project.

By Steve Brown

More than three years after holding a formal start for the project, one of the largest owners at the Valley View mall site in North Dallas hopes to sell out of the property.

Seritage Growth Properties had planned to build a high-rise mixed-use development on part of the former mall site near the northwest corner of LBJ Freeway and Preston Road.

In 2019, Seritage and Dallas developer KDC held a commencement ceremony to kick off construction on the project, which was to have up to 2 million square feet of office, retail and residential construction.

But the development never got off the ground.

Seritage now is hoping to sell the almost 17-acre property, which once was the site of the mall's Sears department store.

KDC is no longer involved in the deal.

Commercial property firm Jones Lang LaSalle is marketing Seritage's Valley View land, which it calls Vista Commons.

"Vista Commons provides a generational opportunity to acquire fully entitled, high-density master plan, with flexible densities for residential, office, retail and hospitality uses," according to JLL's marketing pitch. "As Dallas continues to attract an international audience and business relations, Vista Commons offers the unique opportunity for corporations and top talent to cultivate a community that inspires growth and innovation."

JLL describes the property as "shovel ready," and with easy access to both LBJ Freeway and the nearby Dallas North Tollway.

Seritage – which was created out of the Sears bankruptcy – recently announced that it plans to sell much of the real estate it inherited from the failed department store chain. The company has ownership in more than 100 properties across the country, including the North Dallas property.

"The special committee, the board and the management team all believe that, given the diversified nature of our portfolio, pursuing multiple transactions with different potential buyers for assets or groups of assets may present the best opportunity to maximize shareholder value," Seritage CEO Andrea Olshan said in a statement. "We are confident that implementing the plan of sale will create a more competitive sale process and will best position us to maximize shareholder value as we continue our strategic review."

Seritage's decision to sell out of the Valley View land is just the latest setback for the almost decade-long effort to redevelop the strategically located shopping mall site.

While redevelopment plans have progressed at southwest Dallas' Red Bird Mall and at the Collin Creek Mall site in Plano, grand plans for Valley View have mostly stalled.

Most of the once popular regional shopping center, built starting in the 1970s, has been demolished. The last department store at Valley View closed almost a decade ago.

The mall site is controlled by multiple owners that have worked on separate redevelopment plans for their properties.

Along with Seritage, other sections of the former shopping mall property are owned by Dallas' Beck Ventures and LTF Real Estate, a Minnesota-based firm.

City leaders still hold out hope for the project, which is one of the largest segments of a 440-acre redevelopment that's recently been rebranded as the International District.

The city has funded infrastructure improvements and a new park to be built in the project, which stretches between the Dallas Galleria and Preston Road.

The Texas Tribune

## **An oil company is seeking property tax breaks to finance its plans to remove carbon dioxide from Texas skies**

Occidental's tax break applications include new details about its carbon removal plans, which some experts see as important to countering climate change. Some environmentalists say the technology is unproven, expensive and only marginally useful at best.

By Nicholas Kusnetz

Occidental Petroleum is planning to build a series of massive industrial projects in Texas that would be capable of pulling tens of millions of tons of carbon dioxide out of the air, and is seeking substantial state tax breaks to help finance the operations.

The proposals, which the Houston-headquartered company has not discussed publicly, outline what would be the first commercial-scale operations of a long-shot technology that is gaining increased attention from governments and corporations for its potential to help curb climate change.

In recent months, Occidental has applied for property tax abatements in two Texas counties that could be worth hundreds of millions of dollars if it completes the projects, according to an Inside Climate News analysis of the filings.

The [applications](#) include new details about the scale of the company's planned investments in carbon removal — potentially tens of billions of dollars over the next decade — and fresh insight into how the oil company is trying to finance these plans by assembling a package of federal and state tax breaks, climate incentives, a burgeoning corporate market for carbon offsets and even through the sale of oil.

[The filings](#) describe plans to build a series of 14 direct air capture projects over the next 15 years at two sites, one outside Odessa and the other along the Gulf Coast south of Corpus Christi. If all are completed, the applications say, they would eventually be capable of capturing 56 million metric tons of carbon dioxide per year.

Some policy experts and scientists say technologies that remove carbon dioxide from the air could one day play a small but important role in helping the world achieve the Paris Agreement's ambitious climate targets of limiting warming to 1.5 degrees Celsius. These efforts remain prohibitively expensive, however, a fact that is underscored by Occidental's applications, which say the projects cannot move forward without taxpayer support.

Carbon removal has also generated controversy within the environmental advocacy community. Some activists are concerned that the technologies could be used as an excuse to weaken efforts to cut emissions from fossil fuels. Many also say that the technologies, which have tremendous energy demands, could have their own damaging environmental impacts.

Virginia Palacios is the executive director of Commission Shift, a Texas advocacy group that has raised concerns about the state's oversight of oil and gas wells and, potentially, of underground injection of carbon dioxide.



“I think it’s kind of absurd,” she said of the possibility that Occidental could receive the state tax abatements. “Because it’s supposed to be a public benefit, but ultimately it’s a private company that’s going to be making lots of money.”

Because Texas has no income tax, the state depends on property taxes to fund schools and other services, she noted. The tax abatements in question, known as Chapter 313 agreements, allow a company to pay school taxes on only a fraction of its true property value for a decade. The program was meant to help draw investment to the state, but [academic analysis](#) and [investigations by the Houston Chronicle](#) found that it has rewarded companies with billions of dollars in benefits for projects that likely would have been built anyway. In response to criticisms of the program, state lawmakers let it expire this year, leading to a [wave of applications](#) that could be grandfathered in for speculative projects that might not be built until the 2040s, in some cases.

“I think it’s just important to have some scrutiny over these applications to determine whether they’re actually incentivizing a company to set up shop or not,” Palacios said.

Occidental has applied for other state tax benefits, too, and has already been awarded at least one other 10-year property tax abatement for one of the projects by Odessa College. Under state law, it is local schools and colleges that approve the property tax abatements. It is unclear how much the abatement from Odessa College could be worth, but Gary Johnson, the chair of the college’s board of trustees, said any lost revenue would be well worth it if it attracts investment and jobs.

“Right now there’s nothing there at all,” Johnson said of the property, adding that the college would eventually reap full tax revenue from the project after the abatement expires.

Occidental declined to answer specific questions for this article, but acknowledged that it had submitted “tax limitation” applications through its subsidiary, 1PointFive. Spokesperson Eric Moses said in a statement that the subsidiary “was formed to help curb global temperature rise to advance the Paris Climate Agreement goals by developing and commercializing technologies that provide practical decarbonization solutions on an industrial scale.” He added that each direct air capture plant “will reflect a significant investment in the communities where they are built.”

There are reasons to doubt that Occidental can achieve the scale described in the applications. Carbon removal technologies remain nascent — the largest operation is a project in Iceland that captures only 4,000 tons per year, and there are no truly commercial-scale operations. Occidental is also under no obligation to build the projects, even if the applications are approved.

“You have to be careful how seriously you take these,” said Nathan Jensen, a professor of government at the University of Texas at Austin who has studied the tax abatement program. “It’s almost like an options contract.”

Still, the last year has brought a wave of interest and investment from governments and corporations that could help nudge the concepts into reality. The infrastructure bill passed by Congress last year directed \$3.5 billion to help build “direct air capture” hubs around the country, and the CHIPS Act recently signed by President Joe Biden added an additional \$1 billion for research and development. Microsoft, Alphabet, Stripe, United Airlines and other

major corporations have pledged billions more in investment, with [United investing directly](#) in Occidental's efforts.

Occidental is positioning itself to be the first large corporation to enter this space and bring the technology to commercial scale. It first announced plans to build a direct air capture plant in the Permian Basin area of West Texas and southeastern New Mexico in 2020, and has said it would initially be able to capture 500,000 metric tons of carbon dioxide per year.

The [tax abatement filings](#) show that the local school district in Ector County has already approved Occidental's application for this initial project, granting what could be \$50 million in benefits over a decade if it is completed. The company has said it will begin construction this year.

In March, [Occidental announced plans](#) to build up to 70 direct air capture plants globally by 2035. But the tax abatement applications provide the first details about exactly where and when those projects could occur, and how much they would cost.

The total investment would reach into the tens of billions of dollars. In 2025, the applications say, Occidental plans to invest about \$2 billion [spread across three](#) projects at the two sites. The company's entire capital budget for this year, most of which will go toward oil, gas and chemical production, is expected to be about \$4 billion.

The Odessa operations would sprawl over 1,600 acres on a site known as Shoe Bar Ranch, which was historically a cow-calf operation covered with native pastures, mesquite and greasewood, according to an [old online real estate listing](#). The ranch is also close to many oil wells operated by Occidental, which points to one of the controversial ways the company plans to help finance these massive investments.

For decades, oil companies have been using carbon dioxide to help squeeze oil out of depleted reservoirs, generally using carbon dioxide that has been mined from underground deposits. With nearby deposits drying up, Occidental wants to instead start using captured carbon dioxide from the atmosphere or from smokestacks to extract the oil.

Because most of the carbon dioxide remains in the reservoir after extraction, the company and some independent experts say it is possible to store as much or more of the gas than the carbon dioxide that is emitted when the oil is eventually burned. This potential has prompted Occidental to begin marketing a new product that it calls "net-zero oil," describing any crude it produces by using captured carbon dioxide. It even [signed an agreement](#) with a South Korean refiner to sell its first batch.

Long term, Occidental has said that it will use carbon dioxide to pump oil and produce chemicals or other products, and also will store carbon dioxide underground for customers that want to buy credits to offset their own emissions. It has [announced one of these offset deals](#) with Airbus, the European aerospace giant.

Federal tax credits provide another revenue stream. Under current law, Occidental would eventually be eligible to deduct \$35 from its taxes for every metric ton of carbon dioxide it captures and uses to produce oil, or \$50 for every metric ton that it stores permanently. But if the [deal recently struck by Senate Democrats](#) is enacted into law, those figures would leap to \$130 or \$180 per metric ton. Under these higher credit values, Occidental could be eligible to

receive \$65 million a year for 12 years for the first project, even if it used the carbon dioxide to pump more oil. Subsequent direct air capture operations could be far larger, potentially generating more than \$1 billion annually.

Occidental is also [seeking approval from regulators in California](#) to sell carbon credits in that state's low-carbon fuels market, which is intended to lower the emissions of the state's transportation sector. If it is successful, refiners in California would be able to avoid selling lower-carbon fuels by purchasing credits from Occidental for pumping carbon dioxide underground in Texas.

These arrangements have drawn harsh criticism from many environmentalists, particularly environmental justice organizations, who say they could perpetuate the production and use of oil, thereby worsening pollution for the disproportionately poor and minority communities that live near oil facilities.

But some environmental groups say all this government support is critical to help launch what could be an important tool for limiting warming.

"Overall, carbon removal is essentially a public good," said Katie Lebling, an associate in the climate program at the World Resources Institute. "There's no market for it, there's no need for people to purchase it," she added, "so I think there has to be a role for government in supporting that, especially in the beginning."

Lebling and other supporters of carbon removal technologies say these types of projects need to be deployed rapidly if they are going to provide meaningful contributions to limiting warming.

But it is that same speed that concerns many other environmental advocates, who say too little is known about the potential impacts of the technologies.

While the tax abatement applications carry no guarantee that projects will go as Occidental plans, they do provide the first concrete timelines showing that construction could proceed rapidly.

"I think it's concerning that it's moving so fast," Palacios said. "The public doesn't really know a lot about this."

It is unclear what types of state or federal environmental permits Occidental's direct air capture plants might require. The company declined to say whether any will be necessary.

Occidental has said its direct air capture operations would be powered with a combination of renewably generated electricity and natural gas, and that it would capture the carbon dioxide emitted by burning the gas. It is unclear exactly where those supplies would come from, but it could require drilling new gas wells and constructing new wind or solar farms.

The company has not yet applied to the federal Environmental Protection Agency to store carbon dioxide underground in Texas, meaning that currently, the only option for injecting the gas would be into old oil and gas wells to help increase fossil fuel production.

“I think we just need to be cautious about jumping into some of these new technologies where we know there are risks,” Palacios said, “and we haven’t really taken the time to assess those risks.”

Dallas Morning News

## **AT&T gives \$1 million to send digital ambassadors out to help with internet access**

This is part of AT&T's \$2 billion, three-year commitment to help bridge the digital divide nationwide.

By Natalie Walters

AT&T is donating \$1 million to help 10,000 Dallas-Fort Worth residents connect to the internet over the next two years.

The effort aims to bridge the gap between those with access to digital technology and those without it, also known as the digital divide. At least 75,000 families across Dallas County lacked reliable internet access in 2020, [according to the Internet for All coalition](#).

In total, Dallas-based AT&T previously said it [will spend \\$2 billion between 2021 and 2023](#) to help bridge the gap.

The new initiative is led by the Dallas Innovation Alliance, a coalition founded in 2015 with stakeholders from the City of Dallas and other organizations to help Dallas evolve into a smart global city.

The \$1 million will pay for digital ambassadors to help communities connect to the internet and learn how to use it for tasks like paying bills, applying for jobs and helping children do their schoolwork.

Based on conversations with 20 of the alliance's peers across the country, this is the first program of its kind, said Jennifer Sanders, executive director and co-founder of the Dallas Innovation Alliance.

"We can have all the infrastructure in the world, but if people don't know how to access that, or they can't afford it, we haven't solved the problem," Sanders said. "And so we're so grateful to be able to do a program like this that we think fills one of the most complicated gaps in actually getting connected."

The program will involve four components, including a tech support line, a call center, a website with self-service and community anchor sites. While plans are still in development, Sanders said the program will be marketed via word of mouth and office hours in apartment communities.

Sanders said the program wants to help people get their life back by taking advantage of the internet's resources.

"If you don't know that you can pay your water bill online, you might take a half day off of work and stand in line at City Hall," she said.

Mylayna Albright, assistant vice president of corporate social responsibility at AT&T, said the COVID-19 pandemic "amplified" the digital divide as millions of students shifted to online learning. Some parents didn't have the skillsets to help their kids keep up with their studies online, she said.

"We're going to continue working to help provide opportunities that give students and families the opportunity to fully participate in an increasingly connected world," Albright said. "This is probably one of the largest commitments that AT&T has made."



Dallas Morning News

## Here's what you need to know about Dallas' proposed \$4.5 billion city budget

The City Council is scheduled to weigh in on City Manager T.C. Broadnax's proposed budget Tuesday.

By Everton Bailey, Jr.

Dallas has unveiled the [first draft of its latest city budget](#). At \$4.5 billion, the spending plan proposed by City Manager T.C. Broadnax is [\\$160 million more than the current budget adopted by the City Council last fall](#).

Among Broadnax's recommendations are a lower property tax rate, a higher minimum wage for city workers and increased rates for water, wastewater and sanitation services.

Dallas' general fund, which pays for the majority of city services, is at \$1.7 billion, close to \$200 million more than the previous budget. The increase is boosted by higher than expected property tax revenue, \$961 million, and money from sales taxes, \$417 million.

The extra money means just about every department is projected to get a larger budget in the latest city spending plan. The minimum wage for city workers is also proposed to increase from around \$15 an hour to \$18.

The Dallas City Council is scheduled to publicly weigh in for the first time on Broadnax's proposed budget Tuesday.

The council will approve the latest budget by the end of September and could make amendments to Broadnax's version before adopting a final plan. The new budget takes effect at the start of the fiscal year, which is Oct. 1.

Here are five things to know:

### Property tax rate would go down

Under Broadnax's proposal, Dallas' property tax rate would drop to 74.58 cents per \$100 valuation, which is 2.75 cents less than the current rate.

For a home valued at \$350,000 the homeowner would be paying \$2,088 in city property taxes, a \$77 decrease from the previous rate. That's including a standard 20% homestead exemption and assumes the home value stayed the same.

But with appraisals rising throughout North Texas, some property owners could still pay more despite the lower rate.

A portion of the property tax money goes toward paying for city services and is typically the largest revenue source for the general fund. Broadnax's proposed budget sees more than \$961 million in property tax revenue make up this year's \$1.7 billion general fund.

Another \$366 million is being budgeted to pay off city debt.

City officials estimate the lower tax rate represents a \$48.5 million drop in revenue. But they are also projecting the city will receive nearly \$189 billion in certified property values next year.

## **Water, trash fees would go up**

Dallas residents receiving city water, storm drainage and sanitation services will see higher rates, according to the proposed budget.

Monthly residential sanitation fees are estimated to rise by \$1.51 from the current budget increasing the average residential sanitation bill to \$35.81. Drivers for the higher fees include rising costs for gas and roll carts, and the city minimum wage increases.

Storm drainage fees will increase by 40 cents to \$9.22 for an average monthly bill.

Water and wastewater service fees will go up \$3.25 to an average rate of \$70.19 a month. The reasons for the higher fees are to cover higher staff costs, improving department equipment and costs related to connecting Lake Palestine, which is 100 miles southeast of Dallas, to the city's water supply system.

## **Police and fire budgets would see boost**

Almost all city departments will see either roughly the same level of funding from last year or an increase, under Broadnax's proposed budget plan.

None more so than the police and fire departments, which combined account for nearly 58% of the general fund. Dallas police are planned to have a nearly \$612 million department budget, around \$46 million more than the City Council approved last fall, and Dallas Fire-Rescue would see a \$31 million boost to almost \$368 million.

More than \$38 million of the new public safety investment would go to costs related to a new pay agreement between the city and its police and fire associations. The current deal expires Sept. 30.

Also new in the proposed police budget is a little more than \$4 million in financial incentives to entice at least 30 police officers on the verge of retirement to stay for at least one more year. And \$4.8 million is being added to pay for hiring 250 new police officers.

For the fire department, close to \$22 million is being added to boost emergency response and special operations, such as water rescues and mitigating hazardous materials. The budget proposal also calls for around \$2 million more for fire dispatch and communications. Around \$3.2 million is proposed for 28 new hires who would work solely as paramedics. And a little more than \$7 million is planned for increasing fire department training and recruiting.

## **Other departments would also get increases**

Expanded general fund money also trickles down to other departments as well.

The largest boost outside of police and fire is an around \$13 million increase for the public works department over last fall's adopted budget, raising it to \$89 million. The funds would include adding \$8.5 million for street, bridge and alley improvement projects.

The Parks and Recreation Department is proposed to get a roughly \$6 million boost to a \$106 million budget, which includes spending around \$500,000 to create four new positions dedicated to responding to Emerald Ash Borer beetles destroying trees in the city.



The Transportation Department would get an almost \$52 million budget, nearly \$7 million more than what was adopted last year. That tally includes \$500,000 to add to \$2 million set aside to pay for adding bike lanes.

The code compliance office is getting \$5.5 million more than last year, boosting their budget to \$40.5 million. Broadnax is proposing the office hire 24 more workers to clean debris from around the city flagged by homeless solutions workers.

A \$2.7 million increase in library services would push their budget to \$35.7 million. Roughly \$2.6 million more is proposed for the Environmental Quality and Sustainability Department's budget. The Office of Homeless Solution is proposed to have a \$14.2 million budget, about \$2.2 million more than last year.

### **Public can comment at town halls**

There will be several opportunities for the public to give feedback on Broadnax's plan. They can register to speak during weekly City Council meetings on Wednesdays, the deadline is typically by 5 p.m. on Tuesday.

There will also be [more than 30 town hall meetings hosted by City Council members](#) this month starting on Thursday. The meetings will be a mix of in-person, virtual and telephone events each focused on priorities of one or a couple of City Council districts.

But resources for Spanish speakers are lacking.

Though a two-page overview of Broadnax's proposed budget is [available online in Spanish](#), the full [768-page draft plan](#) isn't.

Of the 35 town hall events, 14 are listed by the city as accommodating Spanish speakers as of Monday. There is a single town hall entirely in Spanish, on Aug. 15 for District 1 residents.

The majority of the city's 1.3 million residents are Hispanic, around 42%, and they are the majority in half of the 14 council districts. According to the latest census data, around 43% of the more than 524,000 Dallas households speak a language other than English at home.

Dallas Morning News

## Dallas' Harry Hines corridor will get a makeover; here's what's in store

New sidewalks, bus shelters, updated intersections and traffic signals are among the ideas on the table.

BY Andrew Little

Harry Hines Boulevard is going to get a makeover and Dallas residents had their first taste of what that could look like on Tuesday.

A master plan, almost five years in the making, aims to modernize the roadway by adding sidewalks and bus shelters, updating intersections and traffic signals for improved traffic flow and incorporating space for greenery and new developments.

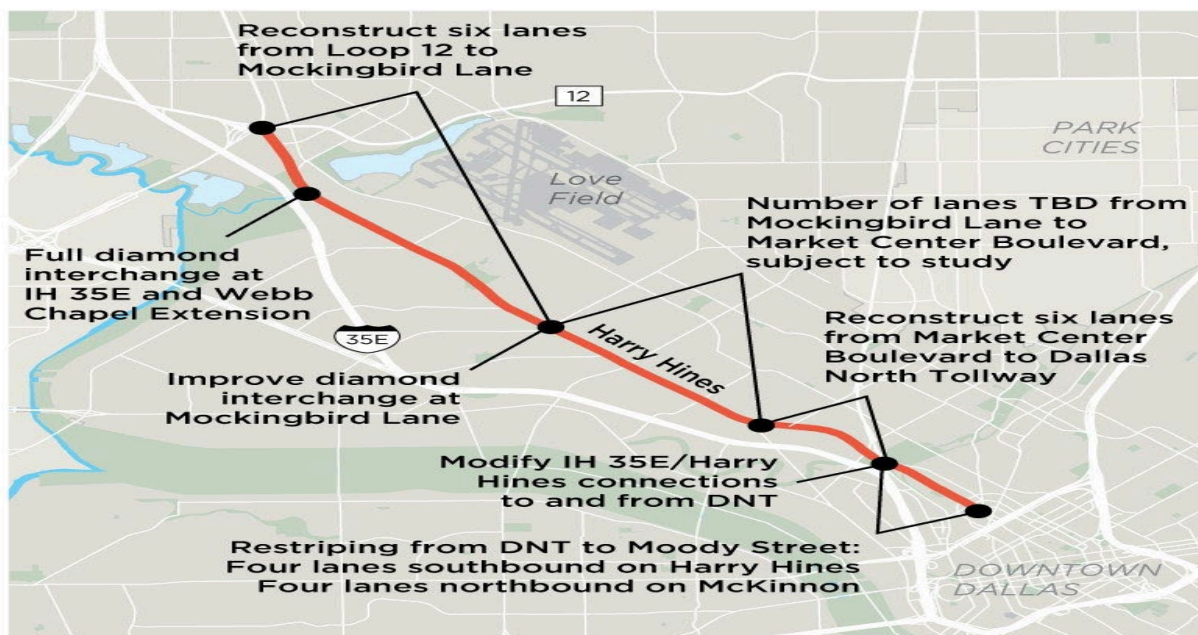
The North Central Texas Council of Governments designed the plan in partnership with public agencies such as the city of Dallas, Dallas County and Dallas Area Rapid Transit.

"The land uses have changed a lot around there, but the roadway itself really hasn't changed all that much," said Sandy Wesch, a project engineer at the Council of Governments who is managing the plan. "It's an urban corridor now, whereas it was a rural corridor in the '40s when it was built."

The project focuses on a seven-mile corridor between Northwest Highway and Woodall Rogers Freeway, a stretch that runs through areas with a range of different needs. One of the sections is home to the Southwestern Medical District, which is working with the medical district and the Texas Trees Foundation on development plans.

### Makeover time

The North Central Texas Council of Governments, in partnership with the city of Dallas, Dallas County, Dallas Area Rapid Transit and other agencies, has unveiled a proposed master plan for redeveloping Harry Hines Boulevard. Some of the plan's features:



SOURCE: North Central Texas Council of Governments

Staff Graphic

"It's unique compared to the other segments of Harry Hines because the medical district is the second largest employment area in the city of Dallas," said Lannie McClelen, manager of the development plan that Texas Trees is working on for the district, which includes a new park at the Inwood intersection.

Design plans for the roadway through the district, such as potential new road stripes, have not all been finalized.

Some of the changes being considered outside of the medical district include removing and simplifying on-ramp loops at Mockingbird Lane, updating the interchange with Interstate Highway 35E near the Webb Chapel Extension that would allow for traffic in both directions and drawing new road stripes on at least three stretches of roadway. New traffic signals, sidewalks, bicycle lanes and bus stop coverings are on the table as well.

"Harry Hines has a lot of buses, but it doesn't have sidewalks all the way," said Wesch. "And sometimes DART has asked for a bus shelter, and they need a bus shelter but they don't have enough room to do it."

New road stripes and next-generation traffic signal technology, which would allow for safer movement of emergency vehicles on the roadway, are elements of the plan that could be implemented relatively quickly, Wesch said.

"That's important for EMS vehicles trying to get to the emergency department and how we open up any place where there is congestion," medical district manager Robert Prejean said about the traffic signals. "We're trying to look at alternatives to where it addresses both safety issues but also how we're handling the health needs of our region."

The Council of Governments is on schedule to deliver a final report and conceptual design for the plan by September but there is no timeline for when changes to the roadway will be made and no projected price tag at the moment, said Wesch.

"This study is trying to help us get our arms around the concepts and designs, and then once we get public comment, we can settle on the alternatives," she said.

The Harry Hines master plan is part of a broader set of mobility studies being conducted by the Council of Governments in anticipation of population and employment growth in North Texas.

Long-term improvements include a redesign of Interstate Highway 35E and the creation of an alternative entrance to Dallas Love Field.

Fort Worth Report

## Development drives neighborhood underwater while Fort Worth fights flooding on roads

By Rachel Behrndt and Haley Samsel

When she arrived in east Fort Worth's John T. White neighborhood in 2004, Dawn Dean was drawn to the area's tall post oaks and lush green spaces.

For years, she and her husband, Mike, never experienced any significant flooding issues, even when the area received up to 17 inches of rain in 2012.

"Even with all that rain, and all of it coming down, we didn't have anything coming across our property," Dawn Dean said. "There were trees. There was grass. What was there naturally did a great job."

Since 2012, the Deans' dream home has transformed into a series of headaches caused by flash flooding. The Deans and their neighbors say the [clear-cutting of trees for housing](#), lack of new stormwater infrastructure and lax city oversight of developers have created a deluge of flooding risks.

<https://youtu.be/UnnlI9xSu3A>

Their most recent example: a June 3 storm that [required high-water rescue teams](#) in some parts of east Fort Worth and brought a torrent of rainfall down a steep hill and into the Deans' backyard. They blame [LGI Homes](#), which is building the Oak Ridge subdivision at the top of the hill, for not doing enough to mitigate flooding. LGI did not respond to a request for comment.

"The retention pond was full and overflowing," Dawn Dean said. "(The water) came into our backyard, and it looked like a major waterfall, the speed that it was coming off the top of that hill — it was more water than we had ever seen."

The Deans are not alone. Water and mud flowed into the home of Todd Milburn on the evening of June 3, causing property damage and requiring weeks of cleanup. After filing a report with the city, staff told Milburn there likely was nothing to be done to prevent flooding on his property in the future, Milburn said.

The arrival of massive subdivisions on land formerly owned by farmers and ranchers is nothing new in Fort Worth, where residents frequently [voice concerns over the lack of new roads](#), sewer lines and other infrastructure necessary to sustain growth.

The difference in John T. White, according to longtime residents and the area's elected officials, is that large swaths of the neighborhood are considered "special flood hazard areas," according to [the floodplains mapped](#) by the Federal Emergency Management Agency. That's especially true along Randol Mill Road, which follows the curve of the West Fork of the Trinity River.

The city is investing about \$10 million into flood mitigation at the intersection of Randol Mill Road and Williams Road, near an area where the city already has flood warning lights.

Residents living in the area said the city is sinking dollars into road repairs without addressing the root cause of flooding.

Lowlands, proximity to the Trinity River and older stormwater infrastructure makes the area prone to flooding, said Jennifer Dyke, Fort Worth's stormwater program manager.

With about [\\$24 million in federal funds](#) available to spend, the city's transportation and public works department asked the city for \$2.3 million to supplement the overall project cost of about \$10 million. City staff did not recommend the funding to City Council, and it likely won't be allocated.

Still, the high-priority project will move forward, using PAYGO funds and revenues from increasing stormwater impact fees. The project will shift Randol Mill Road north from where it currently lies.

To reduce collisions, the city will also add a third turn-only lane to that section of the road. Staff hope to complete the design by the end of 2022.

"We're trying to mitigate fatalities with this project," Dyke said. "This will be so much safer for these people trying to access the highways and get out of this area."

Four people [died](#) in 2018 during flash floods in southeast Fort Worth. The deaths occurred at channel crossings similar to the dips in Randol Mill Road.

Farther along Randol Mill Road, another bend in the road falls directly into a [FEMA flood risk area](#). Flood mitigation would be much costlier there, costing the city at least \$60 million, according to Dyke.

Residents fear neither project will prevent future issues stemming from development. The [John T. White Neighborhood Association](#) is considering a push for a City Council-approved moratorium on development until Fort Worth's developer codes are updated to include more requirements to prevent flooding and other damage, said Dave Fulson, who serves on the association's board of directors.

"The city is always telling us constantly; you guys need to adapt to change. We feel exactly the same way about the city," Fulson said. "The city has to adapt the way it does business with just allowing these developments without looking at these long-term issues like flooding, rain, tree clearing."

### **With developers meeting city standards, residents want changes**

The planned Oak Ridge development will sit on the former home of Tarrant County's second-highest point. Trees sitting atop the hill were key to soaking up excess water that runs from the top of the hill toward the Trinity River, preventing severe flooding, residents said.

Developers like LGI Homes are required to comply with the city's tree ordinance by retaining 30% of the site's overall canopy cover. The city's stormwater ordinance requires developers to reduce any adverse impacts on surrounding properties when the project is complete.

Developers in the Randol Mill area are within the stormwater and tree requirements set by city ordinance, Dyke said. That's precisely the problem, residents answer.

“We get told that the city can’t do anything because they’re meeting minimum standards,” said Mary Kelleher, a longtime resident and Tarrant Regional Water District board member.

Kelleher’s property has been flooded several times, but the problem has worsened since 2015 when massive housing development began in the neighborhood. After researching the issue over several years, Kelleher believes the city has room to strengthen its ordinance by forcing developers to take the potential added volume of rainwater into account.

The city measures the flooding impact of a development by overall added velocity, without accounting for potential volume of flood water. The city has been studying adding water volume to the city’s ordinance since 2018, Kelleher said.

“How can you not take into consideration volume?” Kelleher asked. “Because if they had to take volume into consideration, nothing would get permitted. That’s probably why.”

Fort Worth created its ordinance based on recommendations from the [North Central Texas Council of Governments](#). The city acknowledges that developers clear-cutting trees and adding more concrete to the area likely cause more flooding to surrounding houses.

“This is a good example of a development that can meet the city’s standards ... yet they can still change the drainage pattern and at least have the perception, and in some cases maybe the reality, that there’s some level of impact associated with the properties downstream,” Dyke said during an Aug. 2 council work session.

### **Moratorium on the table as possible solution**

While city officials continue studying the impact of flooding, residents say their properties have been destroyed in the meantime. While some homeowners say a moratorium, or pause, on development now will do little to stop currently permitted construction, the neighborhood association is still considering the possibility of taking the issue to the City Council.

Developers should know where flood water is going to end up and ensure the water doesn’t disrupt other neighborhoods on its way to the Trinity River before starting development, said James Hook, president of the John T. White Neighborhood Association.

“That’s why we need a moratorium,” Hook said. “Right now, they’re just responsible for dealing with their own water retention ponds that slowly let the water out. But they’re just trying to slow the flow.”

Residents feel they have a powerful ally in District 5 council member Gyna Bivens, who represents east Fort Worth. Bivens publicly supports a moratorium on development but needs the support of other council members to move forward.

“It would result in a screeching corporate halt,” Bivens said. “Until we can get developers to really do best practices, I can’t live with anything else but a moratorium ... But I also know it would take quite a bit of muscle to get the four additional votes I still need.”

The moratorium would also give the city time to evaluate best practices, Bivens said. She is pushing for new penalties for developers who negatively impact surrounding neighborhoods and wants residents to be involved in discussions about updating standards to ensure that developers aren’t the only ones participating in policy making.

City staff propose a variety of other solutions, including purchasing nearby plots for water retention, educating developers about integrating drainage systems earlier on in projects, raising stormwater impact fees or including a capital project to address flooding in upcoming city bonds, Dyke said.

Solutions to stormwater flooding must involve detention or conveyance, Dyke said at an Aug. 2 council work session. Detention would hold water in ponds until it can slowly drain away without overwhelming antiquated drainage systems. Conveyance would update drainage systems by introducing longer and larger pipes leading to creeks and rivers.

The transportation and public works department recently increased its [stormwater utility fee](#), which is levied on residents to pay for improvements to the stormwater drainage system. The increase will likely add \$100 million to the department's available funding over the next five years, Dyke said.

"We were able to prioritize all these hazardous crossings and that's where Randol Mill Road bubbled up as one of the top priorities," Dyke said.

During the past decade, residents have grown only more frustrated with city staff who say there is nothing more they can do to prevent the flooding from growing worse. But the John T. White Neighborhood Association doesn't plan to stop making noise about the issue any time soon, said Fulson, who has lived in the area for more than 30 years.

"We really look at this as kind of a big family. Our combined voices get bigger attention from the city than just individual bewildered people not knowing really what to do," Fulson said. "One of the advantages of a strong neighborhood association is that it brings people that would probably never meet together, and it's more difficult for the city to pick off any individual."



NBC DFW

## **Most Electric Vehicles Won't Qualify for the Tax Credit in the Inflation Reduction Act**

The Inflation Reduction Act requires that an EV must contain a battery built in North America with minerals mined or recycled on the continent to qualify for the \$7,500 tax credit.

By Tom Krisher

A tax credit of up to \$7,500 could be used to defray the cost of an electric vehicle under [the Inflation Reduction Act](#) now moving toward final approval in Congress.

But the auto industry is warning that the vast majority of EV purchases won't qualify for a tax credit that large.

That's mainly because of the bill's requirement that, to qualify for the credit, an electric vehicle must contain a battery built in North America with minerals mined or recycled on the continent.

And those rules become more stringent over time — to the point where, in a few years, it's possible that no EVs would qualify for the tax credit, says John Bozzella, CEO of the Alliance of Automotive Innovation, a key industry trade group. As of now, the alliance estimates that about 50 of the 72 electric, hydrogen or plug-in hybrid models that are sold in the United States wouldn't meet the requirements.

"The \$7,500 credit might exist on paper," Bozzella said in a statement, "but no vehicles will qualify for this purchase over the next few years."

The idea behind the requirement is to incentivize domestic manufacturing and mining, build a robust battery supply chain in North America and lessen the industry's dependence on overseas supply chains that could be subject to disruptions.

Production of lithium and other minerals that are used to produce EV batteries is now dominated by China. And the world's leading producer of cobalt, another component of the EV batteries, is the Democratic Republic of Congo.

Though electric vehicles are part of a global effort to reduce greenhouse gas emissions, they require metallic elements known as rare earths, found in places like Myanmar, where an Associated Press investigation has found that the push for green energy has led to environmental destruction.

Under the \$740 billion economic package, which passed the Senate over the weekend and is nearing approval in the House, the tax credits would take effect next year. For an EV buyer to qualify for the full credit, 40% of the metals used in a vehicle's battery must come from North America. By 2027, that required threshold would reach 80%.

If the metals requirement isn't met, the automaker and its buyers would be eligible for half the tax credit, \$3,750.



A separate rule would require that half the batteries' value must be manufactured or assembled in the North America. If not, the rest of the tax credit would be lost. Those requirements also grow stricter each year, eventually reaching 100% in 2029. Still another rule would require that the EV itself be manufactured in North America, thereby excluding from the tax credit any vehicles made overseas.

Automakers generally don't release where their components come from or how much they cost. But it's likely that some versions of Tesla's Model Y SUV and Model 3 car, the Chevrolet Bolt car and SUV and the Ford Mustang Mach E would be eligible for at least part of the credit. All those vehicles are assembled in North America.

The tax credit would be available only to couples with incomes of \$300,000 or less or single people with income of \$150,000 or less. And any trucks or SUVs with sticker prices above \$80,000 or cars above \$55,000 wouldn't be eligible.

There's also a new \$4,000 credit for buyers of used EVs, a provision that could help modest-income households go electric.

The industry says the North American battery supply chain is too small right now to meet the battery component requirements. It has proposed that the measure expand the list of countries whose battery materials would be eligible for the tax credit to nations that maintain defense agreements with the United States, including NATO members.

One component of the bill would require that after 2024, no vehicle would be eligible for the tax credit if its battery components came from China. Most vehicles now have some parts sourced in China, the alliance said.

Sen. Debbie Stabenow, a Michigan Democrat and a leading ally of Detroit automakers, complained that Sen. Joe Manchin of West Virginia, a critical Democratic vote, had opposed any tax credits for EV purchases.

"I went round-and-round with Senator Manchin, who frankly didn't support any credit of any kind, so this is a compromise," Stabenow told reporters Monday. "We'll work through it and make this as good as we can for our automakers."

Manchin, long a holdout Democrat who negotiated terms of the deal with Senate Majority Leader Chuck Schumer, had blocked previous climate and social spending proposals.

Manchin's office declined to comment. He told reporters last week that he wants automakers to "get aggressive and make sure that we're extracting in North America, we're processing in North America and we put a line on China. I don't believe that we should be building a transportation mode on the backs of foreign supply chains. I'm not going to do it."

Stabenow asserted that the bill was written by people who don't understand that manufacturers can't simply flip a switch and create a North American supply chain, though they are working on it. Numerous automakers, including General Motors, Ford, Stellantis, Toyota and Hyundai-Kia, have announced plans to build EV battery plants in the United States.

Katie Sweeney, executive vice president of the National Mining Association, said that industry leaders “like the requirement that minerals for batteries be sourced close to home rather than from our geopolitical rivals.”

“Doing that,” she said, “directly supports high-paying jobs here in the United States ... secures our supply chain and really enhances our global competitiveness.”

Stabenow said she remains hopeful that the Biden administration can offer the tax credits next year while it works on the detailed rules for the battery requirements.

“We will continue to work with the automakers and the administration on getting as much common sense into the regulations as possible,” the senator said.

Messages were left Monday seeking comment from the White House and the Treasury Department, which would administer the credits.

Stabenow says she's pleased that the measure would restore tax credits for General Motors, Tesla and Toyota, all of which hit caps under a previous bill and can no longer offer them. Ford, too, she said, is closing in on an EV cap.

<https://www.nbcdfw.com/news/national-international/most-electric-vehicles-wont-qualify-for-the-tax-credit-thats-in-the-new-climate-bill/3043829/>

Fort Worth Report

## The new 'Magic School Bus': Federal funding drives push for electric buses in North Texas

By Izzy Acheson

The school bus of the future may be coming to a bus stop near you. The Environmental Protection Agency and the North Central Texas Council of Governments have their sights set on bringing low-emission and zero-emission school buses to districts across North Texas.

On Aug. 2, EPA Region 6 staff showcased four electric and emission-free school buses to Dallas-Fort Worth school district leaders to spread the word about the EPA's [Clean School Bus Program](#).

Attendees had the opportunity to meet with U.S. Rep. [Colin Allred](#), D-Dallas, and Region 6 Administrator [Dr. Earthea Nance](#), who oversees EPA operations in Texas, Arkansas, Louisiana, New Mexico, Oklahoma and 66 tribal nations.

The Clean School Bus Program will provide \$5 billion to replace traditional school buses with low-emission and zero-emission models during the next five years. With funding from the 2021 federal infrastructure law, the program is offering the first \$500 million through the [2022 Clean School Bus Rebates Program](#) to aid selected school districts in replacing their current school buses with cleaner models.

"The goal of the Clean Bus Program is to reduce harmful emissions by replacing diesel-fueled school buses with a cleaner alternative," said Joe Robledo, a spokesperson for EPA Region 6. "The buses do not discharge air pollutants and are emission-free, therefore improving the air quality of the surrounding communities."

As a part of the Department of Energy's Clean Cities program, the [DFW Clean Cities Coalition](#) – an initiative overseen by the council of governments – is encouraging school districts to apply for funding.

"The transportation sector greatly impacts air quality," said Amy Hodges, a principal air quality planner at the council of governments. "The mission of Clean Cities is to reduce the traditional fuel energy impact and make (bus) fleets more efficient – we work with all public and private fleets, including the independent school districts."

Air quality remains a key issue in the region, with the EPA planning to list Dallas-Fort Worth as a "severe" violator of national air quality standards, along with Houston, Denver, Chicago and New York, according to [previous Fort Worth Report coverage](#).

In the United States, school buses travel more than 4 billion miles each year, according to the [EPA](#). Replacing diesel-fueled engines with electric engines can decrease the amount of emissions and help the region meet the stricter air standards.

Applications [for the program](#) are due Aug. 19, and the EPA will post the selected school districts by October. The schools picked for funding this year will then be able to start purchasing their school buses. Within the following two years, the school districts should receive their buses and infrastructure and can replace older models.

Fort Worth ISD is among the school districts vying for rebates this year, district spokesperson Claudia Garibay said.

“Fort Worth ISD has a long-term vision of electrifying our fleet,” Garibay said in a statement via email.

### **Clean buses in Tarrant County**

Tarrant County has been a leader in the effort to transition school bus fleets to more eco-friendly options. In 2020, Everman School District – which serves parts of south Fort Worth, Forest Hill, Burleson and the city of Everman – purchased three new clean buses and retrofitted the engines of two diesel-fuel buses.

Everman administrators learned of the opportunity and proposed to the school board that the transition would reduce pollution and fuel and maintenance costs over time, according to the [Texas Observer](#).

Everman received funding from the [Texas Volkswagen Environmental Mitigation Program](#), which aided the purchase of the three buses for their fleet.

“Electric school buses are not cheap,” Hodges said. “They’re roughly three times as much as a diesel school bus – it shows how important funding is.”

The program prioritizes high-need school districts, or districts identified in the [Small Area Income and Poverty Estimates district estimates for 2020](#) as having 20% or more students living in poverty.

In addition, the EPA will prioritize districts not listed under the data, including charter schools, that self-certify as having 20% or more students living in poverty in accordance with the federal poverty threshold. The EPA may request documentation of those school districts who self-certify, Robledo said.

The program will provide up to \$375,000 per bus if the school district is on the EPA’s prioritized list and up to \$250,000 per bus if the school district is not on the prioritized list, Robledo said. “We are hopeful the funding will be sufficient enough to cover the price of the bus or a majority of the cost,” he said.

New diesel buses can cost up to \$90,000 on average. However, the annual average cost to operate and maintain a diesel bus can range from \$34,000 to \$38,000, according to [Gregory Poole](#).

An electric bus is a more expensive upfront investment; data from 2018 prices a new electric bus around \$290,000. However, electric buses have fewer moving parts resulting in less maintenance over time, according to [Gregory Poole](#).

### **What makes the bus ‘magic?’**

Electric school buses are becoming more widely accepted, reaching 1% of all school bus sales in 2019, according to the [EPA](#).

The transition to electric school buses will reduce greenhouse gas emissions by decreasing the number of diesel-fueled engines on the streets, proponents say. If half of all school buses in the country switched from diesel to electric, about 2.1 million tons of carbon dioxide could be reduced annually, according to the EPA.

Not only do electric school buses reduce emissions, they can also provide a renewable source of energy for Texas communities.

The clean buses can transmit electricity back to the grid, helping communities that suffer from power outages. Utilizing bidirectional batteries, or batteries that allow energy to pass in and out, buses can store surplus energy and return the energy to the grid in times of need.

“As vehicle to grid technology matures and with proper planning, school buses could be used to keep the lights on in buildings during power outages,” Robledo said. “They can provide power to emergency shelters or meet other needs during extreme weather events.”

However, the adoption of electric fleets may bring new challenges.

“It’s new technology,” Hodges said. “Not only are you learning about the electric bus, but you are learning about the infrastructure needed to charge that bus.”

Regardless, DFW leaders are hopeful that North Texas school districts can lead the charge by electrifying their fleets.

“I highly encourage Texas school districts to apply for funding for these buses,” Allred said in a [press release](#).

KERA

## **This Arlington country club closure opens 100 acres of land. What do developers want to build?**

By Kailey Broussard

[Hundreds of suburban homes](#), senior living, townhomes, trails and businesses may take the place of Rolling Hills Country Club. If approved, the plan will create a new batch of housing on the last large patch of green space in north Arlington.

Helen Moise, District 1 council member who represents Arlington's north side, says the plans could add more housing options for business executives aside from the master-planned community Viridian 10 minutes away.

"If we're going to bring jobs to Arlington, then we also have to bring housing," Moise says. "We have to bring in housing that executives want to live in."

Moise says several developers have come forward with plans for Rolling Hills over the years, but none have tapped into the needs of nearby residents. Moise, Mayor Jim Ross and developers with [Provident Realty Advisors](#) and consulting firm Masterplan held a town hall in March to [discuss plans to repurpose the golf course](#).

Provident's plans presented to council Aug. 2 include designs for a suburban neighborhood. The northern 70 acres could hold around 221 homes on lots that range from 7,200 to 8,400 square feet. The plan also calls for detention ponds and green space around the property, as well as a trail along the gas line.

Rylan Yowell with Provident Realty Advisors says the company plans to design the northern neighborhood immediately after closing the land sale. As for the remaining acreage, he says, Provident will take their time in finding the right fit for the area.

"It's a notable section in Arlington, so we're trying to determine the viability for a grocery store," Yowell says.

Provident is also considering retirement homes, assisted living, memory care or townhomes.

"We're excited for what could go there, but we may be patient and just start out with that single-family portion," Yowell says.

[A gas well site](#) owned by United Production Partners sits on the southeast portion of the property.

The city's planning and zoning commission [will look at Provident's plans Aug. 17](#), and if approved, the plans will go before city council Sept. 6 and Sept. 27.

The initial glimpse into plans and meeting schedule comes after longtime country club members said bittersweet farewells to their decades-old community gathering spot.

Jim Wells, a former Rolling Hills board member, says times have changed, and younger people are not joining clubs like they used to.

“Myself and several of my friends joined when we were 30 years old and all that. Now, we have very few members who are under 40 years old,” he says.

### Last days of Rolling Hills

Wells and other former Rolling Hills members know their now defunct space will make for great homes. The spot is located close to Interstate 30 and along Cooper Street, making it a central spot in the city as well as the region.

The plans close the chapter on a [nearly 70-year-old north Arlington institution](#) that started as an idea for a family activity center.

“This is the way of life for a lot of people and has been for a long time. To see a place that they routinely go to for golf, social, whatever it may be, it’s going to be a change for all of us. It’s sad,” Wells says.

The clubhouse, which held ceremonial memorabilia from officials including former Gov. Rick Perry and former U.S. Sen. Kay Bailey Hutchison. The club was a four-year host of the [Texas Women’s Open](#).

Romelle Hase organized events for Rolling Hills for over 40 years. In the last days of the club, she would go out for games a couple times a week, as well as hit the restaurant for tacos and Friday happy hour.

Sitting at a table near the entry, Hase recited names of regulars who sat nearby and employees carrying them drinks.

“I think people are trying to just get every bit of celebration they can,” Hase says.

Hase organized club events for around 40 years, ranging from bluegrass shows to the Valentine’s Day sweetheart dance.

“We carried on and I would be carrying on forever if things worked out like that,” Hase says.

Nearby, former Texas Railroad Commissioner Michael Williams sat at the bar. A 27-year club member, Williams originally joined to relax with friends and learn how to play golf. He says he hasn’t played since 2008, but visited for lunch twice a week.

“Some people say that Rolling Hills is a bar with a big backyard,” Williams says. “What it really is, is a number of people with big ole’ hearts.”

Asked what he would say to future homeowners about the history of the space, Williams says he hopes the good times from more than half a century of games and outings spills over to its next chapter.

"I hope the good vibes from Rolling Hills sort of emanate into the homes that are going to be built out there," Williams says.



Dallas Morning News

## Carbon credits would be good for Dallas — but maybe not the planet

The city is considering selling carbon credits in the Great Trinity Forest.

By Dallas Morning News Editorial

The City of Dallas sees a money-making opportunity in the Great Trinity Forest.

City officials [are considering](#) selling carbon credits from the forest to private investors, in an effort to protect the forest and raise money. In an Aug. 1 memo, Mayor Eric Johnson called the idea “intriguing.” We’re intrigued too.

Carbon credits could be a good, revenue-generating move for Dallas, even if the climate benefits are murky. We need more details, though, before this can be declared a win.

Carbon credits are tokens that allow companies or governments to compensate for their greenhouse gas emissions.

When a company announces it’s going “carbon neutral,” often that means it’s buying these carbon offsets. Even if they’re still pumping greenhouse gasses into the atmosphere, they can claim they’re making up for it by supporting, say, a forest or another carbon sink.

But who’s vetting these “carbon neutral” claims?

There’s no legal body in charge. No one is required to buy these credits. But consumer demand for sustainability is prompting companies to buy them up.

Many nonprofits facilitate these carbon markets. They operate without government regulation, and their opaque standards have [come under scrutiny](#).

The mayor’s office is still learning how the process would work, Chief of Staff Tristan Hallman said.

“I think in theory it’s a good idea, but we do need those particulars,” Hallman said.

Dallas isn’t the only city that’s dabbled with carbon credits. Austin has actually [bought](#) some carbon offsets, in an effort to become carbon neutral. And it’s looking into selling carbon credits too, oddly enough.

By selling these credits, the city of Dallas would essentially pledge to protect the Great Trinity Forest from future development or destruction. There is no question that the forest is facing a real and imminent threat, albeit a natural one: the emerald ash borer.

The invasive beetle [has made its dreaded arrival in Dallas](#) and will eat away at the city’s ash trees if action isn’t taken soon. Forty percent of the Great Trinity Forest’s trees are estimated to be ash.

Revenue from these carbon credits could help the city inoculate its ash trees.

The emissions calculus, however, is still unclear. Critics might call the initiative “greenwashing”: a deceptive marketing scheme that helps companies appear more environmentally responsible than they are.

But the mayor's office believes it could be a good way to fund urban greenspace without much cost to the city.

"I don't think we're making the planet worse," Hallman said.

Hallman is right that the city taking advantage of carbon credit sales is doing no harm, and may do some good if it helps preserve the forest.

How much good it is actually doing in the broader fight against climate change is somewhat more dubious; we would hope the city and private sector would devote resources to the treasure of the forest in any event.

Ideally, the initiative would be a win for the entire planet. But if it ends up benefiting Dallas alone, we'll still welcome the resources for our forest.

Fort Worth Star-Telegram

## **City Council sides with neighborhood blocking east Fort Worth warehouse project**

By Harrison Mantas

The Fort Worth city council voted unanimously Tuesday to deny a zoning change that would have converted 57 acres of east Fort Worth farmland into an industrial warehouse. Residents expressed their concerns about truck traffic, pollution, and the health impacts of industrial development on the majority Black and Brown community. The property sits on either side of the 5100 and 5200 blocks of Parker Henderson Road, south of U.S. 287.

It has been operated as a family farm since 1900, but owner James McCulley said his children won't be able to continue that legacy. He argued that changing the zoning to allow for industrial use would bring jobs and boost city tax revenue, which could then be used to address the nearby Echo Park neighborhood's concerns about road maintenance and traffic.

However, members of the community showed up in force to say they don't want this project in their neighborhood. The Echo Heights neighborhood is bordered by trucking companies and industrial lots, said Chris Jones, who lives next door to the proposed project. He said the 57-acre farm land acts as a buffer for the neighborhood, and allowing it to be rezoned for industry would disrupt the area's community feel.

Krystal Wilbourn grew up in the neighborhood and attended W.M. Green Elementary, which sits across from the property. She worried about the impact of pollution from exhaust and said school children will be put at risk having to share roads with tractor trailers. John MacFarlane, chair of the Greater Fort Worth Sierra Club, called the proposed rezoning a classic case of environmental racism.

He pointed out that the students who attend W.M. Green Elementary are predominantly from Black and Brown communities and said this case would never have been considered if it had been proposed in majority white neighborhoods like Tanglewood or Westcliff. He said the nearby community is already overburdened with high rates of respiratory diseases like asthma, which he attributed to exhaust fumes from nearby trucking and industry.

Mayor Pro Tem Gyna Bivens acknowledged McCulley's desire to develop the property, but said her focus needs to be on doing the least amount of harm to the east Fort Worth community.

She said the area has already suffered enough from the impact of truck traffic tearing up neighborhood roads. Mayor Mattie Parker noted the western half of the property has been designated for open space as part of the city's master plan. She called for the city to explore the possibility of purchasing that portion for conservation, and work with McCulley to find another use that better fits the community's needs.

D Magazine

## How to Keep Dallas-Fort Worth at the Top

By Rick Purdue

You're sitting in your office having a cup of coffee and reading the newspaper. Great news all around. Your city is a top-five metropolitan area in the country and growing. Job growth is phenomenal. Shiny new buildings everywhere.

North Texas 2022? Perhaps, but also Detroit 1950.

Living in North Texas today, it's easy to take for granted that we lead the nation in job growth and in-migration. Since 2010, the U.S. Census Bureau estimates the population of the Dallas-Fort Worth metro area has grown by 23.1%—the most of any metropolitan area in the country for the same period.

It's expected that DFW will overtake Chicago as the nation's third-largest metro area by the 2030s.

Much of this growth is attributed to the uptick of companies and workers relocating from other states. Our region has a lot of positive benefits that attract businesses and people – we have all heard them many times: low regulatory climate, no state income taxes, affordable housing, and a diverse economy.

North Texas' lower cost of living has attracted people from higher-cost areas like California. Many high-profile businesses, including Caterpillar, Toyota, McKesson, PGA, and Charles Schwab, have recently relocated their headquarters, added manufacturing, and distribution centers or expanded their DFW operations. This influx of companies has not only brought more people but it's also brought more jobs. As of January 2022, the unemployment rate in Dallas-Fort Worth was just 3.6 percent, with 237,100 jobs added from January 2021 to January 2022.

But, as we've learned from other cities in the last century, this can change—just look at Detroit. In 1950, Detroit was counted as one of the five largest major cities in the U.S. and was a powerhouse in the car manufacturing industry. But it's been in a steady population decline ever since, according to the Citizens Research Council of Michigan.

For North Texas—and Dallas specifically—to maintain its competitive advantage, we must focus not only on protecting our lead in growth but pushing forward with more initiatives that will continue to attract new economic opportunities and make Dallas an even better place to live. Here is where we can start.

### Increase Housing

The housing affordability issue is incredibly simple. It is high-school economics simple. Less housing equals more expensive housing, and more housing equals less expensive housing. Cities across the country that have made the development process more difficult (i.e. most of California) have the highest housing costs. Full stop. No government program will change this dynamic.

If a developer wants to build housing in the City of Dallas (single-family or multifamily), the city should roll out the red carpet, not bog the developer down with layers of red tape. With current

migration patterns, North Texas will continue to receive more people from around the country. The City of Dallas building department must decide how many of those will call the city of Dallas home.

#### Focus on Alternative Transportation

North Texas has miles and miles of freeways – some are 16 lanes wide. North Texas has miles and miles of light rail – the most in the entire United States. More money on highways and light rail is not the answer. DFW must focus on alternative transportation. The answer is an active transportation network that connects DART stations, streetcars, protected bike lanes, and bike trails to give residents an automobile alternative.

Dallas has always been inhospitable to cycling, to put it mildly. Bicycling magazine has routinely ranked Dallas as the Worst City in America for cycling. It does not have to be this way. The anti-cycling culture in Dallas can change over time as we have seen across the country. It starts with prioritizing cycling infrastructure and follows with planning and budgeting.

Minneapolis is a perfect example. Despite a cold-weather climate, Minneapolis decided to go all-in on cycling infrastructure. Starting from essentially a dead-stop around 2000, the city is now routinely ranked as one of the top three cycling-friendly cities in the country every year, with a relatively high percentage of residents commuting to work.

An organization that I am involved with – The LOOP Dallas – is working to connect existing bike lanes into one 50-mile connected loop around the Dallas area. Organizations like BikeDFW, the Dallas Off-Road Bicycle Association (DORBA), and a host of riding clubs are doing their part to promote a more bike-friendly Dallas.

We don't have to be Copenhagen or Amsterdam, but we could certainly catch Minneapolis. It just takes resolve, planning, funds, and political leadership.

#### Increase walkability

Dallas has historically prioritized cars over people in design and planning and it shows. According to Smart Growth America's Pedestrian Danger Index (PDI), from 2010-2019, out of the 100 largest metro areas in the U.S, the DFW Metroplex ranked the 31st most dangerous metro area for people walking. We must change this. In 2019, DFW had 124 pedestrian fatalities. That number increased to 132 in 2021. The design of a street impacts the speed of automobiles far more than the posted speed limit. Dallas must take every opportunity to calm traffic and make streets more hospitable for pedestrians.

Eliminating one-way streets is a great start. We now have several successful examples of converting one-way streets to two-way across the city, yet it takes years to make this happen. Dallas must streamline the process of taking a neighborhood consensus to full implementation in a reasonable timeframe.

Road diets are another great idea. A classic road diet typically involves converting an existing four-lane, undivided roadway segment to a three-lane segment of two through lanes and a center, two-way left-turn lane. They enhance safety, mobility, and access for all road users and create a complete street environment to accommodate a variety of transportation modes.

The best example in Dallas is the Jefferson Boulevard road diet championed by Councilmember Chad West. By taking a stretch of road from three lanes in each direction to two lanes, traffic

accidents dropped 82%. Another great example is the Lower Greenville road diet that significantly increased development and walkability in the area.

The City of Dallas should create a road diet commission to explore every opportunity to eliminate redundant roads or decrease road widths to make neighborhoods more pedestrian-friendly. Neighborhood residents should have priority over commuters passing through.

### More Green Space

Dallas is not blessed with natural amenities such as mountains or an ocean, so we must play to our strengths and focus on parks and trails. Dallas will never have these natural amenities, but there is no reason Dallas cannot lead the country in parks per person for large urban cities.

City parks and urban green spaces enjoy a long list of benefits. They can increase community connection and engagement, improve air quality and encourage a more active lifestyle for residents. They can also lead to economic development and increased property values for both residential and commercial real estate.

Dallas now has two great examples of transformative park initiatives with Klyde Warren Park and Parks for Downtown Dallas (PfDD). Klyde Warren Park has been a true game-changer for Dallas. It has stitched together Downtown and Uptown and now enjoys over one million visitors per year. It is a perfect example of how an idea can become a transformative project in a short period of time with the right leadership and resources.

Just as impressive as Klyde Warren Park is the effort to create four urban parks that have transformed Downtown Dallas through the work of PfDD. In just over a decade – an incredibly short period of time in the history of a city – a big idea was turned into reality under the PfDD's guidance.

Both initiatives were public-private partnerships that leveraged private money with public funds. Just like the new Southern Gateway Park, this public-private partnership (PPP) model should be followed as we continue to build out green space in Dallas.

Organizations such as Trust for Public Land and Texas Trees Foundation are doing great work, as well as the Dallas Park and Recreation Department and the Dallas Department of Transportation. Dallas has the organizational structure in place to make Dallas greener and more accessible.

### Take Care of the Basics

As Maslow taught us, one cannot focus on higher-level pursuits if their most basic physiological needs are not met. It is the same with a city. If we don't get the basics right (public safety, permitting, housing, potholes, etc.), we will never be able to get the next-level items such as active transportation and additional green space.

The City of Dallas permitting process is a perfect example of the basics that we must get right. If a developer or homeowner has followed the local zoning rules and wants to invest money in Dallas, get that person a permit as fast as possible. If a builder has followed the rules of zoning and wants to build more housing in Dallas, get that person a permit as fast as possible. An

ineffective permitting office is an unforced error that must be resolved. The permitting process should be simple, timely, intuitive, and cost a reasonable amount of money.

This is by no means an exhaustive list of areas for improvement, but it is a place to start. While no one can take away the built-in advantages of Dallas, such as its central location, many other economic advantages can be lost if we are not steadfast in our pursuit of excellence.

<https://www.dmagazine.com/commercial-real-estate/2022/08/how-to-keep-dallas-fort-worth-at-the-top/>

Dallas Morning News

## Residents have a say in Oak Cliff's future

Community input has been fundamental in providing guidance for future zoning.

By Chad West

Are those cranes building up or tearing down? It's a question many [Oak Cliff](#) residents are asking ourselves as we walk or drive around our community.

One of the most painful teardowns in recent memory was El Corazón de Tejas at Davis and Beckley. A storied restaurant by a prominent local Latino family was lost. In its place? A generic chain drug store.

After this demolition, I was elected to the Dallas City Council, and one of the top priorities I heard across Oak Cliff was residents and business owners urging protections against tearing down at-risk neighborhoods and commercial properties. Neighbors highlighted multifamily zoning not reflective of existing single-family neighborhoods in the Jimtown neighborhood, and zoning allowing for fast food drive-throughs along Clarendon Road in the Sunset Hill and Hampton Hills neighborhoods. Residents expressed interest in seeking change, so we initiated authorized hearings to change the zoning in these areas.

That is where the West Oak Cliff Area Plan comes in.

Over the last 2 1/2 years, WOCAP has provided an avenue for residents and business owners to have a say in their neighborhoods' future, providing guidance for future zoning cases. Historical and conservation district statutes currently offer protections for neighborhoods like Winnetka Heights and Kessler Park from being torn down or altered in ways their residents don't envision. Residents in other Oak Cliff neighborhoods like Jimtown and Elmwood deserve that same level of empowerment and respect from our city government, and WOCAP gives them the path to get there.

Residents have also expressed concerns about the displacement of their fellow neighbors through rising property taxes and gentrification. The lack of supply of homes across the city, coupled with the rapid growth of the Dallas-Fort Worth area, is the cause of the rising home and rental prices everywhere. And while some change is inevitable, more housing stock in high-demand areas such as Oak Cliff will undoubtedly help ease the price burden.

In addition to recommending the deployment of numerous housing strategies such as neighborhood empowerment zones to mitigate displacement, WOCAP encourages exploring future zoning changes to permit additional, more attainable housing choices such as duplexes and quadplexes in appropriate areas near transit, while also recommending the mostly unused parking lot at Hampton Station be developed into a neighborhood-scale mixed-use development with dedicated affordable apartments.

This is a way to encourage growth in Oak Cliff that links housing, jobs and transit. The type of development recommended at the Hampton DART station — repurposing DART-owned parking lots — is already underway throughout the region and tackles an important question: What's the best use for publicly owned land: a vacant parking lot or much-needed workforce housing?

Community input was fundamental to writing the recommendations in the plan. City staff hosted dozens of bilingual in-person and virtual meetings, surveys and pop-up events to collect ideas.



Although improved walkability is a goal envisioned by nearly all residents, the original draft of the plan included recommendations that could have endangered the future for [autocentric businesses and auto-repair shops in areas of West Oak Cliff](#). Thanks to the diligent work of [Somos Tejas](#) and others, this blind spot was brought to staff's attention, and the final draft has removed these recommendations.

Every resident, family and business forced out by inadequate city protections is a failure of the city and makes Oak Cliff less special. I urge the City Plan Commission to approve WOCAP because it is our best tool to stop the unwanted destruction of neighborhoods and businesses from causing more harm in Oak Cliff.

Dallas Morning News

## American Airlines places order for 20 experimental supersonic jets

Fort Worth-based American says it wants 20 of Boom Supersonics jets and options on 40 more.

By Kyle Arnold

Fort Worth-based American Airlines has put down deposits on 20 supersonic jets from startup aerospace company Boom Supersonic that could fly as fast as 1,300 miles an hour.

[American and Denver-based Boom Supersonic announced the deal Tuesday](#), saying the airline has put nonrefundable deposits on 20 of [Boom's new Overture aircraft](#) and placed options for 40 more.

American didn't say how much it paid for the supersonic jets, but it did say that Boom must meet "industry standard operating, performance and safety requirements" along with other conditions. Airlines such as American are hoping for supersonic jets such as those made by Boom can make international travel more appealing since, as for now, planes must stay below the speed-of-sound while traveling over land.

"Looking to the future, supersonic travel will be an important part of our ability to deliver for our customers," Derek Kerr, American's chief financial officer, said in a statement. "We are excited about how Boom will shape the future of travel both for our company and our customers."

The Overture would fly about twice as fast a traditional airline jet. But those long-haul jets from makers like Boeing and Airbus also carry 240 passengers or more. [Boom plans to have the Overture, its commercial jet designed for 65 to 80 passengers, ready for flight testing as soon as 2026](#) and hopes it could carry commercial airline passengers as soon as 2029.

Airlines have been curious about a return to faster-than-sound travel since the Concorde [stopped flying its transatlantic routes in 2003, mostly because the small jets were loud and expensive to operate, guzzling fuel at high rates](#).

[Supersonic flying is banned over land in the United States because of the loud booms it produces](#). But groups such as [Lockheed Martin and NASA are working on more aerodynamic designs that both quiet the supersonic boom](#) and direct it upward to make it more tolerable to people on the ground.

There are also rules against flying at faster-than-sound speeds over land in most parts of the world because of the supersonic booms.

Boom is hoping to change that, at least for travel over oceans. The company says its supersonic jet design is more fuel efficient because of its aerodynamic design and that it can fly without afterburners to reduce noise and fuel burn. The Overture design would also fly cooler than the Concorde design, which faced durability issues because it would get hot during flight due to friction between the aircraft's exterior parts and the surrounding air.

Boom said it [plans to break ground on a small factory in Greenville, S.C., later this year](#). It says it already has orders for 130 jets, [including commitments from Chicago-based United Airlines](#) and Japan Airlines.

<https://youtu.be/pOOirmDQipg>

Dallas Morning News

## **A History of Neglect**

Minority areas have major transportation issues, study finds Research found huge lack of sidewalks, accessibility in Black, Hispanic districts.

By Colbi Edmonds

Connie Gonzalez's neighborhood has one general store, but her family can't walk there because it's too dangerous without sidewalks.

Gonzalez, who has lived in West Dallas for 40 years, said cars regularly drive into the ditches on the side of the street in front of her house, and drivers who park there often leave trash. She's told city officials about the littering, but she says they've responded that it's not their property to maintain.

"Cars park on the side [of the street] and obstruct the view," making it hazardous for pedestrians and other drivers, she said. "My kids can't even ride their bikes out."

An SMU study recently determined that Gonzalez's neighborhood is among 62 "infrastructure deserts" in Dallas: The areas' small-scale structures and facilities of support — sidewalks, crosswalks, public transportation access — are highly deficient.

These infrastructure deserts are concentrated in southern Dallas, home to many Black and Hispanic residents, according to the study. Even in high-income Black neighborhoods, there was worse infrastructure than in white neighborhoods or neighborhoods with no predominant race, the study found.

Whether they live in high- or low-income neighborhoods, all of Dallas' residents should pay attention to this neglect, said Barbara Minsker, the lead investigator and Bobby B. Lyle Endowed Professor of Leadership and Global Entrepreneurship at SMU.

When the city government fixes infrastructure inequality and addresses the issues that stem from that inequity — such as health and safety concerns — the upfront cost could cause higher taxes for all depending on where the money is coming from, she said. But Minsker said in the long term, there could be lower taxes once these issues have been addressed.

Minsker and her research team examined nearly 800 neighborhoods and rated them excellent, good, moderate, deficient or highly deficient based on 12 types of neighborhood infrastructure. These criteria, like access to medical services and community gathering spaces, contribute to livable, economically viable neighborhoods.

Low-income communities are up to four times more likely to have highly deficient infrastructure than their high-income counterparts, the study found.

Some information used for the SMU study was already publicly available. But the SMU researchers also used aerial imaging to detect crosswalks and Google Street View images for noise walls.

The same research was conducted for New York City, Chicago and Los Angeles. Compared with those cities, Dallas had the worst infrastructure conditions and the most inequity, Minsker said. The study's findings of racial inequity are a result of redlining and highway projects in the city that broke up Black and brown neighborhoods, among other factors, she said.

“There’s never the resources or catch-up for these areas that have much worse infrastructure and have kind of been written off,” Minsker said. “We have a history of racially motivated policies, and the legacy of that is still there.”

Residents living in these neighborhoods have long known of the problems their communities face and say there hasn’t been much assistance to improve their access to quality infrastructure. However, they’re working with one another to find solutions, while calling on the city to do more.

## **Southern Dallas**

James McGee, the president and board chair of Southern Dallas Progress, said the issues with infrastructure that southern Dallas faces are “supremely frustrating.”

While it’s only a 10-minute drive by car from downtown to parts of southern Dallas, it takes about an hour by public transit. Internet companies, meanwhile, underinvest in the neighborhood, resulting in poor internet access, or “digital redlining,” McGee said.

Parts of southern Dallas also look different from the urban city, with uneven pavement, broken fences and no sidewalks. Open lots overgrown with brush are often filled with trash and abandoned equipment.

“It’s been a dumping ground for years,” McGee said. “If you don’t have infrastructure, no one cares.”

McGee said it would be expensive to install sidewalks in southern Dallas — District 8, for example, is missing 246 miles of sidewalks, and the estimated cost to build curb ramps for accessibility is nearly \$2 million, according to the city’s Sidewalk Master Plan Final Report, completed in June 2021.

“They may announce there’s \$50 million, for example, for an infrastructure improvement, but what’s the total needed?” he said. “\$50 million is a big number, but it’s minute in the size of what’s actually needed.”

McGee said the goal for southern Dallas is to work toward revitalization, not gentrification. “Residents want better, but unfortunately they’re kind of used to it,” he said. “Some of them have been complaining for 30 years and much hasn’t changed.”

## **Jubilee Park**

Mark Mullaney, the chief operating officer of Jubilee Park and Community Center, said the SMU research matches what he and other community residents have experienced.

Minsker shared the findings of the study with the Jubilee neighborhood in southeast Dallas, and Mullaney and Minsker walked around in the southern portion of the neighborhood together. “It helps make the case for why an investment in this ... will make life better for residents,” Mullaney said. “It’ll be helpful for talking to investors and potentially grant opportunities.”

Jubilee Park as a defined neighborhood is 62 blocks, divided along East Grand Avenue. Mullaney said the southern part of the neighborhood looks much different from the northern part. In the northern part of Jubilee, near the community center, there are paved sidewalks, well-maintained fences and tree canopies.

But just about five blocks south from the community center, there are no sidewalks. The streets are difficult to cross and navigate, especially for people without cars. Bus stops have no

benches or shade. They're just signs, with one on the median in the middle of the street, directly in the sunlight.

The southern part of the neighborhood has private apartment complexes called the Yellow Brick Duplexes, which have no sidewalks, poorly paved streets and no tree cover. Mullaney noted the irony of the houses having a direct view of Fair Park, which he said was "a striking difference."

Mullaney said Jubilee Park is working on new developments in the southern portion of their neighborhood and will potentially build multifamily and senior affordable homes, and a small resource center that will be accessible for pedestrians.

Jubilee Park is planning to work with Southern Dallas Progress to take surveys of vacant lots in the area and determine the best use for them. Mullaney said Jubilee wants to find ways to provide low- to moderate-income housing.

"The future is mixed income," Mullaney said. "How do we do that in a way that doesn't push out community members?"

### **West Dallas**

Debbie Solis, a lifelong resident of West Dallas, said although the City Council in Dallas is the "best there's been," the study's findings are the result of years of redlining and lack of resources for minority, low-income neighborhoods.

Predominantly Hispanic neighborhoods are up to three times more likely than white neighborhoods to have highly deficient infrastructure, while Black neighborhoods are up to five times more likely.

Previous City Council members from northern Dallas didn't walk "the streets of South Dallas or West Dallas," Solis said. "They didn't see the injustice that was going on out here. And if they did, they were blind to it."

She said West Dallas suffers from a lack of access to public transportation, internet and quality grocery stores.

Solis said her neighborhood was annexed by the city in the 1950s, and they did not receive paved streets unless residents paid for them. Plumbing came late to West Dallas — she used an outhouse until the 1960s.

Solis said if the city wants to solve these complicated problems, they must work with the county and stop gentrifying the area.

"We have to have people that are making decisions that care and want to help people that have been here for generations," she said. "Look at Little Mexico. It's gone. That's what's going to happen here if we don't stop it in West Dallas."

Dallas Morning News

## **DALLAS Council considers \$1 billion bond**

Some worry about debt, others unsure of plan for street, city improvements

By Everton Bailey, Jr.

Dallas voters could be asked to approve a new bond program for the fourth time in less than two decades to pay for better streets and city infrastructure.

City officials presented a draft plan to City Council members Wednesday to get voters in May 2024 to greenlight a \$1 billion program, including setting aside \$150 million to improve roads and storm drainage in underserved areas in the hopes it'll attract more affordable housing developers.

The proposal was panned by several council members who noted no money would be devoted toward building more homes, no cash would address neighborhood environmental harms or climate change, and that around \$85 million would be focused on fixing existing city buildings with repairs that should be paid for through the general fund.

The city also still has projects waiting for bond dollars that voters approved in 2017, 2012 and 2006. The latest program was for \$1.05 billion and the city has earmarked around \$870 million for projects as of the end of June.

"I don't feel like we're moving the needle here," said council member Adam Bazaldua, who called the proposal "underwhelming."

"I feel like we're just adding more of the same," he said.

### **Funding needs**

Despite the fact that voters have authorized the sale of up to \$3 billion in bonds since 2006, largely for street and transportation improvements, the city still has large funding needs.

Decades of neglect and disinvestment in southern Dallas have left several neighborhoods lagging behind their northern counterparts, with some not even connected to the city's water and wastewater system. The city is also facing problems with affordable housing for low-income residents, a growing homeless population and poor transportation infrastructure.

Dallas has more than 2,000 miles of missing or broken sidewalks and city officials estimated last year that it would cost \$2 billion to repair half that amount. The city also needs \$54 million to build curb ramps in sidewalks to be in compliance with the Americans with Disabilities Act.

Council members last year voted against asking voters to approve a hastily proposed \$300 million bond solely for street and traffic signal improvements.

### **The proposal**

Under the latest bond proposal, the city would over five years allocate:

\$325 million for improvements to streets, alleys, bridges and sidewalks.

\$233.8 million for park and recreation facilities and trails.

\$150 million for housing infrastructure improvements.

\$101.9 million for transportation related projects designed to make roads safer, like upgrading traffic signals.

\$49.9 million to promote economic growth and opportunities around the city.

\$43.8 million to address flood protection, as well as storm drainage and erosion concerns.

\$30.6 million for renovations to public safety facilities.

\$25 million for renovations to unspecified city facilities.

\$15 million for renovations to library buildings.

\$15 million for renovations to cultural and performing arts facilities.

\$10 million to improve existing properties the city has bought to provide homeless services.

The proposal was largely modeled after the 2017 bond program, said Office of Bond and Construction Management Director Adriana Castaneda.

None of the tallies are set in stone and the proposal was only brought “for discussion purposes only,” Castaneda said.

### **2017 bond package**

Investing in housing infrastructure improvements is the only difference from the 2017 bond initiatives, replacing plans to rehab 12 buildings in Fair Park. Castaneda suggested the city could devote another \$150 million through an additional future bond program for more housing infrastructure fixes.

The 2017 bond package devoted more money in just about every category. For example, the city set aside \$20 million to pay for housing for people experiencing homelessness. The city has committed \$16 million toward renovating or helping buy hotels to turn into transitional housing and to buy an abandoned hospital.

The money for that initiative largely went unspent until after the COVID pandemic began in 2020.

Castaneda and Assistant City Manager Robert Perez said the city should be 99% completed with the 2017 bond program by 2024.

“Everything we have complete control of should be completed by the time this next bond starts,” Perez said.

### **Too much debt?**

Jack Ireland, the city’s chief financial officer, said the bond plan assumes the property tax rate will be set at 74.58 cents per \$100 valuation and not change. That rate is currently being proposed by City Manager T.C. Broadnax in the latest draft of Dallas’ annual budget, down from the current 77.63 cents rate.

Several council members said they are concerned with the amount of debt the city is taking on, along with plans for an increasing budget with little to no cuts in service.

“Are we maxing out the credit card?” council member Paula Blackmon asked.

Ireland said based on his office's calculations he didn't believe there were any issues with another \$1 billion bond but added that it shouldn't happen anytime before 2024.

"We have to maintain a reasonable balance in the debt service fund in case anything went wrong, but it's at the capacity that we feel comfortable with," Ireland said. "So it's not completely maxed out, but I would never run the fund to zero either."

Ireland said the city still doesn't have set plans on how it will spend around \$44 million in 2012 bond money and \$77 million in 2006 bond money.

The upcoming plan is subject to change, Castaneda said.

An assessment of needs around the city still has to be done as well as getting more input from residents and the council.

She said a list of city needs would be presented to the council in September 2023 and a revised bond program draft sometime that winter. The council could vote as early as February 2024 to put a bond proposal on an election ballot.



Fort Worth

## Leadership prepares for next round of investment in Las Vegas Trail

By Rachel Behrndt

A thudding jack hammer punctuates the sentences of [Paige Charbonnet](#) as she walks around the RISE Community Center, home of [LVTRise](#), greeting staff and pointing to the sites of future projects.

“You can kind of feel the buzz,” Charbonnet said, describing the organization’s next stage of development.

The buzz signals a new phase for the historically troubled Las Vegas Trail neighborhood, city leadership hopes. Charbonnet takes on the [executive director](#) role while Fort Worth starts on long awaited infrastructure improvements, hoping to spur development and improve safety.

Charbonnet joined the nonprofit organization as a volunteer early on after learning about the challenges facing Las Vegas Trail in west Fort Worth — she lives in a nearby neighborhood. “My heart has been here for a long time,” Charbonnet said.

The Las Vegas Trail area was formerly intertwined with the nearby Carswell Air Force Base (now the Naval Air Station Joint Reserve Base). The single-family homes and apartments were mostly overflow housing for service members.

As the bases’ influence waned, apartment managers let their properties degrade. Poor housing and missing services like grocery stores and medical facilities lowered rent prices and concentrated poverty in the neighborhood.

“The lack of services causes issues over there,” said District 3 council member Michael Crain. His district represents parts of west Fort Worth.

The trail became widely known for [crime and poverty following reporting that revealed the challenges facing Las Vegas Trail residents](#). Fort Worth started a neighborhood revitalization effort in 2017 after town hall meetings with residents, leading to the formation of the nonprofit LVTRise. Two years later, the city of Fort Worth purchased the Westside YMCA to create the [Rise Community Center](#).

LVTRise and the community center were created to bridge the gap in services created by historic disinvestment. The city funds and provides [library services](#) to the community center while LVT Rise runs the center day to day.

Rise is the only city community center that a nonprofit runs.

LVTRise provides wrap-around services to residents of Las Vegas Trail. The organization started as a mobile food pantry and has since evolved to provide counseling services helping residents access employment and housing services.

Lashaw Specks lives in the Las Vegas Trail area with his wife, Amaga, and 4-year-old son, Amir. After experiencing a stroke about two years ago, Specks depends on his wife’s income as

a leasing agent for a nearby apartment complex. He relies on his truck to transport his wife to and from work.

A Fort Worth Police Officer stopped Specks about two weeks ago for a broken taillight. Instead of issuing a ticket, the officer referred him to LVTRise to get the problem resolved.

The organization paid for everything Specks needed to pass inspection, a new car seat and six months of auto insurance.

"It's been a blessing," Specks said. "We don't take it lightly ... With everything being so high, the food and the gas, we needed some type of way, and God made a way for us."

In the coming months, Las Vegas Trail is set to receive a series of improvements. Fort Worth hired [Interface Studios](#) to produce The Las Vegas Trail Revitalization Plan. It will evaluate the area's progress and issue recommendations for improvement.

The Fort Worth City Council expects to hear details of the plan in September.

"It's meant to take a comprehensive look, which we've never done," Crain said. "I wanted something that was professionally done, to take all that anecdotal evidence and take some best practices in other areas."

Las Vegas Trail also receives support through two neighborhood improvement programs. A [public improvement district](#) allows the city to collect \$0.10 per \$100 of assessed value from property owners. The tax brings in about \$300,000 per year, Crain said.

Establishing the public improvement district was one of Crain's first actions on the council, he said. The funds are used for increased police patrol, litter abatement and programming at the community center.

The city recently invested an additional [\\$3.5 million through its Neighborhood Improvement Program](#). It's one-time funding for infrastructure projects such as streetscaping, lighting, sidewalks, crosswalks and street restriping.

The area will also receive a roundabout and a piece of public art.

"It's all in an effort to protect those that need it," Crain said.

Crain also hopes to add medical resources to the area through [JPS Health Network](#), including primary care physicians, mental health services and nutrition classes.

The organization has already made a difference in his neighborhood, Specks said.

"The way people think about the west side is really messed up, because it was messed up," Specks said. "Rise is the only community center around here and they've been doing the best, they repaved the basketball courts so kids can play... It's kind of a blessing."

## **LVT Rise expands**

While infrastructure improvements ramp up in their neighborhood, LVRise plans to continue expanding its services and partnerships, adding updated basketball courts and a [childcare center in partnership with Child Care Associates](#).

[Child Care Associates](#), a nonprofit focused on early childcare education, will build and operate a new facility adjacent to the existing community center. Construction is set to begin this fall with plans to serve about 100 children through the free [Head Start](#) program.

“We have infinite possibilities in where we can go,” Charbonnet said.

The organization’s greatest strength is its ability to adapt to the needs of the community, Charbonnet said. The organization started looking for ways to add childcare programming to LVTRise after hearing from mothers struggling to get back to work.

Two years after the organization began operating the community center, LVTRise expanded. Besides the public library branch and community center, the organization added its food pantry, a playground and health programming for elderly residents.

“We are rooted here. We don’t provide anything that the community didn’t ask for,” Charbonnet said.

LVTRise partners with [the Boys and Girls Club](#), the Fort Worth police department and the [UNT Health Science Center](#) to bring programming to the community center.

“We don’t reinvent the wheel, and I think that’s really important,” Charbonnet said.

Instead, LVTRise uses trust built over time with residents to encourage participation. It’s brick-and-mortar presence in the neighborhood assures residents that the organization is here to serve the community long term, she said.

“If we say we’re going to do something, we do it,” Charbonnet said.

The organization works closely with nearby elementary schools Western Hills Elementary Schools and IDEA Rise. The organization’s goals is to support the school by providing resources like vaccination efforts, school supplies drives and supporting parents through coaching.

“There are so many good things going on here, I think we often get caught up with the bad,” Charbonnet said.

Lashaw and Amaga Specks have a vision for their neighborhood. The couple is constantly looking for ways to give back to the community.

“The bad doesn’t outweigh the good,” Specks said. “But the bad is powerful.”

The family hopes to keep investing in their community by creating a nonprofit organization to help residents of Las Vegas Trail. The Specks believe most of their neighbors just require a leg up to get back to work and contribute to the neighborhood. Residents, like the Specks family, and organizations, like LVTRise, can go a long way to give their neighbors the boost they need to get ahead, Specks said.

"I think there's a lot of people that want to help the west rise up and get away from where it came from," Specks said.

Dallas Morning News

## Long-planned D-FW ‘super highway’ trail finally gets a name

The public voted on the name and logo for the trail.

By Sarah Bahari

A new sprawling pedestrian and cycling trail that will span Dallas to Fort Worth now has a name.

Welcome, DFW Discovery Trail.

Completion of the [66-mile trail](#), which will link Dallas, Fort Worth, Arlington, Irving and Grand Prairie, is expected in early 2024.

This spring, the North Central Texas Council of Governments narrowed the name to two possibilities — DFW Discovery Trail and DFW Trinity Trail — and [asked people to vote online](#).

In a nail-biter, DFW Discovery Trail won with 51% of the vote.

North Texas leaders and transportation planners have described the trail as a sort of “super highway” that will promote healthy living, reduce traffic congestion and draw tourism for events like races.

Planning for DFW Discovery Trail began in the 1990s, and the five cities started working with the North Central Texas Council of Governments in 2013.

Once complete, DFW Discovery Trail will connect existing smaller trails, including the Trinity Skyline Trail in Dallas, Fort Worth Trinity Trails, Campion Trail in Irving and River Legacy Trail in Arlington. More than 50 miles of the trail have already opened.

So far, the trail has cost roughly \$41 million, which includes a combination of local, state and federal dollars. A spokesman for the North Central Texas Council of Governments said an estimate for the remaining pieces of the trail is not yet known.

In addition to the name, voters chose the trail’s new logo, a circular design that can be customized to incorporate different colors and wildlife.

Herald Banner

## **TxDOT AWARDED \$25M FOR LONG-DISTANCE BIKEWAYS ACROSS TEXAS**

Texas is taking another step forward in providing safe, long-distance travel options for bicyclists and pedestrians after TxDOT received \$25 million in federal funds to expand two trail corridors in northeast Texas and El Paso. Both trails are components of the state's envisioned [Bicycle Tourism Trails network](#).

The United States Department of Transportation has awarded TxDOT a \$25 million Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant to continue the expansion and development of transportation networks across the state that support economic development and tourism.

The funding will help build and expand two trail corridors in the El Paso area and Northeast Texas.

"Access to safe and efficient infrastructure is critical for Texas," Sen. John Cornyn said. "I applaud this announcement and look forward to seeing the positive impact this investment will have across the Lone Star State."

Much of the funding is set to complete a 130-mile rail trail that connects seven counties northeast of Dallas. The Northeast Texas Trail is a former rail corridor that stretches 130 miles from Farmersville to New Boston. The Paso del Norte Trail stretches 68 miles in El Paso County, promotes active transportation and highlights the history and culture of the region. The funded segment of the Paso del Norte trail directly connects two historic missions.

"These are significant steps on a long journey to construction of a statewide bicycle tourism trail network," Texas Transportation Commissioner Robert "Robie" Vaughn said. "We are very excited to receive this award that'll help make these corridors safer and easier to use for cyclists, runners, walkers and anyone else who uses these trails."

The money will be used to:

- Repair and build new bridges.
- Build new bike lanes, sidewalks, and shared use paths with accessible ramps.
- Clear and upgrade trail surfaces.
- Install trail amenities and traffic control devices such as lighting, lane markings and beacons.
- Add and improve landscaping.

TxDOT applied for the grant in partnership with the Northeast Texas Trail Association and the Paso del Norte Foundation.

Dallas Morning News

## **Black, Hispanic groups file complaint to HUD over Dallas' industrial zoning near homes**

A coalition says the city has failed to address fair housing and environmental justice concerns in neighborhoods historically segregated by race.

By Leah Waters

A coalition of advocacy groups and residents in predominantly Black and Hispanic neighborhoods on Thursday filed a complaint with the federal government against the city of Dallas alleging it has failed to address harmful industrial zoning.

The complaint to the U.S. Department of Housing and Urban Development alleges the city's industrial zoning policies and practices violate the [Fair Housing Act](#) by discriminating against Black and Hispanic residents' ability to get loans to buy or make repairs to homes.

Residents in the complaint are asking HUD to investigate what they claim to be a discriminatory effect of the city's industrial zoning practices, which they say is "severe and statistically significant," since a majority of the homes impacted are in Black and Hispanic areas as compared with white, non-Hispanic areas.

Homeowners in the complainant groups say they are ineligible for home loans because of the city's industrial zoning in and near their homes.

Marsha Jackson, who lived next [to the Shingle Mountain illegal dump](#) and still lives next to heavy industrial zoning in Floral Farms, signed the complaint along with her neighbors in the Floral Farms Neighbors United/Vecinos Unidos association, the Joppa Environmental Health Project and the Coalition for Neighborhood Self-Determination.

The neighborhood groups are located in southern or western Dallas, areas with some of the highest density of Black and Hispanic residents. The complaint says the city's land use policies of industrial zoning further perpetuate racial segregation.

"The city of Dallas needs to be put on notice and they need to start being fair to the residents," Jackson said. "It doesn't make any difference what color you are, but they need to make sure they are treating all of us equally and quit playing the favoritism if you don't have as much money as the people over on the north side of town."

The city of Dallas did not respond to several requests for comment.

According to the complaint, Dallas has imposed heavy industrial zoning next to 49 Black and Hispanic neighborhoods; only one 50% white non-Hispanic neighborhood is next to industrial zoning.

"Shingle Mountain wouldn't have happened if the land next to my home were not zoned heavy industrial," said Jackson, the co-chair of Neighbors United/Vecinos Unidos. "The nightmare is ongoing because the property next to my house is still zoned heavy industrial, and is currently being used as an illegal truck storage lot and is permitted for metal scrap and salvage."

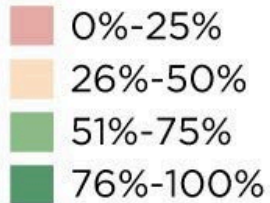
The city's Planned Development District allows for industrial uses next to single-family neighborhoods, and the complaint alleges a significant number of them are in Black and Hispanic areas, as opposed to very few in white neighborhoods.



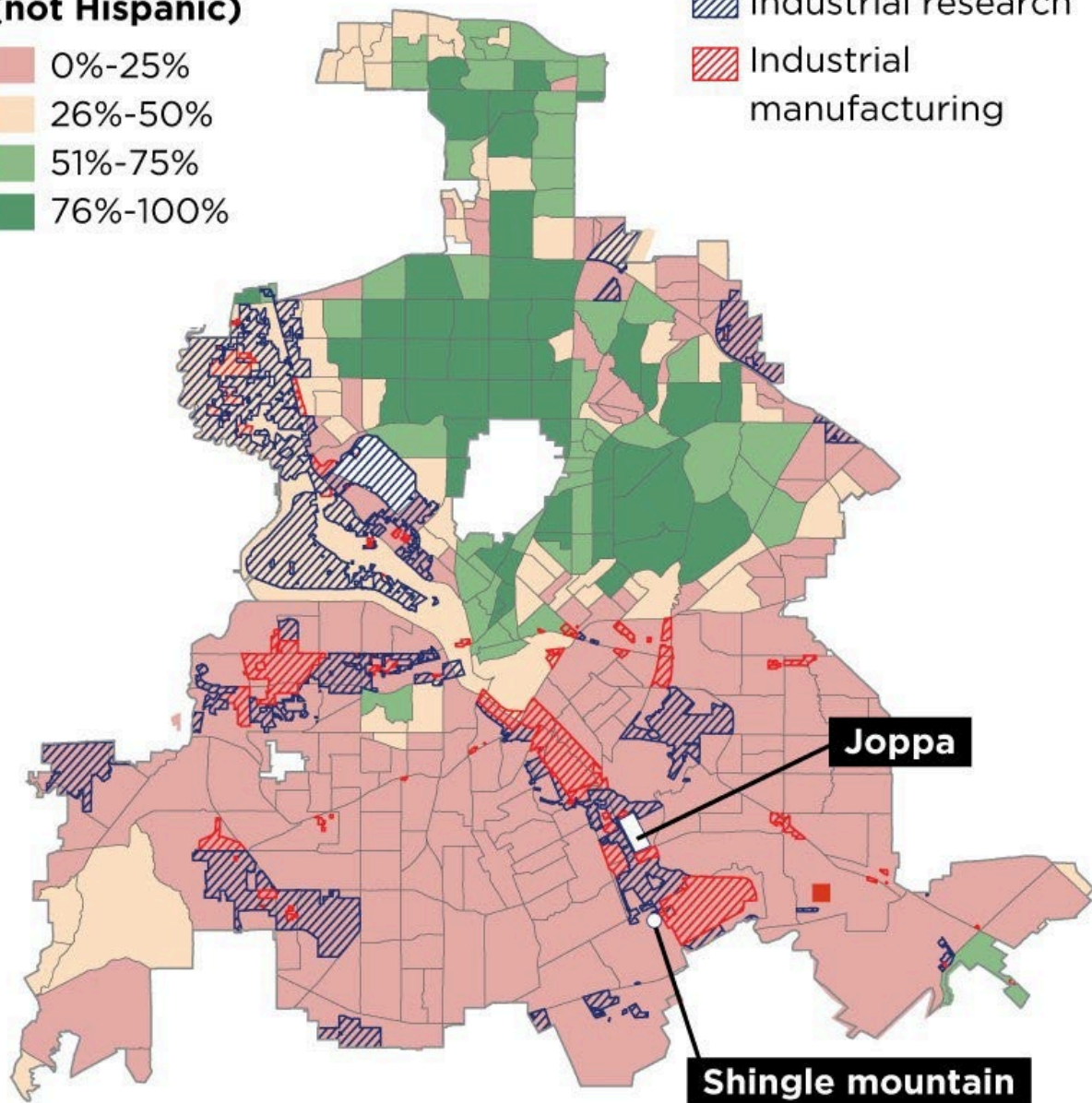
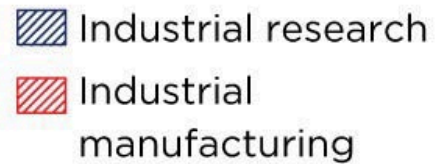
Evelyn Mayo, chair of Downwinders at Risk and fellow at Paul Quinn College, says Shingle Mountain was a “perfect storm of neglect and racist zoning and land use policy” for Dallas.

## Industrial zoning

**Census 2010 tracts  
percent white  
(not Hispanic)**



**Zoning districts**



SOURCE: Housing Discrimination Complaint: Neighbors United/Vecinos Unidos et al. v. The City of Dallas, Exhibit 1

Staff Graphic



In the Floral Farms area where Jackson lives, residents complain of pollution, illegal dumping, heavy 18-wheeler truck traffic and the city not enforcing illegal land use. Census data shows 87% of residents in this neighborhood are Black, 7% are Hispanic and 1% are white non-Hispanic.

Jackson says that although her neighborhood has tried to work with the city to fix the environmental impact of zoning practices on non-white residents, Dallas leaders aren't acting with urgency.

"This is something the city of Dallas needs to change," Jackson said. "They're always talking about racial equity, but where is it when it comes to Black and brown communities?"

In the spring, coalition members asked the city to create an "environmental justice overlay district" aimed at removing industrial zoning and land uses from those areas.

The groups that filed the complaint allege Dallas isn't doing enough to create aggressive solutions for its Black and Hispanic residents, including in the city's [racial equity plan, which leaders will vote on Wednesday](#).

Mayo said it's no secret to the city that one of the biggest recommendations for working toward racial equity is addressing land use policies. However, she said, there are no action steps in the city's plan to address the environmental justice issues.

"The can has been kicked down the road for almost every major plan that the city's made over the last five years, all culminating in this Forward Dallas land use plan," Mayo said. "So this is the right moment for us to be asserting this issue as a priority."

Fort Worth Report

## **Guest Column: Opinions of ordinary Texans needed to make high-speed trains reality**

By Michael Morris

Recent media communication in Texas is trending around the subject of high-speed rail between Houston and Dallas.

The question most often raised is what is the status of Texas Central Partners and its proposed high-speed rail project? Perhaps a more important question is, as Texans, what is our interest in continuing to pursue high-speed rail corridors. Can our voices be heard? Whether you are for or against it, your voice is needed now in order to explore the future of high-speed rail under an updated vision.

What if the vision eliminated fatalities, mitigated hurricane evacuation challenges and had the public own the right-of-way? What if high-speed rail met your desires?

### **HIGH SPEED RAIL: EXISTING VERSION 1.0**

In the mid-1980s, Japanese Railway and Japanese bank interests came to Texas to explore high-speed rail between Dallas and Fort Worth but did not pursue it to fruition.

Since that time, federal, state and private sector interests have continued to explore high-speed opportunities in corridors across the country. Frequent studies and analyses have concluded a need for a high-speed rail connection between Dallas and Houston. The Federal Railroad Administration began requesting states to provide high-speed rail plans. In Texas, private-sector interest re-surfaced in 2009 focusing on the Houston to Dallas line.

The Japanese reentered the conversation and eventually decided to form Texas Central Partners. Environmental studies have advanced, legal questions appear answered, and private sector ownership of rail right-of-way remains. The very positive aspects of this effort are the proposed development of a world class project that will reduce highway congestion, offer exceptional travel times between the two large metropolitan areas and reduce harmful mobile air emissions.

A limiting factor is a technology that restricts other providers to use the corridor, which prevents a competitive market from forming. Also, there continues to be a concern that a workable business plan has yet to materialize, and right-of-way is still privately owned.

### **HIGH SPEED RAIL: VERSION 2.0**

There have been many new opportunities that have emerged along with many advances in the high-speed rail arena over the past 15 years. A proposed high-speed rail line project between Fort Worth-Arlington-Dallas is entering the environmental review phase. Connecting this line to the Dallas-to-Houston route presents an opportunity to expand rail service from Fort Worth to Houston as a "one seat" ride, no need to transfer.

Plus, current planning is underway to look at the feasibility of creating a branch-off point of this line that would connect to Austin and on to San Antonio. By planning for the new connection points now, there is the opportunity to reduce overall long-term costs. This new vision is a major reason for introducing High-Speed Rail Version 2.0 as an alternative to Version 1.0.

Version 2.0 also helps foster the emergence of a megaregion by better connecting the major population centers of Texas and thereby creating super economies and maximizing gross domestic product through the resulting synergy. The concept of megaregions has been around for several years but a new book published in 2022, *Megaregions and America's Future*, gives the reader a deeper understanding of how the economics work to create these better results.

Under this newly proposed version, the rail lines would be publicly owned with the private sector being responsible for providing and operating the vehicles. Rather than one company having exclusive rights to the rail lines, it is envisioned that it would operate more like airports, which allow for many carriers. Thus, the traveling public could benefit from a competitive marketplace.

Below is a list of factors that need to be remembered as you consider your interest in the value of high-speed rail:

It can deliver consistent and reliable travel times compared to the intercity freeway system, which is often affected by congestion, traffic accidents and other automobile related incidents.

It can speed up hurricane evacuation operations which are an ever-growing challenge due to the rapidly increasing population of south Texas and an increased frequency of weather events.

Its safety record is much better than that of automobile related travel which produces a staggering number of deaths each year. It also complements the State's Vision Zero Program which is focused on reducing deaths from automobile accidents.

It makes advanced medical services more readily available by providing easier access to specialized care that is being developed and delivered in each of these large metropolitan regions.

It can also be used to move light weight, high-end goods as well as people and, thereby, create more roadway capacity for high-volume freight movement by traditional rail and intercity trucks.

Funding options today are very different than those of the past. New federal legislation provides tax and fee supported funding for which high-speed rail is eligible. Getting our fair share should be an imperative, especially if Texans own the right-of-way.

As referenced, having multiple rail providers in Version 2.0 brings greater competition enhancing consumer protections similar to our airports. In addition, a new business model using the latest federal funding tools, and potential State surpluses, creates an opportunity to assist landowners with additional royalty payments.

Agree or disagree with high-speed rail, but don't be silent. However, I believe we have a chance to take ownership of this decision and lead our State and nation to a new future – one where high-speed rail is transformed from concept to reality. What are your ideas?

Fort Worth Report

## Listen: New coalition seeks to prepare Tarrant County, North Texas for electric vehicle expansion

By Haley Samsel

*In the latest installment of our occasional conversations with Tarrant County newsmakers, Brandy O'Quinn, program manager of the newly formed [North Texas Electric Transportation Compact](#), shares how the partnership of government agencies, educational institutions and employers hopes to accelerate the expansion of electric vehicles and reduce emissions related to transportation.*

*O'Quinn, who previously served as the assistant director of TechFW, was brought on to [lead the compact](#) this spring. Tarrant County Commissioners Roy Brooks and Devan Allen, as well as Dallas County Commissioner Theresa M. Daniel, co-chair the organization and will hold their second meeting for vehicle fleet managers Aug. 24. The Austin-based [Texas Electric Transportation Alliance \(TxETRA\) Education Fund](#) financially supports the North Texas compact.*

*This conversation has been edited for length and clarity. For the unabridged version, please listen to the audio file attached to this article.*

**Haley Samsel:** I'm curious how you actually ended up in this role. How did you get into the Texas Electric Transportation Alliance?

**Brandy O'Quinn:** I have a long career in Fort Worth, starting out in economic development at the chamber, and I was in charge of revitalizing Camp Bowie Boulevard. And then I was also with the Blue Zones Project, doing the policy work. About a decade ago, I got my master's in sustainability, and I haven't really been able to utilize my master's as much as I'd like to.

I was in a period of my career where my husband was like: "You need to figure out what you really want to do, what you're passionate about." Well, that is sustainability ... and what I have done in all my roles of my whole career is facilitate and connect people in organizations to advance a common good, right? They said we need a program manager for North Texas and to connect us because they're really out of Austin, and they already have a south central (Texas) compact that has been meeting for the past year and a half that is Travis and Bexar counties.

I said: "Great, I don't know a lot about electric vehicles, but I'm willing to learn." So, I started, probably the end of February, and have just been soaking up all this information, because I think anybody, even people that own Teslas or other electric vehicles, there's a lot to learn about it. I have a background in urban planning, and so creating that infrastructure ties in beautifully with my background. But still, there's a vast amount of information for me to learn.

**Samsel:** Why did they decide to create this coalition in North Texas? Why was that something they wanted to expand to?

**O'Quinn:** They received a grant from the [Catena Foundation](#) to actually create this compact in North Texas, and it just so happens that it happened at the same time that we are [entering the severe nonattainment](#) (of air quality standards) from the EPA that no one seems to know about.

Our focus is municipalities – which we have a lot of in North Texas – our counties, large industry, ISDs and large academic institutions, and manufacturers. So basically, anyone that oversees a large fleet, that is who we've been focusing on. We had our first meeting in June, we put it together and the ([North Central Texas Council of Governments](#)) helped us in terms of sharing our calendar invite.

**Samsel:** As far as the compact's goals, what does it mean to bring these commissioners together? What kinds of things are y'all discussing?

**O'Quinn:** When the co-chairs come together, it's not only to push each other. Dallas County led that effort, and they just passed the resolution about a month ago to convert their fleet to electric. And in fact, they had to also just purchase 10 Teslas for the sheriff's department. Tarrant County is a little bit slower, but they have that template to go by, and it is actually supposed to be on the agenda on Aug. 30. We will know the Friday before Aug. 30, if that will be on the agenda because they just hired a new mobility coordinator and she is leading that effort.

**Samsel:** What kind of tangible impact do you think that would have in terms of pushing this forward here?

**O'Quinn:** We serve as kind of the facilitator and to provide resources. The city of Lewisville, they've done a great job of converting their fleet to electric, and they can show the cost savings in maintenance and operations, gasoline, etc. as well at our next compact meeting at the end of this month. The city of Austin can (show) great savings and how converting their fleet to electric has saved them so much money. So that's what we are trying to do.

Let me give you a very recent example. I met with the new chief of operations at Fort Worth ISD. He's all for it, but he was a little hesitant at first just on how much of a commitment they could make, etc. Well, Fort Worth ISD is [on the priority list by the EPA](#) to convert their school buses (to electric), right? So, he emailed me last week and said: "Hey, I want you to know, we've made an application for the maximum of 25 electric school buses and the accompanying infrastructure. And once we have our superintendent in place, our new one, we hope to advance a resolution to convert our school buses to electric." That's huge ... How cool is that, that Fort Worth is doing that? I'm so proud.

**Samsel:** I know you mentioned a lot of the benefits of converting your fleet to electric. What are some of the challenges that people are bringing up to you in terms of actually making this happen?

**O'Quinn:** I think fear. I think that natural gas was a conversion that some of them were jumping on that bandwagon, and they did it, but everybody else didn't. So, a lot of our transit did, some of our school buses were (transitioned to natural gas). So, I think people are hesitant and kind of burnt on the natural gas conversion. Now, the difference between that and this is that we have consumers that have bought in ... and the auto manufacturers. There's a great slide that Lori Clark (of the North Central Texas Council of Governments) has that shows the auto manufacturers committing at least 40% of their designs to electric by 2030, which always throws me off because that's only eight years away. It sounds like it's 40 years from now.

Plus, we also have the TxDOT (Texas Department of Transportation) plan. TxDOT is [receiving \\$408 million](#), and they are installing a charging station every 50 miles along interstates across the state of Texas. Local entities will receive \$61 million in North Texas for that as well. And then the question is: How do we ensure that it's equitable, and it's not just in wealthier areas and people that have Teslas?

Here's something I learned. If you have a Tesla, you can only go to a Tesla charger. If you have a Toyota Leaf, you cannot go to a Tesla charger. So, it's similar to cell phone towers. I was on the Zoning Commission for a number of years, years ago, and I used to say: Why can't you guys co-locate? This is ridiculous that T-Mobile and Verizon are creating their own towers. So we're creating this fight, and I think it's going to be a challenge across the United States. Tesla is like Apple, and you cannot integrate with others.

**Samsel:** A thing that I hear a lot from people in Texas is: Our infrastructure will not be able to [handle all these electric vehicles](#), and the grid is already stressed out, and how are we going to be able to handle this? I was wondering what kind of conversations you've heard about that.

**O'Quinn:** I can only speak so cursory about that. Most people that own an electric vehicle park in their garage and plug it in at night, and that is not at the peak (of electric use). There is still that conversation with ERCOT. I mean, that's really the extent of my comments on that.

**Samsel:** I know you've only been in this job for six or seven months. What are you hoping to do as far as expansion? What's on the horizon?

**O'Quinn:** Texas will receive all this money for infrastructure. Consumers are going to have access to more cars in our future. More people are looking at that, especially as gas has fluctuated, and who wants to be dependent on the global economy in that way? The requirement for the funds from TxDOT and from the feds is that the reliability of our charging stations has to be at 97%. Well, that's a complaint by some electric car owners is that our charging stations are not (reliable).

We need a very qualified workforce to install, manage, maintain and operate these charging stations. So, who is doing that? There is a gentleman named [Joseph Barletta](#). He owns Smart Charge America. He started his company in Austin in 2007 and installs and maintains charging stations. So, he's national now – he has a contract with Amazon – but he's been training his own team. You do need electricians, but there's other roles for people to play in this space. Selfishly, I'm very Fort Worth and Tarrant County focused, and so we had a conversation with [Tarrant County College South Campus](#) because that's where their automotive school is.

They said that they have a partnership with Toyota to do hybrid, but not specifically electric. It's on their radar and they want to be a part of that conversation. We want to take Joseph's curriculum that he's basically designed and share that. How do we create a certification there at Tarrant County College? Dallas College is also very interested in this, and Austin Community College.

We just want to be ready, so when this money comes in for all these charging stations, whether they're fast chargers etc., that we have the qualified workforce and we're creating jobs. That also is another economic impact to the state. There are some preliminary conversations of how

do we make this happen? And I'm about creating pilots. And what I understand is, if there's a curriculum created at one community college ... basically all other community colleges can then adopt that curriculum so they're not all recreating the wheel.

**Samsel:** We touched on it earlier, that having many gas-powered vehicles on the road could contribute to air quality issues. Why do you think it's important for North Texas to be a part of this conversation with EVs and trying to push this forward?

**O'Quinn:** Because most of us in North Texas are commuting to work. We are so expansive in our reach, in terms of where we live and where we work. We are entering severe nonattainment, and the mandates are going to be coming down to our region, from the EPA. It would behoove us to go ahead and do what we can, as a free market, to reduce the air emissions, so that we can get ourselves out of severe nonattainment.

**Samsel:** Dallas and Tarrant County are very interesting partners to have because I think they come from interesting political backgrounds. I was wondering how you're navigating this as a bipartisan issue among county commissioners, and if that's been a challenge.

**O'Quinn:** Not the ones that are co-chairing our compact, they are aligned beautifully. I think there is some concern because this should not be political. Public health and the air we breathe should not be political. But I think COVID kind of told us that, apparently, public health is a political, partisan issue. And so, I think we all need to rally together and lock arms. Bad air, polluted air doesn't know the boundaries of Dallas County and Tarrant County. This needs to be a nonpartisan issue.

<https://fortworthreport.org/2022/08/22/listen-new-coalition-seeks-to-prepare-tarrant-county-north-texas-for-electric-vehicle-expansion/>

Dallas Morning News

## **DART to give Dallas, other member cities \$214 million for public transportation projects**

DART officials will be meeting with representatives in its 13 service area cities starting next month to flesh out the plan.

By Everton Bailey, Jr.

Dallas Area Rapid Transit will give Dallas and 12 other North Texas cities it provides bus, rail and shared-ride service \$214 million for public transportation-related projects.

It was [originally proposed that \\$269.5 million be given back to DART member cities](#). But DART board members voted Tuesday to keep a portion of the money to be earmarked for future ridership improvements. This includes upgrades to the transit system's security, reliability and cleanliness.

The \$214 million is half of the excess sales tax revenue collected by DART from the 13 cities between 2019 and 2021. The transit agency received federal COVID relief money leaving them with more unallocated sales tax revenue than planned.

DART officials plan to start meeting with city representatives next month to discuss how the money will be given out and when.

DART Board member Rick Stopfer, who is also mayor of Irving, suggested the cities negotiate among themselves how much each of them should get.

"That way some of this stuff can get ironed out between them, rather than us trying to determine what they want or what they don't want or what they think is fair and what is unfair," he said.

Last month, DART officials proposed that the one-time payouts be given no later than 2025 with a stipulation that the money go toward public transportation service projects. The money could also be used for medical transportation services, improving streets, programs that transport senior residents or those with disabilities, or some other project that complements the public transportation system.

Dallas was expecting to get around half of the original \$270 million that was proposed. Nadine Lee, DART president and CEO, said Tuesday that the allocation was originally planned to be based on the amount of sales tax each city contributes.

Board members said last month that giving the money was a sign of goodwill to cities that feel underserved by the transit agency, which is [facing shortages of drivers](#) and several other system needs.

Dallas City Council member Omar Narvaez, who chairs the council's transportation committee, gave the sole public comment about the money plan and urged board members to support it as well as other plans to improve the transit system.

"Listening to recent meetings and in consultation with DART appointees, it is clear that DART has the capacity to fund each initiative at a level that will meaningfully improve public transit in our region," said Narvaez, Dallas' deputy mayor pro tem.



He said Dallas plans to use its allocation to build and repair sidewalks, upgrade traffic signals, create more crosswalks and to support a free ridership program for students in kindergarten through 12th grade.

In an August memo to Dallas City Council members, Assistant City Manager Robert Perez listed about a dozen projects the city could consider paying for with the extra money from DART.

It included several proposals to improve DART's infrastructure like paying for incentives for the agency to keep bus drivers and improving bus shelters on routes with the longest wait times.

Other plans called for bike lane upgrades, projects that are part of the city's sidewalk master plan and building curb ramps in compliance with the Americans with Disability Act.

The city estimates that it'll cost \$54 million to build ADA-complaint curb ramps in sidewalks around the city. The sidewalk master plan is meant to address Dallas' [more than 2,000 miles of missing or broken walkways](#).

Dallas Morning News

## Waymo and Daimler become newest partners in Dallas-to-Houston self-driving truck tests

Autonomous freight trucks will traverse the Interstate 45 corridor in the coming weeks.

By Irene Wright

Waymo will partner in coming weeks with manufacturer [Daimler Truck](#) to put self-driving 18-wheelers on the road, further expanding the technology company's autonomous testing between Dallas and Houston.

The big rigs will travel between the state's two largest metro areas on Interstate 45, a corridor that's become [one of the country's key testing grounds](#) for driverless trucks.

[Waymo](#), a subsidiary of Google parent company Alphabet Inc., creates the technology that can be attached to trucks and other vehicles to make them fully autonomous. Its partnership with Daimler [began in 2020](#).

"We're very excited to share this really big milestone for this trade partnership with Daimler and Waymo," said Boris Sofman, director of engineering and head of trucking for Waymo. "We knew from the very beginning it would be very critical for us to partner with the right group of experts."

The [Waymo Driver](#) technology is touted as a way to eventually eliminate the need for a human driver. Trucks equipped with it don't need to stop for bathroom breaks or to sleep overnight, making them a more efficient way of getting goods from one place to another.

Waymo Via is used for transporting commercial goods, and it combines the driving capabilities of the Waymo Driver with the redundant systems of the Daimler trucks. Daimler's [Freightliner Cascadia](#) has been specifically designed for autonomous trucking, with redundant steering and braking systems, as well as increased battery storage to power the autonomous features.

During a virtual roundtable Tuesday, Daimler's director of engineering, Sumanoharan Narayanan, said the trucks can still steer and brake even after hydraulic failure, a worst-case scenario, because of the design redundancies. The company has also expanded the battery storage from eight to 12 and installed a 48-volt alternator while maintaining 12-volt consumption, meaning the trucks can go even longer on the roads.

"Our partnership with Waymo has given us a unique opportunity to evolve the methodologies to accommodate emerging fields such as autonomy while still preserving our developmental integrity," Narayanan said.

Daimler's goal is to develop "a robust, reliable and scalable autonomous-ready Cascadia," he said.

"And we're building this vehicle platform so that it'll seamlessly integrate into the Daimler Truck sales and service network, which is the backbone for our customers today," Narayanan said.

The trucks are ready for the road after what Waymo and Daimler described as rigorous testing.

"We will be putting the first batch of these trucks into autonomous testing on public freeways in the upcoming weeks across Dallas and Phoenix, and that is an incredible milestone that both teams have been working a number of years toward," said Waymo's Sofman.

Waymo partnered with [Uber Freight](#) in June to move goods along the I-45 corridor, building on a February partnership on the same route with [C.H. Robinson](#), a company that moves 20 million shipments annually. Waymo also partners with J.B. Hunt and UPS in Texas.

The company opened a [trucking hub](#) in Lancaster in June that includes 10 truck bays, diesel fueling stations, six EV charging stations, and 36 workstations. The company has 20 trucks in the Dallas area.

Dallas Morning News

## **West Oak Cliff housing plan shows Dallas has no clue how to fight gentrification**

Where have our leaders been that the city doesn't already have strategies in place to react to this galloping market?

By Sharon Grigsby

As the clock approached 11 p.m. Thursday, 15 hours into another City Plan Commission marathon and with the overstuffed agenda's [most consequential item](#) yet to be voted on, we had all reached the breaking point.

A high-stakes discussion over [the roadmap for a 5-mile area of Oak Cliff](#), to the south and west of Bishop Arts, had disintegrated into word salad ping-ponged between weary and oppositional commissioners.

Believe it or not, it was the commission's best intentions that created this late-night ordeal:

An overly ambitious docket to safeguard against zoning-case logjams. An 8 a.m. start so commissioners could tour the neighborhoods whose futures they planned to decide that day. A schedule that left the most contentious item until evening so working folks who had concerns could attend.

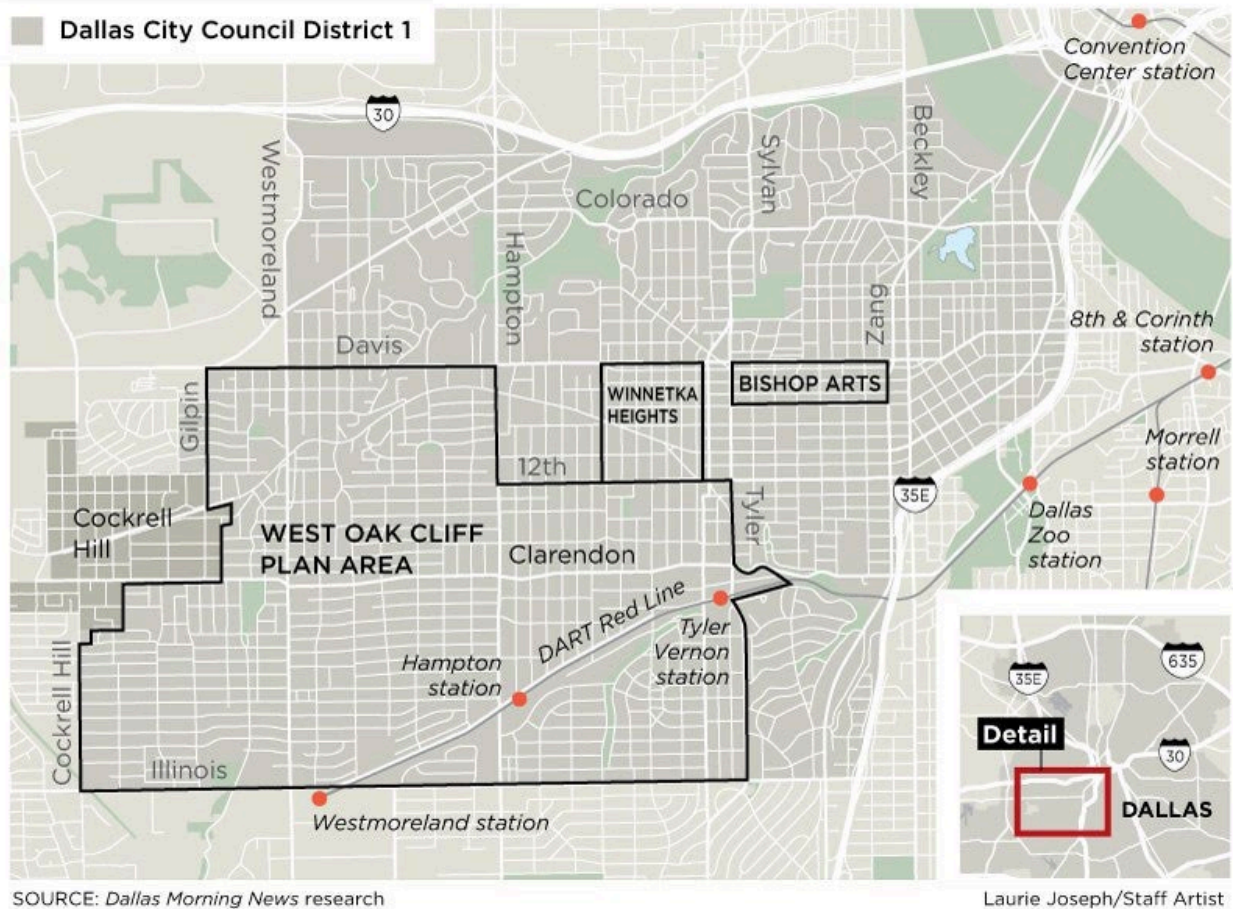
The result was hardly good governance and not how this city should be making decisions.

Finally, District 1 commissioner Amanda Popken got that message. After insisting repeatedly for a late-night vote on the West Oak Cliff Area Plan, she agreed to delay it until the commission's Sept. 15 meeting.

At least I was paid for my work Thursday. The 15 City Council-appointed commissioners do this for free.

Planning and zoning is always wonky and tedious. But what's increasingly raising the misery index of this work is that the plan commission has become — by default and despite no policy-making powers — the city's front line [on the gentrification battlefield](#).

## West Oak Cliff Area Plan



Landing in commissioners' laps are case after case that point to Dallas' inability to face, much less fix, our escalating crisis in protecting anything that passes for reasonably priced housing.

Each time I dig into one of these controversies, I end up holding the same set of facts: While Dallas sat on its hands, galloping market forces chewed away at another once-affordable neighborhood.

[Despite the city's population dropping between 2020 and 2021](#), developers continue to bet that the affluent will want a Dallas address. They are intent on enticing homeowners to sell their modest homes in order to tear them down and build something much more expensive for neighborhood newcomers.

The signs are everywhere in west Oak Cliff — boarded-up frame homes on lots priced above \$400,000 — just like we've seen in [Elm Thicket-Northpark, near Love Field](#), and East Dallas' [convenient-to-downtown Mount Auburn neighborhood](#).

The longer Thursday's meeting dragged on, the more I thought about the shocking comment that the city's housing and neighborhood revitalization director David Noguera had made during the morning session.

When commissioners quizzed staff about the gentrification fears residents raised in response to the area plan, Noguera said to stay tuned. He is excited that in coming weeks the city will announce a partnership with an unnamed nonprofit to consider ways to improve its “displacement mitigation” toolbox.

Nothing like getting ahead of the problem. Where have our leaders been that real strategies aren’t already in place to steer the course of unstoppable housing forces?

Developers will have long had their pick of properties and the chance to destabilize yet another neighborhood by the time City Hall finishes its latest research project.

The goals of the West Oak Cliff Area Plan, in the works since early 2020, include protecting existing neighborhoods while addressing growth and housing shortages.

Many residents and community stakeholders partnered with city staff to create the plan. But voices of opposition remain strong, most recently against proposed density in the South Edgefield neighborhood near the Tyler-Vernon DART light-rail station.

South Edgefield is a prime place for speculation given its charming character and a location 5 miles from downtown. It’s here that the plan hopes to ease affordability pressure by adding what staff calls “missing middle housing.”

The descriptor doesn’t refer to residents’ income but to a range of housing types that fit between single-family detached homes and mid- to high-rise apartment buildings. In South Edgefield, the proposal suggests duplexes, triplexes, quadplexes and cottage homes.

Many neighbors, most of whom are Hispanic, don’t want any part of this. They worry that what’s happened in Bishop Arts will creep into South Edgefield.

Like residents of Hispanic and Black communities across the city, they fear winding up on the losing side of displacement and gentrification battles.

“We’ve seen things happen in our old backyard that we had no voice in,” Albert Mata, with the Somos Tejas community engagement group, told commissioners late Thursday. “The status quo is the most natural position to stand on when something is shoved on you.”

City staff went above and beyond in neighborhood engagement, but it takes only a handful of folks saying they knew nothing about the proposal to make decision-makers nervous. Plus the way in which “missing middle housing” is designed to work is so complicated that it requires careful, personal explanations.

Even that amount of hand-holding might not have made a difference, given that people are so on edge and with district politics braided through the plan since its earliest days. Opposition to the area plan often overlaps with those who support Giovanni Valderas, who finished second to District 1 representative Chad West in two City Council races.

Then there’s the ideological split on plan commission itself — increasingly divided between members holding fast to the sanctity of traditional single-family neighborhoods and those most focused on ways to best confront the city’s housing shortage.

The politics too often trumped substance Thursday, leaving us with a lot of grandstanding and obfuscation.

A voice of reason in this mess came from Paul Carden, Heritage Oak Cliff's vice president of neighborhood development and a member of the task force responsible for creating the area plan.

During his public comments and the follow-up questions he answered, Carden's grasp of things was clear.

He acknowledged that the neighbors' concerns left him uncomfortable with the South Edgefield housing provision. "They have the right to choose what they want to do," he said.

Yet sticking with the status quo doesn't slow the gentrification machine, "and that's why this makes me nervous," Carden said.

He described the "missing middle" options as rungs needed in the housing ladder. They do change the character of a neighborhood but, without them, he sees an accelerating cycle of single-family-home teardowns and pricy rebuilds.

No one can say for sure that approval of the "missing-middle" housing options will measurably slow that cycle. But doing nothing is no solution either.

Gentrification is coming for west Oak Cliff, and Dallas City Hall doesn't have a single tool in place to stop it.

Not even the brain fog brought on by a 15-hour meeting obscured that reality.

TxDOT

## **FM 917 from I-35W to BU-287 in Mansfield**

TxDOT is studying the FM 917 improvements project to identify potential solutions to transportation needs along the corridor. The project is located along FM 917 from I-35W to west of Mansfield in Johnson County, a length of approximately 10 miles.

This area of FM 917 does not accommodate current demands on the roadway, nor does it meet current roadway design standards. Today, FM 917 consists of one lane in each direction with no separation, no bicyclist or pedestrian accommodations, and sharp curves, including two 90-degree curves. These curves severely limit the safety and mobility of motorists by blocking views and necessitating drivers to change speed several times along the route.

The purpose of this project is to identify solutions for these concerns. The project team will study potential safety and mobility improvements to this section such as adding capacity with an additional lane in each direction, adding a center median, smoothing the existing sharp curves, and providing bicycle and pedestrian accommodations. This effort may include adjusting part of FM 917 onto a new location roadway segment.

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Fort Worth Star-Telegram

## **Fort Worth's flood problems are a billion-dollar fix. The city is spending \$136 million**

By Harrison Mantas

The city of Fort Worth is increasing the amount of money it spends on flood control. The city's stormwater management department is proposing spending \$136 million over five years to fix old storm drains, control erosion and produce new flood maps.

It is an \$8 million increase over the five-year plan the city put out last year with most of that money going to projects that keep floodwaters off roads.

The city estimated in 2020 it would cost \$1 billion to fix 300 of Fort Worth's most flood-prone areas. In 2020, the city added 35 cents to the stormwater fee to fix 80 of the worst spots.

The city is also producing more detailed flood maps, which could be used to guide future zoning decisions and help homeowners better protect themselves against flood risk.

The city has released initial maps that indicate areas where flash flooding is the worst. Those include the Cultural District, Meadowbrook in east Fort Worth, and the intersection of Cleburne Road and West Berry Street.

<https://www.documentcloud.org/documents/22161198-ir-22-120-update-on-non-fema-risk-area-initiative-1>

Areas like the intersection of North Riverside Drive and North Loop 820 were listed as potentially having high flood risk, but stormwater program manager Jennifer Dyke said more data is needed to define those flood zones with the same accuracy as FEMA.

A City Council report estimated the extra data could be collected by this fall. About \$10 million is being dedicated to flood channel restoration, according to the city's capital plan.

It's not clear where that money will be spent, but the plan says it could be spent to fix drainage channels worn down by erosion.

D Magazine

## Meet the New Group Opposing TxDOT's Plan for I-345

More Neighbors Dallas is building a coalition to get city officials to ask the state to pause and further research removing the highway before proceeding with a plan to bury it.

By Matt Goodman

A new collection of organizers is pushing for the Dallas City Council to request that the state slow down its plans for Interstate 345. Sometime this fall, the Texas Department of Transportation will begin seeking resolutions from partners like the city in support of its “preferred alternative” for the highway, which would take the road below grade between downtown and Deep Ellum. The TxDOT plan includes 11 opportunities for at-grade decking over the road that could support development. It also would add 7 acres of surplus right of way beside the thoroughfare.

Resolutions in support of this plan are important features for TxDOT; they help the agency compete for funding from the Texas Transportation Commission, and they contribute to the federal environmental impact statement. That statement, known as an FEIS, is required before construction can begin.

Meet More Neighbors Dallas. They're a chapter of YIMBY Action—*yes in my backyard*—that advocates for policies that will lead to more housing for more people in cities across the country.

This local chapter now has its eye on removing I-345, starting with urging the state to develop an FEIS for removal that can be analyzed alongside the FEIS for putting the highway in a trench. “We’re pushing the jobs away from people by keeping these highways,” says D’Andrala Alexander, the organization’s co-founder. “A lot of what we’re asking for at this moment is actually to pump the brakes. We’re asking for time.”

State officials briefed the City Council’s Transportation Committee in June, about a month after TxDOT unveiled its preferred trench plan. Both sides presented TxDOT’s plan—which the state refers to as the “hybrid” option—as a compromise of sorts between the folks who want the highway removed and replaced with a boulevard, and the others who want to keep the roadway but see the need for more buildings around it.

More Neighbors Dallas has enlisted environmental groups such as Sunrise Dallas and Downwinders at Risk. The Imagining Freedom Institute, Do Right by the Streets, and the Coalition for a New Dallas are all involved. (The Coalition was started by the late founder of *D Magazine*, Wick Allison, but has always operated separately from the magazine.)

The mix of organizers is reflective of the opportunity they believe removing 345 presents. The city’s climate action plan has a goal to significantly reduce single-occupancy vehicle trips in the coming decades. Sunrise and Downwinders have long favored policy that curbs emissions; they view a highway as a major barrier to that goal.

TxDOT wants to move forward with an FEIS for the hybrid (trench) plan and believes removal would add too much travel time to commutes to be considered. More Neighbors Dallas is hoping the city will ask the state to fully research removal, including modifying the street grid to absorb some of the traffic. The group also wants City Council members to vet what TxDOT is presenting to make sure the state agency’s goals align with the city’s bevy of new plans, including the Mobility Plan and the aforementioned Comprehensive Environmental and Climate Action Plan.

“We don’t have answers for those yet,” says Christopher Gomez, the education and outreach coordinator for the Sunrise Dallas Movement. “It doesn’t seem like the city council members are even asking those questions.”



Indeed, when presented with TxDOT’s preferred alternative, the council’s Transportation and Infrastructure Committee didn’t have many questions. The district engineers said removing the highway would increase travel times by as much as 40 percent, but no one on Council asked what that number represented.

“When you start to tell residents, they’re going to get an average of 40 percent more time added to their commute, everybody is gonna sit there and go, ‘Ahhh! I don’t want that!’” said Councilman Omar Narvaez, the chair of the Transportation Committee. “They already hate an extra five minutes. I can’t imagine what a 40 percent delay would be.”

More Neighbors says it plans to push the Council to ask these questions and really vet what is being presented. It’s in this bureaucracy that organizing matters. The Dallas City Council is busy with dozens of other priorities. TxDOT went away and researched the highway, and the topic slowly faded—fewer news articles, no events. The organizations that had pushed for the I-345 teardown, making their case relentlessly before council members and state representatives, had gone quiet. Life happens. The first story about the future of I-345 ran in *D Magazine* in 2013. That’s almost a decade ago. New groups and new energy need to enter the arena, and that’s what More Neighbors Dallas is trying to do. They’re calling the initiative (re)Place 345 and are formally asking the City Council to request that TxDOT slow the process and consider removal.

“We’re actually just asking for time to do the full evaluation,” Alexander says. “A highway is still going to exist.”

The discussion is coming at an important time. Proposed freeway expansions in Houston and Austin have attracted new energy and awareness of the impact inner-city highways have on their surroundings. While the displacement associated with the hybrid plan will be nowhere near Houston, where thousands of units of housing stands to be removed for the road, More Neighbors sees 345 in this same vein.

This was once a thriving center of Black arts and culture, but the highway took those businesses from its residents. Former *D* writer Peter Simek addressed the disruption of the neighborhood: “The grand hotels of the 1890s had become the two-bit hotels of the 1960s. The gambling halls and saloons of the 1930s become the cobblers and pawn shops of the 1970s.

What the old *News* reports miss is that this isn't evidence of a neighborhood that is dying; it is a neighborhood in chrysalis. But then, I-345 violently interrupts this lifecycle. Deep Ellum never gets the chance to complete its regenerative process."

The journalist Megan Kimble, who is writing a book about highway development, found deeds belonging to property owners who had their land taken from them in the 1950s and the 1960s to make room for the freeway. The history is front of mind for the group, too, which is calling for the city to consider what was lost when it comes to economic development opportunities.

"You had this massive loss of small-business ownership and small-business creation," says the author Collin Yarbrough, who is also a member of the organizing effort. "There's this push for economic development and economic development that is Black-owned, seeking to restore and repair through Black wealth creation and small business development in a way that tries to repair that breach."

These are big ideas based in accountability. Organizing has to sometimes feel like walking through mud. You work to build a coalition around a shared goal, you figure out a messaging strategy to get in front of more people, you tailor your argument based on your audience to find shared interests—and then you go to war with inertia.

There is a new energy here, a drive to make City Council prioritize this issue after it faded into the background. No matter where you stand on the future of the highway, (re)Place 345 and More Neighbors Dallas believes a full analysis of its future is something that will benefit all of us.

Dallas Morning News

## **OPINION Expanded broadband will help level field**

This is an easy way for Dallas to invest in equity and its citizens

By Drexell Owusu

It's back-to-school season, and families across Dallas are scrambling to fulfill their kids' school supply lists. As North Texans equip their kids with all the supplies needed for a successful school year, we need to have a frank discussion about a crucial school supply many of us take for granted: internet access.

The good news is that according to the U.S. Census Bureau, 82% of the residents of Dallas already subscribe to high-speed internet service through existing internet service providers, with Federal Communications Commission data indicating that 99.9% of the city has at least minimal broadband coverage.

These ISPs are actively investing in, expanding and extending their networks to provide high-quality, high-speed service in more neighborhoods and for businesses — investments that will power economic opportunity all across Dallas.

Unfortunately, the Texas Broadband Development Office indicates that the existing coverage maps lack detail and are therefore rather misleading. The insufficiency of available information is clearly seen in recent data from Dallas ISD. More than 8,000 student households indicated a desire to receive subsidized internet access during the pandemic. However, ISPs either wouldn't or couldn't provide service to at least 2,500 of those households, indicating a 31% service gap in parts of Dallas.

These gaps in coverage are a critical problem for our community, as broadband enables all of us to attend online classes, see a health care provider from the living room, fill out a job application online, start a business or purchase household necessities from the kitchen table. These barriers negatively affect our neighbors' quality of life and limit the economic chances for individuals as well as the city overall.

The real question at hand is one of equity: How should we best serve those without access to high-speed and affordable internet service? As the Dallas City Council is wrestling with the first-ever Racial Equity Plan, I would posit that we need to encourage investments, public and private, in broadband infrastructure. We need to make it easier for private investment to reach those who desperately want broadband. But we also need to be thinking about how we best invest in our public internet infrastructure. Public-private partnerships should be leveraged and explored, where possible.

If we learned anything during the pandemic, we must be working on ways to deliver our city services virtually, from implementing and managing smart street and traffic lights to ensuring quality internet access is available at all of our libraries, recreation centers, and other municipal buildings. Strong public Wi-Fi and fiber infrastructure are critical foundations to become a city that prioritizes innovation and digital inclusion for all our residents. The city of Dallas is not alone in looking at these types of investments. Dallas ISD, Dallas County and others are exploring ways to bridge the digital divide and collectively close the gap.

For too long, we have waited to make these investments in our present and for the future. It's time now for the city of Dallas to be proactive. Advancements in public broadband infrastructure will save taxpayers money over time, improve service delivery for all and ultimately help serve the 18% of the marketplace that is most difficult for private investment to reach or support.

When it comes to internet access, hope is not a very good plan, and the status quo leaves more than 240,000 Dallas residents — more than the population of Frisco — without fundamental access to the internet and the quality of life that it unlocks. We can and must continue to explore every opportunity to expand broadband access to everyone in Dallas.

## **Explainer: How much does Fort Worth plan to spend on transit initiatives in 2023?**

By Sandra Sadek

Among the various transportation projects to be funded out of the city of Fort Worth's Pay As You Go budget, less than 3% will be allocated toward transit initiatives.

For the 2022-2023 budget, Fort Worth is putting aside \$1.7 million for transit initiatives out of its PAYGO funds. A portion will be dedicated to studying and developing smart corridors along McCart Avenue, 8th Avenue and Cleburne Road. This would create safe street cross-sections, better pedestrian and bike lanes as well as add internet connectivity, according to city staff.

The McCart Avenue, 8th Avenue and Cleburne Road corridor study will be a multi-year project. This corridor study will be similar to the upcoming project on [East Berry Street](#), said Kelly Porter, assistant director for transportation and public works overseeing the regional transportation and innovation division.

### **What is PAYGO?**

Pay As You Go, or PAYGO, is the city of Fort Worth's General Fund cash pool used for some operations and capital programs.

Lauren Prieur, interim director of the [Transportation and Public Works Department](#), said the city looks at different data sources to decide what gets prioritized in the budget.

"What gets chosen is largely up to the council members through this budget process, but the department, when we're proposing suggestions to the council, we really look at our data," said Prieur. "We're also looking at customer surveys. The city does customer surveys to get your average citizens' input on what they'd like to see better in the city as well. We get thousands of comments from residents each year."

The other portion of the \$1.7 million budget will be used to support Trinity Metro's three-year plan to add shelters and benches at bus stops throughout the city. Residents in southeast Fort Worth have previously complained to City Council members about the lack of seating options or awnings at bus stops, [according to KERA News](#).

"The bus stop is the first thing that a rider sees. And we have some very old infrastructure that we need to replace," said Chad Edwards, vice president of planning and development at [Trinity Metro](#).

Porter said all funds dedicated toward any transportation efforts in the city benefit transit.

"Anything we really do with transportation in the city, we're thinking about all modes (of transportation)," he said.

While city funds allocated to Trinity Metro is a sign of the city and agency's growing partnership efforts, more money never hurts, Edwards said.

“Whatever the city provides to us and additional funding is very appreciative, and it gets put to good use,” he said. “Ideally, there would be more to be able to do that and expand our opportunity there. But I think we really just need to demonstrate to them our impact better, and then they’ll be able to say, ‘OK, I see why you’re asking for this.’”

### **How is Trinity Metro funded?**

Trinity Metro’s revenue comes from two major places: Fares and Sales Tax.

Fares refers to the fees riders pay to use Trinity Metro’s transit options like commuter trains and buses.

The other portion of the revenue comes from Fort Worth’s half-cent sales tax. For every cent of revenue that the city makes from sales taxes, half of that cent goes to Trinity Metro. The other half cent goes to the city’s Crime Control and Prevention District, which helps fund the police department.

Prieur said the city is anticipating that those funds will be matched with federal, state and local dollars along with Trinity Metro’s own budget.

“We look at the leveraging funding opportunities out there, and there’s a lot for transit. One of our thoughts behind this is we have the \$1.7 million out there for a safe route to transit mostly. And then we also expect that to be leveraged with other grant opportunities out there along with Trinity Metro’s money to grow that impact,” she said.

The agency is constantly looking for other funding options to support its list of priorities, Edwards said.

“If federal funds can replace some of our local dollars, that means we can do more of these other things that are below that cutoff line,” Edwards said.

The rest of the city’s PAYGO funds will be dedicated to improving streetlights, pavement markings and street signals. Facility maintenance will also benefit from PAYGO funds.

“We’re definitely looking at how we can spend our money more efficiently and more strategically to bid on those,” Porter said.



## Following historic rain, here's what Fort Worth can and cannot do to respond to damage and future flooding events

By Rachel Behrndt

Fort Worth's wastewater department is still responding to damage in the immediate aftermath of record rainfall that [hit the Metroplex Monday](#). Other city departments are also hard at work, cleaning up litter and notifying residents of possible water contamination.

Crews are cleaning up sediment, checking drainage infrastructure and preparing for the next big rain, Jennifer Dyke, [Fort Worth's stormwater program manager](#), said. She acknowledges that the flooding problems Fort Worth faces are not easily resolved.

"A lot of the flood problems that we have are just bigger than what our resources can cover," Dyke said. "But are there some smaller scale projects that we could implement? Maybe there's some smaller things we can do."

The [West 7th Street entertainment corridor](#), parts of [east Fort Worth](#) and other low lying areas have severe drainage issues, Dyke said. Fixing it would cost millions of dollars, so the city is constantly looking for grants and other funding mechanisms to address the problem, Dyke said.

When a home or business floods, the stormwater department sends staff to inspect the damage. If the flooding is on private property, there is little the city can do to help, Dyke said. Staff inspect the area to ensure the city infrastructure, like drains and inlets, aren't blocked. "The capacity of the infrastructure is low in some areas, but we want to make sure that at least it's clean and working," Dyke said.

However, the data the city collects from these visits helps it prioritize which areas need better flood infrastructure.

"It's great data and we want to make sure that we're using this data to help inform our decision-making move forward," Dyke said.

[Fort Worth's Transportation Public Works](#) department prioritizes fixing roads where flooding can turn life threatening during heavy rains. The department will use data from this rain event to prioritize areas where flooding is most severe, Dyke said. Fixing roads prone to flooding is their first priority, Dyke said.

"It has the most potential for someone to lose their life," Dyke said.

While the city cannot afford a comprehensive upgrade of the city's stormwater systems, the department works to maintain its existing infrastructure, Dyke said. Possible improvements include upgrading the city's storm drains and restoring eroded channels — which washes away the banks of the river, leading to more flooding.

It can be easy to forget about the impacts of flooding during a drought, Dyke said. This event should remind everyone to stay focused on protecting people and property, she added.

“Our team comes to work knowing that floods like this will happen,” Dyke said. “We want our systems to be performing to the best of their abilities. It really just helps to show the need to continue to invest resources into both the maintenance and the improvements of our stormwater infrastructure.”

### **Ciy, water district collaborate on litter pickup**

As clouds cleared, litter was left in the wake of flood waters — particularly on the [Trinity Trails](#). “The drought conditions combined with heavy rains, led to a very, very high volume of trash and debris,” Cody Whittenburg, [Fort Worth’s assistant code compliance director](#), said.

Organizations, including Fort Worth, are partnering to escalate the clean-up efforts. Fort Worth [Code Compliance](#), the [Tarrant Regional Water District](#) and nonprofit [Streams and Valleys](#) are working together with nonprofits and volunteers to clean up the Trinity Trails.

[Keep Fort Worth Beautiful](#) is hosting daily cleanups from Aug. 25 through Aug. 28. [UpSpire](#), a nonprofit jobs program run through the [Presbyterian Night Shelter](#), contracts with the city for litter abatement. The public can expect more UpSpire crews picking up litter over the next few days, Whittenburg said.

City staff are reaching out to registered Keep Fort Worth Beautiful and [Trinity Trash Bash](#) volunteers to organize additional clean ups.

“Our goal is to restore their public spaces to a pre-flood state, or better,” Whittenburg said. Residents can report litter through the MyFW App. If residents want to organize their own clean-up, supplies are available through Keep Fort Worth Beautiful, you can email the organization at [KFWB@fortworthtexas.gov](mailto:KFWB@fortworthtexas.gov).

### **Ten sewer overflows hit Fort Worth neighborhoods during storm**

During heavy rainfalls, water can make its way into sewer pipes. When the pipes overflow, [rainwater combined with raw sewage](#) can make its way onto the street through manholes.

The city is required to notify residents when the overflows are within a half-mile of a water source, or if they discharge 5,000 gallons of water. There were 10 overflow sites during the storm, Mary Gugliuzza, a spokesman for the Fort Worth Water Department, said.

Two overflow sites were near sources of drinking water: Lake Arlington and the Clear Fork of the Trinity River. Drinking water was not impacted, Gugliuzza said.

The city can add and upgrade sewer lines to prevent overflows, Gugliuzza said. However projects can take years to fund and complete. The [Texas Commission on Environmental Quality](#) offers a Sanitary Sewer Overflow Initiative, providing municipalities resources to encourage fixing the sewers before it harms human health.

Fort Worth participates in the program. Still, fixing sewers is a complex process — involving upsizing existing lines, running another line parallel to the existing line to increase capacity and lining the pipes to repair cracks.

The city is slowly making progress on repairing sewer lines, Gugliuzza said.

Address	Start Time	End Time	Estimated Amount	Type of spill	Area potentially affected	Suspected Cause of Spill
2200 W. Petersmith St.	11:15 a.m.	2:27 p.m.	9,600 gallons	domestic	Clear Fork Trinity River	heavy rainfall
Walker Branch at West Fork Trinity River	11:30 a.m.	Ongoing	300 gpm	domestic	West Fork Trinity River	heavy rainfall
7096 Enterprise Ave.	Noon	3:40 p.m.	150,000 gallons	domestic	West Fork Trinity River	heavy rainfall
1500 University Dr.	1 p.m.	5 p.m.	60,000 gallons	domestic	Clear Fork Trinity River	heavy rainfall
304 Greenway Park Dr.	1:24 p.m.	Ongoing	275 gpm	domestic	West Fork Trinity River	heavy rainfall
5600 Kaltenbrun Road	2:15 p.m.	5 p.m.	6,825 gallons	domestic	Lake Arlington	heavy rainfall

gpm = gallons per minute

“The system held up very well, I know of rain events where we had many overflows than this,” Gugliuzza said. “Improvements we’ve made have helped and they’ll continue to help.”

Cracks in private sewer lines can also lead to overtopping. Those lines are out of the city’s control, Gugliuzza said.

Sewer overflow can harm people who wade in the water. Gugliuzza suggests immediately showering if you come into contact with the water coming out of sewers. Pets and wildlife can also be impacted.

Stormwater management will receive a funding boost after the City Council approved a stormwater fee increase as part of the 2020 fiscal year budget. By the end of 2023, stormwater will have \$100 million to spend on infrastructure upgrades, Dyke said.

## Fort Worth Report

# Millions could be headed to Fort Worth's flood-prone West 7th district through state plan

By Haley Samsel

Two projects aimed at reducing flooding near the West 7th Street entertainment corridor and University Drive will be eligible for state funds if a new regional flood plan is finalized in January.

The [Trinity Regional Flood Planning Group](#) was [formed in 2020](#) as part of a statewide effort to address infrastructure challenges and flood threats after Hurricane Harvey devastated the Gulf Coast. The group's target region stretches the entire length of the Trinity River basin, from Cooke and Wise counties to Liberty County, near Houston.

The committee had to deal with a breadth of issues, including geographical differences and a fast timeline to develop a plan, said Glenn Clingenpeel, the group's chair and a top official at the Trinity River Authority of Texas.

Cities and counties have completed their own evaluations of flood risks, but much of it has been disjointed and siloed, Clingenpeel said.

"One of the challenges is getting all of the work that's already been done, as disparate as it has been, into one place," he said. "That's going to be one of the huge benefits of the plan: formalizing that process and getting a process in place where we're looking at the flood risk ... and funneling resources to where we need it the most."

After more than a year of soliciting proposals from cities and hearing public comment from residents, the group submitted [its draft](#) to the Texas Water Development Board in July.

Now that the report is publicly available, the group will host three [in-person open houses](#) to discuss the flood mitigation strategies and projects included in the plan. North Texans can attend the Aug. 31 session at the [North Central Texas Council of Governments](#) building in Arlington and [submit comments on the plan online](#) until Oct. 10.

Trinity flood planning officials will submit the final draft in early January, after which the Texas Water Development Board will compile all 15 regional plans into a statewide blueprint to be released in September 2024.

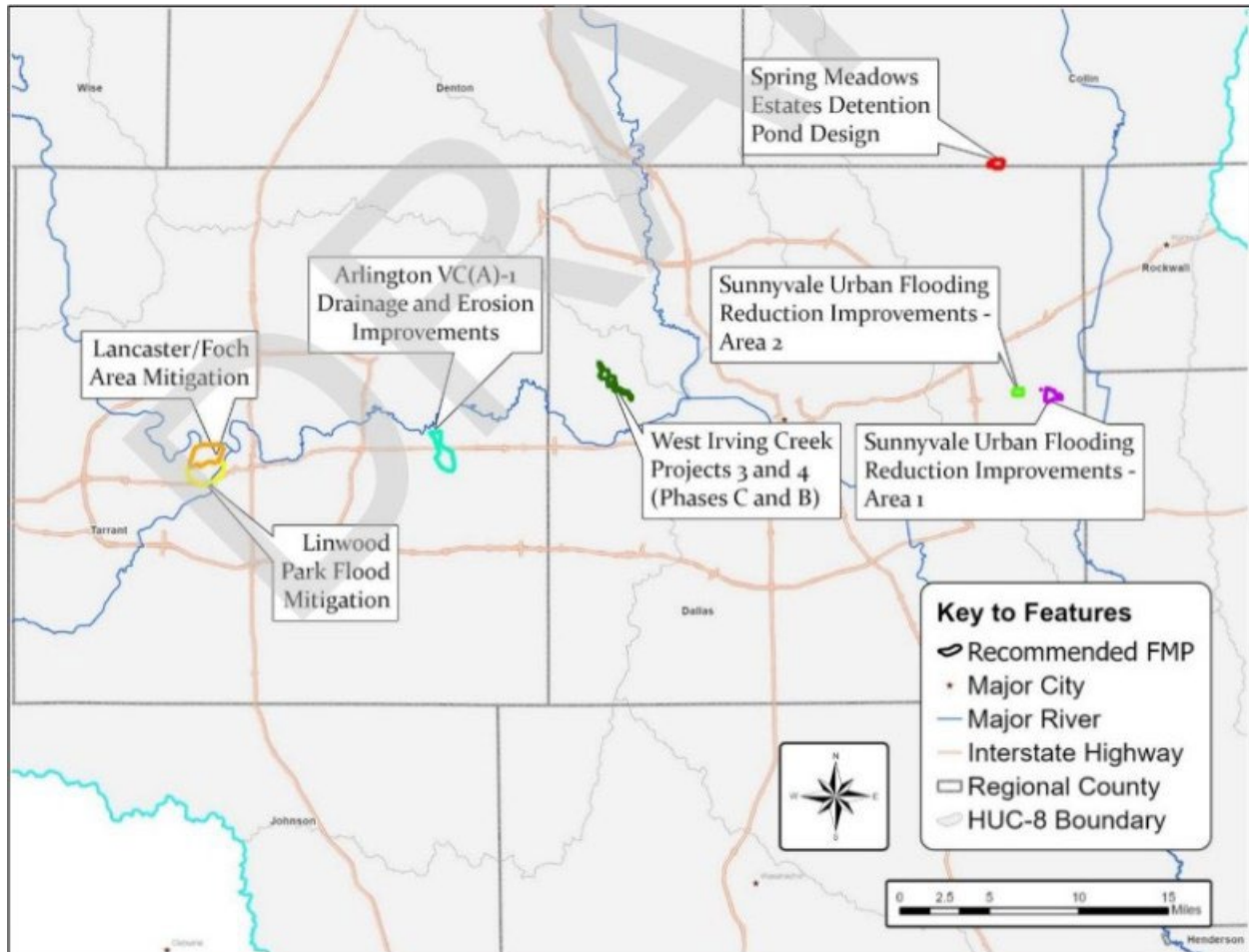
While the Legislature has not yet funded the next planning cycle, regional groups are expected to update their plans every five years. Clingenpeel's team has tackled the process through a bottom-up approach that includes public input and the priorities of different areas of the state, he said.

"Everybody wants an '[Ike Dike](#),'" he said. "They want some big, shiny magic bullet that's just going to fix flooding. Sometimes that's how it works, but mostly that's not how it works. It's going to be these local solutions that are locally driven that I think are going to, in aggregate, create the most benefit."

## Recommended Tarrant County projects would focus on West 7th, Village Creek

To be eligible for future grants from the state's flood infrastructure fund, a city or county flood mitigation project must be included in the regional plan. The initial Trinity flood plan recommends seven flood mitigation projects – three in Tarrant County and four in Dallas County – with a combined total cost of nearly \$176 million.

One recommended project, in Arlington, plans for drainage improvements by an “undersized bridge and severe erosion issues” near the intersection of Fielder Road and Interstate 30. Officials estimated the cost at \$2.6 million.



In Fort Worth, a \$50 million project would focus on mitigating flooding depths in the Linwood Park and University Drive area by building a storm drain that would empty in the West Fork of the Trinity River, according to the draft plan.

Another proposal would deploy a new storm drain system near the Norwood, Bledsoe and Crockett intersections in the West 7th area, with plans to run the infrastructure along Foch Street and through Trinity Park to the river. The price tag? An estimated \$11.77 million.

Both areas are well known for flooding during major storms. That was no different during the Aug. 22 deluge, as residents shared videos of cars driving through high waters during record rainfall in Tarrant County.

The two projects are also close [to Farrington Field](#), where city officials have studied future drainage improvements as part of proposals to redevelop the area.

“The things that were added to that list were some of the top priority areas where we knew we had significant flooding, and then we actually had the level of detail that they really needed to be able to put something on the list,” said Jennifer Dyke, Fort Worth’s stormwater program manager. “We had to really use projects where we already had that existing information.”

The flood planning group required extensive evaluations of each project that limited the amount of proposals that Fort Worth could submit, Dyke said. While Fort Worth might have plenty of information on flooding in a certain area, the city does not have the resources to conduct cost-benefit analysis on projects that don’t have guaranteed funding, Dyke added.

“We don’t want to spend the time to flesh something out, and then it just sits there on the shelf and becomes outdated,” she said. “We’re having to try to balance how much project development we do to kind of show the feasibility for some of these things when we know that we just can’t go out and implement it.”

Clingenpeel and his planning colleagues had about 80 criteria to score each potential flood mitigation project, all of which were submitted by sponsoring cities or counties. No one project was prioritized over another – they simply had to meet the criteria set by the Texas Water Development Board, he said.

“That information, by and large, just isn’t available for most projects,” Clingenpeel said. “Especially when you get into the rural areas, they haven’t done the hydraulic modeling that’s necessary to say whether or not there’s going to be a downstream impact.”

### **Planning group hopes to fill data gap with more flood evaluations**

Beyond the potential funding for flood mitigation construction, regional flood planners hope to address the data gap between rural and urban areas of Texas. The Trinity group estimates that 70% of flood maps in the region are considered outdated or approximate, which translates to about 38,000 stream miles.

The draft plan recommends 342 flood risk studies, including 35 countywide evaluations that would provide up-to-date maps for about 9,500 miles of the Trinity. But that alone won’t solve the flooding challenges facing communities along the river basin, Clingenpeel said.

“We can tell (municipalities) all day long and show them a map, and we can say: ‘Hey, look, you’ve got a tremendous flood risk here,’” Clingenpeel said. “They can say: ‘Thank you very much. I don’t know what to do with that.’ You can say: ‘There’s funding available through the flood infrastructure fund.’ That’s not enough.”

The next step, Clingenpeel said, is to create local champions who can connect county and city officials with the financial and technical support they need to successfully mitigate floods.

Connecting local officials with engineering consultants could help address the problem since engineers have the economic incentive to help cities identify needs, apply for grant applications and hire their firms to execute projects, Clingenpeel said.

“There’s a very beneficial profit incentive and a motive that can help fill that gap,” Clingenpeel said. “That’s one of the big challenges that we’ve got is really pushing those solutions down to the local level, and basically helping people help themselves.”

Between planning cycles, the regional groups will have an expedited process to amend the plan and potentially include new recommended flood mitigation projects so that municipalities aren’t waiting five years to save lives and property, Clingenpeel said. Fort Worth looks forward to finding more projects that could meet state requirements, Dyke said.

In the meantime, residents have more than a month to submit feedback on the report’s 136 recommended flood management strategies. Beyond its open town hall sessions, the Trinity flood planning group will host its next public meeting on Sept. 8 at the North Central Texas Council of Governments headquarters in Arlington.

Clingenpeel’s team will have just two months to incorporate public comments into the plan before turning in a final draft by Jan. 10. He encourages residents to tell the group where and how they are seeing flooding in their communities.

“That’s the kind of information that is most useful,” Clingenpeel said. “Where are you seeing flooding and when did you see the flooding? Then we can look back and say: ‘OK, what were the conditions that led to that? That can, in turn, lead to solutions.’”

<https://fortworthreport.org/2022/08/24/millions-could-be-headed-to-fort-worths-flood-prone-west-7th-district-through-state-plan/>



Fort Worth Report

## Fort Worth proposes doubling its investments in streetlights, pavement markings

By Rachel Behrndt

Fort Worth can't seem to find a way to keep the lights on in the [Historic Southside, Neighborhood Association](#), leaders said.

Months ago, seven members of the neighborhood association piled into a car to document every single streetlight that's burned out in their neighborhood. Still, every night, corners of the neighborhood are dark, James Walker, president of the neighborhood association, said.

"We are trying to fight to keep the lights on," Walker said.

Fort Worth has heard the complaints from residents like Walker, said Lauren Prieur, Fort Worth's interim director of transportation and public works. The city is asking council members to approve using an additional \$3 million for streetlights — more than doubling its current budget.

"One of the most significant complaints we get from the community is streetlights and we definitely want to be responsive to those calls," Prieur said.

The added funding will finance three additional crews replacing streetlights. Through public outreach efforts, the city heard overwhelming [feedback from residents](#) asking for more regular streetlight replacements, William Johnson, assistant city manager, said.

"We really needed more resources in order to keep up with the demand as the city continues to grow," Johnson said. "That became a target area, primarily because of the overwhelming feedback of citizens."

Pavement marking would also receive an additional \$8.7 million through the proposed budget. The city will hire additional crews to re-mark roads. The new hires will make response times substantially faster, Prieur said.

"Our crews and our staff are really looking forward to being able to address this problem with the appropriate amount of resources," Prieur said.

### What can residents expect

The city maintains 64,944 streetlights and allows 60 days for crews to inspect burned-out streetlights when they're reported by residents, Prieur said. With the added funding, the city expects to shorten its response time to 30 days.

The extra \$3 million brings the overall program funding to \$5.86 million.

"We're looking at high pedestrian activity areas, schools, transit, recreation centers, hospitals," Prieur said. "Let's light them so that they're brighter and that's one more thing to help reduce that [High Injury Network](#)."



**What is the High Injury Network:**

The High Injury Network identifies the most common areas for fatal traffic accidents, which are heavily concentrated in minority-majority areas.

Pavement markings will also be addressed faster with the additional funding, Prieur said.

The city re-marks roads on an eight-year cycle. With the additional \$8.7 million, the city will shorten its schedule to a recommended three-year cycle.

“Each asset has a useful life,” Prieur said. “Pavement marking is really only supposed to last about three years.”

Lots of sun and heavy use means that road markings degrade at a faster rate in some areas of Fort Worth, Prieur said. The city plans to hire more contractors to carry out the new schedule.

**Additional funding is paid for by property taxes**

The added funding will be paid for through property taxes. The city’s streetlight and pavement marking budget are allocated through a pot of money set aside as PAYGO.

**What is PAYGO:**

Pay As You Go, or PAYGO, is the city of Fort Worth’s General Fund cash pool used for some operations and capital programs.

The PAYGO budget is split into two categories, maintenance and capital projects. The city managers propose moving a half cent from the maintenance fund to the capital projects fund — increasing the overall budget.

Despite the city’s proposed budget pulling a half cent from the operating budget, it will be higher this year compared to last.

“This just was excess revenue that we have because of our growth,” Johnson said. “So, it allowed us to do this without reducing any of the other operating requirements for the city.”

The PAYGO budget fits within one of the city’s main priorities for this year’s budget — creating a safe and clean community.

“They both have a very strong tie to the public sector,” Johnson said. “Street lighting is a public safety issue and so is our lane markings.”

The increased funding for capital projects is a strategic investment, Johnson said. By maintaining its infrastructure now through PAYGO, the city can avoid taking on debt through a bond program later, Johnson said.

“Major maintenance activity is to try to catch issues before they deteriorate to the point which can’t be taken care of with maintenance,” Johnson said.

Replacement is typically four times more costly than maintenance, Johnson said, and it can extend the life of a road up to 15 years.

“We try to maintain what we’ve already built in the state of repair for a longer period of time,” Johnson said. “It gives us more time to use our debt service to catch up on areas that ... have kind of fallen into that state of disrepair.”

Overall, the PAYGO budget increased 3.5%. He’s hopeful that residents will start to see a marked difference in streetlights and pavement markings.

“They may start to see more roadblocks,” Johnson said. “Because people are restriping or working on streetlights. We’re just asking them to be patient with it. Hopefully that won’t be a big problem. But it’s a good problem.”

The Texas Tribune

## After a decade of hype, Dallas-Houston bullet train developer faces a leadership exodus as land acquisition slows

Texas Central has made little visible progress financing the high-speed rail project and acquiring property for the route in recent years. The company maintains that the bullet train is still being developed but declined to provide details about the path forward.

By William Melhado

Ten years ago, a company calling itself Texas Central High-Speed Railway announced plans for a trailblazing bullet train that would whisk passengers between Dallas and Houston in 90 minutes. Company leaders [exuded confidence](#) that the trains would be running up to 205 miles per hour by 2020.

The potential for an American high-speed rail line captured the imagination of Texans and national train enthusiasts alike. At one point during an event celebrating the unbuilt high-speed rail line, [then-Vice President Joe Biden](#) told a Dallas crowd, “You’re going to lead this country into an entirely new era of transportation.”

But a decade on, there are still no new tracks between Dallas and Houston.

Through multiple business entities who often use some version of the Texas Central moniker, developers of the project spent years [raising hundreds of millions of dollars](#) for construction, fighting conservative lawmakers’ [attempts to dampen their plans](#) and buying land needed to lay the tracks. Perhaps the biggest battle, though, came from legal challenges to the company’s claims that state law [allows it to forcibly purchase property](#) when owners aren’t willing to voluntarily sell.

In June, the Texas Supreme Court settled the matter and handed the company what could be a watershed victory, [ruling that Texas Central can use eminent domain](#) for its high-profile project. By the time the court ruled, though, Texas Central’s [board had reportedly disbanded](#) and its CEO and president had resigned. The project’s original timeline had already gone off the rails (at one point the construction was slated to [begin in 2017](#)). And land acquisition seems to have all but stopped in the last two years, according to land records reviewed by The Texas Tribune.

A spokesperson for the company, who is employed by a consulting firm that handles Texas Central’s media requests, says the project is still in the works.

“Texas Central is continuing to seek further investment, and is moving forward with the development of this high-speed train,” Tom Becker, a senior managing director with FTI Consulting, said in a statement. “We appreciate the continued support of our investors, lenders, and other key stakeholders, as we continue to advance this important project.”

But the company and Becker have declined to answer specific questions about the leadership exodus, apparent slump in land acquisition, funding prospects and status of permits Texas Central would need to move forward. A federal transportation agency says it hasn’t had contact with the company in two years. The portion of Texas Central’s website that once listed executive leaders is now blank — as is the list of current job openings.

Texas Central's relative silence on the recent developments has left supporters of the project, who would like to see two of the state's largest economic engines more easily connected, in limbo. Opponents, who have long railed against the idea of a [private company using eminent domain to seize Texans' land](#), are cautiously hoping Texas Central won't rebound.

Even if the company resurges, there remain major obstacles ahead to acquire land and finance an increasingly expensive project described as ["shovel ready" as recently as 2020](#). The stakes of the high-speed rail project extend beyond the company and Texas. The [240 miles of relatively flat land between Dallas and Houston](#) has long been heralded as the ideal location for what Texas Central and its supporters say could be the first leg of a national high-speed rail system that transforms the country.

There are few infrastructure projects in the country that can compare in size to the Texas rail line. A California high-speed rail project between [Los Angeles and San Francisco](#) also faces significant political, financial and legal hurdles. But Michael Bennon, the program manager at Stanford University's Global Infrastructure Policy Research Initiative, hangs a lot of hope on the Texas project given the relatively short distance, estimated frequency of travel and the landscape between the two cities.

"If you can't do high-speed rail in that corridor, it's hard to imagine it working anywhere else," Bennon said.

### **A decade in the making**

The announcement of the Dallas-Houston bullet train came more than two decades after another, [failed high-speed rail project](#) in Texas that collapsed after \$70 million in investments in the early 1990's.

The most recent attempt at high-speed rail drew widespread attention and support. Texas Central has long billed the project — modeled after the Japanese Shinkansen bullet train — as an accessible, [safe alternative](#) to car travel in Texas. Among the selling points: an estimated [\\$36 billion in economic benefits](#), an [environmentally friendly solution](#) to plane travel and a revolutionary step forward for large-scale infrastructure in America. The hype cast the train as a game changer for Texas and America.

"There's no doubt once people ride this train, they will want trains like this to go other places," Holly Reed, Texas Central's former managing director of external affairs, [said in 2018](#).

In addition to Biden's 2015 endorsement, plans for high-speed rail in Texas saw formal support from [former President Donald Trump](#), several state leaders and close to 100 [businesses and organizations](#). The company's board and advisors featured a plethora of prominent names, like billionaire and former Houston Astros owner Drayton McLane and Ron Kirk, the former Dallas mayor and former Texas secretary of state.

But Republican state officials, who have long controlled the Legislature and state government, were caught between the collision of two things they and their voters support — minimal restraints on the private industry and protecting Texas landowners' property rights.

In the summer of 2016, Texas Central began its efforts in earnest to acquire land along the route of the line, contacting property owners and submitting documentation to retain the option to purchase acres in the 10 counties the rail line would cross.

Along the way, Texans' free-market enthusiasm often [clashed with private property advocates](#) who criticized the efforts of the company to push the railroad through rural land to benefit two [already bustling urban behemoths](#).

Donovan Maretick, a Navy veteran who lives in Harris County, has fought the company's efforts to survey and purchase his land. He moved to a more rural area of the state to seek some quiet for his family — and he doesn't intend to give that up so a private entity can build an intercity bullet train.

"I rose to the occasion to fight for the country, and I'll be damned if I'm not gonna rise to the occasion to fight for my little piece of country. And that's what we've had to do as individual landowners for the last six years," Maretick told the Tribune.

Throughout multiple legislative sessions, some [Republican lawmakers sought to limit](#) how the project could be developed or financed. Others tried to kill it outright. But Texas Central's project repeatedly emerged largely unscathed.

State Sen. [Royce West](#), D-Dallas, has maintained his support for the development endeavor, though he's well aware of how rural and urban interests are often at odds on the matter.

"The time has come for us as Texans to recognize that we need another mode of transportation to get people around the state," West said in an interview with the Tribune. "Just like anything else, you have to build this for the future."

In October 2020, with another legislative session on the horizon, Republican Gov. [Greg Abbott](#) threw his "full support" behind the project in a letter to Yoshihide Suga, then the prime minister of Japan. By then, the Japan Bank of International Cooperation had loaned the venture \$300 million.

"Public support and momentum are on our side, and this project can be completed swiftly," Abbott wrote.

The governor also claimed Texas Central had "all the necessary permits to begin construction" — something the [Tribune found was not, and still isn't, true](#). Lawmakers representing Texans who own land in the project's path expressed disappointment at the letter. Abbott's office later said the "information it was provided was incomplete" and it would review the matter, but did not respond to multiple follow-up questions from the Tribune at the time.

And the governor still isn't talking. This month, Abbott's office did not return multiple requests for comment about the matter.

After Abbott's 2020 letter to the Japanese prime minister, Carlos Aguilar, Texas Central's CEO at the time, also declined to answer specific questions, but said the company was "focused on finalizing financing and getting ready for execution."

### **A plan derailed**

In June, the Texas Supreme Court ruled that Texas Central Railroad & Infrastructure and Integrated Texas Logistics, a partner in the rail project, have eminent domain power because they are "interurban electric railway companies." The decision, based on the [Texas](#)

[Transportation Code](#), enables the high-speed railway project to move forward with surveying and forcibly buying private property.

Trey Duhon, president of Texans Against High-Speed Rail, said the decision surprised him and set a dangerous precedent.

“You’re not supposed to be able to exercise this authority or power without some checks and balances,” he told the Tribune. “This opinion really opens the door and allows anyone who wants to build an electric railway anywhere in the state of Texas the ability to do so.”

But having the ability to use eminent domain doesn’t mean the process will be easy — or cheap. And one expert in eminent domain law said the company may still face a major legal hurdle in exercising its eminent domain authority.

Luke Ellis, an Austin lawyer who teaches eminent domain law at the University of Texas School of Law, told the Tribune that project opponents could still mount legal challenges that hinge on what’s called a “public use” clause. That provision of law requires that an entity using eminent domain can only do so when creating something for “public use.” Ellis said there remains an outstanding question whether the train qualifies as “public use.” The Texas Supreme Court didn’t rule on that question, leaving it open to future legal challenges.

What’s more, eminent domain isn’t a fast and clean operation. If a landowner doesn’t want to sell, Texas Central would likely have to sue and kick off what’s called a separate condemnation process — complete with arguments and hearings — for each landowner who won’t voluntarily give up their land and doesn’t agree that the money Texas Central offers is adequate compensation.

These two legal obstacles could stall Texas Central’s momentum if construction gets underway, Ellis said, but only up to a certain point. Entities with eminent domain authority can take possession of private property once a designated commission determines the land’s value and that amount is paid into an account. While both parties can appeal the decision and take it to a jury, entities like Texas Central have an advantage.

“There’s a legal mechanism that allows them to begin construction of the project even before the eminent domain lawsuit has fully resolved,” Ellis said.

Texas Central has long said it would use eminent domain only as a last resort and it would prefer to amicably buy the land needed for the project. How many parcels it needs has long been a mystery. While Texas Central has released a map of the line’s route, it has remained mum for years on how many purchases it would take to amass the land needed for the project.

The company has negotiated with landowners to reserve the option to purchase land along the route. In some instances, the railroad developer acquired those parcels of land. Yet in others, the purchase options expired or the company agreed to release those contracts, allowing landowners to sell to another buyer.

According to a Tribune review of public land records, the company ramped up land acquisition efforts in 2016. But since 2020, there’s been a steep decline in options filed and deeds amassed on behalf of Texas Central.

In several counties in the past two years, Texas Central has resold property it had purchased to other buyers. Texas Department of Transportation officials confirmed the state agency purchased a handful of acres from the railroad company in Madison County for \$75,000. Public documents filed between May 2021 and April 2022 showed that the railroad company sold off more than 170 acres in Navarro County.

The Tribune reached out to McLane, the board of directors' former chair; several former advisors, including Kirk; and the company's listed partners. They either did not respond or they directed inquiries to Katie Barnes, the director of right of way at Texas Central, who declined to answer questions.

### **Continued resistance**

Meanwhile, the cost of the project will likely continue to grow. Initially estimated to cost \$12 billion, McLane expected the project to cost [\\$30 billion](#) by 2020.

In 2019, Texas Central announced it had raised [\\$450 million](#) in capital commitments for the project, which included the \$300 million loan from the Japan Bank of International Cooperation. In [written testimony to Congress](#) in 2021, Aguilar, the CEO at the time, said the company had made \$700 million in private investments into the project.

Just before the Supreme Court ruling this year, Aguilar explained his [resignation via a LinkedIn post](#) after Spanish news outlet [La Información](#) reported that the board had disbanded and he was leaving.

Aguilar said he “could not align our current stakeholders on a common vision for a path forward,” but spoke highly of the plans — and Texas Central employees.

“Most of the ‘graduates’ of our effort will continue to contribute to our economy through their roles at other companies,” he wrote.

During Aguilar's tenure, the project cleared two key regulatory hurdles. The [Federal Railroad Administration](#) approved the bullet train between the two Texas cities and released an [environmental impact statement](#) for the project in 2020. While those were stepping stones needed to keep the project on track, they didn't completely clear the way for the company to begin building.

The Surface Transportation Board, a federal agency that primarily regulates freight trains, ruled in 2016 that it did not have jurisdiction over Texas Central's plan to build a rail line between Dallas and Houston because it would not be part of an interstate rail network.

Texas Central appealed, and STB said in July 2020 the company could submit another application for consideration. But the agency hasn't heard back from the would-be railroad builders, a STB spokesperson told the Tribune.

Many proponents of the project still stand behind it, even if there are few, if any, details about its future.

“The Texas Association of Businesses fights for policies that help employers make the largest impact on their communities. High speed rail would not only expedite business operations but

would connect job creators to talent in other areas. With an estimated economic impact of \$36 billion, TAB maintains its support of this project,” Rebecca Grande, TAB policy manager, said in a statement.

Texas Central’s critics and opponents are cautious about declaring the project dead, even if it appears the company has lost necessary momentum to bring its ambitions to life.

Maretick, the Harris County landowner, says Texas Century might have won the battle in the Texas Supreme Court, but he won’t give up the war for his property. He hopes the burden of future legal battles will hinder the project to such a degree that the power of eminent domain will be but a “pyrrhic victory” for Texas Central.

“A victory that they won, but it came at too high of a cost,” he said.



Fort Worth Report

## **Bars have boomed in Fort Worth's West 7th neighborhood. So has the crime rate.**

By Sandra Sadek

The West 7th Street corridor was once envisioned to be the antithesis of Fort Worth's infamous [Hell's Half-Acre](#).

The early owners of the land, the [Van Zandt family](#), one of Fort Worth's pioneer families, even added deed restrictions banning the sale of alcohol for future generations, or risking reverting the property to the Van Zandts.

A court decision [striking those restrictions](#) in 2008 opened the door for a new culture to take over. Fast forward 170 years since the founding of Fort Worth, and West 7th Street is home to the city's busiest bar district.

But as the number of bars grows, so has the crime rate.

"I think a lot of folks were surprised by how many bars opened and to such an extent that the bars began to represent a significant part of the district's character," said Assistant City Manager Fernando Costa. "(It) creates a delicate situation in which we seek to balance what's best for the bars with what's best for the residents who live in and around the corridor."

### **Unofficial bar designation**

In his 38 years of running his art framing and museum conservation store on West 7th Street, James McAlister, 67, has witnessed the evolution of the area. But during the past few years, he's been hesitant to go down to the area by Crockett Row, nearly 6.5 acres of dense mixed-use retail and residential properties, during the evenings.

"It's a nightmare," said the owner of [Henson McAlister](#) Master Picture Framers. "I can't even go down there anymore at night without seeing multiple young people vomiting on the streets. That's not an exaggeration."

And sometimes, the bustling nightlife will cross west of University Drive and end up in front of his store, he said.

McAlister is no stranger to cleaning up the empty cups and bottles littering the front of his store before the 10 a.m. opening time. Sometimes, he will also clean up vomit in the front parking lot. For McAlister, it's almost become a Deep Ellum problem, he said.

Deep Ellum, Dallas' arts and entertainment neighborhood that includes many bars, has seen [a rise in crime and violence](#) over the past few years.

Since 2010, about 17% of all new alcohol permits issued in Fort Worth were in the 76107 ZIP code. According to data from the Texas Alcoholic Beverage Commission, 50% of those 109 Cultural District alcohol permits were issued in the past three years.

In comparison, Magnolia Avenue and the 76104 ZIP code made up only 10.5% of all alcohol permits issued between 2010 and 2022. Downtown alcohol permits were about 7%.

Emil Bragdon is the owner of the [Reservoir](#), [Whiskey Garden](#), [Your Mom's House](#) and [Junk Punch](#) on West 7th Street and has been in the area since 2012. He argues that the presence of the bars is an economic driver for the area and plays a large role in attracting other retail options.

"It's increased property values across the board," Bragdon said. "Some people may not like (the increased number of bars), but they are reaping the benefits from their higher property values."

West 7th Street, which connects downtown Fort Worth to the Cultural District, is zoned for mixed-use, which includes high-density commercial and residential. Before that, it was a warehouse district.

The district was anchored by the former Acme Brick headquarters, which relocated to the southwest part of town in 2006. That area was not a pleasant part of town, Ken Randall, chair of the West Area Board of the Fort Worth Chamber of Commerce, said.

"If you didn't have business there, you didn't go," he said.

The redevelopment of that area began after the March 2000 tornado that ripped through Fort Worth and [caused about \\$450 million in damages](#). A movie theater came in, and various restaurants lined the streets. High-rise apartment buildings housed residents looking for a walkable area.

Despite the prime location of West 7th Street, some vacant lots and retail storefronts remain. According to the city of Fort Worth, there was 142,600 vacant square footage in the urban village in 2017.

As people began to notice the vacancies, some were quick to point fingers at the bars. But Costa said it's hard to deny the indirect role bars have had on the corridor.

"I don't want to blame it on the bars, but I think we can blame it on the behavior of bar patrons," Costa said.

Data from [CrimeMapping](#), an online database that compiles data from existing reports from participating agencies like Fort Worth Police Department, shows [170 reports](#) of assault, driving under the influence, disturbing the peace and drug/alcohol violations in the past 180 days in a half-mile radius of the bar district.

Of those 170 records, 55% were assaults and 23% were drug and alcohol violations.

In comparison, West Magnolia Avenue had 75 reports in the past 180 days in a half-mile radius. Downtown had 100 reports.

[West Division](#) Commander Buck Wheeler acknowledged a spike in violent crimes during the months of May and June but has overall decreased since 2018.

"We have a lot of people moving to the area, and then on the weekends, there can be surges in the population and crowd in the evenings from anywhere from five to 20,000 people," Wheeler

said. “The combination of residential apartments mixed in with an entertainment bar district created some unique challenges. And I think that became very apparent in 2016- 2017.”

Older city data also backs this up. From 2015 to 2017, overall crime in the area increased by 38 percent, with most crimes taking place between 9 p.m. and 3 a.m. on Thursday, Friday and Saturday, according to a [2017 Fort Worth city presentation](#).

Vehicle and pedestrian traffic also mirrors those time stamps with late weekend nights racking up the most reports.

Many business owners have spoken up about the need for more police officers on West 7th Street. [Mad Hatter](#) pub owner Chris Jordan, 41, said the city is aware of the rising crime rate in the corridor, but that safety precautions should not fall solely on the bar owners.

“We don’t want people to be scared to come, especially women,” Jordan said.

### **Intentional work**

[Younger Partners Investments](#) recently acquired Crockett Row in early August. The company promised to bring a new look to the urban village’s brand by making parking easier to find and free near Crockett Row.

“It is arguably the best real estate in Fort Worth. The location is phenomenal and has just been hit pretty hard by COVID,” said Moody Younger, co-managing partner at YPI. “It needed new ownership to come in and breathe life back into it.”

The goal is to attract more daytime traffic from the upcoming office spaces to future retail options. “That will make a difference in the success of all the retail and restaurants that we incorporate into the center,” said Kathy Permenter, co-managing partner at YPI.

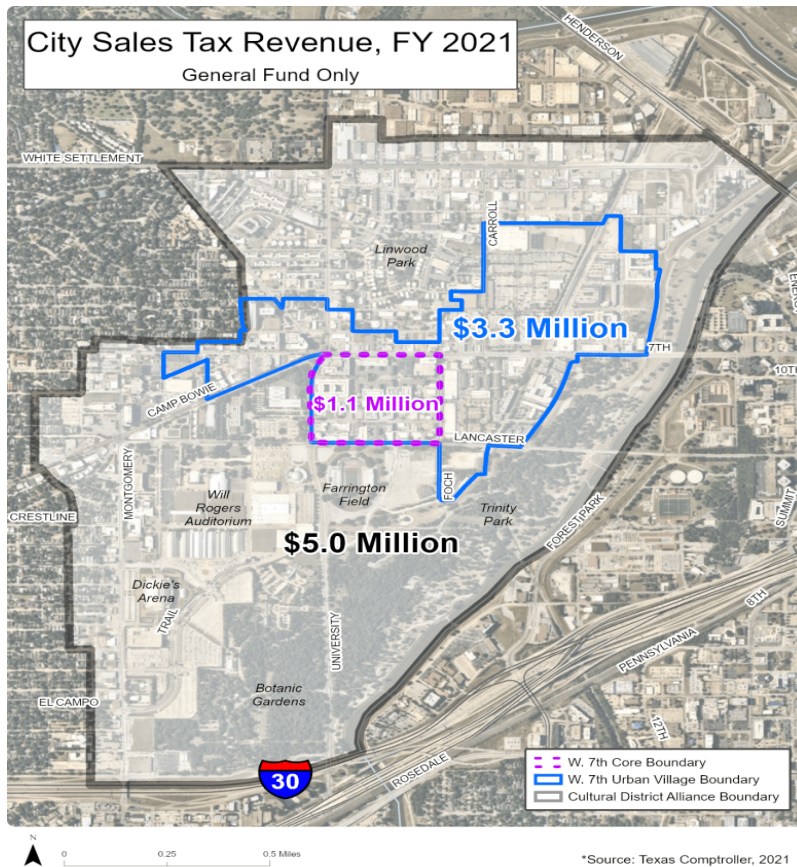
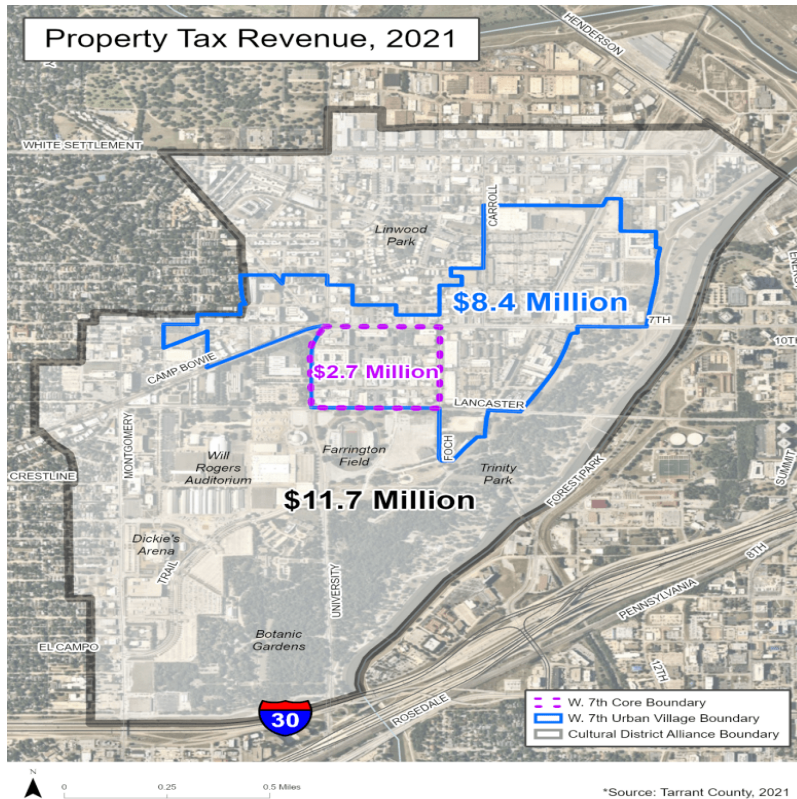
McAlister believes more regulations like reducing the bar density at Crockett Row are necessary to control the increasing number of bars in the area and thus reduce the crime rate.

“It’s a double-edged sword. You want to be able to keep mom-and-pop businesses. You want to be able to have those businesses survive,” he said. “But that’s really only possible when there is a cooperative effort among the majority of property owners in a geographic area to control the sort of tenants they get.”

Costa, the assistant city manager, described possible regulations on the bars as “impractical to administer or even questionable in legality.”

“Sometimes folks will say, ‘Well, you let (the bars) get away with breaking the law because you want the tax revenue.’ That’s not a valid criticism,” Costa said. “I think we expect everyone to abide by the law without exception. And we applied the law in the corridor in the same way that we would apply it anywhere else in Fort Worth.”

The West 7th core generated \$2.7 million in property tax revenue in 2021. That same area generated \$1.1 million in city sales tax revenue for the general fund in 2021. That same year, Fort Worth brought in \$563.8 million in property tax revenue and almost \$247.5 million in sales tax revenue, according to the 2021 adopted budget.





After a 2018 meeting to discuss the future of the West 7th urban village with business owners, residents and city officials, the city greenlit several initiatives, including adding police officers to patrol the area and improving traffic safety by designating some roads one-way.

The West 7th patrol team was created in April 2018 to address the rising crime rate. Since its inception, crime rates have trended downward, said Commander Wheeler.

“That first year that that team was put in place, there was over a 50% decrease in violent crime, just to give you a snapshot of how impactful that team was in that area,” Wheeler said.

Wheeler also noted the West 7th Street corridor has the largest concentration of police officers than anywhere else in the city. Even on days when the West 7th Street patrol team is understaffed, officers from outside the team – like neighborhood police officers – are added to the rotation.

“There have been weekends where that team is not fully staffed,” the commander said. “However, there have been more weekends where we have been overstaffed. Especially during the summer, there have been several weekends this summer where we’ve had an additional eight to 10 officers on a Saturday night.”

Bar owner Bragdon said the city’s response to the demand for more officers has been passive and sluggish.

“In the past 18 months, I would say crime has probably been the worst it’s been, and it’s because of a lack of effort from the city of making sure they’re listening,” he said. “Every time we tell them we need more police officers; they do something completely opposite that does not fix the situation.”

Costa said bar owners have also hired their own personal security in some instances and have been cooperative with law enforcement.

Bragdon said he has used private security since 2012, but the safety concerns are outside the bars, not inside.

Councilwoman Elizabeth Beck held a meeting on Crockett Row with residents and business owners in June to find ways to “promote mutual coexistence,” Costa said, describing the meeting as successful.

With several projects underway and in the pipeline for West 7th, the next decade could determine whether the urban village stays its course or pivots yet again in a new direction.

[Bowie House Hotel](#), a 120-room boutique hotel at 3716 Camp Bowie Boulevard, is set to open in fall 2022. [Crescent Real Estate’s mixed-use development](#) will also bring 168,000 square feet of office space, 167 luxury residential units and a 200-room premium hotel.

The Van Zandt, a 250,000-square-foot [mixed-use development](#) luxury multifamily, office and street-level restaurant/retail space, is also coming to 2816 W. 7th St.

The [future of Farrington Field](#), Fort Worth ISD’s historic stadium, could bring additional entertainment options to this side of town.

Costa said the next 20 years might bring considerable change to the character of West 7th Street, which has already seen massive changes in the past two decades.

“We need to make good decisions to ensure that that change is going to be beneficial to everybody.”

As for McAlister, the owner of the framing store, he has no plans to leave West 7th Street. “My business partner and I aren’t going anywhere. We’re going to be here for a long time,” he said.

Dallas Morning News

## **UT Arlington expert says rising temperatures are also a social justice issue**

Climate change has increased social and economic inequities, UT Arlington professor says.

By Eric Zarate

While triple-digit days appear to be over in North Texas, a UT Arlington expert believes that worsening heat and climate change have also become social justice issues.

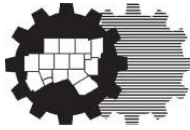
“It is a social and environmental justice issue because of vulnerability,” said Karen Magruder, a professor who focuses on environmental justice and green social work, in a prepared statement.

She adds that there are three elements to this vulnerability:

1. Exposure: Does it get really hot where you live, work and play?
2. Sensitivity: Are you vulnerable to those issues?
3. Adaptive capacity: What’s your ability to cope or bounce back?

[The full news release on UT Arlington’s website](#) gives readers a sense of how bad the climate situation is right now.

One example is that there are 354 major cities around the world with an average maximum summer temperature of at least 95 degrees, but by 2050, that is predicted to be the case in 970 major cities, Magruder said.



North Central Texas  
Council of Governments

**PRESS RELEASE**

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## **NCTCOG to Share Transportation Projects at Aug. 8 Public Meeting**

Public comments accepted through Sept. 6

**Aug. 4, 2022** (Arlington, Texas) – The North Central Texas Council of Governments will share updates on current and upcoming projects at its next public meeting, to be held at noon Monday, Aug. 8. Topics to be presented include updates to the regional public transportation coordination plan, pedestrian safety and zero-emissions vehicle infrastructure.

The hybrid meeting will take place at NCTCOG's Arlington offices, 616 Six Flags Drive. Attend in person, watch the presentations live at [www.nctcog.org/input](http://www.nctcog.org/input) or participate via phone by dialing 855-925-2801, then code 6343. A video recording will be made available afterward, and residents can comment online through Sept. 6.

Access North Texas is the regional public transportation coordination plan that concerns accessibility for the surrounding 16 counties. Staff coordinated with a wide range of stakeholders, transit customers and members of the public to document the transportation needs of older adults, individuals with disabilities, individuals with lower incomes, and others with transportation challenges.

A draft of the updated Access North Texas plan will be posted for review and comment. The plan outlines strategies to address these needs and serves as a guide for agencies that will implement them to improve access to work, medical appointments, education, etc.

Texas is one of just seven states accounting for 54% of pedestrian fatalities nationwide. Fatality rates consistently above the national average led the Federal Highway Administration to designate Texas as a pedestrian focus state. To address the 12-county region's pedestrian fatality rates being consistently above the national average, NCTCOG developed a Regional Pedestrian Safety Action Plan (PSAP). Staff will present the proposed 2022 update at the August meeting.

Additionally, an update on the Interstate Highway 45 Zero-Emission Vehicle Infrastructure Deployment Plan, funded by FHWA, will be given. This plan outlines recommendations for building new infrastructure for both battery electric and hydrogen fuel cell medium- and heavy-duty vehicles along the highway from Dallas to Houston. The corridor, which carries a large amount of freight, is key to advancing air quality efforts in the two metropolitan areas, which both face ozone nonattainment challenges.

Metropolitan Planning Organizations such as NCTCOG are required by federal law to monitor and set targets for a specific set of performance measures covering various aspects of the transportation system under their jurisdiction. Targets are established biennially for these measures as part of a four-year performance period. NCTCOG staff is analyzing outcomes from previously set targets while setting new targets for the next performance period and will provide an overview and update on the measures.



Staff will also highlight resources such as the department's Map Your Experience tool, the Regional Smoking Vehicle Program, alternative vehicle incentives and funding opportunities, and Progress North Texas 2022 at the beginning of the meeting.

For special accommodations due to a disability, language translation needs, or to request printed copies of information discussed, contact Thao Tran at 817-704-2510 or [tctran@nctcog.org](mailto:tctran@nctcog.org) at least 72 hours prior to the meeting. A free roundtrip ride between NCTCOG and the Trinity Railway Express CentrePort/DFW Airport Station can also be arranged with 72 hours' notice.

<b>Public Meeting Details</b>
<b>Monday, August 8, 2022, Noon</b>  North Central Texas Council of Governments 616 Six Flags Drive Arlington, TX 76011

#### **About the North Central Texas Council of Governments:**

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

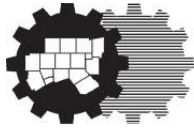
NCTCOG's purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication, and make joint decisions. NCTCOG serves a 16-county region of North Central Texas, which is centered on the two urban centers of Dallas and Fort Worth. Currently, NCTCOG has 229 member governments including 16 counties, 169 cities, 19 school districts and 27 special districts. For more information on the Transportation Department, visit [www.nctcog.org/trans](http://www.nctcog.org/trans).

#### **About the Regional Transportation Council:**

The Regional Transportation Council (RTC) of the North Central Texas Council of Governments has served as the Metropolitan Planning Organization (MPO) for regional transportation planning in the Dallas-Fort Worth area since 1974. The MPO works in cooperation with the region's transportation providers to address the complex transportation needs of the rapidly growing metropolitan area. The Dallas-Fort Worth metropolitan area includes Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties. The RTC's 44 members include local elected or appointed officials from the metropolitan area and representatives from each of the area's transportation providers. More information can be found at [www.nctcog.org](http://www.nctcog.org).

###





North Central Texas  
Council of Governments

## PRESS RELEASE

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### **Transit Providers to Survey Riders to Gauge Demand, Meet Needs**

Bus, rail, microtransit passengers across the region asked to provide input to improve system

**Aug. 30, 2022** (Arlington, Texas) – The first phase of a regionwide transit survey will begin in September, as Denton County Transportation Authority (DCTA), Trinity Metro and Arlington Via passengers are asked to help planners determine the demand on the system and potential future improvements.

Funded through a partnership between the North Central Texas Council of Governments (NCTCOG), Dallas Area Rapid Transit (DART), DCTA and Trinity Metro, the survey will be conducted in two phases. The first will start in early September and continue through November. The second phase, to be conducted from January through May 2023, will focus on DART and the Trinity Railway Express.

During both phases, two types of transit travel surveys will be conducted to determine how traditional, fixed route and on-demand (microtransit) riders are using the expanding public transportation network and what changes could be made to better accommodate the needs of the growing region.

The first survey is an on-to-off survey, which will attempt to measure demand and passengers' trip patterns on each transportation mode. Upon boarding a bus, riders will be handed cards by surveyors wearing blue vests and asked to return the cards when they disembark. On the region's various rail lines, passengers will simply be asked at what station they will get off.

The second type of survey, a questionnaire, will involve surveyors asking randomly selected passengers about their current trip and their socioeconomic characteristics. Some passengers will be asked to fill out paper questionnaires instead of participating in interviews. For microtransit routes, riders will be asked to participate in the survey after they complete their trips.

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

"NCTCOG coordinates regional transit data collection with DART, DCTA and Trinity Metro every five to seven years," said Arash Mirzaei, NCTCOG senior program manager, model and data development. "This is the first regional travel survey being conducted after the height of the COVID-19 pandemic. This transit survey provides a comprehensive picture of socioeconomic characteristics of transit users along with the trip details that help determine how and why they use the transit system. Transit agencies can use this data to adjust existing service and develop future plans."

Dallas-Fort Worth is the fourth-largest region in the nation, with a population of approximately 8 million. As North Texas attracts thousands of new residents each year, transit will play a significant role in ensuring the transportation system remains reliable and continues to improve into the future.

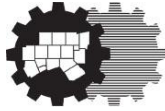
For more information about the survey, email [transitsurvey@nctcog.org](mailto:transitsurvey@nctcog.org) or visit <https://nctcog.org/transitsurvey>.

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###



North Central Texas  
Council of Governments

## PRESS RELEASE

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### **Residents' Input Requested on Transit Needs for Denton County** NCTCOG hosts public meeting Sept. 8 in Denton

**Sept. 1, 2022** (Arlington, Texas) – The North Central Texas Council of Governments is hosting a public meeting to give people who live, work and go to school in Denton County a chance to provide input into how public transportation can meet their needs in the future.

The meeting is scheduled for 6:30 p.m. Thursday, Sept. 8 at the Denton County Transportation Authority's Downtown Denton Transit Center, 604 E. Hickory St.

NCTCOG has initiated the Denton County Transit Study to develop a comprehensive public transportation plan, focusing on areas of the county not already members of DCTA, which serves Denton, Lewisville and Highland Village. Dallas Area Rapid Transit and Trinity Metro also provide service to parts of the county, along with prequalified, demand-response services such as Span Transit.

The public meeting will provide residents a chance to share valuable information regarding transit use, needs, and ideas to improve service in one of the region's fastest-growing counties. Denton County's population was approximately 848,000 in 2018 and is projected to grow to 1 million by 2028, an increase of 18%.

Employment is forecast to grow by more than 10% over the same period. Long-term projections suggest the county will be No. 2 in the region in job growth by 2045 by percentage, behind only Hunt County. Denton County is also home to the University of North Texas and Texas Woman's University.

A virtual survey being launched Sept. 1 will provide residents another way to share their thoughts on how public transportation can meet their needs. The survey takes a few minutes to complete and will be available on the project website, [bit.ly/DentonCoTransitStudy](https://bit.ly/DentonCoTransitStudy) through Sept. 23.

This study is funded by the Regional Transportation Council and follows separate studies of Collin, Dallas and Tarrant counties completed in 2021. After the completion of these studies, NCTCOG received a follow-up request from Denton County to study future transit needs.

To request accommodations for the public meeting, please call or text 469-626-8502 at least 48 hours prior to the meeting.

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###



**NCTCOG PRESENTATION**

# **RAILROAD CROSSING ELIMINATION PROGRAM (RCEP) – 2022**

**JEFFREY C. NEAL – Senior Program Manager**

**REGIONAL TRANSPORTATION COUNCIL (RTC) – ACTION ITEM**

**September 8, 2022**



# RAILROAD CROSSING ELIMINATION PROGRAM (RCEP) – OVERVIEW

## Funding Availability

**\$18 Million**

Planning / NEPA / Design

**\$114.7 Million**

Rural / Tribal – Construction

**\$440.6 Million**

Urban – Construction

## Minimum / Maximum Award

**\$1 Million – Min.**

per Project (Construction)

**80% of Cost – Max.**

per Project (Construction)

**\$114.7 Million – Max.**

per State (Construction)

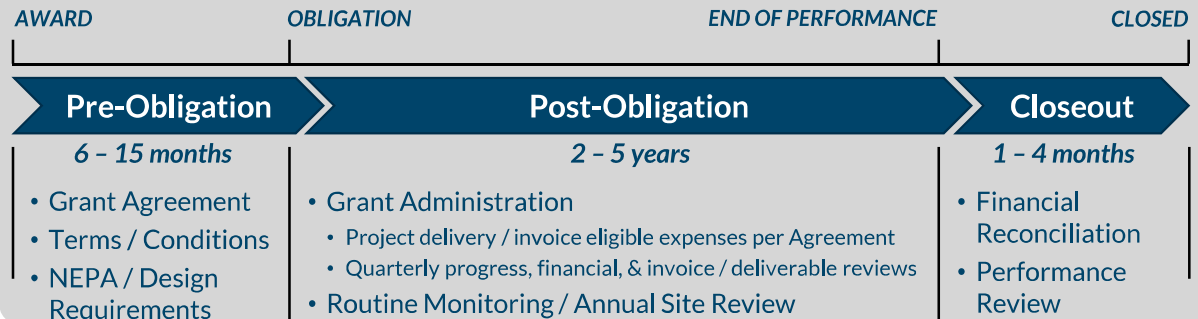
## Project Eligibility

1. At-grade closure or safety / mobility solutions (technology, education, etc...)
2. Grade separation (via bridge, tunnel, embankment or combination thereof)
3. Track relocation
4. Add / improve devices, signals, signs, or other safety measures (with #2 / #3 above)
5. Group of above-related projects
6. Planning / NEPA / Design (above projects)

## Applicant Eligibility (groups included)

1. State Department of Transportation (DOT)
2. Metropolitan Planning Organization (MPO)
3. Local Government
4. Political Subdivision of State / Local Government
5. Public Port Authority
6. Tribal Government

## Preferred Grant Lifecycle / Timeframes



RTC Action Item –  
Railroad Crossing Elimination Program



# RAILROAD CROSSING ELIMINATION PROGRAM (RCEP) – OVERVIEW *(cont.)*

- Applications due October 4, 2022 (Limit – 3 / applicant)
- Program Purpose:
  - Fund highway-rail or pathway-rail grade crossing improvement projects to focus on **enhancing the safety and mobility of people and goods**
  - Preference for grade separations, closure of at-grade crossings through track relocation, and corridor-wide grade crossing improvements
- Evaluation Criteria:
  - Technical Merit
    - Quality of work statement(s) & application materials
    - Readiness / completion of prerequisites
    - Applicant past performance, technical capacity, & funding
    - Private-sector participation
    - Qualifications / experience of key personnel / organizations
    - Consistency with local, regional, & State planning documents (including freight)
  - Project Benefits:
    - Improved highway-rail / pathway-rail safety
    - Proposals to grade-separate, eliminate, or close one or more highway-rail / pathway-rail grade crossings
    - Mobility improvements for both people & goods
    - Environmental protection, emission reductions, & community benefits
    - Access improvements for communities, emergency services, & economic opportunities
    - Optimizing contracting incentives to employ local labor



RTC Action Item –  
Railroad Crossing Elimination Program

# RAILROAD CROSSING ELIMINATION PROGRAM (RCEP) – EVALUATION

Crossing	Location	Candidate Project	Design Status	Funding Status	Evaluation
<i>EAST SUBREGION</i>					
Prairie Creek Rd	Dallas	Yes	In Design	Partially Funded	<b>Proposed RCEP Submittal – NCTCOG</b>
BUS US 287	Ennis	Potentially	In Design	Funded	Scheduled for Construction (FY 2024)
Westmoreland Rd	Dallas	Yes	Conceptual	Unknown	<b>Proposed RCEP Submittal – City of Dallas</b>
<i>WEST SUBREGION</i>					
Avondale-Haslet Rd	Haslet	Potentially	In Design	Funded	BUILD Grant Timing; RTC Action (April 2022)
Blue Mound Rd	Fort Worth	Future	None	None	Regional Rail Study – Needs Environmental / Design
Bonds Ranch Rd	Fort Worth	Future	None	None	Regional Rail Study – Needs Environmental / Design
Bailey Boswell Rd	Fort Worth / Saginaw	Future	None	None	Regional Rail Study – Needs Environmental / Design
Heritage Trace Pkwy	Fort Worth	Yes	Conceptual	Partially Funded	Recent RAISE Submittal – City of Fort Worth Regional Rail Study – Needs Environmental / Design

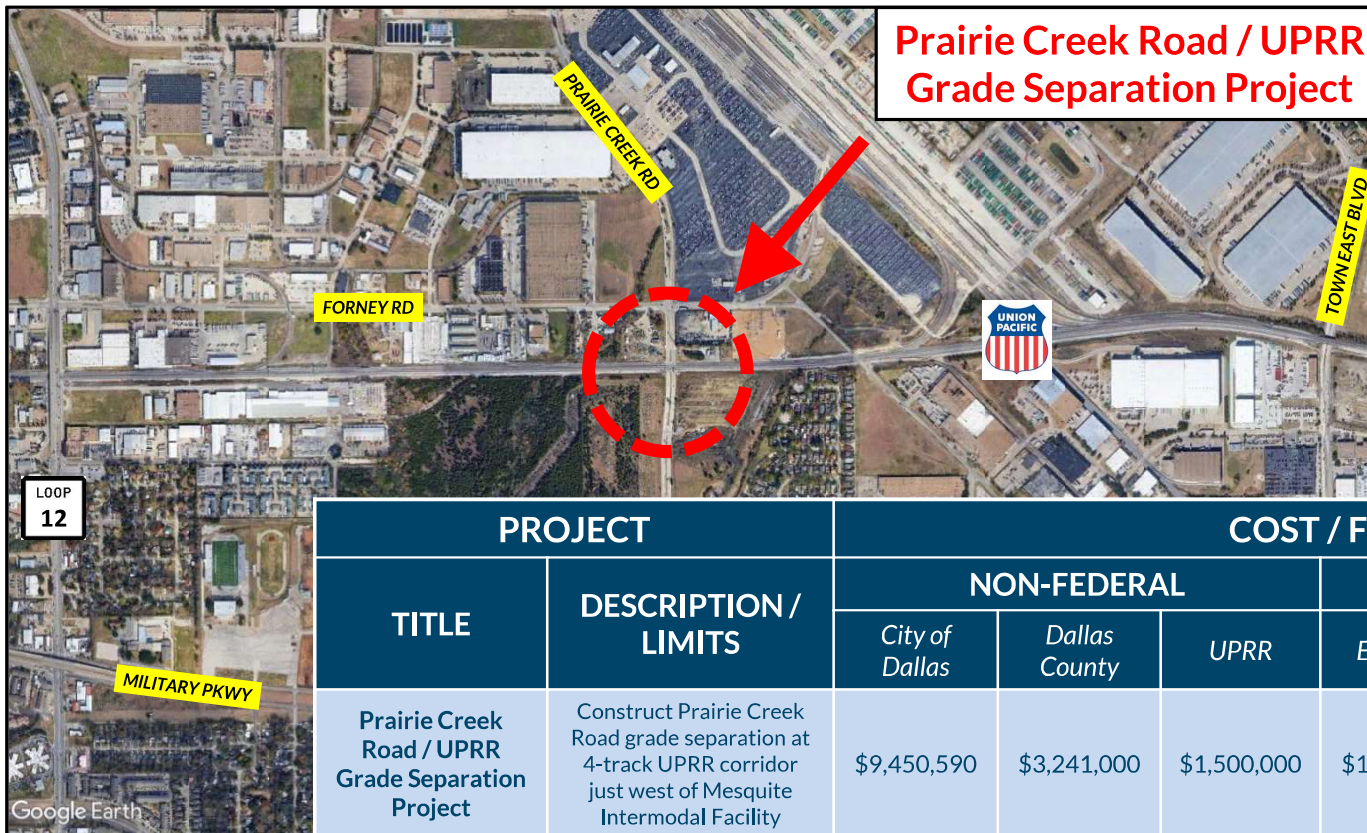
## ■ East / West Balance – USDOT Grant Opportunities:

- Project selection impacted by eligible applicants, submittal limits, project readiness, & various merit criteria
- Current examples: Bridge Improvement Program (West only), Safe Streets and Roads for All (East only)
- Increased emphasis on coordinating partnerships, advancing environmental / design, & identifying non-Federal funding packages will increase project “slotting” capabilities for future solicitations



RTC Action Item –  
Railroad Crossing Elimination Program

# RAILROAD CROSSING ELIMINATION PROGRAM (RCEP) – SUBMITTAL



PROJECT		COST / FUNDING STATUS						
TITLE	DESCRIPTION / LIMITS	NON-FEDERAL			FEDERAL			TOTAL PROJECT COST
		City of Dallas	Dallas County	UPRR	Earmark	CMAQ	RCEP Grant	
Prairie Creek Road / UPRR Grade Separation Project	Construct Prairie Creek Road grade separation at 4-track UPRR corridor just west of Mesquite Intermodal Facility	\$9,450,590	\$3,241,000	\$1,500,000	\$1,602,360	\$5,322,653	\$15,138,299	\$36,254,902



RTC Action Item –  
Railroad Crossing Elimination Program

# RAILROAD CROSSING ELIMINATION PROGRAM (RCEP) – SCHEDULE

July 6, 2022 RCEP Notice of Funding Opportunity (NOFO)

**September 8, 2022** **RTC Action**

September 22, 2022 Executive Board Action

September 23, 2022 STTC Endorsement

October 4, 2022 RCEP Submittal Deadline (Grants.gov)



RTC Action Item –  
Railroad Crossing Elimination Program

# RAILROAD CROSSING ELIMINATION PROGRAM (RCEP) – REQUESTED ACTION

- Request RTC approval of:

Submittal of **Prairie Creek Road / Union Pacific Railroad Grade Separation Project** for funding consideration through the FY 22 Railroad Crossing Elimination Program (RCEP)

Administratively amending NCTCOG and State Transportation Improvement Programs (TIP / STIP), as well as other planning and administrative documents, to include the proposed project if selected for an FY 22 RCEP Grant award



RTC Action Item -  
Railroad Crossing Elimination Program



# CONTACT INFORMATION

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Project Engineer  
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USDOT Bipartisan Infrastructure Law (BIL): <https://www.transportation.gov/bipartisan-infrastructure-law>

FRA Railroad Crossing Elimination Program (RCEP): <https://railroads.dot.gov/grants-loans/competitive-discretionary-grant-programs/railroad-crossing-elimination-grant-program>



RTC Action Item –  
Railroad Crossing Elimination Program



North Central Texas Council of Governments

# Safe Streets and Roads for All (SS4A) Regional Grant Application

Regional Transportation Council  
9.8.2022

Kevin Kokes

# Federal Funding Overview

## Bipartisan Infrastructure Law (BIL)

### Active BIL Grant NOFOs – FY22

- **Safe Streets and Roads for All (SS4A)**
- Bridge Investment Program
- Railroad Crossing Elimination Program
- Reconnecting Communities Pilot Program
- Nationally Significant Federal Lands and Tribal Project Program (August)

### Pending BIL Grant NOFOs – FY22

- Consolidated Rail Infrastructure & Safety Improvements Grant Program (August)
- Strengthening Mobility & Revolutionizing Transportation (SMART) Program (September)
- Federal/State Partnership for Intercity Passenger Rail Grant Program (October)
- Thriving Communities Grant Program (November)

### Completed MPO-eligible BIL solicitations

- Local and Regional Project Assistance Program\* (RAISE)
- Multimodal Projects Discretionary Grant Program\* (INFRA/MEGA/RURAL)
- Port Infrastructure Development Grant Program (PIDG)
- Transit-Oriented Development Pilot Program

*\*Submitted*





# Safe Streets Implementation Grant Project

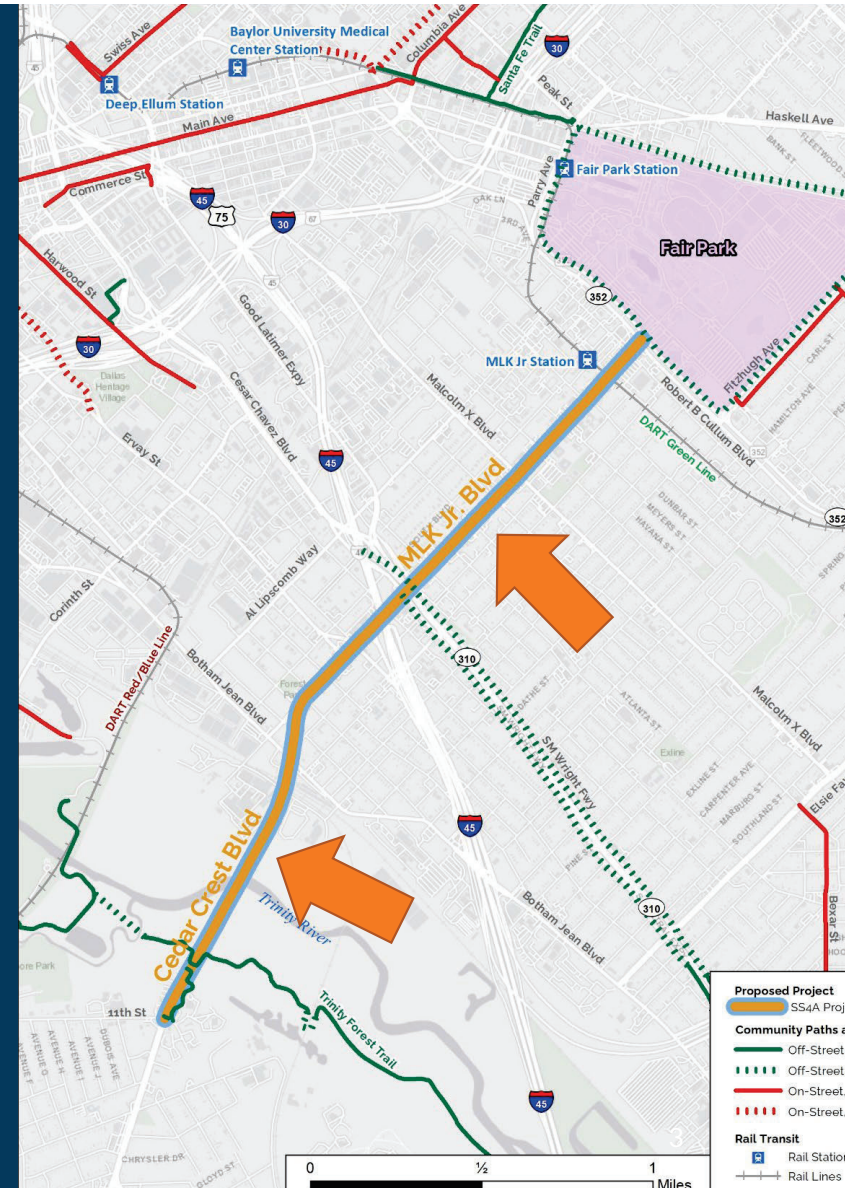
## Martin Luther King, Jr Blvd / Cedar Crest Blvd

Implement safety countermeasures to address the safety of all modes of transportation including motor vehicle, transit, bicycle, and pedestrian:

- Complete street (context-sensitive) retrofit
- DART Bus Stops / Smart Shelters upgrades
- Technology upgrades



Safe Streets and Roads for All Grant Application



# Safe Streets Grant Application

## Anticipated Project Budget

Component Name	Project Cost	Federal (SS4A)	Non-Federal Match	Match Source
Complete Street (Context Sensitive) Retrofit, Safety, and Technology Upgrades	\$26,250,000	\$21,000,000	\$5,250,000	City of Dallas
DART Bus Stop / Smart Bus Shelter Upgrades	\$1,000,000	\$800,000	\$200,000	DART
<b>Total</b>	<b>\$27,250,000</b>	<b>\$21,800,000</b>	<b>\$5,450,000</b>	



# Schedule

Date	Milestone
May 16, 2022	NOFO Released
July 22, 2022	STTC Information
August 18, 2022	RTC Information
August 26, 2022	STTC Action
<b>September 8, 2022</b>	<b>RTC Action</b>
September 15, 2022	Application Due
September 28, 2022	Executive Board Endorsement



## Requested Action

Recommend Regional Transportation Council Approval of a regional implementation project grant application submittal to the Fiscal Year (FY) 2022 Safe Streets and Roads for All (SS4A) Discretionary Grant program.



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## Transportation Infrastructure Certification Program

# TransPod & JPods

BRENDON WHEELER, P.E.  
REGIONAL TRANSPORTATION COUNCIL  
SEPTEMBER 8, 2022

# RTC Policy P22-02

*Develop Process for the Transportation  
Infrastructure Certification Program*

## Purpose

- Provide transparent process for RTC coordination with providers
- Periodic solicitation/opportunity for new technology applications
- Ensure level playing field for providers and local governments

## Guiding Principles

- Must serve long-range transportation need (MTP)
- Technology provider responsible for certification process
- NCTCOG will facilitate mutual cooperation
- Local governments to consider contingency needs, implementation timeframe, and public use goals and expectations



# Applicant Status

Applicant/ Technology Provider	Technology/Mode	Market Solution	Purpose/Benefit	Application Status
TransPod	Hyperloop (ultra-high-speed pod in near vacuum environment)	Statewide/Intercity/ Regional	People and Goods/ Air Quality, and Congestion Reduction	Proposal submitted; committee review
JPods	Personal Rapid Transit (elevated pod/modern gondola)	Local/Sub-Regional	People/Air Quality and Congestion Reduction	Proposal submitted; committee review
The Boring Company	Tunnel Solutions (subgrade transportation)/ Personal Rapid Transit	Regional/Local	People, Goods, Utility/Air Quality, and Congestion Reduction	Proposal submitted; staff review ongoing
Swyft Cities	Personal Rapid Transit (elevated pod/modern gondola)	Local/Sub-Regional	People/Air Quality and Congestion Reduction	Proposal submitted; staff review ongoing





# RTC Policy P22-02

*Develop Process for the Transportation  
Infrastructure Certification Program*

## Process:

- 1) NCTCOG staff to ensure technology solution conforms to policy guidance and long-range transportation need (MTP).
- 2) *NCTCOG staff to brief RTC; RTC to take action on initiating process.***
- 3) Solicit local government interest in submitting potential locations.
- 4) Technology provider to determine preferred location to pursue.
- 5) RTC to initiate development activities; NCTCOG staff to provide support.



# TransPod

Hyperloop system for longer-range travel of people and goods

Fully electric; can incorporate solar panels on top



Pursuing certification in Canada and Europe

Advancing 185-mile project in Alberta with private financing; contingency plan in place (revert to high-speed rail)



Transportation Infrastructure Certification Program

# TransPod: Route Considerations

Interest in advancing project in Texas (first in the US) connecting DFW to other Texas cities/Mexico

Consistent with the long-range plan, Mobility 2045 Update

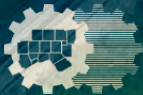
1<sup>st</sup> Phase of future inter-city connection in DFW

Feasibility analysis by TransPod on inter-city route to be completed prior to any construction

1<sup>st</sup> Phase: 10- to 50-mile certification track

Converted to commercial use once certification complete

Alignment should be generally straight, no sudden curves





# JPods

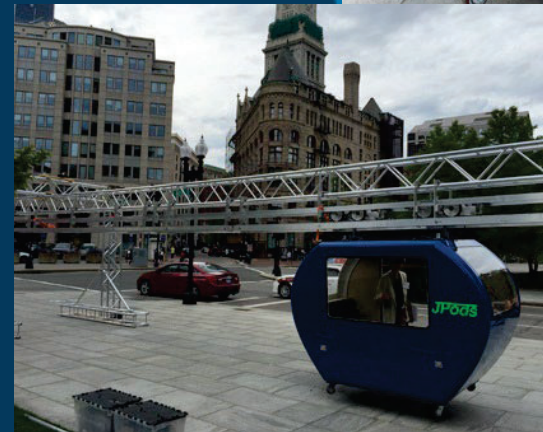
Personal rapid transit (PRT) system using  
overhead gondolas-like pods  
(4 seats/pod)

Low-speed, grid network that runs  
along/within existing public ROW

Fully electric, solar-powered system

Advancing technology in several states  
with private funding

Proposes revenue-sharing agreement with  
local governments (up to 5% of gross  
revenue)



# JPods: Route Considerations

Larger vision includes expansion of grid to connect areas of interest

Initial deployments (<5 miles) may include entertainment or hospital districts, or connections to airports from adjacent hotels/rental cars/parking areas

Temporary structure available to test market in trial locations as needed

Contingency includes ability to completely remove structure and return ROW to original condition



# Next Steps

## Pending RTC action:

- Staff to develop Submittal Package for interested local governments defining terms of submittal/application window

- Local governments may submit potential sites for either technology during application window

- Staff is available for questions or to discuss opportunities on locations that may traverse multiple jurisdictions

- Staff will arrange for pre-submittal meeting with NCTCOG, cities, and technology provider to address detailed questions



# Requested RTC Action

Staff requests RTC initiate Step 3 of RTC Policy P22-02 to allow local governments to submit potential locations of interest for TransPod or Jpods to consider.



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Policy Support to Develop Process for the  
Innovative Transportation Technology Infrastructure Certification Program  
(P22-02)

The Dallas-Fort Worth region has positioned itself as an innovator in using advancing technology to address transportation issues. The North Central Texas Council of Governments (NCTCOG) continues to receive interest from technology developers on implementing new and innovative infrastructure technology that is not currently in operation for a commercial application anywhere in the United States. As is the case with many new technologies, these transportation infrastructure solutions require certification by the appropriate governing entities (either local, state, or federal). This certification requirement may come in many forms, depending on the application, including safety certification to ensure the safety and welfare of the traveling public, as well as certification for use within the region as required by NCTCOG.

This policy outlines the guiding principles and process by which the Regional Transportation Council (RTC) may choose to coordinate with a technology provider to implement a certification facility in the Dallas-Fort Worth region for commercial application. To ensure flexibility with the various types of infrastructure being developed, the following process is structured in a transparent way for potential technology developers and local governments/transportation entities to express interest and collaborate on implementation opportunities. This process would allow for periodic expressions of interest to be facilitated in a timely manner.

The following are the guiding principles of this Innovative Transportation Technology Infrastructure Certification Program:

- Potential projects must serve a long-range transportation need as identified in the recommendations of the Metropolitan Transportation Plan or be considered for inclusion in a future Metropolitan Transportation Plan.
- The technology developer is solely responsible for navigating any certification process(es) with the appropriate regulating authority(ies) for the developer's specific technology as required.
- If the proposed technology is implemented and fails to perform as intended, or the certification process ends or fails, the project-sponsoring local government must have verifiable assurances that the transportation need identified will still be appropriately addressed. It is encouraged that this contingency be included in any technology infrastructure proposal. Public funds may or may not be used for the certification needs of the emerging infrastructure technology.
- NCTCOG will facilitate mutual cooperation between local governments and transportation entities where potential project limits extend across multiple jurisdictional boundaries.
- When considering locations for proposed technology facilities, local governments and transportation entities should consider the following:
  - Expected timeframes for infrastructure to be operational for public use
  - Public use goals and performance expectations of proposed transportation infrastructure.

Following the guidelines listed above, the RTC directs staff to implement the following transparent process outlined in the steps below once NCTCOG or the RTC is approached by an infrastructure technology provider to enter into this process. This process is structured to allow for periodic solicitation or acceptance of proposed technology infrastructure solutions. The following process outlines how proposals brought to NCTCOG will be handled and does not

preclude local governments and transportation entities from engaging directly with technology entities.

- 1) NCTCOG staff will confirm infrastructure technology solution proposed by provider conforms with this policy and a long-range transportation need as identified in the Metropolitan Transportation Plan.
- 2) NCTCOG staff will provide RTC with a summary of the technology provider's proposal, including any requirements and available details on the proposed operation of the technology. The RTC will take action on whether to initiate the development process for certification of the infrastructure technology.
- 3) Upon RTC action, local governments will submit potential locations of interest that utilize public right-of-way and serve a regional long-range transportation need.
- 4) The technology provider will determine the preferred location and project development opportunity to pursue based on the proposals provided by the local governments through NCTCOG.
- 5) The RTC will initiate project development activities and coordination efforts among the appropriate transportation agencies, local governments, and the technology provider. The RTC will direct NCTCOG staff to provide support in the project development activities and coordination efforts as needed. Project development activities and coordination efforts may include appropriation of public funds for project development and implementation.

The RTC directs staff to provide regular briefings when proposals are received and during project development. The RTC also directs staff to integrate the resulting recommendations from projects that advance into future mobility, air quality, safety, and other regional planning activities as appropriate.



# FEDERAL PERFORMANCE MEASURES UPDATE

SYSTEM PERFORMANCE, FREIGHT, AIR QUALITY (PM<sub>3</sub>),  
TRANSIT ASSET MANAGEMENT, and  
PUBLIC TRANSPORTATION AGENCY SAFETY PLAN

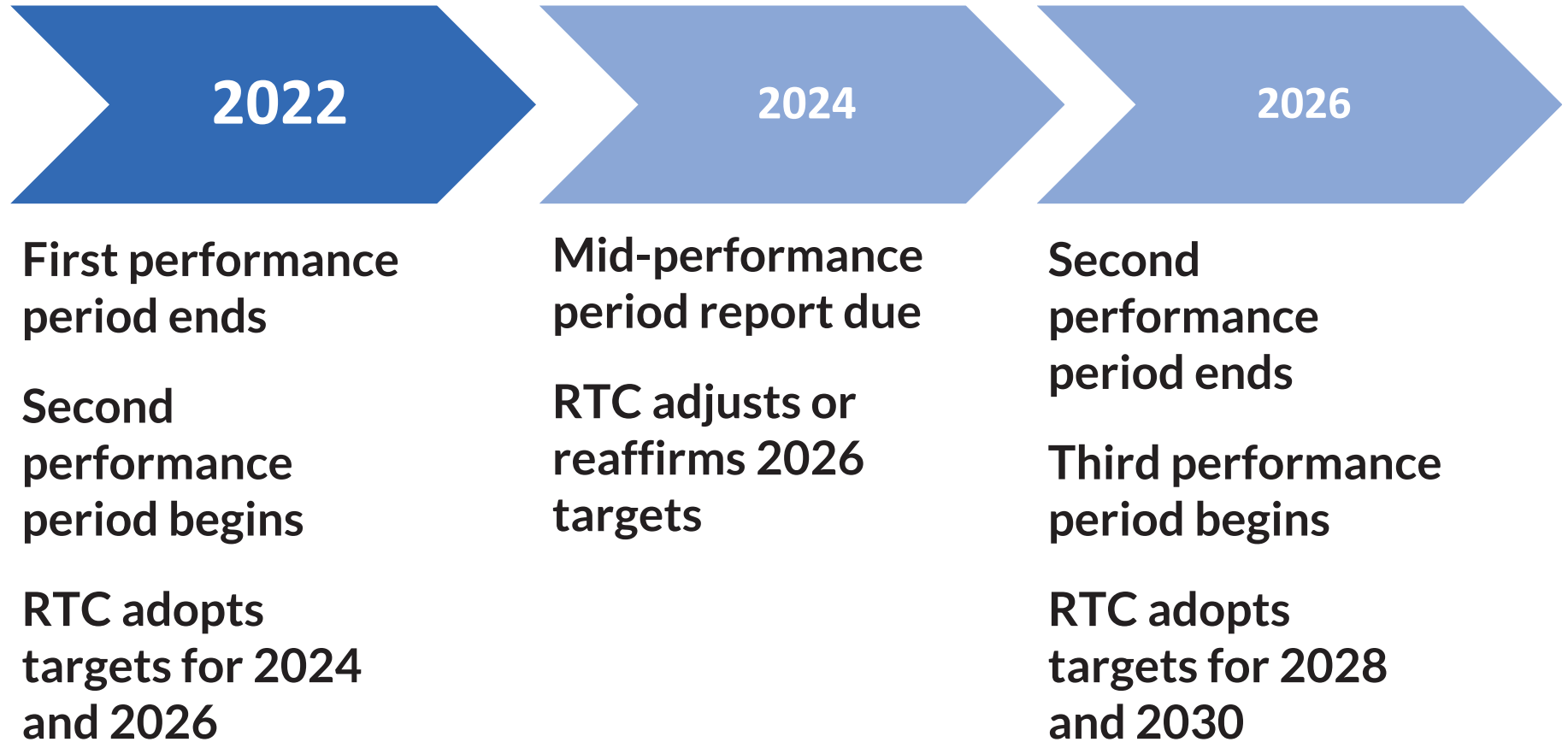
JENNY NARVAEZ

REGIONAL TRANSPORTATION COUNCIL

09.08.2022

## **PM3: System Performance, Freight, and CMAQ**

# PM3: System Performance, Freight, and CMAQ



# PM3 Measures and Targets

Measure		Desired Trend Indicating Improvement	Original Targets (Updated 2020)		Baseline (Latest Observed)	New Targets Forecast/Trend	
			2020	2022		2024	2026
Interstate Reliability		↗	78.6%	79.5%	78.9%	80.9%	82.1%
Non-Interstate Reliability		↗	N/A	71.1%	86.1%	77.8%	79.5%
Peak Hour Excessive Delay	Dallas-Fort Worth-Arlington	↗	N/A	15.00 hrs.	11.40 hrs.	12.91 hrs.	12.51 hrs.
	Denton- Lewisville	↗	New Measure		4.70 hrs.	4.10 hrs.	3.70 hrs.
	McKinney	↗	New Measure		1.90 hrs.	1.30 hrs.	0.90 hrs.
Truck Travel Time Reliability		↗	1.83	1.90	1.76	2.10	2.60



# PM3 Measures and Targets (continued)

Measure		Desired Trend Indicating Improvement	Original Targets (Updated 2020)		Baseline (Latest Observed)	New Targets Forecast/Trend	
			2020	2022		2024	2026
Percent Non-SOV Travel	Dallas-Fort Worth-Arlington	↗	19.8%	20.2%	22.2%	22.7%	23.0%
	Denton- Lewisville	↗	New Measure		22.7%	22.8%	22.9%
	McKinney	↗	New Measure		22.7%	22.8%	22.9%
On-Road Mobile Source Emissions Reductions (Cumulative)	NO <sub>x</sub> (kg/day)	↗	5,884.42	7,403.95	1,942.20	2,330.64	4,195.15
	VOC (kg/day)	↗	1,418.56	1,814.02	466.90	599.90	1,035.83



# Addressing PM3 Measures

Many measures strongly impacted by COVID-19 pandemic

Most measures returning to normal trends; some are retaining improvements

All PM3 stand to be improved by policy, program, and project recommendations of the Mobility 2045 Update

PM3 measures, metrics, and calculation techniques integrated into project selection as appropriate

Truck Travel Time Reliability continues to worsen, though it is being specifically targeted by the following policies:

**FP3-007:** Improve efficiency by promoting safety, mobility, and accessibility on the freight networks.

**FP3-002:** Encourage the freight industry to participate in freight system planning and development to improve air quality and delivery time reliability.

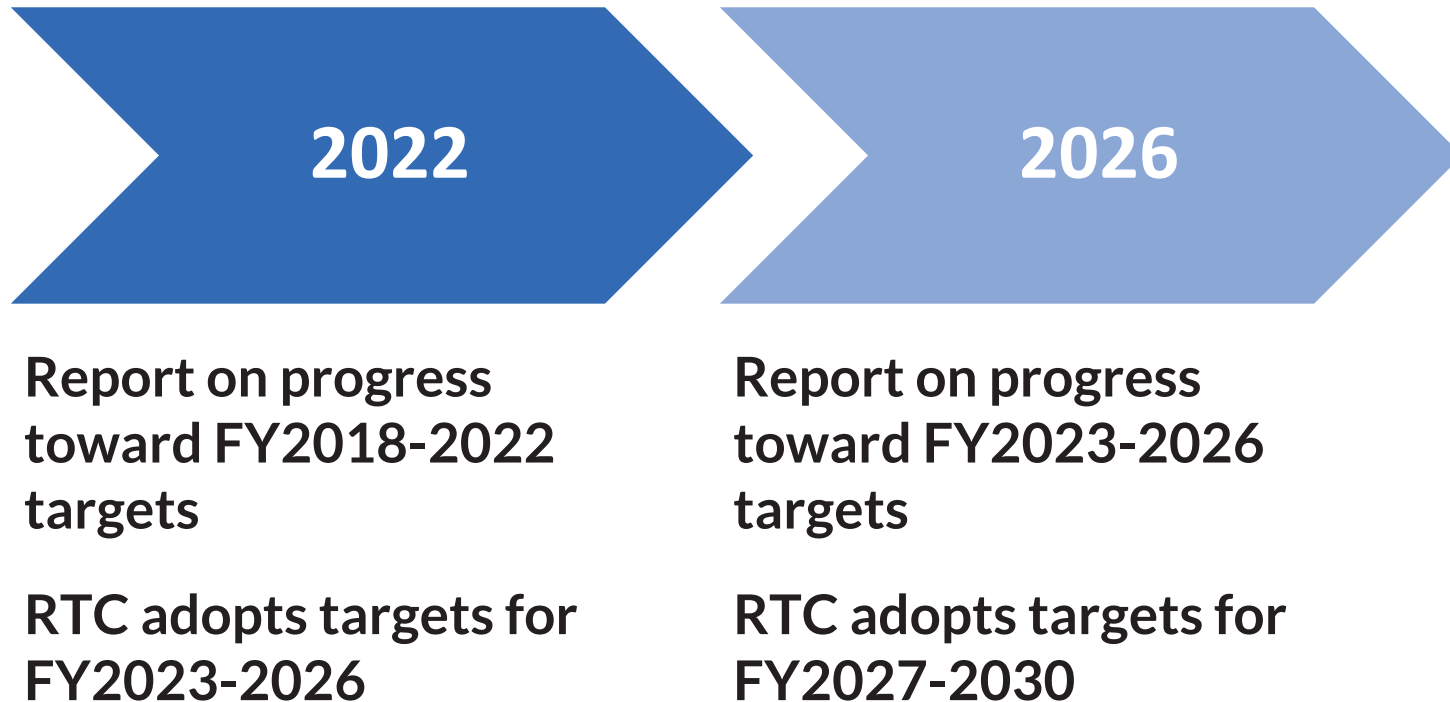
**FP2-120:** Freight System/Network Planning









# **TAM: Transit Asset Management**

# Transit Asset Management







# TAM: Targets & Regional Performance (Large Agencies)

Asset Category	Metric	Desired Trend Indicating Improvement	Current Target	Current Performance (FY2020)	Proposed Target
Rolling Stock (Transit Vehicles)	Vehicles that meet or exceed the industry standard, defined as either the Federal Transit Administration (FTA) Default Useful Life Benchmark (ULB) or custom agency benchmarks		0%	5.8%	0%
Infrastructure (Rail Track)	Rail track segments with performance restrictions		0%	3.39%	0%
Equipment (Support Vehicles)	Vehicles that meet or exceed the industry standard, defined as either the FTA Default ULB or custom agency benchmarks		0%	59.8%	25%
Facilities (Buildings, Stations, Park & Rides)	Transit facilities rated below “Adequate” (3.0) on the industry standard Transit Economic Requirements Model (TERM) scale		0%	1.7%	0%



# TAM: Targets & Regional Performance (Small Providers)

Asset Category	Metric	Desired Trend Indicating Improvement	Current Target	Current Performance (FY2020)	Proposed Target
Rolling Stock (Transit Vehicles)	Vehicles that meet or exceed the industry standard, defined as either the Federal Transit Administration (FTA) Default Useful Life Benchmark (ULB) or custom agency benchmarks		0%	14.7%	5%
Infrastructure (Rail Track)	Rail track segments with performance restrictions		0%	0%	0%
Equipment (Support Vehicles)	Vehicles that meet or exceed the industry standard, defined as either the FTA Default ULB or custom agency benchmarks		0%	62.2%	25%
Facilities (Buildings, Stations, Park & Rides)	Transit facilities rated below “Adequate” (3.0) on the industry standard Transit Economic Requirements Model (TERM) scale		0%	0%	0%



# TAM: Various Target Setting Methods

Providers in region employ a variety of methods to set targets and measure performance

Most set targets based on overall performance of each individual asset category and type and use a mix of FTA and custom definitions for Useful Life Benchmarks (ULB)

TxDOT (Transit Division) Group Plan contains 15% targets

**NEW:** 2021 Bipartisan Infrastructure Law added that USDOT now requires project sponsors for **Fixed Guideway Capital Investment Grant** applications to have made progress toward TAM targets. This is also a consideration for **State of Good Repair Grant** rail vehicle replacement applications.



# Committee Schedule

Date	Committee Meeting
July 22	STTC Information Item - Performance Measures and Draft Targets
August 18	RTC Information Item - Performance Measures and Draft Targets
August 26	STTC Action Item - Recommend Approval of Final Targets
September 8	RTC Action Item - Approval of Final Targets
October 1	Deadline for Targets



# Recommended RTC Action\*

Approve 2024 and 2026 targets as presented for the following PM3 (System Performance, Freight, and CMAQ) measures:

Interstate Reliability

Truck Travel Time Reliability

Non-Interstate Reliability

Percent Non-SOV Travel

Peak Hour Excessive Delay

Total Emissions Reductions (NO<sub>x</sub> and VOC)

Approve FY2023-2026 targets as presented for the following Transit Asset Management (TAM) measures:

Rolling Stock (Transit Vehicles)

Equipment (Support Vehicles)

Infrastructure (Rail Track)

Facilities (Buildings, Stations, Park & Rides)

\*STTC Recommended RTC Adoption of Proposed Targets



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# **FY 2024-2026 MANAGEMENT, OPERATIONS, AND SAFETY PROGRAM**

Regional Transportation Council  
September 8, 2022



North Central Texas  
Council of Governments  
Transportation Department

# BACKGROUND

- The Regional Transportation Council (RTC) typically considers extending existing and funding new Management and Operations projects/programs every few years.
  - Many are legacy projects that the RTC has funded for several years (Vanpool Program, Mobility Assistance Patrol, etc.)
- The last review occurred in 2018-2019 and projects were funded through Fiscal Year (FY) 2022.
- In January 2022, the RTC approved funding for projects/programs that did not have sufficient existing revenues to continue without interruption through FY 2023
- Now, staff is requesting funding for FY 2024-2026 projects and programs

# PURPOSE OF THE PROGRAM

- Provides funding in addition to Transportation Planning Funds (TPF) to conduct operations, planning, and implementation activities
- Assigns resources for RTC priorities and air quality initiatives
- Ensures existing programs and projects can be continued without interruption in FY 2024-2026
- Surface Transportation Block Grant (STBG), Congestion Mitigation and Air Quality Improvement Program (CMAQ), and regional funds will be proposed for the FY 2024-2026 program
- Ensures CMAQ and STBG funding is obligated in a timely manner

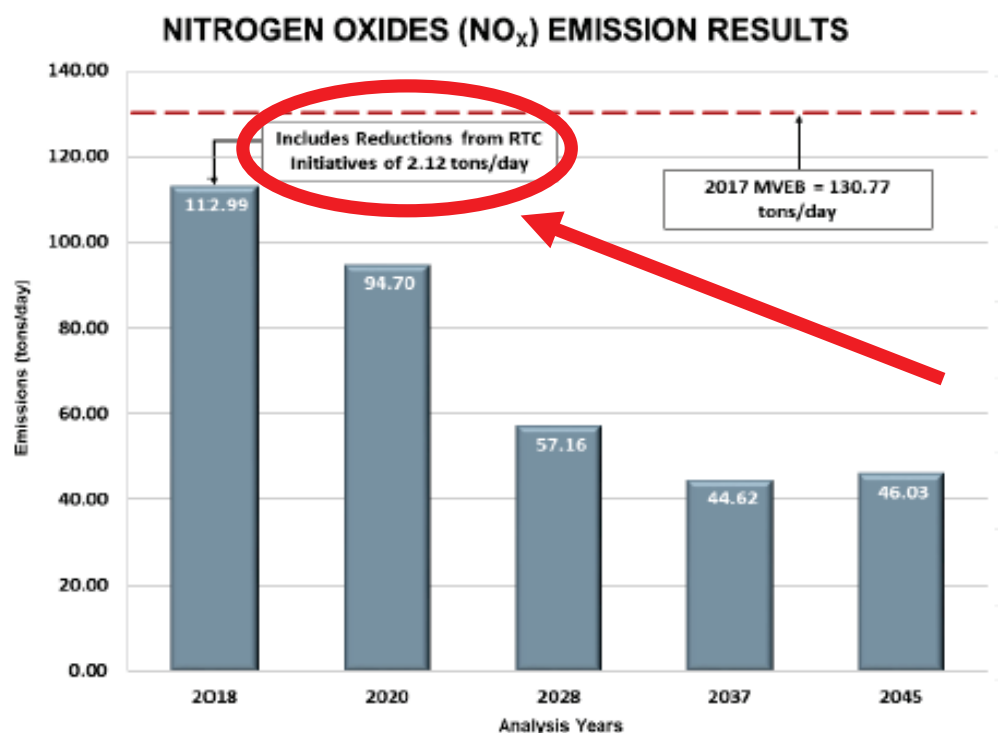
# REGIONAL SAFETY PROGRAM

- Supports the RTC's policy that not even a single death on the transportation system is acceptable
- \$50M of RTC-selected funds are proposed to be set aside for a regional safety program
- Funding will cover FY 2024-2026
- The following safety categories are proposed:
  - Freeway Operations Engineering and Intercity Connections (\$25M)
  - Bicycle/Pedestrian Engineering (\$10M)
  - Bicycle/Pedestrian Education (\$2M)
  - Speed Enforcement (\$7M)
  - Speed Education (\$2M)
  - Other (\$4M)

# PROGRAM AND PROJECT TYPES

- **Management & Operations**
  - (Mobility Assistance Patrol, Transit Operations, etc.)
- **NCTCOG-Implemented**
  - (Project Tracking, Planning Efforts, etc.)
- **Regional/Air Quality Projects and Programs**
  - (Aviation, Employer Trip Reduction, Data Collection, Regional Traffic Signal Retiming etc.)

# IMPORTANCE OF REGIONAL AIR QUALITY AND M&O PROJECTS



- Air Quality Conformity test results must be below EPA's Motor Vehicle Emission Budget (MVEB).
- Previous Regional Transportation Council air quality projects and programs have allowed region to stay below the budget.
- When the budget is reset next year, these programs can help tip the scales.

DRAFT SUBJECT TO REVISION

## M&O SUMMARY

Funding Category	RTC Share
Planning Activities, Data Collection, and Engineering Activities	\$29.18M
Air Quality Initiatives	\$10.25M
Implementation/Operations Activities (e.g., Auto Occupancy, Special Events, Mobility Assistance Patrol)	\$46.63M
Travel Demand Management/Transit	\$6.75M
Innovative Technologies	\$10.50M
<b>Total Additional Funds Being Requested</b>	<b>\$103.31M</b>

DRAFT SUBJECT TO REVISION

## ADDITIONAL DETAILS ON PROPOSED FUNDING

- A portion of the requested funding is to be used by NCTCOG staff to implement regional projects and programs.
- The balance will be passed through to other agencies in the region (for projects like the Vanpool Program, Mobility Assistance Patrol, etc.).
- **~70% of funding will be pass-through to transportation entities**

Category of Expenditure	M&O Funding Amount	Safety Funding Amount
NCTCOG-Implemented (staff time)	\$43.11M	\$5.57M
Pass-Through to Local Transportation Agencies	\$60.20M	\$44.43M
Total	\$103.31M	\$50.00M



# APPROVAL TIMELINE

Meeting/Task	Date
STTC Director's Report	August 26, 2022
<b>RTC Information</b>	<b>September 8, 2022</b>
Public Meeting	September 2022
STTC Action	September 23, 2022
RTC Action	October 13, 2022

# QUESTIONS?

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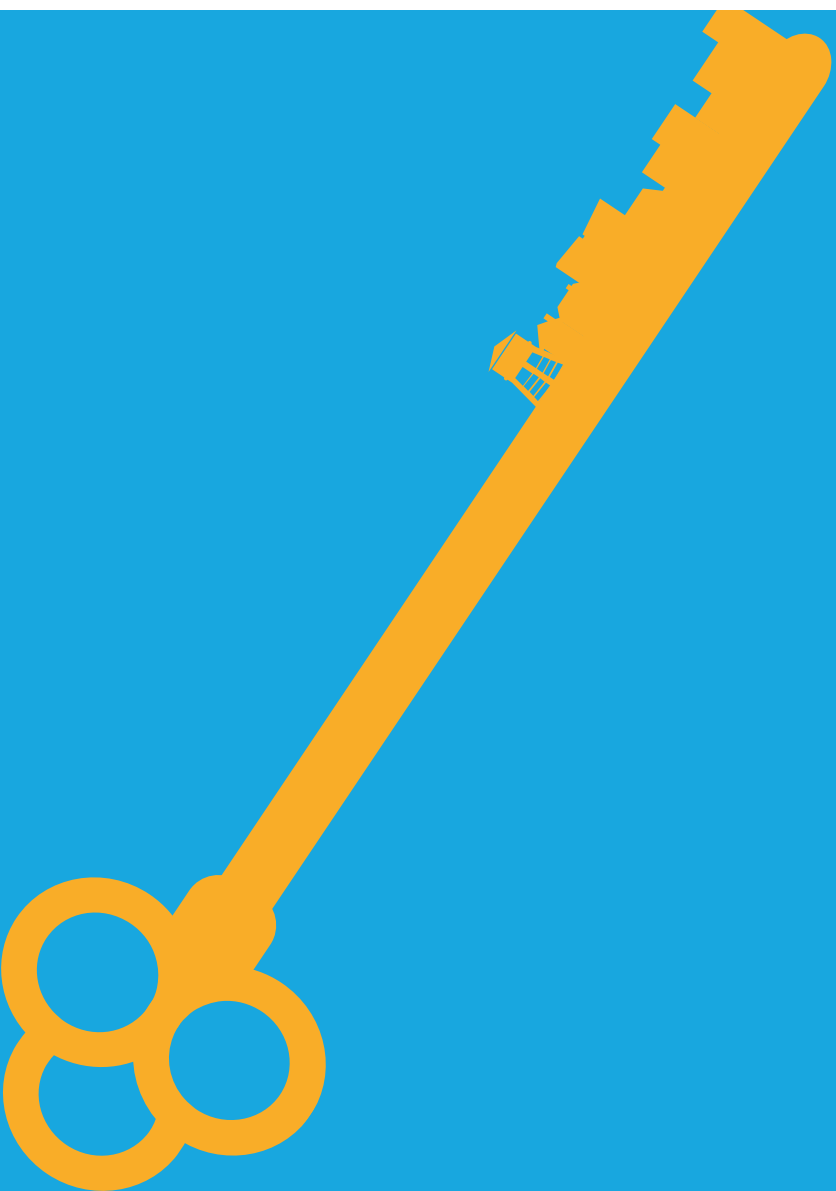
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# Access North Texas 2022 Update

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Regional Transportation Council  
September 8, 2022

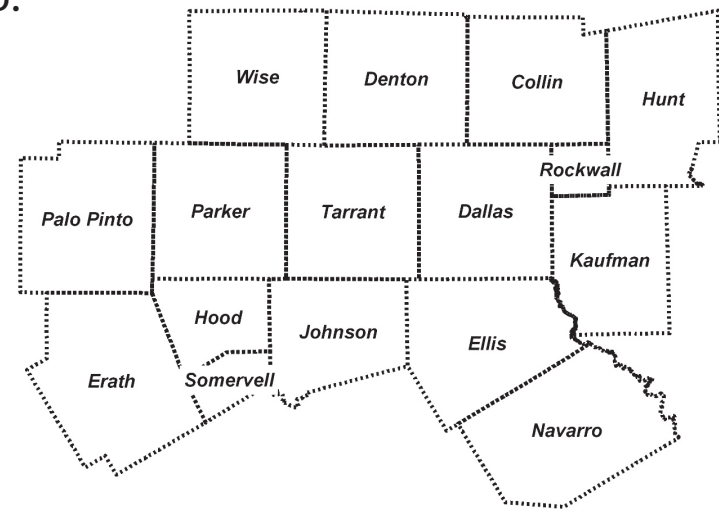
Shannon Stevenson, Senior Program Manager  
Transit Management and Planning

# Background

Regional public transportation coordination plan to:

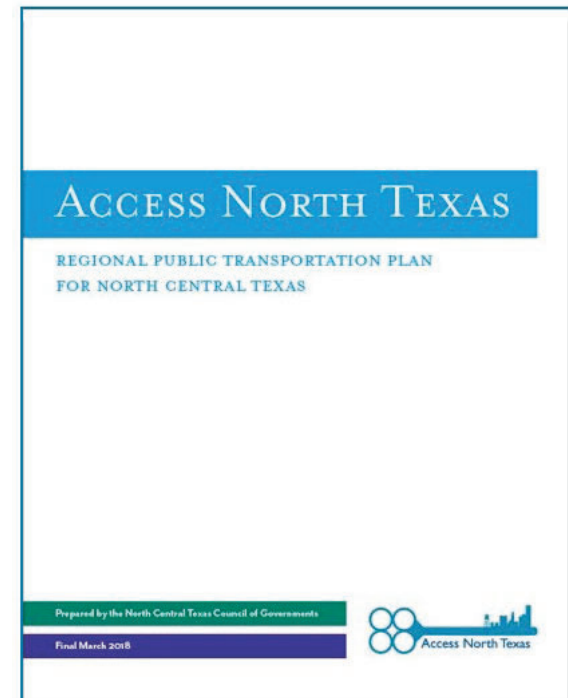
- Identify the public transportation needs of older adults, individuals with disabilities, low-income individuals and others with transportation challenges
- Specify strategies to:
  - *Address needs and current challenges*
  - *Eliminate gaps in service*
  - *Avoid duplication of transit services*

Meet Federal and State requirements for transit coordination in the 16 counties



# Access North Texas 2022

- Regional Transportation Council adopted the last update in 2018; Updates are required every 4-5 years
- Differences from the 2018 Access North Texas Plan
- Encourages coordination and non-traditional transit solutions
- Developed new regional goals and prioritized county strategies
- May be used to guide funding and project implementation decisions



# Progress Since 2018: Select Projects

## City of Arlington, Via Rideshare Service

- Started on-demand service with small area near the Entertainment District and has expanded to cover most of the City of Arlington
- Trips are requested online and drivers pick-up within a 1-2 block walk

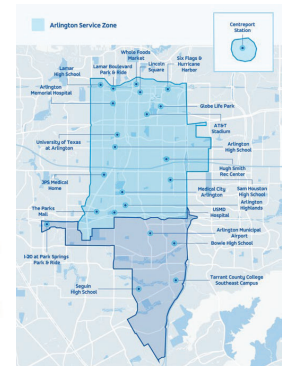
## DART, GoPass® Expansion & Discount Program

- Riders can purchase tickets for any major transit authority in the region, access information, and request on-demand trips in DART service area
- Implemented a Discount GoPass Tap Card Pilot Program in 2020 to make fares more affordable

## My Ride North Texas 2.0

- Residents of North Texas call a 1-800 number and reach personalized travel navigation services 24/7
- Regional Mobility Manager Meetings established to host discussion and coordination among transit providers and partners within the region

**MY  
RIDE**  
NORTH TEXAS

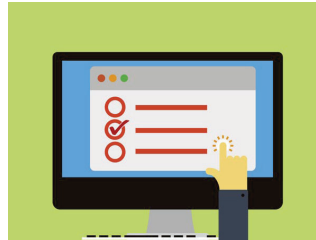


# Outreach Components

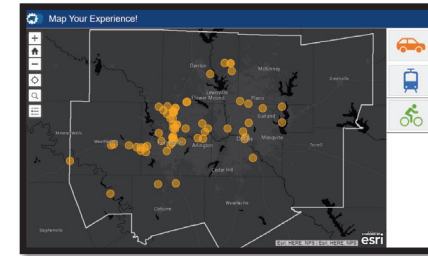
## Virtual Meetings



## Survey



## Map Your Experience

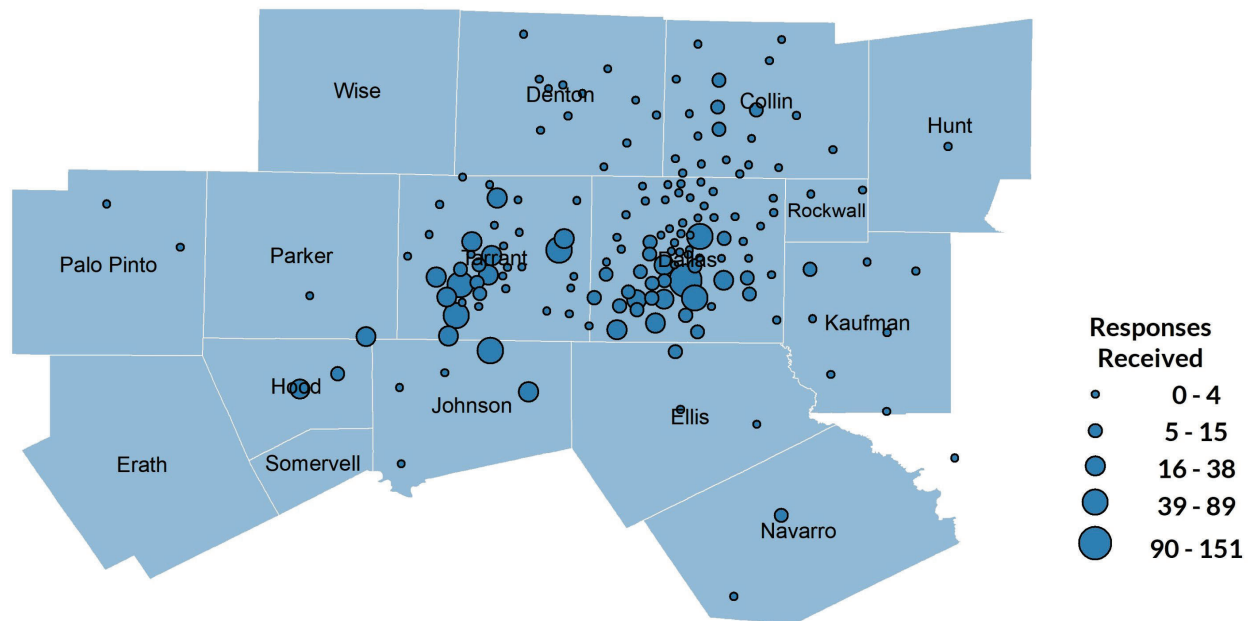


Reached out to over 2,900 individuals including: the public, transit riders, transit agencies, non-profit organizations, health and human service agencies, educational institutions, elected officials and local government staff

Conducted 28 outreach meetings with 84 attendees, various one-on-one meetings, emails, and conversations

Offered a public transportation survey in English and Spanish, received over 1,500 responses from individuals and agencies

## Regional Distribution of Access North Texas Public Survey Responses





# Data Analysis and Mapping

Transit Accessibility Improvement Tool (TAIT) identifies populations that may depend on public transportation

Collected demographic data including population growth, Limited English Proficiency, and zero-car households

Identified existing transportation resources



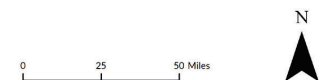
## Legend

All Variables At or Below Regional Percentage

One Variable Above Regional Percentage

Two Variables Above Regional Percentage

All Variables Above Regional Percentage



Source: 2019 American Community Survey 5-Year Estimates

The Transit Accessibility Improvement Tool (TAIT) is a preliminary screening areas that may need additional analysis when considering transportation-disadvantaged groups in a plan, project, or program. The TAIT displays Census block groups above the regional percentage for three variables: Age 65 and Over, Below Poverty, and Persons with Disabilities.

# Development of 2022 Regional Goals

1

**PLAN and DEVELOP**  
Transportation  
Options by  
Assessing  
Community Needs  
and Challenges

2

**IMPLEMENT**  
Services by  
Enhancing  
Transportation  
Options and  
Expanding Where  
Service Gaps Exist

3

**COORDINATE** with  
Transportation  
Providers, Public  
Agencies, and  
Stakeholders to  
Increase Efficiencies

4

**SUPPORT** Public  
Transportation  
Recovery and  
Growth

5

**PROMOTE** Access  
and Information  
About Available  
Transit

Each chapter will have prioritized strategies that may be applied to the counties in that section

## Next Steps



Document is posted online for public comment and final review of goals and strategies



Technical committee and policy board feedback and approvals



Staff and regional partners to implement strategies identified in the plan



Projects seeking funding under Transit Strategic Partnerships Program should address Access North Texas 2022 Update

## Schedule

Date	Deliverable
April 19, 2021	Kick-Off Meeting
April 2021 – September 2021	Public Outreach & Stakeholder Meetings
October 2021 – June 2022	Data Analysis and Plan Development
July 22, 2022	STTC Information
August & September 2022	Public Input & Comments
September 8, 2022	RTC Information
September 23, 2022	STTC Action
October 13, 2022	RTC Action

Draft plan is available at [www.AccessNorthTexas.org](http://www.AccessNorthTexas.org)



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NCTCOG Transportation

# TRANSIT COVID RECOVERY CAMPAIGN

Mindy Mize

Regional Transportation Council

September 8, 2022

# CAMPAIGN PURPOSE

In response to significant pandemic impacts, Dallas Area Rapid Transit (DART), Denton County Transportation Authority (DCTA), Trinity Metro, and NCTCOG are coordinating on an educational campaign.

This campaign has three goals:

1. Ensure transit safety measures and technologies are understood by the public
2. Increase trust in public transportation
3. Increase ridership numbers





The background of the slide is a photograph of the interior of a bus, showing rows of seats and overhead handrails. The image is covered with a semi-transparent blue filter. The title 'CAMPAIGN PHASES' is centered in white, bold, sans-serif capital letters.

# CAMPAIGN PHASES

Image Provided By Getty



# PHASE ONE

## Grow Consumer Confidence

- Branded communication elements developed and created to support health and safety protocols on transit
  - Toolkit for local cities, counties, businesses, etc. (Includes newsletter articles, social media messaging, graphics, flyers, posters, etc.)
  - Online portal: [www.nctcog.org/transitrecovery](http://www.nctcog.org/transitrecovery)
  - Advertising budget for DART, DCTA, and Trinity Metro

## Incorporate Influencers

- Utilizing local media personalities aids in establishing trust between transit agencies and riders
  - Social media, radio spots, and video



# GROW CONSUMER CONFIDENCE TOOLKIT EXAMPLES

NCTCOG Transportation Department is with Trinity Metro.  
Published by Jordan Smith · March 9 ·

Getting people to:

- Jobs
- School
- Entertainment
- Health care
- Life

No matter where, DART, DCTA and Trinity Metro are ready to take you there! #HopOn

## #HopOn

### PONIENDO TU SALUD PRIMERO

DART, DCTA, Y TRINITY METRO ESTÁN PROTEGIENDO SUS EMPLEADOS Y PASAJEROS LIMPIANDO Y DESINFECTANDO LOS VEHÍCULOS E INSTALACIONES DE TRANSPORTE PÚBLICO CON PRODUCTOS DE LIMPIEZA DE GRADO MÉDICO APROBADOS POR EL EPA. TAMBIÉN SE ESTÁN ASEGURANDO DE QUE LAS SUPERFICIES Y ÁREAS DE ALTO TRÁFICO Y CONTACTO SE LIMPIEN CON FRECUENCIA PARA QUE EL PÚBLICO PUEDA VIAJAR CON SEGURIDAD.

DCTA DART TRINITY METRO

NCTCOG Transportation Department  
Published by Jordan Smith · June 14 at 2:25 PM ·

Reduce fuel costs the easy way! #HopOn

## BETTER TOGETHER

PUBLIC TRANSIT PROVIDERS WILL CONTINUE WORKING TO ADAPT TO RIDERS' TRAVEL PATTERNS, PREFERENCES, AND POST-PANDEMIC NEEDS AS BEST THEY CAN. WE'RE ALL IN THIS TOGETHER. WHEN RIDERS ARE READY, PUBLIC TRANSIT WILL BE THERE TO MEET THEM.

DCTA DART TRINITY METRO

**N. Texans encouraged to #HopOn public transit**

With employers welcoming back their workers to offices, North Texans can ease back into their pre-pandemic routines by leaving the driving to someone else. The region's three major transit authorities – Dallas Area Rapid Transit, the Denton County Transportation Authority and Trinity Metro – have been providing service throughout the COVID-19 pandemic. Early on, they were a lifeline to healthcare, pharmacy, grocery store and other "essential" employees responsible for keeping people healthy and safe.

As the pandemic has evolved, transit providers have continued to serve riders as those riders were ready to come back. Data shows people have been steadily returning to transit, a mode of transportation hit especially hard by the pandemic. Bus and train ridership climbed each quarter last year, and weekday ridership made steady gains throughout 2021 after being down by more than 50% at the outset of the pandemic.

Work schedules are not the same as they were pre-pandemic. Transit providers can serve workers across the region, regardless of their hours. For example, it may be helpful to people doing shift work, running errands after school or traveling to social gatherings.

The region's public transportation providers have maintained strict cleaning protocols to keep customers and employees safe. This is a practice that continues, even as people in North Texas and beyond have begun to resume their pre-pandemic routines.

With gas prices remaining high, now might be a good time for people to board the bus or train again. North Texans may not be able to control gas prices, but they can choose how they get around and commute. In addition to saving money by filling the gas tank less, leaving the driving

## WE ARE IN THIS TOGETHER!

HELP DART, DCTA AND TRINITY METRO REDUCE THE SPREAD OF COVID BY:

- Mask up when riding transit
- Wash hands or use hand sanitizer frequently
- Stay home if sick or if you have been exposed to COVID-19
- Have fare ready when boarding

DCTA DART TRINITY METRO

NCTCOG Transportation Department is with Trinity Metro.  
Published by Jordan Smith · February 14 ·

Going somewhere? Our friends at DART, DCTA and Trinity Metro recommend planning your trip through the GoTas mobile app. You can pay for your fare in the app and the best part is it's conflict-free! #GoTasApp #HopOn

## WE ARE IN THIS TOGETHER!

HELP DART, DCTA AND TRINITY METRO REDUCE THE SPREAD OF COVID BY:

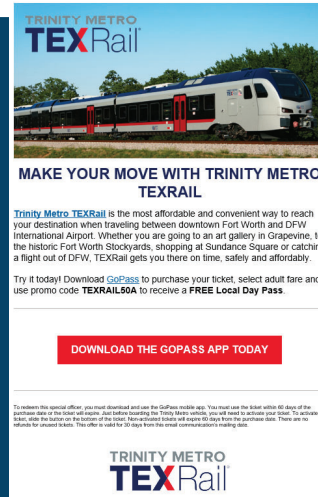
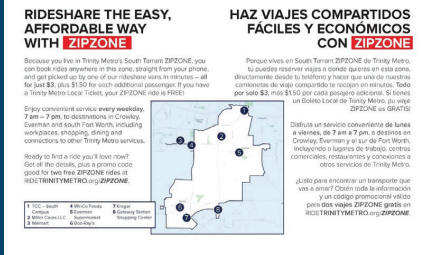
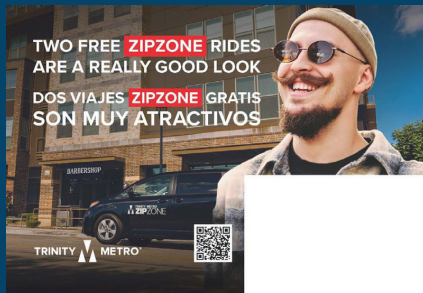
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DCTA DART TRINITY METRO



TRANSIT COVID RECOVERY CAMPAIGN

# GROW CONSUMER CONFIDENCE EXAMPLE TRANSIT PARTNER ADVERTISING – TRINITY METRO



TRANSIT COVID RECOVERY CAMPAIGN

# INCORPORATE INFLUENCERS

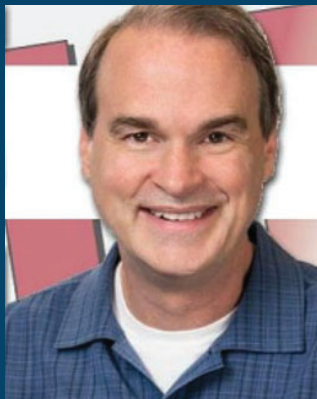


Big Al Mack

KISS 106.1 FM

The Kidd Kraddick Show

6:00 A.M. - 10:00 A.M.



Ernie Brown

KLIF 570 AM

The Ernie Brown Show

4:00 P.M. - 7:00 P.M.



Jake Kemp

96.7 FM/1310 AM

The Hang Zone

12:00 P.M. - 3:00 P.M.



TRANSIT COVID RECOVERY CAMPAIGN



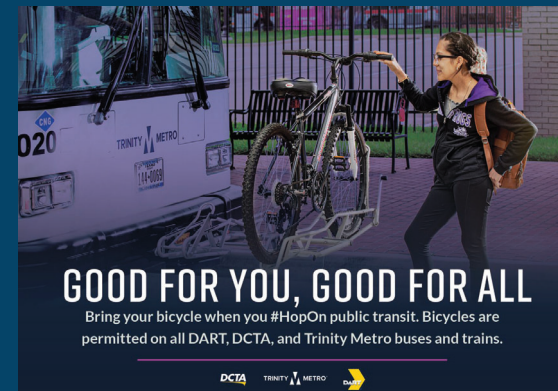
# PHASE TWO

## Promote “Transit Is Your Friend”

- Educate North Texans and business community on incentives and benefits of using transit, such as saving money and reducing stress
- Continue using materials and messaging developed and created for campaign
  - Update newsletter images, social media messages, and articles

## Increase Ridership Demand

- Implement an event to promote and increase ridership
- Target new riders and riders whose transit passes have lapsed



TRANSIT COVID RECOVERY CAMPAIGN

# WHAT WE'VE DONE



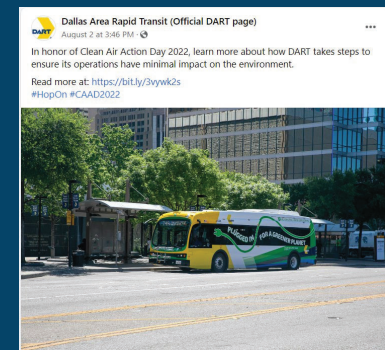
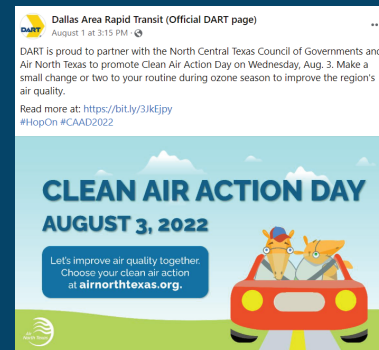
# WHAT WE'RE DOING

## Summer 2022

- Outreach to chambers and local government contacts:
  - Leadership North Texas on 4/29
  - Rowlett Chamber of Commerce on 6/29
  - Summer partnership with City of Denton
- Utilize remaining budget for paid education campaign elements
- Develop and implement an event to promote and increase ridership
  - Air North Texas' Clean Air Action Day on 8/3



TRANSIT COVID RECOVERY CAMPAIGN



# 2022 RIDERSHIP BY AGENCY

Quarter	Mode	DART	DCTA	Trinity Metro
Quarter 1	Bus	4,987,026	306,377	590,530
	Rail	4,002,834*	38,567	102,849
Quarter 2	Bus	5,993,595	201,576	851,862
	Rail	4,967,379*	44,183	143,785

\*TRE data is reported by and captured under DART, but it is jointly operated with Trinity Metro.

Dashboard: [www.nctcog.org/transittrends](http://www.nctcog.org/transittrends)



TRANSIT COVID RECOVERY CAMPAIGN



# WE NEED YOUR HELP

As people reconnect to what they need, love, and aspire to achieve, public transportation will be there every step of the way. Help NCTCOG and transit staff aid in COVID recovery by spreading the word about this educational campaign.

Campaign Portal

[www.nctcog.org/transitrecovery](http://www.nctcog.org/transitrecovery)



TRANSIT COVID RECOVERY CAMPAIGN

# CONTACT US



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Program Manager

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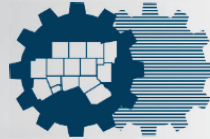
Carli Baylor

Communications Supervisor

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TRANSIT COVID RECOVERY CAMPAIGN



# Status Report on IH 45 Corridor Zero Emission Vehicle Infrastructure Plan and National Drive Electric Week

Lori Clark

Program Manager/DFW Clean Cities Coordinator  
Regional Transportation Council

09.08.2022

# IH 45 Corridor Zero Emission Vehicle Plan - Grant Background

**\$80,000 FHWA Award May 2020**

Alternative Fuel Corridor Program

## Key Deliverables



Stakeholder List & Meetings

August 2020 to June 2022



Corridor Workshop



ZEV Ride & Drives and Display

ZEV Workshop Held April 26, 2022



Infrastructure Deployment Plan with Stakeholder Letters of Support

Due August 31, 2022



Status Report on IH 45 Corridor ZEV Infrastructure Plan and National Drive Electric Week

# Plan Goals

## Provide Actionable Recommendations to Facilitate ZEV Deployments:

Battery Electric  
Hydrogen Fuel Cell Electric

## Support Future Strategic Initiatives (e.g., Autonomous Vehicles)

## Engage Wide Range of Stakeholders

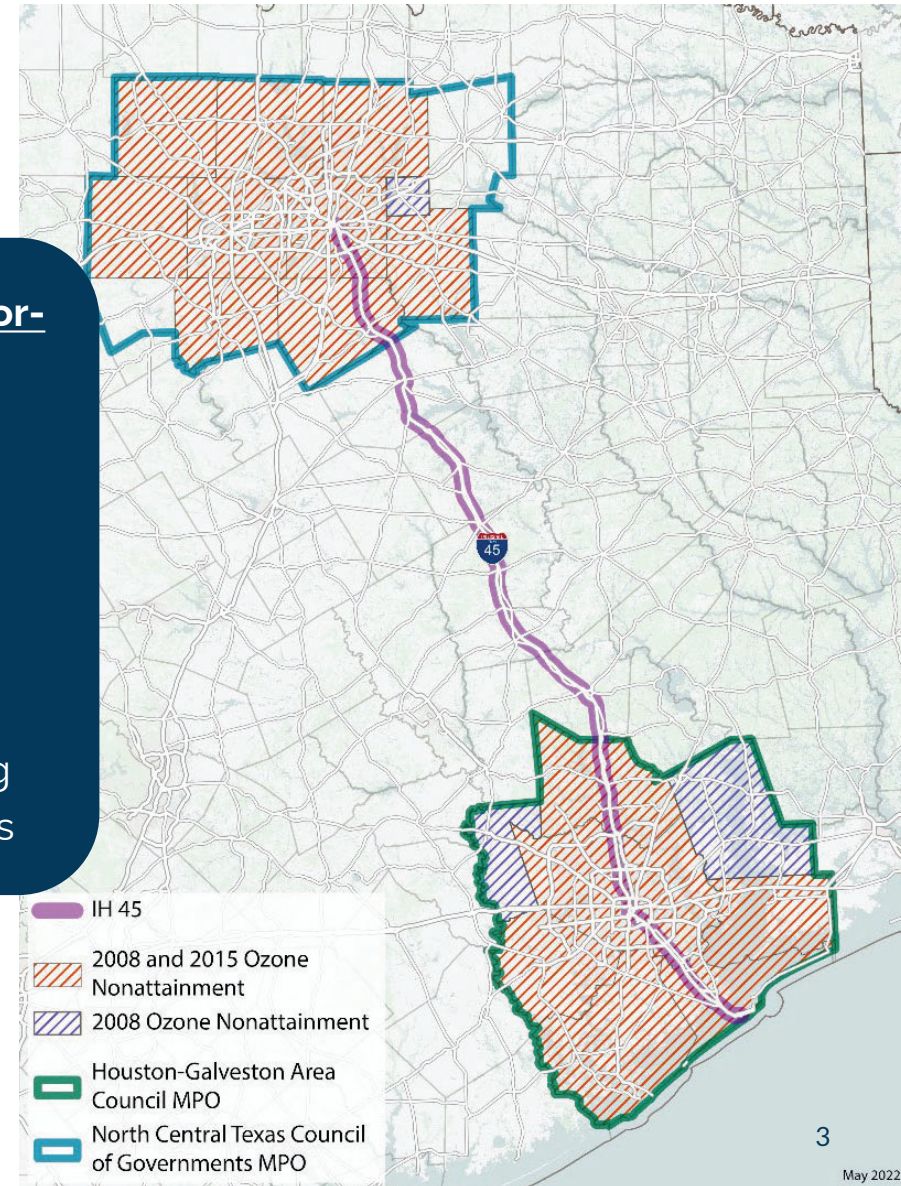


Status Report on IH 45 Corridor ZEV Infrastructure Plan and National Drive Electric Week

### To Achieve Corridor-Ready Status

1 Qualifying EV Charger Every 50 Miles

1 Hydrogen Fueling Site Every 150 Miles





# Light-Duty Battery EV Charging

## Current Status

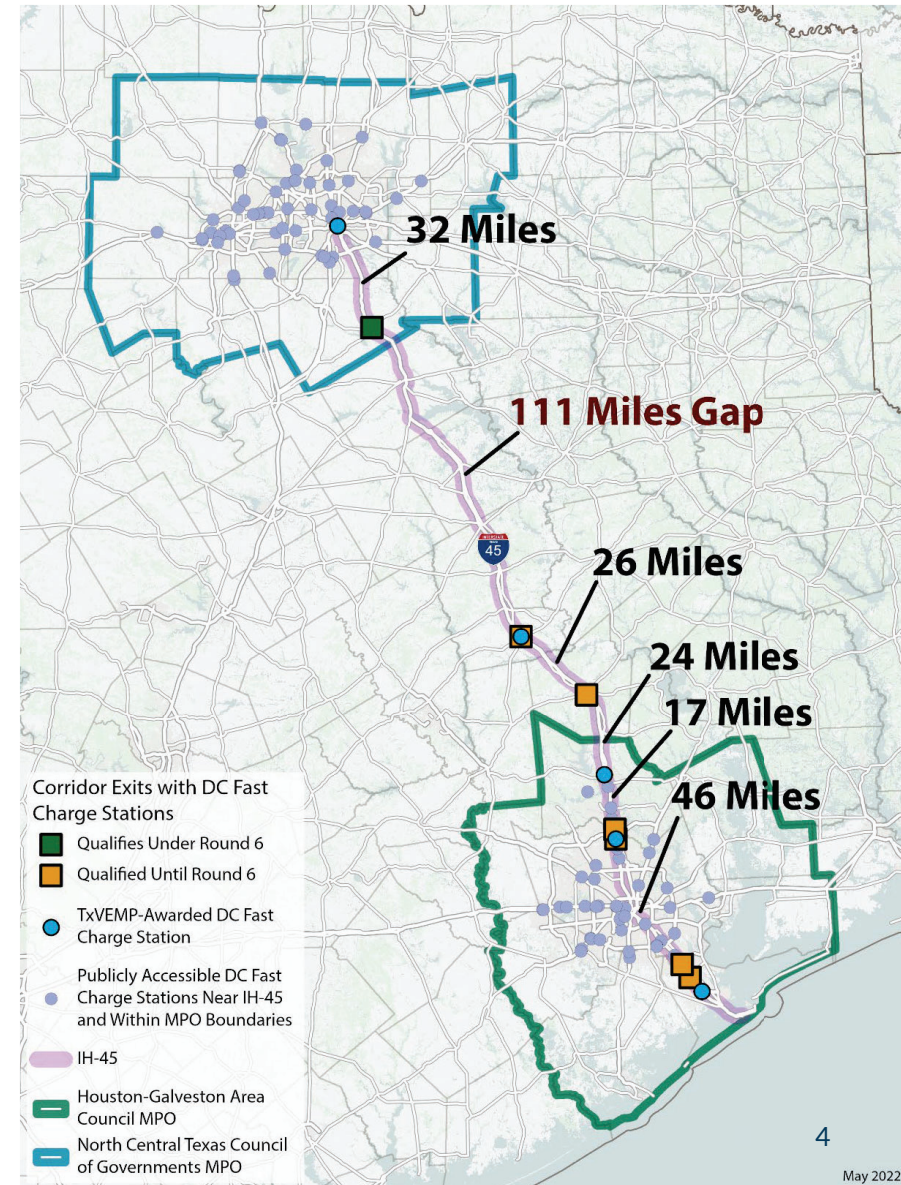
111 Mile Gap from Ennis to Madisonville

## As of February 2022, Qualifying Stations Must:

- Be Within 1 Mile of the Corridor Exit
- Provide at Least 4 CCS Connectors Capable of Providing at Least 150 kW Charging Simultaneously



Status Report on IH 45 Corridor ZEV Infrastructure Plan and National Drive Electric Week



# Light-Duty Battery EV Charging

## Data-Driven Approach

1. Located in the “Pending” Gap
2. Intersects Another National Highway System Corridor
3. Number of Amenity Types (e.g., food, shopping, etc.)
4. No Direct-Connect Ramps

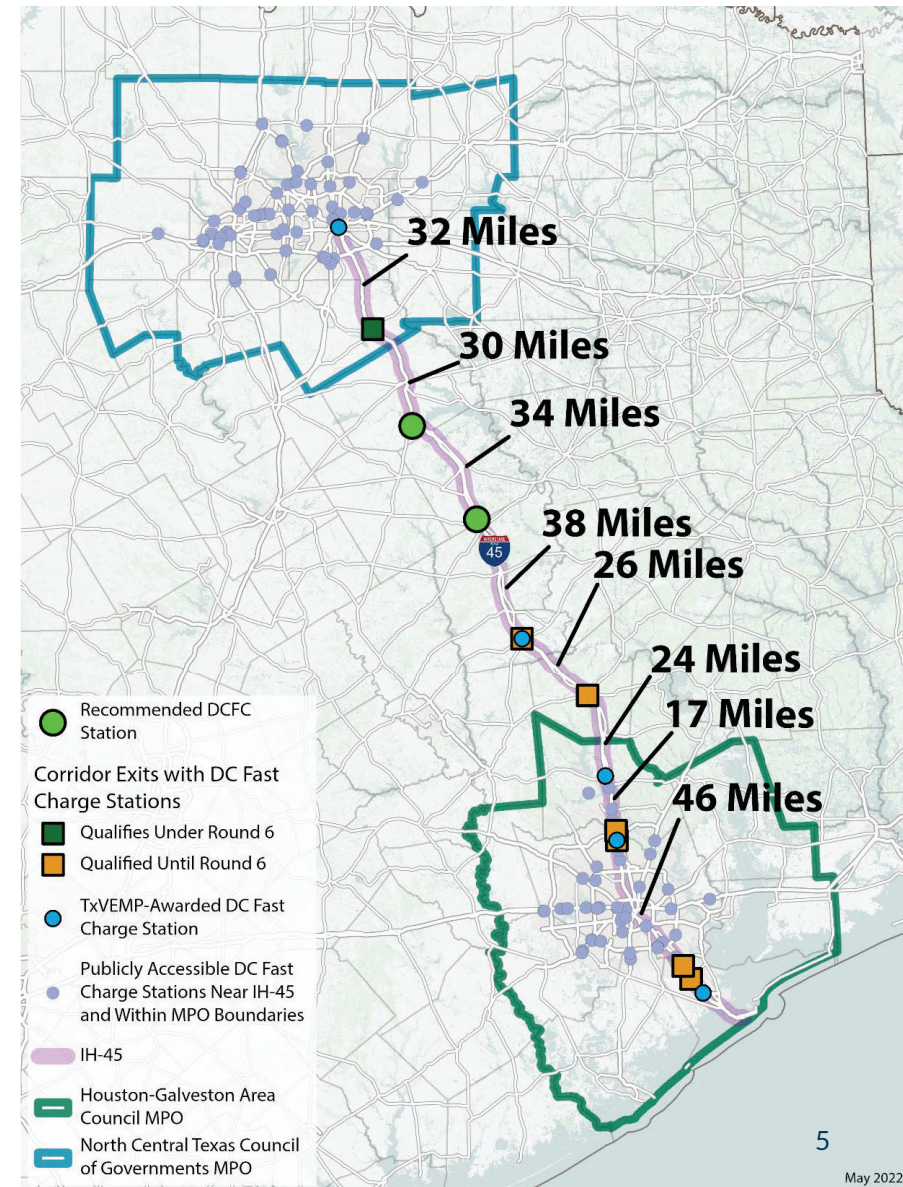
## Recommendations

2 Charging Stations: Buffalo and Corsicana

**Staff has Coordinated with TxDOT to Ensure Inclusion in Texas EV Charging Plan**



Status Report on IH 45 Corridor ZEV Infrastructure Plan and National Drive Electric Week





# Medium- and Heavy-Duty Truck Impact on Regional Air Quality

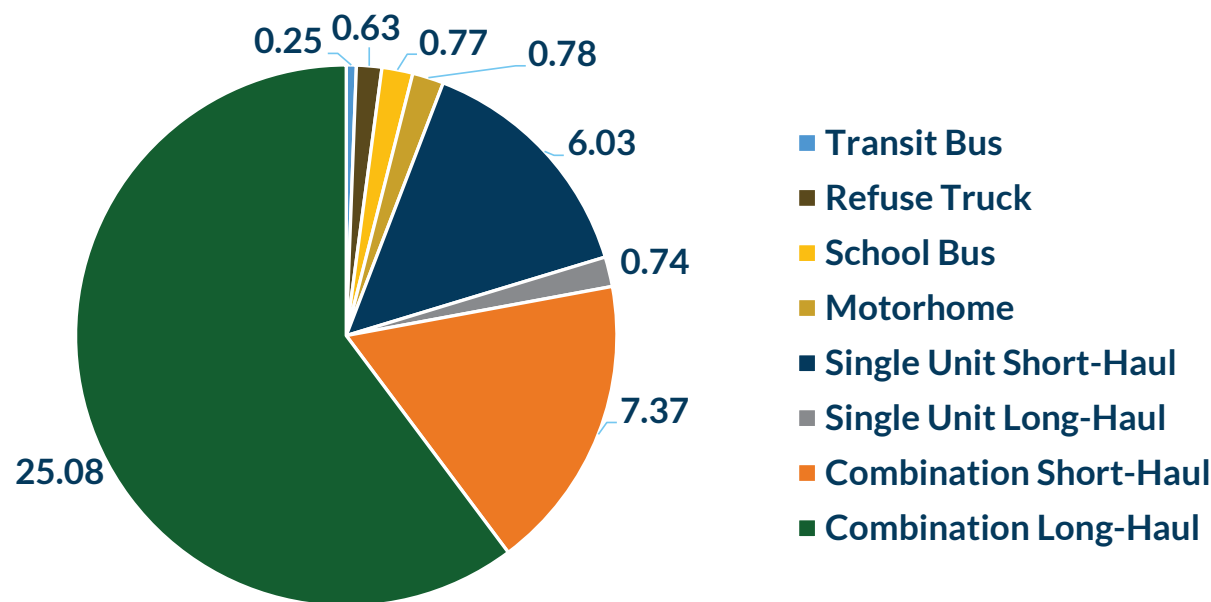
## Medium/Heavy Duty Vehicle Impacts:

- ~5 % of Miles Traveled
- ~40% of Nitrogen Oxides (NO<sub>x</sub>)

## Key Factors in Choosing ZEV Platform:

- Weight
- Refueling Time
- Range (Route Length)

NO<sub>x</sub> Emissions in Tons per Day by Medium/Heavy-Duty Vehicle Type





# Infrastructure for Heavy-Duty Vehicles

## Data-Driven Approach

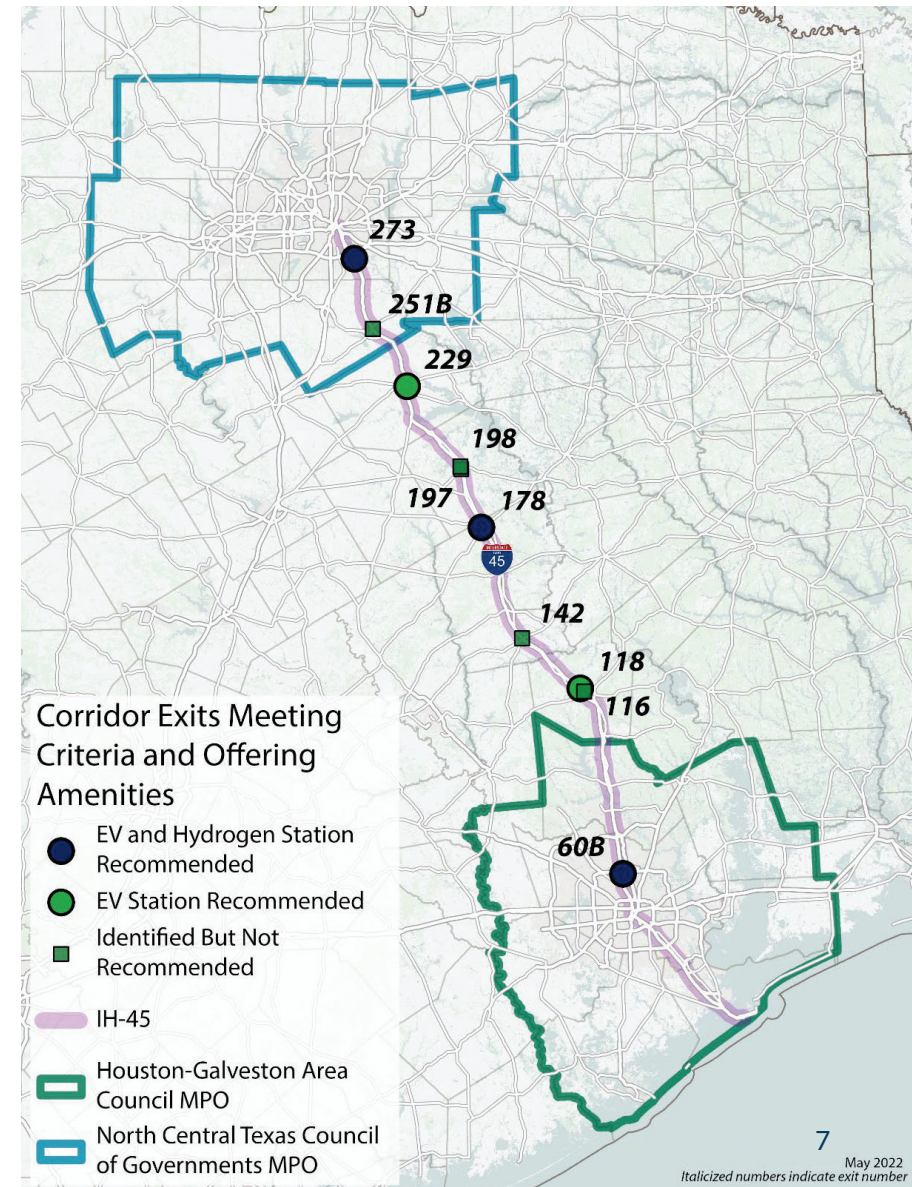
1. Intersects a Freight System Corridor
2. No Direct-Connect Ramps
3. Cross Street Accessible from Both NB and SB Directions of Travel
4. Turning Point Indicated by StreetLight Data
5. Access to at Least 2 Types of Amenities - Truck Stops Key

## Recommendations:

- 5 EV Charging Sites: Houston, Huntsville, Buffalo, Corsicana, near UP Intermodal Facility
- 3 Hydrogen Fueling Sites: Houston, Buffalo, near UP Intermodal Facility



Status Report on IH 45 Corridor ZEV Infrastructure Plan and National Drive Electric Week



# Implementation Considerations

## Estimated Costs per Site

\$600,000 for Light-Duty Charging

\$6-\$18 Million for Heavy-Duty Charging

\$6-\$26 Million for Heavy-Duty Hydrogen

## Futureproofing & Resilience

Standardization

Co-Location of Fuels

Design to Accommodate Autonomous Vehicles

Development of Additional Corridors, Notably Texas Triangle



# Policies, Regulations, and Incentives

## **Federal Actions Providing Momentum for ZEV Projects**

### **State-Level Factors Mixed**

- Favorable Economics

- Lack of State-Level Policies and Complications of Deregulation

## **Dallas and Houston Climate Action Plans Provide Supportive Local Framework**

### **Expanding Availability of Incentives**

- Inventory of Incentive Programs

- Identification of Key Barriers and Potential Solutions



# Next Steps

## **Complete Light-Duty Recommendations Through Texas EV Charging Plan**

(National EV Infrastructure Formula Program)

## **Leverage Stakeholder Network for Project Planning**

Additional Corridor Plans – Potential Through Department of Energy

Refueling/Recharging Site Development – Potential Through \$2.5 Billion Discretionary Grant Program for Charging and Fueling Infrastructure



# EV Adoption and Infrastructure Availability

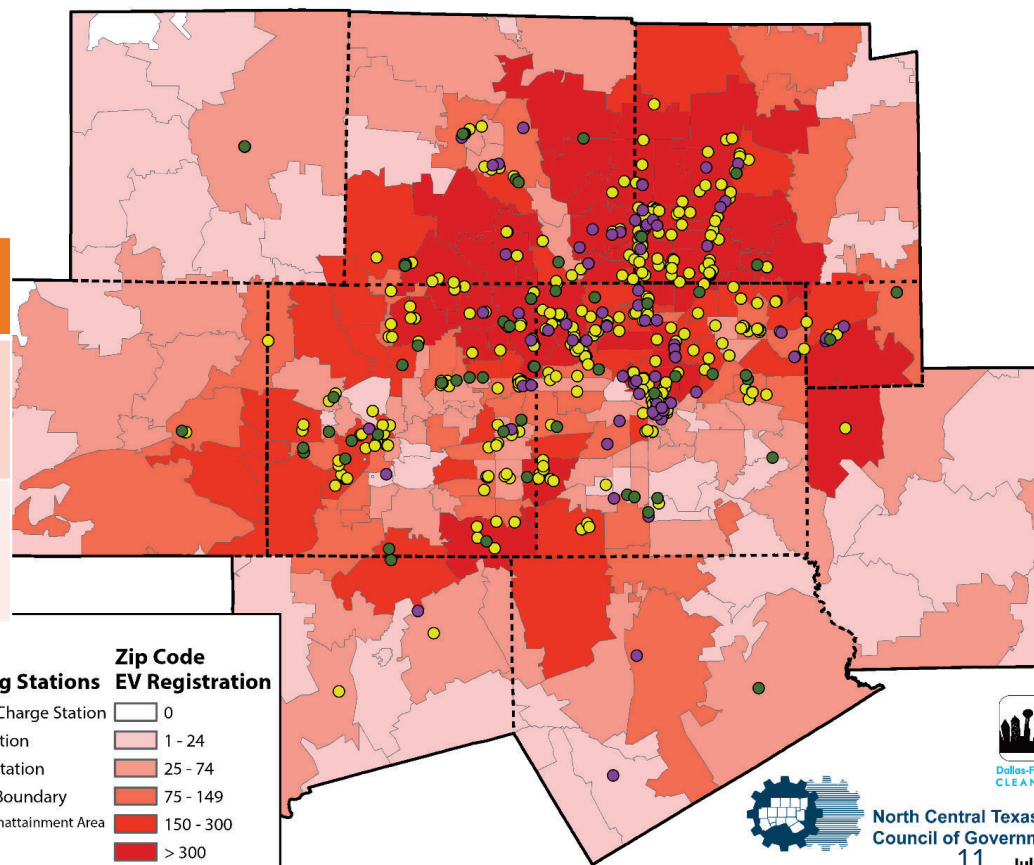
## EV Registration and EVSE in Ozone Nonattainment Area

As of August 10, 2022:

~141K EVs in Texas, ~50K in NCTCOG Region

### Variability in Charging Station Accessibility

Public Level 2 Chargers	Public DC Fast Chargers	Tesla Chargers
Minimum: Ellis County, 0	Minimum: Kaufman and Wise Counties, 0	Minimum: Kaufman, Parker, Wise Counties, 0
Maximum: Dallas County, 261	Maximum: Tarrant County, 23	Maximum: Dallas County, 37



Status Report on IH 45 Corridor ZEV Infrastructure Plan and National Drive Electric Week



North Central Texas  
Council of Governments  
11 July 2022





# National Drive Electric Week

September 23 – October 2

## Webinars

Fleets

How to Plan an EV Ride & Drive

Mapping and Website Resources

**Main Event! Hosted by NCTCOG/DFW Clean Cities and City of Dallas: EV Showcase and Food Trucks**

October 2, 2022, 3:00-6:00 PM

Dallas City Hall

Promote and join in a public celebration of all things electric!

Partner Outreach Toolkit Available Online



Status Report on IH 45 Corridor ZEV Infrastructure  
Plan and National Drive Electric Week

[www.driveelectricdfw.org](http://www.driveelectricdfw.org)

# For More Information



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[www.nctcog.org/IH45-ZEV](http://www.nctcog.org/IH45-ZEV)

[www.driveelectricdfw.org](http://www.driveelectricdfw.org)



# Relevance to Regional Planning

## Air Quality Emphasis Areas:

- ☒ High-Emitting Vehicles/Equipment
- ☒ Idling
- Hard Accelerations
- Low Speeds
- Cold Starts
- Vehicle Miles of Travel
- ☒ Energy and Fuel Use

## Performance Measure:

### Mobility 2045 Policies:

AQ3-003: Support and implement educational, operational, technological, and other innovative strategies that improve air quality in North Central Texas, including participation in collaborative efforts...

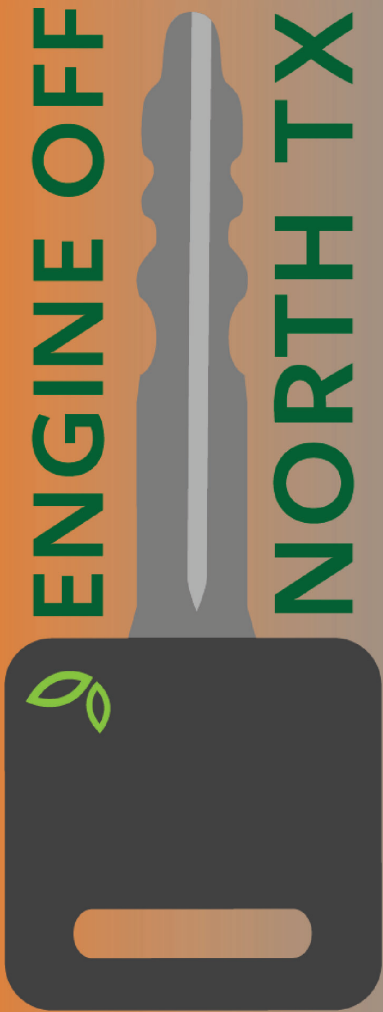
AQ3-004: Support and implement strategies that promote energy conservation, address public health concerns, reduce demand for energy needs, reduce petroleum consumption, and/or decrease greenhouse gas emissions.

[Mobility 2045 Chapter 4 – Environmental Considerations](#)

[Appendix C – Environmental Considerations](#)







NCTCOG PRESENTATION

# STATUS REPORT ON ENGINE OFF NORTH TEXAS

Regional Transportation Council

September 8, 2022

Jason Brown, Principal Air Quality Planner

# Relevance to Regional Planning

## Air Quality Emphasis Areas:

- ☒ High-Emitting Vehicles/Equipment
- ☒ Idling
- Hard Accelerations
- Low Speeds
- Cold Starts
- Vehicle Miles of Travel
- ☒ Energy and Fuel Use

## Performance Measure:

### Mobility 2045:

#### Air Quality Policy AQ3-006:

Adopt and implement an idling restriction ordinance, or any other idling restriction measure, to reduce idling within local government jurisdictions as consistent with Regional Transportation Council Resolution R21-06.

[Mobility 2045 Chapter 4 – Environmental Considerations](#)

[Appendix C – Environmental Considerations](#)



## October 2021

Revised RTC  
Resolution to  
encourage adoption  
on an idling  
ordinance

## May 2022

Invited to participate  
in a Heavy-Duty  
Vehicle Idling  
Working Group with  
the City of Austin due  
to the work done  
with EONT

## March 2021

Relaunched of Engine  
Off North Texas

## March 2022

Increased interest in  
regional participation  
in idle reduction to  
material requests and  
ordinance  
implementation

## Future

Continue to work  
with local  
governments to  
minimize idling

# TIMELINE



Image Provided By Getty



# Cities with Idling Ordinances

Arlington	Keene	Town of Little Elm
Benbrook	Lake Worth	Town of Westlake
Cedar Hill	Lancaster	University Park
Celina	McKinney	Venus
Dallas	Mesquite	Wylie
Duncanville	North Richland Hills	
Euless	Pecan Hill	
Fort Worth	Plano	
Granbury	Richardson	
Hurst	Rowlett	



# Engine Off North Texas Value



## Policy

Provide guidance on idling ordinance implementation and enforcement strategies



## Education & Materials

Local government guide, brochures, posters, toolkit and webpage offer information about heavy-duty vehicle idle reduction



## Support

Metal regulatory signs and complaint hotline available to deter unnecessary idling



# Engine Off North Texas Toolkit

Resource	Audience	Purpose
Regulatory Signs	Truck Drivers	Deter truck drivers from idling in high idling areas
Brochures	Truck Drivers	Inform truck drivers of anti-idling ordinances, idling negative effects, and anti-idling strategies
Posters	General Public	Provide information about idling complaint hotline, can be posted at truck stops and public buildings
Local Government Guide	Local Government	Provide guidance regarding implementation of an idling policy in local jurisdiction
Infographic	Truck Drivers, General Public, Local Government	Use in presentations or website to provide information for truck drivers, general public, law enforcement, and local government
Complaint Hotline 877-689-4353	General Public	Submit idling complaint to NCTCOG
Engine Off North Texas Website	Everyone	Access to all resource and provides information to all audiences



# Requesting Materials

## Request Forms

Request Forms can be found at  
[www.engineoffnorthtexas.org](http://www.engineoffnorthtexas.org)

Email forms to  
[engineoffnorthtexas@nctcog.org](mailto:engineoffnorthtexas@nctcog.org)

## Coordinate

NCTCOG staff will coordinate with contact person to pick up/deliver items that cannot be mailed.





# CONTACT US



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**Regional Transportation Council Attendance Roster**  
**September 2021 - August 2022**

RTC MEMBER	Entity	9/9/21	10/14/21	11/11/21	12/9/21	1/13/22	2/10/22	3/10/22	4/14/22	5/12/2022	6/9/2022	7/14/2022	8/18/2022
Daniel Alemán Jr (01/22)	Mesquite	--	--	--	--	P	P	P	P	P	P	P	P
Steve Babick (06/22)	Carrollton	--	--	--	--	--	--	--	--	--	P	E	E
Dennis Bailey (02/21)	Rockwall County	A	P	A	P	P	E(R)	P	P	P	E(R)	E(R)	P
Rick Bailey (07/22)	Johnson County	-	-	-	-	-	-	-	-	-	-	P	P
Adam Bazaldua (09/21)	Dallas	E	P	E(R)	P	P	P	P	P	E	P	P	P
Elizabeth M. Beck (08/21)	Fort Worth	P	P	P	P	P	A	P	P	E	P	A	E(R)
Gyna Bivens (08/21)	Fort Worth	P	P	P	P	P	P	E	P	E	P	P	P
Mohamed Bur (06/18)	TxDOT, Dallas	P	P	P	E(R)	P	P	P	E(R)	P	E(R)	P	P
J. D. Clark (07/22)	Wise County	-	-	-	-	-	-	-	-	-	-	P	E
Dianne Costa (10/19)	DCTA	P	P	P	P	P	P	P	P	P	P	P	P
Michael Crain (06/22)	Fort Worth	--	--	--	--	--	--	--	--	--	E(R)	A	P
Theresa Daniel (11/18)	Dallas County	P	P	P	P	P	P	P	P	P	P	P	P
Jeff Davis (11/19)	Trinity Metro	A	P	P	P	P	P	P	P	P	P	P	E(R)
Janet DePuy (09/21)	Richardson	P	P	P	P	P	P	P	P	P	P	P	P
Andy Eads (1/09)	Denton County	P	P	P	P	P	P	P	P	E	P	P	P
Gary Fickes (12/10)	Tarrant County	P	P	P	P	P	A	P	P	P	P	P	P
George Fuller (07/17)	McKinney	P	E(R)	P	A	P	P	P	E(R)	E	P	P	P
Raul H. Gonzalez (09/21)	Arlington	P	E	P	P	P	P	P	P	P	P	A	A
Barry L. Gordon (12/20)	Duncanville	P	P	E	P	E(R)	P	E(R)	P	E	A	P	P
Rick Grady (09/18)	Plano	P	P	P	P	P	P	P	P	P	P	P	P
Lane Grayson (01/19)	Ellis County	P	P	P	P	P	P	E	P	P	A	P	P
Mojoy Haddad (10/14)	NTTA	P	P	A	P	P	E	E	A	P	P	P	P
Clay Lewis Jenkins (04/11)	Dallas County	P	E(R)	P	E(R)	P	P	P	P	P	P	P	P
Ron Jensen (06/13)	Grand Prairie	P	P	P	P	P	P	E(R)	P	P	P	P	E
Carl L. Johnson (09/20)	TxDOT, FW	P	P	P	P	E(R)	P	P	E(R)	P	P	P	P
Brandon Jones (05/21)	Lewisville	P	P	P	P	P	P	P	P	A	P	P	P
John Keating (12/19)	Frisco	P	A	E	E(R)	A	A	A	P	A	A	A(R)	A
Brad LaMorgese (07/22)	Irving	--	--	--	--	--	--	--	--	--	--	P	P
Mike Leyman (09/19)	Mansfield	P	P	P	P	P	E(R)	P	P	P	P	P	P
Alison Maguire (07/21)	Denton	P	P	P	P	P	P	P	P	P	P	A	P
B. Adam McGough (07/20)	Dallas	P	P	P	P	P	P	P	P	P	P	P	P
William Meadows (02/17)	DFW Airport	P	P	A	P	A	P	A	P	E	E	E	E
Cara Mendelsohn (07/20)	Dallas	E	P	P	P	P	P	P	P	P	P	P	P
Ed Moore (07/22)	Garland	--	--	--	--	--	--	--	--	--	--	P	P
Omar Narvaez (09/21)	Dallas	E	P	P	P	P	P	P	E(R)	P	P	P	P
Philip J. Ritter (07/20)	Dallas	P	E	P	P	P	P	P	P	P	P	A	P

P= Present

A= Absent

R=Represented by Alternate

--= Not yet appointed

E= Excused Absence (personal illness, family emergency,  
jury duty, business necessity, or fulfillment  
of obligation arising out of elected service)

**Regional Transportation Council Attendance Roster**  
**September 2021 - August 2022**

<b>RTC MEMBER</b>	<b>Entity</b>	<b>9/9/21</b>	<b>10/14/21</b>	<b>11/11/21</b>	<b>12/9/21</b>	<b>1/13/22</b>	<b>2/10/22</b>	<b>3/10/22</b>	<b>4/14/22</b>	<b>5/12/2022</b>	<b>6/9/2022</b>	<b>7/14/2022</b>	<b>8/18/2022</b>
Jim R. Ross (07/21)	Arlington	P	P	P	P	P	P	P	P	P	E(R)	E(R)	P
Chris Schulmeister (07/20)	Allen	P	P	P	P	P	P	P	P	E(R)	P	P	P
Jeremy Tompkins (10/19)	Euless	P	P	P	E	P	P	P	P	P	P	P	P
T. Oscar Trevino Jr. (6/02)	Nrth Rch Hills	P	E(R)	P	E	P	P	P	P	E(R)	P	A(R)	P
William Tsao (3/17)	Dallas	P	P	P	P	P	P	P	P	P	P	P	P
Duncan Webb (6/11)	Collin County	P	P	P	P	P	P	P	E	P	P	P	P
B. Glen Whitley (2/97)	Tarrant County	E	E(R)	P	E	P	P	E	P	E(R)	E(R)	P	P
Michele Wong Krause	DART	--	--	E(R)	P	P	P	P	P	P	E(R)	E(R)	P

Note: Date in parenthesis indicates when member was  
1st eligible to attend RTC meetings

P= Present  
A= Absent  
R=Represented by Alternate  
--= Not yet appointed

E= Excused Absence (personal illness, family emergency,  
jury duty, business necessity, or fulfillment  
of obligation arising out of elected service)

# Surface Transportation Technical Committee Attendance Roster

June 2021 - July 2022

STTC MEMBERS	Entity	8/27/21	9/24/21	10/22/21	12/3/21	1/28/22	2/25/22	3/25/22	04/22/22	05/27/22	06/24/22	7/22/2022	8/26/2022
Joe Atwood	Hood County	*	*	*	*	*	*	*	*	*	*	*	*
Melissa Baker	Irving	*	*	*	*	*	*	*	*	*	*	*	*
Micah Baker	Dallas County	*	*	*	*	*	*	*	*	*	*	*	*
Bryan Beck	Grapevine	*	*	*	*	*	*	*	*	*	*	*	*
Marc Bentley	Farmers Branch	*	*	*	*	*	*	*	*	*	*	*	*
David Boski	Mansfield	*	*	*	*	*	*	*	*	*	*	*	*
Keith Brooks	Arlington	*	*	*	*	*	*	*	*	*	*	*	*
Shon Brooks	Waxahachie	*	*	*	*	*	*	*	*	*	*	*	*
Tanya Brooks	Fort Worth	*	*	*	*	*	*	*	*	*	*	*	*
Ceason Clemens	TxDOT Dallas	*	*	*	*	*	*	*	*	*	*	*	*
Robert Cohen	Southlake	*	*	*	*	*	*	*	*	*	*	*	*
Kent Collins	Coppell	*	*	*	*	*	*	*	*	*	*	*	*
John Cordary, Jr.	TxDOT FW	*	*	*	*	*	*	*	*	*	*	*	*
Hal Cranor	Euless	*	*	*	*	*	*	*	*	*	*	*	*
Jackie Culton	Duncanville	--	--	--	--	--	--	--	--	--	--	*	*
Clarence Daugherty	Collin County	*	*	*	*	*	*	*	*	*	*	*	*
Chad Davis	Wise County	*	*	*	*	*	*	*	*	*	*	*	*
Arturo Del Castillo	Dallas	*	*	*	*	*	*	*	*	*	*	*	*
Caryl DeVries	Grand Prairie	*	*	*	*	*	*	*	*	*	*	*	*
Greg Dickens	Hurst	*	*	*	*	*	*	*	*	*	*	*	*
David Disheroon	Johnson County	*	*	*	*	*	*	*	*	*	*	*	*
Rebecca Diviney	Denton	--	*	*	*	*	*	*	*	*	*	*	*
Phil Dupler	FWTA	*	*	*	*	*	*	*	*	*	*	*	*
Chad Edwards	Trinity Metro	--	--	--	*	*	*	*	*	*	*	*	*
Claud Elsom	Rockwall County	*	*	*	*	*	*	*	*	*	*	*	*
Eric Fladager	Fort Worth	*	*	*	*	*	*	*	*	*	*	*	*
Chris Flanigan	Allen	*	*	*	*	*	*	*	*	*	*	*	*
Ann Foss	Arlington	*	*	*	*	*	*	*	*	*	*	*	*
Mike Galizio	Tarrant County	*	*	*	*	*	*	*	*	*	*	*	*
Eric Gallt	Mesquite	--	--	--	--	--	--	--	--	--	*	*	*
Ricardo Gonzalez	TxDOT FW	*	*	*	*	*	*	*	*	*	*	*	*
Gary Graham	McKinney	*	*	*	*	*	*	*	*	*	*	*	*
Tom Hammons	Carrollton	*	*	*	*	*	*	*	*	*	*	*	*
Ron Hartline	The Colony	*	*	*	*	*	*	*	*	*	*	*	*
Shannon Hicks	Addison	*	*	*	*	*	*	*	*	*	*	*	*
Matthew Hotelling	Flower Mound	*	*	*	*	*	*	*	*	*	*	*	*
John Hudspeth	TxDOT Dallas	*	*	*	*	*	*	*	*	*	*	*	*
Jeremy Hutt	Cleburne	*	*	*	*	*	*	*	*	*	*	*	*
Thuan Huynh	McKinney	*	*	*	*	*	*	*	*	*	*	*	*
Joel James	NTTA	--	--	--	--	--	--	*	*	*	*	*	*

P=Present A=Absent R=Represented E=Excused (personal illness, family emergency, jury duty, business necessity)

-- =Not yet eligible to attend \*Meeting held by video/audio conference. Individual attendance not taken.

# Surface Transportation Technical Committee Attendance Roster

June 2021 - July 2022

STTC MEMBERS	Entity	8/27/21	9/24/21	10/22/21	12/3/21	1/28/22	2/25/22	3/25/22	04/22/22	05/27/22	06/24/22	7/22/2022	8/26/2022
Kelly Johnson	NTTA	*	*	*	*	*	*	*	*	*	*	*	*
William Johnson	Fort Worth	*	*	*	*	*	*	*	*	*	*	*	*
Gus Khankarli	Dallas	*	*	*	*	*	*	*	*	*	*	*	*
Alonzo Liñán	Keller	*	*	*	*	*	*	*	*	*	*	*	*
Eron Linn	DART	*	*	*	*	*	*	*	*	*	*	*	*
Clay Lipscomb	Plano	*	*	*	*	*	*	*	*	*	*	*	*
Paul Luedtke	Garland	*	*	*	*	*	*	*	*	*	*	*	*
Stanford Lynch	Hunt County	*	*	*	*	*	*	*	*	*	*	*	*
Chad Marbut	Weatherford	--	--	--	--	--	--	--	--	*	*	*	*
Alberto Mares	Ellis County	*	*	*	*	*	*	*	*	*	*	*	*
Wes McClure	Mesquite	*	*	*	*	*	*	*	*	*	*	*	*
Brian Moen	Frisco	*	*	*	*	*	*	*	*	*	*	*	*
Mark Nelson	Richardson	*	*	*	*	*	*	*	*	*	*	*	*
Jim O'Connor	Irving	*	*	*	*	*	*	*	*	*	*	*	*
Eric Oscarson	Burleson	--	--	--	--	--	--	--	--	--	--	*	*
Kenneth Overstreet	Bedford	*	*	*	*	*	*	*	*	*	*	*	*
Kevin Overton	Dallas	*	*	*	*	*	*	*	*	*	*	*	*
Tim Palermo	DCTA	*	*	*	*	*	*	*	*	*	*	*	*
Dipak Patel	Lancaster	*	*	*	*	*	*	*	*	*	*	*	*
Matt Phillips	Frisco												*
Shawn Poe	Richardson	*	*	*	*	*	*	*	*	*	*	*	*
John Polster	Denton County	*	*	*	*	*	*	*	*	*	*	*	*
Kelly Porter	Fort Worth	*	*	*	*	*	*	*	*	*	*	*	*
Tim Porter	Wylie	*	*	*	*	*	*	*	*	*	*	*	*
Greg Royster	DFW Int. Airport	*	*	*	*	*	*	*	*	*	*	*	*
Kathryn Rush	Dallas	*	*	*	*	*	*	*	*	*	*	*	*
Moosa Saghian	Kaufman County	*	*	*	*	*	*	*	*	*	*	*	*
David Salmon	Lewisville	*	*	*	*	*	*	*	*	*	*	*	*
Kay Shelton	DART	--	--	--	--	--	--	--	--	--	--	*	*
Brian Shewski	Plano	*	*	*	*	*	*	*	*	*	*	*	*
Walter Shumac, III	Grand Prairie	*	*	*	*	*	*	*	*	*	*	*	*
Ray Silva-Reyes	Colleyville	*	*	*	*	*	*	*	*	*	*	*	*
Randy Skinner	Tarrant County	*	*	*	*	*	*	*	*	*	*	*	*
Caleb Thornhill	Plano	*	*	*	*	*	*	*	*	*	*	*	*
Dave Timbrell	Garland	*	*	*	*	*	*	*	*	*	*	*	*
Press Tompkins	Greenville	*	*	*	*	*	*	*	*	*	*	*	*
Logan Tucker	Duncanville	--	--	--	--	--	--	--	--	--	*	*	*
Gregory Van	Haltom City	*	*	*	*	*	*	*	*	*	*	*	*
Daniel Vedral	Irving	*	*	*	*	*	*	*	*	*	*	*	*
Caroline Waggoner	North Richland	*	*	*	*	*	*	*	*	*	*	*	*
Robert Woodbury	Cedar Hill	*	*	*	*	*	*	*	*	*	*	*	*
Jamie Zech	TCEQ	*	*	*	*	*	*	*	*	*	*	*	*

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