

## AGENDA

**Regional Transportation Council**  
**Thursday, April 14, 2022**  
**North Central Texas Council of Governments**

Only limited seats will be available in the Transportation Council Room. Members of the public wishing to comment during the open comment period will do so from the Transportation Council Room. Otherwise, all other members of the public in attendance at the meeting will be requested to view a livestream of the meeting from the Metroplex Conference Room. Members of the public may also view a livestream of the RTC meeting remotely at [www.nctcog.org/video](http://www.nctcog.org/video) under the "live" tab.

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

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

- 1:00 – 1:10**
- 1. Opportunity for Public Comment on Today's Agenda**  
 Information Minutes: 10  
Item Summary: Members of the public may comment on any item(s) on today's agenda at this time. If speaking, please complete a Speaker Request Card, available at the meeting, and provide to the North Central Texas Council of Governments designated staff person. A maximum three (3) minutes is permitted per speaker. At the conclusion of this item, no further opportunities for public comment will be provided for the duration of the meeting.  
Background: N/A
- 1:10 – 1:15**
- 2. Approval of March 10, 2022, Minutes**  
 Action  Possible Action  Information Minutes: 5  
Presenter: Theresa Daniel, RTC Chair  
Item Summary: Approval of the March 10, 2022, 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. Modifications to the Fiscal Year 2022 and Fiscal Year 2023 Unified Planning Work Program**  
Presenter: Vickie Alexander, NCTCOG  
Item Summary: Regional Transportation Council (RTC) approval of modifications to the FY2022 and FY2023 Unified Planning Work Program (UPWP) will be requested. Direction for staff to also administratively amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications will also be sought.  
Background: The Unified Planning Work Program is required by federal and State transportation planning regulations and provides a summary of the transportation and related air quality planning tasks to be conducted by

Metropolitan Planning Organization staff. The FY2022 and FY2023 UPWP was approved by the Regional Transportation Council and North Central Texas Council of Governments (NCTCOG) Executive Board in July 2021 and identifies the activities to be carried out between October 1, 2021, and September 30, 2023. Amendments to this document are being proposed to reflect new initiatives, project updates, and funding adjustments. The proposed amendments have been posted on the NCTCOG website for public review and comment as part of the March public outreach opportunity and are also included as [Electronic Item 3.1.1](#). Additional information is provided in [Electronic Item 3.1.2](#). Public comments received as a result of the public outreach process, if any, will be provided prior to requesting RTC approval. The Surface Transportation Technical Committee took action at its March 25, 2022, meeting to recommend Regional Transportation Council approval.

Performance Measure(s) Addressed: Administrative

### 3.2 **Transportation Improvement Program Modifications**

Presenter: Ken Bunkley, NCTCOG

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

Background: May 2022 revisions to the 2021-2024 TIP are provided as [Electronic Item 3.2](#) for the Council's consideration. These modifications have been reviewed for consistency with the Mobility Plan, the air quality conformity determination and financial constraint of the TIP.

Performance Measure(s) Addressed: Roadway, Transit

1:20 – 1:30

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

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

1. Recognition of Members Concluding Service on the Regional Transportation Council (RTC): Lee Kleinman, Former Council Member, City of Dallas; and Jungus Jordan, Former Council Member/Mayor Pro Tem, City of Fort Worth
2. Important Update Regarding Northern Collin County Rider Assistance Program
3. Texas Transportation Commission Safety Program – Metropolitan Planning Organization
  - Distracted Driving Awareness Month – April
  - National Work Zone Safety Week – April 11-15

4. RTC Group Seat Membership Designations – June 30, 2022, Response Deadline
  - Bylaws Subcommittee announcement at RTC Meeting in May
  - Nominating Subcommittee announcement at RTC Meeting in May
5. Executive Session Follow Up
6. Approval of Fiscal Year 2022 Omnibus Appropriations Bill
7. Fiscal Year 2023 Community Project Funding requests due by end of April, Request MPO Letters of Support by April 15
8. Dallas Area Rapid Transit (DART) D2 Interlocal Agreement
  - Dallas City Council - February 9, 2022
  - DART Board – February 22, 2022
  - NCTCOG Executive Board – April 28, 2022
  - RTC Requirements
9. Spring 2022 Virtual Traffic Incident Management Executive Level Course Announcement – May 5, 2022 ([Electronic Item 4.1](#))
10. Air Quality Funding Opportunities for Vehicles (<https://www.nctcog.org/trans/quality/air/funding-and-resources>)
11. Status Report on Vehicle Temporary Paper Tag Fraud ([Electronic Item 4.2](#))
12. First Responder Electric and Autonomous Vehicle Safety Training ([Electronic Item 4.3](#))
13. Anthony Moffa Reappointed to Co-chair Statewide Vehicle Inspection Advisory Committee ([Electronic Item 4.4](#))
14. Updated Spring 2022 Air Quality Handbooks (handout)
15. Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/events>)
16. Status Report on Texas Volkswagen Environmental Mitigation Program Funding ([Electronic Item 4.5](#))
17. March Public Meeting Minutes ([Electronic Item 4.6](#))
18. April Public Meeting Notice ([Electronic Item 4.7](#))
19. Public Comments Report ([Electronic Item 4.8](#))
20. Recent Correspondence ([Electronic Item 4.9](#))
21. Recent News Articles ([Electronic Item 4.10](#))
22. Recent Press Releases ([Electronic Item 4.11](#))

1:30 – 1:40

5. **Fiscal Year 2022 Rebuilding American Infrastructure with Sustainability and Equity Discretionary Grant Program**

Action       Possible Action       Information      Minutes: 10

Presenters: Michael Morris and Jeff Neal, NCTCOG

Item Summary: Staff will request Regional Transportation Council approval of projects to be submitted for funding consideration through the Fiscal Year (FY) 2022 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program. The status of a few other projects will provide context.

Background: In January 2022, the United States Department of Transportation (US DOT) has announced the solicitation of project applications for the FY2022 RAISE Discretionary Grant Program, with \$2.275 billion in available funds dedicated to strategic capital investments in surface transportation projects that will have significant local or regional impacts. The RAISE Notice of Funding Opportunity is published at

[https://www.transportation.gov/sites/dot.gov/files/2022-03/RAISE\\_2022\\_NOFO\\_AMENDMENT\\_1.pdf](https://www.transportation.gov/sites/dot.gov/files/2022-03/RAISE_2022_NOFO_AMENDMENT_1.pdf), and [Electronic Item 5](#) provides additional program details and information regarding proposed candidate projects. Applications are due to the US DOT by April 14, 2022. Staff will provide additional information on the proposed path forward of the passenger rail extension into the hospital district in Fort Worth, Lancaster Fort Worth and IH 30 in Dallas.

Performance Measure(s) Addressed: Roadway, Goods Movement

**1:40 – 1:50**    6. **Avondale-Haslet/Burlington Northern Santa Fe Railway Grade Separation Funding Partnership**

Action       Possible Action       Information      Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will request Regional Transportation Council (RTC) approval of a proposed partnership which would fund a grade separation at Avondale-Haslet Road and the Burlington Northern Santa Fe (BNSF) Railway line in the City of Haslet.

Background: The RTC, City of Haslet, Texas Department of Transportation, and Tarrant County have partnered to implement the Alliance, Texas/Haslet Accessibility Improvement Project in the City of Haslet. This funding partnership includes a federal Better Utilizing Investments to Leverage Development (BUILD) Grant of \$20 million that was awarded to the project in 2018. The project is part of a series of improvements to a critical east-west corridor that includes SH 170, Haslet Parkway, and Avondale-Haslet Road. With the recent selection of Avondale-Haslet Road in the City of Fort Worth as a Tarrant County Bond Program Project, one component of this system still requires funding: a grade separation at the intersection of Avondale-Haslet Road and the BNSF line. Staff proposes that the RTC fund this grade separation to complete this system and provide crucial safety improvements to the intersection. More information on the proposed funding partnership can be found in [Electronic Item 6](#).

Performance Measure(s) Addressed: Roadway

**1:50 – 2:00**    7. **Fair Park Trail Loop**

Action       Possible Action       Information      Minutes: 10

Presenter: Karla Windsor, NCTCOG

Item Summary: Staff will request Regional Transportation Council approval of funding for the southern portion of a shared use path loop at Fair Park, including improved access to the Dallas Area Rapid Transit Fair Park station.

Background: Fair Park, the most visited attraction in Texas, is home to five museums and ten performance and sporting venues. On September 10, 2020, the Regional Transportation Council awarded \$1,603,876 of Transportation Alternatives program funding to Dallas County for Phase 1 of the Fair Park/East Dallas Trail. With the recent development of the Fair Park Master Plan, it was determined the Phase 1 northern trail

alignment may have conflicts with vehicular parking areas for large events such as the State Fair and thus require the trail to be closed periodically. Therefore, the awarded federal Transportation Alternatives program funds would not be a good fit for the northern trail alignment. As such, a partnership of Dallas County, City of Dallas, and the Fair Park First 501(c)3 non-profit organization agreed to design and construct the northern trail alignment entirely with local funding. In partnership with the local governments and Fair Park stakeholders, federal funding is requested to complete the remainder of the trail loop alignment around the west, south, and eastern sides of Fair Park within public rights-of-way of Parry Ave, Highway 352/Robert B. Cullum Blvd, and S. Fitzhugh Ave. This “southern loop” will improve bicycle access to the DART Fair Park Station and crossings of the Green Line light rail tracks. It will provide bicycle and pedestrian circulation along streets around the perimeter of Fair Park, improve safety at roadway crossings and access points to Fair Park, and connect with the surrounding community. [Electronic Item 7](#) provides an overview of staff recommendations and the funding requested for implementation by the City of Dallas.

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

2:00 – 2:10

8. **Mobility 2045 Update**

Action       Possible Action     Information      Minutes:    10

Presenter:      Brendon Wheeler, NCTCOG

Item Summary:    Staff will provide an overview of efforts to update Mobility 2045, including the results of the regionwide Nondiscrimination Analysis for the plan update. Staff will also include a brief introduction to the air quality considerations for the plan update as a part of the conformity determination following plan adoption.

Background:      Mobility 2045 was adopted by the Regional Transportation Council on June 14, 2018. Air quality conformity determination was achieved on November 21, 2018. Federal guidelines require the Dallas-Fort Worth region to update the long-range transportation plan a minimum of every four years. Development of the Mobility 2045 Update is currently underway, which will include a new financial plan, updated demographic forecasts, updated travel demand modeling tool, and necessary refinements to policies, programs, and projects in the current plan, Mobility 2045. The Nondiscrimination Analysis for Mobility 2045 reviewed various metrics for protected classes compared to non-protected classes to ensure equity and non-disparate impacts in regional long-range transportation planning; this analysis is updated for the Mobility 2045 Update, taking into account the new demographic forecast. [Electronic Item 8](#) provides an overview of staff recommendations.

Performance Measure(s) Addressed: Air Quality, Roadway

2:10 – 2:20

9. **Start of 2022 Ozone Season and Spring 2022 Car Care Awareness**

Action       Possible Action       Information      Minutes: 10

Presenters: Jenny Narvaez and Jason Brown, NCTCOG

Item Summary: Staff will provide an update on the start of the 2022 air quality ozone season and upcoming spring 2022 Car Care Awareness campaign.

Background: The 2022 ozone season began on March 1 for the North Central Texas nonattainment areas. The region continues to monitor and work towards compliance with ozone National Ambient Air Quality Standards (NAAQS). As a reminder, the region has been preparing to be reclassified to a stricter standard for both the 2015 and 2008 NAAQS. Local governments, businesses, and the general public are encouraged to do what they can to assist in improving air quality both during ozone season and throughout the year. To aid in community outreach, the North Central Texas Council of Governments continues to promote air quality awareness through advertising, partnering with local agencies, and community events. The Car Care Awareness campaign provides education and outreach to vehicle owners and the public about proper vehicle maintenance practices. Properly maintained vehicles will pollute less and allow the public to take an active role in the regional air quality solution. As events become available within the ozone nonattainment region through partnering organizations, vehicle owners are invited to join and become more aware of how to properly maintain their vehicles, prevent potentially costly repairs in a timely manner, and feel better prepared to pass the state’s vehicle inspection program. NCTCOG maintains the North Texas Car Care website at [www.ntxcarcare.org](http://www.ntxcarcare.org) and offers car care tips, other vehicle information, and posts upcoming event locations. More details can be found in [Electronic Item 9](#).

Performance Measure(s) Addressed: Air Quality, Transit

2:20 – 2:25

10. **Fiscal Year 2023-2025 Disadvantaged Business Enterprise Goal Update**

Action       Possible Action       Information      Minutes: 5

Presenter: Ken Kirkpatrick, NCTCOG

Item Summary: Staff will provide a summary of the Disadvantaged Business Enterprise (DBE) Program requirements and schedule for updating the DBE Participation Goal for FY2023-FY2025.

Background: The North Central Texas Council of Governments is required by the Federal Transit Administration to revise its DBE Participation Goal every three years. The current DBE Participation Goal is valid until September 30, 2022. Staff has developed a schedule to meet this deadline that also encourages and provides opportunity for public participation and comment. [Electronic Item 10](#) includes additional details.

Performance Measure(s) Addressed: Administrative

2:25 – 2:35

11. **Title VI Program Update**

Action       Possible Action       Information      Minutes: 10

Presenter: Ken Kirkpatrick, NCTCOG

Item Summary: Staff will describe updates to the Title VI Program and Language Assistance Plan. Both documents are necessary for compliance with federal civil rights requirements and must be adopted by the Regional Transportation Council.

Background: The Federal Transit Administration requires Metropolitan Planning Organizations update their Title VI Programs every three years. Title VI is a component of the Civil Rights Act of 1964. The Title VI Program identifies actions (NCTCOG) takes to ensure nondiscrimination based on race, color, and national origin, including limited English proficiency. The Title VI Program includes information on how NCTCOG monitors its transit subrecipients for Title VI compliance. The Language Assistance Plan describes how NCTCOG addresses the needs of residents whose native language is not English and who have a limited ability to communicate in English. It is part of the Public Participation Plan. Both the Title VI Program update and the Language Assistance Plan update have undergone a public comment period. A draft of the Title VI Program update is available at <https://nctcog.org/TitleVI>, and a draft of the Language Assistance Plan update is available at <https://nctcog.org/LAP>. [Electronic Item 11](#) includes additional details.

Performance Measure(s) Addressed: Administrative, Transit

2:35 – 2:45

12. **Fiscal Year 2022 Multimodal Project Discretionary Grant (MPDG) Program**

Action       Possible Action       Information      Minutes: 10

Presenter: Jeff Neal, NCTCOG

Item Summary: Staff will brief the Council on the Fiscal Year (FY) 2022 Multimodal Project Discretionary Grant (MPDG) Program. This \$2.85 billion program solicits project applications for three funding opportunities: the National Infrastructure Project Assistance Grants Program (MEGA), the Nationally Significant Multimodal Freight and Highway Projects Grant Program (INFRA), and the Rural Surface Transportation Grant Program (RURAL). Staff will provide details highlighting grant requirements. Additionally, staff will discuss how this program highlights need to continue consideration of a collaborative and comprehensive regional “conveyor belt” process and strategic evaluation matrix to optimize the targeting of various future projects considered for the multiple discretionary grant opportunities set to occur via the new Bipartisan Infrastructure Law (BIL).

Background: In March 2022, the United States Department of Transportation (US DOT) announced the solicitation of project applications for the FY2022 MPDG Discretionary Grant Program. The Notice of Funding Opportunity (NOFO) combines three major discretionary grant programs in efforts to reduce burdens for State and local applicants, increase the pipeline of “shovel-worthy” projects now possible because of the BIL, and enable

US DOT to get a more comprehensive view of projects in development nationwide. Applications are due to the US DOT by May 23, 2022, for the following funding programs (with additional details provided in [Electronic Item 12](#)):

- The National Infrastructure Project Assistance (MEGA) Program will provide \$1 billion in FY2022 funding for major projects too large or complex for traditional funding programs. This is a new competitive grant program under the BIL.
- The Nationally Significant Multimodal Freight and Highway Projects Grant Program is a continuation of the existing Infrastructure for Rebuilding America (INFRA) Program, and it will provide \$1.55 billion in FY2022 funding for highway, bridge, freight rail, intermodal, and marine transportation projects of regional and national significance.
- The Rural Surface Transportation Grant Program (RURAL) will provide \$300 million in FY2022 funding supporting projects to improve/expand rural area surface transportation infrastructure for increased connectivity and enhanced safety and reliability of people and freight movements to generate regional economic growth and greater quality of life. This is another new competitive grant

For agencies in the region submitting projects, please be aware you must complete the [www.grants.gov](http://www.grants.gov) registration process, usually requiring two-four weeks for completion, prior to submitting applications. Assuming the projected timing for application development, agency requests to receive a letter of support from the RTC should be submitted to Kyle Roy by Thursday, May 12, 2022, at [kroy@nctcog.org](mailto:kroy@nctcog.org).

Performance Measure(s) Addressed: Goods Movement

13. **Progress Reports**

Action       Possible Action       Information

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

- RTC Attendance ([Electronic Item 13.1](#))
- STTC Attendance and Minutes ([Electronic Item 13.2](#))
- Local Motion ([Electronic Item 13.3](#))

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

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

16. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for **1:00 pm, Thursday, May 12, 2022**, at the North Central Texas Council of Governments.



**REGIONAL TRANSPORTATION COUNCIL**  
**March 10, 2022**

The March 10, 2022, meeting of the Regional Transportation Council (RTC) at 1:00 pm in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). Staff conducted a roll call of members, and the presence of a quorum was confirmed. The following members or representatives were present: Daniel Alemán Jr., Dennis Bailey, Adam Bazaldua, Elizabeth Beck, Mohamed Bur, Jorga Clemson, Dianne Costa, Theresa Daniel, Jeff Davis, Pat Deen, Janet DePuy, Andy Eads, Kevin Falconer, Gary Fickes, George Fuller, Raul H. Gonzalez, Rick Grady, Roger Harmon, Clay Lewis Jenkins, Carl L. Johnson, Brandon Jones, Mike Leyman, Laura Mackey, Alison Maguire, Stephen Mason, B. Adam McGough, William Meadows, Cara Mendelsohn, Cary Moon, Omar Narvaez, Philip J. Ritter, Jim R. Ross, Chris Schulmeister, Jeremy Tompkins, T. Oscar Trevino Jr., William Tsao, Duncan Webb, and Michele Wong Krause.

Individual attendance was not taken for non-RTC member attendees.

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 Theresa M. Daniel asked if there were any public comments. No members of the public chose to comment.
2. **Approval of the February 10, 2022, Minutes:** The minutes of the February 10, 2022, meeting were approved as submitted in Electronic Item 2. Cary Moon (M); Rick Grady (S). The motion passed unanimously.
3. **Consent Agenda:** The following items were included on the Consent Agenda.
  - 3.1. **Federal Functional Classification System Amendment:** Regional Transportation Council (RTC) approval of one new amendment to the currently approved Federal Functional Classification System (FFCS) and re-approval of a series of FFCS amendments previously approved in 2013 and 2018 were requested. While inclusion in the FFCS is based on a roadway's purpose and functioning capabilities, it is also used to determine eligibility for federal funding. Amendments to the FFCS occur as the function of an existing roadway changes, or as roadways need to be added due to construction, new developments, and shifts in demographic trends. Staff is currently working with the Texas Department of Transportation (TxDOT) on an FFCS amendment within the Fort Worth TxDOT District. This amendment involves the new construction of a roadway and interchange, which are included in the current Transportation Improvement Program. Staff also requested the Council reapprove a series of proposed amendments to the FFCS which were previously approved by the RTC in 2013 and 2018. It is unclear if these amendments received final approval from the Federal Highway Administration after their review from TxDOT Transportation Planning and Programming. The Surface Transportation Technical Committee recommended the approval of the one new amendment and the previously approved 2013 and 2018 amendments at its February 25, 2022, meeting. Additional information was provided in Electronic Item 3.1.1 and Electronic Item 3.1.2.

- 3.2. **Air Quality Funding Recommendations Related to the Environmental Protection Agency National Clean Diesel Funding Assistance Program:** Regional Transportation Council approval of funding recommendations for the North Texas Clean Diesel Project 2021 Call for Projects was requested. 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. The most recent application deadline was January 14, 2022. From the applications received, 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 3.2.1 contained an overview of the call for projects and staff recommendations. Electronic Item 3.2.2 provided detailed project listings.

A motion was made to approve the items on the Consent Agenda. George Fuller (M); Jeremy Tomkins (S). The motion passed unanimously.

4. **Orientation to the Agenda/Director of Transportation Report:** Michael Morris mentioned it was really nice for the Regional Transportation Council (RTC) to meet in person at the NCTCOG offices for the first time after two years. Recognition of Members concluding service on the RTC will be recognized at a future meeting since neither, W. Jeff Williams, former Mayor for the City of Arlington, and former Council Member with the City of Fort Worth, Jungus Jordan, were able to attend the RTC meeting on March 10, 2022. In addition, Michael highlighted items on the Director of Transportation Report. He referenced the Air Quality Funding Opportunities for Vehicles, Dallas-Fort Worth Clean Cities Events, and Status Report on Texas Volkswagen Environmental Mitigation Program Funding. The remaining items were not presented.
5. **Executive Session:** The Regional Transportation Council members went into Executive Session at 1:06 p.m.; pursuant to Chapter 551 of the Texas Government Code. Under authority granted under the Open Meetings Act, the Regional Transportation Council was convened in Executive Session under: Section 551.072, to deliberate the purchase, exchange, lease, or value of real property related to critical regional infrastructure; and Section 551.071, to consult with its attorney on legal matters.

No action was taken on this information item.

6. **Consideration of Items Discussed During Executive Session: Approval of Funding for Land Banking for Critical Regional Infrastructure:** The regular business meeting of the Regional Transportation Council reconvened at 1:53 p.m.; to take action related to items pursuant to Section 551.072 and Section 551.071 of the Open Meetings Act discussed during Executive Session. As a reminder, Ken Kirkpatrick, NCTCOG General Counsel, mentioned that all discussions during Executive Session are to be kept confidential.

A motion was made to authorize the use of Regional Transportation Council Local funds in the amount of \$2,700,000 to support Land Banking for Critical Regional Infrastructure. Elizabeth Beck (M); T. Oscar Trevino Jr. (S). The motion passed unanimously.

7. **Mobility 2045 Update: Draft Plan and Public Meeting Schedule:** Mobility 2045 was adopted by the Regional Transportation Council on June 14, 2018. Federal guidelines require the Dallas-Fort Worth region to update the long-range transportation plan a minimum of every four years. Brendon Wheeler provided an overview of the current progress made on the Mobility 2045 Update and noted that Regional Transportation Council action would be requested to begin the official public comment period on April 1, 2022. Development of the Mobility 2045 Update is wrapping up. The Mobility 2045 Update will reassess existing recommendations and include new demographics, financial forecasts, and planning initiatives. Additional highlights of this Plan will include an updated travel demand forecasting tool; project, program, and policy refinements; an updated performance-based framework; and an updated Policy Bundle. Technology program updates include advancing high-speed transportation such as high-speed rail between Dallas-Arlington-Fort Worth, monitoring hyperloop technology advancement per RTC Policy Position P22-01, and ensuring connectivity with the proposed Houston-Dallas high-speed rail and Fort Worth-Laredo high-speed transportation systems; safely integrating vertical mobility technology in the NCTCOG region with a new policy that safely and efficiently integrates vertical mobility technology, advanced air mobility, urban air mobility, unmanned traffic management, and unmanned aircraft systems into the NCTCOG region; advancing Automated Transportation Systems (ATS) by applying ATS technology for local circulation and first/last mile access to regional rail; continue incorporating automated vehicles by integrating the Automated Vehicle 2.0 initiatives into the Plan; and incorporating Internet and broadband through discussion of access, infrastructure, the intersection of communications and transportation, and other potential uses. In addition, staff presented information regarding forecasted level of congestion with associated costs, draft roadway and transit project recommendations, project recommendations identification tables, a financial plan, a public comment period overview, and a schedule for completion. Draft roadway and transit recommendations identified graphically and in tabular format, as well as draft plan documents are available at [www.nctcog.org/PlanInProgress](http://www.nctcog.org/PlanInProgress). NCTCOG staff requested RTC action permitting staff to take the MTP draft recommendations, air quality conformity, and nondiscrimination analysis to public meetings, and to open the official public comment period as outlined in the NCTCOG Public Participation Plan. The RTC is expected to take final action on the Mobility 2045 Update in June 2022. Additional information was included in Electronic Item 7.1 and Electronic Item 7.2. Rick Grady expressed appreciation for all the work the Mobility Plan team has put into the project. Chair Daniel noted that Slide 18 of the presentation contained updated numbers from those included in the original meeting packet.

A motion was made to permit staff to take the Mobility Plan 2045 Update draft recommendations, air quality conformity, and nondiscrimination analysis to public meetings, and to open the official public comment period on April 1, 2022, as outlined in the NCTCOG Public Participation Plan. Cary Moon (M); Janet DePuy (S). The motion passed unanimously.

8. **Updates to Regional TDC Program and TCD Annual Report:** Brian Dell presented information on proposed changes to the region's Transportation Development Credit (TDC) program and also briefed the Council on the TDC Annual Report. Since 2012, the RTC has received 994,351,658 TDCs from (TxDOT) to be utilized in lieu of the local match on projects and programs with federal funding. As of September 30, 2021, the Dallas-Fort Worth region has 742,545,274 TDCs available for future allocation. Once TDCs come to the region, they are allocated into several categories with various goals. (NCTCOG) staff proposed to make allocation adjustments to several of those categories. For Category 1, Strategic Awards to Small Transit Providers, the goal for using TDCs is to support public

transit by maximizing the use of federal funds, particularly when federal funds otherwise would be unused because of the inability of agencies to provide the local match. The proposed change to Category 1 was to increase the TDC allocation by 15 million. Category 2 TDCs are typically used when projects are awarded federal funding through a Call for Projects, such as the COVID-19 infrastructure programs in 2020 and 2021. The proposed change to Category 2 was to increase the allocation by 40 million. Category 3 was retired in 2017, therefore no change was proposed. Category 4 was originally recommended by staff in 2014 to create a local revolving fund to cash flow federal programs administered by the North Central Texas Council of Governments. Staff contacted metropolitan planning organizations in the State several years ago to see if they were interested in swapping their federal funding for some TDCs, but no responses were received. It was proposed to continue this category and maintain the current allocation. Category 5 TDCs are used to support regional programs and projects that improve air quality, congestion, reliability, safety and accessibility, modernize infrastructure, advance planning efforts in the region, and others that may apply. If approved, a portion of these TDCs will be used for Phase 2 of the Management and Operations program later in the year. It was recommended to increase this category's allocation by an additional 30 million TDCs. The final group of TDCs, Category 6, is used to provide support to agencies that implement policies that further the objectives laid out in the Mobility Plan as part of the MTP Policy Bundle. Because there is a sufficient allocation for this category, It was proposed to continue the category and maintain the current allocation. It was noted that if approved, there would be approximately 540 million TDCs left for future allocations. If additional TDCs are awarded that exceed the new allocation, the RTC would be asked to approve the adjusted allocation to the respective category at that time. In summary, staff proposed an increase of 15 million TDCs for Category 1, 40 million TDCs for Category 2, and 30 million TDCs for Category 5 for a total increase of 85 million TDCs. Details on the proposed changes were provided in Electronic Item 8.1. The TDC Annual Report, which must be submitted annually to TxDOT, was included as Electronic Item 8.2. Commissioner Duncan Webb asked if the region can expect to continue to accrue Transportation Development Credits in future years. Brian Dell answered yes, more TDCs are anticipated. Michael Morris reiterated staff regularly reaffirm region's interest to replenish the TDCs.

A motion was made to approve of the proposed TDC allocation changes; Category 1: Strategic Awards to Small Transit Providers – increase allocation by 15,000,000; Category 2: RTC has revenue – increase allocation by 40,000,000; Category 4: Selling/Transferring TDCs to Other MPOs/TxDOT – continue the category, but maintain the current allocation; Category 5: Regional Programs/Management and Operations – increase allocation by 30,000,000; Category 6: Metropolitan Transportation Plan (MTP) Policy Bundle – continue the category, but maintain the current allocation. Dianne Costa (M); Daniel Alemán Jr. (S). The motion passed unanimously.

9. **Cancellation of Trade Fair with Lubbock MPO and the Rio Grande Valley MPO:** Ken Bunkley presented a request for the Regional Transportation Council (RTC) to cancel the Trade Fair Partnerships with the Lubbock and Rio Grande Valley Metropolitan Planning Organizations (MPOs). In May 2021, the RTC approved the trade of a total of \$21,000,000 in Surface Transportation Block Grant Program (STBG) funds with the Lubbock MPO in FY2023 and FY2025, to be repaid to NCTCOG over three years beginning in FY2028. The RTC also approved the trade of \$14,578,845 of STBG funds to the Rio Grande Valley MPO in FY2022 to be repaid in FY2026. Since that time, (TxDOT) has coordinated with the Lubbock and Rio Grande Valley MPOs and developed a funding plan that does not require borrowing the funding allocation from NCTCOG. Staff recommended reversing the original

May 2021 approval, cancelling the executed interlocal/interagency agreements with Lubbock and Rio Grande Valley MPOs, and reversing any Transportation Improvement Program (TIP) or any other administrative document actions. Additional information was included in Electronic Item 9. Councilmember Rick Grady asked if cancellation of the partnerships would provide access cash that is not allocated to another program or project, and if the region will be penalized for not spending the funds or have the funds been reallocated. Michael Morris responded if approved, staff will quickly revamp the RTC's funding programs to expedite projects that can move ahead. At the time the partnerships were created, there was an interest by the State to create the trade fair tool. We don't want the State of Texas to lose obligation authority. The purpose of reestablishing the trade fair relationship agreement across the state was to make sure no monies were returned to the State. To use the funds returned by cancellation of the Partnerships, staff will reprioritize projects to advance some projects in an earlier timeframe.

A motion was made to approve the cancellation of Trade Fair Agreements with the Lubbock and Rio Grande Valley MPOs. Janet DePuy (M); Rick Grady (S). The motion passed unanimously.

10. **IH 20 Passenger Rail Corridor Update and Resolution:** Rebekah Gongora provided an overview of recent efforts to operate a long-distance passenger rail connection along the Interstate Highway 20 (IH-20) corridor connecting Dallas-Fort Worth to Atlanta, Georgia, and requested approval of a resolution reaffirming support for passenger rail along the corridor. The North Central Texas Council of Governments coordinated with the I-20 Corridor Council, a non-profit organization and multi-state coalition made up of elected officials and stakeholders along the corridor working to establish a long-distance passenger rail connection between Dallas-Fort Worth and Atlanta, Georgia, and ultimately connecting to the East Coast. Canadian Pacific Railway and Amtrak recently announced plans to conduct a study to operate passenger rail along the IH 20 corridor, pending Surface Transportation Board approval of Canadian Pacific's acquisition of Kansas City Southern Railways. A corridor map was provided in Electronic Item 10.1. A 2007 joint Memorandum of Understanding on coordinated planning for future passenger rail service between the North Central Texas Region and the East Texas Region was provided in Electronic Item 10.2. Action was requested for approval of a resolution reaffirming support for intercity passenger rail connection between the Dallas-Fort Worth region and Atlanta region along the IH 20 corridor. A copy of the resolution was provided in Electronic Item 10.3.

A motion was made to approve the resolution reaffirming support for intercity passenger rail along the IH 20 corridor between the Dallas-Fort Worth region and the Atlanta, Georgia region (R22-01). Clay Lewis Jenkins (M); Adam Bazaldua (S). The motion passed unanimously.

11. **Automated Vehicles Program 2: Round 2 Projects:** Michael Morris and Clint Hail sought approval of a second round of projects recommended for funding under the consolidated Automated Vehicles Program 2.0, or "AV2.0" and launching a new initiative: Travel Demand Substitution and Accessibility Improvements Using Technology: Foundation for Classification of a Transportation Mode. In October 2018, the Regional Transportation Council (RTC) approved Automated Vehicle Program 2.0, which included \$10 million for assisting local partners in hosting automated vehicle deployments (AV2.2) and \$20 million for AV deployments to explore use cases that further regional priorities (AV2.3). As part of this approval, RTC adopted three policy initiatives aimed at 1) increasing innovation within the region; 2) giving equal access to this innovation to all local partners; and 3) addressing

equity gaps in the deployment of these innovations. In keeping with these policy initiatives, in July 2021, the RTC approved the first round of projects. The remaining funds were consolidated to form “Round 2”, and from August until mid-November 2021, staff provided technical assistance to local partners considering applications for this second round of proposals. Projects recommended for advancement include expanding a current on-demand shuttle service in Arlington, an automated parking/curb management test bed at Dallas Fort Worth International Airport, service delivery solutions using automated vehicle platforms in McKinney and South Dallas, and a three-part technology initiative in South and Southeast Fort Worth. These two last projects are part of the two-phase initiative: Travel Demand Substitution and Accessibility Improvements Using Technology. This initiative seeks to use new technologies to deliver transportation demand management solutions for underserved communities across the region. Additional information was provided in Electronic Item 11. Dallas Representative Philip Ritter stated he’s excited to see RTC in the application of advancement in technology with autonomous vehicles. He added that there is tremendous work going on in the universities in the region, especially in the Engineering schools. He also noted that the schools are doing a lot of commercializing of autonomous vehicles but also have a subsystem that feed into software, sensors, etc. and asked if the RTC has a way to tap into that resource? Michael Morris and Clint Hail responded that the RTC took a \$2.5 million North Texas Center for Mobility Technology using the Texas Research Alliance to the Tier 1 universities in the region and staff is putting technology partially in the hands of the universities and partially with NCTCOG staff. The technology ideas are coming to the region and the universities are leveraging monies to advance these technologies, either on their own, as a university, or through this process. Michael added that we are in good shape to fully engage with the Tier 1 universities within our region, for them to be a technology asset for anything the RTC is doing with regard to technology.

A motion was made to approve proposed projects and funding under the AV 2.2/2.3 Program as presented in Electronic Item 11, use of Regional Transportation Development Credits for local match requirements, authorization for staff to take all necessary and appropriate steps to administratively advance the projects and provide technical support to the local partners implementing the projects, and acceptance of travel demand management initiatives to pursue equitable transportation solutions throughout the region. George Fuller (M); Brandon Jones (S). The motion passed unanimously.

12. **Fiscal Year 2022 Rebuilding American Infrastructure with Sustainability and Equity Discretionary Grant Program:** Jeff Neal briefed the Council on the Fiscal Year (FY) 2022 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program, dedicated for surface transportation infrastructure projects that have a significant local or regional impact. Staff provided details highlighting grant requirements. Additionally, staff discussed a proposal to generate a collaborative and comprehensive regional “conveyor belt” process and strategic evaluation matrix that optimized the targeting of various future projects considered for the multiple discretionary grant opportunities set to occur via the new Infrastructure Investment and Jobs Act (IIJA). In January 2022, the United States Department of Transportation (USDOT) announced the solicitation of project applications for the FY2022 RAISE Discretionary Grant Program regarding strategic capital investments in surface transportation projects that have significant local or regional impacts. Electronic Item 12.1 was a copy of the Notice of Funding Opportunity (NOFO) providing specific program details and application requirements for the \$1.5 billion program. Applications are due to the USDOT by April 14, 2022. For agencies in the region submitting projects, the [www.grants.gov](http://www.grants.gov) registration process must be completed, usually requiring two-four weeks for completion, prior to submitting applications. Assuming the projected timing for

application development, agency requests to receive a letter of support from the RTC should be submitted to Kyle Roy of NCTCOG by Wednesday, March 30, 2022, at [kroy@nctcog.org](mailto:kroy@nctcog.org). IIJA included many new competitive discretionary grant programs in addition to RAISE, more than any previous surface transportation authorization. While some programs are devoted to specific purposes and project types, other programs may have compatibility where certain projects could be effective candidates in multiple instances. To maximize the region's competitiveness, improve collective responsiveness to increased opportunities, and further streamline delivery of needed projects among all types, staff outlined a conceptual framework for a comprehensive strategic evaluation matrix encompassing characteristics of all existing and pending IIJA discretionary grant programs. With feedback and collaboration from the Council and other partners, the objective for this tool will be a more informative, effective, efficient, and proactive process for screening and selecting projects in advance of each IIJA competitive opportunity, enabling enhanced chances for future funding to be awarded to the region. Upcoming efforts for the FY2022 RAISE Grant will help lay initial groundwork for this proposed process. Additional information was included in Electronic Item 12.2 and Electronic Item 12.3.

13. **2023-2026 Transportation Improvement Program Development:** Brian Dell briefed the Regional Transportation Council on the 2023-2026 Transportation Improvement Program (TIP) development process and provided a draft listing of current RTC commitments. A new TIP is developed every two years through a cooperative effort among the North Central Texas Council of Governments, the Texas Department of Transportation, local governments, and transportation authorities. The TIP is a staged, multi-year listing of transportation projects with committed funding from federal, State, and local sources within the Dallas-Fort Worth Metropolitan Area. Electronic Item 13 contained an overview of the TIP development process, focus areas, and schedule. The financially constrained draft project listings for the 2023-2026 TIP were made available at the following weblink: <https://www.nctcog.org/trans/funds/tip/transportation-improvement-program/2023-2026tip>. Local agency comments on the draft listings must be provided to the NCTCOG TIP Team by March 31, 2022, to be included in the final listings. This item will be brought back for approval in May.
14. **Progress Reports:** Regional Transportation Council attendance was provided in Electronic Item 14.1, Surface Transportation Technical Committee attendance and minutes in Electronic Item 14.2, and the current Local Motion was made available at (<https://www.nctcog.org/trans/about/publications/locmo/local-motion-march-2022>).
15. **Other Business (Old or New):** Dianne Costa, with Denton County Transportation Authority (DCTA), announced that DCTA'S former Chief Executive Officer Raymond Suarez resigned in February.
16. **Future Agenda Items:** There was no discussion on this item.
17. **Next Meeting:** The next meeting of the Regional Transportation Council (RTC) is scheduled for 1:00 pm, Thursday, April 14, 2022.

The meeting adjourned at 3:28 p.m.



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

TO: Regional Transportation Council

DATE: April 7, 2022

FROM: Vickie Alexander  
Program Manager  
Program Administration

SUBJECT: Modifications to the FY2022 and FY2023 Unified Planning Work Program for Regional Transportation Planning

The Unified Planning Work Program for Regional Transportation Planning (UPWP) is required by federal and State transportation planning regulations and provides a summary of the transportation and related air quality planning tasks to be conducted by Metropolitan Planning Organization (MPO) staff. The FY2022 and FY2023 UPWP was approved by the Regional Transportation Council and NCTCOG Executive Board in July 2021 and identifies the activities to be carried out between October 1, 2021, and September 30, 2023.

Listed below, and in the following attachment, is the second set of proposed modifications to the FY2022 and FY2023 UPWP. Included in these amendments are new initiatives, project updates, and funding adjustments. The proposed modifications have been posted on the NCTCOG website for public review and comment as part of the March 2022 public outreach opportunity. Comments received as a result of the public outreach process, if any, will be provided to the Regional Transportation Council prior to a request for its approval.

**The following modifications reflect initiatives proposed for inclusion in the Unified Planning Work Program that have not yet been approved by the Regional Transportation Council:**

- 5.03 Land-use/Transportation Initiatives – Grand Avenue Study (3G: Garland/Gaston/Grand to IH 30) (add initiative and \$500,000 Surface Transportation Block Grant Program [STBG] funds matched with Transportation Development Credits [TDCs])
- IX. Other Metropolitan Transportation and Air Quality Planning-Related Activities in the Dallas-Fort Worth Area – Transit-oriented Development Planning Study (add study to be led by Trinity Metro to identify opportunities to develop transit-oriented development around Mercantile Station, North Side Station, Terminal and Pacific Station, and a future TEXRail station in the medical district as a result of grant award under the Federal Transit Administration’s Pilot Program for Transit-oriented Development Planning)
- IX. Other Metropolitan Transportation and Air Quality Planning-Related Activities in the Dallas-Fort Worth Area – Downtown McKinney SH 5 Pedestrian Connection Study (add two-phased study led by the City of McKinney to evaluate the feasibility of various grade-separated and at-grade pedestrian connections across State Highway 5 adjacent to Historic Downtown McKinney; RTC funded Phase 2 of the study)



**The following modifications affect existing projects for which text updates or financial adjustments are being proposed:**

- 1.02 Program and Policy Administration – Program Administration (update text to reflect that video/web hosting services will also be supported through local funds in addition to Transportation Planning Funds [TPF])
- 3.04 Public Transportation Planning – Regional Public Transportation Coordination (add \$5,000 Transportation Planning Funds [TPF] to support University Partnership Program project related to micro-transit and on-demand services)
- 5.04 Transportation Asset Management – Streamlining Potential Interventions to Enhance the Life Cycle Condition and Maintenance of Bridge Assets (add \$5,000 Transportation Planning Funds [TPF] to support University Partnership Program project)

**The following modifications have previously been approved by the Regional Transportation Council and are now being incorporated into the Unified Planning Work Program:**

- 3.05 Transit Management and Operations – Enhancing Mobility within the Southern Dallas Inland Port (add initiative and \$4,110,000 Federal Transit Administration [FTA] funds, \$1,000,000 Surface Transportation Block Grant Program [STBG] funds, \$667,000 Regional Toll Revenue [RTR] funds, and \$611,000 local funds to reflect receipt of grant award under the 2021 Rebuilding American Infrastructure with Sustainability and Equity [RAISE] Discretionary Grant Program)
- 5.03 Land-use/Transportation Initiatives – Silver Line Transit-oriented Development Corridor Planning (add initiative and \$400,000 Federal Transit Administration [FTA] funds and \$100,000 Regional Transportation Council [RTC] Local funds to reflect receipt of grant award under the Federal Transit Administration’s Pilot Program for Transit-oriented Development Planning)
- 5.03 Land-use/Transportation Initiatives – Dallas Opportunity Zone: South Boulevard – Park Row Historic District Planning Study (add initiative and \$250,000 Surface Transportation Block Grant Program [STBG] funds matched with Transportation Development Credits [TDCs])

Please contact Vercie Pruitt-Jenkins at (817) 608-2325 or [VPruitt-Jenkins@nctcog.org](mailto:VPruitt-Jenkins@nctcog.org) or me at (817) 695-9242 or [valexander@nctcog.org](mailto:valexander@nctcog.org) if you have any questions or comments regarding these proposed modifications to the FY2022 and FY2023 UPWP prior to the Regional Transportation Council meeting. Your approval of these modifications will be requested at the meeting, as well as your direction for staff to administratively amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications.

vpj  
Attachment

## AMENDMENT #2 TO THE FY2022 AND FY2023 UNIFIED PLANNING WORK PROGRAM

### 1.02 Program and Policy Administration

#### Program Administration

##### *Other Funding Sources*

North Central Texas Council of Governments Local funds, Regional Transportation Council Local funds, and other local funds will be utilized to support activities in Program Administration that may not be eligible for federal reimbursement. Such items may include, but are not limited to:

- Small stipend and travel expenses for a minority student and supporting professor to attend annual TRB meetings to represent work conducted on behalf of NCTCOG under the TRB Minority Student Fellowship Program partnership;
- Meal expenses;
- Individual staff memberships in professional organizations;
- Service awards;
- Travel expenses for foreign applicants;
- Legal and application filing fees for foreign employees;
- Audio/video expenses (i.e., equipment, updates, and maintenance) in the Transportation Council Room;
- **Video/web hosting services;**
- Furniture;
- Consumable supplies;
- Travel expenses; and
- Other special projects.

### 3.05 Transit Management and Operations

#### Enhancing Mobility within the Southern Dallas Inland Port

##### *Other Funding Sources*

In FY2022, NCTCOG was awarded grant funding from the United States Department of Transportation (USDOT) under the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant program to implement mobility enhancements to and within the Southern Dallas Inland Port. The project seeks to enhance connectivity in Southern Dallas County by optimizing transit service, improving pedestrian infrastructure, and updating traffic signals. NCTCOG staff will oversee project management of the RAISE Enhancing Mobility within the Southern Dallas Inland Port project once initiated. Contractor and subrecipient assistance will be utilized. Federal Transit Administration funds, Surface Transportation Block Grant Program funds, Regional Toll Revenue funds, and local funds will support these activities. Anticipated products include:

- Implementation of enhancements to recently implemented on-demand services to increase transit connectivity within the Southern Dallas Inland Port area;
- Procurement of electric vehicles and related charging equipment on behalf of subrecipients to deliver on-demand services;

- Installation of charging infrastructure for electric vehicles at strategic locations to optimize on-demand services;
- Coordination with transit agencies, employers, and local stakeholders to provide access to transit passes and promote public transportation options in the area;
- Construction and implementation of infrastructure to improve safety of pedestrian and vehicle movements, including transit; and
- Execution of subrecipient agreements and documentation of subrecipient compliance to grant requirements through monitoring and on-site reviews.

### 5.03 Land-Use/Transportation Initiatives

#### Silver Line Transit-oriented Development Corridor Planning

##### *Other Funding Sources*

Through a grant award in FY2022 under the Federal Transit Administration’s Pilot Program for Transit-oriented Development (TOD) Planning, the Dallas Area Rapid Transit (DART) Silver Line TOD Plan will coordinate with the cities of Carrollton, Dallas, Grapevine, Plano, and Richardson; Town of Addison; Dallas Fort Worth International Airport; University of Texas at Dallas; DART; and private-sector partners along the corridor to advance equitable and connected TOD opportunities at nine regional rail stations. The plan will analyze pedestrian and bicycle access to stations, collect parking data, and evaluate opportunities for land-use policy to support increased access to workforce housing and jobs. Stakeholders will be engaged throughout the process. Varying tasks will be performed at different stations depending on community need. Consultant assistance may be utilized. Federal Transit Administration funds and Regional Transportation Council Local funds will be used to support this effort. Anticipated projects include:

- Sidewalk and bike routes to rail stations mapping, inventory, analysis, and evaluation of needs with recommended improvements;
- Parking study of existing sites with recommendations on policy and practices appropriate to station area needs;
- Land-use development analysis of jobs and housing access across the transit corridor and recommendations on policies advancing increased opportunity; and
- Stakeholder engagement including presentations, meetings, digital content, and creation of documents with planning recommendations.

#### Dallas Opportunity Zone: South Boulevard – Park Row Historic District Planning Study

##### *Other Funding Sources*

In FY2023, NCTCOG anticipates initiating a comprehensive plan to identify transportation and rehabilitation improvements in the South Boulevard – Park Row Historic District of the City of Dallas. This area is bound by Park Row Avenue on the north, Oakland Avenue (aka Malcolm X Boulevard) on the east, South Boulevard on the south, and South Central Expressway on the west. This initiative is intended to help promote revitalization in Environmental Justice communities. This planning effort will inventory the quality of the pedestrian, bicycle, street surface, and traffic signal conditions. An inventory of the quality of residential structures will also be assessed. The planning effort will be conducted by

NCTCOG staff as an initial assessment on how best to preserve the quality of neighborhood assets and make recommendations to the modernization of the transportation elements. Surface Transportation Block Grant Program funds and Transportation Development Credits will be utilized to support work activities. Anticipated products include:

- Inventory of transportation assets;
- Inventory of residential/housing assets; and
- Recommendations to advance additional transportation improvements that maximize the architecture, mobility, accessibility, and quality-of-life attributes of the Park Row historic district.

### Grand Avenue Study (3G: Garland/Gaston/Grand to IH30)

#### *Other Funding Sources*

In FY2023, NCTCOG will initiate a planning and conceptual engineering study to identify needed improvements to Grand Avenue (SH 78) between Garland Road/Gaston Avenue (White Rock Lake spillway) and IH 30. This project will include travel forecasts, travel modeling, context sensitive design and system planning principles for this east Dallas neighborhood. This project will also include management of an update to the prior Garland Road Vision Study by NCTCOG in 2010 that extended from the Dallas/Garland City limits (IH 635) to Garland Road/Gaston Avenue. It is intended that NCTCOG staff will conduct this planning/engineering effort. NCTCOG will partner with TxDOT, the City of Dallas, and the impacted east Dallas neighborhood. Surface Transportation Block Grant Program funds and Transportation Development Credits will be utilized to support work activities. Anticipated products include:

- Review of the 2010 Garland Vision Study;
- Technical travel demand history and forecast of the impacted corridor from the 3G intersection to IH 30, including a simulation of the new IH 30 freeway design;
- Exploration of context sensitive design options for the corridor; and
- Recommendation on a typical cross section including roadway pedestrian and bicycle network connections.

## **IX. Other Metropolitan Transportation and Air Quality Planning-Related Activities in the Dallas-Fort Worth Area**

### **Trinity Metro**

Transit-oriented Development Planning Study: Trinity Metro will sponsor a Transit-oriented Development (TOD) study to identify the opportunities to develop transit-oriented development around Mercantile Station, North Side Station, Terminal and Pacific Station and a future TEXRail station in the medical district. The resulting plan will include assessment of existing conditions, station area concept plans, zoning recommendations, multi-modal connectivity plans, analysis of value capture, recommendations for private-sector involvement, economic strategies to leverage community assets within walking distance of all TEXRail and other high-capacity transit

stations, best practices from similar successful TODs and a phased TOD implementation plan. The work will commence by Fall of 2022 and take 12-18 months to complete. The project will be funded by \$405,000 from the Pilot Program for Transit-Oriented Development Planning – Section 20005(b) and \$101,250 (20%) local match from Trinity Metro.

## City of McKinney

**Downtown McKinney SH 5 Pedestrian Connection Study:** The City of McKinney is leading a two-phased study which seeks to evaluate the feasibility of various grade-separated and at-grade pedestrian connections across State Highway 5 (SH 5) adjacent to Historic Downtown McKinney. The goals of this study include identifying design concepts which: (a) improve mobility, safety, comfort, and access for all modes and ages, (b) strengthens connections between Historic Downtown and East McKinney, (c) amplifies the existing area identity and sense of place, (d) creates opportunities for community gathering spaces, (e) connects the community and people previously disconnected by the highway, (f) enhances the Downtown McKinney Historic Cultural District, (g) is a fiscally sustainable solution, and (h) includes community support. The limits of this study generally include SH 5 between Anthony Street and Lamar Street. Phase 1 of this study commenced in January 2022 and will provide a high-level summary and evaluation of various alternatives by March/April 2022. Phase 1 is 100 percent locally funded by the City of McKinney and is being conducted by a consultant. Based on the alternatives presented under Phase 1, City staff will receive direction from the McKinney City Council to begin initial public outreach and scoping of Phase 2. Phase 2 of this study will include a detailed feasibility study, environmental analysis, public outreach, and preliminary design to identify a preferred alternative in accordance with National Environmental Policy Act (NEPA) requirements. Phase 2 of the study is funded with \$1,600,000 in federal Surface Transportation Block Grant Program funds and 320,000 Transportation Development Credits as match. This Phase will be completed in coordination with the Texas Department of Transportation's (TxDOT) current SH 5 reconstruction project. It is expected that a consulting firm will assist in the preparation of the environmental document. It is also expected that Phase 2 of this study will commence in mid-to-late summer 2022 and will require 12-24 months to complete.

## **VIII. Overview of Work Program Funding**

### **Proposed Budget**

This section summarizes the budget for the FY2022 and FY2023 UPWP. Financial support for FY2022 and FY2023 will be provided from a number of sources, including the Federal Highway Administration, the Federal Transit Administration, the Environmental Protection Agency, the Department of Energy, the Department of Defense, the Texas Department of Transportation, the North Texas Tollway Authority, and the Texas Commission on Environmental Quality. In addition, various local sources will be acquired to assist in the funding of this program.

The US Department of Transportation provides funds through programs of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Both FHWA PL 112 and FTA 5303 funds are provided annually to MPOs to support metropolitan regional transportation planning activities based on an 80 percent federal/20 percent local match requirement. The Texas Department of Transportation will provide the 20 percent match for the FHWA 112 and FTA 5303 funds for FY2022 and FY2023 to the MPO to carry out the UPWP in the form of Transportation Development Credits. These Transportation Development Credits are provided by metropolitan areas building toll roads and are used on a Statewide basis to provide the match funds needed for all Metropolitan Planning Organizations. The FY2022 and FY2023 FHWA and FTA funding levels reflected in this program are summarized in Exhibit VIII-1. The formula-based FHWA PL 112 allocation to the UPWP for the Dallas-Fort Worth Metropolitan Area is \$8,463,215 in FY2022 and \$8,463,215 in FY2023 for a two-year total of \$16,926,430. The FTA 5303 funding is \$3,110,814 in FY2022 and \$3,110,814 in FY2023 for a two-year total of \$6,221,628. An estimated balance of \$4,774,364 in unexpended/unobligated FHWA PL 112 funding will be available from the FY2021 authorization. Each of these funding amounts is incorporated by source agency into the Work Program by task and subtask. Total FHWA PL 112 and FTA 5303 funding for the FY2022 and FY2023 UPWP is estimated at \$27,922,422. Transportation Planning Funds in the amount of ~~\$25,486,000~~ **\$25,496,000** have been programmed and allocated to each of the UPWP subtasks as shown in Exhibit VIII-2. These programmed funds include the FTA 5303 allocation of \$6,221,628, the estimated FY2021 FHWA PL 112 fund balance of \$4,774,364, and ~~\$14,490,008~~ **\$14,500,008** of Fiscal Years 2022 and 2023 FHWA PL 112 funding. The remaining balance of Fiscal Years 2022 and 2023 FHWA PL 112 funds of ~~\$2,436,422~~ **\$2,426,422** is anticipated to be carried over to Fiscal Year 2024.

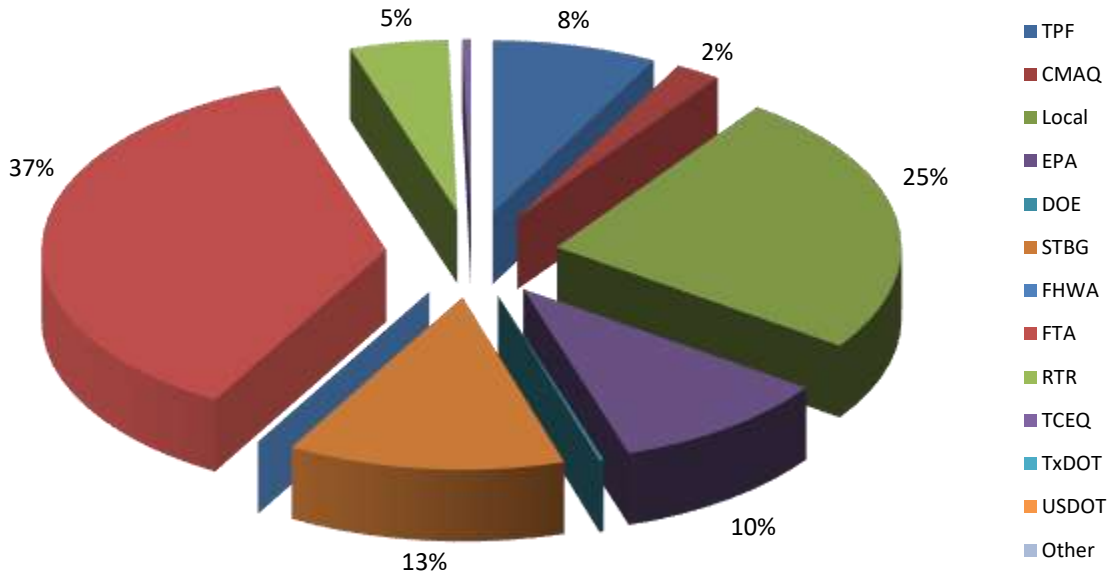
**E. Funding Summary**

Subtask	TPF <sup>1</sup>	Additional Funding		Total
		Amount	Source	
3.01	\$2,899,200	\$1,183,300	RTR	
		\$918,200	STBG	
<b>Subtotal</b>				<b>\$5,000,700</b>
3.02	\$978,700	\$13,000	TCEQ	
<b>Subtotal</b>				<b>\$991,700</b>
3.03		\$1,530,600	CMAQ	
		\$137,500	DOE	
		\$7,402,250	EPA	
		\$12,300	FHWA	
		\$16,280,279	Local	
		\$6,562,000	STBG	
		\$275,000	TCEQ	
<b>Subtotal</b>				<b>\$32,199,929</b>
3.04	<b>\$1,655,900</b>	\$976,600	FTA	
		\$816,800	STBG	
<b>Subtotal</b>				<b>\$3,449,300</b>
3.05		<b>\$25,256,050</b>	FTA	
		<b>\$1,459,400</b>	Local	
		<b>\$2,136,000</b>	RTR	
		<b>\$1,000,000</b>	<b>STBG</b>	
<b>Subtotal</b>				<b>\$29,851,450</b>
<b>Total</b>	<b>\$5,533,800</b>	<b>\$65,959,279</b>		<b>\$71,493,079</b>

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



# Task 3.0 Funding Summary



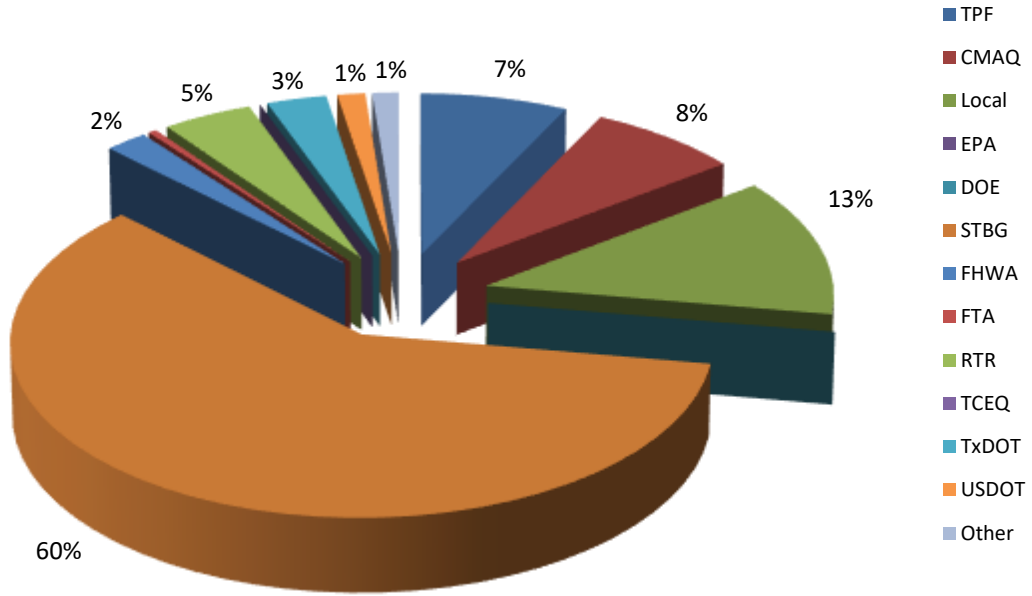
**E. Funding Summary**

Subtask	TPF <sup>1</sup>	Additional Funding		Total
		Amount	Source	
5.01	\$1,376,400			
		\$178,400	Local	
		\$50,000	NTTA	
		\$3,455,000	RTR	
		\$15,575,400	STBG	
		\$73,600	TxDOT	
<b>Subtotal</b>				\$20,708,800
5.02	\$1,319,600			
		\$149,000	RTR	
<b>Subtotal</b>				\$1,468,600
5.03	\$973,700			
		\$400,000	FTA	
		\$640,300	Local	
		\$7,626,200	STBG	
<b>Subtotal</b>				\$9,640,200
5.04	\$194,700			
		\$151,200	STBG	
<b>Subtotal</b>				\$345,900
5.05	\$1,296,200			
		\$7,093,400	CMAQ	
		\$2,000,000	FHWA	
		\$5,404,180	Local	
		\$603,000	RTR	
		\$8,549,400	STBG	
		\$1,676,700	TXDOT	
<b>Subtotal</b>				\$26,622,880
5.06				
		\$2,008,000	Local	
		\$8,049,900	STBG	
		\$1,297,000	USDOT	
<b>Subtotal</b>				\$11,354,900
5.07	\$63,500			
<b>Subtotal</b>				\$63,500
5.08	\$633,900			
		\$15,800	Local	
		\$952,300	STBG	
<b>Subtotal</b>				\$1,602,000

Subtask	TPF <sup>1</sup>	Additional Funding		Total
		Amount	Source	
5.09	\$125,900	\$579,400	Local	
<b>Subtotal</b>				\$705,300
5.10	\$193,000	\$1,171,100	DOD	
		\$496,500	Local	
<b>Subtotal</b>				\$1,860,600
5.11	\$688,400	\$186,600	Local	
		\$15,799,800	STBG	
		\$1,036,600	TXDOT	
<b>Subtotal</b>				\$17,711,400
5.12		\$281,800	Local	
<b>Subtotal</b>				\$281,800
5.13		\$2,496,000	Local	
<b>Subtotal</b>				\$2,496,000
<b>Total</b>	<b>\$6,865,300</b>	<b>\$87,996,580</b>		<b>\$94,861,880</b>

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

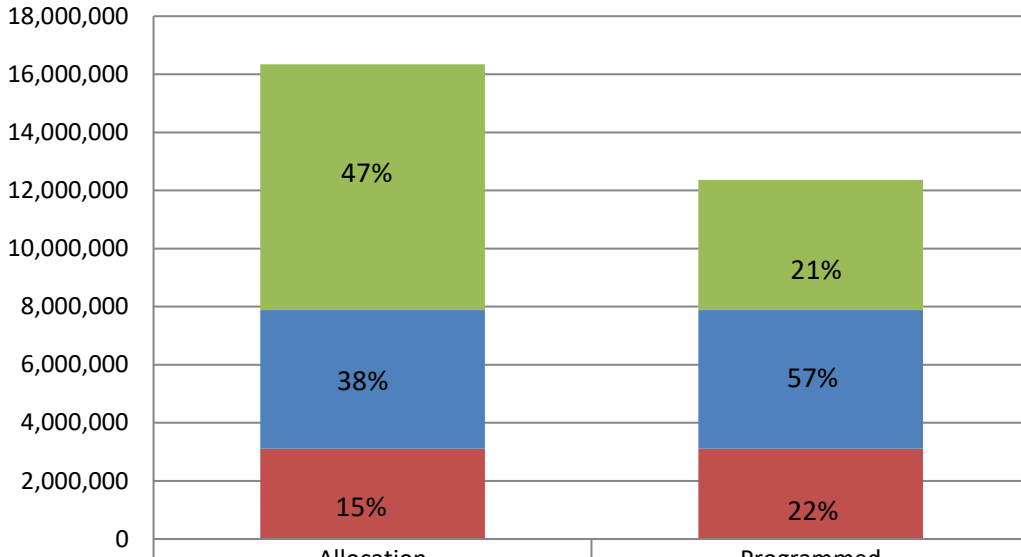
# Task 5.0 Funding Summary



**EXHIBIT VIII-1  
FY2022 AND FY2023 TPF PROGRAMMING SUMMARY**

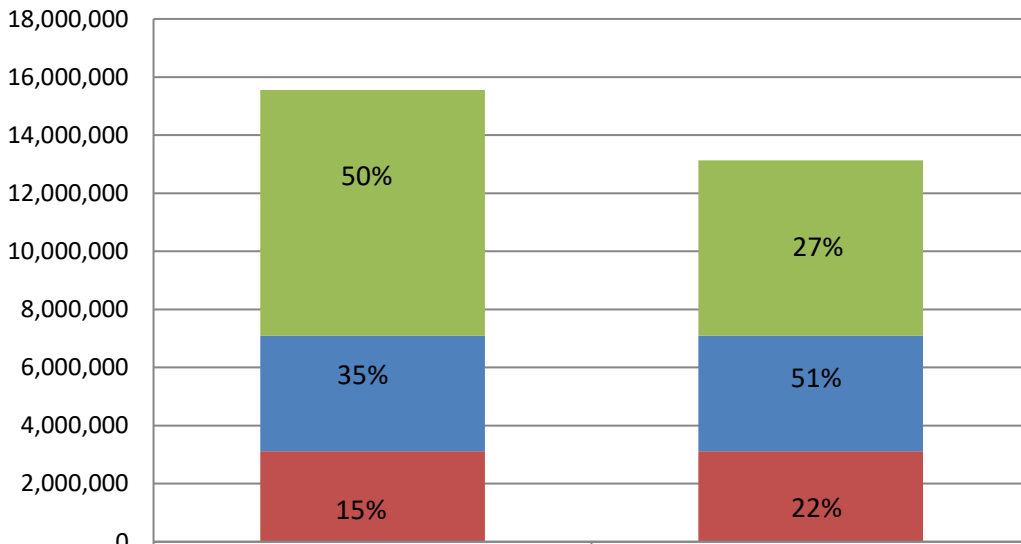
	FY2022		FY2023	
	Allocation	Programmed	Allocation	Programmed
<b>FTA Section 5303</b>	3,110,814	3,110,814	3,110,814	3,110,814
<b>FHWA (PL-112)</b>				
<b>Carryover</b>	4,774,364	4,774,364	3,985,543	3,985,543
<b>New Allocation</b>	8,463,215	4,477,672	8,463,215	<b>6,036,793</b>
<b>Total TPF</b>	16,348,393	12,362,850	15,559,572	<b>13,133,150</b>
<b>Carryover</b>		3,985,543		<b>2,426,422</b>
<b>Two-Year Totals</b>				
<b>FTA Section 5303</b>	6,221,628			
<b>FHWA PL-112</b>	21,700,794			
<b>Total</b>	27,922,422			
<b>Programmed</b>	<b>25,496,000</b>			
<b>Carryover</b>	<b>2,426,422</b>			

## Summary of TPF 2022 Funding Levels



	Allocation	Programmed
FHWA (PL-112)	8,463,215	4,477,672
Carryover	4,774,364	4,774,364
FTA (5303)	3,110,814	3,110,814

## Summary of TPF 2023 Funding Levels

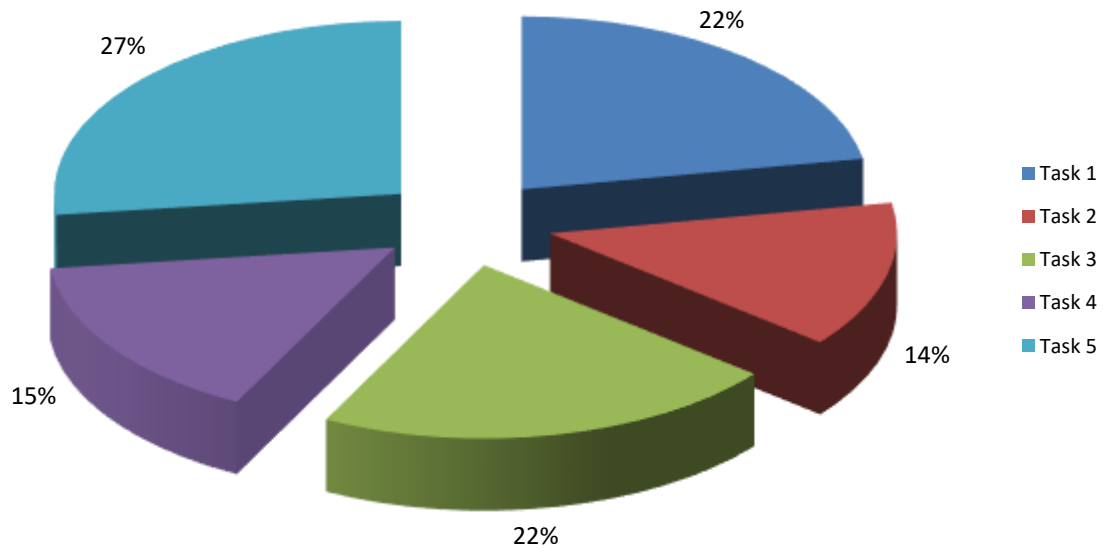


	Allocation	Programmed
FHWA (PL-112)	8,463,215	<b>6,036,793</b>
Carryover	3,985,543	3,985,543
FTA (5303)	3,110,814	3,110,814

**EXHIBIT VIII-2**  
**FY2022 AND FY2023 ALLOCATION OF TRANSPORTATION PLANNING FUNDS**

Subtask	Subtask Title	TPF		
		FY2022	FY2023	Total
1.01	Community Outreach	\$2,086,000	\$2,286,900	\$4,372,900
1.02	Program and Policy Administration	\$349,750	\$311,850	\$661,600
1.03	Fiscal Management and Information Systems	\$0	\$0	\$0
1.04	Computer System Applications and Data Management	\$305,100	\$310,100	\$615,200
	<b>Task 1.0</b>	\$2,740,850	\$2,908,850	\$5,649,700
2.01	Travel Forecasting Support	\$929,900	\$992,900	\$1,922,800
2.02	Transportation Data Development	\$251,200	\$212,200	\$463,400
2.03	Demographic Data and Forecasts	\$540,600	\$554,300	\$1,094,900
	<b>Task 2.0</b>	\$1,721,700	\$1,759,400	\$3,481,100
3.01	Transportation Project Programming	\$1,399,900	\$1,499,300	\$2,899,200
3.02	Regional Air Quality Planning	\$492,700	\$486,000	\$978,700
3.03	Air Quality Management and Operations	\$0	\$0	\$0
3.04	Public Transportation Planning	\$808,600	\$847,300	\$1,655,900
3.05	Transit Management and Operations	\$0	\$0	\$0
	<b>Task 3.0</b>	\$2,701,200	\$2,832,600	\$5,533,800
4.01	Metropolitan Transportation Planning	\$1,118,700	\$1,371,300	\$2,490,000
4.02	Coordination of Transportation and Environmental Planning Processes	\$256,300	\$270,900	\$527,200
4.03	Ensuring Equity, Nondiscrimination and Environmental Justice in MPO Planning/Program Activities	\$213,900	\$200,000	\$413,900
4.04	Performance Based Planning & Coordination	\$167,900	\$168,900	\$336,800
4.05	Understanding Public Return on Investment for Transportation Funding	\$52,600	\$45,600	\$98,200
4.06	Regional Passenger Rail Planning and Evaluation Process Development	\$100,000	\$0	\$100,000
	<b>Task 4.0</b>	\$1,909,400	\$2,056,700	\$3,966,100
5.01	Regional Transportation Studies	\$616,700	\$759,700	\$1,376,400
5.02	Subarea Studies and Local Government Assistance	\$583,400	\$736,200	\$1,319,600
5.03	Land-Use/Transportation Initiatives	\$504,400	\$469,300	\$973,700
5.04	Transportation Asset Management	\$93,000	\$101,700	\$194,700
5.05	Congestion Management Planning and Operations	\$666,200	\$630,000	\$1,296,200
5.06	Regional Freight Planning	\$0	\$0	\$0
5.07	Transportation System Security and Emergency Preparedness	\$31,600	\$31,900	\$63,500
5.08	Roadway and Railroad Safety	\$316,400	\$317,500	\$633,900
5.09	Regional Aviation Planning and Education	\$62,600	\$63,300	\$125,900
5.10	Regional Military and Community Coordination	\$88,000	\$105,000	\$193,000
5.11	Transportation Technology and Innovation Program	\$327,400	\$361,000	\$688,400
5.12	Red River Navigation System Feasibility Study	\$0	\$0	\$0
5.13	North Texas Center for Mobility Technologies	\$0	\$0	\$0
	<b>Task 5.0</b>	\$3,289,700	\$3,575,600	\$6,865,300
	<b>FUNDING TOTALS</b>	\$12,362,850	\$13,133,150	\$25,496,000

## Transportation Planning Funds (TPF) Summary by Task





**EXHIBIT VIII-4  
FY2022 AND FY2023 UPWP FUNDING SUMMARY**

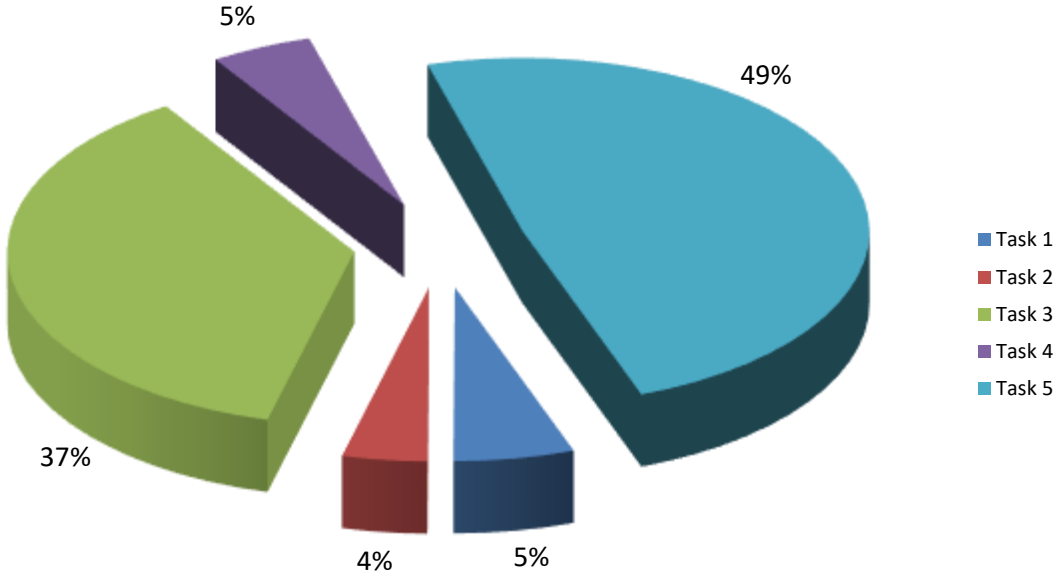
<b>Funding Source</b>	<b>Task 1.0 Administration</b>	<b>Task 2.0 Data Development</b>	<b>Task 3.0 Short Range Planning</b>	<b>Task 4.0 Metropolitan Transportation Planning</b>	<b>Task 5.0 Special Studies</b>	<b>Total</b>
<b>FTA Activities</b>	<b>44.21.00</b>	<b>44.22.00</b>	<b>44.24.00</b> <b>44.25.00</b>	<b>44.23.01</b>	<b>44.23.02</b> <b>44.24.00</b> <b>44.22.00</b> <b>44.27.00</b>	
TPF <sup>1</sup>	\$5,649,700	\$3,481,100	<b>\$5,533,800</b>	\$3,966,100	<b>\$6,865,300</b>	<b>\$25,496,000</b>
CMAQ	\$2,913,900	\$0	\$1,530,600	\$0	\$7,093,400	\$11,537,900
DOD	\$0	\$0	\$0	\$0	\$1,171,100	\$1,171,100
DOE	\$0	\$0	\$137,500	\$0	\$0	\$137,500
EPA	\$0	\$0	\$7,402,250	\$0	\$0	\$7,402,250
FHWA	\$0	\$0	\$12,300	\$0	\$2,000,000	\$2,012,300
FTA	\$0	\$0	<b>\$26,232,650</b>	\$270,000	<b>\$400,000</b>	<b>\$26,902,650</b>
Local	\$510,200	\$373,000	<b>\$17,739,679</b>	\$688,810	<b>\$12,286,980</b>	<b>\$31,598,669</b>
NCTCOG Local	\$143,800	\$0	\$0	\$0	\$0	\$143,800
NTTA	\$0	\$0	\$0	\$0	\$50,000	\$50,000
RTR	\$345,300	\$0	<b>\$3,319,300</b>	\$814,600	\$4,207,000	<b>\$8,686,200</b>
STBG	\$1,187,500	\$3,742,500	<b>\$9,297,000</b>	\$3,460,000	<b>\$56,704,200</b>	<b>\$74,391,200</b>
TCEQ	\$0	\$0	\$288,000	\$0	\$0	\$288,000
TxDOT	\$168,750	\$79,800	\$0	\$0	\$2,786,900	\$3,035,450
USDOT	\$0	\$0	\$0	\$0	\$1,297,000	\$1,297,000
<b>Subtotal</b>	<b>\$10,919,150</b>	<b>\$7,676,400</b>	<b>\$71,493,079</b>	<b>\$9,199,510</b>	<b>\$94,861,880</b>	<b>\$194,150,019</b>

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

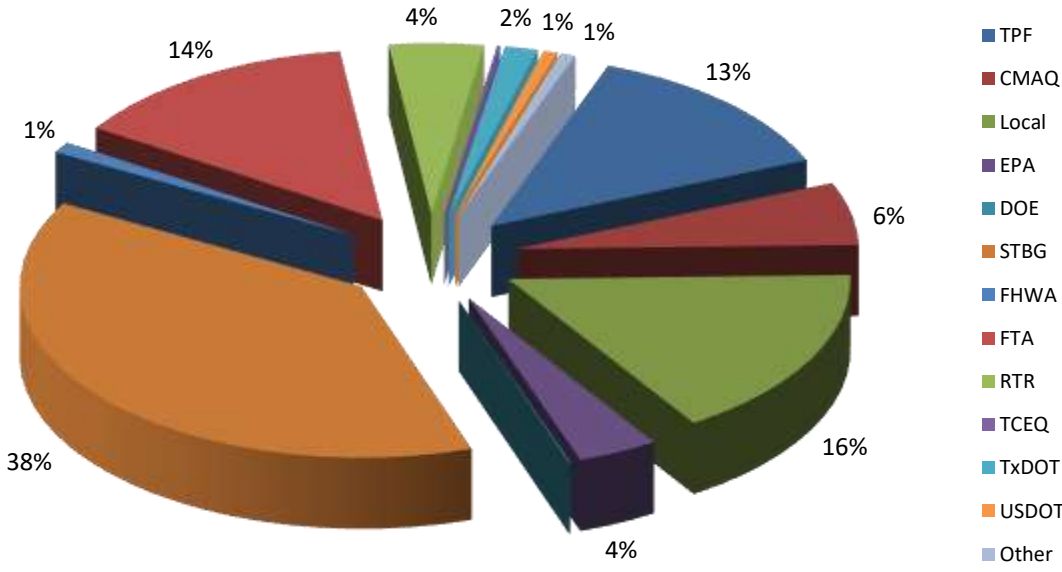
Combined Transportation Planning Funds <sup>2</sup>	\$23,148,058.00
Estimated Unexpended Carryover	<u>\$4,774,364.00</u>
TOTAL TPF:	\$27,922,422.00

<sup>2</sup> Estimate based on prior years' authorizations

### Summary of Funding by Task



### Summary of Total Funding



# ***Modifications to the FY2022 and FY2023 Unified Planning Work Program***

**Regional Transportation Council  
April 14, 2022**

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

## ***Programming Increase from Transportation Planning Funds***

<b>UPWP Project</b>	<b>Additional UPWP Funding</b>
University Partnership Program project related to micro-transit and on-demand services	\$ 5,000
University Partnership Program project related to streamlining potential interventions to enhance the life cycle condition and maintenance of bridge assets	\$ 5,000
<b>Total Increase</b>	<b>\$10,000</b>

## ***Transportation Planning Funds Two-year Summary***

<b>FY2022 and FY2023 US FTA (5303)</b>	<b>\$ 6,221,628</b>
<b>FY2022 and FY2023 US FHWA (Estimated PL)</b>	<b>\$16,926,430</b>
<b>FY2021 US FHWA (Estimated PL-Carryover)</b>	<b><u>\$ 4,774,364</u></b>
<b>Total Transportation Planning Funds</b>	<b>\$27,922,422</b>
<b>Prior Anticipated Expenditures</b>	<b>\$25,486,000</b>
<b>Additional Funds Programmed for FY2023</b>	<b><u>\$ 10,000</u></b>
<b>Anticipated Expenditures</b>	<b>\$25,496,000</b>
<b>PL Balance to Carry Over to FY2024</b>	<b>\$ 2,426,422</b>

## ***Programming Increases from Other Funding Sources***

<b>Funding Source</b>	<b>Additional UPWP Funding</b>
Federal Transit Administration	\$ 4,510,000
Enhancing Mobility within the Southern Dallas Inland Port Silver Line Transit-oriented Development Corridor Planning	
Surface Transportation Block Grant Program	\$ 1,750,000
Grand Avenue Study (3G: Garland/Gaston/Grand to IH 30) Enhancing Mobility within the Southern Dallas Inland Port Dallas Opportunity Zone: South Boulevard – Park Row Historic District Planning Study	
Regional Toll Revenue	\$ 667,000
Enhancing Mobility within the Southern Dallas Inland Port	
Local	\$ 711,000
Enhancing Mobility within the Southern Dallas Inland Port Silver Line Transit-oriented Development Corridor Planning	
<b>Total</b>	<b>\$ 7,638,000</b>

## ***Modification Schedule***

<b>March 14</b>	<b>Initiation of Public Outreach</b>
<b>March 25</b>	<b>Action by Surface Transportation Technical Committee</b>
<b>April 14</b>	<b>Action by Regional Transportation Council</b>
<b>April 28</b>	<b>Action by NCTCOG Executive Board</b>
<b>April 29</b>	<b>Submittal of Modifications to Texas Department of Transportation</b>

## ***Requested RTC Action***

### **Approve:**

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



# ***Unified Planning Work Program***

## ***Contact Information***

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North Central Texas  
Council of Governments  
Transportation Department

<https://www.nctcog.org/trans/study/unified-planning-work-program>

## How to Read the Project Modification Listings - Roadway Section

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

**TIP Code:** 11461      **Facility:** SH 289      **Location/Limits From:** AT INTERSECTION OF PLANO PARKWAY      **Modification #:** 2017-0004  
**Implementing Agency:** PLANO  
**County:** COLLIN      **CSJ:** 0091-05-053  
**City:** PLANO      **Desc:** INTERSECTION IMPROVEMENTS TO REMOVE DOUBLE INTERSECTION, INCLUDING ADDING DUAL LEFT TURN LANES AND A RIGHT TURN LANE ON EACH APPROACH; INTERSECTION WILL BE NORMALIZED AND SOUTHERN SIGNAL WILL BE REMOVED  
**Request:** REVISE LIMITS TO SH 289 FROM VENTURA DR TO 500 FEET WEST OF BURNHAM DRIVE AND ON PRESTON ROAD FROM ALLIANCE BLVD TO DEXTER DRIVE; REVISE SCOPE TO INTERSECTION IMPROVEMENTS TO REMOVE DOUBLE INTERSECTION, INCLUDING ADDING DUAL LEFT TURN LANES AND A RIGHT TURN LANE ON EACH APPROACH; RECONSTRUCT ALLIANCE BLVD INTERSECTION; ADD SIDEWALKS; INCREASE ENGINEERING FUNDING IN FY2015 AND DELAY TO FY2017; INCREASE CONSTRUCTION FUNDING IN FY2017

### CURRENTLY APPROVED:

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

### REVISION REQUESTED:

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

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

## PROPOSED MAY 2022 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 20297      **Facility:** CS      **Location/Limits From:** HICKORY CREEK RD FROM FM 2181      **Modification #:** 2021-0072  
**Implementing Agency:** DENTON      **Location/Limits To:** PROPOSED FM 2499  
**County:** DENTON      **CSJ:** 0918-46-290  
**City:** DENTON      **Desc:** CONSTRUCT AND WIDEN FROM 2 LANE UNDIVIDED TO 4 LANE UNDIVIDED URBAN ROADWAY  
**Request:** ADD EARNED INTEREST OF \$144,945 RTR 121-INTEREST AND \$36,236 LOCAL MATCH TO CONSTRUCTION PHASE IN FY2020 DUE TO PROJECT COST  
**CURRENTLY APPROVED:** OVERRUNS; ADVANCE ENGINEERING AND ROW PHASES TO FY2018

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0918-46-290	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$240,000	\$60,000	\$0	\$300,000
2019	ROW	0918-46-290	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$40,000	\$10,000	\$0	\$50,000
2020	CON	0918-46-290	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$2,120,000	\$530,000	\$0	\$2,650,000
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$2,400,000</b>	<b>\$600,000</b>	<b>\$0</b>	<b>\$3,000,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0918-46-290	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$240,000	\$60,000	\$0	\$300,000
2018	ROW	0918-46-290	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$40,000	\$10,000	\$0	\$50,000
2020	CON	0918-46-290	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$2,120,000	\$530,000	\$0	\$2,650,000
2020	CON	0918-46-290	Cat 3 - RTR 121 - Interest:	\$0	\$0	\$144,945	\$36,236	\$0	\$181,181
<b>Phase Subtotal:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$2,264,945</b>	<b>\$566,236</b>	<b>\$0</b>	<b>\$2,831,181</b>
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$2,544,945</b>	<b>\$636,236</b>	<b>\$0</b>	<b>\$3,181,181</b>

**TIP Code:** 14037      **Facility:** BUS 287      **Location/Limits From:** BUS 287/NORTH MAIN STREET AT NORTH AIRPORT ENTRANCE      **Modification #:** 2021-0616  
**Implementing Agency:** FORT WORTH  
**County:** TARRANT      **CSJ:** 0902-90-137  
**City:** FORT WORTH      **Desc:** ADD RIGHT TURN LANE FOR SOUTHBOUND TRAFFIC INTO AIRPORT'S NORTHERN ENTRANCE (MAIN ENTRANCE FOR JET FUEL TRUCKS)  
**Request:** DELAY ENGINEERING PHASE TO FY2023, UTILITIES PHASE TO FY2024, AND CONSTRUCTION PHASE TO FY2025 THEREBY REMOVING PHASE FROM THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) AND ADDING PHASE TO APPENDIX D OF THE 2021-2024 TIP/STIP; REMOVE FEDERAL FUNDING FOR ENGINEERING AND ADD LOCAL CONTRIBUTION TO ENGINEERING PHASE; INCREASE FUNDING FOR UTILITIES; INCREASE FUNDING FOR CONSTRUCTION; INCREASE PARTIALLY OFFSET BY THE CANCELLATION OF TIP 14036/CSJ 0902-90-139; CLARIFY SCOPE AS ADD RIGHT TURN LANE FOR SOUTHBOUND TRAFFIC INTO NORTHERN AIRPORT ENTRANCE (MAIN ENTRANCE FOR JET FUEL TRUCKS)  
**Comment:** 104,200 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3-TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; MTP POLICY BUNDLE TDCS

## PROPOSED MAY 2022 TIP MODIFICATIONS FOR RTC MEETING

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	0902-90-137	Cat 3 - TDC (MPO):	\$0	\$0	\$10,400	\$0	\$0	\$0
2022	ENG	0902-90-137	Cat 5:	\$52,000	\$0	\$0	\$0	\$0	\$52,000
<b>Phase Subtotal:</b>				<b>\$52,000</b>	<b>\$0</b>	<b>\$10,400</b>	<b>\$0</b>	<b>\$0</b>	<b>\$52,000</b>
2022	UTIL	0902-90-137	Cat 3 - TDC (MPO):	\$0	\$0	\$2,000	\$0	\$0	\$0
2022	UTIL	0902-90-137	Cat 5:	\$10,000	\$0	\$0	\$0	\$0	\$10,000
<b>Phase Subtotal:</b>				<b>\$10,000</b>	<b>\$0</b>	<b>\$2,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,000</b>
2023	CON	0902-90-137	Cat 3 - TDC (MPO):	\$0	\$0	\$35,600	\$0	\$0	\$0
2023	CON	0902-90-137	Cat 5:	\$178,000	\$0	\$0	\$0	\$0	\$178,000
<b>Phase Subtotal:</b>				<b>\$178,000</b>	<b>\$0</b>	<b>\$35,600</b>	<b>\$0</b>	<b>\$0</b>	<b>\$178,000</b>
<b>Grand Total:</b>				<b>\$240,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$240,000</b>

**STTC APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0902-90-137	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$175,000	\$175,000
2023	UTIL	0902-90-137	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$45,000	\$45,000
2025	CON	0902-90-137	Cat 3 - TDC (MPO):	\$0	\$0	\$104,200	\$0	\$0	\$0
2025	CON	0902-90-137	Cat 5:	\$608,200	\$0	\$0	\$21,800	\$0	\$630,000
<b>Phase Subtotal:</b>				<b>\$608,200</b>	<b>\$0</b>	<b>\$104,200</b>	<b>\$21,800</b>	<b>\$0</b>	<b>\$630,000</b>
<b>Grand Total:</b>				<b>\$608,200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$21,800</b>	<b>\$220,000</b>	<b>\$850,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0902-90-137	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$175,000	\$175,000
2024	UTIL	0902-90-137	Cat 3 - TDC (MPO):	\$0	\$0	\$9,000	\$0	\$0	\$0
2024	UTIL	0902-90-137	Cat 5:	\$45,000	\$0	\$0	\$0	\$0	\$45,000
<b>Phase Subtotal:</b>				<b>\$45,000</b>	<b>\$0</b>	<b>\$9,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$45,000</b>
2025	CON	0902-90-137	Cat 3 - TDC (MPO):	\$0	\$0	\$95,200	\$0	\$0	\$0
2025	CON	0902-90-137	Cat 5:	\$476,000	\$0	\$0	\$0	\$0	\$476,000
<b>Phase Subtotal:</b>				<b>\$476,000</b>	<b>\$0</b>	<b>\$95,200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$476,000</b>
<b>Grand Total:</b>				<b>\$521,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$175,000</b>	<b>\$696,000</b>

Revisions since STTC Meeting: **DECREASED CONSTRUCTION FUNDING IN FY2025 AND REMOVED LOCAL MATCH; DELAYED UTILITIES PHASE TO FY2024; ADDED FEDERAL FUNDING & TDCS AND REMOVED LOCAL CONTRIBUTION FOR UTILITY PHASE**

## PROPOSED MAY 2022 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 40065      **Facility:** VA      **Location/Limits From:** JULIA BURGEN LINEAR PARK TRAIL SYSTEM; FROM THE EXISTING PATH EAST OF MARY STREET      **Modification #:** 2021-0707  
**Implementing Agency:** ARLINGTON      **Location/Limits To:** S. PECAN STREET  
**County:** TARRANT      **CSJ:** 0902-90-085  
**City:** ARLINGTON      **Desc:** CONSTRUCT NEW SHARED-USE PATH FOR BICYCLISTS AND PEDESTRIANS OVER TRADING HORSE TRIBUTARY  
**Request:** REVISE SCOPE AS CONSTRUCT NEW SHARED-USE PATH FOR BICYCLISTS AND PEDESTRIANS  
**Comment:** 2017 TA SET-ASIDE CFP; TOTAL PROJECT FUNDING IS SPLIT 50% FEDERAL/50% LOCAL; LOCAL CONTRIBUTION PAID BY CITY OF ARLINGTON; PROJECT GROUPE UNDER 5000-00-916

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0902-90-085	Cat 9 TA Set Aside:	\$126,496	\$0	\$0	\$31,624	\$0	\$158,120
2023	CON	0902-90-085	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$406,926	\$406,926
2023	CON	0902-90-085	Cat 9 TA Set Aside:	\$379,092	\$0	\$0	\$94,773	\$0	\$473,865
<b>Phase Subtotal:</b>				<b>\$379,092</b>	<b>\$0</b>	<b>\$0</b>	<b>\$94,773</b>	<b>\$406,926</b>	<b>\$880,791</b>
2023	CONENG	0902-90-085	Cat 9 TA Set Aside:	\$36,980	\$0	\$0	\$9,245	\$0	\$46,225
<b>Grand Total:</b>				<b>\$542,568</b>	<b>\$0</b>	<b>\$0</b>	<b>\$135,642</b>	<b>\$406,926</b>	<b>\$1,085,136</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0902-90-085	Cat 9 TA Set Aside:	\$126,496	\$0	\$0	\$31,624	\$0	\$158,120
2023	CON	0902-90-085	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$406,926	\$406,926
2023	CON	0902-90-085	Cat 9 TA Set Aside:	\$379,092	\$0	\$0	\$94,773	\$0	\$473,865
<b>Phase Subtotal:</b>				<b>\$379,092</b>	<b>\$0</b>	<b>\$0</b>	<b>\$94,773</b>	<b>\$406,926</b>	<b>\$880,791</b>
2023	CONENG	0902-90-085	Cat 9 TA Set Aside:	\$36,980	\$0	\$0	\$9,245	\$0	\$46,225
<b>Grand Total:</b>				<b>\$542,568</b>	<b>\$0</b>	<b>\$0</b>	<b>\$135,642</b>	<b>\$406,926</b>	<b>\$1,085,136</b>

## PROPOSED MAY 2022 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 21082      **Facility:** CS      **Location/Limits From:** ON HUNTINGTON RD FROM EAST BELT LINE RD      **Modification #:** 2021-0708  
**Implementing Agency:** DALLAS      **Location/Limits To:** SOUTH OF DART SILVER LINE  
**County:** DALLAS      **CSJ:** 0918-47-352  
**City:** DALLAS      **Desc:** CONSTRUCT 0 TO 4 LANE ROADWAY  
**Request:** REVISE FACILITY NAME AND LIMITS AS ON COPENHAGEN AVE FROM OLYMPUS BOULEVARD TO BELT LINE RD; PHYSICAL LOCATION IS THE SAME

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	CON	0918-47-352	STBG:	\$1,200,000	\$0	\$0	\$300,000	\$0	\$1,500,000
<b>Grand Total:</b>				<b>\$1,200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$300,000</b>	<b>\$0</b>	<b>\$1,500,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	CON	0918-47-352	STBG:	\$1,200,000	\$0	\$0	\$300,000	\$0	\$1,500,000
<b>Grand Total:</b>				<b>\$1,200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$300,000</b>	<b>\$0</b>	<b>\$1,500,000</b>

## PROPOSED MAY 2022 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 21088      **Facility:** VA      **Location/Limits From:** NATIONAL PARK SERVICE PARTNERSHIP (PHASE 2); REGION WIDE      **Modification #:** 2021-0712  
**Implementing Agency:** NCTCOG      **Location/Limits To:** SUPPORT TRINITY RIVER NATIONAL WATER TRAIL COMMITTEE BY COORDINATING WITH LOCAL AGENCIES TO INSTALL NCTCOG -  
**County:** VARIOUS      **CSJ:** 0918-00-372  
**City:** VARIOUS      **Desc:** OWNED MOBILE COUNT EQUIPMENT, DEVELOP DOCUMENTATION AND BEST PRACTICE GUIDES ON THE IMPACT OF WATER TRAIL ACCESS POINTS ON TRAIL USAGE, AND THE ECO-TOURISM BENEFITS OF WATER TRAIL ACCESS POINTS AS IT RELATES TO THE FORT WORTH AND DALLAS REGIONAL TRAIL  
**Request:** CANCEL PROJECT AS DETERMINED TO BE INELIGIBLE FOR FEDERAL FUNDS

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	IMP	0918-00-372	Cat 3 - TDC (MPO):	\$0	\$0	\$24,000	\$0	\$0	\$0
2022	IMP	0918-00-372	STBG:	\$120,000	\$0	\$0	\$0	\$0	\$120,000
<b>Phase Subtotal:</b>				<b>\$120,000</b>	<b>\$0</b>	<b>\$24,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$120,000</b>
<b>Grand Total:</b>				<b>\$120,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$120,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	IMP	0918-00-372	Cat 3 - TDC (MPO):	\$0	\$0	\$0	\$0	\$0	\$0
2022	IMP	0918-00-372	STBG:	\$0	\$0	\$0	\$0	\$0	\$0
<b>Phase Subtotal:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>



## PROPOSED MAY 2022 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 40045      **Facility:** VA      **Location/Limits From:** FM 1382 SIDE PATH FROM INTERSECTION OF FM 1382 AND CAMP WISDOM ROAD      **Modification #:** 2021-0720  
**Implementing Agency:** DALLAS CO      **Location/Limits To:** MANSFIELD RD  
**County:** DALLAS      **CSJ:** 1047-03-079  
**City:** VARIOUS      **Desc:** CONSTRUCT NEW SHARED-USE PATH FOR BICYCLISTS AND PEDESTRIANS INCLUDING CROSSWALKS AND SIGNAGE  
**Request:** CHANGE IMPLEMENTING AGENCY TO TXDOT-DALLAS AND CHANGE CSJ TO 1047-03-079; ADD 20% STATE MATCH AND CHANGE LOCAL FUNDS TO LOCAL CONTRIBUTION; REVISE FACILITY TO FM 1382  
**Comment:** PROJECT IS GROUPED UNDER CSJ 5000-00-916; 2017 TA SET-ASIDE CALL FOR PROJECTS; LOCAL CONTRIBUTION PAID BY DALLAS COUNTY

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	CON	0918-47-203	Cat 9 TA Set Aside:	\$1,554,908	\$0	\$0	\$388,727	\$0	\$1,943,635
2021	CONENG	0918-47-203	Cat 9 TA Set Aside:	\$74,043	\$0	\$0	\$18,511	\$0	\$92,554
<b>Grand Total:</b>				<b><u>\$1,628,951</u></b>	<b><u>\$0</u></b>	<b><u>\$0</u></b>	<b><u>\$407,238</u></b>	<b><u>\$0</u></b>	<b><u>\$2,036,189</u></b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	CON	1047-03-079	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$407,238	\$407,238
2021	CON	1047-03-079	Cat 9 TA Set Aside:	\$1,554,908	\$388,727	\$0	\$0	\$0	\$1,943,635
<b>Phase Subtotal:</b>				<b><u>\$1,554,908</u></b>	<b><u>\$388,727</u></b>	<b><u>\$0</u></b>	<b><u>\$0</u></b>	<b><u>\$407,238</u></b>	<b><u>\$2,350,873</u></b>
2021	CONENG	1047-03-079	Cat 9 TA Set Aside:	\$74,043	\$18,511	\$0	\$0	\$0	\$92,554
<b>Grand Total:</b>				<b><u>\$1,628,951</u></b>	<b><u>\$407,238</u></b>	<b><u>\$0</u></b>	<b><u>\$0</u></b>	<b><u>\$407,238</u></b>	<b><u>\$2,443,427</u></b>

**Revisions since STTC Meeting:**    **REVISED FACILITY TO FM 1382**

## PROPOSED MAY 2022 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 14075      **Facility:** VARIOUS      **Location/Limits From:** ON CENTER ST FRM MAIN TO RR TRACKS & ON SNIDER ST FRM MAIN TO RR TRACKS      **Modification #:** 2021-0732  
**Implementing Agency:** NORTH RICHLAND HILLS      **Location/Limits To:** CONSTRUCT 2 LN ROADWAY W/ON-STREET PARKING AND SIDEWALKS; ON MAIN ST FRM SMITHFIELD TO FM 1938: RECONST FRM 2 TO 2 LNS  
**County:** TARRANT      **CSJ:** 0902-90-154  
**City:** NORTH RICHLAND HILLS      **Desc:** W/ ON-ST PARKING & SIDEWALKS; FM 1938 AT NORTHEAST PKWY: INSTALL TRAFFIC SIGNAL; ON FM 1938 FROM MAIN TO ODELL & ALONG DART ROW: CONSTRUCT SIDEWALK ON WEST SIDE OF DAVIS BLVD  
**Request:** REMOVE INSTALLATION OF TRAFFIC SIGNALS FROM SCOPE AS THEY WERE CONSTRUCTED WITH LOCAL FUNDS; DELAY ENGINEERING PHASE TO FY2023; DELAY ROW PHASE TO FY2023; DELAY CONSTRUCTION PHASE TO FY2024

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0902-90-154	Cat 3 - RTR 121 - TC2:	\$0	\$0	\$308,877	\$77,219	\$0	\$386,096
2021	ROW	0902-90-154	Cat 3 - RTR 121 - TC2:	\$0	\$0	\$129,837	\$32,459	\$0	\$162,296
2022	CON	0902-90-154	Cat 3 - RTR 121 - West Set Aside 2:	\$0	\$0	\$1,784,386	\$446,096	\$0	\$2,230,482
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$2,223,100</b>	<b>\$555,774</b>	<b>\$0</b>	<b>\$2,778,874</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0902-90-154	Cat 3 - RTR 121 - TC2:	\$0	\$0	\$308,877	\$77,219	\$0	\$386,096
2023	ROW	0902-90-154	Cat 3 - RTR 121 - TC2:	\$0	\$0	\$129,837	\$32,459	\$0	\$162,296
2024	CON	0902-90-154	Cat 3 - RTR 121 - West Set Aside 2:	\$0	\$0	\$1,784,386	\$446,096	\$0	\$2,230,482
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$2,223,100</b>	<b>\$555,774</b>	<b>\$0</b>	<b>\$2,778,874</b>

**TIP Code:** 14033      **Facility:** CS      **Location/Limits From:** ON SOUTH SHADY SHORES ROAD FROM WEST SHADY SHORES ROAD      **Modification #:** 2021-0733  
**Implementing Agency:** DENTON CO      **Location/Limits To:** SWISHER ROAD  
**County:** DENTON      **CSJ:** 0918-46-316, 0918-46-336  
**City:** SHADY SHORES      **Desc:** RECONSTRUCT ROAD FROM 2 TO 2 LANES TO ELEVATE OUT OF FLOOD PLAIN WITH DRAINAGE IMPROVEMENTS  
**Request:** REVISE LIMITS AS ON SOUTH SHADY SHORES ROAD FROM WEST SHADY SHORES ROAD TO SILKTREE COURT; DELAY UTILITY PHASE TO FY2023; INCREASE LOCAL CONTRIBUTION FUNDS FOR CONSTRUCTION IN FY2024; CHANGE CSJ FOR RTR FUNDS TO 0918-46-336  
**Comment:** LOCAL CONTRIBUTION FOR ENGINEERING PAID BY DENTON COUNTY, LAKE DALLAS, AND SHADY SHORES; LOCAL CONTRIBUTION FOR UTILITY AND CONSTRUCTION PHASES PAID BY DENTON COUNTY

## PROPOSED MAY 2022 TIP MODIFICATIONS FOR RTC MEETING

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0918-46-316	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,400,000	\$1,400,000
2022	UTIL	0918-46-316	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,800,000	\$2,800,000
2024	CON	0918-46-316	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$900,000	\$900,000
2024	CON	0918-46-316	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$2,400,000	\$600,000	\$0	\$3,000,000
2024	CON	0918-46-316	STBG:	\$10,000,000	\$0	\$0	\$2,500,000	\$0	\$12,500,000
<b>Phase Subtotal:</b>				<b>\$10,000,000</b>	<b>\$0</b>	<b>\$2,400,000</b>	<b>\$3,100,000</b>	<b>\$900,000</b>	<b>\$16,400,000</b>
<b>Grand Total:</b>				<b>\$10,000,000</b>	<b>\$0</b>	<b>\$2,400,000</b>	<b>\$3,100,000</b>	<b>\$5,100,000</b>	<b>\$20,600,000</b>

**STTC APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0918-46-316	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,400,000	\$1,400,000
2023	UTIL	0918-46-316	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,800,000	\$2,800,000
2024	CON	0918-46-316	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,500,000	\$2,500,000
2024	CON	0918-46-316	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$2,400,000	\$600,000	\$0	\$3,000,000
2024	CON	0918-46-316	STBG:	\$10,000,000	\$0	\$0	\$2,500,000	\$0	\$12,500,000
<b>Phase Subtotal:</b>				<b>\$10,000,000</b>	<b>\$0</b>	<b>\$2,400,000</b>	<b>\$3,100,000</b>	<b>\$2,500,000</b>	<b>\$18,000,000</b>
<b>Grand Total:</b>				<b>\$10,000,000</b>	<b>\$0</b>	<b>\$2,400,000</b>	<b>\$3,100,000</b>	<b>\$6,700,000</b>	<b>\$22,200,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0918-46-316	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,400,000	\$1,400,000
2023	UTIL	0918-46-316	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,800,000	\$2,800,000
2024	CON	0918-46-316	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,500,000	\$2,500,000
2024	CON	0918-46-316	STBG:	\$10,000,000	\$0	\$0	\$2,500,000	\$0	\$12,500,000
2024	CON	0918-46-336	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$2,400,000	\$600,000	\$0	\$3,000,000
<b>Phase Subtotal:</b>				<b>\$10,000,000</b>	<b>\$0</b>	<b>\$2,400,000</b>	<b>\$3,100,000</b>	<b>\$2,500,000</b>	<b>\$18,000,000</b>
<b>Grand Total:</b>				<b>\$10,000,000</b>	<b>\$0</b>	<b>\$2,400,000</b>	<b>\$3,100,000</b>	<b>\$6,700,000</b>	<b>\$22,200,000</b>

Revisions since STTC Meeting: **CHANGED CSJ FOR RTR FUNDS TO 0918-46-336**

## PROPOSED MAY 2022 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 11734      **Facility:** CS      **Location/Limits From:** EAST-WEST CONNECTOR FROM SH 360      **Modification #:** 2021-0734  
**Implementing Agency:** DFW AIRPORT      **Location/Limits To:** RENTAL CAR DRIVE  
**County:** TARRANT      **CSJ:** 0902-48-712, 0902-90-034  
**City:** VARIOUS      **Desc:** CONSTRUCTION OF EAST-WEST CONNECTOR 0 TO 2 LANES DIVIDED URBAN WITH INTERSECTIONS AT SH 360, 20TH AVE, AND RENTAL CAR DRIVE  
**Request:** REVISE LIMITS AS EAST-WEST CONNECTOR FROM SH 360 TO INTERNATIONAL PARKWAY; REVISE SCOPE AS CONSTRUCTION OF EAST-WEST CONNECTOR FROM 0 TO 2 LANES UNDIVIDED URBAN WITH INTERSECTIONS AT SH 360, 20TH AVE, AND RENTAL CAR DRIVE (ULTIMATE BUILD OUT 2 TO 4 LANES DIVIDED); REMOVE UTILITIES PHASE AND MOVE \$254,891 OF LOCAL CONTRIBUTION TO CONSTRUCTION PHASE AND BALANCE TO CONSTRUCTION ENGINEERING PHASE; ADD LOCAL CONTRIBUTION FOR CONSTRUCTION ENGINEERING PHASE  
**Comment:** MILESTONE POLICY ROUND 2 PROJECT; LOCAL CONTRIBUTION PAID BY DFW AIRPORT

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2009	ENG	0902-48-712	Cat 7:	\$150,000	\$0	\$0	\$37,500	\$0	\$187,500
2010	ENG	0902-48-712	Cat 7:	\$636,000	\$0	\$0	\$159,000	\$0	\$795,000
2012	ENG	0902-48-712	Cat 7:	\$714,000	\$0	\$0	\$178,500	\$0	\$892,500
2018	ENG	0902-48-712	Cat 7:	\$160,000	\$0	\$0	\$40,000	\$0	\$200,000
2021	ENG	0902-48-712	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,670,000	\$2,670,000
2021	UTIL	0902-48-712	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,460,250	\$2,460,250
2023	CON	0902-90-034	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$110,000	\$110,000
2023	CON	0902-90-034	Cat 7:	\$21,614,199	\$0	\$0	\$5,403,550	\$0	\$27,017,749
<b>Phase Subtotal:</b>				<b>\$21,614,199</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,403,550</b>	<b>\$110,000</b>	<b>\$27,127,749</b>
2023	CONENG	0902-90-034	Cat 7:	\$2,611,226	\$0	\$0	\$652,807	\$0	\$3,264,033
<b>Grand Total:</b>				<b>\$25,885,425</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,471,357</b>	<b>\$5,240,250</b>	<b>\$37,597,032</b>

**STTC APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2009	ENG	0902-48-712	Cat 7:	\$150,000	\$0	\$0	\$37,500	\$0	\$187,500
2010	ENG	0902-48-712	Cat 7:	\$636,000	\$0	\$0	\$159,000	\$0	\$795,000
2012	ENG	0902-48-712	Cat 7:	\$714,000	\$0	\$0	\$178,500	\$0	\$892,500
2018	ENG	0902-48-712	Cat 7:	\$160,000	\$0	\$0	\$40,000	\$0	\$200,000
2021	ENG	0902-48-712	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,670,000	\$2,670,000
2021	UTIL	0902-90-034	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,460,250	\$2,460,250
2023	CON	0902-90-034	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$110,000	\$110,000
2023	CON	0902-90-034	STBG:	\$21,614,199	\$0	\$0	\$5,403,550	\$0	\$27,017,749
<b>Phase Subtotal:</b>				<b>\$21,614,199</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,403,550</b>	<b>\$110,000</b>	<b>\$27,127,749</b>
2023	CONENG	0902-90-034	STBG:	\$2,611,226	\$0	\$0	\$652,807	\$0	\$3,264,033
<b>Grand Total:</b>				<b>\$25,885,425</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,471,357</b>	<b>\$5,240,250</b>	<b>\$37,597,032</b>

## PROPOSED MAY 2022 TIP MODIFICATIONS FOR RTC MEETING

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2009	ENG	0902-48-712	Cat 7:	\$150,000	\$0	\$0	\$37,500	\$0	\$187,500
2010	ENG	0902-48-712	Cat 7:	\$636,000	\$0	\$0	\$159,000	\$0	\$795,000
2012	ENG	0902-48-712	Cat 7:	\$714,000	\$0	\$0	\$178,500	\$0	\$892,500
2018	ENG	0902-48-712	Cat 7:	\$160,000	\$0	\$0	\$40,000	\$0	\$200,000
2021	ENG	0902-48-712	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,670,000	\$2,670,000
2021	UTIL	0902-48-712	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$0	\$0
2023	CON	0902-90-034	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$254,891	\$254,891
2023	CON	0902-90-034	STBG:	\$21,614,199	\$0	\$0	\$5,403,550	\$0	\$27,017,749
<b>Phase Subtotal:</b>				<b>\$21,614,199</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,403,550</b>	<b>\$254,891</b>	<b>\$27,272,640</b>
2023	CONENG	0902-90-034	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$5,103,213	\$5,103,213
2023	CONENG	0902-90-034	STBG:	\$2,611,226	\$0	\$0	\$652,807	\$0	\$3,264,033
<b>Phase Subtotal:</b>				<b>\$2,611,226</b>	<b>\$0</b>	<b>\$0</b>	<b>\$652,807</b>	<b>\$5,103,213</b>	<b>\$8,367,246</b>
<b>Grand Total:</b>				<b>\$25,885,425</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,471,357</b>	<b>\$8,028,104</b>	<b>\$40,384,886</b>

**Revisions since STTC Meeting: REMOVED UTILITIES PHASE AND MOVED FUNDING TO CONSTRUCTION AND CONSTRUCTION ENGINEERING PHASES; ADDED AN ADDITIONAL \$2,787,854 OF LOCAL CONTRIBUTION FOR CONSTRUCTION ENGINEERING PHASE IN FY2023**

**TIP Code:** 13061.2    **Facility:** IH 20    **Location/Limits From:** TARRANT/PARKER COUNTY LINE    **Modification #:** 2021-0735  
**Implementing Agency:** TXDOT-FORT WORTH    **Location/Limits To:** MARKUM RANCH ROAD  
**County:** TARRANT    **CSJ:** 0008-16-044  
**City:** ALEDO    **Desc:** CONSTRUCT NEW IH 20 INTERCHANGE AT MINOR 1 (INCLUDING AUX LANES)  
**Request:** SPLIT PROJECT FROM TIP 13061/CSJ 0008-34-094 AND ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
**Comment:** REGIONAL 10 YEAR PLAN PROJECT; RELATED TO TIP 13061/CSJ 0008-03-094 AND TIP 13061.1/CSJ 0008-03-133

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0008-16-044	SW PE:	\$960,000	\$240,000	\$0	\$0	\$0	\$1,200,000
2022	ROW	0008-16-044	SW ROW:	\$40,000	\$10,000	\$0	\$0	\$0	\$50,000
2022	UTIL	0008-16-044	SW ROW:	\$400,000	\$100,000	\$0	\$0	\$0	\$500,000
<b>Grand Total:</b>				<b>\$1,400,000</b>	<b>\$350,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,750,000</b>

## PROPOSED MAY 2022 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 55041.1    **Facility:** IH 820    **Location/Limits From:** RAMEY AVE    **Modification #:** 2021-0736  
**Implementing Agency:** TXDOT-FORT WORTH    **Location/Limits To:** BRENTWOOD STAIR ROAD  
**County:** TARRANT    **CSJ:** 0008-13-250  
**City:** FORT WORTH    **Desc:** RECONSTRUCT AND WIDEN FREEWAY FROM 4/8 TO 8 MAIN LANES AND 4/6 DISCONTINUOUS FRONTAGE ROAD LANES TO 4/6 CONTINUOUS FRONTAGE ROAD LANES AND REMOVE 4 TO 0 CD LANES; ADD SHARED-USE PATH AND SIDEWALKS  
**Request:** SPLIT FROM TIP 55041/CSJ 0008-13-125 AND ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
**Comment:** PART OF SOUTHEAST CONNECTOR; RELATED TO TIP 55041/CSJ 0008-13-125, TIP 55043/CSJ 2374-05-066, TIP 55044/CSJ 0172-06-080

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	0008-13-250	SW PE:	\$8,000,000	\$2,000,000	\$0	\$0	\$0	\$10,000,000
2023	ROW	0008-13-250	SW ROW:	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
<b>Grand Total:</b>				<b>\$12,000,000</b>	<b>\$3,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$15,000,000</b>

**Revisions since STTC Meeting:** **REVISE SCOPE FROM "RECONSTRUCT AND WIDEN FREEWAY FROM 4/8 TO 8 MAINLANES AND 4/6 DISCONTINUOUS FRONTAGE ROAD LANES TO 4/8 CONTINUOUS FRONTAGE ROAD LANES AND REMOVE 4 TO 0 CD LANES; ADD SHARED-USE PATH AND SIDEWALKS" TO "RECONSTRUCT AND WIDEN FREEWAY FROM 4/8 TO 8 MAIN LANES AND 4/6 DISCONTINUOUS FRONTAGE ROAD LANES TO 4/6 CONTINUOUS FRONTAGE ROAD LANES AND REMOVE 4 TO 0 CD LANES; ADD SHARED-USE PATH AND SIDEWALKS" TO BE CONSISTENT WITH MOBILITY 2045.**

**TIP Code:** 55044.1    **Facility:** US 287    **Location/Limits From:** VILLAGE CREEK ROAD    **Modification #:** 2021-0737  
**Implementing Agency:** TXDOT-FORT WORTH    **Location/Limits To:** BERRY STREET  
**County:** TARRANT    **CSJ:** 0172-06-105  
**City:** FORT WORTH    **Desc:** RECONSTRUCT 6 TO 6 MAINLANES PLUS AUXILIARY LANES WITH 4 DISCONTINUOUS FRONTAGE ROAD LANES TO 4/6 DISCONTINUOUS FRONTAGE ROAD LANES; ADD SHARED-USE PATH AND SIDEWALKS  
**Request:** SPLIT FROM TIP 55044/CSJ 0172-06-080 AND ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
**Comment:** PART OF SOUTHEAST CONNECTOR; RELATED TO TIP 55041/CSJ 0008-13-125, TIP 55043/CSJ 2374-05-066, TIP 55044/CSJ 0172-06-080

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	0172-06-105	SW PE:	\$10,000,000	\$2,500,000	\$0	\$0	\$0	\$12,500,000
2023	ROW	0172-06-105	SW ROW:	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
<b>Grand Total:</b>				<b>\$14,000,000</b>	<b>\$3,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$17,500,000</b>

## PROPOSED MAY 2022 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 55043.1    **Facility:** IH 20    **Location/Limits From:** LITTLE ROAD    **Modification #:** 2021-0738  
**Implementing Agency:** TXDOT-FORT WORTH    **Location/Limits To:** PARK SPRINGS BLVD  
**County:** TARRANT    **CSJ:** 2374-05-094  
**City:** FORT WORTH    **Desc:** RECONSTRUCT AND WIDEN FROM 8 TO 10 GENERAL PURPOSE LANES, 4/6 DISCONTINUOUS LANES TO 4/8 CONTINUOUS FRONTAGE ROAD LANES; ADD SHARED-USE PATH AND SIDEWALKS  
**Request:** SPLIT FROM TIP 55043/CSJ 2374-05-066 AND ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
**Comment:** PART OF SOUTHEAST CONNECTOR; RELATED TO TIP 55041/CSJ 0008-13-125, TIP 55043/CSJ 2374-05-066, TIP 55044/CSJ 0172-06-080

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	2374-05-094	SW PE:	\$16,400,000	\$4,100,000	\$0	\$0	\$0	\$20,500,000
2023	ROW	2374-05-094	SW ROW:	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
<b>Grand Total:</b>				<b>\$20,400,000</b>	<b>\$5,100,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$25,500,000</b>

**Revisions since STTC Meeting:** REVISE SCOPE FROM "RECONSTRUCT AND WIDEN FROM 8/10 TO 10 GENERAL PURPOSE LANES, 4/6 DISCONTINUOUS LANES TO 4/8 DISCONTINUOUS FRONTAGE ROAD LANES" TO "RECONSTRUCT AND WIDEN FROM 8 TO 10 GENERAL PURPOSE LANES, 4/6 DISCONTINUOUS LANES TO 4/8 CONTINUOUS FRONTAGE ROAD LANES; ADD SHARED USE PATH AND SIDEWALKS" TO BE CONSISTENT WITH MOBILITY 2045.

**TIP Code:** 55010    **Facility:** US 81    **Location/Limits From:** NORTH OF CR 4228    **Modification #:** 2021-0739  
**Implementing Agency:** TXDOT-FORT WORTH    **Location/Limits To:** SOUTH OF NRS RANCH ROAD  
**County:** WISE    **CSJ:** 0013-08-130  
**City:** DECATUR    **Desc:** CONSTRUCT NEW 0 TO 2 LANE DISCONTINUOUS FRONTAGE ROADS ALONG US 81/287; CROSSOVER IMPROVEMENTS; AND A GRADE SEPARATION AT NRS RANCH ROAD  
**Request:** ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	0013-08-130	SW PE:	\$2,400,000	\$600,000	\$0	\$0	\$0	\$3,000,000
2023	ROW	0013-08-130	SW ROW:	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
<b>Grand Total:</b>				<b>\$6,400,000</b>	<b>\$1,600,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,000,000</b>

**Revisions since STTC Meeting:** SPECIFIED NEW 0 TO 2 LANE FRONTAGE ROADS AS DISCONTINUOUS IN THE SCOPE

## PROPOSED MAY 2022 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 55026      **Facility:** US 81/287      **Location/Limits From:** NORTH OF PIONEER ROAD      **Modification #:** 2021-0740  
**Implementing Agency:** TXDOT-FORT WORTH      **Location/Limits To:** WISE/TARRANT COUNTY LINE  
**County:** WISE      **CSJ:** 0013-08-111  
**City:** VARIOUS      **Desc:** CONVERT FRONTAGE ROADS TO 4/6 ONE-WAY OPERATION  
**Request:** REVISE SCOPE AS RECONST 4 TO 4 GP LANES & ADD GRADE SEPARATIONS N OF PIONEER RD TO SH 114: RECONST 2 LN TWO-WAY FRTG RDS TO 2 LN ONE-WAY URBAN FRTG RDS; SH 114 TO WISE/TARRANT CL: CONST NEW 0 TO 2 LN ONE-WAY URBAN FRTG RD NB & RECONST SB 2 LN TWO-WAY FRTG RD TO 2 LN ONE-WAY URBAN FRTG RD; ADVANCE ENGINEERING PHASE TO FY2022 AND ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
**Comment:** RELATED TO TIP 55026.1/CSJ 0014-15-076

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2045	ENG	0013-08-111	SW PE:	\$2,400,000	\$600,000	\$0	\$0	\$0	\$3,000,000
<b>Grand Total:</b>				<b>\$2,400,000</b>	<b>\$600,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,000,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	0013-08-111	SW PE:	\$2,400,000	\$600,000	\$0	\$0	\$0	\$3,000,000
<b>Grand Total:</b>				<b>\$2,400,000</b>	<b>\$600,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,000,000</b>

**Revisions since STTC Meeting:**      **REVISED SCOPE AS RECONST 4 TO 4 GP LANES & ADD GRADE SEPARATIONS N OF PIONEER RD TO SH 114: RECONST 2 LN TWO-WAY FRTG RDS TO 2 LN ONE-WAY URBAN FRTG RDS; SH 114 TO WISE/TARRANT CL: CONST NEW 0 TO 2 LN ONE-WAY URBAN FRTG RD NB & RECONST SB 2 LN TWO-WAY FRTG RD TO 2 LN ONE-WAY URBAN FRTG RD**



## PROPOSED MAY 2022 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 14042      **Facility:** FM 113      **Location/Limits From:** OLD MILLSAP ROAD      **Modification #:** 2021-0741  
**Implementing Agency:** TXDOT-FORT WORTH      **Location/Limits To:** NORTH OF OLD MILLSAP ROAD  
**County:** PARKER      **CSJ:** 0717-01-025  
**City:** MILLSAP      **Desc:** REALIGN FM 113 (2 TO 2 LANES)  
**Request:** DELAY ROW AND UTILITY PHASES TO FY2023 AND ADD PHASES TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); DELAY CONSTRUCTION PHASE TO FY2026 THEREBY REMOVING PHASE FROM THE 2021-2024 TIP/STIP, ADDING TO APPENDIX D OF THE 2021-2024 TIP/STIP, AND REMOVING CONSTRUCTION FROM THE 4 YEAR WINDOW  
**Comment:** LOCAL CONTRIBUTION PAID BY PARKER COUNTY

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0717-01-025	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$128,225	\$128,225
2018	ROW	0717-01-025	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$500,000	\$500,000
2019	UTIL	0717-01-025	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$145,000	\$145,000
2022	CON	0717-01-025	Cat 1:	\$1,120,000	\$280,000	\$0	\$0	\$0	\$1,400,000
2022	CON	0717-01-025	STBG:	\$480,000	\$120,000	\$0	\$0	\$0	\$600,000
<b>Phase Subtotal:</b>				<b>\$1,600,000</b>	<b>\$400,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,000,000</b>
<b>Grand Total:</b>				<b>\$1,600,000</b>	<b>\$400,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$773,225</b>	<b>\$2,773,225</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0717-01-025	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$128,225	\$128,225
2023	ROW	0717-01-025	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$500,000	\$500,000
2023	UTIL	0717-01-025	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$145,000	\$145,000
2026	CON	0717-01-025	Cat 1:	\$1,120,000	\$280,000	\$0	\$0	\$0	\$1,400,000
2026	CON	0717-01-025	STBG:	\$480,000	\$120,000	\$0	\$0	\$0	\$600,000
<b>Phase Subtotal:</b>				<b>\$1,600,000</b>	<b>\$400,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,000,000</b>
<b>Grand Total:</b>				<b>\$1,600,000</b>	<b>\$400,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$773,225</b>	<b>\$2,773,225</b>

## PROPOSED MAY 2022 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 55026.1    **Facility:** US 81/287    **Location/Limits From:** TARRANT/WISE COUNTY LINE    **Modification #:** 2021-0742

**Implementing Agency:** TXDOT-FORT WORTH    **Location/Limits To:** AVONDALE-HASLET

**County:** TARRANT    **CSJ:** 0014-15-076

**City:** VARIOUS    **Desc:** CONVERT 2 LANE, 2-WAY FRONTAGE ROADS TO 2 LANE, ONE WAY FRONTAGE ROADS IN EACH DIRECTION AND RAMP MODIFICATIONS

**Request:** REVISE LIMITS TO US 81/287 FROM TARRANT/WISE COUNTY LINE TO SOUTH OF AVONDALE-HASLET ROAD; REVISE SCOPE TO RECONSTRUCT 4 TO 4 LANE FREEWAY AND GRADE SEPARATION; RECONSTRUCT EXISTING 2 LANE/TWO-WAY FRONTAGE ROADS TO 2 LANE/ONE-WAY FRONTAGE ROADS IN EACH DIRECTION (4 LANES TOTAL); ADVANCE ENGINEERING PHASE TO FY2022 AND ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); REVISE FUNDING SHARES TO BE 80% FEDERAL/20% STATE

**Comment:** RELATED TO TIP 55026/CSJ 0013-08-111

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2045	ENG	0014-15-076	SW PE:	\$0	\$3,000,000	\$0	\$0	\$0	\$3,000,000
<b>Grand Total:</b>				<b>\$0</b>	<b>\$3,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,000,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	0014-15-076	SW PE:	\$2,400,000	\$600,000	\$0	\$0	\$0	\$3,000,000
<b>Grand Total:</b>				<b>\$2,400,000</b>	<b>\$600,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,000,000</b>

## PROPOSED MAY 2022 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 55027      **Facility:** US 287      **Location/Limits From:** ON US 81/287 FROM TARRANT/WISE COUNTY LINE      **Modification #:** 2021-0743  
**Implementing Agency:** TXDOT-FORT WORTH      **Location/Limits To:** IH 35W  
**County:** TARRANT      **CSJ:** 0014-15-037  
**City:** VARIOUS      **Desc:** CONVERT FRONTAGE ROADS FROM 4 DISC. FRTG ROADS TO 4/8 CON. FRTG ROADS ONE-WAY OPERATION  
**Request:** REVISE LIMITS TO ON US 81/287 FROM AVONDALE HASLET ROAD TO IH 35W; REVISE SCOPE TO CONVERT FRTG RDS FRM 2/6 DISC FRTG RD LNS TO 4/8 CON FRTG RD LNS ONE-WAY OPERATION; RECONST & WIDEN 4 TO 6 GEN PURPOSE LNS; CONST NEW INTCHGS AT WILLOW SPRINGS, HERITAGE TRACE, & N TARRANT; RECONST EXISTING INTCHGS AT BLUE MOUND, BONDS RANCH, FM 156 & HARMON RD; INCREASE ENGINEERING FUNDING AND ADVANCE TO FY2022 AND ADD ROW & UTILITIES PHASES TO FY2023 THEREBY ADDING PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); REVISE FUNDING SHARES TO BE 80% FEDERAL/20% STATE

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2028	ENG	0014-15-037	SW PE:	\$0	\$490,000	\$0	\$0	\$0	\$490,000
<b>Grand Total:</b>				<b>\$0</b>	<b>\$490,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$490,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	0014-15-037	SW PE:	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
2023	ROW	0014-15-037	SW ROW:	\$8,000,000	\$2,000,000	\$0	\$0	\$0	\$10,000,000
2023	UTIL	0014-15-037	SW ROW:	\$8,000,000	\$2,000,000	\$0	\$0	\$0	\$10,000,000
<b>Grand Total:</b>				<b>\$20,000,000</b>	<b>\$5,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$25,000,000</b>

**Revisions since STTC Meeting:**      **REVISE LIMITS TO ON US 81/287 FROM AVONDALE HASLET ROAD TO IH 35W; REVISED FIRST PORTION OF SCOPE FROM "CONVERT FRTG RDS FRM 4/6 DISC FRTG RD LNS TO 4/8 CON FRTG RD LNS ONE-WAY OPERATION" TO "CONVERT FRTG RDS FRM 2/6 DISC FRTG RD LNS TO 4/8 CON FRTG RD LNS ONE-WAY OPERATION" (NO CHANGES FOR THE REST OF THE PROJECT'S SCOPE).**

## PROPOSED MAY 2022 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 13061      **Facility:** IH 20      **Location/Limits From:** FM 1187/3325      **Modification #:** 2021-0744

**Implementing Agency:** TXDOT-FORT WORTH      **Location/Limits To:** TARRANT/PARKER COUNTY LINE

**County:** PARKER      **CSJ:** 0008-03-094

**City:** ALEDO      **Desc:** RECONSTRUCT IH 20 FRONTAGE ROADS, RECONSTRUCT RAMPS, RECONSTRUCT MAIN LANES FOR FREIGHT CLEARANCE, AND CONSTRUCT SHARED-USE PATHS FROM FM 1187/FM 3325 TO WALSH RANCH PARKWAY

**Request:** REVISE LIMITS TO IH 20 FROM IH 20/IH 30 SPLIT TO TARRANT/PARKER COUNTY LINE; REVISE SCOPE AS CONSTRUCT INTERCHANGE AT WALSH RANCH PARKWAY INCLUDING AUX LANES; DECREASE CONSTRUCTION FUNDING, ADVANCE TO FY2024, AND ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**Comment:** REGIONAL 10 YEAR PLAN PROJECT; RELATED TO TIP 13061.1/CSJ 0008-03-133 AND TIP 13061.2/CSJ 0008-16-044

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0008-03-094	SBPE:	\$944,000	\$236,000	\$0	\$0	\$0	\$1,180,000
2022	ROW	0008-03-094	SW ROW:	\$40,000	\$10,000	\$0	\$0	\$0	\$50,000
2023	UTIL	0008-03-094	SW ROW:	\$2,800,000	\$700,000	\$0	\$0	\$0	\$3,500,000
2025	CON	0008-03-094	Cat 4:	\$23,200,000	\$5,800,000	\$0	\$0	\$0	\$29,000,000
<b>Grand Total:</b>				<b>\$26,984,000</b>	<b>\$6,746,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$33,730,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0008-03-094	SW PE:	\$944,000	\$236,000	\$0	\$0	\$0	\$1,180,000
2022	ROW	0008-03-094	SW ROW:	\$40,000	\$10,000	\$0	\$0	\$0	\$50,000
2023	UTIL	0008-03-094	SW ROW:	\$2,800,000	\$700,000	\$0	\$0	\$0	\$3,500,000
2024	CON	0008-03-094	Cat 4:	\$16,000,000	\$4,000,000	\$0	\$0	\$0	\$20,000,000
<b>Grand Total:</b>				<b>\$19,784,000</b>	<b>\$4,946,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$24,730,000</b>

## PROPOSED MAY 2022 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 13061.1    **Facility:** IH 20    **Location/Limits From:** FM 1187/FM 3325    **Modification #:** 2021-0745  
**Implementing Agency:** TXDOT-FORT WORTH    **Location/Limits To:** IH 20/IH 30 SPLIT  
**County:** PARKER    **CSJ:** 0008-03-133  
**City:** ALEDO    **Desc:** RECONST 2 TO 2 LANE FRTG ROADS, CONST CONTINUOUS SHARED USE PATH, CONST NEW RAMPS ON IH 20 BETWEEN FM 1187/FM 3325 AND IH 30, LOWER IH 20 MAIN LANES AT FM 1187/FM 3325 & WB IH 20, LOWER IH 30 MAIN LANES  
**Request:** SPLIT PROJECT FROM TIP 13061/CSJ 0008-34-094 AND ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
**Comment:** REGIONAL 10 YEAR PLAN PROJECT; RELATED TO TIP 13061/ CSJ 0008-03-094 AND TIP 13061.2/CSJ 0008-16-044

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0008-03-133	SW PE:	\$2,400,000	\$600,000	\$0	\$0	\$0	\$3,000,000
2022	ROW	0008-03-133	SW ROW:	\$160,000	\$40,000	\$0	\$0	\$0	\$200,000
2022	UTIL	0008-03-133	SW ROW:	\$1,600,000	\$400,000	\$0	\$0	\$0	\$2,000,000
<b>Grand Total:</b>				<b>\$4,160,000</b>	<b>\$1,040,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,200,000</b>

## PROPOSED MAY 2022 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 13062      **Facility:** IH 30      **Location/Limits From:** IH 20      **Modification #:** 2021-0746

**Implementing Agency:** TXDOT-FORT WORTH      **Location/Limits To:** TARRANT/PARKER COUNTY LINE

**County:** PARKER      **CSJ:** 1068-05-014

**City:** FORT WORTH      **Desc:** CONSTRUCT WESTBOUND RAMPS TO FM 1187, CONSTRUCT EASTBOUND RAMPS TO IH 30 AND IH 20

**Request:** REVISE SCOPE TO LOWER THE MAINLANES UNDER WALSH RANCH PKWY AT IH 30; REVISE LIMITS AS IH 30 FROM IH 20/IH 30 SPLIT TO TARRANT/PARKER COUNTY LINE; REMOVE CONSTRUCTION PHASE FROM APPENDIX D OF THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); ADD ENGINEERING PHASE IN FY2021 AND ROW & UTILITIES PHASES IN FY2022 THEREBY ADDING PROJECT TO THE 2021-2024 TIP/STIP

**Comment:** REGIONAL 10 YEAR PLAN PROJECT; GROUPED PROJECT CSJ 5000-00-958

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	CON	1068-05-014	Cat 4:	\$4,800,000	\$1,200,000	\$0	\$0	\$0	\$6,000,000
<b>Grand Total:</b>				<b>\$4,800,000</b>	<b>\$1,200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,000,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	1068-05-014	SW PE:	\$2,400,000	\$600,000	\$0	\$0	\$0	\$3,000,000
2022	ROW	1068-05-014	SW ROW:	\$8,000,000	\$2,000,000	\$0	\$0	\$0	\$10,000,000
2022	UTIL	1068-05-014	SW ROW:	\$2,400,000	\$600,000	\$0	\$0	\$0	\$3,000,000
2025	CON	1068-05-014	Cat 4:	\$0	\$0	\$0	\$0	\$0	\$0
<b>Grand Total:</b>				<b>\$12,800,000</b>	<b>\$3,200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$16,000,000</b>

**Revisions since STTC Meeting:**    **ADDED COMMENT THAT THIS IS A GROUPED PROJECT**

## PROPOSED MAY 2022 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 11614.5    **Facility:** VA    **Location/Limits From:** CITY OF DENTON SCHOOL CONNECTION SIDEWALKS    **Modification #:** 2021-0747  
**Implementing Agency:** DENTON  
**County:** DENTON    **CSJ:** 0918-46-267  
**City:** DENTON    **Desc:** NEW SIDEWALK SEGMENTS NEAR SCHOOL SITES AT PECAN CREEK ELEMENTARY SCHOOL ALONG POCKRUS PAGE ROAD AND WOODROW WILSON ELEMENTARY SCHOOL IN THE CITY OF DENTON  
**Request:** CLARIFY SCOPE AS CONSTRUCT NEW SIDEWALK SEGMENTS NEAR SCHOOL SITES AT PECAN CREEK ELEMENTARY SCHOOL AND NETTE SHULTZ ELEMENTARY SCHOOL (FORMERLY WOODROW WILSON ELEMENTARY SCHOOL) IN THE CITY OF DENTON; ADVANCE ENGINEERING PHASE TO FY2019 AND INCREASE FUNDING; REMOVE FEDERAL FUNDING FOR ROW IN FY2021; DELAY CONSTRUCTION PHASE TO FY2024 AND INCREASE FUNDING  
**Comment:** LOCAL CONTRIBUTION PAID BY CITY OF DENTON

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0918-46-267	Cat 5:	\$113,540	\$0	\$0	\$28,385	\$0	\$141,925
2021	ROW	0918-46-267	Cat 5:	\$60,800	\$0	\$0	\$15,200	\$0	\$76,000
2022	CON	0918-46-267	Cat 5:	\$264,480	\$0	\$0	\$66,120	\$0	\$330,600
<b>Grand Total:</b>				<b>\$438,820</b>	<b>\$0</b>	<b>\$0</b>	<b>\$109,705</b>	<b>\$0</b>	<b>\$548,525</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0918-46-267	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$15,000	\$15,000
2019	ENG	0918-46-267	Cat 5:	\$113,540	\$0	\$0	\$28,385	\$0	\$141,925
<b>Phase Subtotal:</b>				<b>\$113,540</b>	<b>\$0</b>	<b>\$0</b>	<b>\$28,385</b>	<b>\$15,000</b>	<b>\$156,925</b>
2021	ROW	0918-46-267	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$15,200	\$15,200
2024	CON	0918-46-267	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$63,275	\$63,275
2024	CON	0918-46-267	Cat 5:	\$325,280	\$0	\$0	\$81,320	\$0	\$406,600
<b>Phase Subtotal:</b>				<b>\$325,280</b>	<b>\$0</b>	<b>\$0</b>	<b>\$81,320</b>	<b>\$63,275</b>	<b>\$469,875</b>
<b>Grand Total:</b>				<b>\$438,820</b>	<b>\$0</b>	<b>\$0</b>	<b>\$109,705</b>	<b>\$93,475</b>	<b>\$642,000</b>

## PROPOSED MAY 2022 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 13043.2    **Facility:** IH 30    **Location/Limits From:** IH 635    **Modification #:** 2021-0757  
**Implementing Agency:** TXDOT-DALLAS    **Location/Limits To:** CROSS POINT DRIVE (IN GALLAND)  
**County:** DALLAS    **CSJ:** 0009-11-259  
**City:** VARIOUS    **Desc:** OPERATIONAL IMPROVEMENTS AND BOTTLENECK REMOVAL  
**Request:** REVISE SCOPE AS WIDEN FROM 8 TO 11/12 LANES AND RECONFIGURE RAMPS; DELAY ENGINEERING PHASE TO FY2023  
**Comment:** RELATED TO TIP 13043/CSJ 0009-11-129

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	0009-11-259	SW PE:	\$0	\$4,000,000	\$0	\$0	\$0	\$4,000,000
<b>Grand Total:</b>				<b>\$0</b>	<b>\$4,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,000,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0009-11-259	SW PE:	\$0	\$4,000,000	\$0	\$0	\$0	\$4,000,000
<b>Grand Total:</b>				<b>\$0</b>	<b>\$4,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,000,000</b>

**Revisions since STTC Meeting:** WITHDRAWN DUE TO INCONSISTENCIES WITH MOBILITY 2045 AND WILL BE RESUBMITTED IN NOVEMBER 2022.

**TIP Code:** 55272    **Facility:** FM 741    **Location/Limits From:** US 175    **Modification #:** 2021-0758  
**Implementing Agency:** TXDOT-DALLAS    **Location/Limits To:** FM 548  
**County:** KAUFMAN    **CSJ:** 1092-01-021  
**City:** VARIOUS    **Desc:** WIDEN AND RECONSTRUCT FROM A 2 LANE RURAL UNDIVIDED TO 4 LANE URBAN DIVIDED (ULTIMATE 6)  
**Request:** REVISE SCOPE AS WIDEN AND RECONSTRUCT FROM 2 LANE RURAL UNDIVIDED TO 4/6 LANE URBAN DIVIDED ROADWAY; DELAY ENGINEERING AND ROW PHASES TO FY2023

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	1092-01-021	SW PE:	\$0	\$4,000,000	\$0	\$0	\$0	\$4,000,000
2022	ROW	1092-01-021	SW ROW:	\$13,600,000	\$1,700,000	\$0	\$1,700,000	\$0	\$17,000,000
<b>Grand Total:</b>				<b>\$13,600,000</b>	<b>\$5,700,000</b>	<b>\$0</b>	<b>\$1,700,000</b>	<b>\$0</b>	<b>\$21,000,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	1092-01-021	SW PE:	\$0	\$4,000,000	\$0	\$0	\$0	\$4,000,000
2023	ROW	1092-01-021	SW ROW:	\$13,600,000	\$1,700,000	\$0	\$1,700,000	\$0	\$17,000,000
<b>Grand Total:</b>				<b>\$13,600,000</b>	<b>\$5,700,000</b>	<b>\$0</b>	<b>\$1,700,000</b>	<b>\$0</b>	<b>\$21,000,000</b>



## PROPOSED MAY 2022 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 14089.1    **Facility:** IH 45    **Location/Limits From:** BS 45G    **Modification #:** 2021-0759  
**Implementing Agency:** TXDOT-DALLAS    **Location/Limits To:** NORTH SH 34  
**County:** ELLIS    **CSJ:** 0092-04-075  
**City:** ENNIS    **Desc:** INTERSECTION IMPROVEMENTS AND RAMP MODIFICATIONS  
**Request:** ADD PROJECT TO APPENDIX D OF THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
**Comment:** RELATED TO TIP 14089/CSJ 0092-04-077, TIP 14089.2/CSJ 0092-04-078, TIP 14089.3/CSJ 0092-05-053

**REVISION REQUESTED:**

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

**TIP Code:** 14089.2    **Facility:** IH 45    **Location/Limits From:** SH 34    **Modification #:** 2021-0760  
**Implementing Agency:** TXDOT-DALLAS    **Location/Limits To:** NORTH SH 34  
**County:** ELLIS    **CSJ:** 0092-04-078  
**City:** ENNIS    **Desc:** RECONSTRUCT INTERCHANGE AND OPERATIONAL IMPROVEMENTS  
**Request:** ADD PROJECT TO APPENDIX D OF THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
**Comment:** RELATED TO TIP 14089/CSJ 0092-04-077, TIP 14089.1/CSJ 0092-04-075, TIP 14089.3/CSJ 0092-05-053

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2045	ENG	0092-04-078	SW PE:	\$0	\$1,479,290	\$0	\$0	\$0	\$1,479,290
<b>Grand Total:</b>				<b>\$0</b>	<b>\$1,479,290</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,479,290</b>

**Revisions since STTC Meeting:** WITHDRAWN DUE TO INCONSISTENCIES WITH MOBILITY 2045 AND WILL BE RESUBMITTED IN NOVEMBER 2022.

## PROPOSED MAY 2022 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 14089.3      **Facility:** IH 45      **Location/Limits From:** SH 34      **Modification #:** 2021-0761  
**Implementing Agency:** TXDOT-DALLAS      **Location/Limits To:** FM 85  
**County:** ELLIS      **CSJ:** 0092-05-053  
**City:** ENNIS      **Desc:** RAMP REVERSAL, RECONSTRUCT 2/6 TO 2/6 FRONTAGE ROAD LANES, RECONSTRUCT BRIDGE AT FM 1181  
**Request:** ADD PROJECT TO APPENDIX D OF THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
**Comment:** RELATED TO TIP 14089/CSJ 0092-04-077, TIP 14089.1/CSJ 0092-04-075, TIP 14089.2/CSJ 0092-04-078

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2045	ENG	0092-05-053	SW PE:	\$0	\$882,000	\$0	\$0	\$0	\$882,000
<b>Grand Total:</b>				<b><u>\$0</u></b>	<b><u>\$882,000</u></b>	<b><u>\$0</u></b>	<b><u>\$0</u></b>	<b><u>\$0</u></b>	<b><u>\$882,000</u></b>

## PROPOSED MAY 2022 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 11665      **Facility:** CS      **Location/Limits From:** ON GRAND AVENUE FROM GARLAND/GASTON AVENUE      **Modification #:** 2021-0767  
**Implementing Agency:** NCTCOG      **Location/Limits To:** IH 30  
**County:** DALLAS      **CSJ:** 0918-47-429  
**City:** DALLAS, GARLAND      **Desc:** ENGINEERING STUDY TO IDENTIFY NEEDED IMPROVEMENTS TO GRAND AVENUE; INCLUDING TRAVEL FORECASTS TRAVEL MODELING SUPPORT, MANAGEMENT OF EFFORTS TO UPDATE THE 2010 NCTCOG STUDY THAT EXTENDED FROM DALLAS/GARLAND, AND NCTCOG STAFF TIME  
**Request:** ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
**Comment:** 200,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3-TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; REGIONAL TDCS

**STTC APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0000-00-000	Cat 3 - TDC (MPO):	\$0	\$0	\$200,000	\$0	\$0	\$0
2023	ENG	0000-00-000	STBG:	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000
<b>Phase Subtotal:</b>				<b>\$1,000,000</b>	<b>\$0</b>	<b>\$200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,000,000</b>
<b>Grand Total:</b>				<b>\$1,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,000,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0918-47-429	Cat 3 - TDC (MPO):	\$0	\$0	\$200,000	\$0	\$0	\$0
2023	ENG	0918-47-429	STBG:	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000
<b>Phase Subtotal:</b>				<b>\$1,000,000</b>	<b>\$0</b>	<b>\$200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,000,000</b>
<b>Grand Total:</b>				<b>\$1,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,000,000</b>

**Revisions since STTC Meeting:** CHANGED CSJ TO 0918-47-429

## PROPOSED MAY 2022 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 11649.2    **Facility:** VA    **Location/Limits From:** REGIONAL VANPOOL PROGRAM    **Modification #:** 2021-0769

**Implementing Agency:** NCTCOG

**County:** VARIOUS    **CSJ:** 0918-00-363

**City:** VARIOUS    **Desc:** SUPPORT REGIONAL VANPOOL PROGRAM ACTIVITIES INCLUDING COORDINATION WITH TRANSIT PARTNERS, EDUCATION AND OUTREACH INITIATIVES, STAFF TIME, AND CONSULTANT ASSISTANCE FOR VANPOOL UTILIZATION STUDY TO IMPROVE OVERALL EFFECTIVENESS

**Request:** SPLIT FROM TIP 11649; REVISE LIMITS AS REGIONAL VANPOOL PROGRAM AND REVISE SCOPE AS SUPPORT REGIONAL VANPOOL PROGRAM ACTIVITIES INCLUDING COORDINATION WITH TRANSIT PARTNERS, EDUCATION AND OUTREACH INITIATIVES, STAFF TIME, AND CONSULTANT ASSISTANCE FOR VANPOOL UTILIZATION STUDY TO IMPROVE OVERALL EFFECTIVENESS AS APPROVED BY THE RTC ON FEBRUARY 10, 2022; REMOVE LOCAL MATCH, ADD TDCS, AND REMOVE LOCAL CONTRIBUTION

**Comment:** 239,400 TRANSPORTATION DEVELOPMENT CREDITS (TDCS) UTILIZED IN LIEU OF LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; REGIONAL TDCS

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	TRANS	0918-00-363	Cat 3 - TDC (MPO):	\$0	\$0	\$239,400	\$0	\$0	\$0
2022	TRANS	0918-00-363	STBG:	\$1,197,000	\$0	\$0	\$0	\$0	\$1,197,000
<b>Phase Subtotal:</b>				<b>\$1,197,000</b>	<b>\$0</b>	<b>\$239,400</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,197,000</b>
<b>Grand Total:</b>				<b>\$1,197,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,197,000</b>

**Revisions since STTC Meeting:** THIS PROJECT WAS ORIGINALLY APPROVED BY THE RTC ON FEBRUARY 10, 2022 TO BE ADDED ADMINISTRATIVELY TO THE TIP/STIP. THEREFORE, THIS PROJECT WAS NOT INCLUDED IN THE REPORT OF MAY 2022 TIP REVISIONS APPROVED BY THE STTC ON MARCH 24, 2022. IT HAS SINCE BEEN DETERMINED THAT THE LOCAL FUNDS ON THIS PROJECT WILL BE REPLACED WITH TDCS, WHICH REQUIRES RTC ACTION.

# How to Read the Project Modification Listings – Transit Section

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

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

**Apportionment Year:** FY2015 PROGRAM OF PROJECTS **Modification #:** 2015-0695

**Request:** REFINE FY2015 PROGRAM OF PROJECTS

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

**Comment:** 20,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5310 FUNDS

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

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

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

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

Sample

# PROPOSED MAY 2022 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

**Implementing Agency:** DENTON COUNTY TRANSPORTATION AUTHORITY

**Apportionment Year** FY2017 PROGRAM OF PROJECTS

**Modification #:** 2021-0763

**Request:** REFINE FY2017 PROGRAM OF PROJECTS AND ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DENTON-LEWISVILLE

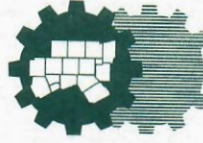
**Comment:** 902,188 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 6 - REGIONAL TDC) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; POLICY BUNDLE TDCS

**Funding Source:** TRANSIT SECTION 5307 FUNDS

<b>Currently Approved:</b>				<b>FUNDING TABLE:</b>						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12354.17	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2018	CAPITAL	\$58,572	\$0	\$0	\$14,643	0	\$73,215	
12356.17	ADA PARATRANSIT SERVICE	2018	CAPITAL	\$561,234	\$0	\$0	\$140,308	0	\$701,542	
12416.17	SYSTEM PREVENTIVE MAINTENANCE	2018	CAPITAL	\$2,800,155	\$0	\$0	\$29,286	536,603	\$2,829,441	
12558.17	PURCHASE REPLACEMENT VEHICLES	2018	CAPITAL	\$2,437,231	\$0	\$0	\$0	365,585	\$2,437,231	
<b>TOTAL:</b>				<b>\$5,857,192</b>	<b>\$0</b>	<b>\$0</b>	<b>\$184,237</b>	<b>902,188</b>	<b>\$6,041,429</b>	

<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12354.17	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2018	CAPITAL	\$58,572	\$0	\$0	\$14,643	0	\$73,215	NO CHANGE	
12356.17	ADA PARATRANSIT SERVICE	2018	CAPITAL	\$561,234	\$0	\$0	\$140,308	0	\$701,542	NO CHANGE	
12416.17	SYSTEM PREVENTIVE MAINTENANCE	2018	CAPITAL	\$2,800,155	\$0	\$0	\$29,286	536,603	\$2,829,441	NO CHANGE	
12535.17	RAIL PREVENTIVE MAINTENANCE	2022	CAPITAL	\$2,437,231	\$0	\$0	\$152,327	365,585	\$2,589,558	ADD PROJECT	
12558.17	PURCHASE REPLACEMENT VEHICLES	2018	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT	
<b>TOTAL:</b>				<b>\$5,857,192</b>	<b>\$0</b>	<b>\$0</b>	<b>\$336,564</b>	<b>902,188</b>	<b>\$6,193,756</b>		



## North Central Texas Council Of Governments

TO: Regional Transportation Council  
 (Primary and Alternate Members)  
 Mayors, City Managers  
 Surface Transportation Technical Committee  
 County Sheriffs, Police Chiefs, Fire Chiefs  
 Medical Examiners and Transportation Providers

DATE: March 25, 2022

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

SUBJECT: Announcement for the May 2022 "Virtual" Traffic Incident Management Executive Level Course

As the Metropolitan Planning Organization for the Dallas-Fort Worth area, the North Central Texas Council of Governments (NCTCOG) developed Traffic Incident Management (TIM) Training courses to initiate a common, coordinated response to traffic incidents that will build partnerships, enhance safety for emergency personnel, reduce upstream traffic crashes, improve the efficiency of the transportation system, and improve air quality in the Dallas-Fort Worth region. In 2021, the 16-county Dallas-Fort Worth region experienced 128,847 total reportable crashes, of which 20,144 were injury crashes, and 876 were fatal crashes. These statistics prove that training for agencies responsible for managing and clearing traffic incidents is extremely important and have demonstrated the ability to improve responder and motorist safety and to significantly reduce the length and size of roadway closures.

Since February 2003, 123 classes have been offered at the first responder level to 3,358 students in the areas of police, fire, department of public safety, towing, EMS, Mobility Assistance Patrol, transportation agencies, and media representatives. Additionally, since February 2005, 32 classes have been offered at the executive level to 1,201 decision and policy makers. It is important to note that the NCTCOG TIM Training Course is equivalent to the course offered by Federal Highway Administration (FHWA); however, the NCTCOG course content is specific to the North Central Texas region. NCTCOG TIM Training Course participants can also earn continuing education credit for Texas Commission on Law Enforcement (TCOLE), Track Type II Fire, and Texas Department of State Health Services for EMS. For your reference, summaries of the regional attendance levels for the NCTCOG's First Responder and Manager Course and the Executive Level Course can be found on NCTCOG's Traffic Incident Management Training Program web page at [www.nctcog.org/TIMTraining](http://www.nctcog.org/TIMTraining).

Although the NCTCOG TIM training has been very successful, it can be even more successful with the assistance and continual involvement of decision makers such as you. In order to have compliance at the first responder level, it is of vital importance that agency decision makers have an understanding of what is required of all responders during an incident; this includes police officers, fire fighters, tow truck operators, roadway construction crews, and mobility assistance crews, etc. Understanding the importance of incident management training, the



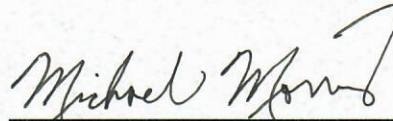
March 25, 2022

Texas Commission on Fire Protection passed Rule 435.29 in July 2015, which requires completion of a minimum four-hour FHWA Traffic Incident Management program for all certified firefighters before December 1, 2020. Additionally, TCOLE incorporated a four-hour TIM training component into the Basic Peace Officer Course curriculum for new cadets/recruits as of April 1, 2020.

The Executive Level Course provides you with an overview of the two-day First Responder and Manager Course. Additionally, the Executive Level Course also includes a preview of the updated ANSI vest standards. Agencies that have participated in the training prior to 2013 are strongly encouraged to attend again, as major course updates have occurred since then, as well as updates to legislation and best practices. Important to note is that agency attendance, from both police and fire agencies, at the TIM training will continue to be a scoring component in future NCTCOG incident management-related funding opportunities.

You are invited to attend the virtual Traffic Incident Management Executive Level Course scheduled for Thursday, May 5, from 10 am to 12 pm. A link to the meeting information is included at [www.nctcog.org/TIMTraining](http://www.nctcog.org/TIMTraining).

Please register at [www.nctcog.org/TIMTraining](http://www.nctcog.org/TIMTraining) or contact Barbara Walsh of NCTCOG at [bwalsh@nctcog.org](mailto:bwalsh@nctcog.org) or 817-695-9245. We look forward to your participation on May 5, 2022.



Michael Morris, P.E.

CF:bw

cc: Natalie Bettger, Senior Program Manager, NCTCOG  
Ron Moore, Town of Prosper Fire Rescue Training Officer  
Lieutenant Daniel Plumer, Dallas County Sheriff's Department



# EXECUTIVE LEVEL INCIDENT MANAGEMENT TRAINING OPPORTUNITY

**INCREASE** INCIDENT RESPONSE. **DECREASE** DRIVER DELAY.

**MAY 5, 2022 | 10AM - 12PM | VIRTUAL TEAMS MEETING**

Join us for the Traffic Incident Management Executive Level Course hosted by the North Central Texas Council of Governments (NCTCOG).

The course is designed to educate decision and policy makers on the importance and benefits of effective incident management. It also encourages common, coordinated response to traffic incidents, a source of significant delays in our rapidly growing region.

## Goals of the Traffic Incident Management Executive Level Course:

- Building partnerships with local emergency response agencies
- Reducing upstream traffic accidents
- Improving the efficiency of the transportation systems
- Improving air quality in the Dallas-Fort Worth Region
- Enhancing safety for emergency personnel

Register at: [www.nctcog.org/TIMTraining](http://www.nctcog.org/TIMTraining)  
Contact: [BWalsh@nctcog.org](mailto:BWalsh@nctcog.org) | 817.695.9245



**Traffic Incident Management - First Responders and Manager Course**  
**Agency Attendance: February 2003 - October 2021**

SPONSORING AGENCY City, County, DOT, Transit Agency			AGENCY TYPE Police and Fire		TOTAL	SPONSORING AGENCY City, County, DOT, Transit Agency			AGENCY TYPE Police and Fire		TOTAL
Able Springs VFD	Fire Department			3	City of Colleyville	Fire Department			3	Police Department	10
	Police Department			0		Police Department			10		
Town of Addison	Fire Department			5	City of Commerce	Fire Department			2	Police Department	2
	Police Department			1		Police Department			2		
City of Aledo	Fire Department			2	City of Coppell	Fire Department			2	Police Department	9
	Police Department			0		Police Department			9		
City of Allen	Fire Department			2	City of Corinth	Fire Department			0	Police Department	5
	Police Department			33		Police Department			5		
City of Alvarado	Fire Department			1	City of Corsicana	Fire Department			1	Police Department	0
	Police Department			8		Police Department			0		
City of Amarillo	Fire Department			0	City of Crandall	Fire Department			0	Police Department	5
	Police Department			3		Police Department			5		
City of Anna	Fire Department			0	City of Cresson	Fire Department			1	Police Department	0
	Police Department			1		Police Department			0		
City of Argyle	Fire Department			1	City of Crowley	Fire Department			0	Police Department	1
	Police Department			3		Police Department			1		
City of Arlington	Fire Department			7	City of Dallas	Fire Department			8	Police Department	20
	Police Department			63		Police Department			20		
City of Aubrey	Fire Department			7	City of Decatur	Fire Department			0	Police Department	3
	Police Department			0		Police Department			3		
City of Azle	Fire Department			5	City of Denton	Fire Department			7	Police Department	40
	Police Department			7		Police Department			40		
City of Balch Springs	Fire Department			1	City of DeSoto	Fire Department			0	Police Department	8
	Police Department			2		Police Department			8		
City of Bedford	Fire Department			1	City of Duncanville	Fire Department			9	Police Department	6
	Police Department			10		Police Department			6		
City of Benbrook	Fire Department			3	City of Edgecliff Village	Fire Department			1	Police Department	0
	Police Department			54		Police Department			0		
Town of Brock Dennis VFD	Fire Department			1	City of Ennis	Fire Department			0	Police Department	2
	Police Department			0		Police Department			2		
City of Burleson	Fire Department			4	City of Euless	Fire Department			4	Police Department	19
	Police Department			22		Police Department			19		
City of Caddo Mills	Fire Department			0	Town of Fairview	Fire Department			1	Police Department	6
	Police Department			1		Police Department			6		
City of Carrollton	Fire Department			0	City of Farmer's Branch	Fire Department			15	Police Department	59
	Police Department			5		Police Department			59		
City of Cedar Hill	Fire Department			4	City of Ferris	Fire Department			1	Police Department	0
	Police Department			13		Police Department			0		
City of Cleburne	Fire Department			1	Town of Flower Mound	Fire Department			1	Police Department	7
	Police Department			8		Police Department			7		

**Traffic Incident Management - First Responders and Manager Course**  
**Agency Attendance: February 2003 - October 2021**

SPONSORING AGENCY City, County, DOT, Transit Agency		AGENCY TYPE Police and Fire	TOTAL	SPONSORING AGENCY City, County, DOT, Transit Agency		AGENCY TYPE Police and Fire	TOTAL
City of Forest Hill	Fire Department		2	City of Kaufman	Fire Department		1
	Police Department		14		Police Department		2
City of Forney	Fire Department		6	City of Keene	Fire Department		10
	Police Department		6		Police Department		4
City of Fort Worth	Fire Department		3	City of Keller	Fire Department		12
	Police Department		75		Police Department		23
City of Frisco	Fire Department		33	City of Kennedale	Fire Department		1
	Police Department		6		Police Department		4
City of Garland	Fire Department		2	City of Kilgore	Fire Department		1
	Police Department		6		Police Department		1
City of Glenn Heights	Fire Department		2	City of Krugerville	Fire Department		0
	Police Department		11		Police Department		1
City of Granbury	Fire Department		0	Town of Krum	Fire Department		5
	Police Department		4		Police Department		1
City of Grand Prairie	Fire Department		2	Lake Cities	Fire Department		2
	Police Department		4		Police Department		4
City of Grapevine	Fire Department		8	City of Lake Worth	Fire Department		3
	Police Department		25		Police Department		5
City of Greenville	Fire Department		0	City of Lakeside	Fire Department		0
	Police Department		3		Police Department		1
City of Greenwood	Fire Department		2	City of Lancaster	Fire Department		15
	Police Department		0		Police Department		21
City of Haltom City	Fire Department		1	City of Lavon	Fire Department		1
	Police Department		22		Police Department		0
City of Hickory Creek	Fire Department		1	City of Lewisville	Fire Department		8
	Police Department		1		Police Department		40
City of Highland Park	Fire Department		0	Town of Little Elm	Fire Department		5
	Police Department		0		Police Department		10
City of Highland Village	Fire Department		0	City of Longview	Fire Department		1
	Police Department		2		Police Department		1
City of Hudson Oaks	Fire Department		1	City of Mansfield	Fire Department		9
	Police Department		3		Police Department		13
City of Hurst	Fire Department		2	City of Maypearl	Fire Department		0
	Police Department		28		Police Department		1
City of Hutchins	Fire Department		2	City of McKinney	Fire Department		63
	Police Department		2		Police Department		7
City of Irving	Fire Department		8	City of Melissa	Fire Department		0
	Police Department		20		Police Department		3
City of Italy	Fire Department		1	City of Mesquite	Fire Department		8
	Police Department		1		Police Department		9
City of Joshua	Fire Department		0	City of Midlothian	Fire Department		5
	Police Department		2		Police Department		4

**Traffic Incident Management - First Responders and Manager Course  
Agency Attendance: February 2003 - October 2021**

SPONSORING AGENCY City, County, DOT, Transit Agency			SPONSORING AGENCY City, County, DOT, Transit Agency		
AGENCY TYPE Police and Fire		TOTAL	AGENCY TYPE Police and Fire		TOTAL
Town of Milford	Fire Department	0	City of Sachse	Fire Department	3
	Police Department	2		Police Department	35
City of Murphy	Fire Department	1	City of Saginaw	Fire Department	0
	Police Department	0		Police Department	1
City of North Richland Hills	Fire Department	12	City of Seagoville	Fire Department	3
	Police Department	70		Police Department	11
Town of Northlake	Fire Department	0	City of Southlake	Fire Department	2
	Police Department	12		Police Department	10
City of Oak Point	Transportation	3	City of Springtown	Fire Department	0
		0		Police Department	1
City of Ovilla	Fire Department	2	Town of Sunnyvale	Fire Department	5
	Police Department	0		Police Department	0
City of Pantego	Fire Department	0	City of Terrell	Fire Department	0
	Police Department	2		Police Department	6
City of Plano	Fire Department	72	City of The Colony	Fire Department	6
	Police Department	105		Police Department	1
City of Ponder	Fire Department	1	Town of Trophy Club	Fire Department	1
	Police Department	1		Police Department	0
City of Princeton	Fire Department	0	City of University Park	Fire Department	2
	Police Department	4		Police Department	9
City of Prosper	Fire Department	1	City of Venus	Fire Department	0
	Police Department	4		Police Department	16
City of Red Oak	Fire Department	2	City of Watauga	Fire Department	3
	Police Department	2		Police Department	3
City of Reno	Fire Department	0	City of Waxahachie	Fire Department	1
	Police Department	1		Police Department	22
City of Richardson	Fire Department	2	City of Weatherford	Fire Department	35
	Police Department	8		Police Department	9
City of Richland Hills	Fire Department	0	Town of Westlake	Fire Department	0
	Police Department	6		Police Department	1
City of Roanoke / Marshall Creek	Fire Department	5	City of White Settlement	Fire Department	0
	Police Department	3		Police Department	12
City of Rockwall	Fire Department	4	City of Willow Park	Fire Department	13
	Police Department	9		Police Department	5
City of Rowlett	Fire Department	2	City of Wilmer	Fire Department	2
	Police Department	5		Police Department	10
City of Royse City	Fire Department	0	City of Wylie	Fire Department	2
	Police Department	1		Police Department	1

**Traffic Incident Management - First Responders and Manager Course  
Agency Attendance: February 2003 - October 2021**

SPONSORING AGENCY City, County, DOT, Transit Agency			AGENCY TYPE Police and Fire		TOTAL	SPONSORING AGENCY City, County, DOT, Transit Agency			AGENCY TYPE Police and Fire		TOTAL
<b>COUNTIES</b>						<b>OTHER AGENCIES</b>					
Collin County	Fire Department			0		TxDOT - Dallas District	Mobility Assistance			14	
	Sheriff's Department			8							
Dallas County	Mobility Assistance			44		TxDOT - Fort Worth District	Mobility Assistance			17	
	Sheriff's Department			272							
	Constable Precincts			17							
Denton County	Fire Department			1		TxDOT - State of Texas	Mobility Assistance			49	
	Sheriff's Department			5							
	Constable Precincts			2							
Erath County	Fire Department			0		Brownsville	Other			1	
	Sheriff's Department			1							
Hunt County	Fire Department			0		Careflite EMS	EMS			1	
	Sheriff's Department			2							
Johnson County	Fire Department			0		Central Texas Regional Mobility	Other			1	
	Sheriff's Department			4							
	Constable Precincts			1							
Kaufman County	Fire Department			1		Dallas Area Rapid Transit	HOV Operators			151	
	Sheriff's Department			0			Police Department			68	
Parker County	Fire Department			3		Dallas/Fort Worth Int'l Airport	Fire Department			1	
	Sheriff's Department			0			Police Department			11	
							DPS			20	
Rockwall County	Fire Department			1		LBJ Infrastructure Group	Other			43	
	Sheriff's Department			1							
Tarrant County	Fire Marshal			2		Lindsey Transportation Solutions	HOV			7	
	Sheriff's Department			63							
	Mobility Assistance			79							
Wise County	Fire Department			0		Lockheed Martin Fire Department	Fire			1	
	Sheriff's Department			1							
						Medstar	EMS			21	
						Metroplex Public Safety	Police			1	
						NTE Mobility Partners	Other			66	
						North Texas Tollway Authority	Transportation			149	
						Overland Park (Kansas)	Police Department			2	
						Protect Environmental	Other			4	
						Southwest Research Inst.	Transportation			1	

**Traffic Incident Management - First Responders and Manager Course  
Agency Attendance: February 2003 - October 2021**

<b>SPONSORING AGENCY</b> City, County, DOT, Transit Agency	<b>AGENCY TYPE</b> Police and Fire	<b>TOTAL</b>

<b>SPONSORING AGENCY</b> City, County, DOT, Transit Agency	<b>AGENCY TYPE</b> Police and Fire	<b>TOTAL</b>
State of Texas	DPS	156
Texarkana	Police Department	2
Trinity Metro	Other	5
Towing	Wrecker Services	121
Various	Other	77







**Freeway Incident Management - Executive Level Course**  
**Agency Attendance: February 2005 - November 2021**

SPONSORING AGENCY City, County, DOT, Transit Agency, other	AGENCY TYPE Police, Fire, EMS, Towing, other	TOTAL ATTENDANCE	Apr-13	Nov-13	Apr-14	Nov-14	May-15	Oct-15	May-16	Nov-16	May-17	Nov-17	May-18	Nov-18	May-19	Nov-19	May-20*	Nov-20	May-21	Nov-21
City of Mesquite	Police	7															1			
	Exec. City Staff	5																		
	Elected Official	2																		
	Engineering	2											1		1					
City of Midlothian	Fire	1																		
	Police	2																	1	
City of Mineral Wells	Police	2												1			1			
	Fire	1												1						
City of Murphy	Police	4									2				1					1
City of New Fairview	Other	2																		2
City of North Richland Hills	Fire	4		1																
	Police	18					3							1						
	Public Works	1									3									
	Exec. City Staff	2																		
City of Parker	Police	2							1					1						
City of Pilot Point	Police	1																		1
City of Plano	Fire	4																		
	Police	8											1							
	Exec. City Staff	1																		
	Elected Official	1			1															
	Engineering	1												1						
City of Ponder	Fire	1						1												
City of Princeton	Fire	1																		1
City of Prosper	Fire	1									1						1			
	FIM Instructor	3																	1	1
City of Red Oak	Fire	3			1															1
	Police	3			2															
City of Rhome	Police	1																		
	Elected Official	1																		
City of Richardson	Police	9			2		1	1											2	
	Public Works	3																		2
City of Richland Hills	Fire	2					1													
	Police	3				1														1
	Elected Official	1		1																
	Other	1																		1
City of Roanoke	Fire	1																		
	Police	1												1		1				
City of Rockwall	Fire	1																		1
	Police	6									1									1

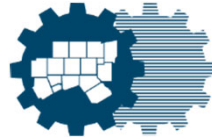
**Freeway Incident Management - Executive Level Course**  
**Agency Attendance: February 2005 - November 2021**

SPONSORING AGENCY City, County, DOT, Transit Agency, other	AGENCY TYPE Police, Fire, EMS, Towing, other	TOTAL ATTENDANCE	Apr-13	Nov-13	Apr-14	Nov-14	May-15	Oct-15	May-16	Nov-16	May-17	Nov-17	May-18	Nov-18	May-19	Nov-19	May-20*	Nov-20	May-21	Nov-21	
City of Rowlett	Police	2																			
	Public Works	2											1								
City of Royse City	Police	1																			
	Fore	1																			1
City of Sachse	Fire	1							1												
City of Sansom Park	Police	2											1	1							
City of Seagoville	Fire	4			1					1											
	Police	5								2					1						
	Exec. City Staff	1																			
City of Southlake	Police	4		1			1														
	Fire	1																			1
City of Springtown	Police	1										1									
City of Stephenville	Fire	2																			1
Town of Sunnyvale	Police	1																			1
City of Terrell	Fire	1																			
	Police	6			1			1	1												
City of The Colony	Police	7				1	1														
	FIM Instructor	10	1	1		1															
	Other	1				1															
City of University Park	Police	2			1																
City of Venus	Fire	2								1					1						
	Police	2						1		1											
City of Waxahachie	Fire	2													1						
	Police	3					1														
	Exec. City Staff	1																			
City of Weatherford	Fire	1					1														
	Police	3																1			
	Other	2				1															
Town of Westlake	Fire	2																			2
City of White Settlement	Police	3										2		1							
City of Willow Park	Fire	2										2									
	Police	2										1									1
City of Wilmer	Fire	2								1											
	Police	2																			
City of Wylie	Fire	9																			7
	Police	3																			2
	Public Works	2																			2
<b>COUNTIES</b>																					
Collin County	Sheriff	9											1								
	Med. Examiner's Office	2																			1
Dallas County	Sheriff*	58		3	1	1	4	2	2				2	4	1	5				4	8
	Elected Official	2																			
	Med. Examiner's Office	10					1		1												
	Court Administration	4								1	1					1					
	Public Works	1																			
Erath County	Emergency Management	1																			1
Kaufman County	Emergency Management	2										2									
Parker County	Sheriff	1																			
Rockwall County	Sheriff	2							1												1
Tarrant County	Sheriff	4																			
	Elected Official	1																			

**Freeway Incident Management - Executive Level Course  
Agency Attendance: February 2005 - November 2021**

SPONSORING AGENCY City, County, DOT, Transit Agency, other	AGENCY TYPE Police, Fire, EMS, Towing, other	TOTAL ATTENDANCE	Apr-13	Nov-13	Apr-14	Nov-14	May-15	Oct-15	May-16	Nov-16	May-17	Nov-17	May-18	Nov-18	May-19	Nov-19	May-20*	Nov-20	May-21	Nov-21
			OTHER AGENCIES																	
AAA	Representative	2																		
Dallas Area Rapid Transit	Police	9	1	1					2	2										
DFW Airport	Police Dept	3										1								
Emergency Response Bureau	Representative	1																		
FHWA	Representative	7			1					1		1	1	1	1	1				
Fort Worth Transportation Authority	Representative	2	2																	
Kelly Services	Representative	1																		
Kimley-Horn Assoc. Inc.	Representative																		2	
Mathis and Associates	Representative	1																		
Methodist Dallas Medical Center	Representative	1		1																
NCTCOG	Representative	117	4	4	4	3	3	5		3	3	2		2	2	2		22	6	3
	FIM Instructor	47	1	2	2	2	2	2		2	2			2	2	2		2	1	2
NTTA	Representative	9				1				2						1				1
Protect Environmental	Representative	62	7	5	3	5	4	2	2	2		1		2	5			9		2
TAS Environmental	Representative	8																		
Tarrant Reg. Trans. Coalition	Representative	1																		
Texas Health Harris Methodist Hospital Fort Worth	Representative	1																		
Texas Rangers	Representative	1																		
Texas Transportation Institute	Representative	1																		
Trinity Metro Services	Operations	3												1					1	1
TxDOT - Austin	Operations	1											1							
TxDOT - Dallas	Operations	14			1				2		1			1						
TxDOT - Fort Worth	Operations	33			5		1	7						1	8					5
	FIM Instructor	13	1																	
TxDOT - Johnson	Operations	2												1						1
TxDOT South Tarrant County	Operations	2												1						1
Wrecker Services	FIM Instructor	16		1										1	1					1
	Representative	6																		
<b>TOTAL ATTENDANCE</b>		<b>1201</b>	<b>28</b>	<b>30</b>	<b>42</b>	<b>37</b>	<b>46</b>	<b>48</b>	<b>29</b>	<b>32</b>	<b>37</b>	<b>25</b>	<b>31</b>	<b>41</b>	<b>42</b>	<b>37</b>	<b>0</b>	<b>56</b>	<b>55</b>	<b>55</b>

\*May 20 Class Cancelled due to COVID-19 Restrictions



# STATUS REPORT ON VEHICLE TEMPORARY PAPER TAG FRAUD

REGIONAL TRANSPORTATION COUNCIL

APRIL 14, 2022

# VEHICLE TEMPORARY PAPER TAGS

## What is a Temporary Tag?

Intended to be used for temporary vehicle registration

12 variations of a temporary tag

Texas Buyer tag is predominantly abused



## Why Improper Use of Temporary Tags is a Concern

Circumvents mandatory emissions inspections

Avoids region and statewide tolls

Loss of State revenue

Exploits vehicle purchaser

Risks to officer safety

Bought, sold, and used in crimes to conceal identity in all 50 states

# CURRENT PLAN OF ACTION

Fund Emissions Enforcement Task Forces Supported by  
RTC Transportation Implementation Plan Project

Obtain County Participation Status:

County	Request Letter (Mailed October 6, 2021) (Response by October 29, 2021)	Participation Confirmed (as of April 1, 2022)
Collin	✓	
Dallas	✓	✓
Denton	✓	✓
Ellis	✓	✓
Johnson	✓	✓
Kaufman	✓	✓
Parker	✓	
Rockwall	✓	
Tarrant	✓	✓



# TASK FORCES MEETING

NCTCOG staff hosted an introductory Emissions Enforcement Task Forces Meeting on Thursday, March 31, 1:00 PM via MS Teams

Topics included –

- Severity of Fraudulent Temporary Tags,
- Funding and Agreement Status,
- Training Opportunities,
- Coordination Efforts, and
- Mitigating Strategies

Invitations extended to nonattainment counties and appropriate state agency representatives

For more information, law enforcement representatives can contact Anthony Moffa at [amoffa@nctcog.org](mailto:amoffa@nctcog.org)





# RECENT COVERAGE & SUMMARY

## **NBC 5 News:** [Texas Temporary Paper Tags](#)

### [Introduction Video](#) (Aired 11/8/2021)

\$200 million black market business;  
Local auto dealer “issued 110,000 tags...in the last four months”

### [Possible Solutions Video](#) (Aired 11/9/2021)

Provides for a rapid response;  
Set maximum number of tags licensed dealers can issue

### [Reopened Next Day Video](#)

(Aired 11/10/2021)

Verify dealer identity;  
Need to control authorized dealer users in database

### [Lost Revenue Video](#) (Aired 11/23/2021)

Costing millions of dollars in lost revenue

### [TXDMV Interview Video](#) (Aired 12/6/2021)

Potential fixes to the temporary tag fraud

### [Texas House Transportation Committee Video](#)

(Aired 12/14/2021)

Committee to hold hearings to address fraud

### [TXDMV Committee Recommendation Video](#)

(Aired 12/16/2021)

Committee recommends fingerprinting some dealers to slow fraud



# RECENT COVERAGE & SUMMARY CONT.

## [Police Warned of Security Flaw Video](#)

(Aired 1/17/2022)

Authorities Provided Insights into Security Flaw

## [Police Operations Target Fraud Video](#)

(Aired 1/21/2022)

Dallas Police Perform Operation to go after Fraud

## [TXDMV Takes Emergency Action Video](#)

(Aired 1/28/2022)

TXDMV Took More Steps to Combat Illegal Tags

## [TXDMV Director Resigns Video](#)

(Aired 2/7/2022)

Executive Director Brewster Resigns



## [Victim of Tag Fraud Video](#)

(Aired 2/14/2022)

Family of Crash Victim Pleas for More State Help



## [City of Fort Worth Meeting Video](#)

(Aired 2/15/2022)



## [Fake Tags Used in Crimes Audio](#)

(Aired 2/16/2022)

Fort Worth Crackdown on Fake Tags



## [Texas Paper Tag Crime Nationwide Video](#)

(Aired 3/9/2022)

Texas Bogus Tags Used Across the Nation



# CONTACT US



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Chris Klaus  
Senior Program Manager  
[cklaus@nctcog.org](mailto:cklaus@nctcog.org)



# First Responder Electric & Autonomous Vehicle Safety Training

**Why:** Electric and Autonomous Vehicles are Increasing in DFW; First Responders Need to Know How to Identify Them and Safely and Effectively Respond to This New Technology

**Training:** Provided for Free by Tarrant County College Fire/Rescue Training Center and Waymo Includes a Hands-On Demo of an EV and an Autonomous Vehicle (AV)

**Goals:** Prepare First Responders to Handle EVs and AVs Safely and Effectively

**Event Details:** Wednesday, April 20, 2022

8:00a.m. to 3:00p.m.

616 Six Flags Drive

Arlington, TX 76011

Building: CenterPoint II, Transportation Council Room

**Register:** <https://www.dfwcleancities.org/events>

**Contact Us:** Amy Hodges, [ahodges@nctcog.org](mailto:ahodges@nctcog.org) or Savana Nance, [snance@nctcog.org](mailto:snance@nctcog.org)

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



## TEXAS COMMISSION ON ENVIRONMENTAL QUALITY

*Protecting Texas by Reducing and Preventing Pollution*

March 11, 2022

Anthony Moffa  
North Central Texas Council of Governments  
P.O. Box 5888  
Arlington, Texas 76005

Subject: Vehicle Inspection Advisory Committee Appointment

Dear Anthony Moffa:

Thank you for your continued interest in serving as a member of the Vehicle Inspection Advisory Committee. It is my pleasure to inform you that you have been selected to serve a second three-year term beginning September 17, 2022 and expiring September 16, 2025. I am confident that your experience with vehicle inspection programs in Texas will continue to be a great asset to the committee.

If you have questions or concerns, please contact Donna Huff, Deputy Director, Air Quality Division, at (512) 239-6628 or [donna.huff@tceq.texas.gov](mailto:donna.huff@tceq.texas.gov).

Sincerely,

A handwritten signature in blue ink that reads "Jon Niermann".

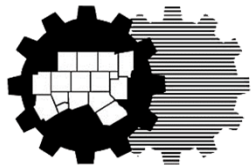
Jon Niermann, Chairman

JN/ST

cc: Tonya Baer, Texas Commission on Environmental Quality  
Donna F. Huff, Texas Commission on Environmental Quality

# STATUS REPORT ON TEXAS VOLKSWAGEN ENVIRONMENTAL MITIGATION PROGRAM FUNDING

**Regional Transportation Council  
April 14, 2022**



North Central Texas  
Council of Governments

**UPDATED**

**Find New or Updated Information  
Marked with Red Icon**

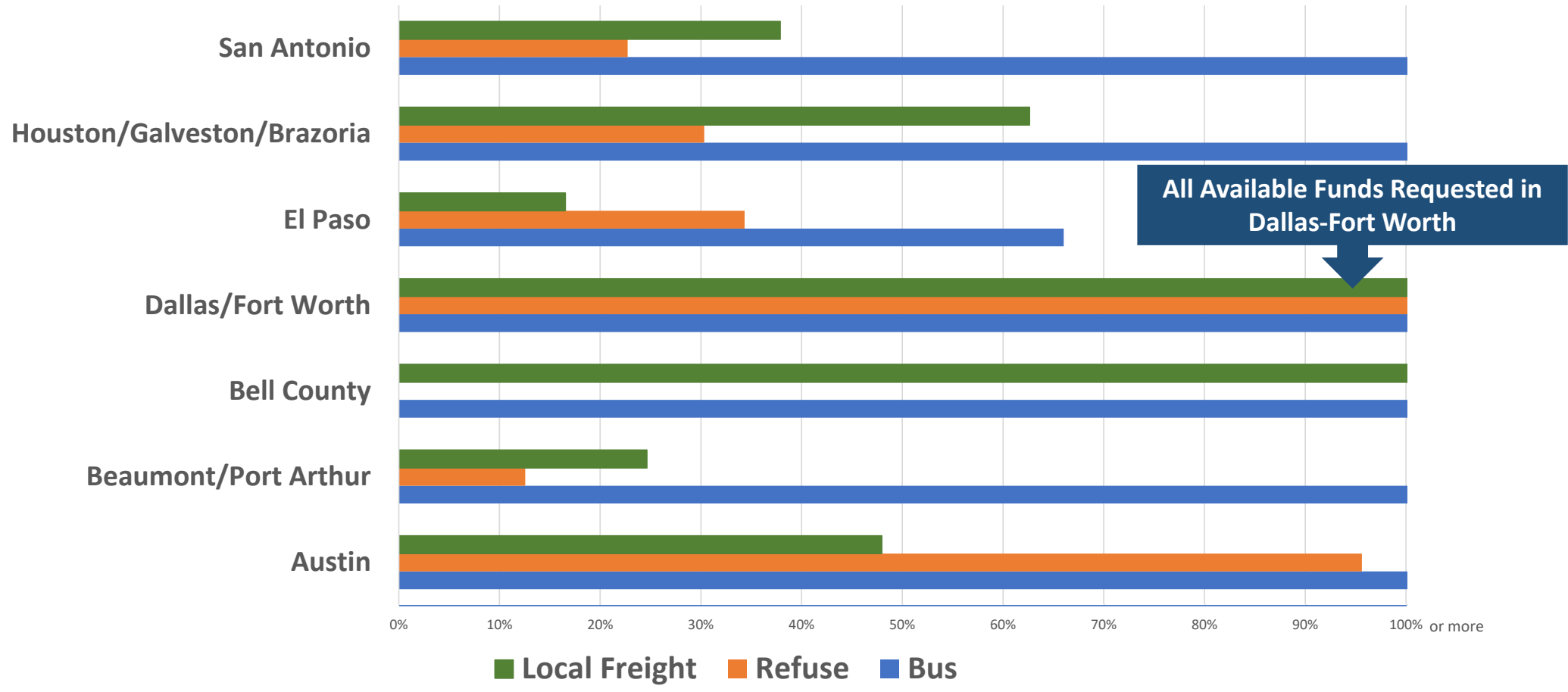
# OVERVIEW OF TEXAS VOLKSWAGEN ENVIRONMENTAL MITIGATION PROGRAM (TXVEMP) FUNDING

Statewide Allocation	Program	DFW Area Allocation	Schedule	Status*
~\$169.5 Million	School, Shuttle, and Transit Buses	\$11,684,806	Closed; Awards Final	>\$17.3 Million Requested All Available Funds Awarded
	Refuse Vehicles	\$8,346,290	Closed; Awards Final	\$9,448,544 Requested \$5,863,995 Awarded
	Freight and Port Drayage Vehicles	\$6,677,032	Closed; Awards Final	\$8,961,832 Requested \$7,929,979 Awarded
	Electric Forklifts and Port Cargo-Handling Equipment	\$6,677,032	To Be Determined	
	Electric Airport Ground Support Equipment			
	Ocean-Going Vessel Shore Power			
~\$31.3 Million	ZEV Infrastructure – Level 2 Rebate	\$10,465,958 (Statewide)	Closed; Awards Still in Progress	\$11,005,500 Requested \$10,400,000 Awarded
	ZEV Infrastructure – DC Fast Charge and Hydrogen Refueling	\$20.9 Million (Statewide)	Closed; Awards Final	\$89,852,581 Requested All Available Funds Awarded

\*Data reflects information posted at [www.texasvwfund.org](http://www.texasvwfund.org) as of March 31, 2022

# PERCENT FUNDING REQUESTED BY REGION

Percent Available Funds Requested by Funding Round



Data reflects information posted at [www.texasvfund.org](http://www.texasvfund.org) as of March 31, 2022



# REMAINING FUNDS BY FUNDING ROUND

Priority Area	Balance from Previously Completed Funding Rounds, Based on Awards Issued			
	Bus	Refuse	Local Freight	Total
Austin	\$0	\$2,399,888	\$2,011,645	<b>\$4,411,533</b>
Beaumont/Port Author	\$0	\$1,595,063	\$1,085,198	<b>\$2,680,261</b>
Bell County	\$0	\$520,766	\$271,056	<b>\$791,822</b>
Dallas/Fort Worth	\$0	\$2,482,295	-\$1,252,947**	<b>\$1,229,348</b>
El Paso	\$1,690,461	\$2,199,386	\$3,165,166	<b>\$7,055,013</b>
Houston/Galveston/Brazoria	\$0	\$6,518,440	\$3,393,859	<b>\$9,912,299</b>
San Antonio	\$0	\$12,944,273	\$8,715,344	<b>\$21,659,617</b>
<b>Total</b>	<b>\$1,690,461</b>	<b>\$28,660,111</b>	<b>\$18,642,268</b>	<b>\$48,992,840**</b>

\* TCEQ shifted unused funds from the Dallas-Fort Worth allocation for the Refuse funding round to provide additional awards for Dallas-Fort Worth area projects under the Local Freight round. An additional \$1.2 million awards were made.

\*\* The total row reflects the balance leftover from previous funding rounds and does not account for the additional funds shifted to the Dallas-Fort Worth Local Freight Round allocation

# AWARDS TO DFW AREA PUBLIC SECTOR ENTITIES

Bus Replacements:
Aledo ISD
Argyle ISD
Arlington ISD
Birdville ISD
Chico ISD
Cleburne ISD
Community ISD
Denton ISD
Everman ISD
Godley ISD
Grapevine-Colleyville ISD
Hurst-Euless-Bedford ISD
Maypearl ISD
Sanger ISD
Venus ISD
Waxahachie ISD

Refuse Vehicle Replacements:
City of Cleburne
City of Dallas
City of Hurst
City of Midlothian
City of Plano
City of Princeton
City of River Oaks
City of Watauga
City of Weatherford
Denton County
Tarrant County
Town of Hickory Creek

Freight Vehicle Replacements:
City of Cleburne
City of Weatherford
Dallas County
Ellis County
Kaufman ISD
Mansfield ISD
Tarrant County

Level 2 Charging Stations:*
City of Arlington
City of Corinth
City of Dallas
City of Duncanville
City of Farmers Branch
City of Southlake
City of Weatherford
Dallas County MHMR
Texas Parks and Wildlife
The University of Texas at Dallas

\*Funds still being awarded

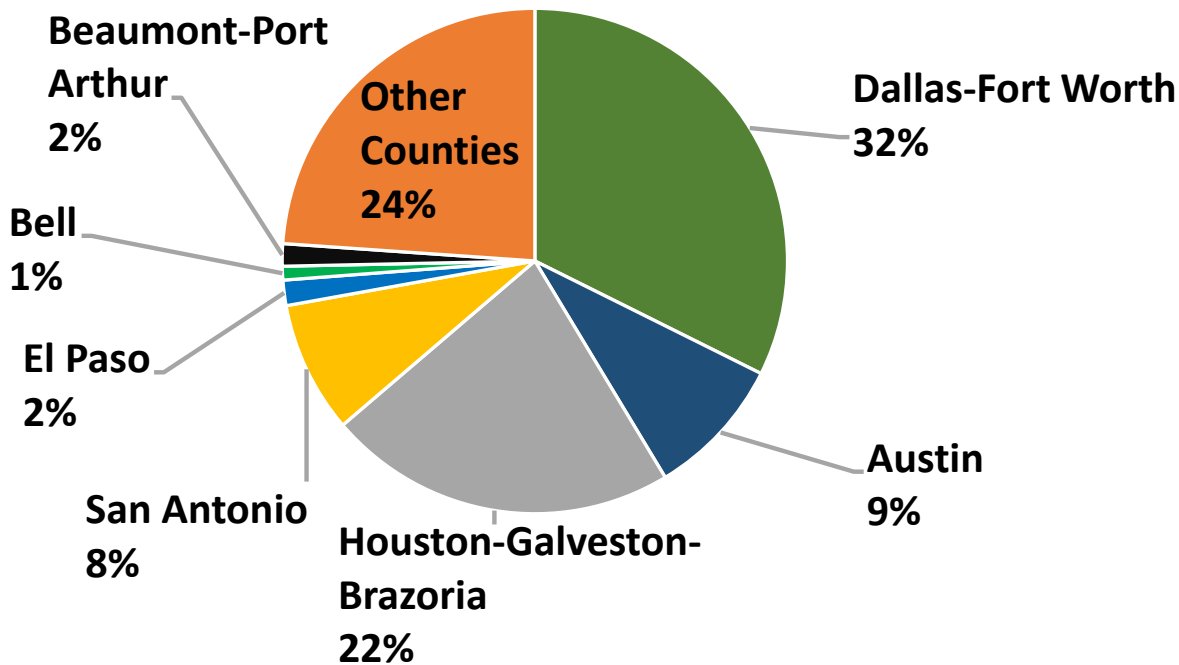
Data reflects information posted at [www.texasvfwfund.org](http://www.texasvfwfund.org) as of March 31, 2022

# TXVEMP ZEV INFRASTRUCTURE LEVEL 2 REBATE

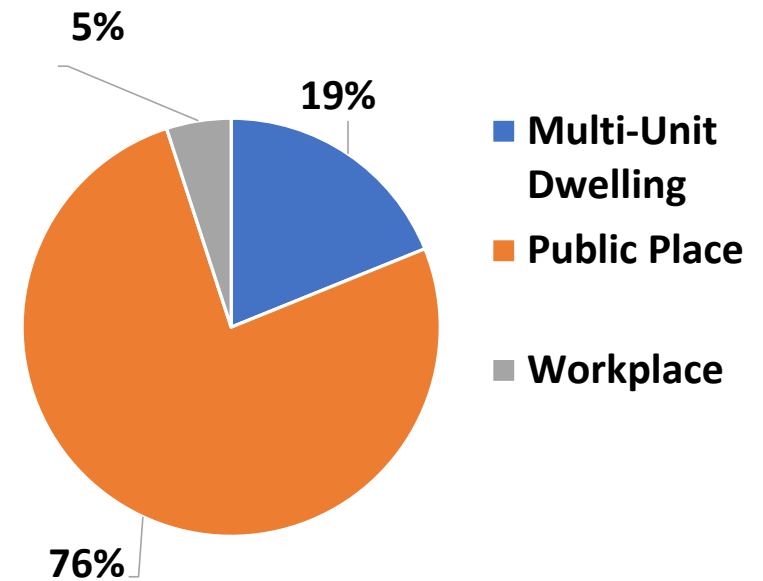
UPDATED

Total Awarded = \$10,400,000 to 4,160 Sites

### Geographic Distribution of Awards (7 Priority Areas + Rest of State)



### Type of Sites Awarded Statewide



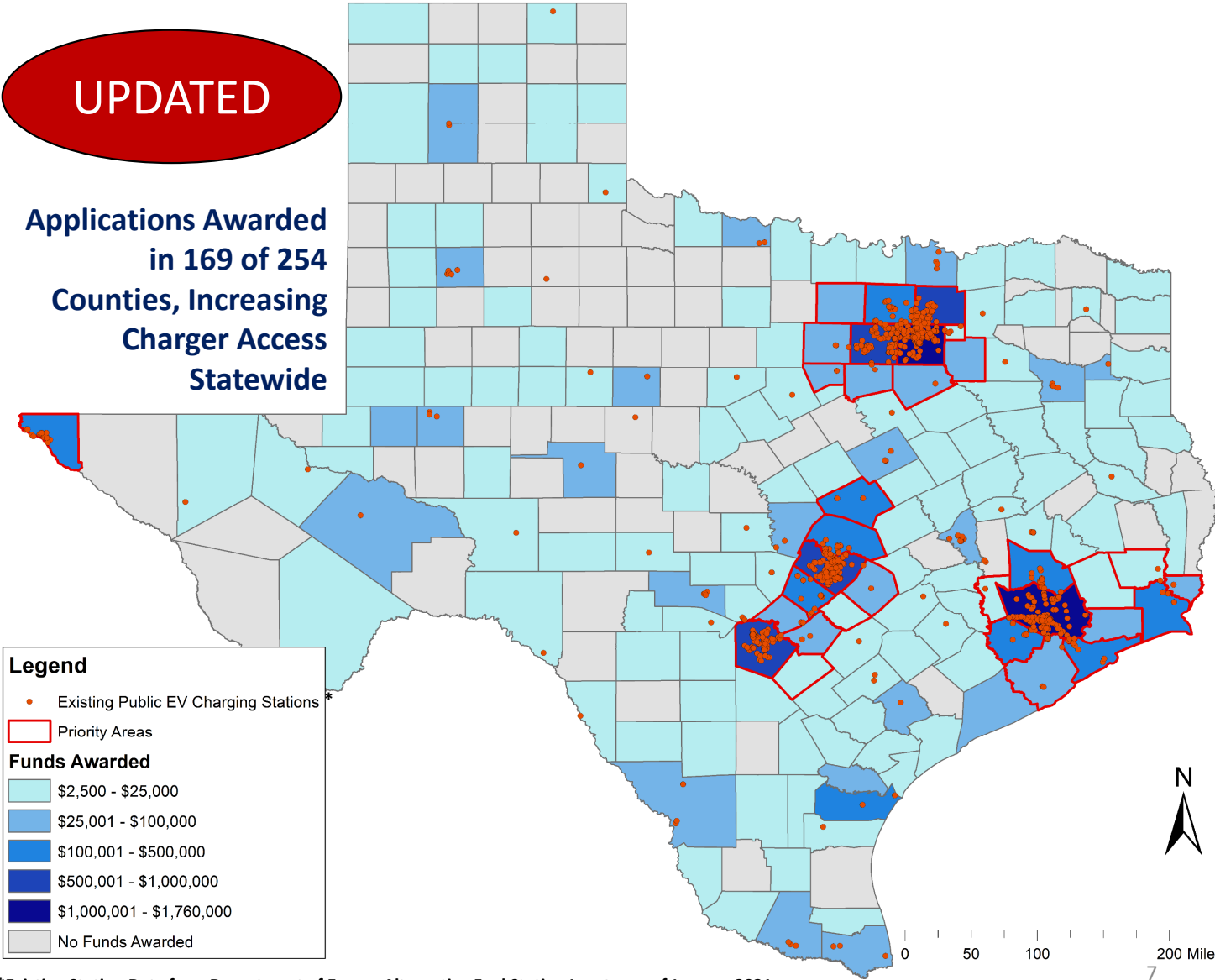
# GEOGRAPHIC DISTRIBUTION OF ZEV LEVEL 2 FUNDING AWARDED

**UPDATED**

**Applications Awarded in 169 of 254 Counties, Increasing Charger Access Statewide**

### Priority Areas

Area	Counties
Dallas-Fort Worth Area	Collin, Dallas, Denton, Ellis, Hood, Johnson, Kaufman, Parker, Rockwall, Tarrant, Wise
Houston-Galveston-Brazoria Area	Brazoria, Chambers, Fort Bend, Galveston, Harris, Liberty, Montgomery, Waller
San Antonio Area	Bexar, Comal, Guadalupe, Wilson
Austin Area	Bastrop, Caldwell, Hays, Travis, Williamson
El Paso County	El Paso
Bell County	Bell
Beaumont-Port Arthur Area	Hardin, Jefferson, Orange



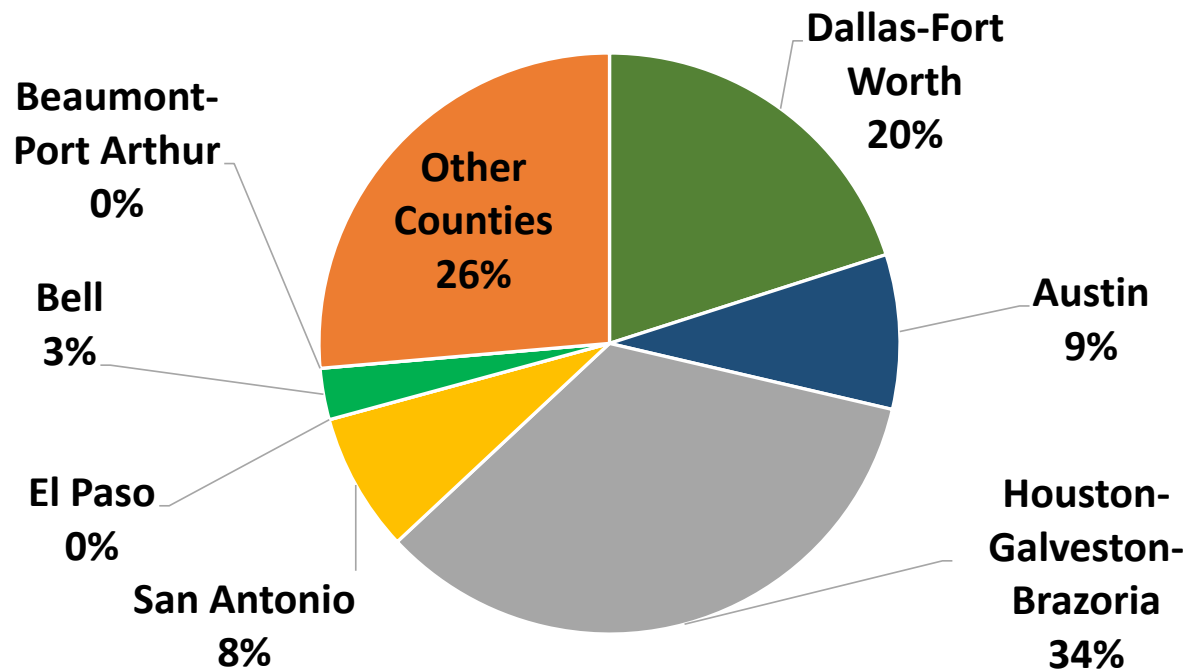
\*Existing Station Data from Department of Energy Alternative Fuel Station Locator as of January 2021

# TXVEMP ZEV INFRASTRUCTURE DC FAST CHARGE REBATE

NEW

Total Awarded = \$ 20,934,042 to 170 Sites

Geographic Distribution of Sites Awarded  
(7 Priority Areas + Rest of State)



Over 96% of DC Fast Charge rebates have been awarded to convenience store locations.

Other locations include grocers, auto-dealers, and warehouses.

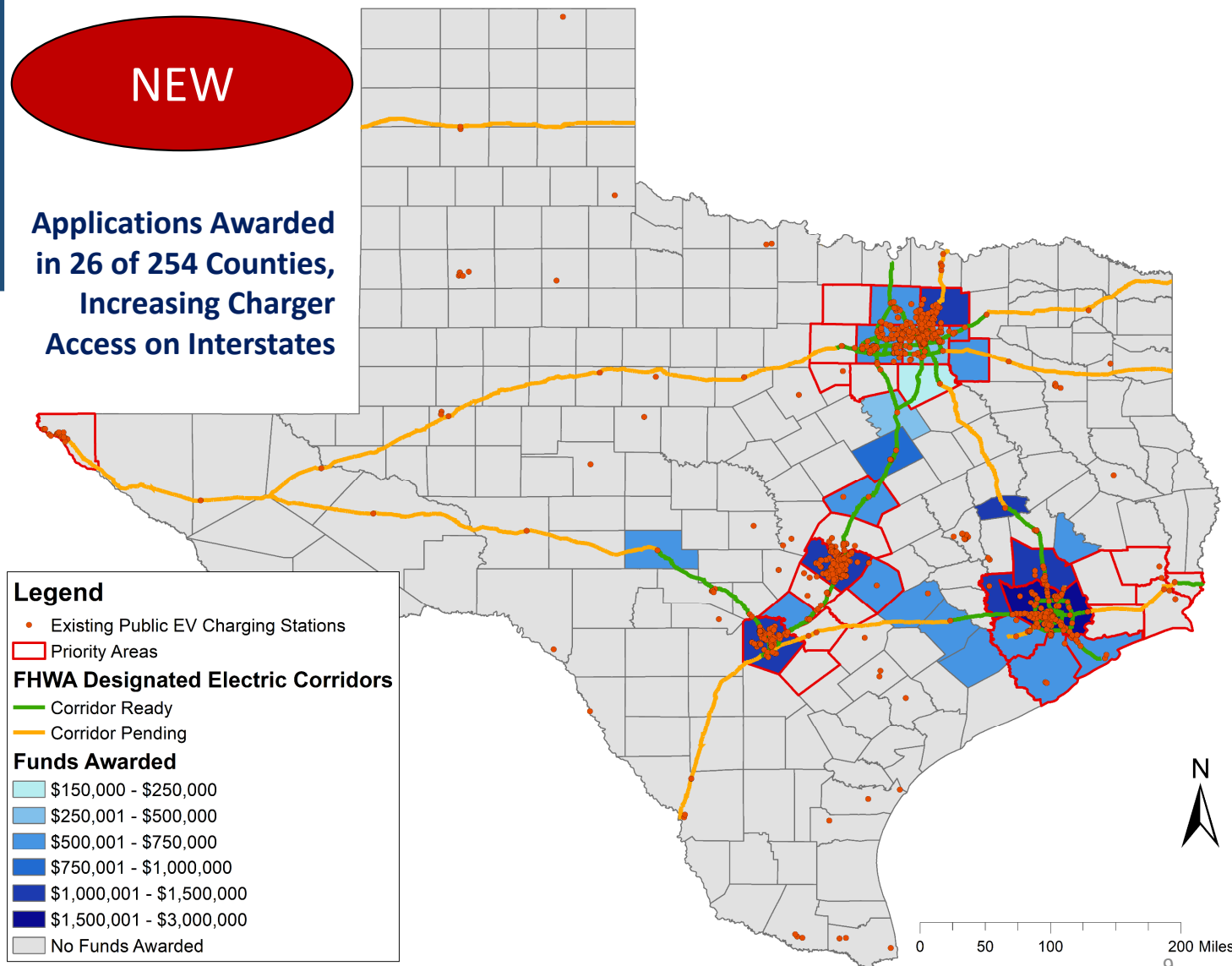
# GEOGRAPHIC DISTRIBUTION OF DCFC FUNDING AWARDED

## Priority Areas

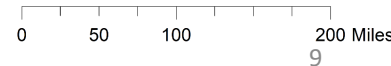
Area	Counties
Dallas-Fort Worth Area	Collin, Dallas, Denton, Ellis, Hood, Johnson, Kaufman, Parker, Rockwall, Tarrant, Wise
Houston-Galveston-Brazoria Area	Brazoria, Chambers, Fort Bend, Galveston, Harris, Liberty, Montgomery, Waller
San Antonio Area	Bexar, Comal, Guadalupe, Wilson
Austin Area	Bastrop, Caldwell, Hays, Travis, Williamson
El Paso County	El Paso
Bell County	Bell
Beaumont-Port Arthur Area	Hardin, Jefferson, Orange

**NEW**

**Applications Awarded in 26 of 254 Counties, Increasing Charger Access on Interstates**



\*Existing Station Data from Department of Energy Alternative Fuel Station Locator as of January 2021



## FOR MORE INFORMATION

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**bmuller@nctcog.org**

Also see “Hot Topics” at [www.nctcog.org/aqfunding](http://www.nctcog.org/aqfunding)



North Central Texas  
Council of Governments

**MINUTES**

**Regional Transportation Council  
PUBLIC MEETING**

**Mobility 2045 Update**

**Autonomous Vehicles 2.2/2.3 Projects: Round 2**

**2023-2026 Transportation Improvement Program (TIP)**

**Regional Parking Utilization Database**

**Proposed Modifications to the List of Funded Projects**

**Unified Planning Work Program (UPWP) Modifications**

**Meeting Date and Location**

The North Central Texas Council of Governments (NCTCOG) held a hybrid public meeting Monday, March 14, 2022, at noon at the North Central Texas Council of Governments (NCTCOG) in Arlington. Patrons could attend in person, via phone, or view the live stream at [www.nctcog.org/input](http://www.nctcog.org/input). Dan Lamers, Senior Program Manager, moderated the meeting, attended by 57 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:

- Mobility 2045 Update – **presented by Brendon Wheeler**
- Autonomous Vehicles 2.2/2.3 Projects: Round 2 – **presented by Clint Hail**
- 2023-2026 Transportation Improvement Program (TIP) – **presented by Cody Derrick**
- Regional Parking Utilization Database – **presented by Catherine Osborn**

Modifications to the 2021-2024 Transportation Improvement Program (TIP) and the Fiscal Year 2022 and Fiscal Year 2023 Unified Planning Work Program (UPWP) were also posted online for public review and comment.

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

**Summary of Presentations**

***Mobility 2045 Update presentation:***



[https://nctcog.org/getmedia/3070b3db-1e89-45d0-aae3-b18ce0165e76/Mobility-2045-Update 1.pdf.aspx](https://nctcog.org/getmedia/3070b3db-1e89-45d0-aae3-b18ce0165e76/Mobility-2045-Update%201.pdf.aspx)

Mobility 2045 is the Metropolitan Transportation Plan (MTP) that defines a long-term vision for the region's transportation system and guides spending of federal and State transportation funds. This includes funding for highways, transit, bicycle and pedestrian facilities, and other programs that reduce congestion and improve air quality.

The Plan was adopted by the Regional Transportation Council (RTC) on June 14, 2018, and Transportation Conformity was achieved on November 21, 2018. Mobility 2045 has nine goals and its vision is to improve the region's mobility today and tomorrow by embracing technology and innovation.

NCTCOG staff is working on an update to Mobility 2045 and focused on finalizing the draft plan as well as financial forecasts. Updates to the Plan include information related to financial plan expenditures, maximizing the existing system of infrastructure maintenance, and land use strategies. Additionally, strategic infrastructure investments include rail, bus, managed lanes, freeways, tollways, and arterials.

The official comment period will begin April 1, 2022 and end on May 31, 2022. The RTC will take action on the Mobility 2045 - 2022 Update on June 9, 2022.

***Autonomous Vehicles 2.2/2.3 Projects: Round 2 presentation:***

<https://nctcog.org/getmedia/00ea725e-482c-4150-b1e8-196fc6db93c6/Autonomous-Vehicles-2-22-3-Projects-Round-2.pdf.aspx>

NCTCOG staff is seeking approval from the RTC for a second round of project proposals for the Automated Vehicle 2.2 and 2.3 programs. The first round of projects was approved in July 2021 as part of the larger Automated Vehicle 2.0 (AV2.0) initiative. The purpose of AV2.0 is to deepen transportation innovation within the region, provide a level playing field for all communities to participate, and apply relevant technology solutions to transportation challenges in situations where the market may lag.

In Round 2, funding was allocated to projects located in Arlington, McKinney, Dallas, and Fort Worth. Some of the benefits of utilizing autonomous vehicle technology include improving air quality, mobility, and access to needs.

For more information and a break down of the funding allocations, visit [www.nctcog.org/input](http://www.nctcog.org/input) and click on "public input archive."

***2023-2026 Transportation Improvement Program (TIP) presentation:***

<https://nctcog.org/getmedia/35edf999-f916-4aac-98a5-0776729e70e3/2023-2026-Transportation-Improvement-Program.pdf.aspx>

The TIP is a funding document and inventory of transportation projects within the Dallas-Fort Worth metropolitan planning boundary. It is mandated by the federal and State governments and contains funding from federal, State, and local sources. A new TIP is developed every two years and updated on a quarterly basis.

NCTCOG staff are currently reviewing existing projects, gathering information on additional locally funded projects, making needed revisions to existing project schedules and funding, and developing revised project listings for Fiscal Years 2023 through 2026.

The draft 2023-2026 TIP roadway and transit listing includes approximately \$8.09 billion in funding and 955 roadway and transit projects. Members of the public can provide feedback on the draft through April 12, 2022.

The RTC will take action on the 2023-2026 TIP on May 12, 2022.

***Regional Parking Utilization Database presentation:***

<https://nctcog.org/getmedia/d008cdf9-ea17-40a3-b064-cbed2d6f9696/Regional-Parking-Utilization-Database.pdf.aspx>

NCTCOG is launching a Regional Parking Database to study the demand and options for more efficient parking in the DFW region. The effects of too much parking can include car dependence, less tax base contributions, increased development costs, and the loss of land for housing and other development.

The Regional Parking Database will aid in better communication on how to develop more efficient parking and collect information related to utilization and supply, building occupancy, site characteristics, and area context. NCTCOG staff is currently recruiting sites for the study, and a final data analysis and report is expected to be completed some time in 2023.

Citizens are encouraged to share the study with property owners and managers and can also submit a property to participate in the study by filling out a property characteristics survey. For more information, visit [www.nctcog.org/parking](http://www.nctcog.org/parking).

**Summary of Online Review and Comment Topics**

***Proposed Modifications to the List of Funded Projects handout:***

<https://nctcog.org/getmedia/91733584-322a-4bc4-9d47-fbf086f325a6/May-2022-TIP-Modification-Public-Meeting-Report.pdf.aspx>

A comprehensive list of funded transportation projects through 2024 is maintained in the TIP. Projects with committed funds from federal, State, and local sources are included in the TIP. To maintain an accurate project listing, this document is updated on a regular basis.

The current modification cycle includes project updates and funding adjustments for transportation initiatives in Dallas, Denton, Ellis, Parker, Tarrant, and Wise counties. Additionally, financial adjustments related to public transportation services managed by the Denton County Transportation Authority are also included.

***Work Program Modifications handout:***

<https://nctcog.org/getmedia/e77bb995-12de-4df5-bd9b-b4dead2f6e49/Unified-Planning-Work-Program-Modifications.pdf.aspx>

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

- Administration and Management

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

The modifications in this round of proposed modifications to the Fiscal Year 2022 and Fiscal Year 2023 UPWP address new project updates and funding adjustments. The RTC will take action on the Fiscal Year 2022 and Fiscal Year 2023 UPWP modifications on April 14, 2022.

## **COMMENTS RECEIVED DURING THE MEETING**

### **Autonomous Vehicles 2.2/2.3 Projects: Round 2**

#### **Eric Pirayesh, Community Impact**

- A. Vision for automated vehicle technologies

*Question:* What is the big picture vision for regional automated vehicle implementation?

*Summary of response by Clint Hail:* It's tied to the larger industry and how it develops. It'll only take one or two projects to make it a reality. We picture it unfolding with automated freight movement since it's generally easier to move things and not people, and our region has become a hub for automated trucking. Other things are happening already too. For example, here in Arlington we're conducting smaller on-demand shuttle movements. Sidewalk delivery robots, especially in corporate and university settings, are also happening.

### **Regional Parking Utilization Database**

#### **Phyllis Silver, Citizen**

- A. Example of regional parking utilization

*Comment:* I used to hear about shared parking years ago. For example, at a transit center there would be spaces for people to park their vehicles during the day so they could take the train to work and then at night, nearby restaurants and businesses would utilize the spaces for patrons and customers.

*Summary of Response by Catherine Osborn:* For this particular study, we're focused on one specific parking site. What you're describing is more on the district level. We are more than happy to take down your contact information and connect with you offline to provide additional information.

#### **Adam Polter, Citizen**

- A. Factors that should be considered during the study

*Comment:* When reviewing parking space utilization, please include retail centers with excess/insufficient parking, and also multi-family residential development parking standards. With inflation and increasing housing costs, multi-generational housing is expanding and thus

the number of occupants and vehicles per unit. Current standards requiring 1.5 spaces per unit are insufficient.

*Summary of Response by Catherine Osborn:* The elements you are referring to will be considered in the scope of this study.

## **Other**

### **Adam Polter, Citizen**

#### A. Electric vehicles

*Comment:* When or where might we receive an update related to the regional need to expand public EV charging stations and movement of municipal fleets to EV? Rising gas prices are increasing the urgency for this move which also parallels new and pending EV releases from our major vehicle manufacturers.

*Summary of response by Dan Lamers:* We don't have a presentation today on electric vehicles, but it's something our staff works on regularly. More information can be found at [www.dfwcleancities.org](http://www.dfwcleancities.org).

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

## **Website**

### **Mobility 2045 Update**

#### **Megan Morris, Citizen**

#### A. Alternative forms of transportation in Parker County

*Comment:* Please consider adding a passenger train from Weatherford, with a stop in Aledo, going to one or both passenger train stations in Fort Worth. The commute west of Tarrant County is much more congested during peak hours than your map displays. Parker County residents are in need of alternative forms of transportation.

### **Autonomous Vehicles 2.2/2.3 Projects: Round 2**

#### **Nirav Patel, Citizen**

#### A. Autonomous Vehicles

*Comment:* I applaud your efforts in modernizing transportation in North Texas. The Arlington project is especially exciting. Closed loop autonomous shuttles on demand will allow most users to construct a plan to avoid many solo auto trips. The car agnostic technology chosen for Arlington will allow repurposing of existing vehicles for autonomous transport. As more of these come online, the cost for each will decrease and soon we will have usable public transport for North Texas without expensive rail. Also, consider improving level 3 charging access so that rideshare drivers with EVs can lower their cost per mile.

**Mail**

**Other**

**Phyllis Silver, Citizen**

Please see attachment for comments submitted via postal mail.

March 22, 2022

Comments on Regional Transportation Plan  
Input Opportunity due April 12, 2022

Mobility 2045 Update - March 14, 2022 Public Meeting

Comments  
Page 6 Shows the no-build map which shows the dramatic spread of severe congestion and delays if there would be no roads or improvements in public transportation. Clearly, we do have to build. It is a little discouraging, though, to see that the areas of congestion/delays are expected to expand even with the proposed improvements (Pages 5). It appears that it is projected that in 2045, current areas of severe congestion will remain and that severe congestion will expand to additional areas.

Question - With these projections, is it possible to devise additional methods so that congestion and delays will be further mitigated in the next 20+ years? Perhaps making public transportation more attractive would entice more people to use it. Currently, when a bus breaks down or when there are not enough bus operators to cover the routes on a given day, riders have to endure long delays in completing their trips. I realize this is a function of the individual transit agencies. If NCTCOG would work with the transit agencies, perhaps some solutions can come about. Currently, in the North Texas Region, not enough people are taking public transit, thereby not reducing congestion. If it was a more attractive alternative, more riders would choose it.

I think that additional innovative strategies can be developed to further reduce future congestion/delays.

AV 2.2/2.3 "Round 2" Projects - Public Meeting - March 14, 2022

Comment  
With the current situation of driver shortages (in the trucking industry and in public transportation), the development of AV technology has become even more important for the mobility of goods and people.

Phyllis Silver

S

over, please →

## North Texas Regional Parking Database

comment

The creation of the Parking Database is an innovative initiative to maximize the efficiency of land use. I think this a worthwhile project

# TRANSPORTATION

## PUBLIC MEETING

APRIL 11 · NOON · 616 SIX FLAGS DR. ARLINGTON, TX

### PRESENTATIONS

#### Mobility 2045 Update & 2022 Transportation Conformity

One of the primary responsibilities of a Metropolitan Planning Organization (MPO) is the development and maintenance of a Metropolitan Transportation Plan (MTP). NCTCOG staff has initiated the development of an update to the current MTP, Mobility 2045, and will provide an overview of the nondiscrimination analysis, as well as draft plan materials which are available at [nctcog.org/PlanInProgress](https://nctcog.org/PlanInProgress).

The Clean Air Act (CAA) requires MPOs to perform an air quality analysis when a MTP is developed/updated. This analysis is to ensure the multimodal transportation system complies with applicable Motor Vehicle Emission Budgets (MVEB) established for the region. Per the CAA, staff has conducted successful analyses for the required MVEB analysis year, the MTP horizon year, and interim years.

#### Beginning of Ozone Season & Car Care Awareness

The Dallas-Fort Worth region does not meet attainment for federal air quality standards for the pollutant ozone. The 2022 ozone season began on March 1, and staff will present an ozone season update and strategies to help reduce air pollution, including information on the department's Car Care Awareness (CCA) campaign. CCA helps educate vehicle owners and the public about proper vehicle maintenance practices so they can take an active role in contributing to the regional air quality solution. More information: [ntxcarcare.org](https://ntxcarcare.org)

#### Electric Vehicle Charging Station Call for Projects

NCTCOG is offering grant funding for the installation of Level 2 and Direct Current Fast Charge (DCFC) electric vehicle charging stations. All public entities are eligible to apply, and the stations must be publicly accessible. Applications are being accepted until April 22, 2022 for the first round of applications. Additional details on the Call for Projects will be provided.

#### Fort Worth to Dallas Regional Trail Branding & Wayfinding Project

The Regional Trail Branding and Wayfinding project will create a name and unified branding and signage for the Fort Worth to Dallas Regional Trail, a 60-mile trail connecting the cities of Fort Worth, Arlington, Grand Prairie, Irving, and Dallas. This project will also help build regional consensus for ongoing marketing and operations for the trail. Staff will present an overview of the project and upcoming public input opportunities.

*For special accommodations due to a disability or for language interpretation, contact Thao Tran at 817-704-2510 or [tctran@nctcog.org](mailto:tctran@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 Thao Tran at least 72 hours prior to the meeting: 817-704-2510 or [tctran@nctcog.org](mailto:tctran@nctcog.org).*

*Attend in person, watch the presentations live at [nctcog.org/input](https://nctcog.org/input), or participate via phone by dialing 855-925-2801 then code 7747.*



#### RESOURCES & INFORMATION

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

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

**Vehicle Incentives & Funding Opportunities:**  
[nctcog.org/aqfunding](https://nctcog.org/aqfunding)

**Fair Treatment & Meaningful Involvement:**  
[nctcog.org/equitybrochure](https://nctcog.org/equitybrochure)





**PUBLIC COMMENTS REPORT**

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

**Purpose**

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

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

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

In addition, comments were accepted through a new, online map tool. Users can drop a pin on a location in the region and leave a detailed comment. This month, there were 10 bicycle and pedestrian comments, 20 roadway comments and 11 transit comments. To read them, visit: <http://nctcoggis.maps.arcgis.com/apps/CrowdsourcingReporter/index.html?appid=b014e6d39b604b3ca329d9094ed1e9e2>.

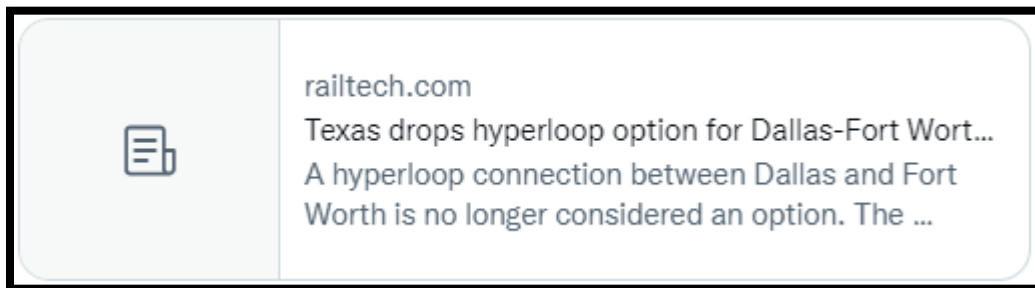
**High-Speed Transportation**

**Twitter –**

1. "A hyperloop connection between Dallas & Fort Worth is no longer considered an option..."

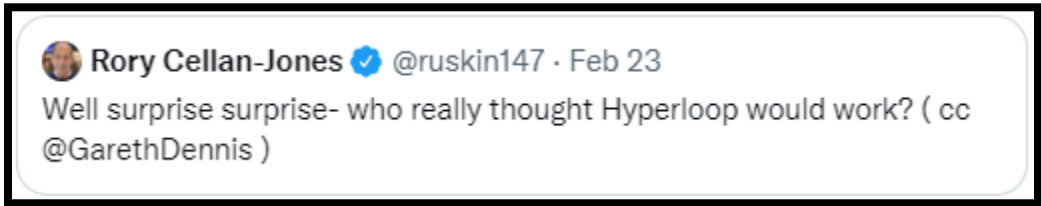
@NCTCOGtrans

announced they will focus "solely on high-speed rail as part of its plans to develop the Interstate 30 rail corridor between Dallas and Fort Worth" – Loren S. (@txbornviking)



Are you ok? – Emily M. Farris (@emayfarris)

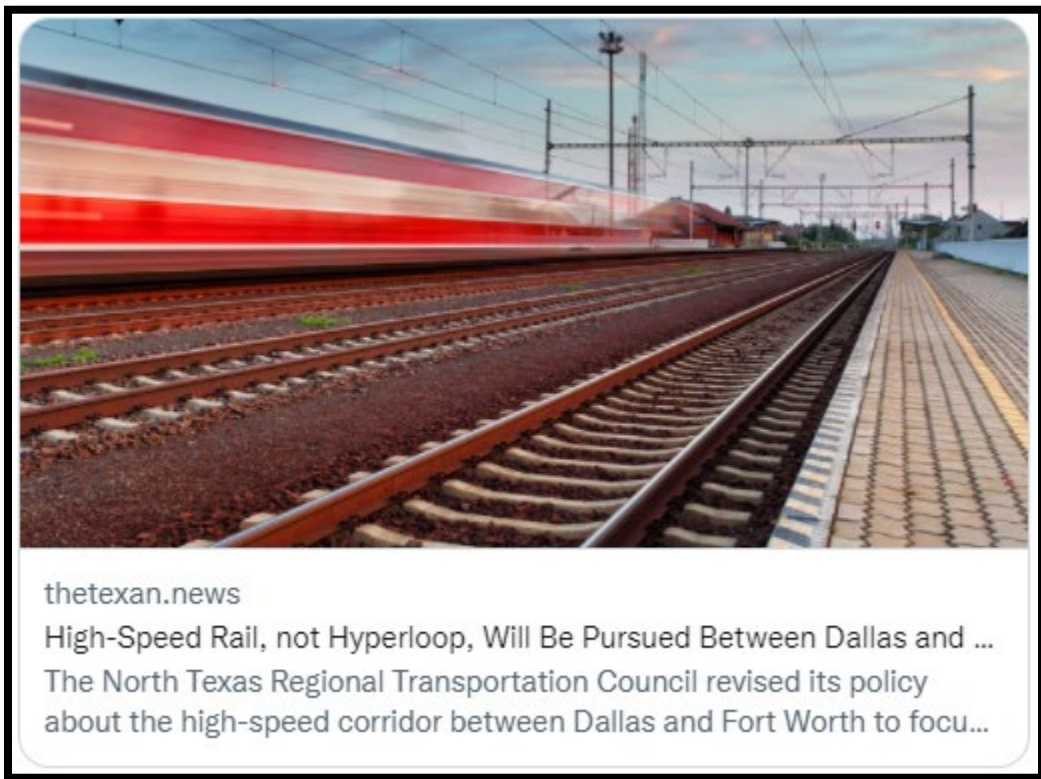
2. So @virginhyperloop minus the hype? @NCTCOGtrans ditches hyperloop for high-speed trains. Sensible. – Peter J LeCody (@railadvo)



[https://en.wikipedia.org/wiki/Missouri\\_Hyperloop](https://en.wikipedia.org/wiki/Missouri_Hyperloop)

It's crowd on I-70 Friday evening, has drivers take their boat to the Lake of the Ozarks. Back to the St. Louis area, Sunday evening. – K M Stanton (@KevinS63103)

3. @NCTCOGtrans selects #HighSpeedRail over #Hyperloop for Dallas <-> Fort Worth corridor. 🗺️ 🏡 🐼 #BuildHSR #FundHSR – US High Speed Rail (@USHSR)



#winning – Electric Regional/National Rail to NA when? (@hsrgood)

Cause @TexasCentral is making such great progress... – Brian Bundridge (@dafuq\_mac)

## Innovative Vehicles & Technology

### Twitter –

1. On-demand #autonomous public #transportation service marks major milestone

<https://uta.edu/news/news-releases/2022/03/18/rapid-one-year>

#SelfDrivingCars #AI #IoT #5G #AutonomousVehicles #autonomous #Robots #startup #startups #SmartCity #Travel #Tech #technology #Robot #MachineLearning #Mobility #delivery #BigData – guidaautonoma (@guidaautonoma)



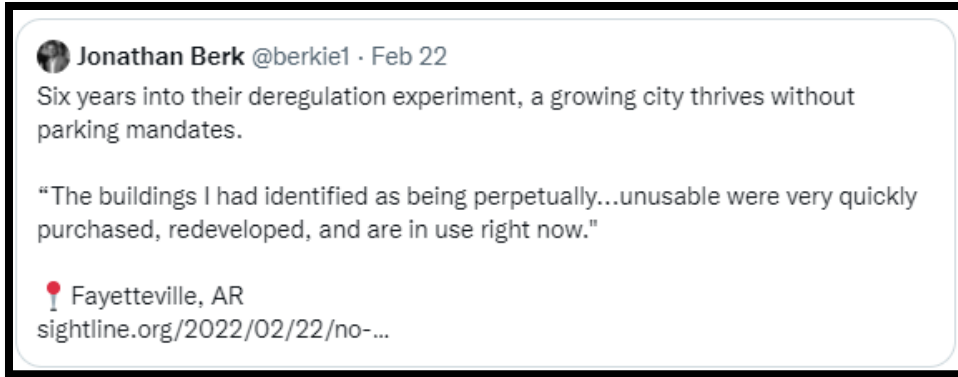
## Sustainable Development

### Twitter –

1. How much parking does DFW need as it continues to grow? @NCTCOGtrans is conducting a study & developing a database as the region continues to welcome new residents. Visit <http://NCTCOG.org/parking> for more details. #FortWorth #TarrantCounty #NorthTexas #Parking – Tarrant Transit Alliance (@TarrantTransit)



#BanParkingMinimums and unlock economic potential! – Loren S. (@txbornviking)



2. @NCTCOGtrans tackling subject of parking in North Texas. – Thomas Bamonte (@TomBamonte)



Good lord that should be shortest study of all time – Eric Haney (@EricHeartsMath)

I can help them: Yes – Doyle Rader (@DoyleRader)

### Transit

#### Twitter –

1. TexRail is such an interesting case study in the issues of American transit. It's a new, modern rail line with clockface schedules. But it's rather ineffective, thanks to: - Uday Schultz 🎧 (@A320Lga)



who would have thought that regional planning is actually important – Alan Fisher (@alanthefisher)

I hate to bring the bad news but regional "planning" has been part of this. Bad regional planning is also how DART ended up with the longest light-rail system but terrible ridership per mile.

Sadly the @NCTCOGtrans has a auto-first mindset. – Loren S. (@txbornviking)



2. From landing to the north at DFW, looking west towards Fort Worth:

(left) Union Pacific's Dallas Subdivision

(right) Trinity Railway Express' former Rock Island route - which now also hosts Amtrak's Texas Eagle after shift from UP, it runs it faster & more reliably. – RAIL Magazine (@RAILMag)



Shifting @Amtrak Texas Eagle off the @UnionPacific Dallas sub to the Trinity Railway Express was thanks to heavy lifting from @NCTCOGtrans @dartmedia @TrinityMetro @TxDOT @USDOTFRA @TXRailAdvocate @BNSFRailway and many others.  
#Tower55 – Peter J LeCody (@railadvo)

3. Hey @NCTCOGtrans & @TxDOT, if your 2045 plan doesn't call for the equivalent of this then you're wasting our time. – Andrew Wallace (agwallace92)



**Facebook –**

1. Registration for the 2022 TTA Transit Academy, sponsored by The University of Texas at Arlington, closes in just 2 weeks!

In Session 2, learn about the needs of the community and how they intersects with transit access. Students will also discover how misconceptions and public perception can influence planning factors and will gain an understanding of the roles of various local and regional elected officials and institutions.

For attending this session, students can receive 2.25 LUs AIA and AICP CEs.

Join our speakers: Beth Watson of United Way of Tarrant County, Matt Jacobs of Catholic Charities Transportation Services, Alisha Wilkinson Marrero of Catholic Charities Transportation Services, Shannon Stevenson of NCTCOG Transportation Department, Chad Edwards of Trinity Metro by registering NOW at [bit.ly/tafb22](https://bit.ly/tafb22)

Thank you to our session sponsor, United Way of Tarrant County!

#ContinuingEducation #TransitAcademy #Transit #TarrantCounty #ArlingtonTX #PublicTransit #TransitRider #PublicTransport #TransitOrientedDevelopment #UrbanDesign #CommunityDesign – Tarrant Transit Alliance





**Programs**

**Twitter –**

- 1. Check out the @GoCarmaTeam app for HOV discounts on the TEXpress Lanes 👉👉 – TEXpress Lanes 🚗 (@TEXpressLanes)



**Project Planning**

**Twitter –**

1. @NCTCOGtrans What is the status of the US-75 Corridor HOV Pilot Project? Has anything changed since the plans first made news in 2019? Is construction on the "technology lane" still slated to start in summer of this year? – Lunchbox (@CravenTHC)

Hi! Apologies for the delayed response! The construction has been delayed a little, but construction is still expected to begin in the summer 2022 timeframe. Hopefully it's not too difficult to read, but more information in the image. – NCTCOGTransportation (@NCTCOGtrans)

**INCENTIVING HOV LANE USAGE TO IMPROVE SAFETY AND TRAFFIC FLOW ON US 75**

**BACKGROUND**

The current US 75 HOV lanes offer a single, concurrent lane in each direction separated by pylons. The lane is only available for High-Occupancy Vehicle (HOV) users and is enforced by visual inspection by the Dallas County Sheriff's Department. As configured currently, the lanes are under-utilized, and they pose ongoing maintenance and enforcement challenges.

TxDOT is currently designing an operational improvements project for the HOV lanes to convert them to Technology Lanes and address the goals listed below.

**Technology lanes** are lanes that utilize vehicular or roadside equipment to influence operations, incentivize vehicle occupancy, impact time of day travel decisions, or provide other opportunities to accommodate the dynamic fluctuations in traffic flow and transportation needs.

**GOALS FOR THE US 75 CORRIDOR**

- Reduce fatalities and crashes by improving traffic flow.
- Improve response to crashes through multi-city traffic incident management.

**PROJECT TIMELINE**

Aut 2018 - Orders Approved  
 Spring 2021 - STPA Award Received  
 Winter 2021 - Initial User Agreement & High-Risk / Low-Occupancy Pilot  
 Spring 2021 - P&ID Complete  
 Winter 2022 - P&ID Complete  
 Fall 2022 - High-Risk / Low-Occupancy Pilot  
 Spring/Summer 2022 - High-Risk / Low-Occupancy Construction Project

**ESTIMATED CONSTRUCTION COSTS**

Technology Lanes	\$17.7 M
Ridgecrest Drive Interchange	\$26.1 M
<b>Estimated Total Cost*</b>	<b>\$43.8 M</b>

\*Not-in-kind charges: \$400,000

**DEMONSTRATION PROJECT COST**

\$10,000,000
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**FUNDING SOURCE**

STPA Grant	\$5,000,000
Carma	\$4,075,000
NCTCOG	\$925,000
<b>Total</b>	<b>\$10,000,000</b>

Source: TxDOT award / 2021 years

**HOW THE GoCARMA APP WORKS**

- After obtaining a toll tag, users download the GoCarma app, create an account and quickly add their vehicle details to get started.
- The app activates automatically when driving on US 75 Technology Lanes. No user interaction required at any time.
- The app verifies HOV status and forms a road transaction WITHOUT reliance to a toll tag or toll gantry.
- An accounting framework is modeled based upon large volumes of high-performance transaction data.
- Variable credits are awarded for target locations to inspire user behavior change.

**CONTACT INFORMATION**

John Hudgorth, PE  
 NCTCOG Dallas District - Director of Transportation, Planning and Development  
 (214) 535-4231  
 john.hudgorth@nctco.org

Dallas District Office  
 477 E. Highway 60  
 Mesquite, TX 75049

TEXAS DEPARTMENT OF TRANSPORTATION | SUMMER - Q3 2021

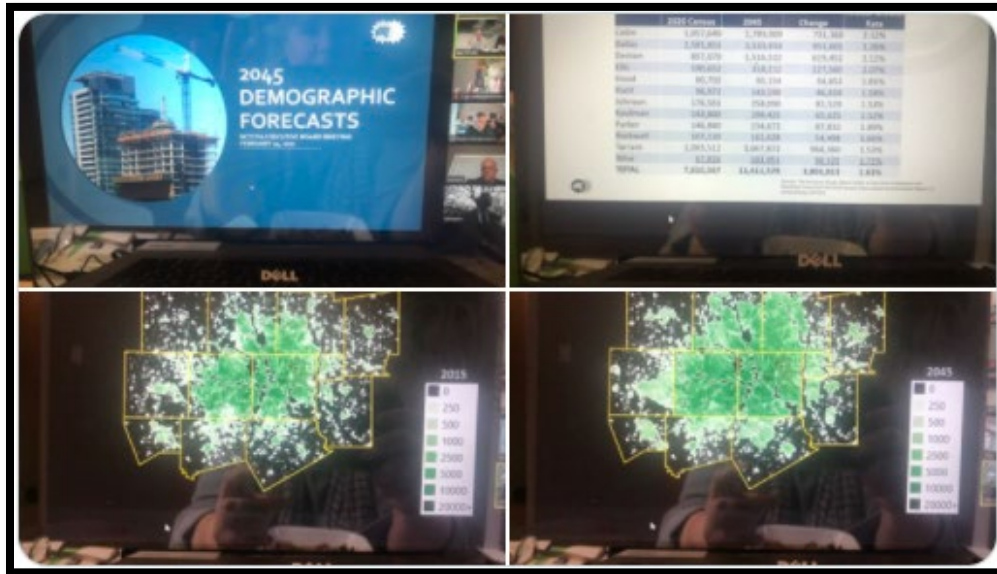
This was informative and helpful. I'm not exactly looking forward to the construction effort since it will likely impact my commute somewhat, but excited that the end result may reduce congestion and keep traffic moving. Thank you! – Lunchbox (@CravenTHC)

We totally understand. Hopefully the improvements made after construction make the temporary inconvenience worth it. Reach out if you have any other questions! – NCTCOGTransportation (@NCTCOGtrans)

**Other**

**Twitter –**

1. .@NCTCOGtrans executive committee meeting was moved to zoom due to weather. We're about to accept the 2045 Demographic Forecast. Every part of North Texas is growing and will continue to grow! – caraathome (@🏠) (@caraathome)



2. If you weren't at JBJ Management's virtual event today....where were you?

Thank you to Cong. Colin Allred and @NCTCOGtrans Director of Transportation Michael Morris for speaking and answering questions regarding the Bipartisan Infrastructure Bill!  
#Transportation #Dallas – JBJ Management (@JBJ\_Management)





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

February 28, 2022

Mr. Dan Stillson  
FHWA Office of Policy  
1200 New Jersey Avenue SE  
W12-140  
Washington, DC 20590-0001

Dear Mr. Stillson:

On behalf of the **Regional Transportation Council (RTC)** and the **North Central Texas Council of Governments (NCTCOG)**, the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth area, we would like to submit comments on the Federal Highway Administration's Federal Register notice published on December 1, 2021, Infrastructure and Investment Jobs Act Request for Information, **Docket No. FHWA-2021-0021**.

As the MPO for the North Texas region, the RTC and NCTCOG are responsible for transportation and air quality planning in a 12-county area with a current population estimate greater than 7.5 million. With such a large and fast-growing region, NCTCOG has been making a concerted effort in the past several years to pursue innovation in planning, so NCTCOG appreciates FHWA's willingness to gather information about how to best implement the new Bipartisan Infrastructure Law (BIL). This law is a landmark investment in America's future, and NCTCOG is eager to work with the Federal Highway Administration (FHWA) to identify opportunities to improve and advance the regional and national transportation systems, especially as the nation's fleet makes the transition to electric and alternative fuel vehicles.

We appreciate the opportunity to provide these comments and look forward to working with FHWA to implement the BIL. If you have any questions, please feel free to contact me at (817) 695-9241 or [mmorris@nctcog.org](mailto:mmorris@nctcog.org).

Sincerely,

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

Michael Morris, P.E.  
Director of Transportation  
North Central Texas Council of Governments

KR:kw

Attachment

## WRITTEN COMMENTS

### Potential opportunities and challenges for implementing existing and new programs:

*Section Number 70914. Section Title – Application of Buy America Preference.*

- Challenge: FHWA Buy America requirements that restrict the ability to distribute federal CMAQ and STBG grant funding to stakeholders to implement air quality improvement projects. FHWA Buy America requirements are substantially more restrictive than other federal agencies' (e.g., Federal Transit Administration).
- Opportunity: Flexibility in Buy America requirements by reinstating the waiver process and processing waivers in a timely manner or modifications to the FHWA Buy America requirements to offer more flexibility like the Federal Transit Administration offers, would provide an opportunity to expand distribution of federal grant funding.

*Section Number 11115. Section Title - Congestion Mitigation and Air Quality Improvement Program.*

- Challenge: Inconsistencies in measuring CMAQ impacts through a variety of disparate methodologies result in inaccurate representations and misaligned comparisons.
- Opportunity: Requiring use of specific calculators/tools for quantifying CMAQ benefits will reduce or prevent any resulting discrepancies.

*Section Number 11401. Section Title – Grants for Charging and Fueling Infrastructure.*

*Section Number 11403. Section Title – Carbon Reduction Program.*

- Challenge: Funding opportunities are often released with a very short turnaround to submit final proposals.
- Opportunity: NCTCOG recommends that application windows allow at least 60 days, and preferably 90 days, from the release of a funding opportunity to the application deadline. Longer application periods allow for fully vetting required procedural and approval steps for all prospective applicants and allow more organizations to participate. This is especially important for a new program.
- Challenge: To the greatest extent possible, NCTCOG recommends that FHWA structure awards in a manner that minimizes the administrative burden of federal grant dollars.
- Opportunity: One best practice to follow would be modeling awards after the rebate programs offered by EPA under Diesel Emission Reduction Act programs, where the rebate awards are considered distinctly different from grants and subgrants and are thus divorced from several federal requirements, including those related to procurement and property management. These federal requirements are not only administratively burdensome, but also are a barrier to participation for many organizations. The administrative burden consequently undermines environmental justice goals.

*Section Number 11401. Section Title – Grants for Charging and Fueling Infrastructure.*

- Challenge: There is limited ability to install alternative fuel infrastructure at various locations, such as rest areas, due to prohibitive right-of-way designations.
- Opportunity: Updated guidelines for designations would allow for more effective and increased installation of charging and alternative fuel infrastructure.
- Challenge: There is no consistent standard for highway signs directing operators of electric and alternative fuel vehicles toward charging and refueling infrastructure.
- Opportunity: NCTCOG recommends updating the MUTCD to provide consistent standards for posting alternative fuel and electric charging infrastructure signs. Comments specific to the proposed MUTCD update were submitted to FHWA by NCTCOG on April 27, 2021 and are attached for reference; please see the section on Alternative Fuel Corridors.

**Solutions or suggestions as to how FHWA might implement the IJA:**

NCTCOG recommends FHWA take steps to address the high cost of project delivery by reducing paperwork burdens, encouraging innovation, and utilizing benefit/cost analysis tools in project selection and prioritization. Two recent articles have discussed the inordinate cost of project delivery for road and transit projects in the United States. According to a June 28, 2021 article from *Vox* entitled “Why does it cost so much to build things in America?”, “the U.S. is the sixth-most expensive country in the world to build rapid-rail transit infrastructure” in terms of the average cost of rail per kilometer and is only outspent by nations where transit projects are “more than 80 percent tunneled.” The ENO Center for Transportation’s July 2021 report “Saving Time and Making Cents: A Blueprint for Building Transit Better” echoed these findings and offered a number of recommendations, including local capacity building, exemptions to environmental and community review processes, and standardization of best practices on project delivery and station design. The situation is much the same with highway projects. The same *Vox* article reports that research by the New York Federal Reserve Bank and Brown University shows that between 1990 and 2008 the cost to construct a “lane mile of interstate increased five-fold.” The article suggests this inordinate increase is the result of multiple issues, including policies that support expanding roadway capacity and rising material costs. Recent efforts to streamline federal decision making processes, including NEPA, are only part of the equation. FHWA must use their legal authority to tackle ballooning infrastructure costs by encouraging and rewarding innovation and requiring benefit/cost analysis in transportation planning and programming.

NCTCOG recommends that eligible applicants be allowed to subaward or subcontract funding for project implementation. Additionally, in the event of a prime entity that submits a regional award on behalf of other eligible applicants who have partnered together, NCTCOG recommends that each eligible partner team member be able to contract directly with the overseeing agency (e.g., FHWA or the state DOT) for administration of funds. This reduces unnecessary layers of administrative oversight, preserving the maximum amount of funding for project implementation.



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

April 27, 2021

Mr. Kevin Sylvester  
Office of Transportation Operations  
Federal Highway Administration  
United States Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Mr. Sylvester:

On behalf of the Regional Transportation Council (RTC) and the North Central Texas Council of Governments (NCTCOG), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth Area, we would like to submit comments on the Federal Highway Administration's (FHWA) notice published in the December 14, 2020, Federal Register, National Standards for Traffic Control Devices; the Manual on Uniform Traffic Control Devices (MUTCD) for Streets and Highways; Revision, **Docket No. FHWA-2020-0001**.

As the MPO for the North Texas region, the RTC and NCTCOG are responsible for transportation planning in a 12-county area with a current population estimate greater than 7.5 million. With such a large and fast-growing region, NCTCOG has been making a concerted effort in the past several years to pursue innovation in transportation and air quality planning, so NCTCOG is grateful for FHWA's decision to update the MUTCD's technical provisions to respond to advances in technologies and operational practices and incorporate recent trends and innovations. Please consider the below comments as FHWA refines the proposed 11th edition of the MUTCD.

### **Traffic Incident Management**

Safety is one of NCTCOG's chief goals in planning for the regional transportation system. To this end, NCTCOG regularly hosts training on traffic incident management for the region's emergency responders. A subcommittee of local transportation professionals and emergency responders in the region reviewed Chapter 6O - Control of Traffic Through Traffic Incident Management Areas and recommends two changes to the proposed 11th edition. First, the incident class durations should be changed to reflect the amount of time needed to deploy equipment. The proposed incident class durations in Chapter 6O.01 are as follows:

- A. Major – expected duration of more than two hours;
- B. Intermediate – expected duration of 30 minutes to two hours; and
- C. Minor – expected duration under 30 minutes.

NCTCOG requests the following changes to the incident class durations:

- A. Major – expected duration of more than four hours;
- B. Intermediate – expected duration of 60 minutes to four hours; and
- C. Minor – expected duration under 60 minutes.

These durations would better represent the number of incidents within our region that fall within each incident class.

In addition, NCTCOG recognizes that most early responders to incidents do not carry the type and amount of traffic control devices needed for incidents. Such devices are likely delivered by other vehicles summoned to the scene by early responders. Therefore, the NCTCOG recommends that guidance in this chapter be modified to recognize that early responders do not usually deploy traffic control devices but instead request this support from others. However, nothing in the guidance would prohibit or discourage early responders from deploying the needed traffic controls if they have devices available.

### **Bicycle and Pedestrian Facilities**

NCTCOG's interest in safety also extends to bicycle and pedestrian facilities. Between 2015 and 2019, in North Texas, there were more than 10,500 reported bicycle and pedestrian crashes involving motor vehicles that resulted in more than 800 fatalities, according to the Texas Department of Transportation. NCTCOG has undertaken an extensive public education and outreach campaign to save lives, and the following comments on crosswalks, pavement and pedestrian signals are informed by this effort.

MUTCD guidance in Section 3C.02 advises that crosswalk markings "should not be used indiscriminately," but it would be better if the MUTCD recommended crosswalks be installed at all signalized intersections and then provided "Options" of when a crosswalk might not be necessary. In this same vein, guidance in Section 4D.02 recommends that pedestrian signals "should" be installed at marked crosswalks at signalized intersections, but "shall" would state this more strongly.

In Sec. 3H.03, the guidance on aesthetic treatments in crosswalks is written from the perspective of motor vehicle drivers rather than pedestrians. References to the right-of-way being "dedicated exclusively to highway-related functions" and pedestrians "loitering" in crosswalks should be removed. Furthermore, Sec 3H.03 visuals standards on crosswalk designs are overly prescriptive and should be moved to guidance, with the exception of standards regarding vision-impaired pedestrians who rely on tactile cues. Similarly, the guidance on colored pavement in Sec. 3H.01 says colored pavement is used to "regulate, warn, guide or otherwise communicate with traffic" and is not clear about whether colored pavement may be used for decorative and/or painted intersections. NCTCOG recommends allowing colored pavement within intersections for aesthetic purposes.



## **Alternative Fuel Corridors**

As the MPO for the Dallas-Fort Worth ozone nonattainment area, NCTCOG is tasked with increasing the use of alternative fuel vehicles to help reduce ozone-forming pollution. Zero-emission vehicles especially help reduce the air pollution impact of the transportation sector, with on-road mobile vehicles currently contributing nearly half of all ozone-forming emissions of nitrogen oxides (NOX). Although ozone levels continue to decrease, the DFW nonattainment area is currently facing reclassification to more stringent nonattainment designations under both the 2008 and 2015 ozone standards. NCTCOG also houses the Dallas-Fort Worth Clean Cities Coalition, a US Department of Energy program working to increase adoption of alternative fuels. Accordingly, NCTCOG has been deeply involved in designating alternative fuel corridors under Section 1413 of the Fixing America's Surface Transportation (FAST) Act.

Overall, NCTCOG wishes to suggest FHWA consider substituting the word "fuel" for "gas" throughout the proposed 11th edition. NCTCOG disagrees with the implication in the MUTCD that fueling facilities are defined primarily by the availability of gasoline and instead supports an approach that gives parity to alternative fueling stations on signage. NCTCOG proposes defining "fuel" to include gasoline, diesel, and alternative fuels, and defining "alternative fuels" to include at least all alternative fuels included in the FHWA Alternative Fuels Corridor Program (electric, hydrogen fuel cell, propane, natural gas) under 23 U.S.C. 151. The change from "gas" to "fuel" is specifically requested in Sections 2I.03, 2J.01 and 2J.02.

Highway corridor signage must necessarily reflect this inclusive view of fuel. For example, General Service Sign D9-7 Gas in Proposed Figures, Part 2, uses a gas pump symbol to indicate the availability of fuel on a highway sign: All fuels are labeled by a letter, such as "CNG" or "EV"—except for gasoline. Parity among all fuel types would require gasoline be labeled with a "G."

For proposed new Section 2H.14, NCTCOG supports this effort to incorporate standards and guidance for consistent use of Alternative Fuels Corridor Signs nationwide. In addition, regarding Section 2H.14:

- NCTCOG opposes prohibiting states from incorporating alternative fueling stations into existing logo programs and recommends FHWA remove this restriction.
- NCTCOG asks FHWA to consider elevating guidance on LAST IN CORRIDOR signage warning alternative fuel consumers of the last opportunity to refuel their vehicles to a standard to avoid consumer confusion and best inform motorists.
- NCTCOG supports the requirement for General Service signs identifying the alternative fuels available in the corridor to be included with the Alternative Fuels Corridor signs in a sign assembly and additional directional assemblies to reach fuel services.
- NCTCOG recommends allowing General Service signs in the sign assembly indicating the end of a corridor if additional alternative fuel facilities are available.
- NCTCOG recommends that FHWA change statements permitting additional signs beyond major intersections/interchanges on long corridors or when the availability of one or more of the alternative fuel facilities discontinues from "Option" statements to guidance to advise states that this is a best practice to adequately communicate fuel availability.

In Section 2I.03, NCTCOG appreciates the new “Support” and “Option” statements acknowledging that motorist expectations for alternative fuels may vary from conventional fuel vehicles. This would create flexibility for posting General Service signs for more types of alternative fueling stations, especially EV charging stations that may not be collocated with conventional fueling sites. NCTCOG recommends removing “public telephone” from the criteria for services listed on “Gas, Diesel, and/ or alternative fuel” General Service signs.

For Chapter 2J, NCTCOG recommends that supplemental messages identifying available alternative fuels be allowed for all business categories of Specific Service signs. Due to the length of time required to refuel some alternative fuel vehicles, it is reasonable to expect motorists to pursue activities and amenities, such as food and local attractions, while they wait. This is especially true for EV charging stations, which are a current administration priority and are often co-located with FOOD or LODGING establishments. Moreover, this creates an opportunity for businesses that diversified the scope of services they provide.

In Chapter 2J, NCTCOG further recommends:

- Revising in 2J.01 the guidance criteria for statewide policy for Gas business identification sign panels to include alternative fuels in addition to gasoline
- Revising in 2J.02 the proposed standard language prohibiting Gas Specific Services signs for businesses that do not offer gasoline but offer alternative fuels to read “a business that does not offer gasoline but offers alternative fuels may be signed using FUEL Specific Service signs.”
- Revising in 2J.03 the proposed “Option” language limiting supplemental messages identifying available alternative fuels to Gas Specific Services signs for gasoline facilities that provide the specified alternative fuel to “a supplemental message identifying an alternative fuel available may be added to the business identification sign panels on a Specific Services sign for any business that provides the specified alternative fuel.”

## **Electric Vehicles**

NCTCOG supports the proposed changes for Electric Vehicle (EV) Parking signage in Section 2B.54 because this would open the door to uniformity in signage for EVs, making it easier to identify available EV parking spaces. NCTCOG asks FHWA to consider making this guidance into a standard similar to the Accessible Parking standards in the Americans with Disabilities Act. Such a standard would bring greater uniformity to and awareness of the different parking rules for EVs across the states.

## **Automated Vehicles**

The need for federal guidance relating to automated vehicles (AV) is paramount, and NCTCOG welcomes this effort by FHWA to provide direction through the 11th edition of the MUTCD. However, NCTCOG is confused by several of the general principles articulated in Chapter 5A.

For instance, Section 5A.01 states that the “MUTCD does not address standardizing several areas that might be important to AV technologies such as digital infrastructure, geometric road design, setting maintenance levels for all traffic control devices, and setting minimum condition levels for paving materials.” To limit guidance on traffic control devices for AVs to visually conveyed information is to misunderstand how AVs operate, since “digital infrastructure” is how

highly automated vehicles ingest data. Accordingly, maintenance requirements applicable to traffic control devices and data streams are needed to support the operation of AVs.

On the other hand, Section 5A.04 seems to understand automated vehicles when it states that “the lack of tolerance of DAS [driving automation system] for nonuniformity in traffic control device design and application is a limiting factor of current DAS sophistication, i.e. DAS has limited ability to interpolate across gaps in traffic control device cues to the vehicle.” AVs can process digitally conveyed information more easily than they can process visually conveyed information. For example, AVs can process information about the speed limits within geocoded boundaries and adjust vehicle behavior accordingly more easily than trying to read speed limit signs and make the necessary adjustments on the fly. This makes Section 5A.01’s decision to concentrate on visual infrastructure to the neglect of digital infrastructure difficult to understand. Therefore, the proposed revision of the MUTCD seems like a missed opportunity to acknowledge the technological revolution happening in vehicles and begin digitizing key elements of roadways, including speed limits, warning signs, and traffic signal phase and timing. Digitized traffic control information will not relieve AV developers from their responsibility to design AVs that operate safely.

The proposed MUTCD revision also seems out of touch with recent developments in both regulation and innovation for automated vehicle technologies. Section 5B.03 states that “where possible, connected and automated vehicles (CAV) needs with respect to traffic signals are better addressed through vehicle to infrastructure (V2I) for the reasons stated above and for reliability and accuracy of critical communications under all environmental conditions.” A similar statement is found in Section 5B.05. However, the Federal Communications Commission, in the face of USDOT inaction, has recently scaled back the so-called “safety band” in the 5.9 GHz part of the wireless spectrum section from 75 MHz to 30 MHz and mandated use of a competing communications protocol. Given the uncertainty of the regulatory environment, it is odd to see the MUTCD take a stance in favor of this technology. In fact, many of the functions connected vehicle technology was expected to provide can now be handled by cellular technology being built into vehicles, and recent iterations of cellular technology allow direct peer-to-peer sharing of data without needing to utilize the cellular network at all. The key to success on this front is effective digitization of infrastructure and data sharing with the developer community—an approach the proposed revision bars by disclaiming any responsibility for digital infrastructure.

Finally, in contrast to Part 5’s hands-off approach on automated vehicles, the extensive waiver process outlined in the MUTCD’s Section 1B.06 on experimentation for traffic control devices is a direct impediment to AV deployment. Instead of requiring FHWA approval for innovative AV-related technologies, experimental technologies should be presumptively approved unless FHWA intervenes and disallows a proposed experiment.

NCTCOG commends FHWA for entering the MUTCD into the conversation around automated vehicle regulation, but the approach proposed for Part 5 of the 11th edition is not grounded in a thorough understanding of how AVs work and the opportunities that exist to utilize data to accomplish a wide range of traffic control device functions. At a minimum, the MUTCD must be more flexible and supportive of innovation and experimentation designed to advance the safe and timely introduction of automated vehicles at scale.

Mr. Sylvester  
Page Six

April 27, 2021

We appreciate the opportunity to provide these comments and look forward to working with FHWA as work continues on the 11th edition of the MUTCD. If you have any questions, please feel free to contact me at (817) 695-9241 or [mmorris@nctcog.org](mailto:mmorris@nctcog.org).

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Morris". The signature is fluid and cursive, with the first name "Michael" and the last name "Morris" clearly distinguishable.

Michael Morris, P.E.  
Director of Transportation

KR:aa



North Central Texas Council of Governments

March 7, 2022

US EPA Clean School Bus Program  
1200 Pennsylvania Avenue  
Mail Code 6406A  
Room 5358K (Overnight)  
Washington, DC 20450

**RE: Comments to the Environmental Protection Agency on the Bipartisan Infrastructure Law's Clean School Bus Program**

To Whom It May Concern:

On behalf of the **Regional Transportation Council (RTC) and the North Central Texas Council of Governments (NCTCOG)**, the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth area, we would like to submit comments to the Environmental Protection Agency (EPA) on the Clean School Bus Program established by the Bipartisan Infrastructure Law (BIL).

The NCTCOG Transportation Department is the host agency for the Dallas-Fort Worth Clean Cities Coalition (DFWCC) and has more than two decades of experience applying for and subgranting funds for different funding opportunities, including EPA Diesel Emission Reduction Act (DERA) grants. NCTCOG and the DFWCC appreciate the opportunity to provide this input, which is informed by its own experiences and conversations with local government fleets regarding obstacles and constraints in other grant programs.

We appreciate the EPA's consideration of these recommendations and look forward to working with EPA to support the adoption of clean vehicle technology in North Texas. If you have any questions, please feel free to contact me at (817) 695-9232 or [lclark@nctcog.org](mailto:lclark@nctcog.org).

Sincerely,

Lori Clark  
Program Manager  
North Central Texas Council of Governments

SN:kw

Attachment

## **NCTCOG Comments on Clean School Bus Program Authorized by the Bipartisan Infrastructure Law (BIL)**

### **Eligible Recipients of Funding**

NCTCOG recommends the EPA to allow applications from all entities that meet criteria listed in Section 71101 of the BIL, which amends Section 741 (a)(5) of the Energy Policy Act of 2005 (42 U.S.C. 16091), without adding any additional eligibility requirements that could unnecessarily restrict the applicant pool. For example, NCTCOG notes that the restrictive eligibility under the American Rescue Plan's (ARP) Clean School Bus Rebates eliminated all but one school district in North Texas from the program. Adhering simply to the criteria in the BIL will ensure worthy applicants are not screened out of the program.

### **Application Selection Process**

The considerations and priority factors laid out in Section 71101 of the BIL, which amends Sections 741(b)(3) and 741(b)(4) of the Energy Policy Act of 2005 (42 U.S.C. 16091), suggest that awards under the Clean School Bus Program will be selected on a competitive basis. NCTCOG supports a competitive selection process to balance equitable distribution of funds and emissions reductions. A competitive selection can be applied to both grant and rebate awards, and NCTCOG recommends the EPA to utilize competitive selection in all award types, regardless of award structure. NCTCOG does not support awarding projects through a lottery system or a first-come, first-served basis. These processes do not award projects with greatest merit or impact and seem to contradict the intent of BIL language. Moreover, a first-come, first-served approach may cause an applicant to rush the project planning process which could undermine implementation efforts. Planning is especially important for the transition to zero-emission buses where districts need to consider infrastructure elements.

### **Consideration Criteria**

NCTCOG notes potential conflict between criteria listed in Section 71101 of the BIL amending Section 741(b)(3) of the Energy Policy Act of 2005 (42 U.S.C. 16091), which may affect awards. A project that is responsive to criteria (A) lowest overall cost of bus replacement, is likely not responsive to criteria (C) technologies that most reduce emissions. The lowest overall cost would be a diesel bus operating biodiesel, but these buses provide the least emissions reduction. In contrast, the most emissions reduction would be a zero-emission bus, which has the highest overall cost. NCTCOG recommends the EPA to clearly outline how it plans to consider these criteria when issuing funding opportunities, like the clear scoring provided in the DERA National Grants Program and the Texas Commission on Environmental Quality's (TCEQ) Texas Emissions Reduction Plan (TERP) Governmental Alternative Fueling Fleet (GAFF) Program<sup>1</sup>. NCTCOG recommends prioritizing criteria (C) technologies that most reduce emissions.

In accordance with BIL Section 71101, amending Section 741(a)(8) (A and B) of the Energy Policy Act of 2005 (42 U.S.C. 16091), which defines zero-emission buses based on exhaust emissions, NCTCOG encourages the EPA to evaluate all emissions reductions based on exhaust (tailpipe) emissions and not wells-to-wheels emissions. NCTCOG also recommends requiring that compressed natural gas and propane buses use engines certified to the California Air Resources Board (CARB) Low-NO<sub>x</sub> emissions reduction standards to achieve the highest

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<sup>1</sup> <https://www.tceq.texas.gov/airquality/terp/gaff>

level of emissions reduction possible for buses of those fuel types. CARB Low-NO<sub>x</sub> engines are readily available for both fuels.

### **Prioritization of Eligible Applicants/Projects**

NCTCOG encourages the EPA to take the following actions to optimize opportunities for EPA Clean School Bus Program funding to be combined with grants from other entities as referenced in Section 71101, amending Section 741 (b)(4)(C):

- **Issue clear statements that EPA Clean School Bus Program funding is not claiming emissions reductions for State Implementation Plan or other purposes, and that any emissions reductions resulting from EPA Clean School Bus Program funding may be credited to other grant programs being combined with EPA funding.** The TCEQ has stated that funds from various TERP state incentive programs cannot be combined with any other incentive funds that are based on emissions reductions, including EPA DERA funds, to eliminate the risk of double-counting emissions benefits to two different programs. Similar issues may occur in other states.
- **Issue a Long-Range Schedule for Funding to Allow Complementary Planning/Timing of other grant programs.** Applicants are often unable to leverage multiple incentive programs due to challenges in aligning different programs' schedules. This challenge could be mitigated by publishing a long-range schedule including application windows, expected award windows, and expected timeframes for required project completion. A long application window could also help address this issue.
- **Clarify that applicants who choose to contribute their own funds will not be considered less favorably than those who combine Clean School Bus funds with other grants.** The language of Section 71101 of the BIL, which amends 741(b)(4)(C) of the Energy Policy Act of 2005 (42 U.S.C. 16091), could be interpreted as prioritizing those who can combine the EPA Clean School Bus Funding with other grants. As discussed above, this can be very difficult due to factors outside the applicant's control. Moreover, an applicant who has "skin in the game" by contributing its own funding as non-federal match should be given favorable treatment as their contribution enables incentive funds to reach the greatest number of projects. NCTCOG encourages the EPA to *require* all recipients to provide some out-of-pocket contribution, even if minimal.

Also, NCTCOG requests the EPA to provide guidance regarding eligibility for a "small or rural area" as referenced in Section 71101, amending 741(b)(4)(B), as statute does not provide a definition.

In addition to the items identified in BIL Section 71101, amending Sections 741(b)(4), NCTCOG requests the EPA to prioritize applications that meet the following criteria:

- **Projects that operate in areas that violate one or more National Ambient Air Quality Standards (NAAQS) and reduce the specific criteria pollutant(s) of concern in that region.** While all students are at risk from the emissions from diesel and gasoline tailpipes, students living in nonattainment areas are further affected due to chronic exposure to ambient air pollution in their communities. Moreover, the use of cleaner school buses in these areas can support broader attainment efforts.
- **Electric school bus projects that incorporate (1) features that reduce grid strain and (2) resilience features.** Managed charging and vehicle-to-grid functionality can mitigate additional load during peak times and enable use of electric buses as a grid asset. Resiliency elements may include features, such as on-site generation, battery storage, and microgrids, that enable off-grid operation to ensure buses can be used when needed.

### **Requirements for Existing Buses**

NCTCOG recommends the EPA to allow replacement of any fuel type school bus. Many programs focus specifically on replacement of diesel school buses, leaving a gap where replacement of old gasoline or alternative fuel buses have remained ineligible for funding. All fuel types have the potential to be high-polluting, depending on the individual engine.

NCTCOG discourages specific model year or mileage requirements for existing school buses. Such requirements have eliminated projects that were very close to qualifying based on somewhat arbitrary eligibility cutoffs. These criteria could be used as part of a competitive selection process, which will ensure all good projects compete based on merit.

### **Eligible Replacement Activities/Vehicles**

NCTCOG supports eligibility of a variety of fuel types under the 50% allocation for “clean” school buses. There are use cases where zero-emission buses are not yet able to meet operational needs as well as cases where propane or natural gas buses are able to achieve criteria pollutant emissions reductions in a much more cost-effective way. However, NCTCOG recommends against funding biofuels projects for the following reasons:

- To acquire a bus that uses biodiesel, a district would simply be purchasing a diesel bus. Thus, there is no incremental cost of a “cleaner” bus that requires use of incentive funds. The same is true for a bus that would use ethanol.
- Biofuels provide minimal reduction in criteria pollutants.
- Because the bus can operate on conventional diesel or gasoline, there is no certainty of achieving the emissions reductions associated with use of biofuel.

In the event the EPA chooses to allow funding for biofuel projects, NCTCOG recommends that:

- Infrastructure expenses are the only allowable costs.
- Documentation be required that the proposed buses are approved to use a B20 or higher biodiesel blend, or an E85 or higher ethanol blend.
- Eligible applicants are required to submit reports of biofuel consumption to demonstrate that the buses are indeed operating on the cleaner fuel.

NCTCOG recommends against requiring Buy America compliance for any vehicles or infrastructure purchased under the Clean School Bus Program. Buy America constraints have severely restricted practical implementation of a wide variety of projects funded under the Federal Highway Administration Congestion Mitigation and Air Quality Improvement Program.

In addition to the operational requirements listed in Section 71101 of the BIL, which amends Section 741(b)(5) of the Energy Policy Act of 2005 (42 U.S.C. 16091), NCTCOG recommends the EPA to encourage funding recipients to assign buses to the longest possible route(s) to optimize use, and to operate the buses on route(s) that serve Justice 40 communities to optimize emissions benefits in those areas.

NCTCOG encourages the EPA to limit the number of awarded activities/replacements a single district can receive to meet the broad distribution of awards requirements listed in Section 71101, amending Section 741 (b)(7). Without a clear limitation at the outset of the program, there could be a risk that a single school district could capture all or a substantial portion of



available funds for their respective region. For example, the entire funding allocation of the 2020 funding round of the TCEQ TERP GAFF program was awarded to a single school district.

### **Grant Amounts**

When awarding funds, NCTCOG recommends award amounts modeled off funding levels from the TCEQ's TERP Texas Clean School Bus Program<sup>2</sup> or the Texas Volkswagen Environmental Mitigation Program<sup>3</sup>. Both programs have generous, defined grant amounts (which provides certainty in project planning) and require cost share.

### **Grant Administration and Reimbursement of Eligible Costs**

To the greatest extent possible, NCTCOG recommends the EPA to structure awards in a manner that minimizes the administrative burden of federal grant dollars. To achieve this, NCTCOG recommends the following:

- Model awards after rebate programs offered by the EPA under the DERA programs, where the rebate awards are considered distinctly different from grants and subgrants and are thus divorced from several federal requirements including those related to procurement and property management. These federal requirements are a barrier to many organizations' participation in funding programs as they require substantial staff capacity, and they result in more funds being spent on administrative oversight costs.
- Allow flexibility in the award structure or financial transaction to overcome the need for large amounts of up-front capital. For example, allow a recipient district to "assign" the award directly to the vendor so that the cost of the bus is reduced at the point of sale.
- Ensure an adequately long period for applications. Opportunities are often released with a very short turnaround to submit final proposals. NCTCOG recommends that application windows allow at least 90 days, and preferably 120 days, from the release of a funding opportunity to the application deadline. This allows opportunity for fully vetting required procedural and approval steps for all eligible applicants, allows for awareness and participation by more organizations, and provides adequate time for a school district to plan for implementation.

### **Outreach and Education Program**

In creating an education and outreach program, NCTCOG recommends the EPA to coordinate with the [Department of Energy Clean Cities Program](#) to utilize extensive resources already available through that program and the Alternative Fuel Data Center. Resources include:

- [A new technical assistance series on electric school buses](#)
- [A dashboard of available alternative fuel buses](#)
- [A network of nearly 100 local Clean Cities Coalitions](#), many of whom have relationships with local school districts and can conduct outreach to school districts in their respective areas. Coalitions are also critical to ensuring smooth project implementation and have experience supporting deployment of alternative fuel projects.

NCTCOG recommends the EPA to provide contact information for the local Clean Cities Coalition to all award recipients to facilitate successful implementation.

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<sup>2</sup>Texas Clean School Bus Program: <https://www.tceq.texas.gov/airquality/terp/school-buses.html>

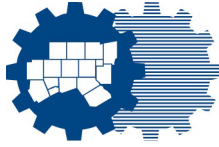
<sup>3</sup> Texas Volkswagen Environmental Mitigation Program: <https://www.tceq.texas.gov/agency/trust/index/buses>

While NCTCOG recommends the EPA to leverage the listing of available alternative fuel buses made available on the Alternative Fuels Data Center<sup>4</sup>, the EPA is encouraged to provide a listing of any state requirements which may limit a school district from purchasing from a specific school bus manufacturer. For example, Texas' Department of Public Safety (DPS) has specific [safety requirements for school buses](#), and not all electric school buses currently meet Texas' standard.

Finally, NCTCOG recommends the EPA to create a working group to comment on the final proposed Clean School Bus Program. The working group should include perspectives from eligible applicants as well as other grant-making agencies who can share and advise on best practices. Additionally, after each funding round, the working group could review results to date and create recommendations for any adjustments needed to the program.

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<sup>4</sup> [Alternative Fuels Data Center: Fleet Application for School Transportation Vehicles \(energy.gov\)](#)



North Central Texas Council of Governments

March 2, 2022

**Subject: Comments on the Texas Emission Reduction Plan Alternative Fueling Facilities Program**

To Whom It May Concern:

The North Central Texas Council of Governments (NCTCOG) Transportation Department, which serves with the Regional Transportation Council as the Metropolitan Planning Organization for the Dallas-Fort Worth region, and is the host agency for the Dallas-Fort Worth Clean Cities Coalition, is pleased to have the opportunity to provide input on proposed preferences and scoring criteria for the Texas Commission on Environmental Quality's (TCEQ) Texas Emissions Reduction Plan's Alternative Fueling Facilities Program (AFFP).

NCTCOG appreciates TCEQ's consideration of these recommendations. If you have any questions, please feel free to contact me at (817) 695-9232 or [lclark@nctcog.org](mailto:lclark@nctcog.org).

Sincerely,

Lori Clark  
Program Manager  
North Central Texas Council of Governments

KR:bw

Attachment

## North Central Texas Council of Governments Comments on Proposed Preferences and Selection Criteria for the Texas Commission on Environmental Quality Texas Emissions Reduction Plan Alternative Fueling Facilities Program

### Grant Amounts and Small Business Set-Aside

The North Central Texas Council of Governments (NCTCOG) supports small business set-aside. However, the TCEQ should require the applicant to provide documentation that their entity existed in a manner that meets the stated criteria *prior to* publication of the proposed selection criteria. NCTCOG also requests that public sector applicants be explicitly listed as part of the “all other” category.

NCTCOG questions the rationale for the set-aside for natural gas versus other fuel types. This breaks available funding into four different ‘buckets’ with relatively small levels of funding in each. This could result in difficulty funding larger projects with high merit. If the TCEQ retains the four funding buckets, NCTCOG recommends exercising flexibility in adjusting awards between the various funding buckets (in the event some sub-allocations are oversubscribed, and others undersubscribed) and communicating this flexibility at the outset of the program.

### Restrictions

NCTCOG supports the restriction against awards to businesses that received two or more grants under the Texas Volkswagen Environmental Mitigation Program. However, the TCEQ should clarify the exact meaning of “two or more grants.” It is unclear whether this means two or more sites (addresses), two or more agreements, or something else.

### Scoring Criteria

NCTCOG recommends the following changes:

- Increase points for **criteria a, proximity of the station to existing facilities**, to optimize wider deployment of alternative fueling infrastructure. NCTCOG also recommends using a ratio of available infrastructure, such as number of dispensers/charging ports compared to average annual daily traffic, to award points to locations that may be near an existing facility, but where existing facilities may be inadequate to serve demand.
- Decrease points for **criteria b, distance from a highly traveled highway segment**. This criteria could prioritize areas which are already captured in criteria c.
- Adjust points associated with **criteria c, distance from an interstate highway, U.S. highway, or state highway**, to complement rather than duplicate new funding programs established by the Bipartisan Infrastructure Law:
  - **For electric vehicle (EV) charging sites only:** Decrease points for sites located along Federal Highway Administration (FHWA)-designated alternative fuel corridors. These locations will be funded through the National Electric Vehicle Infrastructure (NEVI) Formula Program. Reserving AFFP funds for locations NOT along these corridors will facilitate projects which are ineligible for NEVI. Corridor designations are available on the Texas Department of Transportation (TxDOT) Statewide Planning Map<sup>1</sup> or the FHWA Alternative Fuel Corridors website.<sup>2</sup>
- When considering criteria for **existing local amenities nearby or statement of future construction of one**, increase the allowable distance of amenities from a quarter-mile to a half-mile, especially in rural and underdeveloped areas.

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<sup>1</sup> [https://www.txdot.gov/apps/statewide\\_mapping/StatewidePlanningMap.html](https://www.txdot.gov/apps/statewide_mapping/StatewidePlanningMap.html)

<sup>2</sup> [Electric Vehicle \(EV-Round 1,2,3,4 and 5\) - FHWA HEPGIS Maps \(dot.gov\)](#)

- Elevate tie-breaker **provision d.xiii., location in an economically depressed or blighted area**, to a selection criterion. The TCEQ should also provide a list or map of these areas within the Clean Transportation Zone.
- Award points for sites which plan to offer alternative fuel produced via renewable methods and/or incorporate resiliency measures (e.g., battery storage at EV charging sites).

### **EV Charging Station Requirements**

NCTCOG recommends that the TCEQ require DC Fast Charge EV charging stations located within one mile of an interstate, U.S. highway, or state highway to meet key design criteria listed on page 26 of the NEVI Formula Program Guidance<sup>3</sup>, unless the applicant demonstrates that such standards are impractical or infeasible due to utility capacity constraints:

- Charge power per DC port should be at least 150 kW
- Provide at least four Combined Charging System ports
- Be capable of simultaneously charging four EVs

If these standards cannot be made an eligibility requirement, then the TCEQ should, at a minimum, award points for EV charging stations that do adhere to these requirements. The TCEQ should consult with TxDOT on other criteria to ensure that EV charging stations funded under AFFP are as consistent as practicable with statewide EV charging infrastructure plans under development in conjunction with the NEVI Formula Program.

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<sup>3</sup> [The National Electric Vehicle Infrastructure \(NEVI\) Formula Program Guidance \(dot.gov\)](#)



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

March 9, 2022

Amit Bose  
Administrator  
Federal Railroad Administration  
1200 New Jersey Ave SE  
Washington, DC 20590-0001

Dear Mr. Bose:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth area, and the North Central Texas Council of Governments (NCTCOG), we would like to submit comments on the Federal Railroad Administration's (FRA's) Request for Information for the Corridor Identification and Development Program notice published in the February 7, 2022, issue of the Federal Register, **Docket No. FRA-2022-0006**.

The RTC and NCTCOG is pleased to have the opportunity to provide input on FRA's Corridor Identification and Development Program and how it can best develop intercity passenger rail corridors. We look forward to implementing new programs and policies included in the Bipartisan Infrastructure Law that enhance rail safety and repair, restore, improve, and expand the nation's rail network.

North Central Texas has three Class 1 railroads (BNSF, UPRR and KCS) and two short lines, as well as the Trinity Railway Express (Commuter Rail Service) and Amtrak. All of which operate in the region. In addition to the importance of these corridors in the success of rail movements in the North Central Texas area, there are state and national impacts on the movement of goods across the country.

The Corridor Identification and Development Program creates a new framework to facilitate the development of new, enhanced, and restored intercity passenger rail corridors throughout the country. There are currently many robust existing rail corridors that cross the country, including urban areas that are experiencing severe congestion due to both passenger and freight rail carriers. When developing corridors, identify corridors that are for passenger rail and freight to improve congestion. Different corridors could cater to passengers or freight to alleviate congestion in urban areas. However, some freight and passenger carriers operate in the same corridors, utilizing new dispatching technologies such as Clear Path™ would help to alleviate the congestion caused by increased freight and passenger traffic.

Mr. Bose  
Page Two

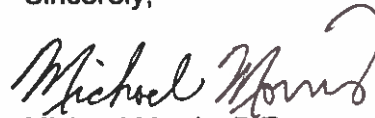
March 9, 2022

We also encourage the ability to develop high-speed transportation, such as high-speed rail or hyperloop, in addition to Amtrak options. These high-speed options should be developed as part of an interoperable system and not developed as individual or isolated corridors. There should be an equal emphasis for developing high-speed rail options as Amtrak options, but with a focus on the use of modern technologies. To help with equal emphasis of new technology, development of administrative procedures that emphasize streamlined inclusion of these new technologies is necessary for rail development and increasing passenger options moving forward.

Finally, the issue of rail liability for public-private use needs to be addressed. Because commuter rail entities are required to carry liability coverage under contracts with the host railroads who own the infrastructure, services and development can be limited. The current regulatory process is not designed to allow for public-private discussions or development. Liability regulations should be updated to account for new corridor development options.

We appreciate the opportunity to provide these comments and look forward to working with FRA on the development and identification of future rail corridors. If you have any questions, please feel free to contact me at (817) 695-9241 or [mmorris@nctcog.org](mailto:mmorris@nctcog.org).

Sincerely,

A handwritten signature in black ink that reads "Michael Morris". The signature is written in a cursive style with a large, looping initial "M".

Michael Morris, P.E.  
Director of Transportation  
North Central Texas Council of Governments

RG:kw



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

TO: City Mayors and City Managers/Administrators

DATE: February 28, 2022

FROM: Theresa Daniel, Ph.D., Chair  
Regional Transportation Council  
Commissioner, Dallas County

SUBJECT: Locally Enforced Motor Vehicle Idling Restrictions Resolution (R21-06)

The Regional Transportation Council (RTC) has recently approved revisions to the Locally Enforced Motor Vehicle Idling Restrictions Resolution (R21-06). Enclosed please find the revised resolution that could provide more flexibility to address idling issues within your jurisdiction. The revised RTC resolution encourages implementation and adoption of an idling restriction ordinance that is not limited to signing the Texas Commission on Environmental Quality (TCEQ) Memorandum of Agreement. This would allow local jurisdictions to implement an idle restriction ordinance without excluding them from competing for idle reduction infrastructure funding from the TCEQ.

By ensuring an idling restriction ordinance is in place, your city is a step closer in voluntarily meeting the 50 percent policy adoption recommendations when the time comes to apply for Transportation Development Credits through the Metropolitan Transportation Plan Policy Bundle.

Through the Engine Off North Texas program, the North Central Texas Council of Governments (NCTCOG) encourages all local governments reduce unnecessary idling within their jurisdiction whether it's through adopting and enforcing an idle restriction ordinance, encouraging installation of idle reduction infrastructure like electrified parking spaces, or other idle reduction strategies. Engine Off North Texas offers guidance and materials available upon request, free of charge, to all local governments and businesses within the NCTCOG boundaries.

If you would like to request "No Idling" metal regulatory signs, Engine Off North Texas brochures, or posters, or more information on how to implement, adopt, and enforce an idle restriction ordinance, please email [engineoffnorthtexas@nctcog.org](mailto:engineoffnorthtexas@nctcog.org) or visit [engineoffnorthtexas.org](http://engineoffnorthtexas.org). If you have any questions, feel free to contact Huong Duong at [hduong@nctcog.org](mailto:hduong@nctcog.org) or 817-704-5678.

A handwritten signature in black ink that reads "Theresa Daniel, Ph.D." The signature is written in a cursive style and is positioned above a horizontal line.

Theresa Daniel, Ph.D.

HD:cmg  
Enclosure

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





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

February 28, 2022

The Honorable J. D. Clark  
County Judge  
Wise County  
P. O. Box 393  
Decatur, TX 76234

Dear Judge Clark:

The Regional Transportation Council (RTC) has recently approved revisions to the Locally Enforced Motor Vehicle Idling Restrictions Resolution (R21-06). Enclosed please find the revised resolution that could provide more flexibility to address idling issues within your jurisdiction. The revised RTC resolution encourages implementation and adoption of an idling restriction ordinance that is not limited to signing the Texas Commission on Environmental Quality (TCEQ) Memorandum of Agreement. This would allow local jurisdictions to implement an idle restriction ordinance without excluding them from competing for idle reduction infrastructure funding from the TCEQ.

By ensuring an idling restriction resolution is in place, Wise County is a step closer in voluntarily meeting the 50 percent policy adoption recommendations when the time comes to apply for Transportation Development Credits through the Metropolitan Transportation Plan Policy Bundle.

Through the Engine Off North Texas program, the North Central Texas Council of Governments (NCTCOG) encourages all local governments reduce unnecessary idling within their jurisdiction whether it's through adopting and enforcing an idle restriction ordinance, encouraging installation of idle reduction infrastructure like electrified parking spaces, or other idle reduction strategies. Engine Off North Texas offers guidance and materials available upon request, free of charge, to all local governments and businesses within the NCTCOG boundaries.

If you would like to request "No Idling" metal regulatory signs, Engine Off North Texas brochures, or posters, or more information on how to implement, adopt, and enforce an idle restriction ordinance, please email [engineoffnorthtexas@nctcog.org](mailto:engineoffnorthtexas@nctcog.org) or visit [engineoffnorthtexas.org](http://engineoffnorthtexas.org). If you have any questions, feel free to contact Huong Duong at [hduong@nctcog.org](mailto:hduong@nctcog.org) or 817-704-5678.

Sincerely,

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

Theresa Daniel, Ph.D., Chair  
Regional Transportation Council  
Commissioner, Dallas County

HD:cmg  
Enclosure

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

**RESOLUTION SUPPORTING LOCALLY ENFORCED MOTOR VEHICLE IDLING  
RESTRICTIONS IN NORTH CENTRAL TEXAS**

**(R21-06)**

**WHEREAS**, the North Central Texas Council of Governments (NCTCOG) is designated as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth Metropolitan Area by the Governor of Texas in accordance with federal law; and,

**WHEREAS**, the Regional Transportation Council (RTC), comprised primarily of local elected officials, is the regional transportation policy body associated with the North Central Texas Council of Governments, and has been and continues to be the regional forum for cooperative decisions on transportation; and,

**WHEREAS**, the Dallas-Fort Worth area is a federally designated nonattainment area for the pollutant ozone and air quality impacts the public and economic health of the entire region; and,

**WHEREAS**, the Regional Transportation Council is responsible for air quality conformity; and the Clean Air Act Amendments of 1990 require that in air quality nonattainment areas, transportation plans and improvement programs conform to the applicable air quality implementation plan; and,

**WHEREAS**, Locally Enforced Motor Vehicle Idling Restriction is a commitment that will be documented in the Dallas-Fort Worth Eight-Hour Ozone Attainment Demonstration State Implementation Plan (SIP) as Weight-of-Evidence; and,

**WHEREAS**, the Regional Transportation Council has no regulatory authority to enforce idling restrictions; and recognizes that local governments have such authority by implementing an idling restriction ordinance or resolution, or by entering into a Memorandum of Agreement (MOA) with the Texas Commissions on Environmental Quality (TCEQ).

**NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:**

**Section 1.** The Regional Transportation Council endorses the implementation of a locally enforced motor vehicle idling restriction ordinance or resolution to aid in reducing mobile source emissions and as Weight-of-Evidence in the State Implementation Plan.

**Section 2.** The Regional Transportation Council encourages local government adoption of an idling restriction ordinance or resolution.

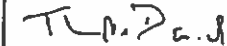
**Section 3.** The Regional Transportation Council commits to provide local governments assistance with development of applicable enforcement and education programs.

**Section 4.** The Regional Transportation Council may consider compliance with this resolution when considering future Regional Transportation Council funding action.

**Section 5.** This resolution will be transmitted to local governments in the ten county ozone nonattainment area.

**Section 6.** This resolution shall be in effect immediately upon its adoption.

DocuSigned by:



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Theresa M. Daniel, Ph.D., Chair  
Regional Transportation Council  
Commissioner, Dallas County

I hereby certify that this resolution was adopted by the Regional Transportation Council of the North Central Texas Council of Governments for the Dallas-Fort Worth Metropolitan Area on October 14, 2021.

DocuSigned by:



606CD0E9376E48F...

Cary Moon, Secretary  
Regional Transportation Council  
Councilmember, City of Fort Worth



North Central Texas Council of Governments

April 4, 2022

Jason Wilcox  
Office of Transportation and Air Quality  
Environmental Protection Agency  
1200 Pennsylvania Avenue NW  
Washington, DC 20460

Dear Mr. Wilcox:

On behalf of the **Regional Transportation Council (RTC) and the North Central Texas Council of Governments (NCTCOG)**, the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth area, we would like to provide input on the Proposed Information Collection Request published on February 2, 2022, for Diesel Emissions Reduction Act (DERA) and Clean School Bus (CSB) Rebate Programs, Docket No. EPA-HQ-OAR-2012-0103.

NCTCOG appreciates EPA's consideration of these comments. If you have any questions, please feel free to contact Jason Brown, NCTCOG Principal Transportation/Air Quality Planner, at (817) 704-2514 or at [jbrown@nctcog.org](mailto:jbrown@nctcog.org).

Sincerely,

Chris Klaus  
Senior Program Manager  
North Central Texas Council of Governments

TP:kw  
Attachment

cc: Jason Brown, Principal Air Quality Planner, NCTCOG

## WRITTEN COMMENTS

### Request for Applications (RFA)

NCTCOG recommends the RFA document be condensed in size and scope for purposes of lessening the complexity of reviewing and completing related documents on the part of the entity applying for grant or rebate awards.

Examples: Organize project information in one section per project type instead of splitting up information throughout the RFA in different sections. This would reduce the risk of pertinent information being missed for a specific project.

- Eligible Project: Diesel Vehicle Replacement
  - Description
  - Project Description Criteria
  - Eligible and Ineligible Costs
  - Other Requirements (i.e., ownership, usage, remaining life)
  - Funding Limits
- Eligible Project: Locomotive Idle Reduction Technologies
  - Description
  - Project Description Criteria
  - Eligible and Ineligible Costs
  - Other Requirements (i.e., ownership, usage, remaining life)
  - Funding Limits

### Narrative Components of the Application

NCTCOG believes there is an opportunity to shorten the narrative portion of the RFA, easing the administrative burden of both the applicants and the EPA. To achieve this, NCTCOG recommends the following:

- The EPA could provide a detailed outline for information needed for each narrative section and discourage applicants from providing additional information beyond what is needed for choosing projects.
  - If the EPA is only looking for specific information (such as whether the applying entity is located in a nonattainment area), this information could be collected through a question requiring a “yes” or “no” answer rather than a narrative section.
- The narrative could be provided to applicants as a fillable PDF document with a character limit for each section, similar to how applications are collected by the Federal Transit Administration for their [Low or No Emission Vehicle Program](#)<sup>1</sup>.
- Under Section 6: Environmental Results - Outputs, Outcomes, and Performance Measures, rather than requiring a narrative and requesting a table, the EPA could provide one table for applicants to provide the activity, outputs, specific outcomes, and any additional details relevant to that activity. For the outcomes, NCTCOG recommends only quantitative information be requested, such as annual emissions reductions, lifetime emissions reductions, and lifetime total project cost. There could be an additional column in the table for “Additional Details” where applicants could provide qualitative information related to their project. Requesting only specific quantitative outcomes may streamline comparison and scoring for different applicants. Additionally, it would limit the redundancy which could result from requesting both a table and a narrative. Finally, this would also benefit the reporting process by having a uniform reporting format for all awardees.

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<sup>1</sup> [Low or No Emission Vehicle Program - 5339\(c\) | FTA \(dot.gov\)](#)

- Under Section 7: Programmatic Capability and Past Performance, applicants should only be required to report on past performance details for federally funded assistance agreements *not* administered by the EPA, since the EPA would already have this information on file. If EPA finds that its own agreements are the preferred source for assessing capability, NCTCOG recommends that applicants only provide the Project Title, Grant Number (FAIN), Project Officer, and EPA Grant Specialist and that EPA consult internally to determine if performance has been completed in a satisfactory manner.

KRLD

## **Local leaders say North Texas can lead president's push for 'infrastructure decade'**

By Alan Scaia

During his State of the Union address Tuesday night, President Joe Biden called on Congress to update the nation's infrastructure, saying an "infrastructure decade" would put the country on a "path to win the economic competition of the 21st century."

In North Texas, transportation leaders say that process will involve more than just adding lane miles as the area's population grows.

Michael Morris, director of the transportation department at the North Central Texas Council of Governments, says NCTOG cannot simply widen freeways with 1.2 million people moving to the area between 2010 and 2020.

Morris says the region has worked to improve access to public transportation, with Trinity Metro starting TEXRail service in 2019 with plans to add a station on Fort Worth's Near Southside and ultimately extend service to Southwest Fort Worth. In January, DART launched a new bus network.

Morris says transit agencies are using technology to adjust their schedules.

"You can follow cell phone data to see how people are moving," Morris said. "Then you can say, 'I'm in the transit business. These are major person movements. Are my transit vehicles operating at these particular points in time? We know there are a lot of people working this particular shift, but if we stop running transit at this particular time, we dropped the ball on that.'"

Trinity Metro is launching a guaranteed service that will run from East Fort Worth, through downtown and to Alliance. Morris says Trinity Metro can rely on guaranteed speeds on "TEXpress" lanes. Transit agencies can use the managed lanes without charge.

"Guaranteed transit is if we don't get you there on time, your transit fare is free," Morris said.

"How can we do that? We have the technology on the dynamically priced managed lanes to ensure you're going to be able to get there at 60-65 miles an hour. This is the ability of technology influencing where we wish to work and creating an opportunity for higher-paying jobs for all of our citizens."

In the State of the Union, Joe Biden pledged a national network of 500,000 electric vehicle charging stations. Morris says North Texas can also lead in developing advanced infrastructure to build charging capabilities into highways themselves.

"You can recharge your vehicle on the fly with an induction loop, these are the type of things I think will advance the Dallas/Fort Worth region," Morris said. "When I go home, I take this phone, I set it on an induction loop, I don't plug it in. Someone invented a very great way for this to charge. Why can't we develop a pilot study to see if I can recharge my electric vehicle as it goes down the street?"

Morris says the state and federal governments would still need to develop a plan for funding as cars become more efficient and more people drive electric cars, leading to less revenue from the gas tax. But he says renewed funding for infrastructure could allow for advancements in the transportation system, saying transit systems in Europe already recharge vehicles using an induction system.

"Maybe eventually, if I drive in 'lane 2', I'm going to charge my vehicle going to and from work," Morris said. "Or lane 2 going to Austin. I don't have to have a fear of taking my electric vehicle to Austin. I can just drive in lane 2 and charge my vehicle as I drive."

NCTCOG also made a presentation to the Regional Transportation Council to pitch access to broadband internet as "the next generation transportation mode."

"Why isn't equal access to the internet a legitimate transportation mode?" Morris asks. "During this whole COVID situation, people were able to interview for a job [through video conferencing], people were able to use telemedicine. If you're in a food desert, you can often use technology to get food."



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Oak Cliff Advocate

## **Bridge to where? Hooking up trails and bike lanes around Oak Cliff**

By Rachel Stone

**Dallas now has 300 miles of trails**, and about half of the planned system has been funded, completed, designed or is under construction.

Most of that work has been accomplished in the past 15 years.

“We can’t build trails fast enough for the demand we have,” says Jared White, a [Park and Recreation](#) Department manager.

When White first started as a bike planner over 20 years ago, it was a fight to get things done because homeowners thought trails near them would decrease property values or encourage riffraff.

“Now it’s like, ‘We want a trail by our house. Why is this taking so long?’” he says.

Trails cost about \$1 million a mile, but the “cost per contact” over time is low because they require little maintenance and no staffing or building costs beyond that, says former City Councilmember Lee Kleinman, who shepherded [the 9-mile Northaven Trail project](#) over 15 years. That trail will be crowned with a signature bridge over Central Expressway, now under construction, that will connect five trail systems in Dallas, Richardson and Plano when it is completed in early 2023.

New sections of trails are opening all the time in Dallas. Neighbors have already started using an expansion of the [Elmwood Parkway trail](#), spanning just over ½ mile, completing a connection between Tyler Station, Kiest Park and Five Mile Creek.

The 5.5-mile [Honey Springs/Cedar Crest Trail](#) opened near Beckley and Overton in October.

And it is now possible to take paved trails between the levees from Trinity Groves to Irving.

Like crossing paths with a dashing stranger in a coffee shop, a few tragic missed connections remain in our neighborhood.

With just about 90 miles left of the city’s overall trail plan left to fund, here’s where a few dots have yet to connect in our hike-and-bike life.



**Bridge to where?**

Little Midge is cute, but she was a difficult delivery.

“Value engineering” that saved some money on the front end in construction of the Margaret McDermott Bridge turned out to be a \$7-million mistake that left two-way bike lanes on both sides unsafe to use for about four years after the Interstate 30 bridge was completed.

The city fixed it, and the pedestrian bridges opened last year, but they could be more than two years away from serving a meaningful transportation purpose.

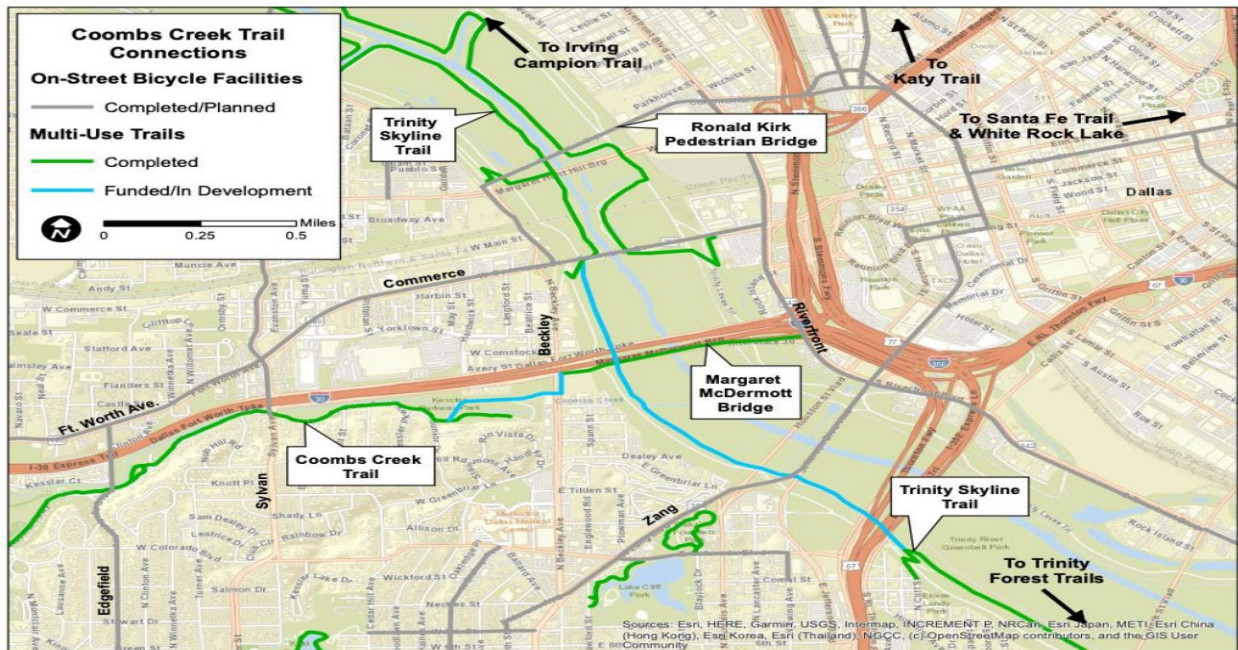
The good news: Kessler Park’s Coombs Creek Trail could connect across Beckley to the I-30 pedestrian bridge by this time next year, after months of negotiations with neighbors on which path to take across the westernmost levee, Mayor Pro-Tem Chad West says.

Two apartment complexes are under construction just south of the bridge, and zoning requires the developers to build wide sidewalks, which will create an easy pedestrian connection from the streetcar stop at Greenbriar.

Once those two things happen, the bridge will serve uniquely Dallas glamour as an expensive sculpture to ride or run back and forth on for a while.

Because, the bad news: Our swaggy Maggie ends at a six-lane road where there are not even sidewalks. A plan to completely rebuild Riverfront Boulevard means it could be at least two years before a connection is made on the other side of the river.

When that’s done, though, this should be like the Manhattan Bridge of Oak Cliff and West Dallas. Riverfront is planned as a complete street with bike lanes and sidewalks.



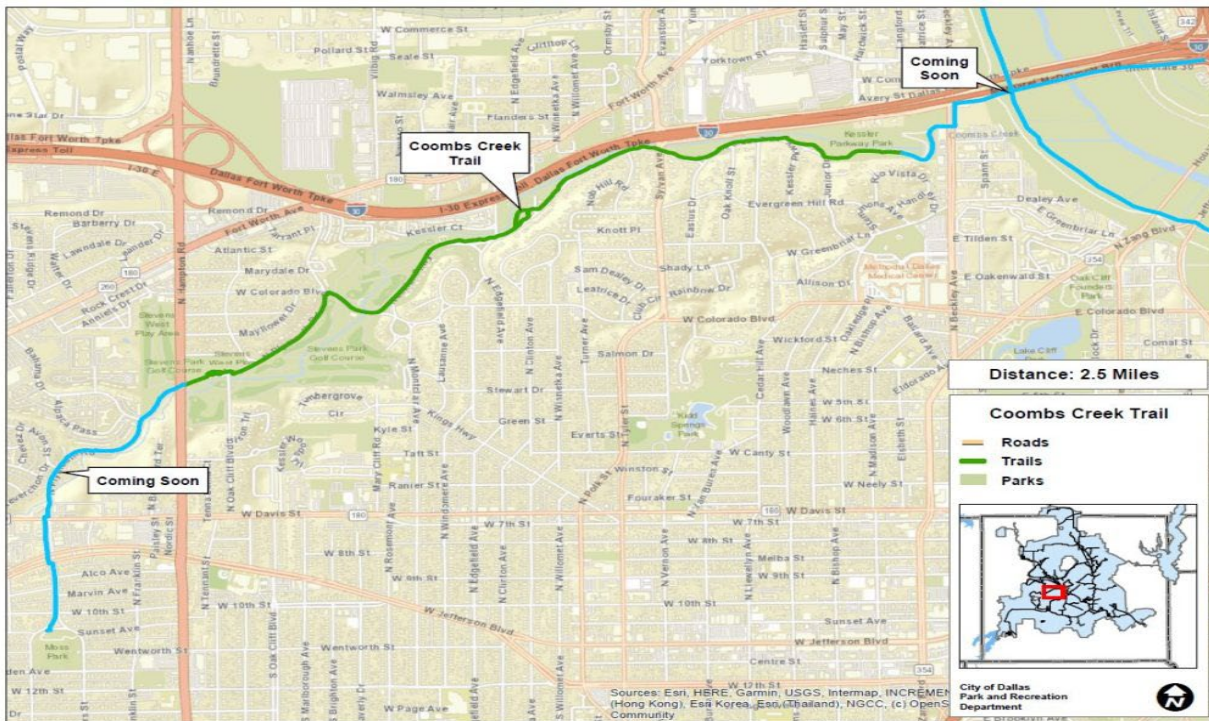
### Bahama Drive/Plymouth Avenue

Meanwhile, on the western end of the Coombs Creek Trail, a connection between Kessler Plaza and Stevens Park is coming soon.

Bike lanes on both sides of Fort Worth Avenue currently stop at I-30 but are being expanded to Bahama Drive, and south from there to Plymouth. That project could be completed this year, says Jessica Scott, bicycle and mobility manager for the city's transportation department.

Erosion control work is underway on the creek banks near Plymouth and Bahama, and the Coombs Creek trail will be expanded from Hampton Road, across West Davis and Jefferson Boulevard, to Moss Park.

Construction could start as early as this summer and is expected to take about a year. "One of the biggest benefits of trails is connecting neighborhoods, and this is a great way to connect Kessler Plaza and El Tivoli all the way up to Stevens Park and beyond," West says. "There are a lot of kids who will benefit from it, who live in the apartments on Bahama."







### **Southern Dallas greenbelt**

The Honey Springs/Cedar Crest Trail, which opened near South Oak Cliff High School last year, cost \$7.2 million, of which \$6.42 million came from Dallas County.

County Commissioner John Wiley Price championed the trail, working over several years with City Councilmember Carolyn King Arnold and city staff members, plus Oncor, who owns the utility easement where it's built.

This nearly 6-mile trail will connect eventually into the planned [Five Mile Creek Urban Greenbelt](#).

The greenbelt would span 23 miles, connecting a swath of Southern Dallas by trails.

But it's not funded.

There's an opportunity to fund it in the city's next bond election, which is expected within a few years, but it will take a City Councilmember or very dedicated neighbor to push for it, White says.

"We as staff can identify priorities," he says. "But if it doesn't have a steward to push for it, things don't get funded because there's no one advocating for them."

### **Chalk Hill Trail**

Expect a community meeting on this trail planned for West Oak Cliff this year.

The 3.7 hike-and-bike trail will connect Westmoreland at Illinois to Chalk Hill Road in West Dallas, eventually. Like the Katy Trail, the Chalk Hill Trail will replace a defunct rail line, the Gulf, Colorado & Santa Fe.

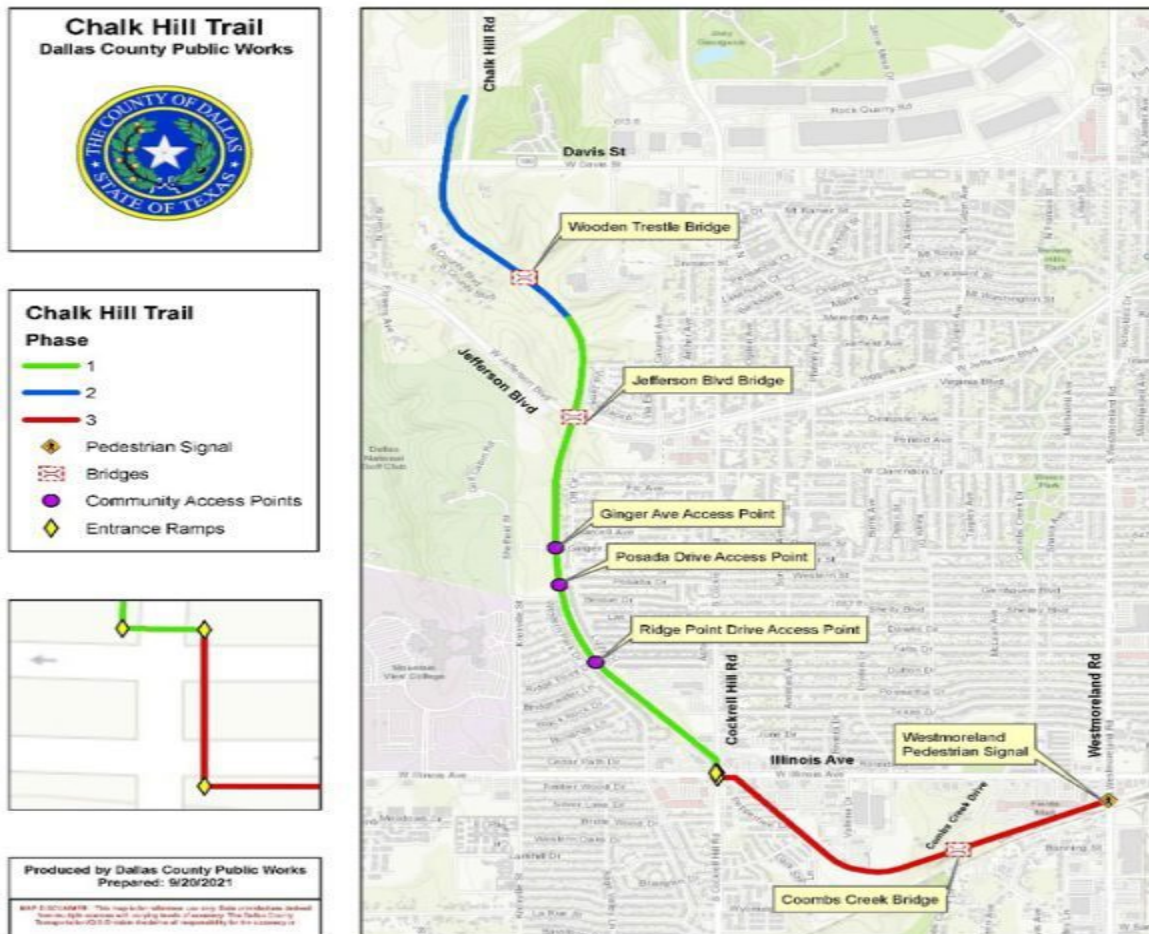
A unique feature of the trail is the Mountain Creek Bridge, a remnant of the bygone interurban passenger rail line that used to run between Dallas and Fort Worth. The concrete bridge was designated a City of Dallas historic landmark six years ago.

The Chalk Hill Trail was first announced in 2016, when several community meetings were held, but it has been stalled since then.

Dallas County has earmarked about \$6 million for the trail, and the city has agreed to pitch in a little over \$3 million.

The first phase of construction, from Illinois at Cockrell Hill to just past Jefferson Boulevard, could begin next year, according to Dallas County. And it's expected to cost about \$8 million.

Phase two, from Jefferson to Chalk Hill Road, is expected to cost about \$6 million. And phase three, from Cockrell Hill to Westmoreland, could cost about \$10 million. Neither phase is currently funded.





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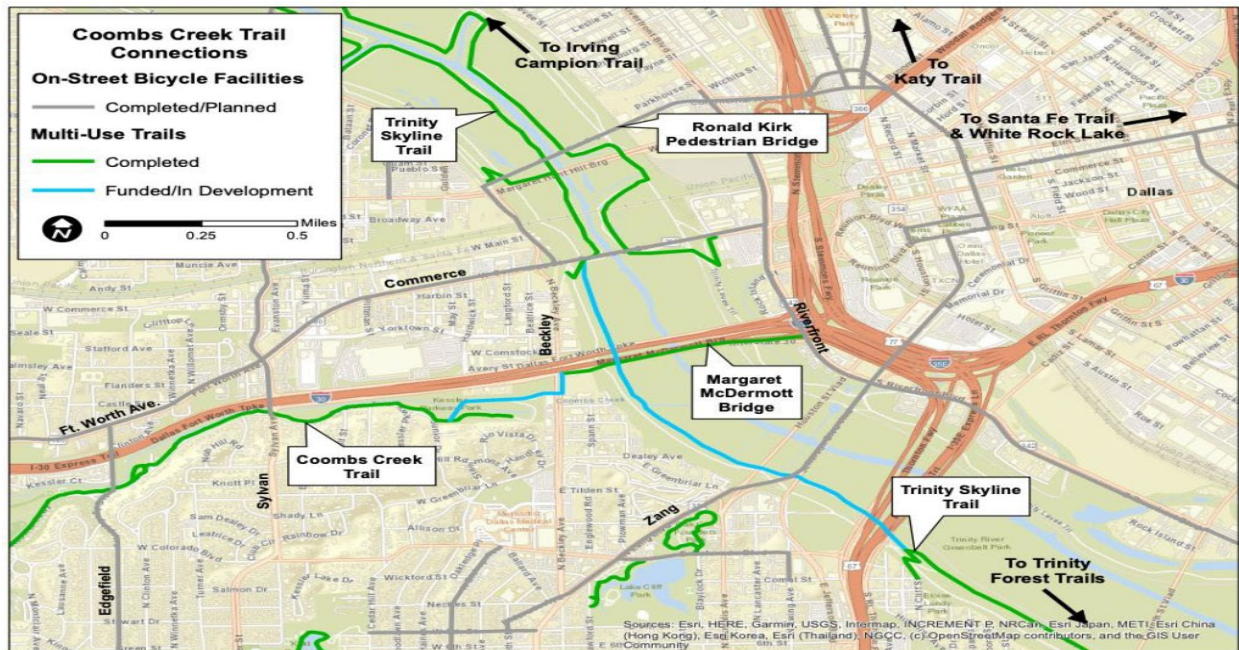
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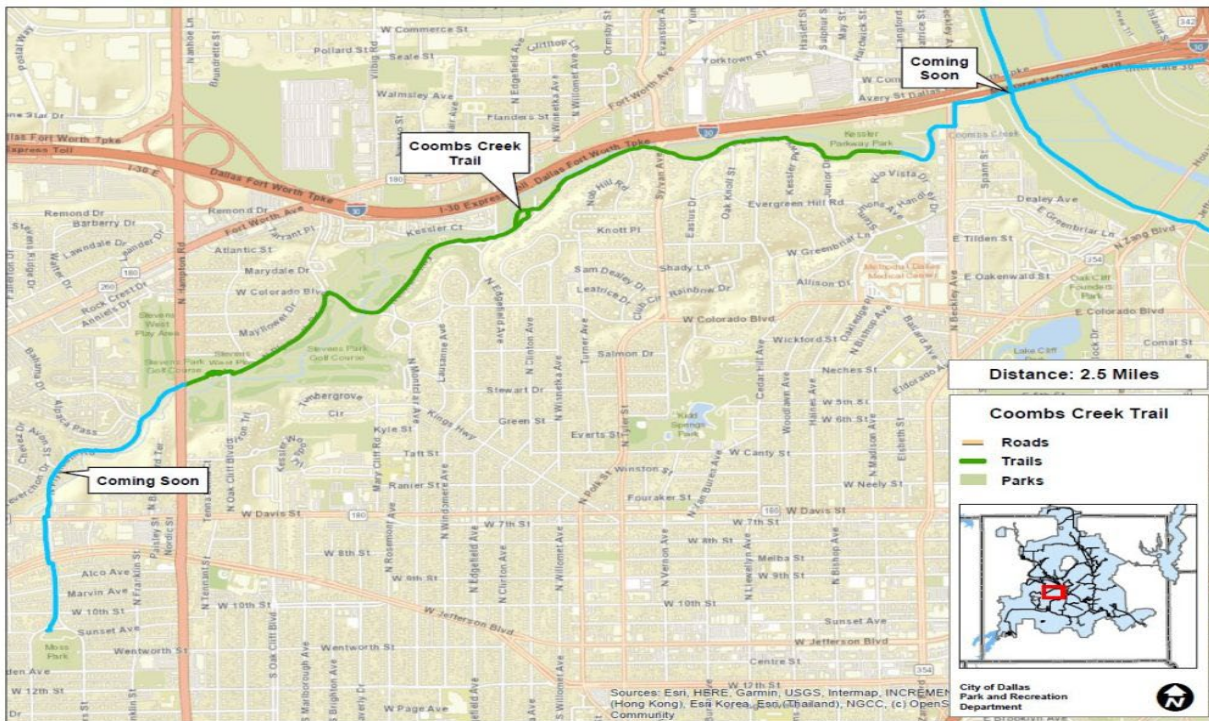
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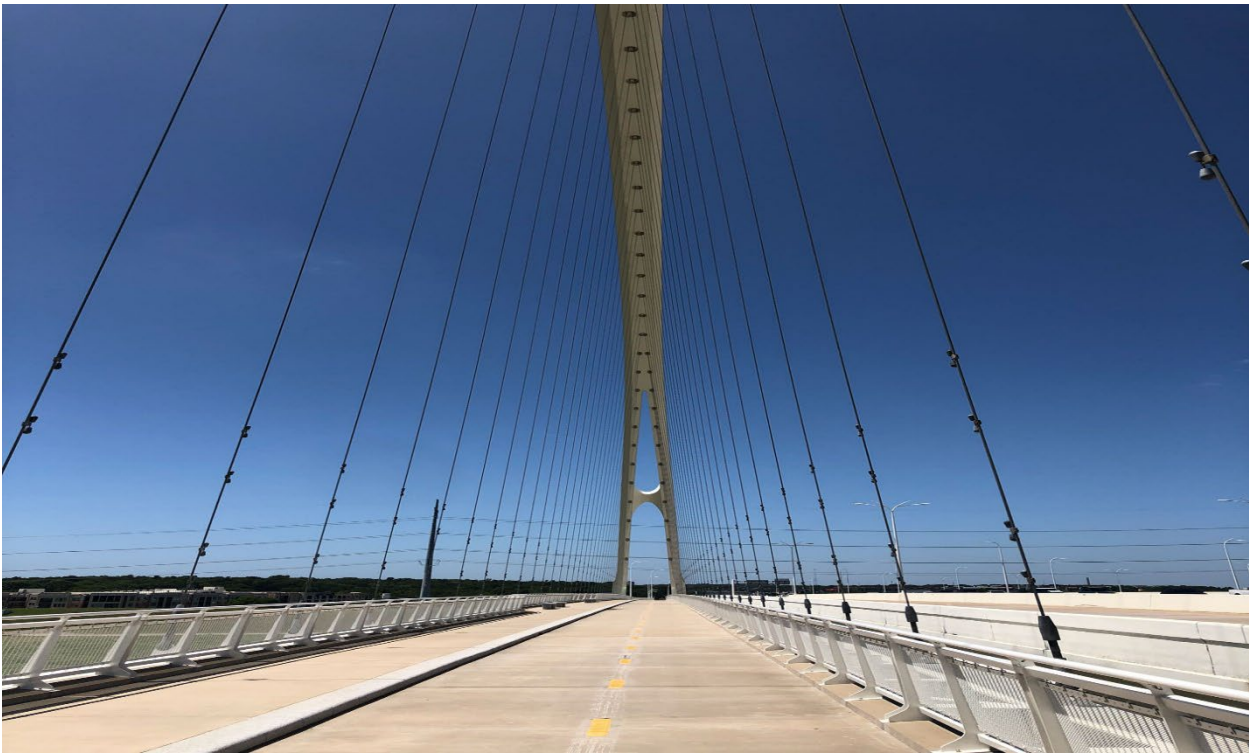
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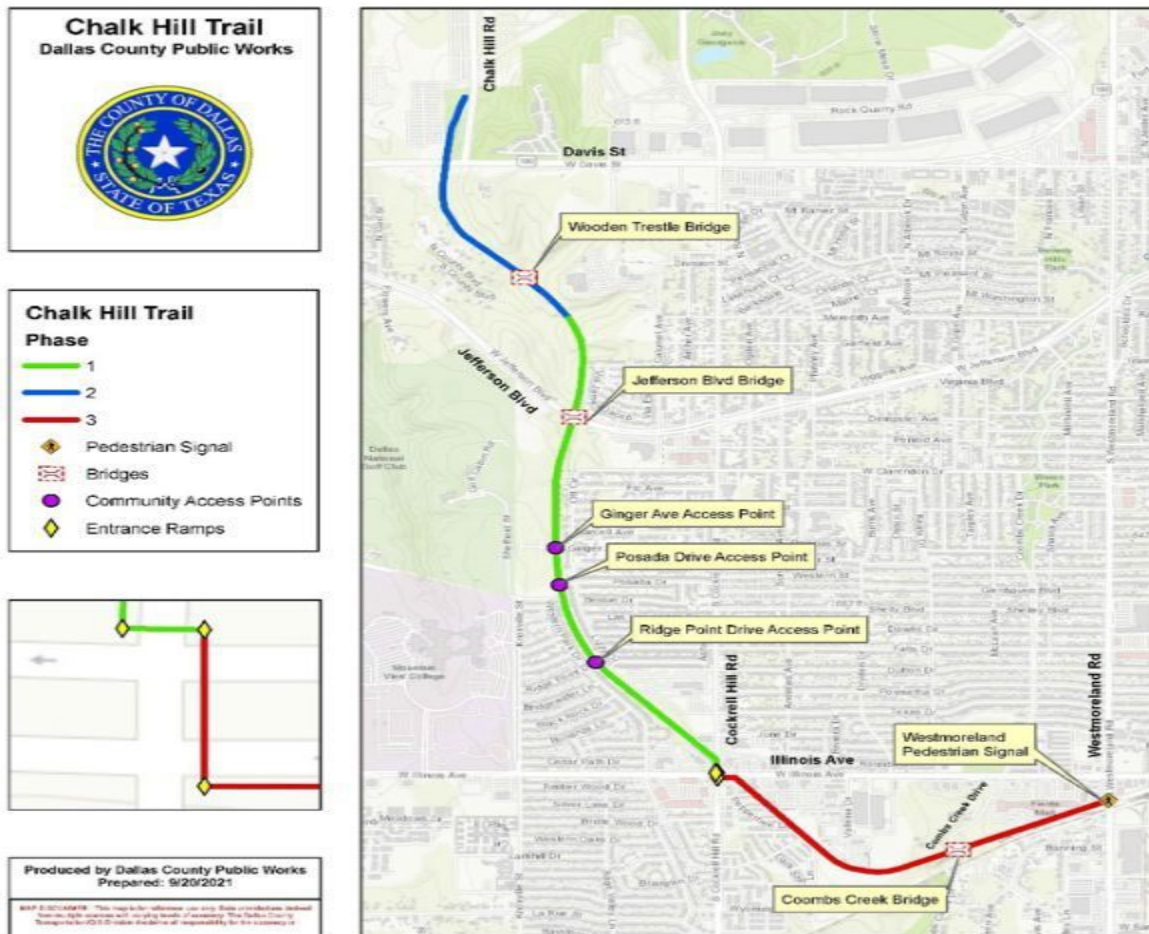
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Dallas Business Journal

## A leading logistics center: How autonomous trucking is ramping up in DFW

By Brian Womack

Dallas-Fort Worth is no stranger to 18-wheelers as a key junction for moving freight around the state and beyond. Now the region is getting more from what's seen as at least part of the future of logistics: autonomous trucking.

While headquarters for these driverless machines hail from other states, it's North Texas that's playing a crucial role in helping refine and improve technology for the trucks. Locals may see people still in cabins amid the testing as the vehicles assist in shipping.

That's not to say the Dallas area is the only place. But cities such as Palmer and Coppell — along with AllianceTexas — are seeing investments in sites for the vehicle operations. There are also more employees getting hired as the market gets more attention.

"The trucking industry wants this," Richard Bishop, an automated vehicles industry analyst, said in an interview. "There are enough key large trucking fleets that have partnered up with these technology companies. I see nothing standing in the way of a lot of freight on the interstate highways now — (that) could be carried in driverless mode."

Dallas is benefitting from its longstanding role in shipping and trucking, stretching back to well before the recent discussions involving autonomous. It also is getting help from the networks around Texas and the state's key legislation that enabled testing of autonomous trucking, unlike some. There's also the good weather, which is helpful when piloting new driving tech, and access to talent.

It's all happening amid growing demand for deliveries to people's front doors, spurred by the effects of COVID-19. There is a strain on logistics, and struggles with securing workers aren't helping.

'Efficient to deploy'

Texas is an essential shipping state already. Interstate inbound freight shipments by value put it at No. 1 in the U.S., [according](#) to information provided by the Bureau of Transportation Statistics last year tied to 2017 data.

There are some big publicly traded names in autonomous trucking that have set up shop in DFW. That includes Waymo Via, part of the company that includes Silicon Valley's Google, along with Pittsburgh-based Aurora and San Diego's TuSimple.

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Embark is running autonomous trucks from its operations centers and transfer points in Los Angeles, Phoenix and Houston.

“Dallas is a major freight hub that is home to a large amount of freight traffic and is geographically well-positioned for autonomous long-haul routes,” the spokesperson said in an email. “It is at a location that makes it efficient to deploy autonomous freight at scale.”

Waymo has put its roots down in Lancaster and expects to bring hundreds of jobs to work out of that facility, in collaboration with vendors and partners, a spokesperson said. These will be roles across our operations team — most of which are specifically for the autonomous trucks, such as AV fleet dispatchers, AV fleet technicians and AV software operators along with CDL (commercial driver’s license) autonomous specialists.

“It will be our primary operations center in Texas designed for commercial use with our carrier partners,” the spokesperson said in an emailed response to questions, noting one partner is C.H. Robinson. “The hub will not only bolster our operations in Texas, but it will also support long haul routes across the Southwest and connect with our Phoenix operations center.”

With Aurora, the team in the Dallas area was recently at about 70 and growing quickly. It has locations in Palmer and Coppell. In Texas, some of the roles include autonomous operations specialists, service engineers, plus hardware and software engineers, among other roles. Additional terminals in Texas are slated for this year.

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“Texas, and Dallas by extension, is an important testing ground for us,” the spokesperson said. “We are proud and excited to develop, test, and deploy our autonomous trucking product” in the state.”

### **'Internationally recognized'**

Kodiak Robotics, which is based in Mountain View, Calif., has planted its flag in the Dallas area with a site that covers more than 75,000 square feet in Lancaster. It had about 30 folks there recently and is hiring.

“Within trucking, I think the supply chain crisis has really shone a light on the need for this technology,” said Daniel Goff, head of external affairs at Kodiak.

The company, which is hardly a new player to the Dallas area with autonomous trucking, is coming off an announcement for a \$125 million funding effort that was unveiled in November. Kodiak has been building and operating self-driving trucks designed to operate on highway routes.

“We’re growing the team,” Goff said. “We’re growing the fleet.”



A newer name is Gatik, which has offices in California. The company pushed into Texas in August – and to support that expansion in the state, partnered with the AllianceTexas Mobility Innovation Zone, according to Richard Steiner, head of policy and communications. Its trucks are smaller than big semis, providing help with short-haul logistics.

It recently hired about 20 new roles in the state and anticipates creating over 500 new jobs by 2025, including operational, technical, vehicle maintenance and business roles.

“Dallas-Fort Worth is internationally recognized as one of the world’s leading logistics centers in terms of innovation, sophisticated infrastructure and a highly-skilled workforce,” Steiner said. “Combined with a dense customer base, a progressive and well-structured regulatory environment, and an ideal climate, bringing the advantages of our autonomous middle mile solution to customers in the Texas ecosystem was a very natural step for us.”

### **Alliance Texas**

The Mobility Innovation Zone at AllianceTexas is playing a growing role in the region with autonomous trucking.

TuSimple, which is based in California, has set up shop at the site – and Hillwood, the real estate developer, [earlier](#) this year announced a collaboration to integrate the autonomous trucking company’s infrastructure specifications into industrial and commercial properties.

It’s an agreement to help “us design our next generation of warehouse logistics facilities,” said Russell Laughlin, executive vice president of Hillwood, in an interview. There are questions around how some of the facilities should be set up and operated to interact with autonomous efforts, including trucking and technology.

Companies at AllianceTexas are “evaluating autonomy,” he said.

“We really think Dallas-Fort Worth has the opportunity to lead in the commercialized adoption of this autonomy in the supply chain,” Laughlin said as he talked about how autonomous trucking can be followed by related efforts. “It’s really, really big from our perspective and important.”

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“Dallas-Fort Worth is a leading industrial market and given the increased demand for warehouse and distribution space due to the pandemic, the region’s job growth, construction, and affordability have only made it more attractive,” Zhao said.

Dallas Business Journal

## **A leading logistics center: How autonomous trucking is ramping up in DFW**

By Brian Womack

Dallas-Fort Worth is no stranger to 18-wheelers as a key junction for moving freight around the state and beyond. Now the region is getting more from what's seen as at least part of the future of logistics: autonomous trucking.

While headquarters for these driverless machines hail from other states, it's North Texas that's playing a crucial role in helping refine and improve technology for the trucks. Locals may see people still in cabins amid the testing as the vehicles assist in shipping.

That's not to say the Dallas area is the only place. But cities such as Palmer and Coppell — along with AllianceTexas — are seeing investments in sites for the vehicle operations. There are also more employees getting hired as the market gets more attention.

"The trucking industry wants this," Richard Bishop, an automated vehicles industry analyst, said in an interview. "There are enough key large trucking fleets that have partnered up with these technology companies. I see nothing standing in the way of a lot of freight on the interstate highways now — (that) could be carried in driverless mode."

Dallas is benefitting from its longstanding role in shipping and trucking, stretching back to well before the recent discussions involving autonomous. It also is getting help from the networks around Texas and the state's key legislation that enabled testing of autonomous trucking, unlike some. There's also the good weather, which is helpful when piloting new driving tech, and access to talent.

It's all happening amid growing demand for deliveries to people's front doors, spurred by the effects of COVID-19. There is a strain on logistics, and struggles with securing workers aren't helping.

'Efficient to deploy'

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Dallas Business Journal

## Fort Worth is prepping for Panther Island development

By Spencer Brewer

Panther Island will have to wait a few years before major development springs up, but Fort Worth has begun prepping as interest starts to mount.

The Fort Worth City Council recently [passed an update](#) to its economic development strategic plan, which included language about the Panther Island project. According to documents detailing the plan, the updated plan calls for the city to work with the local, regional and national real estate community to position Panther Island as a premier investment opportunity for class A office development and mixed-use development projects.

[Robert Sturns](#), economic development director for the City of Fort Worth, said while development is still years out, owners of property in the area have already seen interest in their sites.

“Panther Island has the potential to be a great place for corporate headquarters or office development,” he said. “That proximity to downtown and the amenities, it really does lend itself to being a driver of development activity in the heart of the city.”

Sturns said the city’s ability to finish the infrastructure pieces was what ultimately led to the recent awarding of federal dollars to reroute the Trinity River. Right now, public entities that own property within the district are having discussions about what this is going to look like on the ground.

The city will likely issue some type of request for proposals, Sturns said, and map out the area to see what would make the most sense for development.

“We’re excited about the opportunities that it represents and obviously excited that the funding is in place, but we still have a lot of steps before we start breaking ground on some new things out there,” he said.

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Denton Record Chronicle

## **DCTA board to discuss A-train value, GoZone customer support Monday**

By Justin Grass

DCTA board members are slated to discuss “opportunities to enhance the value of the A-train,” and could also authorize over \$200,000 toward maintaining GoZone customer support service, during Monday’s board of directors meeting.

Monday’s Denton County Transportation Authority meeting was rescheduled from late February due to inclement weather. The board last met in January, when agency staff revealed demand was still increasing for the GoZone rideshare service, [resulting in climbing wait times for rides](#).

Board members will likely discuss the latest trends with the service, but one agenda item focuses exclusively on the A-train. A presentation by DCTA Deputy CEO Paul Cristina will “provide a general approach” for board members as they begin to “consider opportunities to enhance the value of the A-train as a regional asset,” according to the agenda.

According to a ridership report attached to Monday’s agenda, the A-train remains a modest contributor to DCTA’s total ridership. For the month of January, bus ridership (including the agency’s University of North Texas service) came in at 82,856 trips, while the GoZone service provided 48,304 rides. Rail ridership finished the month at 11,717, a decrease from December’s 12,679.

### **GoZone customer support**

Also on Monday’s agenda is an amendment to the contract between DCTA and New York-based Via Transportation, which is responsible for the GoZone service. If approved, DCTA would pay Via about \$240,000 to continue providing phone and email customer support for the service, which it’s been doing for no additional cost up to this point.

The topic was discussed during January’s meeting but is being brought back for approval Monday. Via has provided the customer support at no additional charge since Oct. 1, as to not overwhelm DCTA’s customer service operations. The company extended that offer through the beginning of March, and DCTA will now need to pay for it.

DCTA staff want to pay for Via to provide the support through the end of the fiscal year, which would total \$242,200 — about \$35,000 per month for seven months. A memo states customer support for other transportation types would be negatively impacted if DCTA were to take on the responsibility for GoZone as well.

### **Contract with CEO**

Board members will revisit DCTA’s contract with CEO Raymond Suarez, a topic they spent hours on in closed session during January’s meeting.

The board went into executive session to “consider a second amended and restated employment agreement between Denton County Transportation Authority (DCTA) and the Chief Executive Officer (CEO).” Board chair Cesar Molina also said members would discuss the duties of general counsel.

Denton representative Alison Maguire initially tried to make a motion to hold the discussion in open session, but DCTA attorney Joe Gorfida said either he or Suarez would need to waive the right to go to closed session. Maguire withdrew her motion at that point and reached after the meeting, declined to comment on why she wanted the topic to be discussed publicly.

Once the board reconvened, Molina said the agenda item was being pulled so the agency's attorney could "prepare a package as we discussed." No action was taken. The same agenda item has now been placed at the end of Monday's meeting.

Instructions for viewing or participating in the meeting, which will begin Monday at 10 a.m., can be found on [DCTA's website](#).

The Drive

## Virgin Hyperloop Won't Provide Passenger Travel. Here's Why That Matters

It leaves a massive gap in the world of developing high-speed transit technology.

By Victoria Scott

Virgin Hyperloop [came to be in June of 2014](#), promising to revolutionize transit with its concept of pressurized, high-speed pod travel. Now, over \$400 million dollars in funding later, the company has abandoned the passenger business entirely while laying off half its workforce and pivoting to freight transit, as the *Financial Times* reports. The move comes after nearly a [decade of feasibility studies](#), several functional concepts built, the world's first human test of a vacuum-pressurized maglev transit system, and even hyperloop-specific language—and funding provisions—included in last year's omnibus infrastructure package bill.

Hyperloop works on a simple principle: a significant amount of efficiency lost in traditional means of high-speed travel, such as planes and trains, comes from wind resistance and friction.

According to a 2003 study, a staggering [16 percent of energy consumed in the United States](#) per day is spent entirely on overcoming aerodynamic drag for travel. The modern hyperloop concept stems from a [2013 whitepaper published by Elon Musk](#), where he suggests solving these efficiency issues in high-speed travel by simply removing both air and friction.

By sending transit pods through a low-pressure system, air resistance is virtually made nonexistent, and by using a combination of maglev and air-cushioning, there would be virtually no friction; with this, the modern conception of the hyperloop was born. The original white paper claims that a 700-mile-per-hour hyperloop pod would only need 134 horsepower to achieve that speed.

Of course, the concept behind the hyperloop itself dates back over 200 years, where the idea of vacuum-pressurized tunnels to transport freight first appeared in a 1799 volume of [The London Mechanics' Register](#). The modern, maglev-based version was first suggested by Robert H. Goddard—better known now for creating the world's first liquid-fueled rockets—who envisioned the concept in 1904, in a story he [wrote for a creative writing class](#). He was posthumously granted [a patent for the concept in 1950](#). The idea had largely fallen from the public lexicon until Musk's whitepaper and catchy "hyperloop" terminology brought it back into popular discussion.

So with hundreds of years of discussion and technology that at long last promised to keep up with plans, why did Virgin abandon passenger transit in a country desperately needing high-speed transit? After all, Virgin Hyperloop's concept was [simple, appealing](#), and stayed remarkably faithful to Musk's whitepaper. A magnetic levitation (maglev) suspended transport pod, entirely contained inside a vacuum tube, would rocket passengers along routes at claimed speeds of up to 670 miles an hour. Virgin proclaims that its proprietary system is eight times as efficient as the fastest operational maglev train on the planet, which currently operates at speeds of [270 mph and connects](#) Shanghai's Pudong Airport and a downtown metro station.

Advances in maglev trains have since yielded prototypes with even higher speeds, [cracking the 370-mph mark in Japanese test loops](#), but the company boasted vast advantages over existing high-speed trains. For example, Virgin additionally claimed its product could handle grades six times steeper than high-speed rail, turn over four times as tight as a train could manage, require

much smaller right-of-ways than traditional train-based high-speed transport, and be able to be operated fully autonomously.

But the company only ever built two working prototypes over its existence, and neither approached the lofty claims that Virgin pitched. The first pod, known as XP-1, was a fully unmanned aerodynamic and propulsion tester [that reached a top speed of 240 mph](#) on the company's 1,620-foot long test track in the deserts of Nevada. This is obviously way less than the 670-mph top speed the company envisioned, but it also approached the theoretical maximum possible for such a short track, which was claimed to be 250 mph.

<https://youtu.be/-zSWagCyWio>

The second prototype, a larger pod with an interior dubbed XP-2, finally completed a manned test run in November of 2020 with two passengers on board inside an actual vacuum environment. The pod traveled for approximately [17 seconds at a maximum speed of 107 mph](#) and stopped. By this point in the company's development, full-size concept sketches were released, with pods seating up to 28 passengers a possibility. Virgin was already conducting [feasibility studies across the entire globe](#).

But progress past the initial feasibility study was continually hampered by the lack of actual infrastructure and hard data. The company's test loop never was built longer than its initial 1,620-foot span, and throughput questions still plagued the company due to the time-intensive vacuum airlocks that would be required for passenger services. When cities tried to progress past route planning or preliminary budget estimates, they found themselves stymied by the lack of data to work from for more strenuous impact studies.

For example, the Dallas-Fort Worth metro region has been conducting high-speed transit studies for nearly three years to link north-central Texas with passenger transport, and [hyperloop was one of the explored methods](#). In a conversation *The Drive* had with the North Central Texas Council of Governments' Principal Transportation Planner Brendan Wheeler, he explained that the first stage of any infrastructure project such as hyperloop or high-speed rail is an environmental impact study, which in Texas' case is an ongoing investigation.

The region makes perfect sense for a hyperloop, however, with corridors already established along Interstate 30 for high-speed transit, and relatively flat and easy to grade terrain dominating the area.

On Virgin's website, [the Laredo-Dallas corridor was advertised as one of the six places](#) in America that the company was hoping to construct a hyperloop, with claims that a hyperloop could save travelers 14 million hours in transit per year. But on Feb. 17, 2022, the council was forced to abandon hyperloop as a transit option before the evaluation window even was completed. Wheeler explained that the technology is still so far in its infancy that trying to perform any environmental survey just isn't feasible yet. He went on to say that while the technology still holds interest for them, for passenger transit on the timeframe the state wants, it's too undeveloped to progress any further, and proven high-speed rail has to be the defacto choice.

Because Virgin was the only company that had ever performed any human testing with its hyperloop, it has left metro areas around the U.S. reeling after spending years on feasibility studies for a technology whose implementation has now gotten even more distant. The Mid-Ohio Regional Planning Commission, for example, spent two years on a [Virgin-assisted](#)

[feasibility study](#) for a hyperloop linking Chicago, Columbus, and Pittsburgh. Now, with the company discontinuing plans for passenger transit, [so, too, has the MORPC](#), instead deciding to focus on the movement of freight.

And despite the appetite for high-speed passenger transit, there doesn't seem to be anyone ready to step into the gap left by Virgin. Musk's own Boring Company has its own hyperloop in the works and promises [that at some point the concept of his original whitepaper will be offered](#).

Right now, though, the only person-transporting system it has built is an atmospheric pressure tunnel system with Teslas driving through it as transportation pods in Las Vegas. The system is vastly slower than the original concept and [has been plagued with issues](#), despite [costing taxpayers \\$50 million](#).

HyperloopTT, another 2010s startup, currently has a [test facility in France](#), but human tests have not been undertaken yet. Even after the Northeast Ohio Areawide Coordinating Agency [collaborated with the company on a \\$1.3 million feasibility study](#), it's still unclear what timeframe HyperloopTT intends to have human testing completed by.

Virgin still has a few freight projects in the works, and the company is [ostensibly targeting the middle of the decade](#) for its UAE-based freight line. The company did not respond to *The Drive's* inquiry for comment in time for publication, and it has not put out any timetable changes in the wake of the layoffs. But regardless of its future plans, the future of high-speed transit in America just got a lot more muddled.

NBC DFW

## **Public Transit Gets \$3.7B to Woo Riders, Adopt Green Fleets**

The cash infusion comes as mask requirements and other COVID-19 restrictions are fading in much of the U.S.

By Hope Yen

As cities seek to fully reopen, public transit systems straining to win back riders after being crushed by the COVID-19 pandemic are getting a big funding boost to help stay afloat and invest in new fleets of electric buses.

The Biden administration said Monday it was awarding \$2.2 billion in coronavirus relief money from the American Rescue Plan to 35 financially strapped transit agencies in 18 states. The money would be used to prop up day-to-day operations, including staffing and payroll as well as cleaning and sanitization to limit the spread of illness in public transportation. A federal mask mandate for public transit remains in effect until at least March 18.

Another \$1.5 billion in grants will be made available under President Joe Biden's infrastructure law — a total of \$7.5 billion over five years — for transit agencies to purchase low- or no-emission buses made by U.S. workers and to build bus facilities. That's more than double the combined amount from the previous year.

The cash infusion comes as mask requirements and other COVID-19 restrictions are fading in much of the U.S. With many workers beginning a return to offices, the administration is promoting zero-emission transit as families reestablish new commuting routes to work and school.

Transit agencies as well are anxious to boost ridership, which sits at about 55% of pre-pandemic levels. Many, from Washington to Boston to Chicago, have slashed prices or offered free fares to attract suburban commuters and better serve lower-income communities more dependent on public transportation. Others are adjusting bus and subway routes to offer less service during traditional workday rush-hour periods in favor of more trips at other times, such as for people seeking medical care or traveling to sports and entertainment events.

"Our transportation sector has reached a turning point," said Vice President Kamala Harris, who unveiled Monday's actions at the White House.

"We can clean our air and protect the health of our children," she said. "We can connect all of our communities with affordable, accessible and reliable public transportation. We can address the climate crisis and grow our economy at the same time."

Harris was joined by Transportation Secretary Pete Buttigieg and Environmental Protection Agency Administrator Michael Regan. They also announced proposed pollution regulations for new tractor-trailer rigs that would clean up smoky diesel engines as well as \$17 million in funding for school districts to buy electric zero-emission and low-emission school buses. The emissions can cause respiratory problems in humans.

Buttigieg said public transit is a key component to reducing air pollution, describing it as win-win because it is affordable for commuters and also reduces congestion on the roads.

Transportation, mostly from car and truck tailpipe emissions, is the biggest U.S. contributor to global warming.

“We’re making the largest ever investment in this program for buses and bus facilities, helping to deliver better commutes and cleaner air to American communities,” Buttigieg said.

Transit agencies will have until May to apply for the grants, which will be awarded by fall. About 5% of the money must be used for workforce training to help transit workers prepare for the technological change.

Transit systems already have begun moving toward electric buses. California has committed to all-electric bus fleets by 2040, as well as New York City and Boston. Washington, D.C., has set a target of 2045.

The effort comes at a challenging time for public transit.

Transit agencies say it could take years to return to pre-pandemic ridership levels, if ever, putting operations at risk. The biggest losses have been in commuter rail systems serving white-collar suburbanites traveling to downtown workplaces.

As COVID-19 cases decline, Biden has urged Americans to shed remote work, describing a return to offices as necessary to boost economic growth.

“It’s time for America to get back to work and fill our great downtowns again with people,” Biden said in his State of the Union address.

Among the recipients of COVID-19 relief funds Monday were big-city transit systems. New York City’s Metropolitan Transportation Authority, the nation’s largest, garnered \$769 million to steady its operations, and San Francisco’s Bay Area Rapid Transit received \$270 million to bolster service and safety protocols.

MTA said it will use the money to offset lost passenger revenue created during the pandemic, when subway ridership plummeted by over 90%. New York City’s subway riders have returned gradually, but ridership is projected to lag behind pre-pandemic levels by 10% to 20% by the end of 2024.

The funds announced Monday pushed the MTA’s total federal aid to \$15 billion, which it hopes will stave off having to use deficit financing to close a budget gap that is expected to reach well over \$1 billion after 2025 when COVID relief money will have run out.

San Francisco’s BART says its COVID-relief grant will add to \$1.3 billion in federal aid it has already, allowing it to extend operations by one year through 2025. Ridership during the work week is about 30% of pre-pandemic levels. But there has been a more noticeable increase on weekends, with about 50% of pre-pandemic passengers now using the transit system, said BART spokeswoman Alicia Trost.

Others receiving aid were the Washington, D.C., metro system at \$120 million, as it anticipates a return of federal employees to offices, and Houston’s public transit at \$137 million, as it has significantly added rapid transit bus lines.

"These funds are crucial to avoid drastic service cuts and layoffs that would damage the economy and public health," said Nuria Fernandez, head of the Federal Transit Administration, which oversees the grants.

At the start of the pandemic, transit agencies cut payroll and slashed services. That came even as essential workers, who are disproportionately nonwhite and lower income, continued to rely on public transportation to get to work. But three rounds totaling nearly \$70 billion in federal COVID-19 emergency assistance, including \$30.5 billion that Biden signed into law last year, pulled transit agencies from the brink of financial collapse.



WFAA

## **We calculated the cost of a typical North Texas commute, as gas prices near**

What is the actual cost impacting North Texas drivers? And how does that translate to your daily commute?

Gas prices keep going up, and there doesn't seem to be an end in sight, at least not now. While we've seen prices eclipse \$4 per gallon at some locations in North Texas, the average in Dallas on Tuesday was \$3.89, according to AAA Texas.

And if you track [gas prices on WFAA.com](#), you'll see some of the cheaper options range from \$3.25 to \$3.64, via GasBuddy.

Either way, we're paying for it at the pump, along with everywhere else. But what is the actual cost impacting North Texas drivers? And how does that translate to your daily commute?

Our WFAA Daybreak team dove into these numbers on Wednesday morning's show, attempting to give a snapshot of what a typical commute might cost - and if you can save much by taking public transportation.

### **Here's what we found:**

- For starters, let's say you live in central Plano and have to commute to downtown, and your car gets about 25 miles per gallon.
- You have a couple route options: U.S. 75 will get you downtown in about 24 miles, and will take 25-50 minutes, depending on traffic; and the Dallas North Tollway will get you downtown in about 21 miles in roughly the same time, again depending on traffic.
- So how does that calculate to your gas cost? If you take U.S. 75, it would be around \$3.73, and the Tollway will get you at around \$3.27. Both of those figures are one way.
- But there's a catch! You might save a little time and gas money on the Tollway, but you'll also have to pay around \$4.10 in tolls, for a total of \$7.37 one way.
- DART could be an option, too, depending on where you live. In Plano, for example, you can take the Orange or Red lines from downtown Plano to downtown Dallas in about 49 minutes. A DART Day pass costs \$6 -- that's \$3 each way, not counting the gas it takes to drive to the DART station.
- One more thing to consider: DART offers free parking at its rail stations, and your employer may offer discounted DART passes. Also, a monthly pass starts at \$96, which comes out to around \$4.80 for 20 workdays in a month.

<https://www.wfaa.com/article/news/local/dfw-gas-prices-gasbuddy-we-calculated-the-cost-of-a-typical-north-texas-commute-as-gas-prices-near-4gallon/287-b8486e48-8d87-43fa-82e5-00d9d32be588>

Community Impact Newspaper

## **Denton County Transportation Authority CEO resigns**

By Samantha Douty

Raymond Suarez, the CEO of the Denton County Transportation Authority, resigned during a March 7 meeting.

The DCTA board unanimously appointed Deputy CEO Paul Cristina as interim CEO. The board plans to discuss launching a search for Suarez's replacement at the March 24 regularly scheduled meeting.

Suarez joined the DCTA as the chief operating officer in 2014 and became CEO in September 2018, according to a DCTA news release.

He led the agency through the legislative reconstitution of the board of directors, according to the release, and led the agency through new initiatives during the COVID-19 pandemic.

Most recently, he worked with Dallas Area Rapid Transit to forge an agreement to construct a joint rail facility to support the DCTA A-train and DART Silver Line operations, according to the release. He also launched the new GoZone on-demand mobility services throughout DCTA's three member cities.

"I am very thankful to the board of directors and staff for the constant support and I'm proud of the culture we have created based on Servant Leadership principles," Suarez said in the release. "It is very rewarding to see ridership growing to pre-pandemic levels so quickly after launching the system wide GoZone program. Through this transformation journey, the agency is now more accessible, responsive, and resilient and able to respond to the communities we serve and that's a great feeling of accomplishment."

Bloomberg City Lab

## In Dallas, the Toxic Legacy of Zoning Lingers

Loose regulations and a gung-ho development culture brought polluting industries to low-income Dallas neighborhoods. Can a new wave of zoning reform drive them out?

By Patrick Sisson

Over several years, “Shingle Mountain” — a six-story pile of roofing shingles — rose next to Marsha Jackson’s home in southeastern Dallas.

A towering monument to a recycling scheme gone wrong, the enormous heap of asphalt and fiberglass filled the air with dust and leached toxins into the soil, and onto Jackson and her family’s skin. The multi-year campaign Jackson waged to remove the waste made her a cause celebre of the environmental justice movement — and eventually succeeded in prodding the city to halt the illegal dumping operation and truck the shingles away in February 2021.

But more than a year later, the shadow of Shingle Mountain still hangs over Jackson’s neighborhood, and many others nearby.

“What I feel, and what the community feels, is we should have as much justice and freedom, and breathe clean air, like the other areas of Dallas,” Jackson says. “The city isn’t taking lower-income brown and Black families and their health into consideration.”

Jackson is locked in a long-term battle against an invisible enemy: industrial emissions, especially the small particulate air pollution that afflicts the predominantly African-American and Latino neighborhoods of southern and western Dallas. Ringed by highways and dense with cement plants, warehouses, factories and landfills, these once-rural tracts of land are now the most contaminated in the city.

To fight polluters, residents, environmental activists and public health advocates have had to take on another powerful, mostly invisible foe: the zoning regulations that forced Black and brown communities on the wrong side of I-30 and the Trinity River to bear the brunt of industrial pollution.

“Zoning has been a tool to weaponize land against communities of color, and now communities of color are saying, wait, this is a tool we can use to restore our neighborhoods,” says Collin Yarbrough, a local activist and author of Paved A Way: Infrastructure, Policy and Racism in an American City, which explores Dallas’s legacy of economic segregation. “Coalition building is crucial to taking back the power of land use and making it a tool for restorative justice.”

Armed with an increasingly precise understanding of the local impact of air pollution, Dallas activists are chipping away at rules that have led to hulking industrial plants sitting next to single-family homes. And they have some new allies in City Hall. In August 2021 the city launched Forward Dallas, an effort to reform future land use in the city.

Citing the need to “reevaluate existing land use policies and adopt new, more equitable and sustainable strategies,” the city’s rezoning initiative promises to acknowledge the systemic failures and injustices that drew its zoning map and fix them.

The issue is hardly unique to Dallas: From the toxic waters of Brooklyn's Gowanus Canal to the diesel-clogged skies of Barrio Logan in San Diego, race, class and inequality have long defined who is forced to live with pollution in U.S. cities. The history of zoning and environmental injustice intersects with property values and the long history of redlining. The least expensive neighborhoods, those with fewer resources and support, tend to be where lower-income residents and communities of color can set down roots, as well as where highways and polluting industries are directed.

The emergence of Forward Dallas speaks to the growing political support for reckoning with the racism that shaped U.S. land use. But advocates are determined to make sure the process lives up to its intentions. So far, the halting pace of progress is illustrating how difficult it can be to undo zoning's deep-seated damage.

### **A Culture of Contamination**

Long before the rise and fall of Shingle Mountain, Dallas activists have battled environmental injustice. Back in the 1980s and '90s, the well-known effort to shut down a lead smelter in West Dallas near the industrial zone known as Cement City was a pioneering example of an environmental justice campaign.

Janie Cisneros, an organizer who lives in the Singleton area of West Dallas, remembers being a kid and seeing adults gather at the home of local activist Luis Sepulveda, who led the Cement City campaign, and "feeling the energy" of the movement. In December, when Sepulveda joined a protest that Cisneros's group, Singleton United/Unidos, held to shut down a shingle factory owned by the roofing manufacturer GAF, it was both a sign of community solidarity and support — and a frustrating sign that the fundamental issues remained unsolved.

The city's new director of planning and urban design, Julia Ryan, acknowledges that Dallas failed to prioritize environmental justice in the past, despite an updated zoning ordinance and a 2006 citywide land-use plan, also named Forward Dallas.

"This is something that's important to me — I know the harm these things can cause," Ryan says. "I grew up near a Superfund site in Bonner, Montana, near the old Milltown Dam. When I was a baby, someone knocked on the door of our mobile home and said the heavy metals had leached into the groundwater."

Several factors combined to make Dallas residents vulnerable to environmental injustice, including its galloping growth and pro-business regulatory climate. Regulatory loopholes allowed unfettered expansion by concrete batch plants and factories; areas annexed into the city were given generic agricultural zoning, allowing industrial uses near what could be residential developments.

"I don't think this environmental injustice issue is unique to Dallas," Yarbrough says. "But I do think part of it has to do with the city growing rapidly, as well as a climate of developer-driven politics. They have a lot of power and have been quick to throw land and money at any issues and build their way out of problems."

The result has been lower-income communities of color continually getting stuck with more industrial development.

Jackson's community is known as Floral Farms and was once known for just that — an agricultural area for raising flowers. She used to grow greens across the street, and neighbors once held rodeos. While some nurseries still operate nearby, industrial growth has eroded the area's once-rural character. Most recently, the breakneck expansion of logistics and e-commerce warehouses has been transforming the area into an inland port, with trucking and industrial sites placing a new burden on the community.

In nearby Joppa, a town settled by formerly enslaved people, 73-year-old Pauline Logan says the sulfurous fumes and funk from a nearby asphalt shingle plant can be overwhelming. "It's just a bad smell, and especially in the morning when you get up and go to work, it's the first thing that hits you," says Logan, who grew up in the neighborhood and returned to live there in 2004.

"Why am I having to deal with this? I'm a citizen of Dallas, too. I deserve to breathe clean air."

Evelyn Mayo, chair of Downwinders at Risk, a citizen advocacy group that's been fighting against air pollution for nearly three decades, says local groups have been trying since 2019 to get Floral Farms and Joppa rezoned to stop further industrial encroachment, only to run into repeated bureaucratic hurdles. Many advocates are frustrated at the pace of change and want to see the city adopt neighborhood plans developed with resident feedback on land use.

Currently, one of the owners of part of the Shingle Mountain site submitted a permit of occupancy for industrial research, suggesting future industrial use may be coming.

"The Shingle Mountain case made us understand how the city works," says Cisneros. "It was so unbelievable, and the city just turned a blind eye. How was that OK?"

Jackson's crusade against the site's owners began in 2018. The city took over part of the land in 2021 and the now-closed firm involved in the dumping scheme was forced to pay a \$1 million settlement. But those funds were dedicated to environmental analysis, not remediation.

"We still have the same issues," Jackson said in January. Instead of a heap of asphalt and fiberglass, there's now a hole in the ground, filled with scarred soil and heavy metals like lead.

When the creek bisecting the property bubbles and fills with rain, pollutants wash over her land.

There's now a movement afoot to turn the partially city-owned Shingle Mountain into a community park. Designers from Dallas-based international architecture firm HKS have been committed to a long-standing community engagement process, working with local groups and activists to design and put forth a detailed plan for a new community green space. Architect Erin Peavey, showing the proposed plans over a Zoom interview, highlights a section of the park emblazoned with the phrase "Together We Can Move Mountains."

"We are looking at two models of reclaiming," says Peavey. "The symbolic reclaiming, and the environmental reclaiming."

It's a vision of recovery, renewal, and rebirth. But it's one that's still very much on the drawing board. The design phase is done, and there have been discussions with the park district, but a local city councilmember, Tennell Atkins, hasn't voiced support for the project — he didn't respond to repeated requests for comment — and the city hasn't committed funds to the effort.

## Speaking Out, With Science

One reason that industrial pollution has proved so persistent in Dallas, and elsewhere, is that for many decades residents lacked firm data on the health risks. But increasingly precise research — often led by local groups — has both animated activists and helped them fashion stronger cases against polluters.

Seeing that air quality monitors placed around the GAF plant came back with readings for fine particulate matter, known as PM 2.5, that regularly exceeded World Health Organization standards was like “a bomb going off in my face,” says Cisneros. Another study, from Paul Quinn College’s Urban Research Initiative, found her ZIP code, 75212, the most polluted in the city. “I started thinking about who lives here, my two-year-old daughter, and decided to take action.”

A GAF spokesperson said the company’s operations follow EPA rules, which are less stringent than the WHO standards, and their own analysis of local air quality monitor data shows “no correlation between PM 2.5 concentrations and GAF operations.” They also say that the Paul Quinn College study “isn’t sufficient enough to make the case it’s trying to make.”

Natalie Johnson, a toxicologist from Texas A&M University who specializes in the impact of particulate pollution, is leading a team of researchers on a new three-year program funded by the Robert Wood Johnson Foundation that looks at Joppa and other underserved neighborhoods. Working with Downwinders at Risk, the Joppa Environmental Health Project is looking at how particulate matter — which can contain heavy metals, toxic compounds and carcinogens — impacts asthma and other conditions; they’ve been found in placentas in pregnant women and can lead to low birth weights.

The life expectancy of residents of Joppa and surrounding areas is seven years less than the Texas state average.

“This is common in Dallas, and other metros across the United States,” she says. “That’s why it’s so important to provide the community data to advance equity.”

Another weapon for Cisneros and Singleton United is a zoning process known as amortization of nonconforming uses, which would force the GAF plant to reapply for environmental approvals. Dallas’ city council is also pushing for concrete batch plants — 20 of which operate in Cisneros’s district — to require a Specific Use Permit, or SUP, to operate, a process that would lead to public vetting for each new project.

Ryan says the planning department is reaching out to with neighborhood groups and hopes to have a draft plan by the middle of next year. She admits it’s a long and bureaucratic process, but it’s important enough to spend the time to get it right. She intends to study the plans developed by different neighborhoods, establish land use policies that include buffers for certain uses, and “look at areas from an environmental justice standpoint and follow up with recommendations for zoning changes.”

Yarbrough believes some kind of real change is possible. A few years ago, he would have been more skeptical — and still is to a degree. But new blood in the planning department, and the development of a new environmental commission helping push the regulations on concrete batch plants, is heartening.

“The time to strike is now,” he says. “I’m hoping we’re getting past the holding-feet-to-the-fire era of the city and starting to take more proactive approaches.”

Fort Worth Star-Telegram

## **This company says it's building future of electric transportation in north Fort Worth**

By Harrison Mantas

The company started as a father-son project in a garage in Granbury, and with help from the city of Fort Worth, its CEO believes it has the potential to become the General Electric of electric motors. Electric motor startup Linear Labs makes high-efficiency electric motors at its production line at Interstate 35W and North Loop 820 in far north Fort Worth. In 2021, Linear Labs became the first company to take advantage of a program to support research and development for startups when it signed a deal for \$68.9 million in tax credits.

Mayor Mattie Parker, city council members and city employees toured Linear Labs headquarters on Wednesday and got to test ride an electric moped the company is developing for a California based e-bike retailer. "I want one," said District 6 council member Jared Williams after taking a spin around the parking lot.

Linear Labs motors are primarily used in electric bikes and motorcycles, but the company is researching ways to scale them up to power trucks and electric cars. The global electric bike market was valued at \$17.56 billion in 2021, and is expected grow to \$40.98 billion by 2030, according to a report by Precedence Research. The electric vehicle market was valued at \$171.26 billion in 2020 and is expected to grow to \$725.14 billion by 2026, according to data from research firm Mordor Intelligence.

Linear Labs builds its motors by hand, but is looking for ways to automate. Once his company gets the machinery to automate production, Hunstable estimated it could produce 100,000 motors per year. "But I want to get to tens of millions of motors. I want to build a gigafactory," he said referencing the Tesla Motors plant outside Sparks, Nevada.

That's still a long way off, and Hunstable said he'll need to raise millions more to get to that size. That tax credit was a big reason Linear Labs chose to open up shop in Fort Worth, Hunstable said. "It's capital intensive, and it takes public private partnerships to scale these companies up," he said. Most of the city's economic incentive packages entail some form of property tax abatement, however, that's not helpful to startup companies that don't own property, said Michael Hennig, the city's economic development manager. So in 2017 the city developed a research and development tax credit program.

Qualifying companies can get tax credits worth up to half of their research and development spending. The companies can then sell those tax credits to other Fort Worth property owners as a way to generate income for more research and development. So startups get more money to develop and the property owner who bought the credit can get a break on their tax bill.

The company has 50 employees with plans to grow to 100 employees by the end of the year and 1,000 in the next five years, Hunstable said. He wasn't certain about the average salary of his current employees, but told the Star-Telegram in 2020, he expects the average annual salary to be above \$90,000. Hunstable started the company as a project with his father, Fred, when they were trying to figure out how to make small electric electric motors that could drive water pumps in Sub-Saharan Africa.



“I’ve always been concerned about human suffering, and human suffering at its most fundamental level is an energy issue,” Hunstable said. A University of Oxford found that 1.23 million people died worldwide in 2017 due to lack of clean drinking water.

Hunstable talked on the Innovate Fort Worth podcast in September 2020 about working with his father to build a simple motor that could be powered by an old farm windmill. He explained how farm windmills can take relatively small amounts of energy and use it to pump water from a well. Hunstable and his father built on that concept to create a linear generator that uses the up-and-down pumping motion from the windmill and convert it into energy. They then took the next step to convert that linear generator into a rotary motor that could power things like electric bikes and motorcycles.

Dallas Morning News

## **UTA launches electric bike share program on campus**

The e-bikes have 105 pickup and drop-off locations.

By Cecilia Lenzen

The University of Texas at Arlington has launched a bike share program in collaboration with Blue Duck, an electric bike and scooter service.

The program lets students rent e-bikes for on-campus use through the Blue Duck app.

Greg Hladik, executive director of auxiliary services at UTA, said the program is meant to provide the UTA community with a “micromobility option” for greater access throughout campus and downtown Arlington.

The blue bikes have 105 pickup and drop-off locations around campus, according to a university press release. Centennial Court and Maverick Place, both student apartments, have also sponsored bike stations on their properties. Additional parking stations will be created in downtown Arlington in the future.

A map of the bike stations is available in the Blue Duck app.

Riders can rent the bikes per use, or they can buy a monthly, semesterly or annual membership. Starting March 14, students can earn three free rides the first time they register their UTA student email address in the Blue Duck app.

In 2017, the university launched a bike share program in collaboration with Zagster, according to a [press release](#) at the time.

Hladik said the previous program was unsuccessful because the bikes had to be returned to a specific bike dock to complete the trip. (The bike share company also went out of business in June 2020 because of the pandemic.)

The new program, on the other hand, allows users to return the bikes to any parking station.

More information about the program is available on UTA’s Parking and Transportation Services [website](#).

Dallas Morning News

## **How one Dallas man turned the Dallas bureaucracy upside down to get what he wants: a cleaner city**

Watchdog Dave Lieber explains how a North Dallas man who likes to walk in South Dallas says he sees an inequity in the way dumped trash is treated.

By David Lieber

Meet Erich Schoenkopf, 62, a software company owner.

He's from North Dallas: Lake Highlands to be precise. But during the past two years of the coronavirus pandemic, he's walked neighborhoods to keep himself busy and in shape, mentally and physically. ("I don't watch TV," he says.)

One of his favorite walks is along Great Trinity Forest Way (Loop 12).

"I walked South Dallas, and what you notice is, south of I-30, the amount of trash," he said. "This would never happen in Lake Highlands or North Dallas. They wouldn't allow this."

He and I stood on the edge of Loop 12 in South Dallas at the north end of the Trinity Forest Golf Club, looking at all the trash that's blown up against the golf course fence.

Tires, cups, auto parts. A shopping cart. It's all there, on the ground alongside Great Trinity Forest Way.

Only the way is not so great, and it drives Erich batty.

Erich is worried about a neighborhood a half hour's drive from his house. So much so that he started making phone calls and writing letters.

He worked the system, from the mayor on down.

And there we were, roadside, talking about the problem, when two city code enforcement vehicles – one with flashing lights – pulled up. Erich, of course, had called them.

One by one, the city workers jumped out of the vehicles. Eventually, there were seven workers. Six from code compliance and one from public works. Seven! They weren't there because The Watchdog was there. They didn't know I was coming.

They were there because of something Margaret Meade once said: "Never underestimate the power of a small group of committed people to change the world. In fact, it is the only thing that ever has."

In this case the small group is a group of one.

### **Make a difference**

You can make a difference. That's what Erich reminds us.

He started by calling 311, the city's phone line for service requests. But that didn't work.

He wrote to Mayor Eric Johnson, whose staff shared his complaint with several departments. He contacted Council member Tennell Atkins, who represents the area. Atkins' office contacted code compliance.

For good measure, Erich notified the parks and recreation department and the water department. And he alerted The Watchdog.

When his campaign started slow, he grew frustrated: "Everybody talks about it and looks at it, but nothing ever gets done."

But he doubled down and didn't give up.

At one point, his wife asked him to stop talking about it so much.

### **'Courtesy clean'**

Chris Christian, an assistant director of code compliance, was the first to jump out of the city vehicle.

"We wanted to put eyes on your concern," he told Erich at the start of this impromptu 22-minute roadside conference. He and the six others heard out Erich's complaint. Then Christian made a promise.

"We're going to come out and courtesy clean this and get it straightened out next week."

He said his team would research who is responsible for cleanup of the mile or so of roadside trash.

"Are you comfortable with this plan?" Christian asked.

"All I want is it cleaned up," Erich replied.

"We'll get it taken care of for you, brother," Christian said by way of farewell.

After the city workers left, Erich told me he hopes the cleanup responsibility rests with the golf course. As good citizens, they should want to help, he said. The course is on city land but privately operated.

On the inside of the golf course fence, he said, the grounds are "gorgeous."

"There's not a piece of trash anywhere. But this side of the fence has trash all the way down."

Jonas Woods, president of the course, wrote me that he "would love to see trash cleanup more regularly. [But] the areas he's referring to are outside our property borders... Not sure how we can help since it's not our property."

In my Watchdog Nation, I call what Erich did "flooding the zone." You raise such a ruckus against a government or business that it's impossible to ignore you.

"If you want anything done, you've got to get everyone involved. The squeaky wheel gets the grease," said Erich, today's best example of that.

NBC DFW

## **Neighbors Voice Concerns Over DART Silver Line Construction**

Public meeting at 6:30 p.m. Thursday night

By Ken Kalthoff

North Dallas neighbors are fuming over what they consider to be dangerous problems with DART's new Silver Line between Plano and DFW Airport.

A town hall meeting was scheduled for 6:30 p.m. Thursday night to share information the city of Dallas has received about the plans.

The meeting is sponsored by City Councilmember Cara Mendelsohn who represents and lives in the North Dallas area that the trains will cross.

The meeting will be held at Pioneer Arts and Technology Academy at 15720 Hillcrest Road.

"There's a lot of resentment on how North Dallas has been treated. This train will be built and nobody has said we're trying to stop the train. We're trying to make the train as safe as possible with less intrusion on our community in terms of our quality of life and I think that's completely reasonable," Mendelsohn said.

Construction is already underway under DART's design-build contract even though the design is still in the works on several segments, including the portion through North Dallas.

"We're going to continue doing everything we can to make sure people know, one that it's coming and two, that it's safe and hopefully makes their travel easier across North Texas," DART Spokesman Gordon Shattles said.

<https://www.nbcdfw.com/news/local/neighbors-voice-concerns-over-dart-silver-line-construction/2912320/>

City of Fort Worth

## **North Texans can help rebrand Fort Worth to Dallas bicycle trail**

The North Central Texas Council of Governments is looking to name and brand the 60-plus-mile bicycle-pedestrian trail connecting Fort Worth and Dallas, and residents are asked to help.

A project is underway to create a new name, brand, wayfinding system and other recommendations for the trail, currently called the Fort Worth to Dallas Regional Trail. More than 50 miles of the trail are open, spanning Fort Worth, Arlington, Grand Prairie, Irving and Dallas.

The ribbon cutting to open the trails is targeted for 2024. The trail is envisioned as a regional, state and national attraction for recreation, tourism and large events.

NCTCOG is collaborating with stakeholders from the five cities and groups such as tourism bureaus, sports event organizations, bike groups, river and natural environmental advocacy groups and cultural groups seeking a new name for this trail while maintaining the identity of individual segments.

Additional public engagement is being solicited through virtual open houses. The project's second virtual open house will be held this spring and will allow participants to review draft concepts for trail names and branding, rank them and provide feedback. By the fall, this effort is expected to be complete, resulting in a new name, logo and branding materials, as well as a wayfinding signage package; and other recommendations.

[Learn more about the Fort Worth to Dallas Regional Trail and the branding project](#)

Dallas Morning Journal

## North Central Texas governments group has had 'initial conversations' with Elon Musk's The Boring Company

By Brian Womack

The North Central Texas Council of Governments has held some early discussions with an [Elon Musk](#) company looking to provide tunnels to assist with transportation.

"We have had initial conversations with The Boring Company, which has expressed interest in partnering with entities in the Dallas-Fort Worth area on projects of mutual benefit," [Brian Wilson](#), spokesperson for the local governmental group, said in an email to the *Dallas Business Journal*. "The North Central Texas Council of Governments is working on a process that will allow us to have discussions with transportation technology companies and integrate them into the public transportation planning process."

In addition, Wilson said the NCTCOG "plans to bring this draft process to the regional transportation council this summer."

Musk's company is pushing new large-scale technology that creates tunnels with room for vehicles as it aims to relieve traffic pressures. The entrepreneur's other efforts include Tesla and SpaceX.

The company did not immediately return a message seeking comment.

The Boring Co. has rolled out a project in Las Vegas and has been involved in more. It has submitted plans to build a 6.2-mile tunnel transit system in Miami, [according](#) to *Business Insider* earlier this year.

Its "Loop" [option](#) provides tunnels that have an inner diameter of 12 feet, and offer a drive surface, LED lighting, emergency backup lighting and other features. The lengths available are a quarter of a mile or more — with a minimum of two stations.

"Technology has an important role to play in the development of the Dallas-Fort Worth transportation system, and our region continues to attract leaders in the field of transportation innovation," Wilson said. "Having a formal process in place will help us efficiently and fairly meet the transportation needs of the growing population well into the future."

In operation for more than five decades, the North Central Texas Council of Governments is a voluntary [association](#) of local governments, established to assist in regional planning.

Musk and his companies have made a lot of news in Texas in the past few years.

- Musk announced in December 2020 that [he had moved from California to Texas](#).
- In October 2021, the company announced it was [moving Tesla's headquarters](#) to Austin.
- And after opening a Texas gigafactory, there are reports that the company has [plans to build another industrial facility](#) near there





Community Impact Newspaper

## Transportation council to spend more than \$30M on automated vehicle projects across Dallas-Fort Worth

By Erick Pirayesh

The Regional Transportation Council of the North Central Texas Council of Governments plans to fund a number of automated vehicle projects across the Dallas-Fort Worth metroplex starting sometime in 2023, planning documents show.

According to a presentation at the council's March 14 meeting, it will spend over \$30 million on nine different projects related to automated vehicle technology in various cities across DFW as part of its long-term plans.

The council is an independent policy board made up of officials from across the metroplex that oversees the transportation planning process for the region.

It defines automated vehicles as those equipped with technology that allows them to offer driver assistance, parking assistance and fully self-driving capabilities.

The council estimates as part of its Mobility 2045 plan, the long-term guide for the region's transportation needs, that the metroplex will grow to 11.2 million residents by 2045. The plan states this growth will put a large strain on the region's existing transportation system and that traffic congestion may increase dramatically.

If no action is taken, the plan estimates this traffic congestion could cost the region an estimated \$47.9 billion a year by 2045. Implementing automated transportation services is one of the many strategies the council is using to fight against future traffic congestion, council officials said.

The RTC's March 14 presentation showed automated vehicle projects will be located at Dallas College, Paul Quinn College and Dallas Fort Worth International Airport as well as in Fort Worth, Arlington, Richardson, McKinney and Dallas. RTC officials stated they hope to expand these projects to other cities within the region as more opportunities become available.

"Once these projects are completed, we will have the most robust automated and connected vehicle ecosystem in the country and certainly within the state," Clint Hail, transportation planner with the council's technology and innovation program, said during the presentation. "Kudos to our region for being a magnet for this kind of innovation."

Project types include automated buses and shuttles, neighborhood delivery robots, automatic parking systems, automatic vehicle delivery and infrastructure improvements to facilitate the evolving technology. Some details about each of the nine projects are still being worked out, Hail said.

One project will see the council partner with Dallas Area Rapid Transit on an automated [bus](#) on DART's Love Link route. The bus will operate between Dallas Love Field Airport and

Inwood/Love Field Station, a four-mile round trip on mostly straight roads, according to the transit agency.

“By working together, we can reduce the planning and procurement costs and more easily share lessons learned,” according to a statement from Darryl Spencer, DART’s senior assistant vice president of engineering. “We have committed to participate in researching automated bus technology.”

The McKinney-based project, Hail said, will focus on [using self-driving vehicles to deliver basic medical services and supplies](#) to residents in rural areas.

The delivery-type projects being planned will be similar to the [robots](#) that currently deliver food from restaurants to students at The University of Texas at Dallas in Richardson. In 2019, the university’s dining department partnered with Starship Technologies to bring 30 food-delivery robots to campus.

Some of the self-driving vehicle projects would be like those started by Drive.ai, which previously [operated](#) in Frisco’s Hall Park and Arlington as part of a collaborative testing program.

Hail said most of these types of automated vehicle projects will continue to be tested and developed in smaller, controlled areas as the technology continues to change. But, he said, residents should know that self-driving freight trucks are already in widespread service.

“That is already on the streets, already happening, and that’s a big deal,” he said. “Because it is easier to move things than people, and it is easier to automate over the highway.”

In terms of infrastructure, Hail said companies that develop automated vehicles have stated that building and keeping roadways in good condition is the most important thing for self-driving technology.

“All those [developers] tell us, ‘What we do need is what drivers need today. We need good striping, consistent signage, smooth roads,’” Hail said. “So we keep focusing on the stuff that benefits drivers today.”

More about the council’s automated vehicle projects can be found on its [website](#).

Fort Worth Star-Telegram

## **Trinity Metro gets nearly \$6.5 million from feds to shore up bus stations and repair yard**

By Harrison Mantas

Trinity Metro is getting \$6.48 million to rehab Hershel R. Payne Transportation Complex, Texas and Pacific Station, and the Fort Worth Central Station, according to the Federal Transit Authority. It's part of a larger \$409 million funding package to improve the nation's bus rapid transit fleet. Trinity Metro was one of 70 projects in 39 states who received grant funding.

The funding comes from an expansion of an existing federal bus grant program made possible by the \$65 billion bi-partisan infrastructure law. This is the same law that delivered \$403 million for Fort Worth's Panther Island channel.

"These grants will help people in communities large and small get to work, get to school, and access the services they need," said U.S. Transportation Secretary Pete Buttigieg in a federal transit agency press release. According to the agency, the grant funding will help Trinity Metro lower repair and energy costs and ensure more reliable frequent service for its bus rapid transit fleet.

Some of the money will go to replacing buses, which may involve either replacing or augmenting some the fleet with electric buses, wrote Trinity Metro spokesperson Laura Hanna in an email. Most Trinity Metro buses run on compressed natural gas, but Hanna wrote that electric buses are becoming a bigger presence in public transit, and the agency is exploring adding some to the fleet.

The Dallas Morning News

## More than 4,480 people died on Texas roads in 2021, TxDOT says

The figure is a sharp jump from 2020's total and is the second-highest since the agency began tracking traffic fatalities in 1940.

By Nataly Keomoungkhoun

More than 4,480 people died on Texas roadways in 2021, according to the [Texas Department of Transportation](#), marking the second-deadliest year of traffic fatalities since the agency began tracking them in 1940.

TxDOT logged [3,896 fatalities](#) in 2020. The deadliest year on record is 1981, with 4,701 fatalities, TxDOT said in a prepared statement.

Nov. 7, 2000, is the last time no deaths were recorded on Texas roads, according to the agency.

The sharp increase in deaths on Texas roads tracks with a rise nationwide. In the U.S., an estimated 20,160 people were killed in car crashes in the first half of 2021, up 18.4% compared to the same period of 2020, TxDOT said.

“Driver behavior is one of the causes, but also one of the most important solutions,” Texas Transportation Commissioner Laura Ryan said in TxDOT’s prepared statement. “TxDOT can do more, and we accept that responsibility. The driving public can do more.”

Last year, 1,522 people died on Texas roads because of speed, and 1,219 people were killed because they were not wearing a seat belt, Ryan said.

TxDOT said it’s working with researchers to study new roadway design features “that are proven to save lives,” including using crash data to make improvements in areas where drivers are more prone to crash.

“This is an urgent call to action for all of us behind the wheel,” Ryan said. “We can do better. We should do better. We must do better — for ourselves, our loved ones and our larger community of fellow Texans. Not a single death on our roadways is acceptable.”

Celina Record

## Services to expand for urban transit district that includes Celina

By Audrey Henvey

Janay Tieken remembers when McKinney was still following the traditional path to public transit.

Under a previous partnership, the city's streets used to be a part of a fixed bus route network.

But the issue of low ridership, added to McKinney's more expansive geography, meant the service was financially unfeasible, said Tieken, the city's housing and community development director.

Since then, the city has switched to an on-demand model that aims to help the elderly, those with disabilities and those with low income get to doctor's visits or grocery stores. Now, a recent change to the system is aiming to make that program even more expansive.

In January, DART became the Collin County Transit program provider. The transition is a switch from when the Denton County Transportation Authority was providing a taxi voucher program to the McKinney Urban Transit District, which includes Celina, Prosper, Lowry Crossing, Melissa and Princeton.

The agreement with DCTA expired on Dec. 31, and the city of McKinney, on behalf of the district, put out a request for presentations. Around that time, the DCTA and Dallas Area Rapid Transit were expected to provide a joint proposal, Tieken said.

"But DCTA decided for a number of reasons that they didn't have the bandwidth and were not going to be part of the joint proposal," Tieken said. "So DART graciously and very luckily pivoted and was able to be the lead and provide the pieces that DCTA was going to provide."

Ryan McCutchan, program manager with DART, said the shift will bring changes for riders that aim to expand services and make the fare system more concise.

For one, he said, DART is providing expanded service hours under the new program: weekdays, the program will run from 6 a.m. through 8 p.m. In addition, the program expanded weekend services to include Sundays from 8 a.m. to 8 p.m. (The service runs at the same times for Saturday).

Previously, services ended at 6 p.m. Monday through Saturday, and the program did not run on Sundays. That change comes as DART saw a high demand of requests who may want to go to church on Sunday, McCutchan said.

In addition, the program will include a mix of "dedicated" vehicles that are used by DART as well as "non-dedicated" vehicles through Lyft services.

"The Lyft fleet, we feel, will be very dynamic and be able to help the program grow as more prospective riders join the Collin County Transit program," McCutchan said.

In March, McCutchan said DART was currently testing the Lyft component, with hopes to add it to operations in mid-April.

Changes also include making the fare system more simplistic: members who need rides within the McKinney Urban Transit District will pay a flat \$3 fee for a one-way trip, while a trip to anywhere else in Collin County is a \$5 flat fee for a one-way trip.

Previously, the fare system was dependent on how long someone's trip was.

"So every time somebody booked a trip, they might have a little bit different fare," McCutchan said. "But with this new program, with there only being two fares, we really wanted to make a really clear and concise way of paying for the system under the two-fare system."

The program eligibility still includes seniors, riders with disabilities and low-income riders, making the service a targeted effort to help people who meet those eligibility requirements. McCutchan said DART's plans included specific marketing in order to grow the transit program for those riders.

In January, McCutchan said there was a good amount of demand for such a program. By Jan. 28, the program had already provided 865 rides, with about 32 riders per day. Trips averaged about 18 minutes and 6.6 miles, he said.

"I think we will continue to see ridership go up as we add new eligible riders to the system," he said at the time.

By early March, ridership had totaled to 2,335. Average daily ridership was 35, and average travel duration was 19 minutes. The average travel distance was seven miles.

Today's on-demand services in the MUTD is a long way down the road from where the city was a few years ago, when fixed-route buses were still traversing McKinney's streets.

"Rather than running empty buses around the city all day, this has been a much better and more focused approach to providing transit services," Tieken said.

Of course, it's not as visible, she added, and a lot of folks will probably be inclined to say "We don't have transit in McKinney."

"Yes, we do," she said.

Labor Notes

## Texas Union Activists Fight 'Microtransit' Privatization

By Joe DeManuelle-Hall

When “microtransit,” the new rage in transit privatization, showed up in Denton, Texas, union activists decided to fight back.

Microtransit is a loosely defined term that combines on-demand service with flexible scheduling and routes—imagine replacing a bus system with shared Ubers. It is presented as a high-tech alternative to public transit, but in reality it’s an extension of the drive to privatize.

Some local governments around the country have already handed off operations of their public transit systems to large private operators like Keolis and MV Transportation. This move takes it one step further: dumping the buses and bus drivers altogether.

### **MICRO-PRIVATIZATION**

Denton is a small city in the Dallas-Fort Worth metropolitan area, home to two universities. The Denton County Transportation Authority operates buses and a light rail line in Denton and two neighboring cities.

The mayor and the transit agency began exploring alternatives to the existing transit system several years ago, nominally to save money. In 2020, Dallas’s transit system adopted a microtransit pilot, contracting with Uber to provide the service. Following their lead, Denton sought out microtransit and decided to go with a company called Via, a former competitor to Uber and Lyft that got iced out of the rideshare market and rebranded itself as a microtransit company. It has since chased after cities and counties, offering to supplant their public transit systems.

And that’s exactly what Via set out to do in Denton: replace all fixed-route bus service with on-demand vehicles driven by independent contractors who are hailed by an app. Drivers operate rented vehicles that they’re responsible for. For the DCTA, this comes with the benefit of getting rid of the existing unionized workforce and the capital investment that comes with maintaining and operating a bus system.

### **UNDERFUNDED ON PURPOSE**

When officials began discussing the microtransit idea four years ago, Denton bus operator Jim Owen sounded the alarm with his co-workers.

Owen, a Transit (ATU) Local 1338 member, had been attending DCTA board meetings for the past eight years. He had long been frustrated with the lack of investment in the existing service, which he said was part of a plan: “They haven’t thrown any money to the bus service because they want to get rid of the bus service.”

Bus operator Paula Jean Richardson recognized the theme; before coming to Denton she had worked for a public transit agency in Los Angeles. “Way back in the early ’90s they tried to privatize part of our company,” she said. “I saw it for what it was. Public money should go to public transportation, period.”

Owen’s co-workers brought the issue to a cross-union group called Denton Worker, formed in 2019 to connect local unionists so they could assist each other in their fights.

“Our goal was to find workers who needed to be organized, find issues around unfair labor practices and wage theft, and try to be a touchstone for workers in Denton,” said UPS part-timer Will Hale, a steward with Teamsters Local 767.

Denton Worker had begun by holding forums about organizing rights and tabling at the local Martin Luther King Day parade, but its efforts were soon sidelined by the pandemic.

The threat to the bus routes—and the bus operators’ jobs—revived the group. It started holding meetings via Zoom to figure out what could be done.

“I don’t want to see any of my fellow workers without a job,” said bus operator and Local 1338 member Victoria Allen. “And for the community: the people here need it. It’s a big deal to be able to get on the bus and be able to go somewhere.”

Unionists also balked at taking operations out of local hands to enrich a tech company based in New York City. “You’re purloining the public purse,” said Owen.

## **NO BUS CUTS DENTON**

Denton Worker renamed itself No Bus Cuts Denton and decided to bring the fight to the public. Organizers identified the DCTA Board and the city council as targets.

They started handing out flyers that explained what was happening and asked members of the public to bring their concerns to the city council. They also collected petition signatures.

To connect with riders, No Bus Cuts Denton organizers sought them out on buses. “Riding the buses and talking to people gave us an even better sense of what the effects of the cuts would be,” said Joshua Hatton, a member of the Texas State Employees Union, affiliated with the Communications Workers. He realized the cuts were going to affect “people who are really fighting for the basics of life, who don’t have access to smartphones or banking services.

“For those of us who aren’t drivers, it really gave us [a] sense of urgency. It became more than a solidarity action with drivers.”

Many riders didn’t know that service cuts were coming; Hatton estimated that only 1 in 10 had heard. The group also flyered DCTA operators at their workplaces.

The response was strong, among drivers and riders alike. “I didn’t meet one person who thought that it was good to cut the buses,” said James Baker, a No Bus Cuts Denton member who organizes with the Industrial Workers of the World.

The group was able to generate 20 calls and 40 emails a day through its canvassing—something the city council wasn’t used to. “These people signed up for an easy job,” said Hale. “We provided [the public] with the opportunity to do something about it together, collectively.”

No Bus Cuts Denton also organized people to attend DCTA board meetings, held virtually, to fight the cuts. “We had a sort of call-in filibuster at a board meeting one time—we had so many people call in and voice their opposition that they changed the board rules,” said Richardson.

Organizers were able to find allies on the city council: newly elected progressives who had not been part of the Via deal. They were able to play the council against the DCTA board, chaired by former mayor Chris Watts, the driving force behind the privatization effort.

The council passed a resolution to extend the existing bus service by six months while the Via pilot took place; Watts bucked the council and pushed to reduce that to just three months. He



got his way on that—but under pressure from organizers, the council [removed Watts from the board](#) and replaced him with a more pro-transit member.

## **PARTIAL VICTORY**

At the end of the three-month extension, organizers secured a partial victory. The board preserved five of the eight existing fixed-route bus lines while continuing the Via project. Funding for the remaining routes is preserved through September, when it is potentially on the chopping block once again.

“Overall, we won back some of the territory that was lost, but we have to defend what we’ve taken back and try to take back more,” said Hatton. “We want to build public transportation, not gut it.”

So what’s “microtransit” like so far? Users have been reporting unreliable service with Via, whose drivers sometimes don’t show up or don’t have wheelchair-accessible vehicles for those who need them. Via is charging an introductory rate to entice users, lower than what they’ll ultimately be charging: “What’s going on now is that it’s basically a taxi cab service for 75 cents,” says Owen. “If it’s \$2 or 3, Via [usage] is going to drop like a rock.”

Activists also highlight that there’s nothing about flexible transit that requires it to be operated by independent contractors rather than unionized employees. For example, Via’s operations in Columbus, Ohio, are run by TWU members, who already represent the area’s public transit workers.

Meanwhile, Watts, the former DCTA board chair, has announced that he’s running for city council; if elected, he is expected to continue the privatization fight. Supporters of the privatization effort even tried to put Watts on the DCTA board after his removal. “We won a battle, but we still have a war going on,” Richardson said. “We have to keep fighting.”

Campaign organizers are pivoting back to building Denton Worker, though they plan to maintain No Bus Cuts Denton as the group’s transit committee. “We want to organize more folks into the fold,” says Richardson. “Not only to benefit us, but eventually—like I saw with us—to benefit them.”

The fight against transit privatization has given the group of labor activists a sense of their power. “Now we have a coalition of people who realize that they can do things,” said Baker.

KVUE

## **TxDOT awarded \$22.8 million to improve travel in rural Texas**

The Biden Administration awarded \$409 million to modernize and electrify buses nationwide as part of an infrastructure program.

TEXAS, USA — [The Texas Department of Transportation \(TxDOT\)](#) will receive nearly **\$23 million** in funding to buy replacement buses, build new transit maintenance facilities and support charging infrastructure for rural Texas transit fleets.

The Biden Administration and the Department of Transportation awarded grants to **70 projects in 39 states** on Tuesday to modernize and electrify America's most widespread form of transit.

<https://www.kvue.com/article/news/state/txdot-millions-travel-rural-texas-infrastructure-grant/269-b55ccfa6-20c2-452f-a90e-db1a40337f46>

Dallas Morning News

## Destination downtown? How Dallas' recovery could get a boost from hybrid work

Office vacancy still tops 25%, but crowds are coming back to the central business district and employers can tout 'a million options for lunch.'

By Mitchell Schnurman

If hybrid work is here to stay, as many believe, can downtown Dallas turn that to its advantage?

It sounds counterintuitive because the central business district depends heavily on office workers who come in for the day. During the pandemic, many got used to working from home – and avoiding the time, hassle and expense of commuting and parking.

They don't want to go back to pre-pandemic ways, and many say [they'd look for another job](#) if forced to return to the office five days a week. Executives are reluctant to mandate a return, in part because the labor market is so tight.

So in the new work world, employers are trying to entice people to come back, to get them to want to drive in. That's an opening for a destination like downtown.

"Employees are looking for that experience, that unique urban life, where they can walk out and have a million options for lunch or happy hour," said [Dustin Bullard](#), executive vice president of economic development and place at the advocacy group [Downtown Dallas Inc.](#) "As we look at the evolution of work, this is what makes downtown a very competitive market."

Downtown has added more amenities during the pandemic, including [new parks](#) and the [AT&T Discovery District](#). That helps it compete with rival business centers in Plano, Irving and other parts of the metro area.

"There's nowhere else like it in the metroplex," said [Paul Hendershot](#), senior director of market analytics for [CoStar Group](#), a real estate information and data provider. "The concentration of restaurants, the number of businesses, the skyline. There's a unique energy downtown, and it cannot be duplicated."

Downtown still has lots of challenges. Before the pandemic, about 135,000 people came to downtown Dallas on a typical day; currently, the number is about 80,000, still down 40%, Bullard estimated.

The office vacancy rate in downtown is 25.6%, almost 4 percentage points higher than before the pandemic, according to CoStar. It projects that downtown will have a net absorption of 35,000 square feet of office space in the first quarter; last year, downtown's net absorption was negative for three of four quarters.

"It's improving, and the bleeding has stopped," Hendershot said.

Commercial office space is a key indicator of the health of downtown, but Bullard said other measures matter, too. Sales of mixed beverages have recovered recently with some bars and restaurants approaching pre-pandemic levels. Downtown also added over 1,600 residents in the past two years, a population gain of 13%, according to Downtown Dallas Inc.

Bullard said he's most excited about people returning, whether it's to go to the office, attend a convention or simply walk around. The AT&T Discovery District is attracting about 6,000 visitors a day, and many are walking from Klyde Warren Park or the convention center or Farmer's Market.

"The streets and sidewalks in downtown are bright and busy again," Bullard said.

In the past two years, over 1,600 apartment units were added in downtown Dallas, an increase of 23%. That helped diversify the economy in the central business district, and momentum continued after the pandemic. Older buildings were put to better use – converting office space to residential.

"The pandemic became an accelerant, and what we thought was a large exposure became a real opportunity," said [Evan Sheets](#), vice president of economic development and planning at Downtown Dallas Inc.

Downtown had been building up its residential sector for 20 years: "And that really kept us afloat on the day everybody went home from their offices," Sheets said.

The pandemic affected office space throughout the region, not just downtown. The submarket around the upper Dallas North Tollway and West Plano has an even higher vacancy rate than downtown – 27.2% in March, according to CoStar. That's over 11 percentage points higher than before the pandemic.

Office vacancies soared in Las Colinas, too, and they jumped in Uptown Turtle Creek, a popular submarket with the highest office rents in the region.

"No one's really immune to this," CoStar's Hendershot said. "It's across the board and every company is navigating it differently."

As a region, Dallas-Fort Worth has significant exposure to a declining office market. That's primarily because it has [one of the highest office vacancy rates](#) in the country, said [Tracy Hadden Loh](#), a fellow with the Brookings Institution.

But it also has a smaller share of the workforce in office-based jobs.

"One of those things is easier to fix than the other," she said, referring to the vacant office space.

She's bullish on downtown Dallas because it's a diversified economy with room for growth and "great places emerging in and around downtown," she said. "I just see a ton of potential. That's a place where I wouldn't mind spending more money or time."

Here's one metric that isn't close to full recovery: transit ridership.

In December, the number of monthly riders in Dallas was 2 million lower than in December 2019, a decline of 38%, according to data from Dallas Area Rapid Transit. Ridership on DART light rail was 37% lower than two years earlier.

"Transit is always the slowest one to come back," said [Michael Morris](#), transportation director for the North Central Texas Council of Governments.

He's been closely tracking monthly trends since the pandemic, and for most of the time, transit was down by more than half. But the gap has been narrowing by about a percentage point a month since August, he said.

Several other transportation metrics, including traffic on general freeways and tollways, are back to pre-pandemic levels or higher. The most telling data point, in Morris' view, is the average weekly speed of drivers.

During the early days of the pandemic, average speeds remained between 65 mph and 70 mph all day. By December, the chart showed major drops in average speed around 7 a.m. and 5 p.m.

"Those are the commuters – the return of the workforce community," Morris said.

As highway delays grow, more people will return to transit. He's also hoping more companies let employees spend some time working from home.

"Let's try to not get everyone coming back in their car," Morris said.

KVUE

## **TxDOT awarded \$22.8 million to improve travel in rural Texas**

The Biden Administration awarded \$409 million to modernize and electrify buses nationwide as part of an infrastructure program.

TEXAS, USA — [The Texas Department of Transportation \(TxDOT\)](#) will receive nearly **\$23 million** in funding to buy replacement buses, build new transit maintenance facilities and support charging infrastructure for rural Texas transit fleets.

The Biden Administration and the Department of Transportation awarded grants to **70 projects in 39 states** on Tuesday to modernize and electrify America's most widespread form of transit.

The bipartisan infrastructure law boosts bus transit funding by \$10 billion over the next five years in efforts to modernize the transit in both rural and urban communities across the country.

In Texas, these projects will improve service and reliability for residents in rural Texas communities, according to the [Federal Transit Administration](#).

"These grants will help people in communities large and small get to work, get to school and access the services they need," said U.S. Transportation Secretary Pete Buttigieg. "Everyone deserves access to safe, reliable, clean, public transportation."

The grants will also help communities replace aging buses and facilities with "newer, cleaner infrastructure that is more efficient to operate and maintain," said FTA Administrator [Nuria Fernandez](#). "Modern buses, especially those powered with electric batteries or fuel cells, improve air quality and help us address the climate crisis."

FTA received over \$2.5 billion in funding requests, which is more than five times the amount that was available under previous laws. The new infrastructure law adds another \$5.1 billion.

<https://www.kvue.com/article/news/state/txdot-millions-travel-rural-texas-infrastructure-grant/269-b55ccfa6-20c2-452f-a90e-db1a40337f46>

NBC DFW

## **Elon Musk's Boring Company in Talks for North Texas Tunnels**

The North Central Texas Council of Governments confirms communication with The Boring Company.

By Ken Kalthoff

North Texas transportation planners are in touch with Elon Musk's Boring Company about the firm's new technology that could reduce the cost and speed construction of tunnels.

Dan Lamers at the North Central Texas Council of Governments confirms communication with The Boring Company.

"Our transportation system is very congested, and we are rapidly running out of room on the surface to be able to expand that transportation system and so we're investigating aerial rights as well as subsurface rights to try to utilize for transportation purposes," Lamers said. "The Boring Company has contacted us about trying to use tunneling technology that they're working on."

The firm's technology is in use in Las Vegas. The Boring Company drilled tunnels under the Las Vegas Convention Center to provide a path for electric vehicles to carry people. An expanded network of tunnels is planned to link many Las Vegas locations and avoid street-level congestion.

Traditional boring machines like the one currently drilling a giant Dallas flood relief tunnel have typically been designed and built for each application.

"They feel that they can develop standardized boring machines or tunneling machines that can be used," Lamers said.

It could make tunnel construction faster and more affordable.

Tunnels that accommodate a subway leg of DART's light rail system between Mockingbird Station and Downtown Dallas are 21 feet in diameter for trains that are 13 feet tall. DART plans to dig a new downtown subway line that will require tunnels.

The Las Vegas Tunnels are just 12 feet in diameter for smaller automobile size vehicles.

"However, they indicated to us that they are working on a larger machine that would be roughly double that size, that could accommodate two-directional type of automobile traffic or a larger transit vehicle," Lamers said.

The path beneath narrow Mockingbird Lane between the Central Expressway and Love Field has been mentioned in the past as a tunnel possibility to help crosstown drivers by-pass the Park Cities.

North Dallas neighbors along the path of DART's new Silver Line rail from Plano to DFW Airport have said they want the trains in a tunnel instead of on the surface.

“What the community's unhappy about are the metrics of having at grade crossings without sufficient safety measures,” Dallas City Council Member Cara Mendelsohn said.

Mendelsohn lives near the Silver Line Path, formerly used by the Cotton Belt railroad. She is also a member of the Regional Transportation Council that meets at the North Central Texas Council of Governments offices and oversees transportation spending priorities for North Texas.

The motor vehicle tunnel beneath the Addison Airport was a transportation solution that went underground decades ago. It is a two-way passage portal for drivers.

DART officials [ruled out a tunnel for the Silver Line ten years ago](#), partly out of cost, but also due to waterways and other surface issues that would complicate tunnel construction.

Mendelsohn said new less expensive technology from The Boring Company could help solve current transportation problems, including the Silver Line.

“It's not out of the realm of possibility and I certainly hope that they're considering it,” she said.

A construction method for the proposed downtown Dallas subway has not been decided.

Lamers said tunnels could be an option for other transportation challenges as North Texas population growth continues.

<https://www.nbcdfw.com/news/local/elon-musks-boring-company-in-talks-for-north-texas-tunnels/2916979/>



Fort Worth Star-Telegram

## Gas prices too high? Here are the public transit options in Fort Worth/Tarrant County

By Megan Cardona

The Fort Worth area, like most cities in Texas, is dependent on cars. But with gas prices in Tarrant County hovering around \$4 per gallon, drivers who may have never considered public transportation before might be tempted to start using it. There are several options for getting around town and saving a gallon or two of gas in the process. Chad Edwards, Trinity Metro Vice President of Planning and Development, said Trinity Metro offers a variety of services including a bus system, TRE, TEXRail, ZipZones and Fort Worth Bike Sharing. The bus system, commuter trains and ZipZone vehicles are all in compliance with the Americans with Disabilities Act and allow service dogs.

### TRINITY METRO BUS

The Trinity Metro Bus system runs seven days a week and offers several routes connecting parts of Fort Worth.

There are three main types of bus routes categorized by how often the bus shows up at each of its stops. The route frequencies are: 15 minutes, 30 minutes and 60 minutes. For those spending a day in the Cultural District or on West 7th Street and Crockett Row, The Dash is a perfect option to get into downtown Fort Worth. The Dash, a red bus, comes by every 15 minutes; its route passes Will Rogers Memorial Center and Dickies Arena, goes over the Clear Fork Trinity River and heads into downtown by Sundance Square. If you want to take a trip to the Stockyards, take route 15 from downtown, which comes by every 15 minutes.

Not already in downtown? Trinity Metro offers 14 connections to get to downtown from different directions including the TEXRail train and The Dash. From east Fort Worth near the town of Handley, take route 89 along East Lancaster Avenue, which frequents every 15 minutes, to come downtown. If you are traveling from Lake Worth into downtown, take route 46 along Jacksboro Highway, which frequents every 30 minutes. To get to downtown from south Fort Worth near Far Southwest, Meadowcreek and west of Edgecliff Village, take route 6 along 8th and McCart avenues, which frequents every 15 minutes.

For a single bus ride, a ticket costs \$2. One day tickets are \$5. For Xpress buses — routes ending with 'X' — tickets are \$2.50. A seven day bus pass is \$25. Pay \$80 for a month pass, or \$800 for an annual pass. Tickets can be purchased in exact cash on buses, with a card on [ridetrinitymetro.org](http://ridetrinitymetro.org), or by cash, check, money order or credit card at a Trinity Metro customer service outlet.

### TRINITY METRO ZIPZONE

**ZipZone** is another option for riders to skip the preset route bus stops and get to a destination within specific service boundaries. Think of it like ride sharing for public transit. There are four ZipZone service areas: Alliance, Mercantile, Southside and South Tarrant. For all areas except Alliance, riders can use the ZipZone app on their smartphones to request a ride from a Trinity Metro ZipZone vehicle. For the Alliance service area, riders should have the Lyft app downloaded. Prices for Mercantile, Southside and South Tarrant range from a flat rate no higher than \$3, or free for those with a multi-ride Trinity Metro local ticket. The hours are:

Alliance: Weekdays, 4:30 a.m.-7:30 p.m.; weekends, 5:30-7:30 a.m. and 4-7:30 p.m.

Mercantile: Weekdays, 5:30 a.m. to 9 p.m.

Southside: Sunday-Wednesday, 6 a.m. to 8 p.m.; Thursday-Saturday, 6 a.m.-midnight.

South Tarrant: Weekdays, 7 a.m.-7 p.m.

## **TRINITY RAILWAY EXPRESS AND TEXRAIL**

Another alternative mode of transportation are the commuter trains **Trinity Railway Express** and the 27-mile TEXRail. The Trinity Railway Express, or TRE, runs from downtown Fort Worth to downtown Dallas, making stops in Richland Hills, Hurst and Irving. TEXRail runs from DFW International Airport to downtown Fort Worth and back, making stops in North Richland Hills and Grapevine.

Mary Peters, North Richland Hills Public Information Officer, said TEXRail is convenient and cost effective for North Richland Hills residents who commute to downtown Fort Worth or the airport. For commuters who can use TEXRail, Peters said, a monthly pass of \$80 is less than a month's cost of filling up at the pump for large SUVs and pickups. "The train is also a great option for weekend outings and date nights, and for families headed to the airport for their spring and summer vacations," she said. For now, TEXRail has nine stops including three around downtown Fort Worth and two on the north side of DFW airport.

Edwards said the Dallas Area Rapid Transit system, or DART, is working on a new commuter line, called the Silver Line, that will connect to TEXRail at DFW. According to a project map by DART, the Silver Line will make stops that include Carrollton, Addison and Plano. A groundbreaking for the new commuter line took place in September 2019. "In the next probably three years, you're going to be able to get on a train in downtown Fort Worth and go all the way out to Plano," Edwards said.

## **PUBLIC TRANSIT IN THE METROPLEX**

This map shows public transit lines and stops for buses, rail, light rail and trams in the Fort Worth, Dallas and Denton areas. Search for an address or place to find transit options in that area. Tap the route lines for details; tap the stops to see frequency and service days. To view the map larger, tap "Open" at the bottom of the map. Data is provided by the North Central Texas Council of Governments.

<https://mediaprogram.maps.arcgis.com/apps/webappviewer/index.html?id=f91dd336e2bbd4b6db96a3c0b7dd23332>

## **FORT WORTH BIKE SHARING**

There are dozens of bike stands in and around downtown with bikes available for rides by the hour. Pay at a bike station kiosk or by using the BCycle app on your smartphone. A day pass is \$8 for unlimited rides in hour increments. Bikes can be returned at any Fort Worth Bike Sharing station. So whether you're hanging around Sundance Square or visiting the Fort Worth Zoo, there's no sweat to return your bike to a specific location. A monthly pass is \$20; six months is \$50; and an annual pass is \$100.

## **WALKABILITY AND PUBLIC TRANSIT**

Getting around town as a pedestrian is another way to save money on ride fares or gas. But depending on where you live, it can be inconvenient and inaccessible to get to your destination without a vehicle, and there may be limited to no alternative transportation options available. A group called Walkable Arlington formed in 2021 with the purpose of advocating for walkability in the city. The group has held outreach events and connected with city leaders, council members

and University of Texas at Arlington representatives to spread their message. Walkable Arlington coordinator Tony Pham said suburban cities are built with the idea that residents will travel from one place to another solely in a car. Because of this, cities are spread out. “When you build houses so far apart from each other, when you build roads so wide, you are inherently giving more space to cars and building on a scale that is so inhumane,” he said.

It’s easier to make a 15-minute walk to nearby conveniences in densely built cities, he said, and the need for a car is disincentivized. In comparison to suburban cities, a 15-minute walk from where Pham lives takes him only to more houses, as everything is spread out. “Any other places I would want to walk to, it’s not useful for my walk that I can get out to — it’s never safe to be honest if I have to walk out here,” he said. “Cars would be driving down 40-50 mph — why would I want to walk there? It’s unsafe.” Until public transit is offered to more cities and neighborhoods, Pham said, remote working may be the only answer for some people who want to save money on gas. “Perhaps there is a way where we can always rely on the good-old fare system, where every single day a (bus) comes to pick us up and maybe all we have to do is pay 50 cents or just a dollar,” he said. “Not only that saves us gas, but that also saves us a whole lot of road rage on the road and pollution.”

## Thinking of trading that gas guzzler for an electric car or hybrid? Read this first.

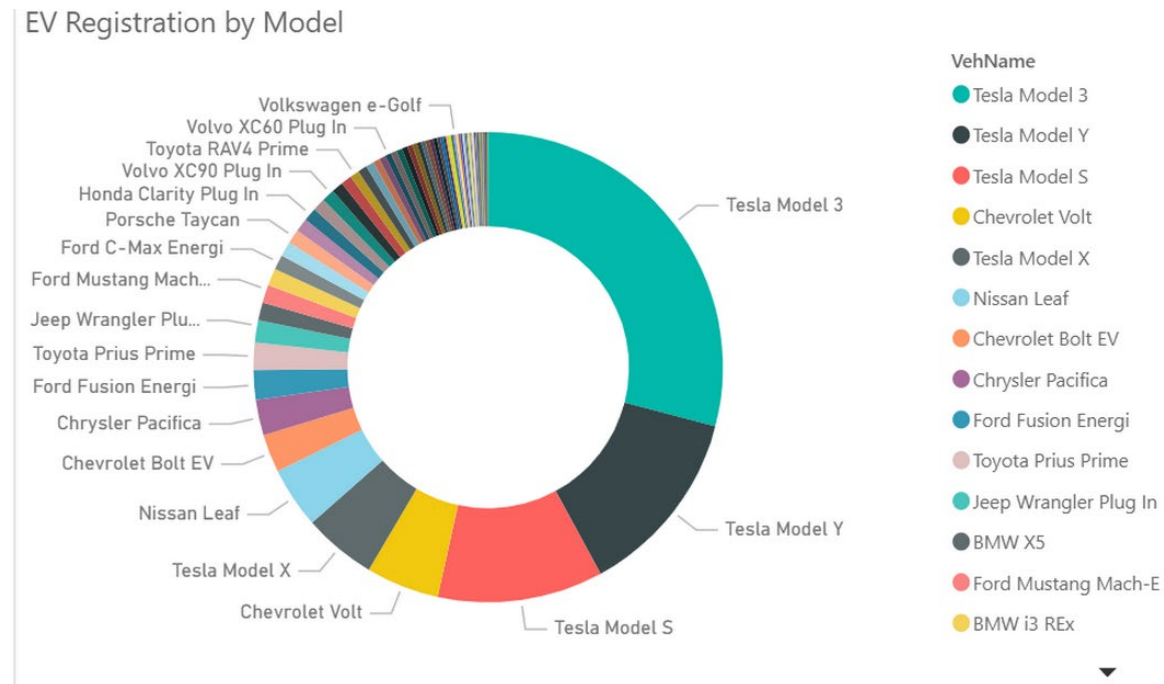
By Dalia Faheid

A lot has changed in the auto industry since 2008, the last time gas hit a record-high in the United States. With Texas gas surging to \$4 a gallon, it's become a tipping point forcing families to rethink what they drive. Hybrids, plug-in hybrids and electric vehicles can now provide energy-efficient transportation while lowering emissions, diminishing noise and reducing operating costs.

"We always see a big increase in interest and different types of clean vehicle technologies every time fuel prices go up," says Lori Clark, coordinator for DFW Clean Cities Coalition, which works with fleets to reduce energy consumption and promote clean air. "It's really one of the biggest drivers for changing behavior and changing consumer choice." But electric cars are different from gasoline models, so it's important to understand some key points before choosing your next ride.

### HYBRIDS VS. ELECTRICS

According to Consumer Reports, vehicle manufacturers are set to introduce almost 100 new EV models by 2024. Makes include Honda, BMW, Ford, GM, Hyundai, Jaguar, Kia, Mazda, Mercedes-Benz, Mitsubishi, Nissan, Stellantis, Subaru, Tesla, Toyota, Volkswagen and Volvo.



These are the most popular electric vehicle models in DFW. DALLAS-FORT WORTH CLEAN CITIES

“The increasing interest has a lot to do with the increasing variety of vehicles being available,” Clark says. Years ago, buyers were limited to sedans. But today, there are electric trucks, SUVs and minivans in the pipeline, growing the market further. Ford’s first electric pickup, the 2022 F-150 Lightning, is an electrified version of the most popular car in Texas and is arriving this spring. Karl Popham, a manager of electric vehicles at Austin Energy, says the F-150 Lightning will be a “game changer” for Texans.

As more choices in EV models are introduced into the market, you might wonder what’s right for you. Here are the different types of EV cars, from Consumer Reports:

**Hybrids:** Electric motors with gas engines. Hybrids provide excellent mileage and lower emissions compared with regular cars. You don’t have to worry about plugging it in; you can fill it up at a regular gas station. These cars typically cost \$2,000 to \$3,000 more than comparable conventional cars, but you’ll save on fuel. Hybrid owners tend to report higher overall satisfaction than do owners of other cars. There are many affordable hybrids, from \$22,000 to \$30,000, such as the Honda Insight, Hyundai Ioniq, Toyota Prius, Hyundai Tucson and Toyota Camry.

**Mild hybrids:** These cars have a battery and electric motor to help power the vehicle and can allow the engine to shut off when the vehicle stops (at traffic lights or stop-and-go congestion). Typically, mild hybrids cost less than regular hybrids.

**Plug-in hybrids:** These have larger batteries to drive on electric power alone, providing the flexibility of an electric car while still having a gas engine available for longer trips.

Owners can get by with Level 1 charging, which can be plugged into typical household outlets, because the battery packs are smaller than those of EVs. They can typically go 15 to 50 miles on battery power alone. They get good fuel economy even after electricity is depleted.

They start at about \$27,000. Usually more expensive than hybrids. Some of the best options are the BMW 330e (\$42,950-\$44,950), Lexus NX 450h+ SUV (\$56,725-\$57,975), Jeep Wrangler 4xe (\$52,530-\$58,105) and Toyota RAV4 Prime (\$39,800-\$43,125).

**Electric vehicles:** Currently, electric cars cost thousands more than comparable gasoline-powered cars. That may soon change as more affordable models become available. But if you decide to buy one now, you’ll save on maintenance and fuel, and can use incentives to reduce the price. The average all-electric vehicle range was 260 miles in 2020, with some exceeding 400 miles. Tesla and Kia offer models with the best range. They start at about \$33,000.

**Fuel-cell car:** This is an electric car that produces its electricity from hydrogen. Drivers of fuel cell cars can fuel up at retail stations in less than five minutes for a driving range of more than 300 miles. Only Honda, Hyundai and Toyota offer this type of car, so you have fewer options with this type. There is a very limited number of stations nationwide.

## **WHICH TYPE IS RIGHT FOR ME?**

Experts say there are three main things you should consider when buying a car: how much range you need, overall lifetime costs and how you’re going to charge the car. The North Texas Auto Show, from March 17 to 20 at the Kay Bailey Hutchison Convention Center in Dallas, will feature an electric vehicle test track. It’s a great opportunity to explore electric car options in-person and visit with local dealers.

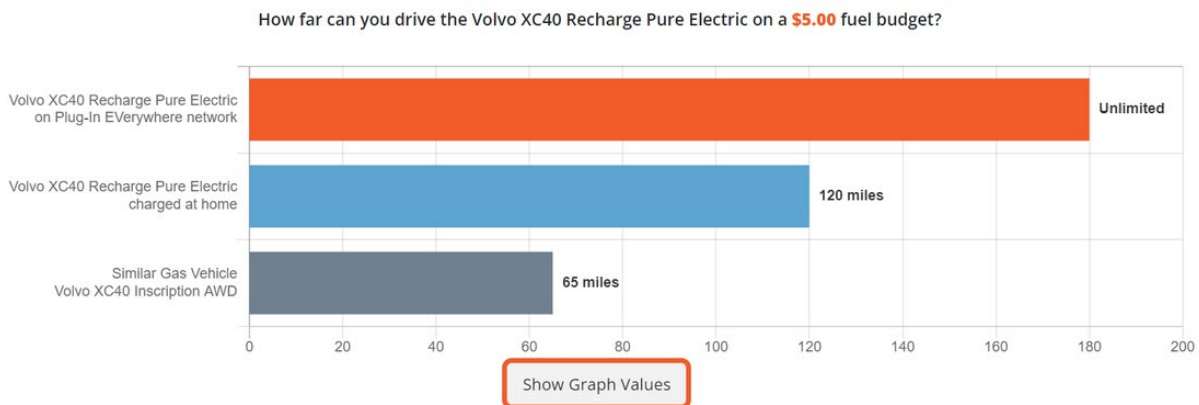
“Without a doubt, first and foremost, when people decide to buy a car, it’s more of, ‘Is it fun? Is it cool?’” Popham said. “It’s really a top of mind emotional response. And then second is, ‘Well then can I afford it?’ The switch to electric vehicles really does well in both of those. What can they expect is a very low-maintenance, hassle-free, fun, fast, quiet, cool car to get around town.” Give one or two a try and then make a decision, Popham recommends.

Arrange the test drive ahead of time with the dealership on the phone or online. With supply chain issues affecting the entire automotive industry, you may have to talk to the dealership about placing an order and waiting for a car. Or, you can get the car transferred from another location. Generally, electric cars built in the U.S., including GM, Nissan and Volkswagen, are more available than cars that have to be imported from other countries, according to Tom Smith, executive director of the Texas Electric Transportation Resources Alliance.

### YOU’LL SAVE WITH AN ELECTRIC CAR

According to a Consumer Reports study from 2020, EVs cost less to fuel and are cheaper to repair and maintain than comparable gasoline-powered models. “The best way to insulate yourself against the very volatile cost of fuel is to switch to something that has a very stable price, which is electricity,” said Clark of the DFW Clean Cities Coalition. “If you look at the price volatility of electricity, it’s very low relative to any other fuel.”

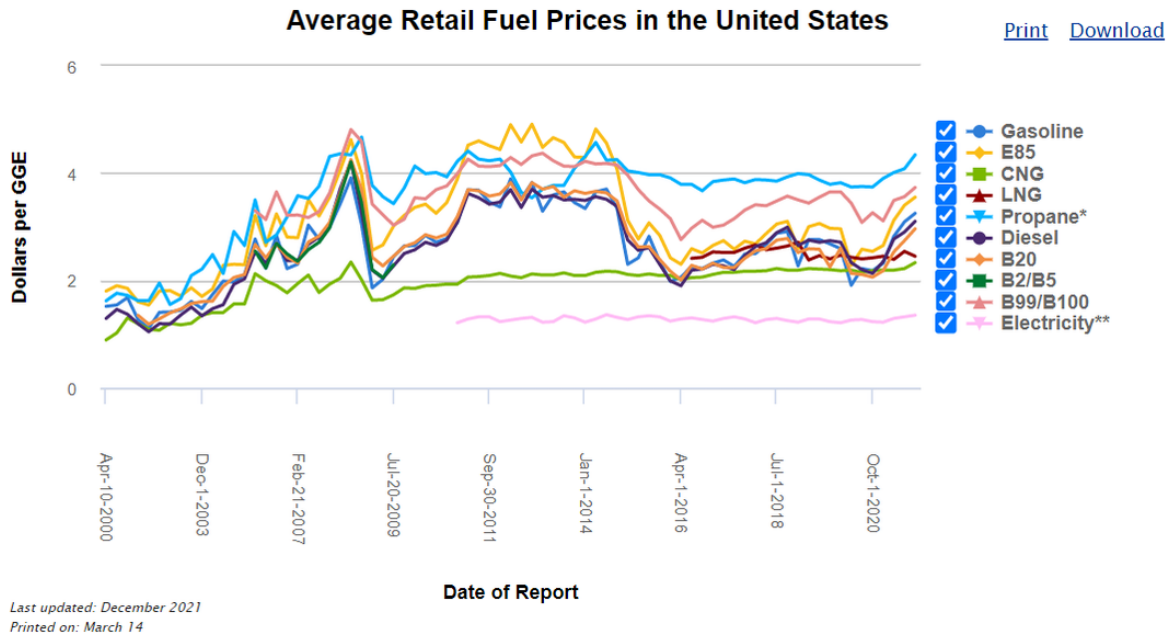
On average, it costs about half as much to drive an electric car than a gasoline car, experts say. With gas prices spiking, the savings could be even greater. Currently in Texas, an eGallon — the cost of powering a vehicle using electricity — is \$1.08, while a gallon of gasoline hovers around \$4, meaning you would save about \$3 per gallon. Electric vehicle drivers save \$500 to \$1,500 per year in refueling costs, according to the Texas Department of Transportation.



This is an example of how much you can save on gas with an electric car. AUSTIN ENERGY

For example, using a U.S. Department of Energy calculator, fuel costs for a Hyundai Kona would cost over \$2,000 a year in gasoline at \$3.99 per gallon, but only \$550 for an all-electric version of that same vehicle. Total cost per mile is 29 cents for the gasoline Kona and 18 cents for the electric Kona. The more you drive, the more substantial the savings of an EV. Because electric cars have fewer moving parts and fluids to change, you’ll also save about 40% on

maintenance over the car's lifetime. Wondering what that looks like for monthly expenses? Popham, the manager of electric vehicles at Austin Energy, estimates that a comparable conventional car costs \$111.50 more per month than an electric car, including \$40 on maintenance and \$71.50 on fuel.

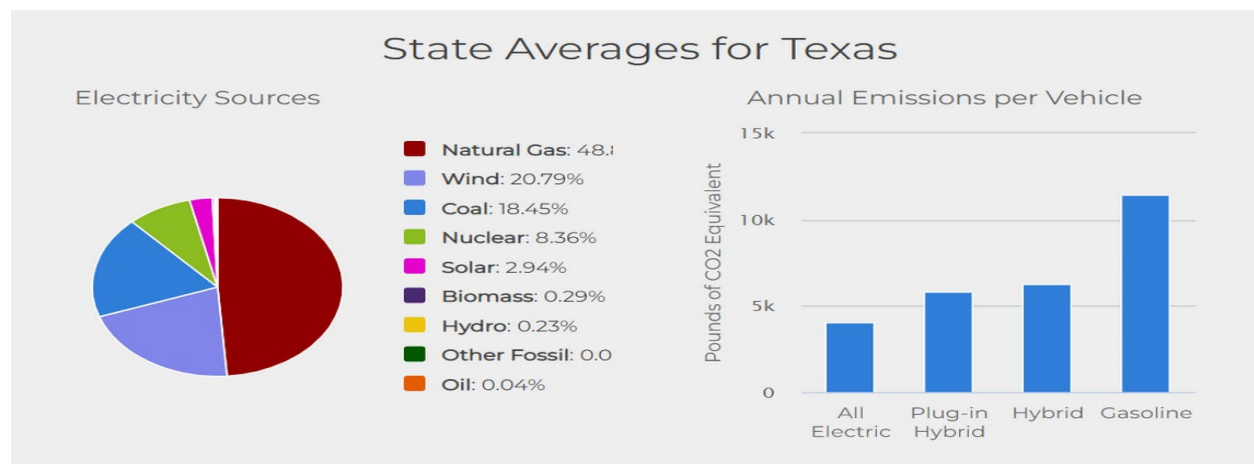


This line graph shows the difference in the price of gasoline compared to alternative fuels, as of December 2021. ALTERNATIVE FUELS DATA CENTER

To calculate a car's lifetime costs, consider fuel, purchase price and maintenance costs. Use the calculator at [afdc.energy.gov/calc](http://afdc.energy.gov/calc) to estimate the cost of owning an electric car.

### ELECTRIC CARS ARE BETTER FOR THE ENVIRONMENT

When you buy an electric car, you could be helping Earth, too. Although electricity production can cause pollution, the U.S. Environmental Protection Agency categorizes all-electric vehicles as zero-emission because they produce no direct exhaust or tailpipe emissions.



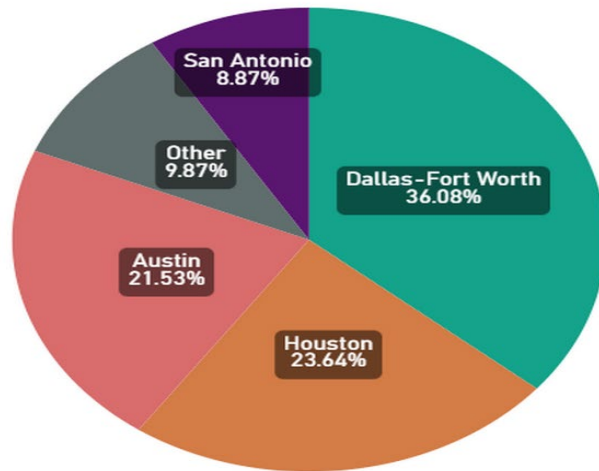
Electric cars produce the least emissions compared to other types of cars.

Electric cars produce 60% fewer carbon dioxide emissions compared with conventional cars.

### **MORE TEXANS ARE GOING ELECTRIC**

There are about 115,000 electric cars registered in Texas. Austin has been named the third best city in the nation to own an EV, based on stations per capita, incentives and low-priced electricity power, according to Austin Energy.

#### EV Registration by Region



Dallas-Fort Worth makes up 36% of electric car registrations in the state.

### **DALLAS-FORT WORTH CLEAN CITIES**

In North Texas, 42,000 electric vehicles were registered as of this March, about 36% of the state total. About 8,000 were registered in Tarrant County.



Tesla vehicles charge at a Tesla Supercharger station in the Foundry District in Fort Worth on Tuesday, March 14, 2022. According to a Consumer Reports study from 2020, EVs cost less to fuel and are cheaper to repair and maintain than comparable gasoline-powered models. Amanda McCoy [AMCCOY@STAR-TELEGRAM.COM](mailto:AMCCOY@STAR-TELEGRAM.COM)



Tesla and BMW are the most popular electric car brands in the state. The most popular models in Dallas-Fort Worth are the Tesla Model 3, Tesla Model Y and Tesla Model S. By 2025, EVs should be about 9 percent of the U.S. market, according to Consumer Reports.

## **YOU'LL GET INCENTIVES FOR MAKING THE SWITCH TO ELECTRIC**

Purchase prices for hybrid and plug-in electric vehicles are generally higher than for conventional vehicles. But state and federal incentives can offset the higher cost.

By purchasing or leasing a car powered by compressed natural gas (CNG), liquefied petroleum gas (LPG), hydrogen fuel cell or other electric drive, you'll get a \$2,500 rebate from the state. Apply for the rebate by Jan. 7, 2023. A list of eligible vehicles can be found on the website for the Texas Commission on Environmental Quality.

Eligible rebates for the purchase or lease of a car powered by CNG or LPG are:

- Purchase or lease (at least three-year term): \$5,000
- Lease (at least two-year term): \$3,330
- Lease (at least one-year term): \$1,665

Eligible rebates for the purchase or lease of a car powered by hydrogen fuel cell or other electric drive are:

- Purchase or lease (at least three-year term): \$2,500
- Lease (at least two-year term): \$1,665
- Lease (at least one-year term): \$832.50

In addition, you'll get a federal tax credit of up to \$7,500 for a new plug-in electric car. There are also \$400,000 to \$600,000 grants for homes and businesses for the installation of alternative fueling stations. Keep in mind that you may have to pay an annual fee in the future if you own an electric car. In May, the Texas legislature proposed Senate Bill 1728, which would require an annual EV fee between \$190 and \$240, to offset revenue lost from gas taxes. While that didn't pass, a similar bill will likely be proposed during the next legislative session.

## **WHERE WILL YOU CHARGE YOUR CAR?**

The cost to charge an electric car is about one-third the cost to fuel a gas-powered car, according to AEP Texas.

"One of the biggest concerns that people raise is the availability of charging infrastructure," Clark says. "A lot of people think it's challenging to find a place to charge, when really it's just a matter of doing a little bit of planning ahead to know where those locations are." Before buying an electric car, consider where you'll be charging it, Clark suggests.

Most electric car owners, or more than 80%, charge at home, according to Consumer Reports.

That's because it's more expensive to fuel at a public charging station (15 to 50 cents per kilowatt hour) than at home (about 12 cents or less per kilowatt hour). If you live in a house, you can charge your EV at home overnight. Most EVs come with a 110-volt Level 1 cordset that can be plugged into a typical household outlet. This is the cheapest option, but also the slowest, requiring up to 24 hours to fully charge a battery. Your workplace or apartment building might be

able to install a charger. For quicker charging, install a home charger inside or outside your garage that works on 240-volt (Level 2) charging. A home charger costs \$500 to \$700. Parts and labor can add \$1,200 to \$2,000. An electrical contractor can evaluate your home wiring to determine the best approach for charging at home. It takes about eight to 10 hours when the battery is empty.

You may need to use faster public charging when taking a long trip. Stations can replenish 200 miles in under 45 minutes.

## **FORT WORTH AREA ELECTRIC STATIONS**

According to the U.S. Department of Energy's Alternative Fueling Station Locator, 230 level 2 electric stations with 530 charging ports are located within a 25-mile radius of downtown Fort Worth. Use this locator to find electric stations in Texas.

<https://afdc.energy.gov/>

There are over 2,000 charging stations in Texas, mostly at offices, shopping malls, restaurants and hotels. More are on their way. The Bipartisan Infrastructure Law passed in the fall includes \$7.5 billion to build a network of EV chargers. Texas will receive \$408 million for charging stations over the next five years, more than any other state. You can recharge your car while you're shopping for groceries, having dinner at a restaurant or working out at the gym.

Blink, ChargePoint, Chargeway, Electrify America, PlugShare and Tesla have websites and mobile apps to help you find where to charge an electric car. Some stations work as soon as you plug the charging cord into you car, while others will require you to swipe a network card or use an app. You sign up with a network online and link a credit card to your account. You'll receive a small key tag with a barcode, or you can use an app on your phone. When you wave the tag in front of the charger, your account will be billed.



Tesla vehicles charge at a Tesla Supercharger station in the Foundry District in Fort Worth on Tuesday, March 14, 2022. According to a Consumer Reports study from 2020, EVs cost less to fuel and are cheaper to repair and maintain than comparable gasoline-powered models. Amanda McCoy AMCCOY@STAR-TELEGRAM.COM

Charging stations are connected to the web, displaying station status, occupancy, cost and charge rates. Here are some tips on charging from the Texas Department of Transportation:

The best time to charge your electric vehicle is between 10 p.m. and 6 a.m. This is when renewable wind power peaks and there is typically more capacity in the Texas grid. Avoid charging late afternoons (4 to 7 p.m.) when there is typically less capacity in the Texas grid.

- For improved battery longevity, maintain a charge between 20% and 80% when possible.
- Before long trips, charge to 100%. For normal daily driving, charge to 80%.
- While on long trips, don't charge to 100% at DC Fast Charging stations. Only charge what you need to get to your destination, usually 80% or less.
- Don't let your battery sit at 0% or 100% for long periods of time.
- Use an online route planner that factors in charging stations.

## **NEW VS. USED**

You'll save more buying a used electric car over a new model. Some used EVs are available for under \$10,000. Texas is the second biggest used EV market in the country, with the average cost of a used EV being \$31,367. "For those who don't typically travel long distance, buying a used EV with less range is going to be more than adequate to get you back and forth to work and do all your errands," said Smith, the executive director of the Texas Electric Transportation Resources Alliance. If you're considering a used car, age and mileage are important factors to consider when assessing remaining life, according to the government. Maintenance costs are also important to consider for older, high-mileage cars.

Experts say all pre-owned electric cars should undergo a safety and maintenance assessment before you buy. One major concern is the quality of the battery, according to Plug In America, an advocacy group for plug-in vehicle drivers. Make sure a battery warranty is included that protects against battery deterioration. Most manufacturers, including Nissan LEAF and Tesla, offer eight-year battery failure warranties. Ask a reputable used car dealer or an EV mechanic to measure battery health through an on-board diagnostics check.

Plug In America recommends the following used car models. U.S. News and World Report publishes an expanded list of the best used car models.

- All-electric: Nissan LEAF, Chevy Spark EV, Ford Focus Electric, Fiat 500e, Tesla, Volkswagen eGolf
- Plug-in hybrid: Chevy Volt, Ford Fusion Energi, BMW i3 REX, Ford C-Max Energi

City of Fort Worth

## 2022 Bond Project Spotlight: Trinity Boulevard Phase 2

Trinity Boulevard is a critical east-west arterial on the east side of Fort Worth. Phase 1 is about to start construction and Phase 2 is at 60% design and expected to begin construction in the summer of 2023 if funding is approved.

Phase 2 of the project will reconstruct Trinity Boulevard from Salado Trail to just west of Precinct Line Road as a four-lane divided thoroughfare with a raised median, drainage, roadway and pedestrian street lighting. The project will also include shared-use paths along the length of the project.

Completion of Trinity Boulevard – Phase 2 meets the following goals:

**Congestion mitigation and mobility improvements.** From I-820 to Precinct Line Road, property adjacent to Trinity Boulevard is primarily developed with single-family developments and also has a high volume of daily commuter traffic due to its regional connectivity. A new Trinity Railway Express train station and the Trinity Lakes commercial and mixed-use development being planned at the northeast and southeast corners of I-820 and Trinity Boulevard are anticipated to increase traffic demand on Trinity Boulevard. This project will accommodate projected growth and alleviate current congestion. The roadway will be widened with a median to control access and to allow turn lanes at intersections, which will increase roadway capacity and reduce travel time. The existing pavement is in poor condition. The reconstruction will improve the ride quality, which will also reduce travel time and improve mobility.

**System connectivity.** Trinity Boulevard Phase 1 from I-820 to Salado Trail is also being widened to a four-lane divided corridor and will start construction late this month. With the completion of Phase 2, Trinity Boulevard will be built to the ultimate roadway cross section per the city's Master Thoroughfare Plan from I-820 to Precinct Line Road. In addition to roadway connectivity, this project will include a shared-use path on each side of the roadway that will connect to the proposed regional trail system.

**Safety enhancements.** This project will improve safety by reducing conflict points. Medians provide separation between opposing lanes of traffic, which can lead to a reduction in head-on collisions. Both medians and turn lanes are Federal Highway Administration proven safety countermeasures that will have a significant reduction in crashes which will help implement the City of Fort Worth's Vision Zero Plan. The addition of a shared-use path with buffer from the street safely accommodates pedestrians and bicyclists. Currently there are no sidewalks on this stretch of the road. Bicyclists use the street and pedestrians walk in the roadside ditches.

[Visit the Trinity Boulevard project page](#) for regular updates.

Vicinity Map



Dallas Morning News

## **Joppa study measuring effect of air quality on health is a first in Texas, researchers say**

The three-year community-led project with Texas A&M scientists will use data from air monitors and journals from residents tracking their symptoms.

By Sriya Reddy

Pauline Logan moved to Joppa from the countryside in 1957. As an 8-year-old, she already was shocked at the difference.

The noise, the air and the nauseating smell stuck out to her.

“This is just from a child’s view, I still remember, it was so striking,” Logan said.

Logan moved away from Joppa after high school, but came back to her home in 2004 after her kids moved out on their own. By this point, Logan said everything had gotten worse.

“The smell and the odor is discouraging because I know there are other areas in Dallas that don’t have to deal with this kind of particulate matter,” she said.

Now, she said that she has health issues, but isn’t sure if it’s the environment or age-related. She said that Joppa is her home and she wants to know how the air affects her health.

The [Joppa Environmental Health Project](#) is set to do just that.

Two scientists from Texas A&M are leading a study in partnership with community members who compose the steering committee and environmental advocacy group Downwinders at Risk. The study will look at the correlation between particulate matter in the air, which is measured by [three air monitors in the neighborhood](#), and health symptoms that residents will document.

The study’s organizers have said that this is the first study of its kind in Texas.

By the end of March, the project will begin collecting data by asking residents to monitor their health symptoms through journaling while air monitors record levels of particulate matter in the area.

Joppa is one of [the most polluted neighborhoods in Dallas](#). According to Downwinders at Risk, the air pollution comes from TAMKO Asphalt Shingle Plant, Union Pacific Switchyard, and other local industrial facilities.

These facilities release PM, or particulate matter, which is dust or soot that comes from fossil fuel engines, boilers and furnaces. These particles are so small they can enter the lungs or bloodstream of those exposed, according to the [Joppa Health Project website](#).

“We are not only looking at physical health like respiratory disease or asthma,” A&M Scientist Ping Ma said. “We also look at if air pollution impacts mental health.”

The study will assess levels of airway inflammation by evaluating stress in the lungs during the summer, when air pollution levels are known to be high. Residents will also be asked to journal

their health, including respiratory symptoms and mental health, for one week periods about three to four times a year. This will be compared to local and national data.

The three-year-long project received a grant for about \$350,000 by The Robert Wood Johnson Foundation in 2020. The first year's goal was to create the steering committee and reach out to the community.

"We've just learned that this is a really engaged community forward thinking about community health and its links with the environment," A&M Scientist Natalie Johnson said. "And so that's really helpful for us as we've gone through this planning phase of the different objectives of our study."

The two scientists, Dr. Natalie Johnson and Dr. Ping Ma are heading the study. Johnson is a toxicologist focused on the health effects of particulate matter in the air, and Ping Ma is a social scientist focused on health disparities.

Johnson and Ma were determined to involve the community in their study and educate residents about their environment.

"Every voice matters," Ma said. "We totally respected the community and also we found the community gives us a lot of good feedback. Things that we, as researchers, never thought about."

Logan is a part of the steering committee alongside five other committee members. The steering committee works with Misti Oquinn, community liaison with Downwinders at Risk, and the two scientists to organize the project and give community context.

"There's nothing that I do, there's nothing that Downwinders or A&M does without clearance through the steering committee," Oquinn said. "That means the language for handouts. That means the planning of events. Anything that happens, that is what that central body does."

Although the project has been met with some distrust in the community, questioning why money is put into this study, Oquinn said that most community members are interested in how the air quality affects their day to day health.

She said that everyone smells the smells and experiences health concerns. However, they don't know the specifics nor if the two are even connected.

"How do you strategize?" Oquinn said. "How do you even start to work on something if you really don't even know what it is? If you really don't even know how it's affecting you?"

Johnson said that people have asked her why a study is even needed if most people know that pollution affects their health.

"We still need the local data from the air side and the health side to make the case to build the evidence that this is impacting health," she said. "So unfortunately, we still need to motivate change to improve the environment."

Oquinn is an Oak Cliff native, but has been involved in environmental advocacy in the neighborhood since 2018. Oquinn said that she herself has felt the effects of the environment in Joppa. She said that while she was out in Joppa for about an hour, she could feel the difference in air quality.

“You can literally feel the grit on you and there are random times where you smell a really bad sulfur smell. And you know it’s not a natural smell,” she said. “People are just breathing this in.”

Cecilia Wagner, although not a resident, goes to the New Zion Baptist Church in Joppa. She works on the ministerial staff with kids in the neighborhood and is worried about the community’s health due to the air.

“Everybody notices the smell. You can’t miss it. It smells like rotten eggs or sulfur,” Wagner said. “And there’s a dusting in the air where the particles land on cars and everything is kind of coated when the PM is high.”

Wagner was a teacher in [West Dallas in the nineties](#) and saw how the environment affected kids in that area. She said that the situation is similar in Joppa. She said when it comes to the study, she hopes that the health concerns are not as bad as she thinks they could be.

Many residents of Joppa, including Logan, monitor the PM levels using [SharedAirDFW.com](#), a collaboration project that detects PM levels in real time with air monitors throughout the area. Logan said that she spends a lot of time outside and enjoys that she lives near the Trinity River Forest, but there are times when her community is encouraged to stay inside.

“When I see the monitor the pollution of particulate matter on my laptop and it’s sometimes days in the red,” Logan said. “And the only little warning that’s given says to ‘Stay inside. Particulate Matter is higher than what it should be.’ That’s discouraging.”

With the data that comes out of this study, residents and researchers hope to build a case to decrease pollutants in this neighborhood.

“The ultimate goal is to improve health and improve the environment that individuals are living in,” Johnson said. “To do that, we often will try and target different policies that can result in improving health and the environment.”



Community Impact Newspaper

## **New Silver Line commuter rail line to add transit options, economic benefits in Grapevine**

By Erick Pirayesh

Two new railway stations will be coming to Grapevine as part of Dallas Area Rapid Transit's ongoing Silver Line project.

The Silver Line is a \$1.89 billion commuter rail line being built by DART that will connect the Dallas Fort Worth International Airport to the eastern edge of Plano with an estimated travel time of 60 minutes or less, according to figures released by the transit agency.

DART is funded by a \$0.01 sales tax from the 13 Dallas-area cities that make up its service area. Grapevine is not a DART member city, but it will benefit from the new rail service. The Silver Line is mostly paid for through a \$908 million federal loan from the U.S. Department of Transportation and some capital financing programs by DART.

The line follows the route of the old Cotton Belt Railroad freight line and has been discussed since the 1990s, according to DART. The west end of the 26-mile line will end at DFW Airport Terminal B in Grapevine, and the east end will stop at the future site of the Shiloh Road Station in Plano.

The project was originally planned to be complete this year, but DART announced last summer it would be delayed until late 2024. Complications from the COVID-19 pandemic and issues in acquiring land were cited as factors by DART.

The line will add 10 new stations with two in Grapevine. The DFW North Station is under construction and will be located at 1867 Dallas Road across from the TEXRail station that is already there. The other station will be located at DFW Airport Terminal B. DART projects four minutes of travel time between the two stations.

City officials have stated that the additional travelers coming to Grapevine because of the Silver Line will create an economic uptick for the city that will benefit residents.

DART expects the DFW North Station to have 1,305 daily riders by 2040 and to connect riders to Plano in 56 minutes. In the station's description, DART states it will help connect riders to premiere Grapevine eateries, retail shops, art galleries and community events. The north station will include 362 parking spaces and four bus bays, according to DART. Transit officials stated that the artistic theme for the mosaics and pillars at the north station is meant to invoke the past, present and future of the region.

DART projects the majority of riders at the north station will be TEXRail riders transferring off the Trinity Metro line that begins in Fort Worth. The connection between the Silver Line and Trinity Metro line at the DFW North station will allow commuters to ride from Fort Worth to Plano completely via rail line.

Systemwide, DART has stated that more than 200,000 jobs will be located less than a half mile from the Silver Line corridor.

The Dallas Fort Worth International Airport Terminal B Station will connect Silver Line travelers from Grapevine to Plano.

## A NEW CONNECTION

Dallas Area Rapid Transit's Silver Line project brings two new stations to Grapevine.



### A DFW North Station:



**1,305**  
Estimated daily riders by 2040



High interest in mixed-use development around the station



Will connect to the Trinity Metro TEXRail line that connects to Fort Worth.

### B DFW International Airport Terminal B Station:



**1,160**  
Estimated daily riders by 2040



Located within walking distance of other airport terminals



Will connect to the Trinity Metro TEXRail line that connects to Fort Worth.

## IMPROVING MOBILITY ACROSS DFW

The 26-mile Dallas Area Rapid Transit Silver Line rail project will span the cities of Grapevine, Coppell, Carrollton, Addison, Richardson and Plano.



**\$1.89B**  
estimated cost for entire project

**60 MINUTES**  
estimated time from Plano to Dallas Fort Worth International Airport

**11,200**  
estimated weekday riders by 2040

**2024**  
expected completion year

SOURCE: DALLAS AREA RAPID TRANSIT/COMMUNITY IMPACT NEWSPAPER

UTA Newspaper

## ON-DEMAND AUTONOMOUS PUBLIC TRANSPORTATION SERVICE MARKS MAJOR MILESTONE

More than 28,000 trips booked during Arlington RAPID's first year

By Herb Booth

Arlington RAPID, the first program in the United States to integrate on-demand, autonomous vehicles (AVs) into existing public transportation, has provided more than 28,000 trips in its first year of service to residents, University students and visitors around Downtown Arlington and The University of Texas at Arlington campus.

Arlington today announced that the innovative AV pilot program will expand service later this year, providing convenient, dependable public transportation through at least 2024, thanks to additional grant support from the North Central Texas Council of Governments.

Since March 2021, the city has operated Arlington RAPID (Rideshare, Automation, and Payment Integration Demonstration) in partnership with Via, May Mobility and UT Arlington through a grant provided by the Federal Transit Administration (FTA). The pilot program offered shared rides in AVs operated by May Mobility through the city's on-demand public transit system, Via Arlington.

Arlington RAPID—the city's third successful AV transportation pilot project since 2017—was one of only 25 projects to receive funding in 2020 through the FTA's Integrated Mobility Innovation Program. Deployment funded by the grant ended today, March 18.

"The city of Arlington continues to prove itself as a national leader on autonomous vehicle testing and deployment," Arlington Mayor Jim Ross said. "Thanks to the FTA's Integrated Mobility Innovation grant, the city and its partners were able to build upon the country's vital autonomous vehicle research and improve access to school, work and everyday needs for thousands of people, including those who require mobility assistance, through on-demand public transportation access."

### 1 year of Arlington RAPID!



**28k+**  
rides taken



**98%**  
satisfaction rating



**99%**  
on-time performance



Arlington RAPID's fleet of autonomous vehicles, including a wheelchair-accessible vehicle, will continue to be available to riders through the Via app or by calling Via's customer service line at 817-784-7382. Beginning Monday, March 21, the new hours will be noon to 6 p.m. Monday through Friday.

Via's standard fares apply to rides taken on Arlington RAPID by the general public. Because of UTA's participation in the pilot program, dedicated funds from the FTA grant previously allowed the University's students to book rides at no charge. Beginning Monday, March 21, the new discounted rate for UTA students is \$1 off the standard fare per trip.

"UTA continues to provide cutting-edge mobility services to support our student's transportation needs," said Greg Hladik, executive director for Auxiliary Services at UTA. "It was very promising to watch how the student body responded to these self-driving shuttles and adopted them for their daily travel needs within the service zone. This pilot has taught us there are several applications on a college campus to incorporate self-driving technology into the traditional campus mobility network."

The original goal of the RAPID project was to provide a blueprint for combining on-demand public transit and autonomous technologies to develop effective, efficient, safe and accessible transportation for all riders.

The RAPID service area is currently bounded by Division Street to the north, Mary Street to the east, Mitchell Street to the south, and Davis Drive to the west. In all, more than 18 miles of downtown streets have been mapped for the vehicles to take the most efficient path to pick up and drop off riders. During its first year of service, Arlington RAPID reported a 98% rider satisfaction rating and 99% on-time performance; additionally, the vehicles were able to operate fully autonomously 80% of the time.

First-year results show that more than 60% of riders used Arlington RAPID to access essential destinations like medical facilities, school or employment opportunities, which demonstrates the success of the service as part of the existing on-demand public transit network. It helped fill critical transportation gaps and expand equitable access to transit across the city.

"Arlington RAPID demonstrates how innovation and investment in the future of public transit are critical to advance equity in our communities," said Daniel Ramot, co-founder and CEO of Via. "We are proud to continue our long-term relationship with the city of Arlington in the next phase of the RAPID program and to be a model for other municipalities as they consider autonomous vehicles as a new option to improve public transportation access."

This month, the North Central Texas Council of Governments awarded the city a new grant that will allow Arlington RAPID to operate for two additional years and add vehicles with higher seating capacity and technology to move toward removing the human operator.

"May Mobility and Arlington share a commitment to creating great transit through shared, on-demand autonomous vehicles," said Edwin Olson, CEO of May Mobility. "May is excited to continue serving the Arlington community, and the learnings from this successful deployment will not only help advance our AV technology, but also enhance our service offerings at future sites around the world."

For more information about Arlington RAPID, please visit [www.arlingtontx.gov/rapid](http://www.arlingtontx.gov/rapid).

Community Impact Newspaper

## **Regional Transportation Council to study whether North Texas has too much parking**

By Erick Pirayesh

The Regional Transportation Council of the North Central Texas Council of Governments is conducting a study to determine whether the Dallas-Fort Worth area has too much parking.

As part of the study, the council is putting together a regional parking database to help inform area officials on ways to develop more efficient parking. Using a 2018 study, the council estimates potentially 40% of the region's parking spaces are typically unused.

The council is an independent policy board made up of officials from across the metroplex that oversee the transportation planning process for the region. The organization's website states the process city planners use for determining parking needs often lacks information and can overestimate demand, leading to excess parking.

During the council's March 14 meeting, staff members said the council will be asking for property managers and owners from across DFW to volunteer their properties for multiday parking studies. The council's website states these studies will identify local demand, reduce the chance of unused parking and inform more accurate parking standards. The study will not include single-family housing developments or neighborhoods, the website states.

"What we'll do with this [data] is try to inform parking policy by making sure our database is made up of a variety of [parking spaces] that represent different development types," said Catherine Osborn, transportation planner with the council, during its March 14 meeting.

Osborne presented data at the meeting that estimates there could be 10 million cars in DFW by 2045 based on population growth estimates. She said the data shows there could be around 775 miles of combined land dedicated to parking by that time.

"It's expensive to build parking, especially parking garages," Osborn said. "Parking also takes away land in valuable areas that could be used for other purposes."

When collecting data on a parking site, the council states it will look at total number of parking spaces, when peak use times are, nearby building occupancy numbers, special characteristics of each site, walkability of the area and nearby transit opportunities.

Those looking to volunteer a property or learn more about the study can visit [www.nctcog.org/parking](http://www.nctcog.org/parking).

Dallas Innovates

## See How the Dallas International District Is Taking Shape, from a ‘People Mover’ to a 20-Acre Park to Smart Cities Tech and More

From demolished mall to global destination, a plan 10 years in the making aims to turn the Valley View-Galleria area into an international center for businesses of all sizes. Here's a new look at what it could offer—and how it could spur dynamic growth in Dallas for decades to come.

By David Seely

**The aerial rendering above shows what’s slated to be a major new addition to Dallas—one that will bring a long list of new “accents” and opportunities to the Valley View-Galleria area.**

In January, the Dallas City Council’s Economic Development Committee advanced the International District initiative in the 450-acre area north of LBJ Freeway between the Dallas North Tollway and Preston Road, which includes the site of the former Valley View Center mall.

At the time, Dallas Mayor Eric Johnson called the district “a wonderful opportunity to boost our city’s presence on the global stage while also transforming an underutilized area into an amazing gathering place that all of our residents can enjoy.”

The new district will provide a unique home for international businesses of all sizes. Its attractions will include a 20-acre central park, one-of-a-kind international festivals, and community gatherings where worlds can collide year round.

We [wrote in January](#) about the district’s proposed layout, its status as a Civic Innovation Smart Zone, and the public-private partnership that will fund the initiative. Today we’re sharing new renderings of what the district could look like, what the project could mean for the city, and how it’s connected by a city of Dallas “TIF district” to the Southwest Center Mall on W. Camp Wisdom Road in Southern Dallas.

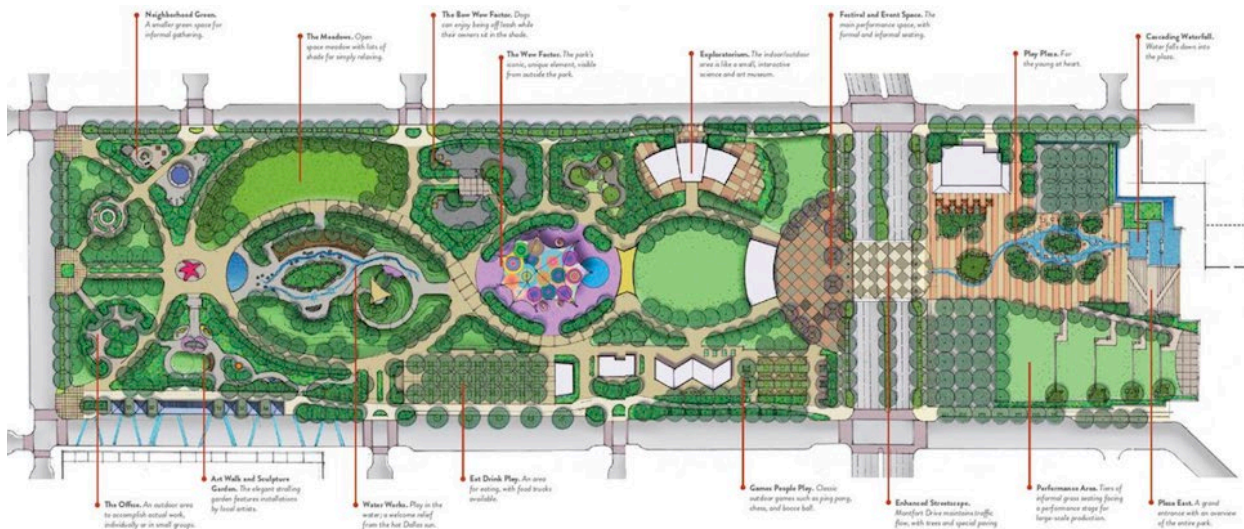
### Built around an “iconic” central park



*The district’s new buildings will be built around an “iconic” central park. [Image courtesy of Omniplan]*

At the heart of the development will be a 20-acre “iconic” park called The Commons of the International District. It will be built with \$6 million in funds from the 2017 Dallas bond program, conditioned on a \$6 million match of private grants or donations.

MIG, a Berkeley, California-based expert in park design, developed a conceptual master plan for the park back in 2016/2017.



Map of proposed International District park. [Image: City of Dallas]

The park’s first parcel has already been acquired by the city of Dallas through the purchase of Prism Center at 5580 Peterson, a building that’s now housing the district office of Dallas City Council District 11. The building will also be the proposed home of an International Business Center and Entrepreneurship Center.

### An architectural showplace—and gathering place



From concerts in the park to innovation within new architectural masterworks, the International District could become a key attraction for the city. [Image courtesy of Omniplan]

The last two years have made millions rethink the office—creating a need for balance between desk work and communal amenities, green space, and places to recharge and connect.

The rendering above shows what might await just outside the doors, decks, and walkways of what could one day be new Dallas architectural landmarks.

For the district’s workers and residents near and far, the new district could become an attraction that reshapes part of the city and invigorates its civic life.

### **‘Civic Innovation Smart Zone’**



*In the new district, drought-tolerant planting and rainwater recycling systems will help preserve water. [Image courtesy of Omniplan]*

As a Civic Innovation Smart Zone, the International District will leverage best practices in smart cities and eco-friendly design. It will also provide a canvas for architects to put their stamp on the city in one of the biggest, broadest scales in many years.

The new park will be a “testing ground for park innovation,” and energy efficiency will be a key goal at Prism Center and new developments in the district. “Green walls” and improved concrete will reduce the impact of an urban “heat island,” while drought-tolerant planting and rainwater recycling systems will help preserve water.

### **People mover plan approved**

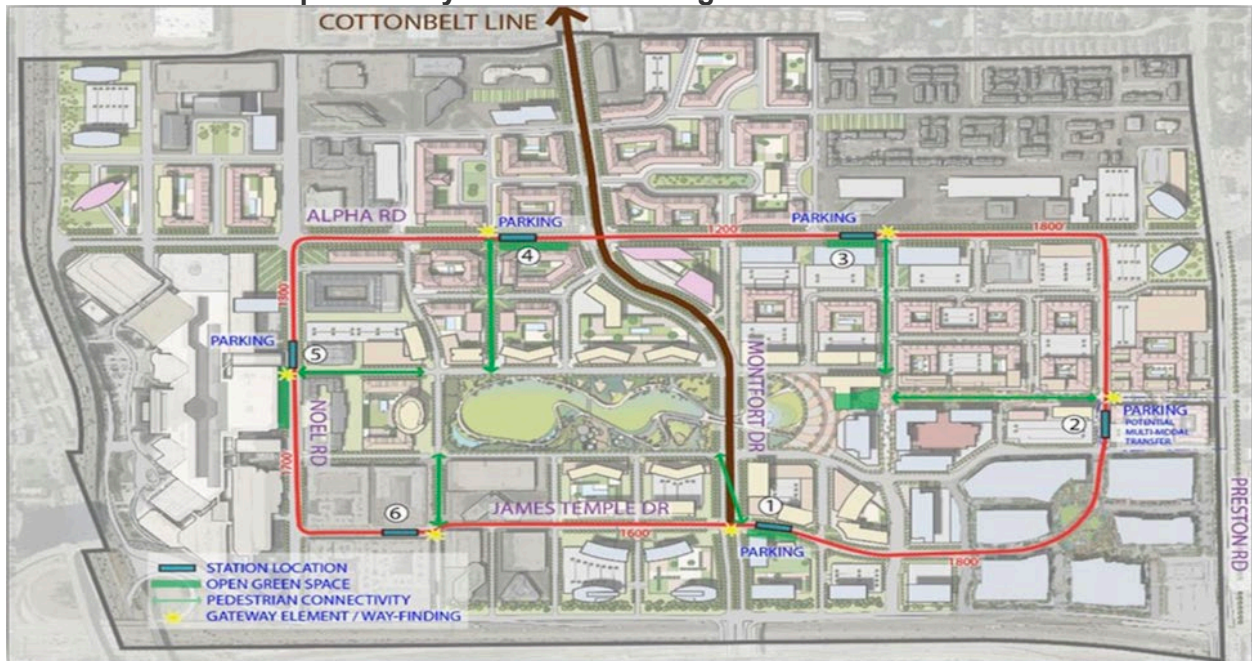


*A plan for an automated, elevated people mover in the International District. has been approved by the Dallas City Council. [Rendering: NCTCOG]*



In late January, the Dallas City Council [approved](#) a transportation plan that includes an automated, elevated “people mover” that would run 2.2 miles across the Dallas International District. Envisioning a future less reliant on individually owned vehicles, the planners aim to connect the people mover to DART lines and other public transportation. How excited is the City Council about it? They adopted the plan unanimously. The city will now seek federal funding and grants to build the people mover at an estimated cost of \$95 million, plus \$1.4 million for annual maintenance.

### International District plan is 10 years in the making



Map of Dallas' new International District in the Valley View-Galleria area. [Image: City of Dallas]

Ten years of planning have gone into the new district, with the aim of creating a walkable, mixed-use neighborhood anchored by a public park—one that can drive economic development, private investment, and public infrastructure investments.

From 2011 to 2013, a public-private partnership was formed by the city of Dallas, the North Dallas Chamber of Commerce, and area stakeholders. In May 2013, the Dallas City Council adopted the Valley View-Galleria Area Plan.

In 2017, Dallas voters approved a \$1.05 billion general obligation bond program, which earmarked \$6 million toward a Central Park in the Valley View-Galleria area. In recent years, the area has also received designations as a special purpose zoning district and a tax increment reinvestment zone.

### Uniting investment with a Southwest Dallas mall



Rendering: Reimagine Redbird

The city of Dallas created a Tax Increment Financing district called the Mall Area Redevelopment TIF District that unites investment in both the former Valley View site and the former Redbird Mall in Southwest Dallas—now known as the [Southwest Center Mall](#).

By uniting the two projects into one TIF district, the city’s goal is ensuring “an orderly and expedited redevelopment of these two premier gateway locations.” TIF funds will assist with the provision of public infrastructure improvements that stimulate private investment and the creation of mixed-income housing, the city says, in “one of the nation’s largest urban redevelopment projects.”

The largest retail center in southern Dallas County, Southwest Center Mall is a redevelopment project led by owner and developer Peter Brodsky. Last year, we ran a story by the Dallas Regional Chamber about the many positive things that project had already brought to both the mall and its surrounding area—[boosting the access, talent, and purchasing power of Southwest Dallas](#).

Community Impact Newspaper

## **Bike lane construction beginning on Spring Valley Road in Richardson**

By Jackson King

The city of Richardson began installation work last week on new bike lanes along Spring Valley Road between Grove Road and Jupiter Road.

The new lanes will bring the total reach of bike lanes in Richardson to more than 25 miles on 14 different streets.

City officials said it plans to utilize two different designs for bike lanes along Spring Valley Road: a buffered bike lane and a bike lane adjacent to on-street parking. Both types will be present on the road, depending on the nearby surroundings.

Richardson was the first city in the Dallas-Fort Worth area to be awarded the Bicycle Friendly Community designation by the League of American Bicyclists in 2015.

The city of Richardson is undergoing a yearlong initiative to update its [active transportation plan](#) based on community needs. The plan integrates multiple forms of transportation, including pedestrian and bike pathways as well as access to transit and micromobility options, such as scooters and e-bikes.

Richardson's existing infrastructure is estimated to include 87 miles of hard surface trails, 6 miles of soft surface trails and over 22 miles of bike lanes, according to the city.

Residents are advised to visit the city's [Bicycle Facilities web page](#) to learn more about bike lanes and cycling in Richardson and to see the city's Bicycle & Pedestrian Trailways Plan.

Other infrastructure projects planned by the city include [adding a 5-foot-wide dedicated bike lane](#) on both sides of Custer Road from Campbell Road to Arapaho Road while reducing the road to three lanes.

NBC DFW

### **Dallas Police Plus Other Agencies Create Task Force to Curb Road Rage**

The North Texas Road Task Force is made up of six different agencies with the goal to target aggressive drivers, people speeding and those under the influence.

By Sophia Beausoleil

On Thursday Dallas Police along with several different agencies announced a new task force specifically for road rage.

Dallas Asst. Chief Michael Igo said aggressive drivers on the roadway have been an issue that's only increased over the last several years.

"We have more vehicles on freeways than we ever had before that's leading to some tensions on our freeways," said Igo as a possible explanation to the number of road rage cases.

He said speeding is also a factor.

Dallas, Irving, Mesquite and Grand Prairie Police Departments along with the Dallas County Sheriff's Office and Texas Department of Safety are all part of the North Texas Road Rage Task Force.

Part of the plan is to place more patrols on highways and roadways in general. They'll target aggressive drivers, those speeding and people under the influence.

Officers said since the task force started in January, there have been at least 333 tickets given out.

<https://www.nbcdfw.com/news/local/watch-dallas-police-create-road-rage-task-force/2923640/>

*Dallas Innovates*

## **From Automated Airport Parking to On-Demand Rides, North Texas Boosts Autonomous Vehicle Capabilities**

NCTCOG's Regional Transportation Council believes autonomous vehicles are part of the solution to North Texas' future.

From autonomous parking at DFW airport to self-driving DART shuttles to medication deliveries in McKinney—along with local hubs for Kodiak Robotics, Aurora, and TuSimple—the region could prove to be the "most robust, automated, and connected vehicle ecosystem in the country," says one official.

By Kevin Cummings

The North Central Texas Council of Governments (NCTCOG)—a voluntary association of local governments aimed at regional initiatives—sees the North Texas area's population growing to more than 11 million residents by 2045. To address strains that will put on the region's transportation system, it sees autonomous vehicles as part of the solution.

At a meeting of the NCTCOG's Regional Transportation Council (RTC) earlier this month, the organization approved plans to further [test autonomous driving capabilities](#) across North Texas, from automated parking at DFW International Airport to the delivery of medical supplies in McKinney, building upon a project it first began in 2018.

"The larger significance of this project...is deepening the innovation portfolio in the region, creating a level playing field for every community in North Texas to participate," said Clint Hail, a transportation planner with the NCTCOG who's overseeing its technology and innovation program.

At the meeting, an additional \$3 million was allocated to fund five projects across DFW, adding to more than \$31 million the council approved to test technology capabilities in the region.

### Automated parking at DFW Airport

One of the projects that's part of the second round of the RTC's Automated Vehicles Program includes \$1.5 million to bring an autonomous parking system to DFW International Airport. As part of the project, the airport will conduct tests in the coming months that could see cars that already have autonomous parking capabilities "park themselves" after dropping off passengers at the terminal. This would be done via a system that tells the car where to go and coordinates with other vehicles to lessen congestion. Paul Puopolo, executive VP of innovation at the airport, told the Fort Worth Report that a full system [could be implemented](#) in the next five to eight years.

"Parking is vital, it's another one of these vital bridge technologies," Hail said. "It's something that's happening now...and it's only going to accelerate. Finding ways to do parking differently in the light of these technologies, that's a really great opportunity."

### Arlington's RAPID Program

Another project getting funding is the city of Arlington's RAPID Program, which landed \$600,000 to expend within the city. Through a partnership with UT Arlington, Via Transportation, and May Mobility, the RAPID program, which stands for rideshare, automation, and payment integration demonstration, provides an [on-demand transportation service](#) using autonomous vehicles.

With funding from the NCTCOG and the Federal Transit Administration, RAPID has provided more than 28,000 trips around Arlington's downtown and the UT Arlington campus since beginning in March 2021.

#### Autonomous deliveries in McKinney

As part of the Automated Vehicles Program, McKinney is eyeing a program that would use autonomous vehicles to deliver food and medications to underserved areas in the community. According to Community Impact, the NCTCOG and the city of McKinney are [seeking to partner](#) with nonprofit Feonix-Mobility Rising to bring two autonomous vehicles to the city to serve senior residents, along with those who are disabled or living below the poverty line. Additionally, Feonix would use its vehicles to act as mobile sites for telehealth visits.

Feonix currently has operations in nine states. Through the RTC's program, the organization is looking to provide similar services in southern Dallas, working with potential partners like Children's Health, Parkland Hospital, SMU, and DART. Feonix said it could begin those operations in early 2023.

#### 'Technology is now a transportation mode'

"Technology is now a transportation mode, no different than transportation modes that maybe were generated 100 years ago," said Michael Morris, NCTCOG director of transportation, at the meeting. "You're changing the accessibility to the transportation system as a way for people to gain more productivity in that system."

Other approved projects part of the second round of the program includes increasing broadband access in places like Lancaster and southern Fort Worth, along with transportation-related projects, including a system that would automate traffic lights for emergency vehicles to quickly reach their destination.

#### Building on the foundation of innovation

The first round of projects, which received funding approval in 2018, included testing an autonomous vehicle truck port in Fort Worth, mobile food delivery services at Paul Quinn College, and an automated bus line on DART's operations between Dallas Love Field Airport and the Inwood/Love Field Station, along with other autonomous vehicle projects in various cities around North Texas.

The DFW area has quickly emerged as a hub for autonomous driving technologies. Companies like Kodiak Robotics, Aurora, and TuSimple have all opened operational hubs in the region in recent years. And Ford recently [shortlisted Dallas](#) as a potential site for a \$160 million facility for its self-driving business, which could potentially bring 250 new jobs to the area.

#### Partnering with local universities

In addition to the work of private companies, the NCTCOG is also tapping into talent at local universities to drive mobility innovation. In late 2020, the organization partnered with the Texas Research Alliance and a number of institutions, including UNT, UT Arlington, UT Dallas, and SMU, to [launch the North Texas Center for Mobility Technology](#) to address mobility challenges and provide an R&D network for local industry players.

With \$2.5 million in seed funding from the RTC, the center [unveiled its first two projects](#). One involves a partnership between UNT and Hermes Autonomous Air Mobility Solutions to look at how unmanned aircraft can be integrated into urban, suburban, and rural airspaces. The other involves UNT and Plano-based startup Emobilus developing a system to help vehicles detect cyclists on the road.

“What you’re seeing now is...the most robust, automated, and connected vehicle ecosystem in the country and certainly within the state,” Hail said.

<https://dallasinnovates.com/from-automated-airport-parking-to-on-demand-rides-north-texas-boosts-autonomous-vehicle-capabilities/>

Fort Worth Report

## Neighbors in industrial southeast Fort Worth say they've had enough of air pollution

The city of Fort Worth has zoned an area near Echo Heights as "industrial growth center."

By Haley Samsel

When Letitia Wilbourn gives a "toxic tour" of her neighborhood in southeast Fort Worth, she starts in her own backyard. She points to a small grass patch separating her property from a trucking facility on Parker Henderson Road, where echoing rumbles keep her awake and prevent her from sleeping in her master bedroom.

Kids from across Echo Heights, where Wilbourn bought a house in 1985, used to spend time in the backyard while Wilbourn – better known as "Tee" to friends and family – cooked hot dogs on the grill. When the trucking facilities arrived, the fumes and noise made that impossible, she said.

"I recently ended up calling the police because I thought someone was trying to break into my home," Wilbourn, a retired Tarrant County sheriff's deputy, said. "The trucking company, whatever they did, it gave off a sonic boom, and it actually knocked the stuff off my walls. I thought somebody was breaking into the back door, and it was just the noise behind my home."

Just down the road from her home, Wilbourn takes visitors to Prairie Dog Park, where industrial facilities and [natural gas drilling](#) surround the green space in the [majority-Black and Hispanic neighborhood](#), located just west of Lake Arlington and Loop 820.

In the late 1970s, Wilbourn said, city crews moved prairie dogs from the park so they would not be endangered by commercial development. [Archival news footage](#) from the time shows Humane Society volunteers and parks staff attempting to round the animals up and transfer them to West Texas.

"Everybody used to come from around the city to come to the park to play with the prairie dogs," Wilbourn said. "It's so chilling that they took the animals to safety and left the kids to suffer."

Across the street from Prairie Dog Park, Fort Worth created an "[industrial growth center](#)" that includes several trucking facilities, garbage collection sites and shipping centers near W.M. Green Elementary School and a city animal shelter. Wilbourn and other activists have counted at least 186 light industrial businesses in Echo Heights, which can include warehouses, transportation centers, outside storage and some assembly plants, according to [a city definition](#).

Over the years, as more industrial facilities arrived in Echo Heights, Wilbourn and several neighbors said they noticed an uptick in illnesses, especially cancer, among their neighbors. A young child diagnosed with leukemia. Multiple miscarriages that stopped once the woman moved out of the neighborhood. Hair loss that doctors couldn't explain. Residents, including Wilbourn, call it a legal way for companies "to become serial killers."

"So many people have died because of what (city leaders) have allowed to happen to the community," Wilbourn said. "They should have known better."



Wilbourn is fed up with what she views as a lack of action from Fort Worth officials, and she's not the only one. With the help of [Fort Worth's NAACP chapter](#), community members began meeting last February to plan their opposition to a permit application seeking to build a crane storage facility in Echo Heights.

The application was [unanimously denied](#) by City Council members in March 2021 after neighbors expressed concerns over the impact of air pollution on community health. Since then, residents restarted their city-recognized neighborhood association to receive official updates from the city, a suggestion that District 5 council member Gyna Bivens made during the March council vote. Bivens currently represents Echo Heights on council.

Activists also formed a separate group, known as the Echo Heights Environmental Coalition, to research the impact of industrial zoning on their community. Wilbourn serves as secretary, and Mar'Tayshia James – who ran for the District 5 City Council seat against Bivens last year – is the group's president.

“Rather than waiting for someone to speak up for us, we had to do it ourselves,” James said. “Neighbors are having issues with being able to reproduce, being able to live their lives in their neighborhoods because of where their homes are. These are stories that we are ignoring, and that aren't being brought to the forefront. These stories just aren't addressed.”

Trucks are backed up against a fence just across from Letitia Waybourn's home in southeast Fort Worth. She has filed noise complaints and called the police due to issues with the trucking company.

The coalition has support from the NAACP, [Legal Aid of Northwest Texas](#) and TCU professor [Erik Kojola](#), who is assisting with research on zoning and permitting. Activists are still determining the best path forward, but researchers are looking into grant funding for low-cost air monitors that could provide data on the amount of pollution in Echo Heights, Kojola said.

City code compliance officers investigate air-related complaints, but do not conduct air quality monitoring. The Texas Commission on Environmental Quality, which regulates the state's air quality and pollution, maintains [six monitors in Fort Worth](#), the closest of which is about four miles from Echo Heights.

In a statement, city spokesperson Michelle Gutt said that future land use maps in Echo Heights have planned an industrial growth center since 2000. The city reviews its [comprehensive plan](#) annually, she added.

“The Loop 820 East/Lake Arlington Industrial Growth Center is located immediately adjacent to Highways 287 and East Loop 820, and it was designated to take advantage of the easy access to these highways and to Interstate 20, as well as the significant amount of vacant land in that area that could accommodate businesses and help generate jobs for the surrounding neighborhoods,” Gutt wrote.

Construction crews work on Chickasaw Avenue in southeast Fort Worth, near the Echo Heights neighborhood. Residents are concerned by the 180-plus industrial facilities they've counted near homes and an elementary school.

## City's long-term plans at odds with residents' desires

Raisch Tomlanovich, a paralegal for Legal Aid of Northwest Texas who is tracking new industrial permit applications for the coalition, said the activists are ultimately seeking to regain control over their land. Changing the way Fort Worth approaches its plans for further expansion of industry is the biggest challenge ahead, he added.

"Historically in this country, especially in Black communities, property rights are consistently violated," Tomlanovich said. "In order to deindustrialize or even have some method of control over their own area, they have to exercise way more activism, time and energy in order to get the same things that other neighborhoods get very easily."

The city's [official land use plans](#) for southeast Fort Worth, last updated in 2022, include protecting the environmental quality of Lake Arlington and preserving land for "green infrastructure" projects, especially for stormwater retention and new trails.

At the same time, Fort Worth's [comprehensive plan](#) currently projects further industrialization for Echo Heights and the area directly east of it. City staff are instructed to "promote a balance of residential, commercial and industrial uses" in the southeast while also promoting industrial development within the Loop 820 industrial growth center.

The city [defines a growth center](#) as having a high concentration of employees – 10,000-plus per square mile – and notes that "residential uses are generally discouraged within" growth centers, though the definition does not rule out nearby neighborhoods.

Bivens, who some Echo Heights residents criticized for not being responsive to their concerns, said that the 2021 council vote against an industrial facility showed she was on their side. Re-establishing their neighborhood association should help resolve complaints that residents are not being notified of new permit requests, she said.

She added that industrial activity is nothing new in Echo Heights and more data was needed to see if the area had become significantly more industrial over time. Bivens suspects that the neighborhood will be zoned into a new council district – either District 8 or the new District 11 – after [the redistricting process is completed](#) this year.

"There's never too late for an awakening," Bivens said. "We've taught them how to plug into the system, how to get information from the city. They will probably shift to another council district where they have greater affinity, because at their location, people who live south of there tend to have more interactions with people in District 8 or the new district."

While residents say that air quality and health issues have long been on their minds, Fort Worth's code compliance department counted three air-related complaints over the past five years, all of them filed in 2021.

Two complaints, received in March and August of last year, were tied to a facility that was allegedly idling large equipment near residences, Gutt said.

"Complainants alleged that the impact of the idling resulted in the generation of odors," Gutt wrote. "Investigations performed were to assess if nuisance odors were detected. The outcome of both the investigations resulted in no nuisance odors detected."

The third complaint, made in November, was related to dust being generated from road work. Gutt said any future complaints could be made through [Fort Worth's call center](#) or the Texas Commission on Environmental Quality.

Wilbourn said she is in frequent contact with code compliance officers and often leaves those conversations frustrated when no citations are issued. She recalled an incident where residents smelled tires being burnt during evening hours at a nearby garbage center.

“Their comment was, ‘I’m not going to give any citations because it depends on how the wind is blowing,’” Wilbourn said. “You remember the song from the ‘90s that says, [‘911 is a joke?’](#) Well, for us, code enforcement is a joke.”

Raisch Tomlanovich of Legal Aid of Northwest Texas talks with members of the Echo Heights Environmental Coalition near a construction site in southeast Fort Worth.

### **Hope for the future of Echo Heights**

There are potential improvements on the horizon for Echo Heights. The city’s transportation department recently announced [plans for street repairs](#) in the neighborhood and [the nearby Stop Six area](#). One of those streets, Chickasaw Avenue, was included on Wilbourn’s “toxic tour” as an example of how massive trucks have torn up roads.

In addition, [a new report](#) detailing plans for Fort Worth’s Open Space Preservation program identified the western shore of Lake Arlington and properties near Prairie Dog Park as opportunities to protect trees “in an area where that resource is being depleted by development.”

“Conservation of these smaller patches as open space will allow for the surrounding neighborhoods to continue to enjoy this natural resource that is iconic to the community,” the city report reads. “Open space conservation in these areas will provide a natural buffer for the residents of these neighborhoods while providing flood control around the intermittent creek that flows through it.”

More change is possible now that the neighborhood is organized and forming alliances with other activist groups, said Gena Byrd, the environmental climate justice program coordinator for the NAACP’s Fort Worth chapter.

Letitia Wilbourn, left, speaks with a Fort Worth code compliance officer about a complaint she filed regarding a trucking company behind her property as her daughter Krystal Wilbourn listens.

To be effective, it’s crucial for the coalition and their partners to start with a strong base of information – including historical research – and then consider maintaining their own air quality monitors so they have new sources to draw from when advocating for Echo Heights, Byrd said. The coalition will also continue fighting permit applications that would lead to new industrial activity in the area.

“I call it ‘the quadrant of death’ because they have a lot of issues, and it cannot be narrowed down to one thing,” Byrd said. “We have to stop and figure out which one we can actually deal with first, and the health one is not feasible yet because of the research we need. It comes down now to the air pollutants.”

James, the coalition's president, has watched Echo Heights transform since she was growing up in the 1990s. The community still feels like a family, she said, but the [agricultural land](#) that surrounded the neighborhood is nearly gone. Local businesses and grocery stores are necessary to sustain Echo Heights – not more industrial facilities, James said.

“I’m hoping that people see that we are calling our representatives out and that they shouldn’t be afraid to do the same,” James said. “If they are experiencing this, Echo Heights can be the start of something a lot greater for other communities that are experiencing the same thing.”

*Dallas Morning News*

## **Why measuring air quality in Joppa could benefit all Dallas neighborhoods**

Gathering neighborhood-level pollution data could be a game changer.

By DMN Editorial

If you live in a southern Dallas neighborhood, odds are that you will encounter certain air quality issues that your neighbors in other parts of Dallas will not. That's the stark reality of Dallas' persistent north-south divide.

But we hope the seeds of change are being planted in Joppa, a former freedman community named for a city in the Bible, where residents have complained for years of health risks from foul-smelling air. As [reported last week by our Sriya Reddy](#), the Joppa Environmental Health Project, a joint effort of residents and Texas A&M scientists, will be studying the air in the neighborhood for a correlation between polluting particulates and bad health symptoms. Funded by the Robert Wood Johnson Foundation, the project is considered the largest investigation of environmental health in Dallas-Fort Worth and a potentially groundbreaking study of the impact of exposure to particulates in a local neighborhood of color.

This is an important step one. To know what Joppa residents are breathing requires air quality measuring equipment. But there needs to be a step two as well — a commitment to use the data to shape a policy that ensures residents of neighborhoods with less wealth aren't treated as environmental second-class citizens.

It is time for the city to think creatively about how it might use results of this and other air quality studies to devise a comprehensive strategy to reverse Dallas' long history of environmental degradation in underserved areas. Poor air quality, especially if it can be traced to nearby industrial projects, is one of many factors that hinder meaningful residential investment in neighborhoods like Joppa, West Dallas, the Bottom and in Floral Farms, the site of Shingle Mountain, a since dismantled massive multistory pile of illegally dumped toxic roofing debris.

For example, Paul Quinn College researchers found that residents in mostly minority neighborhoods in southern Dallas were disproportionately exposed to the pollutants produced at nearby industrial facilities. And in a separate measure, Dallas has used money from the Nature Conservancy and the Texas A&M Transportation Institute to install air monitors in some neighborhoods [to compare parts of the city with high rates of childhood asthma to more affluent areas with fewer breathing problems.](#)

In general, Texas law bars cities from establishing environmental standards that are tougher than state requirements. Nonetheless, Dallas has an opportunity to use neighborhood-level data to help undo the lingering adverse environmental impact of previous [zoning and land use decisions.](#)

And we hope we are seeing signs of change. At the request of council member Paula Blackmon, who chairs the council's environment and sustainability committee, the city is considering [new rules that could lead to more public notice and a specific use permit](#) when an [asphalt or concrete batch plant wants to operate in the city.](#) Blackmon also wants the city to be an advocate for residents on air quality issues.

Data collection without effective policy to back it up is more of the same. Dallas has a chance to replace environmental indifference with a forward-looking policy that helps ensure some residents aren't getting worse air just by virtue of their address.

<https://www.dallasnews.com/opinion/editorials/2022/03/27/why-measuring-air-quality-in-joppa-could-benefit-all-dallas-neighborhoods/>

Dallas Morning News

## **Biden budget cuts Pentagon's F-35 order but Fort Worth Reps. Kay Granger and Marc Veasey push back**

Lockheed Martin employs more than 18,000 people at the joint strike fighter production facility in Fort Worth. The Defense Department is pressing for faster technology upgrades.

By Joseph Morton

WASHINGTON — The Pentagon would cut its annual order for new Fort Worth-made F-35 joint strike fighters by more than one-fourth under President Joe Biden's budget proposal released Monday, a move sure to set off alarm bells in many Capitol Hill offices.

The sophisticated, radar-evading fighter jets represent the most expensive weapons program in the U.S. arsenal, with federal dollars flowing to suppliers in districts across the country.

Lockheed Martin said the program supports tens of thousands of direct and indirect jobs in Texas, including at the company's primary F-35 production facility located in Fort Worth, where it employs more than 18,000 people.

Fort Worth Democratic Rep. Marc Veasey said he'll fight to fund the program, and began lobbying the White House even before the budget was released. Fort Worth Rep. Kay Granger, the ranking Republican on the House Appropriations Committee, also is set to defend the F-35, saying the program is more critical than ever for national security.

A late 2019 Pentagon report had projected buying 94 of the jets in the fiscal 2023 cycle, which would represent a bump from the 85 included in the 2022 cycle.

Instead, the request unveiled Monday calls for paring back the number of F-35s purchased to just 61.

"Regarding the reduced F-35 buy being proposed, Congress will be unhappy," Mackenzie Eaglen, a defense budget expert at the American Enterprise Institute, said by email.

While cutting the number of new F-35 fighters, the Air Force seeks to bump up purchases of Boeing's F-15EX.

Eaglen said the cut in F-35s is partly an effort to pressure Lockheed Martin to improve its performance on a package of technology upgrades for the jet. A Pentagon testing office report from January highlighted problems with upgrades that are "immature, deficient, and insufficiently tested."

During their Monday budget briefings, top Pentagon officials repeatedly tied the cuts in F-35 numbers to a desire to see those technology upgrades in place.

Under Secretary of the Air Force Gina Ortiz Jones was the 2018 and 2020 Democratic nominee in Texas' 23rd district but lost both of those races.

During a budget briefing at the Pentagon on Monday, Jones told reporters that Air Force Secretary Frank Kendall III has been deliberate about balancing the service's portfolio of fighters. She said the proposal does "prioritize modernization over procurement," but that includes money for advancements within the F-35 program.

“So we remain committed to the F-35,” Jones said. “And Secretary Kendall has said often that it’ll continue to be the cornerstone of our future fighter fleet, but we prioritize modernization.”

She said that means getting the hardware and software upgrades for the fighters in place.

Overall, the \$773 billion proposed defense budget represents about a 4% increase over the fiscal 2022 level.

The administration’s budget proposal serves as a key starting point for Congress’ annual spending bills, but ultimately lawmakers have the final say. There is a long history of the executive branch proposing cuts to weapons systems only to see them restored by members of Congress who are focused on jobs for their constituents.

“I expect in the end, Congress may fund more than the president’s budget and less than the previous plan,” Eaglen said of the F-35s.

Granger has touted funding for the F-35 program in the past and holds significant sway as the top Republican on the House Appropriations Committee.

“Efforts to shortchange key modernization and procurement plans are misguided and will only put our national security at great risk. As China and other adversaries continue to invest in fighter capabilities, it is more critical now than ever to continue the investments made in the F-35 program,” Granger said in a statement released late Monday.

Veasey said in a statement earlier Monday that he was disappointed the administration proposed to cut F-35 numbers.

“The F-35 has always been an essential tool to protect our national security — especially now as we work with our allies to help protect their sovereignty,” Veasey said. “I remain committed to working with my colleagues to ensure the Joint Strike Fighter program is properly funded to bolster national security, enhance global partnerships, and power economic growth in the Dallas-Fort Worth Metroplex that I represent and across the country.”

When reports of potential F-35 cuts surfaced earlier this month, Veasey joined one of his fellow House Democrats and two Republicans in expressing concerns to the White House.

They wrote in a letter to Biden that Russia’s invasion of Ukraine underscores the importance of defense spending and took issue with what they described as the “drastic cut” in F-35 numbers.

The lawmakers cited testimony from several U.S. commanders emphasizing the need for F-35s. They also noted that the F-35 has been deployed to Europe, and the German government recently announced it is reversing a previous decision and now plans to purchase 35 of the jets, joining countries such as Switzerland and Finland.

“A decrease in the number of F-35’s in your budget request would undermine messages of cooperation and mutual defense,” the lawmakers wrote. “It is imperative we continue to invest in the F-35 enterprise to increase capacity and maintain a margin of capability required to dominate near-peer competitors in any potential conflict.”

In addition to its role in national security, the F-35 program is important to the U.S. manufacturing base, they wrote, citing more than 1,650 suppliers involved in their production — half of which are small or disadvantaged businesses.



“It supports more than 298,000 high-tech, high-paying American jobs annually, thousands of whom are skilled union members,” they wrote. “At a time when our economy has suffered the devastating effects of COVID-19, this enterprise has continued to create jobs, foster workforce development, and spur economic opportunity.”

Lockheed Martin said in a brief statement that “We look forward to working with the Administration and the Congress as the President’s Fiscal Year 23 budget receives full consideration in the months ahead.”

## Government Technology

### **Autonomous Transit Pilot Project in Texas to Expand Service**

Arlington RAPID, an on-demand, autonomous service, launched a year ago and is already planning for an expanded operation. The vehicles operate in autonomous mode about 80 percent of the time.

By Skip Descant

An [on-demand](#), [autonomous](#) transit pilot in Texas is being expanded, pointing the way to a transit future that is dynamic, personalized and automated.

The project, known as [Arlington RAPID](#) (Rideshare, Automation and Payment Integration Demonstration), is a partnership between the city, UT Arlington, transit provider [Via](#) and [May Mobility](#), a maker of autonomous technology and fleet services.

“One of the things we’re aiming to do in our next deployment is work on some of the items to remove the human operator,” said Ann Foss, a principal planner in the Office of Strategic Initiatives in Arlington, Texas.

The pilot launched about a year ago and has since provided some 28,000 trips. As ridership steadily grew so, too, did the autonomous operation, with the vehicles running in self-driving mode about 80 percent of the time, officials report.

It is set to be continued, in part, with a grant from the North Central Texas Council of Governments (NCTCOG), which is using the project as a mechanism to grow the region as a testing and development area for AV technology.

“Arlington RAPID is functioning as an AV test bed for [Dallas Fort Worth International Airport] that will help inform the other AV projects in the region, said [Thomas Bamonte](#), senior program manager for transportation technology and innovation at NCTCOG, adding, “DFW has one of the most robust AV ecosystems in the U.S., perhaps second only to San Francisco.”

The airport is exploring the idea of developing an autonomous parking system, [according to a report](#) in Dallas Innovates.

When the RAPID service launched in March 2021 — focused on Arlington’s downtown and University of Texas campus — ridership started at about 35 to 40 rides a day, said Foss. With [COVID-19](#), rides were limited to one person or party per trip and were not shared. Once vaccination rates increased, shared rides entered as a key part of the service’s structure, starting in July 2021.

“We saw shared rides percentages averaging between 60 and 70 percent of all rides,” she added. “That was a great metric.”

By the early fall, when students began returning to college, ridership “increased significantly, building up close to 200 rides per day in November,” said Foss.

The service ran Monday through Friday from 8 a.m. to 8 p.m. For now, the service has been scaled back somewhat until a new grant award from the local council of governments begins funding another two years of service.

“All of our partners have committed to continuing the service, keeping it going until we get that next round of grant funding,” said Foss.

In its next iteration, RAPID will use gas-electric hybrid Toyota Sienna vans which are designed for mobility-as-a-service (MaaS) deployments. The van will have a capacity for four to five passengers and will be wheelchair accessible. Communication devices will be installed in the vehicles to allow them to communicate with emergency vehicles.

“That way they can communicate directly with the autonomous vehicles,” said Foss. “Right now, that’s one of those times when the human operator would take over.”

The project helped to solidify the use case for small autonomous vehicles as an integral part of urban transportation, said Chris Snyder, senior vice president for expansion at Via.

“RAPID has proven that AV programs can be successfully integrated into existing mass transit systems, where they support city residents with their basic daily mobility needs,” said Snyder in an email.

The company, known for its partnerships with transit to provide on-demand service, is exploring other similar projects. Via has launched two services in Grand Rapids and Ann Arbor, Mich., in partnership with May Mobility. And last month, Via launched a service with Motional in downtown Las Vegas.

“We’re confident this is just the beginning, and we expect to continue powering AV services that expand access to efficient transportation,” said Snyder.

“We see AVs as a growing part of a connected transportation ecosystem,” he added. “Integrating AVs within cities’ existing infrastructure and mass transit systems is critical to building inclusive, smart mobility for the future.”

Back in Arlington, the RAPID service will continue to place a human operator in the vehicle, with the aim of increasing autonomous operations.

“We are hoping to identify at least a portion of our service area where we can remove the human operator and do tele-assist or tele-operation,” said Foss.

Ridership surveys showed “a vast majority of riders felt comfortable, they felt safe. They would ride again,” she added. “We had a group of folks who really used the service on a very regular basis. We were very happy to see that the service could fit into their daily transportation needs.”

D Magazine

## Dallas County Lost 25,000 People From 2020 to 2021

Our neighbors boomed from 2020 to 2021 while Dallas proper shrank.

By Matt Goodman

In the last few years, it's become clear that Dallas proper isn't part of the regional growth we've heard so much about. The U.S. Census released another batch of data last week, finding that Dallas County lost 25,000 people between 2020 and 2021.

Zooming out, the total growth for the Dallas-Fort Worth metro area was 97,290 people, which shows that the suburbs are growing so much that even the anemic city couldn't slow them down. Dallas wasn't the only large urban county in Texas to lose residents, but it outpaced the next highest by a factor of more than six to one: next up was Houston's Harris County, which lost 4,000 people.

In the past five years, Dallas has essentially stopped growing. And, to be fair, these new numbers incorporate deaths and we're coming out of a pandemic. But Dallas leaders have to look at this data—and the broader, national trend of cities losing population—and figure out what's happening.

We're only a few years out from the big "regionalism" myth, which is coded language for "subsidized sprawl." Dallas has for too long ceded priority to projects that make it easier to get elsewhere, which has opened up a whole lot of land for corporate relocations and new residential subdivisions outside the city.

This trend is happening across the nation. The Census figures show major drops in populations for large metro centers like New York, Los Angeles, Chicago, and San Francisco. *The New York Times* [attributes](#) this to "skyrocketing housing costs" and other demographic shifts, like limited immigration and a declining birth rate.

In the year it took Dallas County to lose 25,000 people, home prices jumped by 22 percent, [according](#) to the *Dallas Morning News*. The median amount for a home here is now \$350,000, which is unprecedented. Considering the cost, many families are clearly choosing the suburbs, where they can find larger homes on larger lots zoned for school districts that they prefer. (Even if Dallas ISD is improving.)

As noted by the Kinder Institute for Urban Research at Rice University, the four core counties in the state—Dallas, Harris, Travis, and Bexar—lost 6,000 people while the neighboring suburbs added 260,000 in a single year.

Those suburbs are going to see growing pains in the coming decades, much like Plano did upon realizing it had run out of land and would need to update its 1986 master plan to attract denser development. (That plan, known as Plano Tomorrow, [was scrapped and narrowed to allow for density only in certain areas.](#))

So: Dallas must get its house in order. The permitting process is still broken, which can take months to build a single home. We need to diversify our housing stock by increasing density and doubling down on improving infrastructure near public transit. The city is not a suburb, and that can be a strength.

Writing for the Kinder Institute, economist Alan Cole posits growth as a math problem: the more a city builds, the more places people can live. “Affordability is the number of homes,” he writes.

“In the end, the cities that build get the people,” he continues. “Compare, for example, San Jose and Houston. The San Jose metropolitan area has gained just under 500,000 people since 1990.

Houston gained 3.8 million. And if you look at their building permits, it is extremely clear why. Each city added about two and a half people for every new unit it permitted over the period.”

The North Central Texas Council of Governments expects Dallas County to add another 950,000 residents by 2045, a prediction that seems at risk if this year’s trend continues. For comparison, NCTCOG expects Collin and Denton counties to add a total of 1.35 million people. It’s proposing new or additional freeway capacity in all corners of Dallas-Fort Worth, which will contribute to further sprawl and increase emissions that will batter our climate.

Connor Harris, a Manhattan Institute policy analyst, noted this in a column in the *Dallas Morning News* in 2019 that was passed around Twitter over the weekend: “suburbs are developing in a way that leaves most people no choice but to drive everywhere — largely the result of regulations that require massive parking lots in every new development, making driving artificially cheap and walking unpleasant.”

Maybe the city of Dallas can start there.

NBC DFW

## **Pushback Against Proposed 380 Bypass in Collin County**

A protest against 'Segment B' is planned for Thursday

By Meredith Yeomans

People in Collin County are pushing back against a new eight-lane freeway being proposed by the Texas Department of Transportation.

A bypass for U.S. 380 is supposed to ease congestion along the busy roadway.

TxDOT has been studying options since 2016.

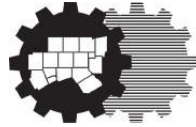
Right now, the focus is on the section between Farm-to-Market Road 1827 in McKinney and Coit Road in Prosper.

One proposed route, "[Segment B](#)", has plenty of opposition.

The route would cut through several housing developments and would affect several schools, according to the Town of Prosper.

It would also be built on property owned by [ManeGait Therapeutic Horsemanship](#) in McKinney.

<https://www.nbcdfw.com/news/local/pushback-against-proposed-380-bypass-in-collin-county/2928502/>



North Central Texas  
Council of Governments

**PRESS RELEASE**

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## **NCTCOG, Denton County AgriLife to Discuss Land Preservation With Horse Farm Owners**

Red River Equine Summit set for April 2 in Ponder

**March 16, 2022** (Arlington, Texas) – Population across the Dallas-Fort Worth area has surged in recent decades, transforming many towns with an agricultural heritage into bustling cities in just a few short years. Denton County is one of the region’s fastest-growing counties, having doubled in population since 2000. Today, the county is home to more than 900,000 residents.

But there’s another fact about Denton County that may help it hold onto its roots, even as its cities continue to expand. Denton County is home to the second-most horses and ponies in the region, behind Parker County, according to the U.S. Department of Agriculture.

Finding the proper balance between development and preservation of agricultural land may have an added benefit. Pastures and other open spaces have been found to mitigate flooding, allowing for the infiltration of stormwater.

As development surges in North Texas, stormwater runoff could impact assets such as the Denton Greenbelt and its recreational trails, which have experienced flooding in recent years. Preserving the county’s Western heritage may be one way to help these important assets.

The North Central Texas Council of Governments is partnering with the Denton County office of Texas A&M AgriLife Extension Service and the Denton County Equine Committee to talk with horse farm owners about how to preserve their land if they do not wish their land to be developed in the future.

The annual Red River Equine Summit is scheduled for 9 a.m. April 2 at the Denton County Cowboy Church, 400 Robinson Road in Ponder. The summit will feature equine experts from across Texas, including top veterinarians, farriers, agriculture attorneys, horse trainers and experts in pasture management and hay quality. Register [here](#) by March 26 and attend the conference for \$25. Those registering on March 27 and beyond can attend for \$35.

Open spaces such as pastures mitigate flooding by allowing for more stormwater infiltration. Texas’ 1.6 million acres of preserved lands provide an estimated \$470 million in flood prevention. And there are mechanisms for preserving land in Texas and ensuring agricultural interests can be protected for generations to come, even as the region continues to grow substantially. Attendees of the summit can learn about some of these tools.

The Denton County Greenbelt Corridor is a 20-mile multi-use trail located in Ray Roberts Lake State Park, alongside the Elm Fork Branch of the Trinity River between the Ray Roberts Dam to the headwaters of Lewisville Lake. offering equestrian and bicycle-pedestrian trails.

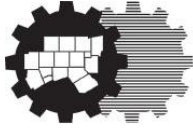
**About the North Central Texas Council of Governments:**

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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 238 member governments including 16 counties, 169 cities, 22 school districts and 31 special districts. For more information on the NCTCOG Transportation Department, visit [www.nctcog.org/trans](http://www.nctcog.org/trans).

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North Central Texas  
Council of Governments

**PRESS RELEASE**  
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## **NCTCOG to Discuss Mobility Plan Update, Proposed AV Projects at Hybrid Public Meeting March 14**

Public comments accepted through April 12.

**March 9, 2022** (Arlington, Texas) — NCTCOG will share updates on current and upcoming projects at its next hybrid public meeting noon Monday, March 14. Topics include an update to the region's long-term transportation plan, Mobility 2045, and project proposals for the Automated Vehicles 2.0 (AV2.0) initiative.

The meeting will take place at NCTCOG's Arlington offices, 616 Six Flags Drive. Attend in person or watch the presentations live at [www.nctcog.org/input](http://www.nctcog.org/input). A video recording will be made available afterward, and residents can comment online through April 12.

As the Dallas-Fort Worth area's Metropolitan Planning Organization, NCTCOG is responsible for developing and maintaining a Metropolitan Transportation Plan. Staff has initiated an update to Mobility 2045, the current MTP, and will present details on the plan's timeline and official public comment period.

NCTCOG staff is seeking approval from the RTC for a second round of project proposals for the Automated Vehicle 2.2 and 2.3 programs. The first round of projects was approved in July 2021. The purpose of AV2.0 is to deepen transportation innovation within the region, provide a level playing field for all communities to participate and apply relevant technology solutions to transportation challenges in situations where the market may lag.

Staff will also present an overview of the TIP development process and provide a draft list of active projects in the region. The Transportation Improvement Program (TIP) is a federally and state-mandated list of transportation projects with committed federal, state, and local funding within a four-year period.

Additionally, NCTCOG is launching a Regional Parking Utilization Database to study the demand and options for more efficient parking in the region. This presentation will provide an overview of the project and request commercial property owners and managers to volunteer for the study.

Proposed modifications to the list of funded projects through 2024, maintained in the Transportation Improvement Program (TIP), and Unified Planning Work Program (UPWP) modifications will be posted for review and comment.

Information on the department's Title VI program; the interactive map tool, Map Your Experience; the Regional Smoking Vehicle Program (RSVP); and vehicle incentive opportunities will also be highlighted.

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. To attend the meeting via phone, dial 855-925-2801 then code 6339. 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, March 14, 2022, Noon</b> North Central Texas Council of Governments 616 Six Flags Drive Arlington, TX 76011

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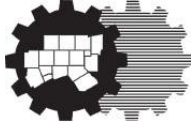
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**About the Regional Transportation Council:**

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).

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## **NCTCOG to Resume In-Person Outreach in April**

Public can visit with staff about transportation, air quality matters

**March 28, 2022** (Arlington, Texas) – For the first time since the COVID-19 pandemic began, the North Central Texas Council of Governments is returning to in-person outreach.

NCTCOG's spring outreach season begins April 1, with UNT's University Day in Denton, where the Transportation Department will visit with students and other attendees about transportation and air quality programs and how they can become involved in the planning process. There will be several other opportunities across the region throughout April to interact with NCTCOG staff about transportation and air quality planning – and enjoy the nice spring weather. Here is a list of events staff will attend next month:

<b>Event</b>	<b>Location</b>	<b>When</b>
UNT University Day	UNT, Denton	11 a.m. - 1:30 p.m. April 1
Oak Cliff Earth Day	Lake Cliff Park	Noon-5 p.m., April 3
UT Arlington Earth Day Fair	University Center Mall	10 a.m.-3 p.m., April 20
UNT Health Science Center Earth Day Fair	Fort Worth	11 a.m.-1 p.m., April 21
UT Dallas Earth Day Fair	Richardson	11 a.m.-1 p.m., April 21
Colorpalooza	Old Town Lewisville	10 a.m.-7 p.m., April 23

The pandemic forced outreach to be conducted virtually beginning in spring 2020 and continued for two years, with a few exceptions. NCTCOG conducted high-speed transportation open houses last fall and has begun holding hybrid public meetings, allowing residents to either attend monthly public meetings in person or watch them live at [www.nctcog.org/input](http://www.nctcog.org/input).

April is not only a popular month for community outreach but also a time to think about maintaining one of the most significant investments most people have – their car – during National Car Care Awareness Month.

Critical attention must be paid to the systems that keep vehicles operating cleanly and efficiently. The check engine light is one of the most important indicators of how a vehicle is functioning. If it is illuminated, it must be investigated because it means the vehicle may be polluting more than it should, affecting regional air quality for all of us. It can also cost more money to repair the longer it is neglected, as more components and parts will start to break down. Another obvious sign of vehicle trouble is visible smoke emitting from the tailpipe. Not only does the smoke make it harder to breathe, but it also may be a sign the vehicle needs repair.

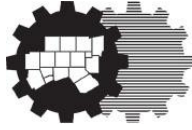
For more tips on how to keep your vehicle operating efficiently, visit [www.ntxcare.org](http://www.ntxcare.org).

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North Central Texas  
Council of Governments



## PRESS RELEASE

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### **Special Transit Service Available for WrestleMania 38**

Fans can use TRE, shuttle buses Saturday and Sunday to get to event

**March 30, 2022** (Arlington, Texas) – When thousands of fans converge on AT&T Stadium in April for WrestleMania 38, those who don't want to battle traffic on the roads will have another transportation option – public transit. The Dallas Sports Commission and the North Central Texas Council of Governments are partnering with several regional transportation agencies this weekend to move WrestleMania fans quickly to and from the stadium.

The Trinity Railway Express (TRE) commuter rail line will run before and after the event, Saturday, April 2 and Sunday, April 3. Special shuttle buses will be available to take fans from the CentrePort/DFW Airport Station to the event and be staged at AT&T Stadium to transport fans back to the station at the conclusion of the festivities both Saturday and Sunday.

Jointly operated by Trinity Metro and Dallas Area Rapid Transit (DART), the TRE does not operate on Sundays, but thanks to a special partnership between Trinity Metro, DART, the Dallas Sports Commission and the North Central Texas Council of Governments, it will be available for fans April 3. The TRE will follow its usual Saturday schedule on April 2.

Trains and buses will be available starting at about 2 p.m. Saturday, and Sunday to help fans get to the event. They will run until approximately one hour after the event. Attendees will also receive information on transportation options throughout the Dallas-Fort Worth area to help visitors navigate the region.

The WrestleMania program begins at 7 p.m. both days with the preshow starting at 6 p.m. Doors open at 4:30 p.m.

Additionally, the reversible managed lanes on Interstate Highway 30 will be open from Friday night through Monday morning to help make the drive to and from WrestleMania easier. Digital signage throughout the area will have the current information on lane status.

Tow trucks are expected to be staged on IH 30 and State Highway 360, as well as mobility assistance patrols, to help stranded motorists.

The Dallas Sports Commission and NCTCOG have previously partnered with transportation agencies to ensure smooth and safe travel options for large scale events in our region and will continue to offer such traffic solutions for future events. The two-night WrestleMania extravaganza is one of World Wrestling Entertainment's biggest events on the calendar and historically has brought together current stars in wrestling and WWE legends. The WWE is bringing WrestleMania back to AT&T Stadium for the first time since 2016, when an attendance record of over 100,000 people was established.

**About the Dallas Sports Commission:**

The Dallas Sports Commission pursues amateur, grassroots, collegiate and professional championship events, positioning Dallas as the premier sports destination. A division of VisitDallas, the Dallas Sports Commission focuses on generating economic impact as well as improving the quality of life within the community through sports. For more information, visit [www.dallassports.org](http://www.dallassports.org).

**About the North Central Texas Council of Governments:**

NCTCOG is a voluntary association of local governments established in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit and coordinating for sound regional development. NCTCOG's purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication and make joint decisions.

NCTCOG'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.

###



SOURCE: <https://www.transportation.gov/RAISEgrants>

April 14, 2022

Regional Transportation Council (RTC) – Action Item  
FY 22 RAISE Discretionary Grant Program – Overview & Proposed Candidate Projects

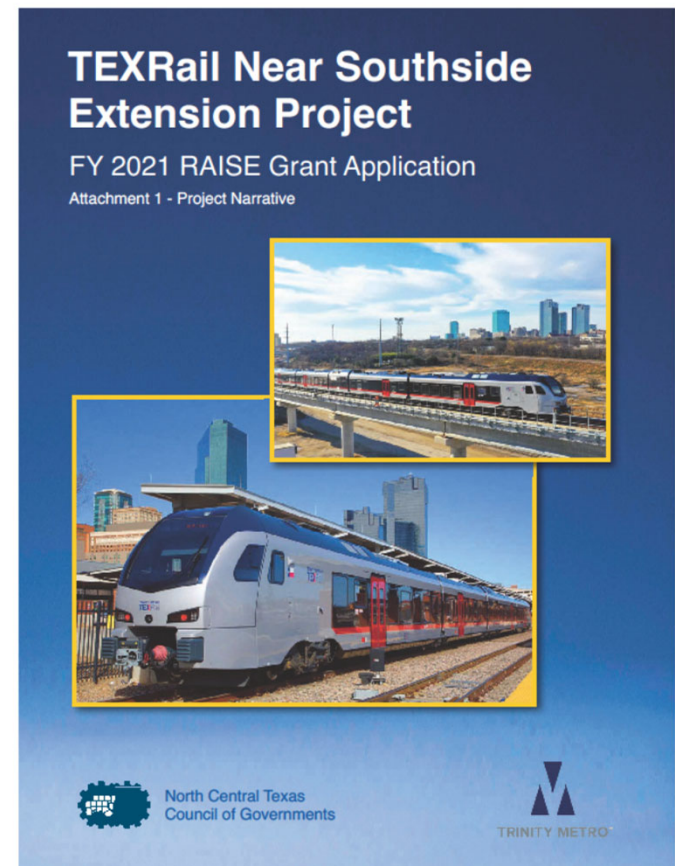


# FY 22 RAISE Discretionary Grant Program

## TEXRail Near Southside Extension

2

- Project submitted by NCTCOG for FY 21 RAISE Program
- Trinity Metro decided not to submit the TEXRail Extension for the FY 22 RAISE Program
- Resulting discussions between NCTCOG, Trinity Metro and Fort Worth staff prompted a proposed funding solution
- NCTCOG staff will bring back this funding proposal to STTC in April and RTC in May
- NCTCOG staff will bring East Lancaster corridor along as a FY 22 INFRA Grant request (resubmittal from FY 21 INFRA)



# Proposed NCTCOG RAISE Grant Projects

## Complete List & Attributes

3

PROJECT		EAST/ WEST	PREVIOUS SUBMITTAL (Agency)	COST/FUNDING STATUS					
TITLE	DESCRIPTION/LIMITS			TOTAL COST	GRANT FUNDS	LOCAL FUNDS <sup>1</sup>	NEW RTC FUNDS <sup>2</sup>	AVAILABLE FUNDS <sup>3</sup>	LEVERAGED FUNDS <sup>4</sup>
<b>South Dallas Improved Bicycle/ Pedestrian Routes to Rail &amp; Transit Technology Upgrades</b>	Construct new active transportation accessibility links (sidewalks/trails), safety accommodations, bus stop amenities, transit technology upgrades, & job-housing balance policy applications for locations near four DART Blue Line light rail stations in the East Oak Cliff area of South Dallas	EAST	N/A	\$43.75 M	\$25.0 M	\$8.75 M <sup>A</sup>	\$10.0 M <sup>A</sup>		\$6.05 M <sup>A</sup>
<b>South Dallas County Inland Port Multimodal Connectivity</b>	Reconstruct Belt Line Road, Sunrise Road, & Ferris Road for improved Inland Port multimodal capacity & access to/from IH 35E, IH 45, & Loop 9; Add 5.1 miles of new shared-use path to link with existing Pleasant Run Road path; Implementation pilot for <i>Headlight</i> construction management software	EAST	TIGER 2016 (Dallas County)	\$82.53 M	\$45.0 M	\$15.0 M <sup>B</sup>	\$12.53 M <sup>B</sup>	\$10.0 M <sup>A</sup>	
<b>International Parkway Advanced Mobility Program</b>	Reconstruct aging International Parkway general purpose lane bridges, and rebuild/reconfigure Terminal A/B ramps for right-side accessibility, to improve safety, reliability, & initiate advancement of the DFW Airport Autonomous Vehicle Corridor	BOTH	BUILD 2020 (DFW Airport)	\$50.9M	\$25.0 M			\$25.9M <sup>B</sup>	

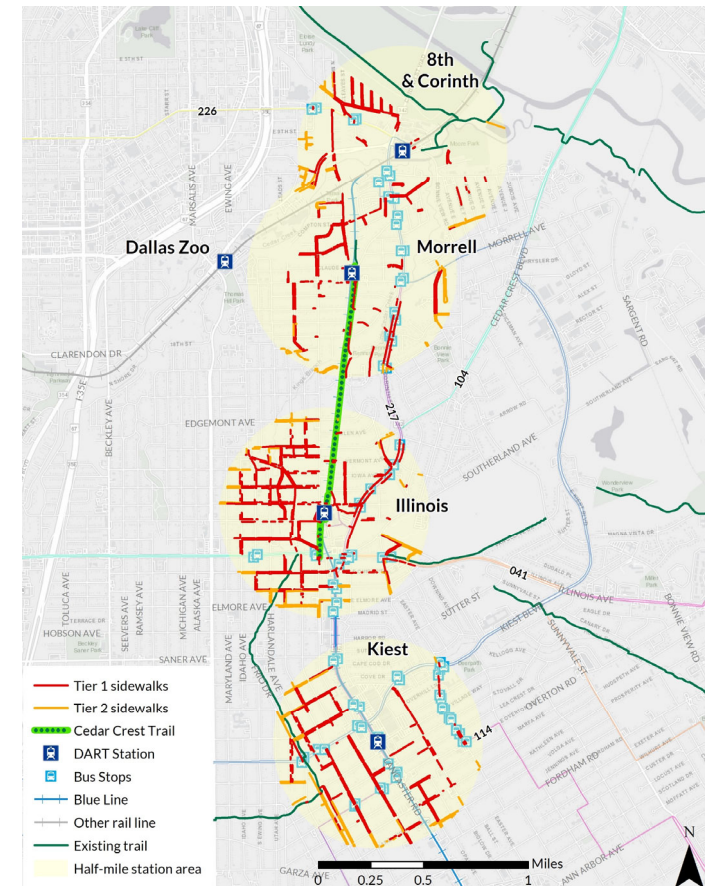
1. A. – \$5.75 M City of Dallas, \$3.0 M DART; B. – \$3.1 M Dallas County, \$1.85 M City of Wilmer, \$7.25 M City of Lancaster, \$2.8 M Franchise Utilities
2. A. – \$5.0 M CMAQ, \$5.0 RTR; B. – \$12.53 M STBG (includes 3.91 M TDCs)
3. A. – \$8.0 M STBG (Cat 7), \$2.0 M Dallas County; B. – \$25.9 M DFW Airport Joint Capital Account Funds (includes added locally-funded project items compared to what was reported for STTC Action)
4. A. – \$6.05 M from previous project awards (slide #3)

# Proposed NCTCOG RAISE Grant Projects Utilizing Comprehensive Approaches

4

## ***South Dallas Improved Bicycle/Pedestrian Routes to Rail & Transit Technology Upgrades Project:***

- Level 1: Signal improvements and sidewalks in partnership with FTA in areas of persistent poverty. (\$3.55 M)
- Level 2: Automated Vehicles Program Round Two (\$2.5 M)
- **Level 3: RAISE Grant Submittal – Increased bicycle/pedestrian access with new sidewalks and off-street trail connections. Provide transit technology upgrades and USDOT job-housing balance policy applications. (\$43.75 M)**
- Level 4: Elimination of Food Deserts (Larger Vision)

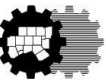


# FY 22 RAISE Discretionary Grant Program

## Submittal Timeline

5

January 28, 2022	FY 22 RAISE Grant Final NOFO Announced
February 25, 2022	STTC Information
March 10, 2022	RTC Information
March 25, 2022	STTC Action <i>(Scope, cost, &amp; funding source/share details finalized for NCTCOG projects)</i>
March 30, 2022	RTC Letter of Support Request Deadline <i>(for projects submitted by partnering agencies, submit to Kyle Roy – <a href="mailto:kroy@nctcog.org">kroy@nctcog.org</a>)</i>
<b>April 14, 2022</b>	<b>RTC Action</b>
<b>April 14, 2022</b>	<b>FY 22 RAISE Grant Application Submittal Deadline – <a href="http://www.grants.gov">www.grants.gov</a></b>
April 28, 2022	Executive Board Endorsement



# FY 22 RAISE Discretionary Grant Program

## Requested RTC Action

6

- **Request Regional Transportation Council (RTC) approval of:**
  - **Allocation of new RTC funds:**
    - *South Dallas Improved Bicycle/Pedestrian Routes to Rail & Transit Technology Upgrades*  
– \$10,000,000 CMAQ/RTR funds
    - *South Dallas County Inland Port Multimodal Connectivity*  
– \$12,530,000 STBG funds (including 3,910,000 TDCs)
  - **Proposed projects to submit for funding consideration through the FY 22 RAISE Discretionary Grant Program**
  - **Administratively amending the TIP, STIP, and other planning/administrative documents to include proposed projects, if selected for an FY 22 RAISE Grant award**

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### **Karla Windsor**

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### **Travis Liska**

Principal Planner  
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## ***ZEV Call for Partners***

### **Lori Clark**

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lclark@nctcog.org

**April 14, 2022**

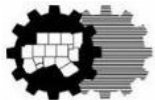
## **Regional Transportation Council (RTC) – Action Item**

FY 22 RAISE Discretionary Grant Program – Overview & Proposed Candidate Projects

# AVONDALE-HASLET/BNSF RAILWAY GRADE SEPARATION FUNDING PARTNERSHIP

Regional Transportation Council

April 14, 2022











North Central Texas  
Council of Governments  
Transportation Department

# BACKGROUND

- The Regional Transportation Council (RTC), City of Haslet, Texas Department of Transportation (TxDOT), and Tarrant County have partnered to implement the AllianceTexas/Haslet Accessibility Improvement Project.
- The project received a \$20 million Better Utilizing Investments to Leverage Development (BUILD) Grant in 2018, in addition to funds committed by the funding partners.
- The project includes 4-lane divided roadways on Avondale-Haslet Road/Haslet Pkwy from IH 35W to west of FM 156 and Intermodal Parkway from Avondale-Haslet to Transport Drive.
- Construction of the project is expected to be complete in the spring of 2024.
- With the recent selection of Avondale-Haslet Road in the City of Fort Worth as a Tarrant County Bond Program project, all improvements along the corridor have been funded except for a grade separation at Avondale-Haslet and the Burlington Northern Santa Fe (BNSF) rail line.
- The grade separation would address a mobility and safety issue at this intersection. School buses and emergency vehicles are often stopped at the rail line, and any pedestrians or bicyclists seeking to travel along the roadway must cross three tracks.



# AVONDALE-HASLET ROAD/HASLET PKWY AND RELATED SYSTEM IMPROVEMENTS

- Legend**
-  Phase 1 - Avondale-Haslet Road/Haslet Parkway
  -  Phase 2 - Avondale-Haslet Road/Haslet Parkway
  -  Phase 3 - IH 35W Segment 3C
  -  Phase 4 - SH 170 Grade Separations
  -  Phase 5A - Avondale-Haslet Road at BNSF RR Grade Separation
  -  Phase 5B - Avondale-Haslet Road (City of Fort Worth/Tarrant County Bond Program Project)
  -  Highways
  -  Railroads



Date: 3/9/2022



# SUMMARY OF FUNDING FOR RELATED SYSTEM IMPROVEMENTS (\$ IN MILLIONS)

Project	RTC	Cintra	BUILD Grant	TxDOT	Local	BNSF Railway	TDCs <sup>2</sup>	Total
Phase 1 - Haslet Parkway/Avondale-Haslet	\$12	\$0	\$20	\$1	\$20	\$0	0	\$53
Phase 2 - Haslet Parkway/Avondale-Haslet	\$10	\$0	\$0	\$0	\$0	\$0	0	\$10
Phase 3 - IH 35W 3C	\$0	\$661	\$0	\$0	\$0	\$0	0	\$661
Phase 4 - SH 170 Grade Separations	\$0	\$0	\$0	\$170	\$0	\$0	0	\$170
<u>Phase 5A - Avondale-Haslet Grade Separation at BNSF RR<sup>1</sup></u>	<u>\$14.5</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$1.5</u>	<u>1.7</u>	<u>\$16</u>
Phase 5B - Avondale-Haslet (City of Fort Worth/Tarrant County Bond Program Project)	\$0	\$0	\$0	\$0	\$48.9	\$0	0	\$48.9
<b>Total</b>	<b>\$36.5</b>	<b>\$661</b>	<b>\$20</b>	<b>\$171</b>	<b>\$68.9</b>	<b>\$1.5</b>	<b>1.7</b>	<b>\$958.9</b>

1: Funding amounts are proposed

2: Transportation Development Credits (TDC) are not cash and do not count in the funding totals

# PROPOSED FUNDING PARTNERSHIP

- Staff proposes that the RTC fund engineering and construction of the grade separation with \$14.5 million of Surface Transportation Block Grant Program (STBG) funds.
- Federal funds would be matched with a combination of funds from BNSF and Regional TDCs.
- BNSF would contribute 10% of the project costs (currently estimated to be \$1.5 million).
- The partnership would fund the final piece of a series of improvements to this critical east-west corridor and improve safety by ensuring that vehicles and pedestrians do not have to cross the railroad tracks at-grade.

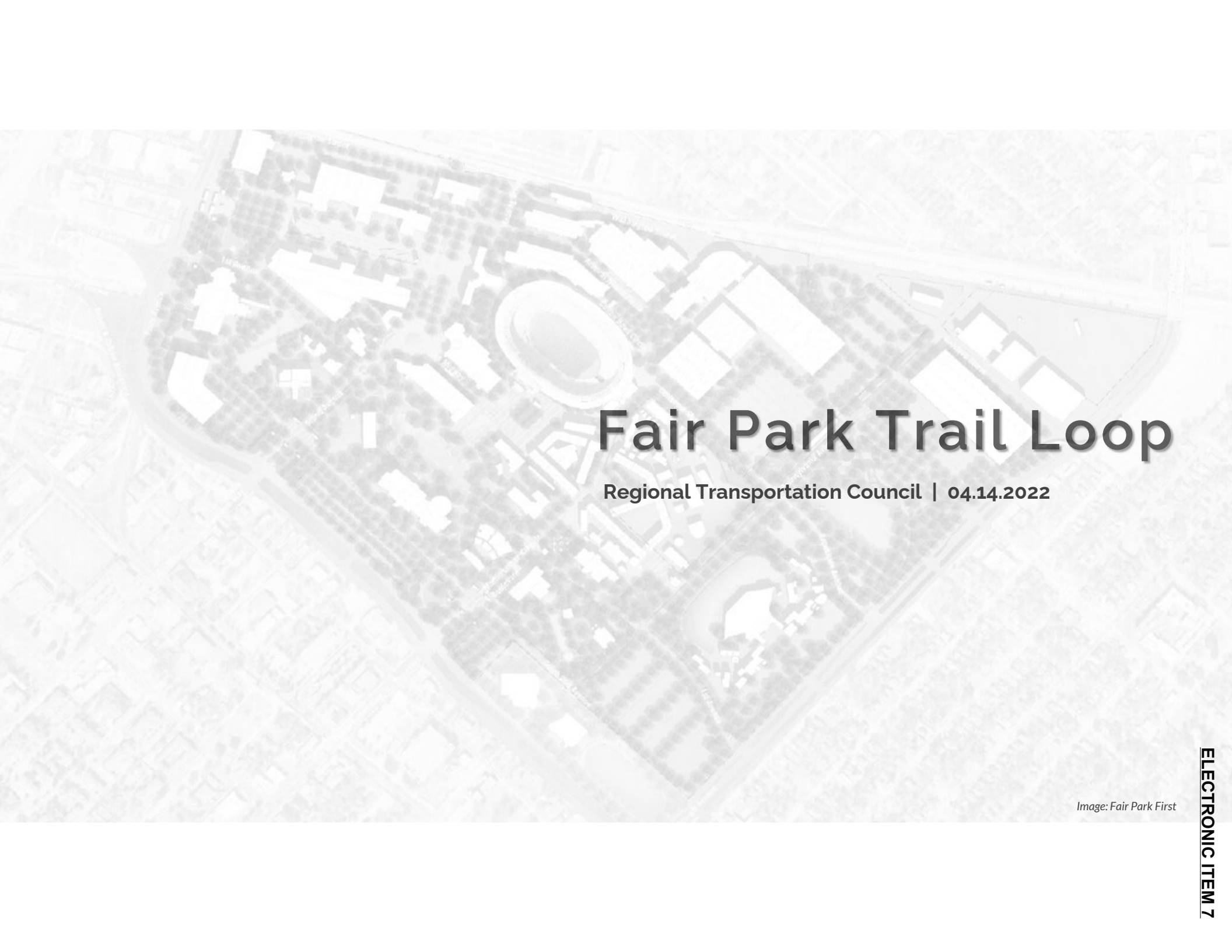
# REQUESTED ACTION

- RTC approval of:
  - The proposed funding and TDCs for the grade separation at Avondale-Haslet Road and the BNSF Railway line
  - Administratively amending the Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents as needed to incorporate this funding

# QUESTIONS?

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# Fair Park Trail Loop

Regional Transportation Council | 04.14.2022

*Image: Fair Park First*

# Fair Park/East Dallas Trail Phase 1

- RTC awarded \$1,603,876 to Dallas County in the 2020 Transportation Alternatives (TA) Call for Projects to construct the Fair Park/East Dallas Trail Phase 1 (north alignment).
- Dallas County's local match was \$1,069,250.
- The north trail alignment has challenges due to conflicts with the operations of large events in which access to the trail will need to be periodically closed.

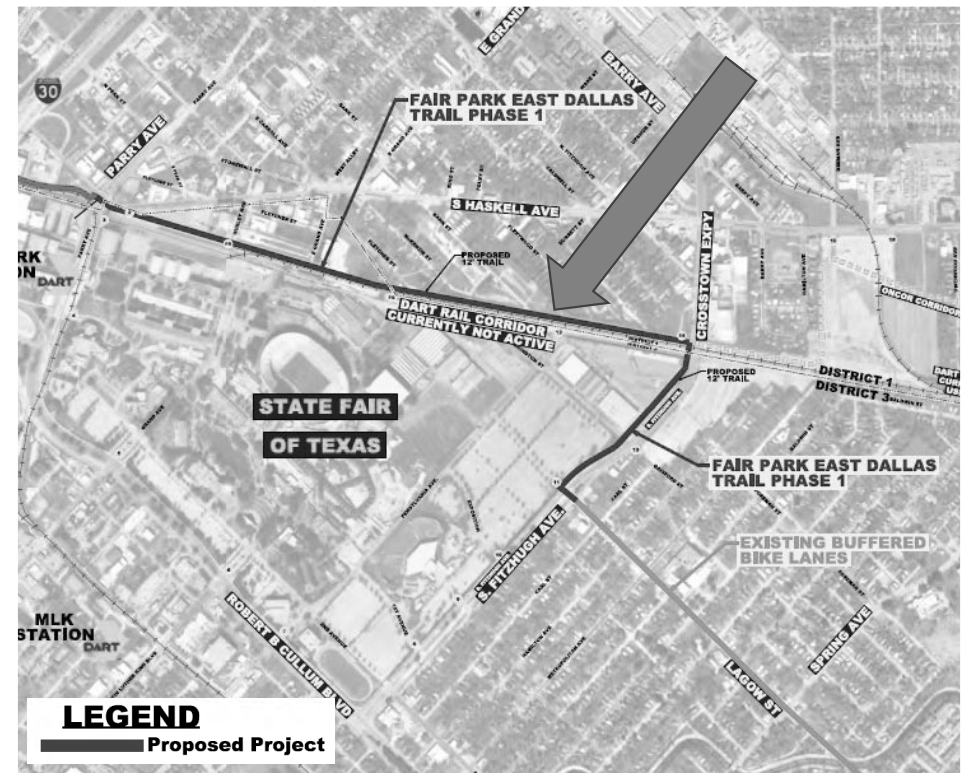


Image: Dallas County



# Fair Park Master Plan: Parks/Open Space

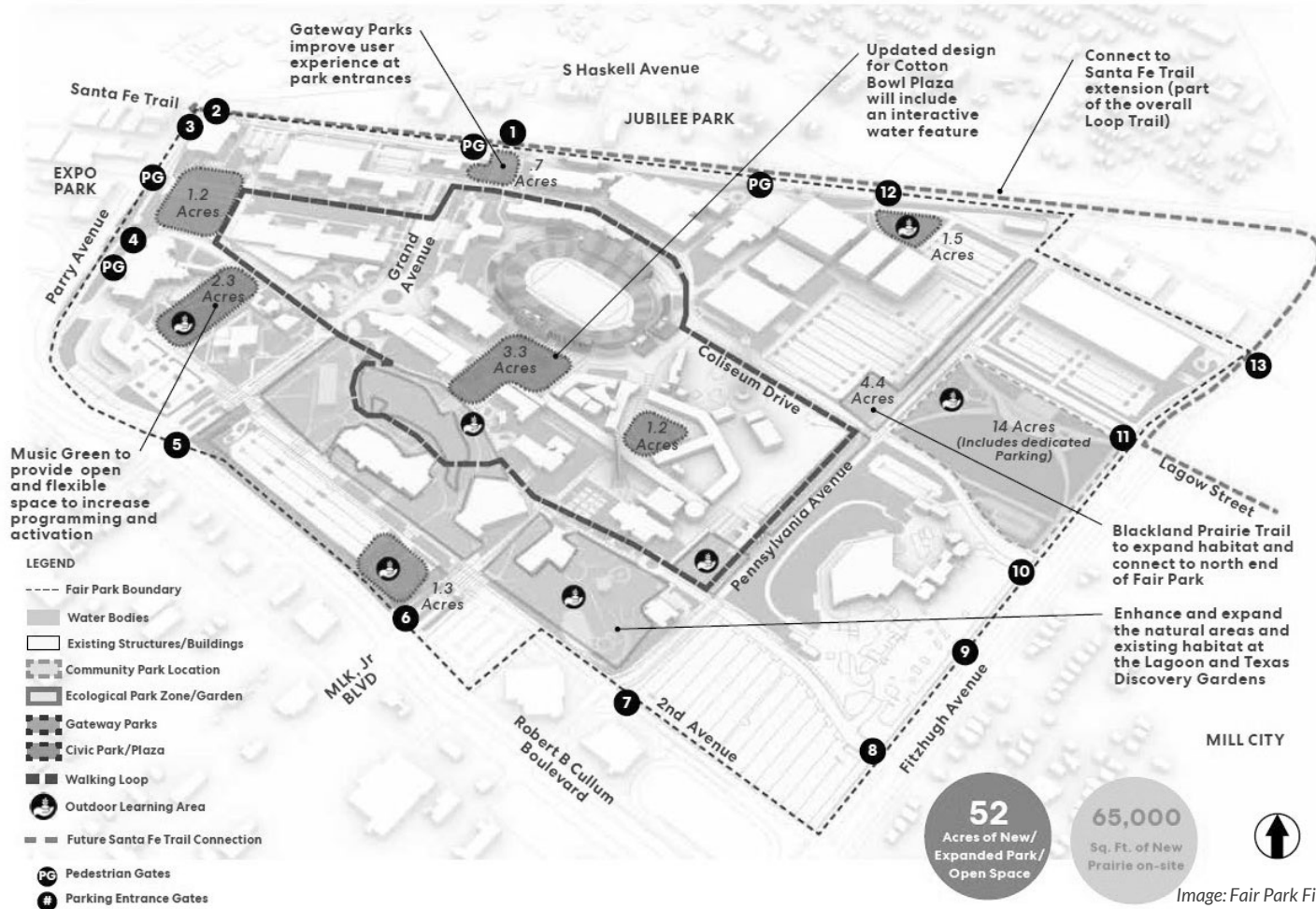


Image: Fair Park First



# Fair Park Trail Loop

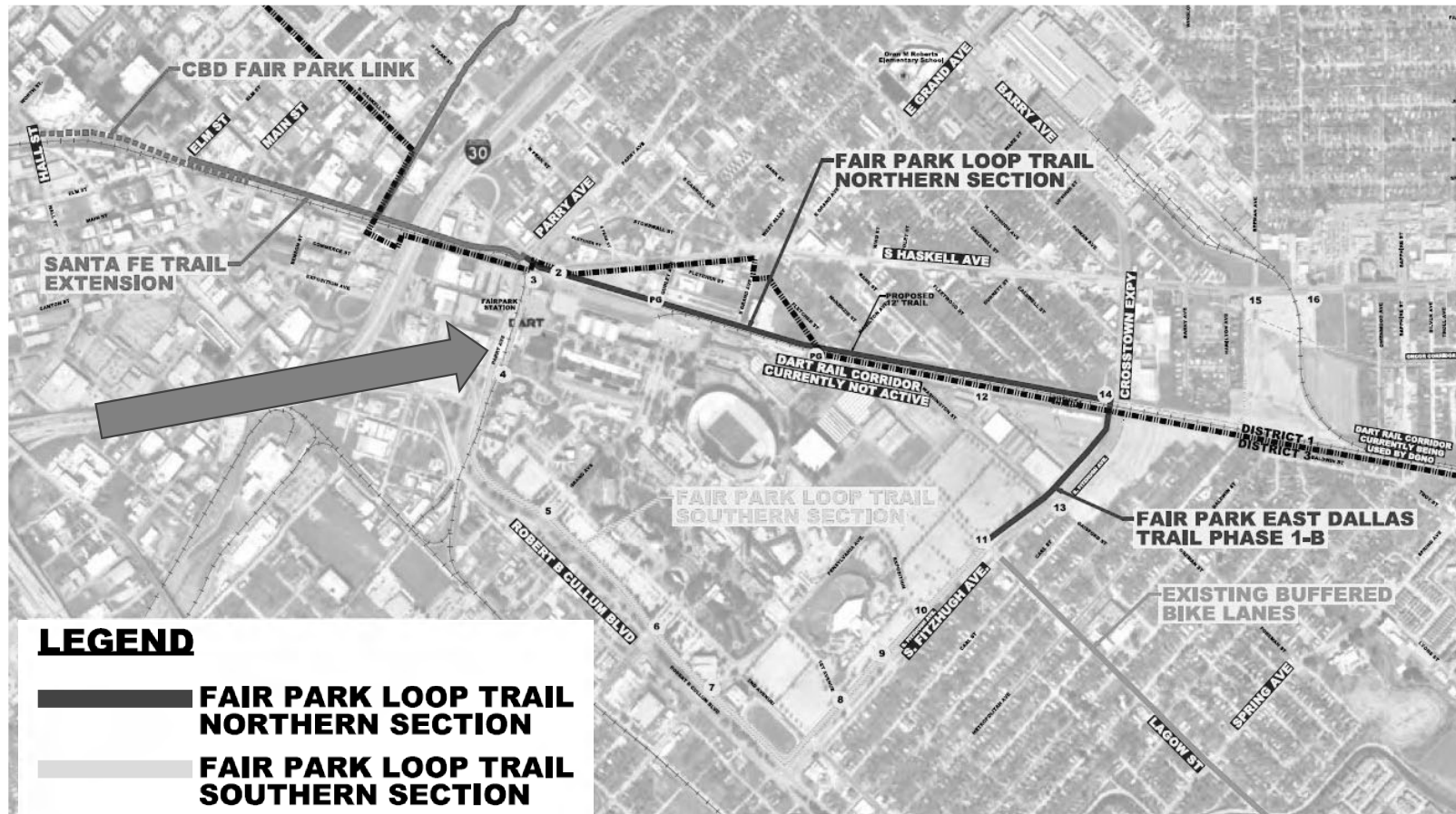


Image: Dallas County

# Partnership for Implementation



- The City of Dallas and Fair Park First will replace the federal funds for the northern trail alignment and partner with Dallas County to build the project.
- The City will design and construct a connecting southern “loop” and coordinate with Dallas Area Rapid Transit (DART) to improve access to the Fair Park DART Station.
- Staff request federal funding of \$8M for the southern alignment in exchange for the City and Fair Park First to fund the northern alignment. Funding will pay for both the engineering and construction phases.



# Fair Park Trail Loop Partnership Funding

## Northern Alignment (Local)

### Funding Contributions:

- Dallas County: \$1,069,250
- City of Dallas: \$500,000
- Fair Park First: \$1,100,000

Total: \$2,669,250

Implemented by Dallas County

## Southern Alignment (Federal)

### Funding Contributions:

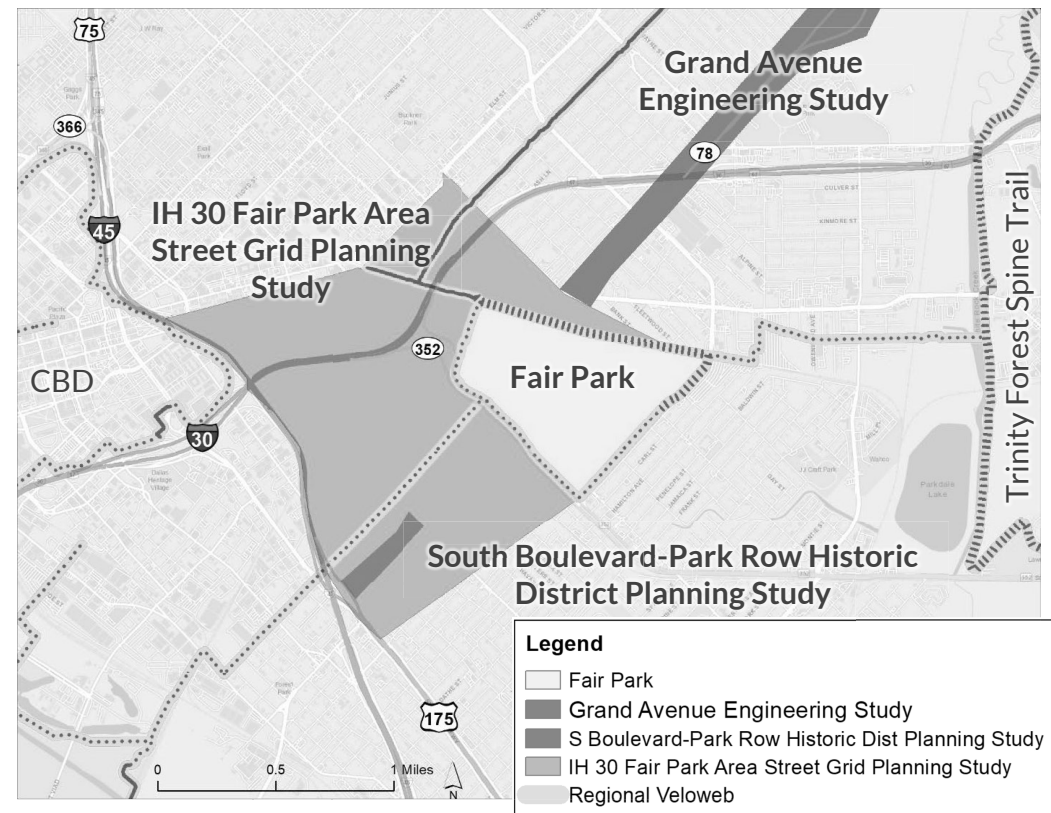
- Federal Funds (CMAQ): \$8,000,000
- Regional TDCs: 1,600,000

Implemented by City of Dallas



# Investments and Partnerships in Historically Disadvantaged Communities

- IH 30 Fair Park Area Street Grid Planning Study (\$1M)
- Grand Avenue Engineering Study (\$1M)
- South Boulevard-Park Row Historic District Planning Study (\$.5M)
- Circuit Trail Loop



# Requested RTC Action for Approval

- Award of \$8 million CMAQ and 1.6 million Regional Transportation Development Credits for the Fair Park Trail southern alignment to the City of Dallas.
- Return the \$1,603,876 of TA funds to the regional pool to be awarded in the 2022 TA Call for Projects.
- Administratively amend the TIP/STIP and other planning/administrative documents to incorporate these changes.



# Contact Information



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# MOBILITY 2045 UPDATE

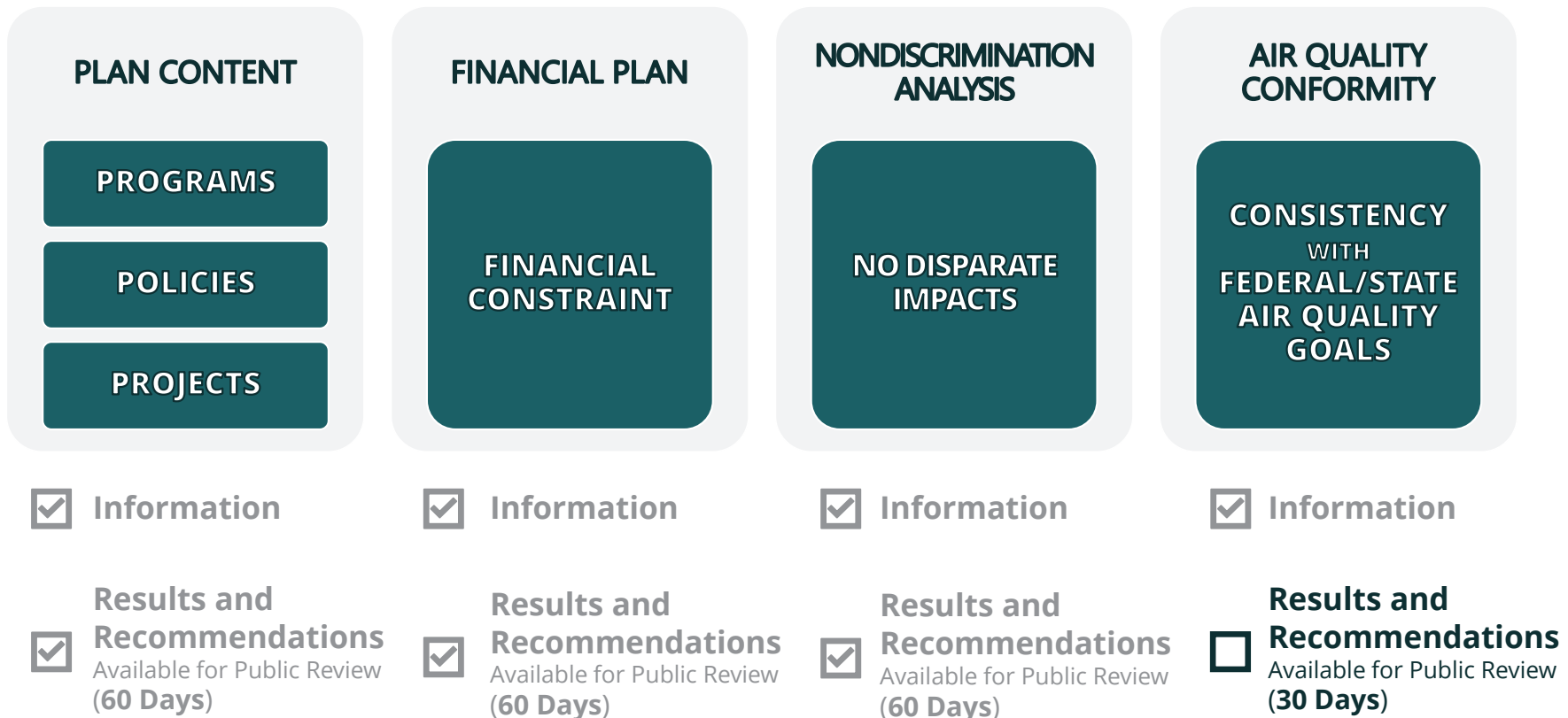
## SCHEDULE AND DRAFT PLAN PROGRESS

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Regional Transportation Council  
April 14, 2022

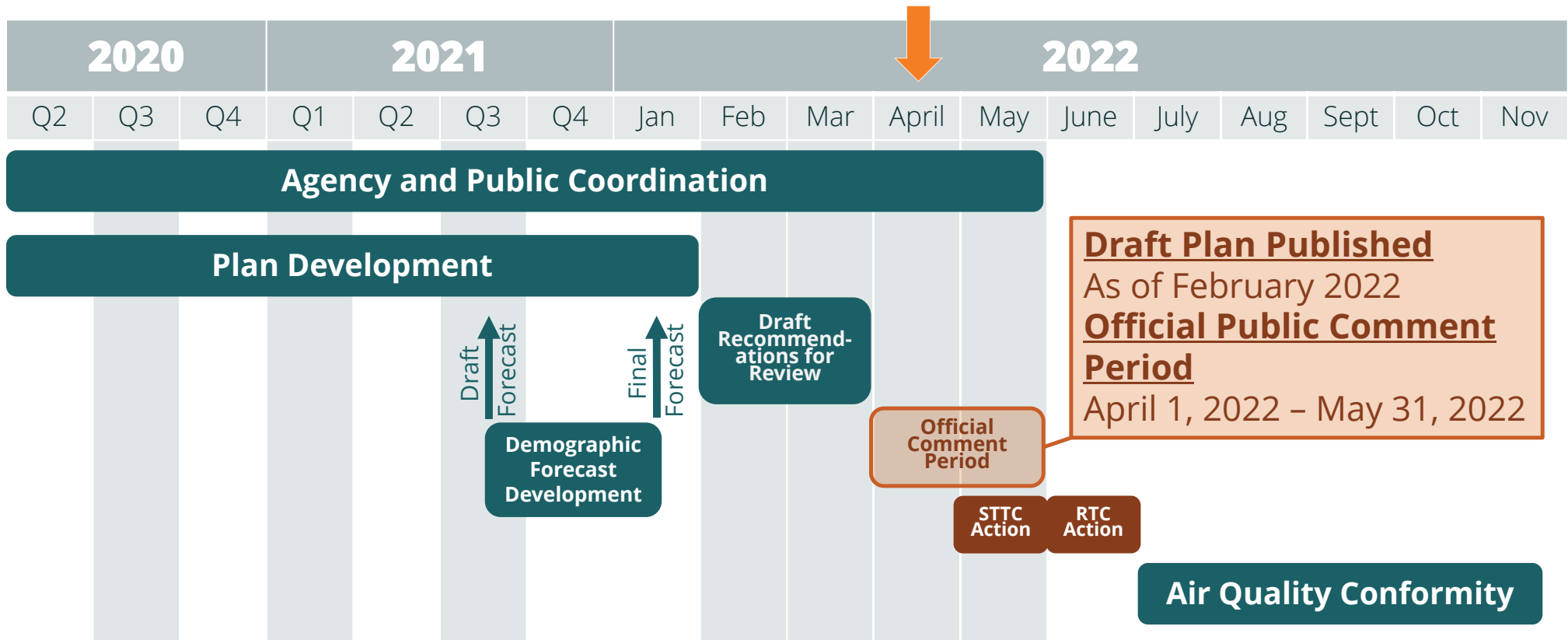
*plan in progress*  
**MOBILITY 2045**  
2022 UPDATE

# MAJOR MOBILITY PLAN COMPONENTS





# PLAN SCHEDULE

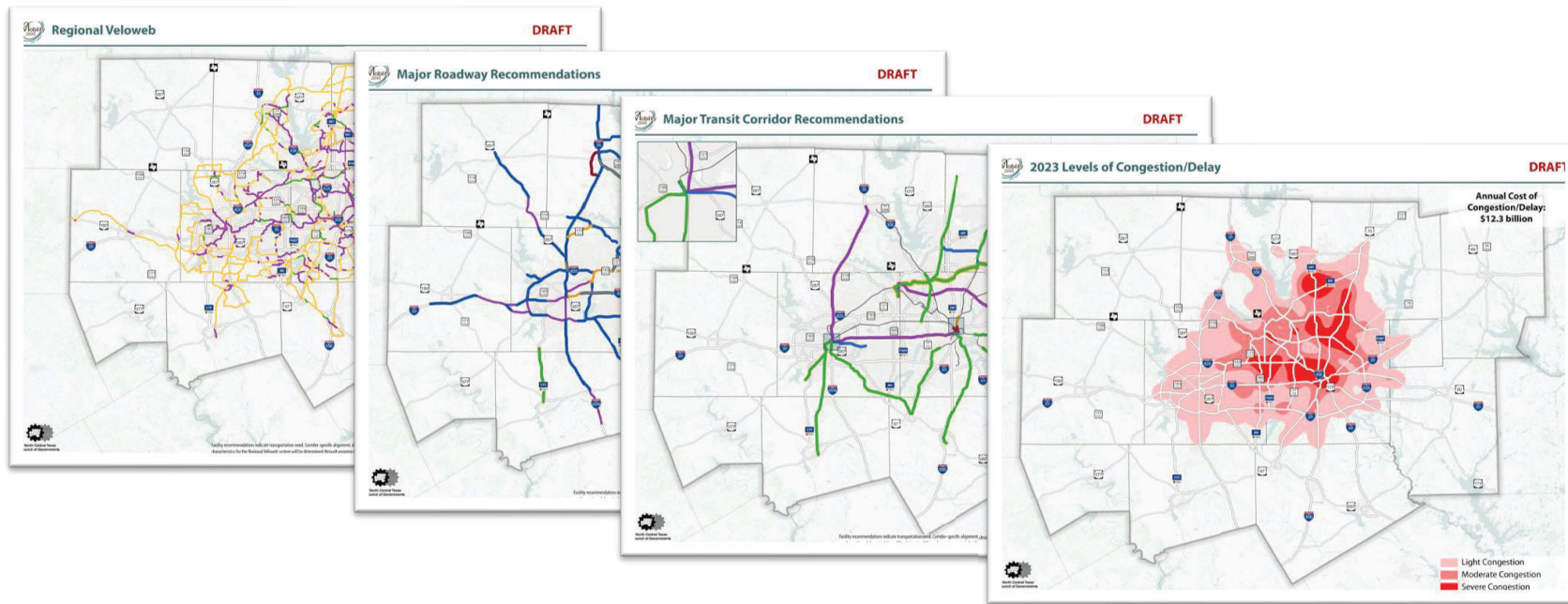


Notes:

- Public meetings held during highlighted months.
- Regional Transportation Council action on Mobility 2045 Update scheduled for June 9, 2022.

# DRAFT MAPS AVAILABLE ONLINE

[www.nctcog.org/PlanInProgress](http://www.nctcog.org/PlanInProgress)



# DRAFT FINANCIAL PLAN EXPENDITURES

## MAXIMIZE EXISTING SYSTEM

### Infrastructure Maintenance

Maintain and operate existing transit and roadway facilities

\$39 B

### Management and Operations

Improve efficiency and remove trips from system

\$10 B

### Growth, Development, and Land Use Strategies

Improve transportation and land use balance

\$1 B

## STRATEGIC INFRASTRUCTURE INVESTMENT

### Rail and Bus

Encourage switch to transit

\$42 B

### HOV/Managed Lanes

Increase auto occupancy

\$56 B

### Freeways/Tollways and Arterials

Add vehicle capacity

**TOTAL**

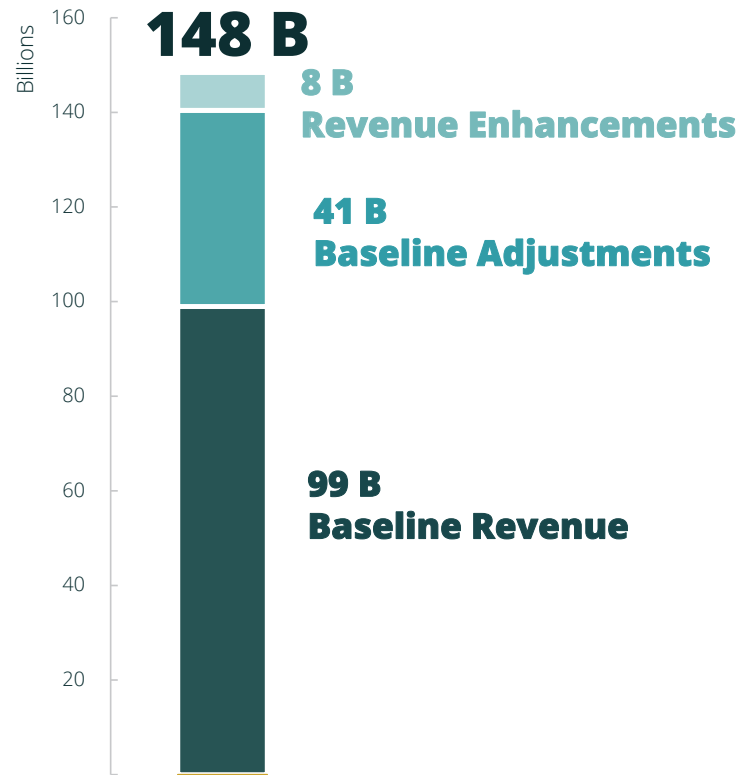
**\$148 B**

# FINANCIAL CONSTRAINT



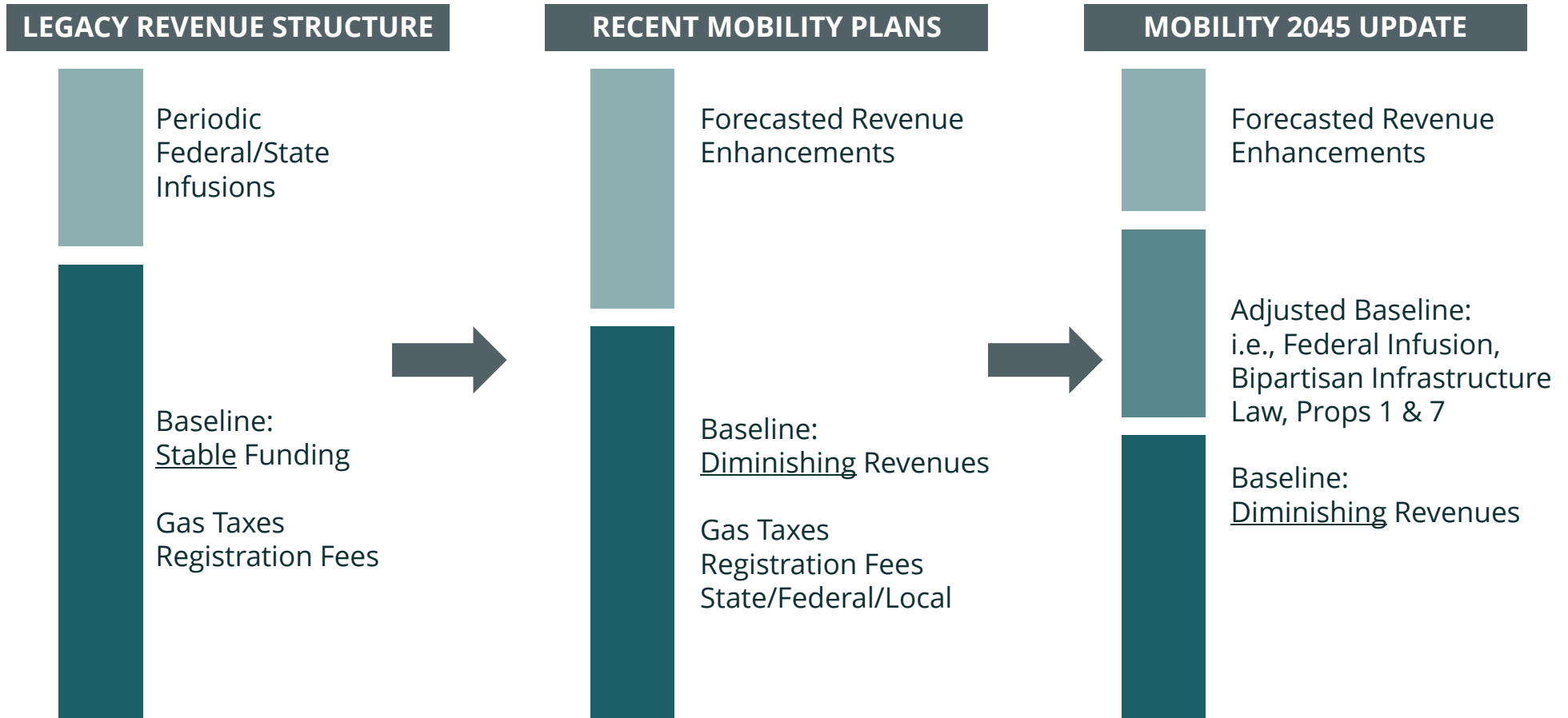
## FINANCIAL CONSTRAINT

Final stage: confirming final costs



## Pressures Potentially Diminishing Transportation Revenue

Electric Vehicles    Inflation    Political Action    Natural Resources  
Fuel Efficiency    Travel Behavior    Consumer Habits    Telecommuting



# FUTURE REVENUE SUSTAINABILITY

## PRESSURES AND IMPACT



Forecasted Revenue Enhancements

May eventually replace gas tax as traditional revenue source and become new "baseline"



Adjusted Baseline: Federal Infusion

Periodic state/federal limited infusions help, but may be unsustainable over long term



Baseline: Diminishing Revenues

Continue to diminish; necessary to pursue new mechanisms

## FUTURE MOBILITY PLANS



Periodic Federal/State Infusions

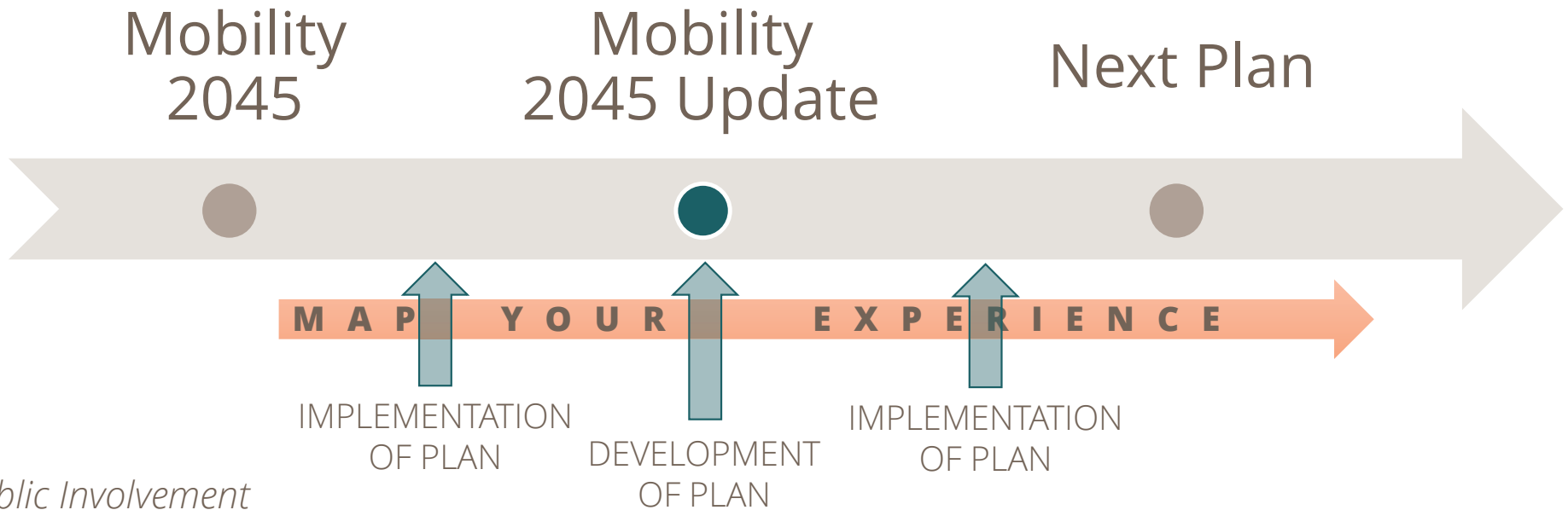


Baseline: Potential Funding

Registration Fees  
EV Registration Fees?  
Indexing?  
VMT Fees?  
Technology as TR Mode?

# **PUBLIC INVOLVEMENT**

# PUBLIC INVOLVEMENT



*Public Involvement  
Activities Include:*

- Public Meetings
- Speaking Engagements
- Outreach Events
- Publications
- Press Releases
- Social Media
- Development Activities



# MAP YOUR EXPERIENCE

## Bike/Ped

- 1 **Sidewalk/Trail Availability**
- 2 **Safety**
- 3 **Lanes/Stripes/Markings**

Accessibility is the top concern for this mode. Safety is a top factor impeding people from walking or biking.

## Transit

- 1 **Stops/Stations Needed**
- 2 **Other**
- 3 **Service Frequency**

Transit options in areas without existing service, and increasing frequency in areas with it, are top concerns.

## Roadway

- 1 **Traffic**
- 2 **Safety**
- 3 **Road Condition**

Safety of merging, poor visibility, and blind spots are often mentioned.

**Dashboard Available at: [www.nctcog.org/MapYourExperience](http://www.nctcog.org/MapYourExperience)**

# **REGIONAL NONDISCRIMINATION ANALYSIS**



# REGIONAL NONDISCRIMINATION ANALYSIS

Required by Civil Rights Act and Executive Order 12898

RTC Policy to evaluate nondiscrimination for Protected Groups to ensure no disparate impacts

- Access to Jobs
- Access to Hospitals and Universities
- Proximity to Congested Transportation Facilities
- Average Travel Time
- Access and Usage of Tolled Facilities

# ACCESS TO JOBS

		PERCENT CHANGE CURRENT CONDITIONS TO 2045 BUILD CONDITIONS	
Access to Jobs by <b>Transit</b> (within 60 minutes)	Protected Groups	+39% ▲	<input checked="" type="checkbox"/> No Disparate Impacts Increase in transit supply and employment in urban areas by 2045 affects <u>all</u> groups <u>positively</u>
	Non-Protected Groups	+21% ▲	
Access to Jobs by <b>Auto</b> (within 30 Minutes)	Protected Groups	-7% ▼	<input checked="" type="checkbox"/> No Disparate Impacts Increase in roadway congestion affects <u>all</u> groups <u>negatively</u>
	Non-Protected Groups	-18% ▼	

# **TRANSPORTATION CONFORMITY**



# 2022 TRANSPORTATION AIR QUALITY CONFORMITY ANALYSIS

## PURPOSE

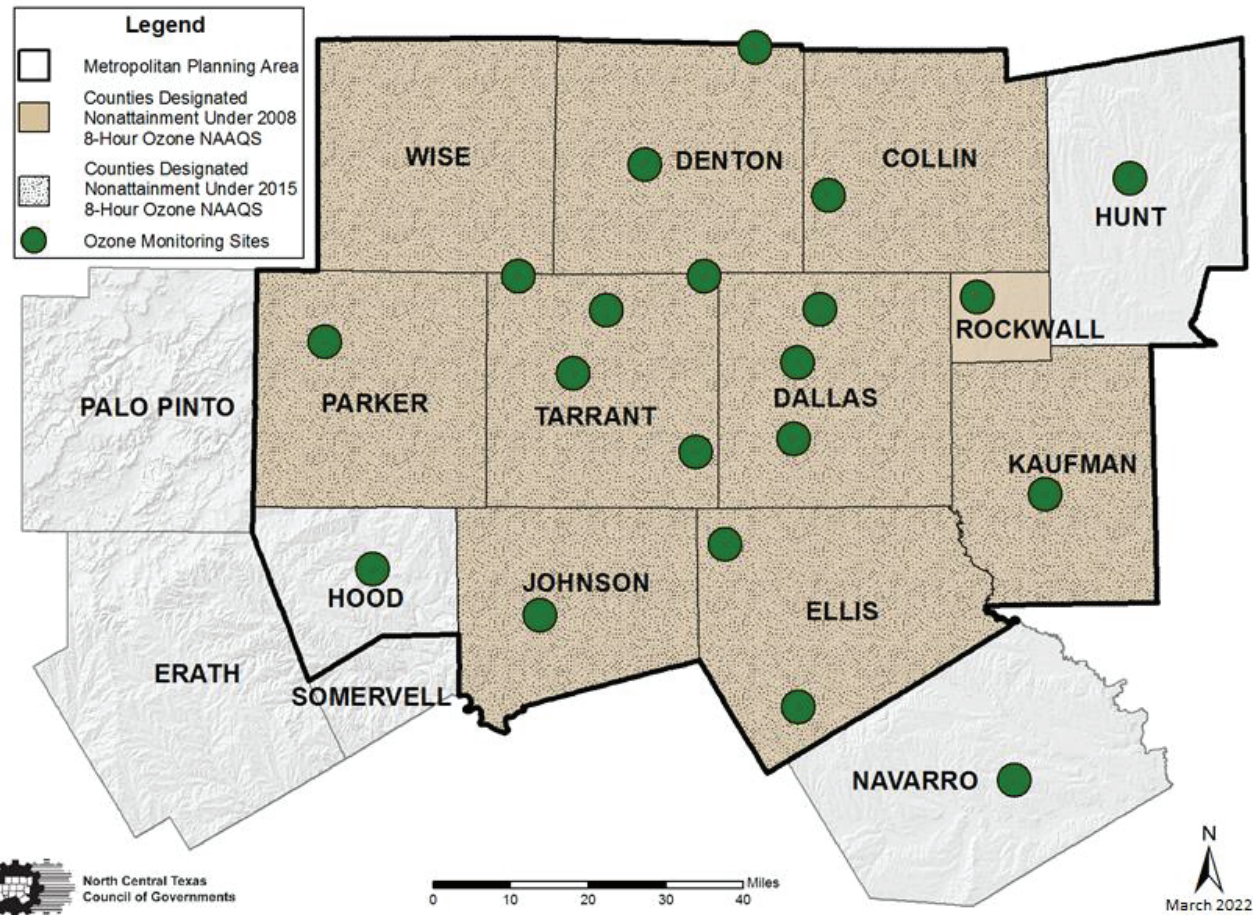
Required by Federal Legislation

Demonstrates that projected emissions from transportation projects are within emission limits (Motor Vehicle Emissions Budgets) established by the State Implementation Plan (SIP)

Ensures federal funding and approval is applied to transportation projects that are consistent with air quality planning goals

# 2022 TRANSPORTATION AIR QUALITY CONFORMITY ANALYSIS

Nonattainment Areas Under the 8-Hour Ozone Standards



# TIMELINE

DATE	ACTIVITY
April – December 2021	RTC & STTC – Mobility Plan Update Schedule, Project Selection, and Demographic Assumptions
January 2022	RTC – Mobility Plan Update Progress
January 2022	STTC – Mobility Plan Update Progress
February 2022	RTC – Mobility Plan Update Progress
February 2022	STTC – Action Requested: Recommend RTC Direct Staff to Enter Public Comment Period
March 2022	RTC – Action Requested: Direct Staff to Enter Public Comment Period
March 2022	STTC – Mobility Plan Update Progress
April – May 2022	Official Public Comment Period
<b>April 2022</b>	<b>RTC – Mobility Plan Update Progress</b>
April 2022	STTC – Mobility Plan and Air Quality Conformity
May 2022	RTC – Mobility Plan and Air Quality Conformity
<b>May 2022</b>	<b>STTC – Action Requested: Recommend RTC Adopt Mobility 2045 - 2022 Update</b>
<b>June 2022</b>	<b>RTC – Action Requested: Adopt Mobility 2045 - 2022 Update</b>



# CONTACTS

## Mobility Plan



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Program Manager

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## Environmental Coordination | Environmental Justice



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## Air Quality Conformity



**Vivek Thimmavajjhala**

Transportation System Modeler II

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**817-704-2504**

# Start of 2022 Ozone Season & Spring 2022 Car Care Awareness

Regional Transportation Council • April 14, 2022

Jenny Narvaez, Program Manager

Jason Brown, Principal Air Quality Planner



North Central Texas  
Council of Governments



Regional Transportation Council

# Timeline and Milestones

2008 Ozone Standard  
( $\leq 75$ ppb)

Attainment Date:  
No later than **July 20, 2027**

*Attainment will be based on  
2024-2026 Ozone Monitor Data*

EPA NAAQS Classifications

Marginal  
(3 years to attain)

Moderate  
(6 years to attain)

Serious  
(9 years to attain)

Severe  
(15/17 years to attain)

Extreme  
(20 years to attain)

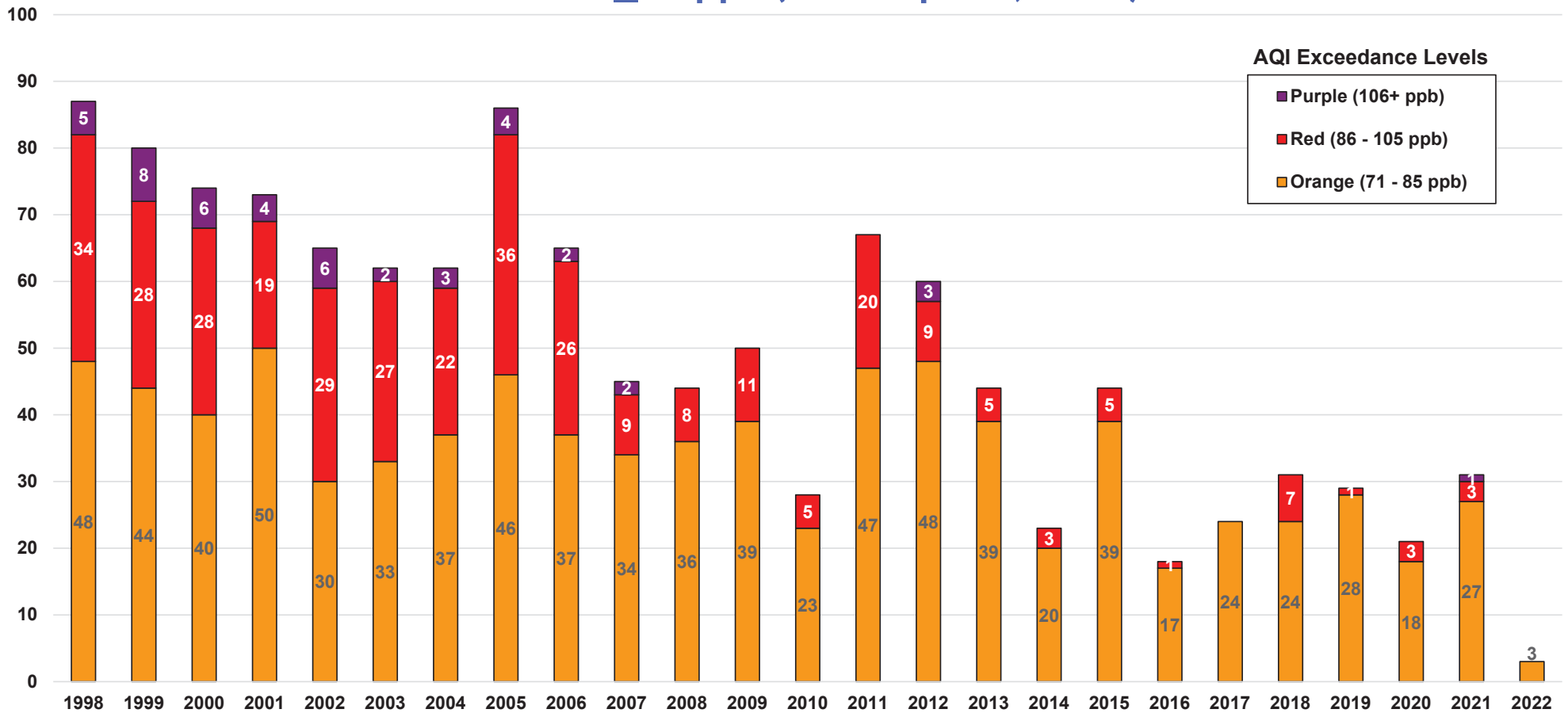
2015 Ozone Standard  
( $\leq 70$ ppb)

Attainment Date:  
No later than **August 3, 2024**

*Attainment will be based on  
2021-2023 Ozone Monitor Data*

# 8-Hour Ozone NAAQS Exceedance Trends

Based on  $\leq 70$  ppb (As of April 1, 2022)



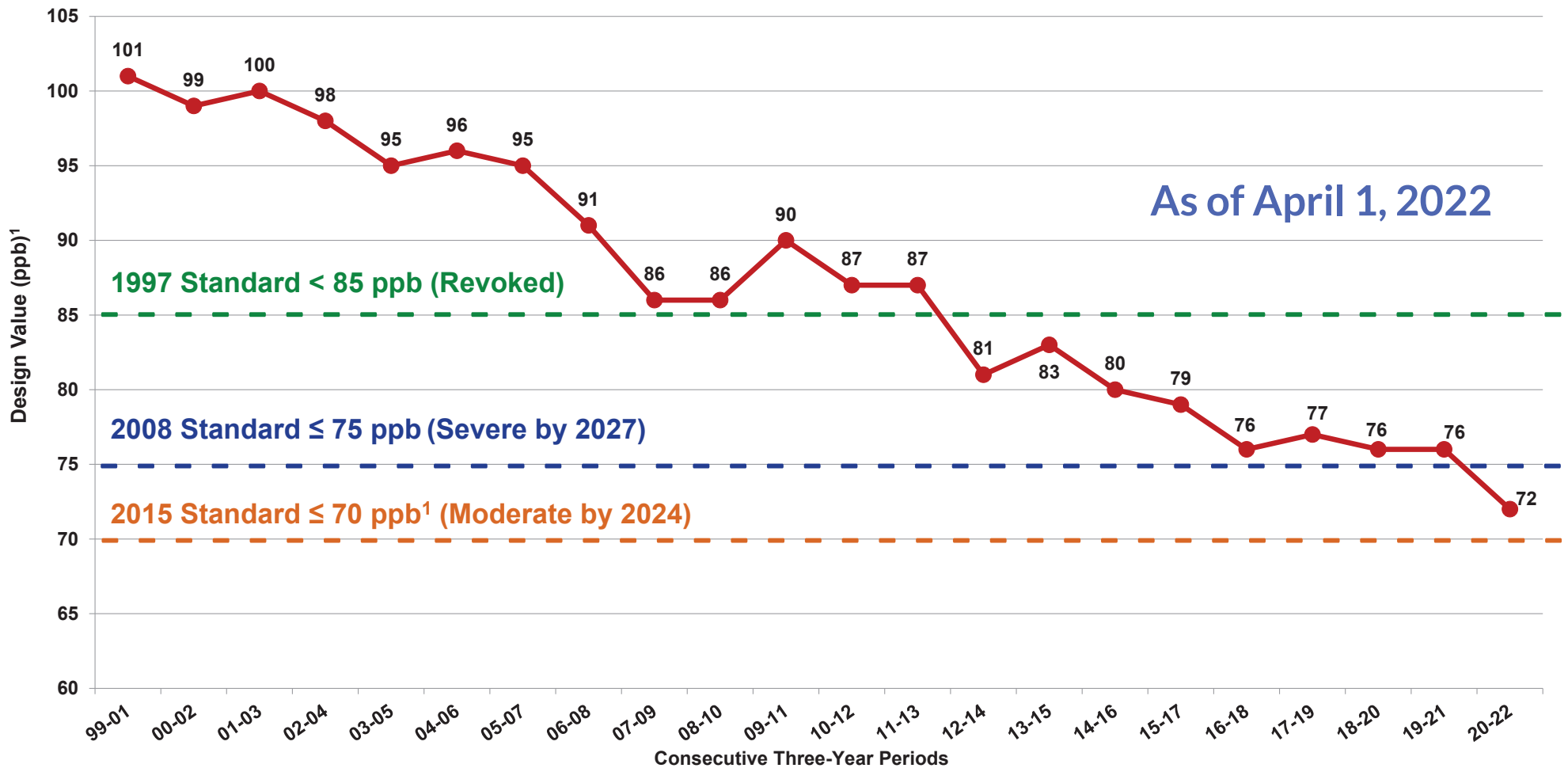
**AQI Exceedance Levels**

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

Exceedance Level indicates daily maximum 8-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 3

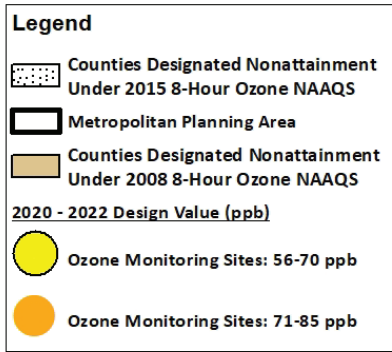
# Ozone Design Value Trends



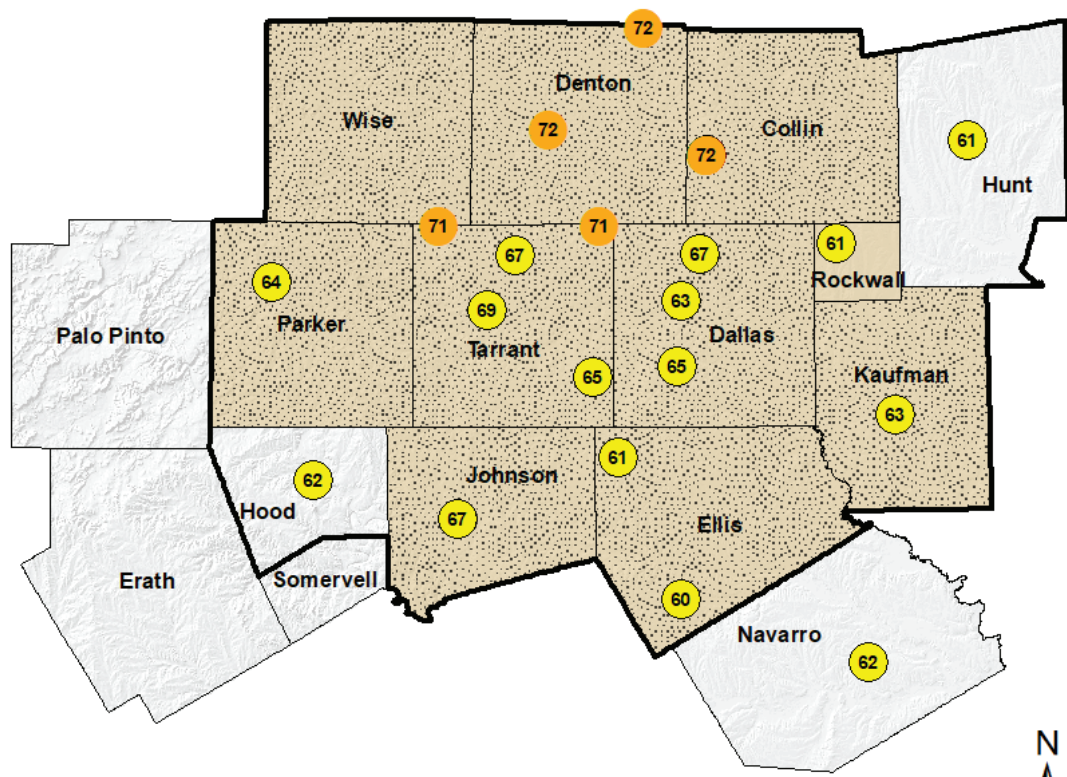
<sup>1</sup>Attainment Goal - According to the US EPA National Ambient Air Quality Standards, attainment is reached when, at each monitor, the *Design Value* (three-year average of the annual fourth-highest daily maximum eight-hour average ozone concentration) is equal to or less than 70 parts per billion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

# Regulatory Ozone Monitor Locations with Design Value

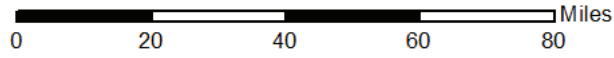
As of April 1, 2022



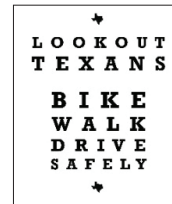
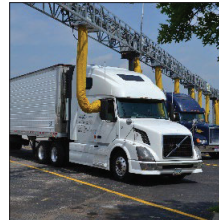
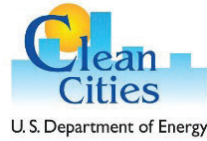
Colors represent Air Quality Index Breakpoints



North Central Texas Council of Governments



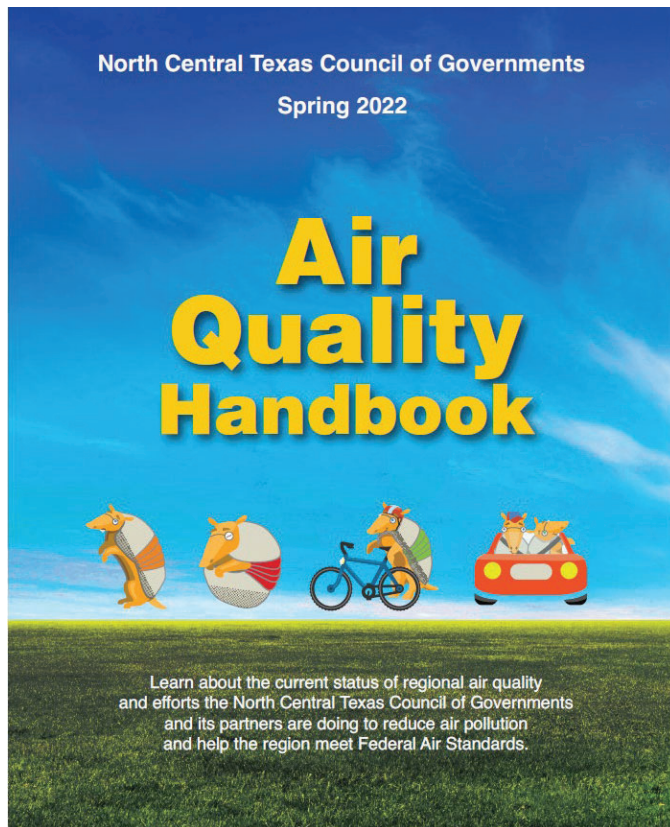
# Sample of Air Quality Initiatives



# Air Quality Handbook

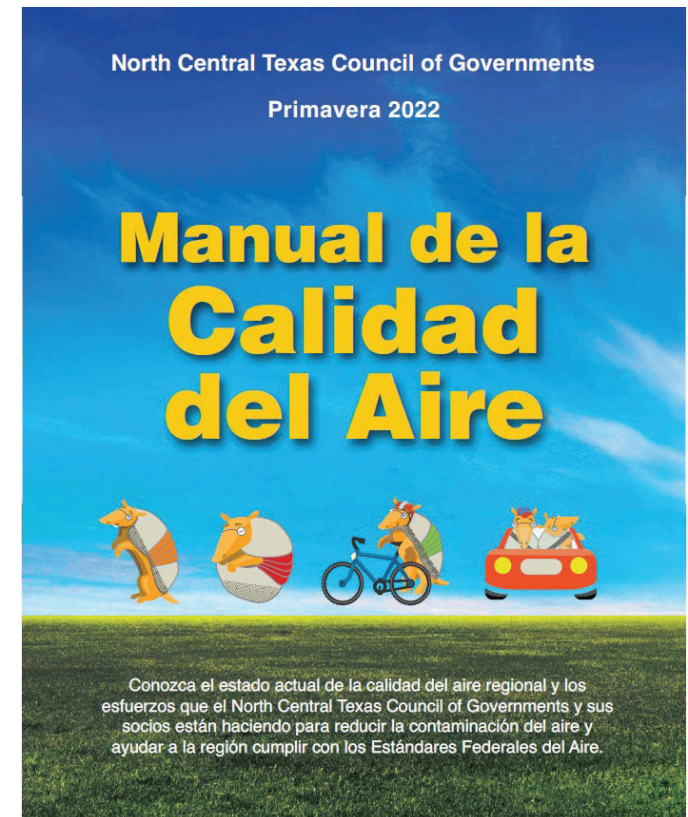
## Bilingual

### English



[https://nctcog.org/nctcog/media/Transportation/DocsMaps/Quality/Air/AQ2022printer\\_Spring.pdf](https://nctcog.org/nctcog/media/Transportation/DocsMaps/Quality/Air/AQ2022printer_Spring.pdf)

### Spanish



<https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Quality/Air/AQ2022SPANISH.pdf> 7



# Spring 2022 Car Care Awareness

## Campaign Goal

Advance air quality benefits for the region

Inform vehicle owners and general public about proper vehicle maintenance

Educate about check engine light importance and meaning

Build stronger community relations

Aligning nationally with the April and October Car Care Awareness months



# Spring 2022 Car Care Awareness

## Current Efforts

Partnering with nonprofit organizations and vehicle repair shops throughout the region to provide focused outreach

Providing Car Care Awareness digital toolkits and educational material to local governments and organizations upon request

Updating North Texas Car Care Awareness website with vehicle maintenance tips and online education materials for download

Please contact and let us know if you have a particular organization or automotive repair shop representative for future Car Care Awareness coordination

## North Texas Car Care Awareness



[www.ntxcarcare.org](http://www.ntxcarcare.org)

# For More Information

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**Air Quality Planner**

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

# DISADVANTAGED BUSINESS ENTERPRISE PROGRAM

*Fiscal Year 2023-2025 Goal Update*

Regional Transportation Committee

April 14, 2022

*Ken Kirkpatrick, General Counsel*

## FY2023-2025 DBE GOAL UPDATE

### *DBE Program Guidance and Thresholds*



Requirement: [49 Code of Federal Regulations Part 26](#)

Who is required to have a DBE Program:

- Certain Recipients of Federal Funds (FTA, FHWA, FAA)

What are the Requirements:

- Updated DBE Goal Every Three Years (new goal due August 1, 2022)
- Current Goal of 19.4% Active through September 30, 2022, covered FY2020-2022
- Publication of DBE goal as part of RFP
- Certification of DBE Eligibility

# FY2023-2025 DBE GOAL UPDATE

## *DBE Program Overview*



Ensure Non-discrimination



Create a Level Playing Field/Fair Competition



Narrowly Tailor Program to Meet Federal Law



Ensure DBE Firms Meet Required Eligibility Standards



Help Remove Barriers to DBE Participation



Assist in Development of Firms to Compete Outside

# FY2023-2025 DBE GOAL UPDATE

*Current NCTCOG and Subrecipients Goal (FY2020-2022)*

CONTRACTING ENTITY	FTA	FHWA^	TOTAL
NCTCOG	30.4%	27.3%	28.4%
SUBRECIPIENTS	3.2%	7.7%	5.0%
TOTAL WEIGHTED GOAL*	15.8%	21.3%	<b>19.4%</b>

Race Conscious 55%, Race Neutral 45%

^FHWA funds also include other federal and local sources.

\*Weighted by Contract Service Type, Contract Award Amount, and Market Area

# FY2023-2025 DBE GOAL UPDATE

## *Schedule*

TASK	DATE	STATUS
STTC Meeting: Information Item on DBE Goal Update	March 25	✓
Consultation Meeting with Stakeholders	April 11	✓
Meeting: Information Item on DBE Goal Update	April 14	✓
STTC: Information Item on Proposed Goal	April 22	
RTC: Information Item on Proposed Goal	May 12	
Notice to Public of Proposed Goal (start 45-Day Public Comment Period)	May 13	
DBE Open House	June 6	
Public Meeting on DBE Goal Update Process	June 13	
STTC: Approval of DBE Goal	June 24	
End of 45-day Public Comment Period	July 5	
RTC: Action Item of DBE Goal	July 14	
Executive Board: Action Item	July 28	
Submit Final Electronically to FTA	August 1	
DBE Program Update and Goal Effective	October 1	



# FY2023-2025 DBE GOAL UPDATE

*Questions?*



## STAFF CONTACTS:

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### **Amanda King**

Contracts & Risk Specialist

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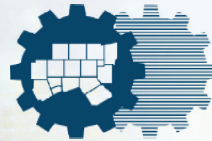
### **Ken Kirkpatrick**

General Counsel

DBE Liaison Officer

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NCTCOG

# 2022 TITLE VI PROGRAM AND LANGUAGE ASSISTANCE PLAN UPDATES

REGIONAL TRANSPORTATION COUNCIL

4.14.2022

# TITLE VI OF THE CIVIL RIGHTS ACT OF 1964



## WHO IS PROTECTED

Prohibits discrimination on  
the basis of race, color, or  
national origin



## WHO MUST COMPLY

Any program or activity that  
receives federal funds or  
other federal assistance



# TITLE VI PROGRAM: METROPOLITAN PLANNING ORGANIZATION



## FREQUENCY

Update every three years



## CONTENTS

Describe how NCTCOG implements Title VI nondiscrimination efforts and monitors subrecipients



## REVIEW

Submit to Federal Transit Administration for review



# TITLE VI/NONDISCRIMINATION POLICY STATEMENT

The North Central Texas Council of Governments (NCTCOG), as a recipient of federal financial assistance and under Title VI of the Civil Rights Act of 1964 and related statutes, ensures that no person shall on the grounds of race, religion, color, national origin, sex, age, or disability be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any Agency programs or activities.



# TITLE VI PROGRAM UPDATES OF NOTE

List of transit-related Title VI investigations, complaints, and lawsuits (none)

Summary of outreach efforts made since the last Title VI Program submission

Schedule of subrecipient Title VI Program submissions

Impacts of the distribution of state and federal funds in the aggregate for public transportation projects

Forty-five day public comment period



Image Provided By Getty



# LANGUAGE ASSISTANCE PLAN UPDATES OF NOTE

Limited English proficiency population  
for the 12-county Dallas-Fort Worth  
Metropolitan Planning Area

Literacy rates for the 12-county area

Four-factor analysis to evaluate the  
extent to which language assistance  
measures are required

Forty-five day public comment  
period



Image Provided By Getty



# TIMELINE

Meeting/Task	Date
Public Meeting, Launch of 45-Day Public Comment Period	February 7, 2022
Close of Public Comment Period	March 23, 2022
STTC Information	March 25, 2022
RTC Information	April 14, 2022
STTC Action – Title VI/Nondiscrimination Policy Statement, Title VI Program, Language Assistance Plan	April 22, 2022
RTC Action – Title VI/Nondiscrimination Policy Statement, Title VI Program, Language Assistance Plan	May 12, 2022
Executive Board	May 26, 2022
Submittal Deadline	May 31, 2022





# CONTACT US



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## MULTIMODAL PROJECTS DISCRETIONARY GRANT (MPDG) PROGRAM



April 14, 2022

**Regional Transportation Council (RTC) – Information Item**  
Overview of FY 22 MPDG Discretionary Grant Program (MEGA, INFRA, & RURAL)

# Multimodal Projects Discretionary Grant (MPDG) Program

## National Infrastructure Project Assistance Program (MEGA)

2

### Available Funds (Project Type)

**\$1 Billion**

– All Projects (FY 22)

**Cost > \$500 M**

– 50% Available Funds

**Cost \$100-500 M**

– 50% Available Funds

### Federal Cost Share / Match

**Up to 60%**

– MEGA Grant Request  
(no award min./max.)

**Up to 80%**

– Federal (overall)

### Eligibility (Applicants)

1. State or group of States (DOTs)
2. Metropolitan Planning Organization (MPOs)
3. Local governments
4. Political subdivision of a State
5. Special purpose district or public authority w/ transportation function (incl. port authority)
6. Tribal government or consortium of Tribal governments
7. Amtrak partnership w/ one or entities above
8. Group of all above entities

### Eligibility (Project Types)

1. Highway/bridge project
  - a) National Multimodal Freight Network
  - b) National Highway Freight Network
  - c) National Highway System
2. Freight intermodal (including public ports) or freight rail project with public benefit
3. Railroad/roadway grade separation or at-grade crossing elimination project
4. Intercity passenger rail project
5. Public transportation project (Ch. 53 of Title 49) or part of any project types described above

■ No statutory obligation deadline

■ USDOT “seeks projects that will begin construction before September 30, 2025.”



# Multimodal Projects Discretionary Grant (MPDG) Program

## Nationally Significant Multimodal Freight/Highway Projects (INFRA)

3

### Available Funds (Project Type)

**\$1.55 Billion**

– All Projects (FY 22)

**85% – Large**

– Costs > \$100 M

**15% – Small**

– Costs < \$100 M

### Federal Cost Share / Match

**Up to 60%**

– MEGA Grant Request  
(no award minimum)

**Up to 80%**

– Federal (overall)

### Award Size

**No Maximum**

– All Projects

**\$25 Million**

– Minimum (Large)

**\$5 Million**

– Minimum (Small)

### Eligibility (New)

#### Applicants:

1. Federal land management agency w/ State or group of States
2. Multi-state corridor organization

#### Project Types:

1. Wildlife crossing
2. Surface transportation project at international border crossing
3. Marine highway project w/ NHFN functional connection
4. National Multimodal Freight Network highway/bridge/freight

■ **Obligation Deadline: September 30, 2025**

■ **Construction Start Deadline: March 30, 2027**



# Multimodal Projects Discretionary Grant (MPDG) Program

## Rural Surface Transportation Grant Program (RURAL)

4

### Available Funds (Project Type)

**\$300 Million**

– All Projects (FY 22)

**Lane Departures**

– 15% (not TX)

**Appalachians**

– 25% (not TX)

### Federal Cost Share / Match

**Up to 80%**

– RURAL Grant Request  
(no award minimum)

**Up to 100%**

– Federal (overall)

### Award Size

**No Maximum**

– All Projects

**\$25 M Minimum**

– 90% of projects

**No Minimum**

– 10% of projects

### Project/Location Eligibility

#### Rural (2010 Census):

1. Outside an Urbanized Area (UA)
2. In Census-defined Urban Cluster
3. UA w/ population < 200,000

#### Project Types:

1. Highway, bridge, or tunnel
  - a) National Hwy Performance Program
  - b) Surface Transportation Block Grant
  - c) Tribal Transportation Program
2. Hwy freight (NHFP)/safety (HSIP)
3. Access to rural economic support
4. Integrated mobility & travel/on-demand management system

- **Obligation Deadline: September 30, 2025**  
(same as INFRA)

- **Construction Start Deadline: March 30, 2027**  
(same as INFRA)



# Multimodal Projects Discretionary Grant (MPDG) Program

## Statutory Requirements

5

- **Generates national or regional economic, mobility, and/or safety benefits – ALL**
- **Cost effectiveness – ALL**
- **Contributes to MAP-21 (23 U.S.C. 150) program goals – INFRA/RURAL**
- **Based on the results of preliminary engineering – INFRA/RURAL**
- **Availability of one or more stable/dependable funding or financing sources – MEGA/INFRA**
- **Significant need of or inability to complete easily/efficiently w/o Federal funds – MEGA/INFRA**
- **Reasonable expectation for construction within 18 months of obligation – INFRA/RURAL**
- **Applicant(s) have/will have sufficient legal, financial, & technical to carry out project – ALL**

# Multimodal Projects Discretionary Grant (MPDG) Program

## Uniform Selection Criteria

6

### ■ Project Outcomes

	0	1	2	3
Rating Scale	Project negatively affects outcome area OR application contains insufficient assessment information.	Outcome area claimed benefits are plausible but minimal OR claimed benefits are not plausible.	Clear and direct benefits in outcome area stem from adopting common practices for planning, designing, or building infrastructure.	Clear, direct, data-driven, and significant benefits for the outcome area are well-supported by application evidence.

- *Safety*
- *State of Good Repair*
- *Economic Impacts, Freight Movement, & Job Creation*
- *Climate Change, Resiliency, & the Environment*
- *Equity, Multimodal Options, & Quality of Life*
- *Innovation*

### ■ Economic Analysis (Benefit-Cost Ratio)

### ■ Project Readiness Analysis

- *Technical Assessment* – Delivery history, project feasibility, Federal compliance/requirements, ROW acquisition plan
- *Financial Completeness* – Detailed budget, design/contingency status, cost overrun plan, obligation target certainty
- *Environmental Review/Risk Assessment* – Detailed schedule, required approval/permit status, risk mitigation plan

# Multimodal Projects Discretionary Grant (MPDG) Program

## Submittal Timeline (DRAFT)

7

March 22, 2022	FY 22 MPDG Grant Notice of Funding Opportunity (NOFO) Announced
<b>April 14, 2022</b>	<b>RTC Information</b>
April 22, 2022	STTC Information
<b>May 6, 2022</b>	<b>RTC Agenda “Mail Out”</b> <i>(Scope, cost, &amp; funding source/share details finalized for proposed NCTCOG project selections)</i>
May 12, 2022	RTC Action
<b>May 12, 2022</b>	<b>RTC Letter of Support Request Deadline</b> <i>(for projects submitted by partnering agencies, submit to Kyle Roy – <a href="mailto:kroy@nctcog.org">kroy@nctcog.org</a>)</i>
<b>May 23, 2022</b>	<b>FY 22 MPDG Grant Application Submittal Deadline – <a href="http://www.grants.gov">www.grants.gov</a></b>
May 26, 2022	Executive Board Endorsement
May 27, 2022	STTC Endorsement





# Upcoming Grant NOFO Announcements in 2022

## New/Existing Programs with NCTCOG/Partner Eligibility

8

May 2022	Transit Oriented Development Pilot Program
May 2022	Safe Streets & Roads for All Grant Program – <i>NEW</i>
May 2022	Nationally Significant Federal Lands & Tribal Project Program
May 2022	Bridge Investment Program – <i>NEW</i>
June 2022	Railroad Crossing Elimination Program – <i>NEW</i>
June 2022	Reconnecting Communities Pilot Program – <i>NEW</i>
July 2022	All Stations Accessibility Program – <i>NEW</i>
Aug 2022	Consolidated Rail Infrastructure & Safety Improvements Grant Program
Sept 2022	Strengthening Mobility & Revolutionizing Transportation (SMART) – <i>NEW</i>

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USDOT BIL: <https://www.transportation.gov/bipartisan-infrastructure-law>

USDOT Grant Portal: <https://www.transportation.gov/grants>

USDOT (Upcoming Grant Opportunities): <https://www.transportation.gov/bipartisan-infrastructure-law/upcoming-notice-funding-opportunity-announcements-2022>

Multimodal Projects Discretionary Grant (MPDG) Program: <https://www.transportation.gov/grants/mpdg-announcement>

April 14, 2022

Regional Transportation Council (RTC) – Information Item  
Overview of FY 22 MPDG Discretionary Grant Program (MEGA, INFRA, & RURAL)

**Regional Transportation Council Attendance Roster**  
**April 2021 - March 2022**

RTC MEMBER	Entity	4/8/21	5/13/21	6/10/21	7/8/21	8/12/21	9/9/21	10/14/21	11/11/21	12/9/21	1/13/22	2/10/22	3/10/22
Daniel Alemán Jr (01/22)	Mesquite	--	--	--	--	--	--	--	--	--	P	P	P
Richard E. Aubin (06/18)	Garland	P	P	P	A	P	P	P	P	P	P	P	A
Dennis Bailey (02/21)	Rockwall County	P	P	P	P	P	A	P	A	P	P	E(R)	P
Adam Bazaldua (09/21)	Dallas	--	--	--	--	--	E	P	E(R)	P	P	P	P
Elizabeth M. Beck (08/21)	Fort Worth	--	--	--	--	P	P	P	P	P	P	A	P
Gyna Bivens (08/21)	Fort Worth	--	--	--	--	P	P	P	P	P	P	P	E
Mohamed Bur (06/18)	TxDOT, Dallas	P	P	E(R)	P	P	P	P	P	E(R)	P	P	P
Dianne Costa (10/19)	DCTA	P	P	P	P	P	P	P	P	P	P	P	P
Theresa Daniel (11/18)	Dallas County	P	P	P	P	P	P	P	P	P	P	P	P
Jeff Davis (11/19)	Trinity Metro	P	P	P	P	P	A	P	P	P	P	P	P
Pat Deen (08/19)	Parker County	P	A	P	A	P	P	P	A	P	A	A	P
Janet DePuy (09/21)	Richardson	--	--	--	--	--	P	P	P	P	P	P	P
Andy Eads (1/09)	Denton County	P	P	P	E	P	P	P	P	P	P	P	P
Kevin Falconer (07/17)	Carrollton	P	P	P	P	P	P	P	P	P	P	P	E
Gary Fickes (12/10)	Tarrant County	P	P	P	E	P	P	P	P	P	P	A	P
George Fuller (07/17)	McKinney	P	A	P	P	P	P	E(R)	P	A	P	P	P
Raul H. Gonzalez (09/21)	Arlington	--	--	--	--	--	P	E	P	P	P	P	P
Barry L. Gordon (12/20)	Duncanville	P	P	E	P	P	P	P	E	P	E(R)	P	E(R)
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	P	P	P	P	P	E
Mojoy Haddad (10/14)	NTTA	P	P	P	A	P	P	P	A	P	P	E	E
Roger Harmon (1/02)	Johnson County	P	P	P	A	P	P	E(R)	P	P	P	P	P
Clay Lewis Jenkins (04/11)	Dallas County	P	P	P	P	P	P	E(R)	P	E(R)	P	P	P
Ron Jensen (06/13)	Grand Prairie	P	P	P	P	P	P	P	P	P	P	P	E(R)
Carl L. Johnson (09/20)	TxDOT, FW	P	P	P	A	P	P	P	P	P	E(R)	P	P
Brandon Jones (05/21)	Lewisville	--	P	P	P	P	P	P	P	P	P	P	P
John Keating (12/19)	Frisco	P	P	P	P	E(R)	P	A	E	E(R)	A	A	A
Mike Leyman (09/19)	Mansfield	E(R)	E(R)	P	P	P	P	P	P	P	P	E(R)	P
Alison Maguire (07/21)	Denton	--	--	--	P	P	P	P	P	P	P	P	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	E	A	E(R)	E(R)	P	P	A	P	A	P	A
Allen E. Meagher (12/20)	Irving	P	P	E	P	P	P	E	P	P	P	E(R)	E
Cara Mendelsohn (07/20)	Dallas	P	P	P	P	P	E	P	P	P	P	P	P
Cary Moon (06/15)	Fort Worth	P	P	P	P	P	A	P	A	P	P	P	P
Omar Narvaez (09/21)	Dallas	--	--	--	--	--	E	P	P	P	P	P	P
Philip J. Ritter (07/20)	Dallas	P	P	P	P	P	P	E	P	P	P	P	P

P= Present  
A= Absent  
R=Represented by Alternate  
--= Not yet appointed

E= Excused Absence (personal illness, family emergency,  
jury duty, business necessity, or fulfillment  
of obligation arising out of elected service)

**Regional Transportation Council Attendance Roster**  
**April 2021 - March 2022**

<b>RTC MEMBER</b>	<b>Entity</b>	<b>4/8/21</b>	<b>5/13/21</b>	<b>6/10/21</b>	<b>7/8/21</b>	<b>8/12/21</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>
Jim R. Ross (07/21)	Arlington	--	--	--	P	E(R)	P	P	P	P	P	P	P
Chris Schulmeister (07/20)	Allen	P	P	P	P	P	P	P	P	P	P	P	P
Jeremy Tompkins (10/19)	Eules	P	P	P	P	P	P	P	P	E	P	P	P
T. Oscar Trevino Jr. (6/02)	Nrth Rch Hills	P	P	A(R)	P	P	P	E(R)	P	E	P	P	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	P	P	P	P	P
B. Glen Whitley (2/97)	Tarrant County	E(R)	P	P	E	P	E	E(R)	P	E	P	P	E
Michele Wong Krause (11/21)	DART	--	--	--	--	--	--	--	E(R)	P	P	P	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  
January 2021 - February 2022

STTC MEMBERS	Entity	1/22/21	2/26/21	3/26/21	4/23/21	5/28/21	6/25/21	8/27/21	9/24/21	10/22/21	12/3/21	1/28/22	2/25/22
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	*	*	*	*	*	*	*	*	*	*	*	*
Robert Caskey	Frisco	--	--	--	--	*	*	*	*	*	*	*	*
Ceason Clemens	TxDOT Dallas	*	*	*	*	*	*	*	*	*	*	*	*
Robert Cohen	Southlake	*	*	*	*	*	*	*	*	*	*	*	*
Kent Collins	Coppell	*	*	*	*	*	*	*	*	*	*	*	*
John Cordary, Jr.	TxDOT FW	*	*	*	*	*	*	*	*	*	*	*	*
Hal Cranor	Eules	*	*	*	*	*	*	*	*	*	*	*	*
Clarence Daugherty	Collin County	*	*	*	*	*	*	*	*	*	*	*	*
Chad Davis	Wise County	*	*	*	*	*	*	*	*	*	*	*	*
Arturo Del Castillo	Dallas	*	*	*	*	*	*	*	*	*	*	*	*
Caryl DeVries	Grand Prairie	*	*	*	*	*	*	*	*	*	*	*	*
Greg Dickens	Hurst	*	*	*	*	*	*	*	*	*	*	*	*
David Disheroon	Johnson County	*	*	*	*	*	*	*	*	*	*	*	*
Phil Dupler	FWTA	*	*	*	*	*	*	*	*	*	*	*	*
Rebecca Diviney	Denton	--	--	--	*	*	*	*	*	*	*	*	*
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  
January 2021 - February 2022

STTC MEMBERS	Entity	1/22/21	2/26/21	3/26/21	4/23/21	5/28/21	6/25/21	8/27/21	9/24/21	10/22/21	12/3/21	1/28/22	2/25/22
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	*	*	*	*	*	*	*	*	*	*	*	*
Kenneth Overstreet	Bedford	*	*	*	*	*	*	*	*	*	*	*	*
Kevin Overton	Dallas	*	*	*	*	*	*	*	*	*	*	*	*
Tim Palermo	DCTA	*	*	*	*	*	*	*	*	*	*	*	*
Dipak Patel	Lancaster	*	*	*	*	*	*	*	*	*	*	*	*
Todd Plesko	DART	*	*	*	*	*	*	*	*	*	*	*	*
Shawn Poe	Richardson	*	*	*	*	*	*	*	*	*	*	*	*
John Polster	Denton County	*	*	*	*	*	*	*	*	*	*	*	*
Kelly Porter	Fort Worth	*	*	*	*	*	*	*	*	*	*	*	*
Tim Porter	Wylie	*	*	*	*	*	*	*	*	*	*	*	*
Bryan G. Ramey II	Duncanville	*	*	*	*	*	*	*	*	*	*	*	*
Greg Royster	DFW Int. Airport	*	*	*	*	*	*	*	*	*	*	*	*
Kathryn Rush	Dallas	*	*	*	*	*	*	*	*	*	*	*	*
Moosa Saghian	Kaufman County	*	*	*	*	*	*	*	*	*	*	*	*
David Salmon	Lewisville	*	*	*	*	*	*	*	*	*	*	*	*
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	*	*	*	*	*	*	*	*	*	*	*	*
Gregory Van Nieuwenhuize	Haltom City	*	*	*	*	*	*	*	*	*	*	*	*
Daniel Vedral	Irving	*	*	*	*	*	*	*	*	*	*	*	*
Caroline Waggoner	North Richland Hills	*	*	*	*	*	*	*	*	*	*	*	*
Robert Woodbury	Cedar Hill	*	*	*	*	*	*	*	*	*	*	*	*
Jamie Zech	TCEQ	*	*	*	*	*	*	*	*	*	*	*	*

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-- =Not yet eligible to attend \*Meeting held by vido/audio conference. Individual attendance not taken.

## MINUTES

### **SURFACE TRANSPORTATION TECHNICAL COMMITTEE February 25, 2022**

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, February 25, 2022, at 1:30 pm by videoconference. The Regional Transportation Council Bylaws establish that the Technical Committee approved membership in attendance at a meeting shall constitute a quorum for action to be taken, therefore individual attendance was not taken for committee members or other attendees.

1. **Approval of January 28, 2022, Minutes:** The minutes of the January 28, 2022, meeting were approved as submitted in Electronic Item 1. Daniel Vedral (M); Stanford Lynch (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
  - 2.1. **Federal Functional Classification System Amendment:** A recommendation for Regional Transportation Council (RTC) approval of one new amendment to the currently approved Federal Functional Classification System (FFCS). Included in the request was reapproval of a series of FFCS amendments previously approved in 2013 and 2018. The proposed amendment was included as Electronic Item 2.1.
  - 2.2. **Air Quality Funding Recommendations Related to the Environmental Protection Agency National Clean Diesel Funding Assistance Program:** A recommendation for Regional Transportation Council (RTC) approval of funding for the North Texas Clean Diesel Project 2021 Call for Projects. Additional information on this funding source request was provided in Electronic Item 2.2.1. Electronic Item 2.2.2 contained detailed project listings.

A motion was made to recommend the two items on the Consent Agenda. Jim O'Connor (M); Kelly Porter (S). The motion passed unanimously.

3. **Electric Vehicle Charging Station Call for Projects:** Lori Clark presented a proposal to open a call for projects to fund electric vehicle charging stations. Staff presented proposed eligibility, requirements, scoring criteria, and a schedule for Committee endorsement. Large gaps in availability of electric vehicle charging stations exist across the region. The market has not necessarily provided this infrastructure equitably, so staff proposed to invest public-sector funding to help get that access to other parts of the region. In addition, many public-sector public fleets have indicated interest in electrifying and cite lack of infrastructure as a key barrier to adoption of electric vehicles in public fleets. Approximately \$1 million in Congestion Mitigation and Air Quality Improvement Program funds is available to fund implementation of technology improvements in the ozone nonattainment area and can be used to deploy electric vehicle charging. Eligible activities include both types of charging stations, Level 2 and Direct Current Fast Charge. Covered costs include design, engineering, purchase, installation, and construction. Maintenance and operations are not eligible. Publicly accessible stations would be eligible to receive up to 100 percent federal funding with Transportation Development Credits as match. A two-phase application window was proposed with round two only occurring if funds remained following round one. Also, all stations must be located in the 10-county Ozone Nonattainment Area, located in the applicant-owned property and owned by the applicant, co-located with existing

parting/development, include J1772 or SAE combined charging system (CCS) port(s), meet Federal Highway Administration Buy America requirements, and be complete and operational by July 31, 2023. NCTCOG staff is prepared to provide assistance with navigation of the Buy America requirements. In terms of scoring criteria, staff proposed that up to 75 of the total available 100 points would go toward advancing electrification such as fillings gaps in existing infrastructure network and/or enable new fleet electrification, serving communities prioritized by the Justice 40 Initiative, or including strategies to minimize grid impacts. Up to 25 points of the scoring criteria would go towards subrecipient oversight which is the administrative costs to manage the program. The Call for Projects was approved by the Regional Transportation Council on February 10, 2022. The application deadline for the first round is April 22, 2022, and a second application deadline is May 20, 2022. Staff encouraged everyone to strive for the April 22 deadline in order that the projects can be planned and completed by the July 31, 2023, deadline. If there is funding remaining after selection of the round one projects, staff proposed to issue the second call for projects. A call for projects workshop was scheduled for March 7, 2022. Action being requested was for endorsement of the call for projects approved by the Regional Transportation Council. Additional information was provided in Electronic Item 3. A motion was made to endorse the Regional Transportation Council's authorization to open an Electric Vehicle Charging Station Call for Projects, including the eligibility requirements, scoring criteria and point structure, and schedule with the two-application window. Robert Woodbury (M); Walter Shumac (S). The motion passed unanimously.

**4. Transportation Development Credits Annual Report – Including Updated Allocations:**

Cody Derrick provided an update on the Regional Transportation Development Credits (TDC) Allocations Program and annual TDC report. Transportation Development Credits, or TDCs, are earned by a region when toll revenues are used to fund capital projects on public highways. TDCs are not cash and they do not increase the funding for a given project, but they can be used to match a federal funding award. Since 2013, the region has received about a billion transportation development credits. As of September 30, 2021, the region has approximately 742 million TDCs left for allocation. Cody presented the current transportation development credits balances and highlighted proposed changes. For Category 1, Strategic Awards to Small Transit Providers, the goal for using TDCs is to support public transit by maximizing the use of federal funds, particularly when federal funds otherwise would be unused because of the inability of agencies to provide the local match. The proposed change to Category 1 was to increase the TDC allocation by 15 million. Category 2 TDCs are typically used when projects are awarded federal funding through a for calls for projects, such as the COVID-19 infrastructure programs in 2020 and 2021. The proposed change to Category 2 was to increase the allocation by 40 million. Category 3 was retired in 2017, therefore no change was proposed. Category 4 was originally recommended by staff in 2014 to create a local revolving fund to cash flow federal programs administered by the North Central Texas Council of Governments. Because there was a remaining balance, staff contacted metropolitan planning organizations in the State to see if they were interested in swapping their federal funding for some TDCs, but no responses were received. It was proposed to continue this category and maintain the current allocation. Category 5 TDCs are used to support regional programs and projects that improve air quality, congestion, reliability, safety and accessibility, modernize infrastructure, advance planning efforts in the region, and others that may apply. If approved, a portion of these TDCs will be used for Phase 2 of the Management and Operations program later in the year. It was recommended to increase this category by an additional 30 million TDCs. The final group of TDCs, Category 6, is used to provide support to agencies that implement policies that further the objectives laid out in the Mobility Plan. Because there is a sufficient



allocation for this category, It was proposed to continue the category and maintain the current allocation. It was noted that if approved, there would be approximately 540 million TDCs left for future allocations. If additional TDCs are awarded that exceed the new allocation, the RTC would be asked to approve the adjusted allocation to the respective category at that time. In summary, staff proposed an increase of 15 million TDCs for Category 1, 40 million TDCs for Category 2, and 30 million TDCs for Category 5 for a total increase of 85 million TDCs. Details on the proposed changes were provided in Electronic Item 4.1. The Transportation Development Credit Annual Report, which must be submitted annually to TxDOT, was included in Electronic Item 4.2. A motion was made to approve the proposed changes to the regional Transportation Development Credits allocations. Mark Nelson (M); Clarence Daugherty (S). The motion passed unanimously.

5. **Mobility 2045 Update: Draft Plan and Public Meeting Schedule:** Amy Johnson presented a status report on the Mobility Plan Update and noted that staff would be requesting authorization to engage the public through the public involvement process. Mobility 2045 was adopted by the Regional Transportation Council on June 14, 2018. Federal guidelines require the Dallas-Fort Worth region to update the long-range transportation plan a minimum of every four years. Development of the Mobility 2045-2022 Update is currently underway, which will include a new financial plan and necessary refinements to projects in the current Mobility 2045-2022 Plan. The Mobility 2045-2022 Update will reassess existing recommendations and include new demographics, financial forecasts, and planning initiatives. The critical path driving the Plan's schedule is that the air quality conformity determination from November 2018 has a four-year clock on it that expires in November, so it is imperative to get the document through the review and approval process in order to meet the conformity deadline. The NCTCOG Public Participation Plan requires two-30-day comment periods for the Plan. For the Update, the comment periods will be held in back-to-back months beginning April 1 and concluding on May 31. Draft maps and recommendations were provided in Electronic Item 5.1. The draft plan documents are posted online at [www.nctcog.org/PlanInProgress](http://www.nctcog.org/PlanInProgress). In addition to the posted information, policy and program listings were provided in an updated Electronic Item 5.2 that was emailed to members. Following the presentation, a motion was made to recommend Regional Transportation Council (RTC) action to direct staff to take the Mobility 2045-2022 Update draft recommendations, air quality conformity, and environmental justice analysis to public meetings. Eric Fladager (M); Clarence Daugherty (S). The motion passed unanimously.
6. **Automated Vehicles Program 2: Round 2 Projects:** Michael Morris presented and requested limited action of a second round of projects recommended for funding under the consolidated Automated Vehicles Program 2.0 or "AV2.0". After the January 2022 STTC meeting, several questions were received from the Cities of McKinney and Dallas in regard to the mechanics of the automated vehicles, so the item was pulled from the March Regional Transportation Council agenda. At the STTC meeting, Michael mentioned the establishment of new principals and presented technology elements as a legitimate transportation mode that will provide a better foundation. NCTCOG will take the lead in the procurement process, reaffirming Fort Worth's unchanged proposal, revising the Dallas and McKinney proposal based on the comments received without changing any of the dollar amounts that were approved at the January STTC meeting, and a reminder that \$3 million of additional funds are being brought into the program. The limited action was to re-establish the Fort Worth project in this new context and re-establish the McKinney and Dallas vehicle technology program. In the new context, technology is the new travel demand substitution, and it is a way to provide accessibility to individuals who currently do not have accessibility

to meet their needs. To accomplish both travel demand substitution and increase accessibility, it can be done through this technology program. Presented this way, foundation is being created for the classification of this technology transportation mode. Travel demand substitution is the combination of air quality and mobility benefits in our congestion management process because technology will be used, and a person would not have to travel. No different than a carpool or vanpool, the mileage on a vehicle is saved by increased occupancy. Accessibility improvements are the use of technology for people to get access to what they need when they were not previously able to. This technology creates an opportunity for better accessibility. Technology is the use of an autonomous mobile vehicle to residential locations, called Phase 1 or Emergency because it could be implemented sooner in time than waiting for broadband. The vehicle would be an open platform or incubator. Phase 1 supports the Congestion Management Process (CMP) as part of the Travel Demand Management strategies in the CMP. Phase 2 is access to Broadband, simply because it takes longer to implement, not changing the proposal in Fort Worth, it's a retrofit of Broadband to an existing and recently improved Rosedale and a new location on Lancaster. The pilots will be implemented together, Phase 1 and Phase 2. Proposed deployments were: Phase 1/Emergency: type of technology (autonomous vehicles), location (McKinney)/Dallas, type (suburban/urban), lead procurement (NCTCOG) and Phase 2: type of technology (Broadband), location (Fort Worth), type (urban); lead procurement (NCTCOG). NCTCOG would be the lead procurement agency. John Polster asked if transportation is moving from analog to digital and Michael Morris said that is correct. Gus Khankarli thanked staff for its efforts on the Dallas project and noted that the City of Dallas provides its full support. A motion was made to approve the McKinney/Dallas (NCTCOG) project in Phase 1 and the Fort Worth project in Phase 2. John Polster (M); Gus Khankarli (S). The motion passed unanimously.

7. **Cancellation of Trade Fair with Lubbock Metropolitan Planning Organization Metropolitan Planning Organization (MPO) and the Rio Grande Valley MPO:**

Ken Bunkley briefed the Council on staff's recommendation for the Regional Transportation Council (RTC) to cancel the Trade Fair with the Lubbock and the Rio Grande Valley Metropolitan Planning Organizations (MPOs) that was approved in May of 2021. The Texas Department of Transportation (TxDOT) has determined that no funding allocation is needed from the North Central Texas Council of Governments (NCTCOG). In May 2021, the RTC approved the trade of a total of \$21,000,000 of Surface Transportation Block Grant Program (STBG) funds with the Lubbock MPO in FY2023 and FY2025, to be repaid to NCTCOG over three years beginning in FY2028. The intent of the trade was for NCTCOG to provide the funding necessary to expedite the construction of two regionally important projects in the Lubbock MPO. The RTC also approved the trade of \$14,578,845 of STBG funds to the Rio Grande Valley MPO in FY2022 to be repaid in FY2026. Funding was to be utilized to expand the Veterans International Bridge at Los Tomates. Due to the availability of funding, NCTCOG recommended that the Trade Fair agreement be cancelled. Recommended action was for RTC to reverse the original May 2021 approval, permit staff to cancel any executed interlocal and interagency agreements with the Lubbock and Rio Grande Valley Metropolitan Planning Organizations, and to reverse any Transportation Improvement Programs or any other administrative document actions. A motion was made to approve staff's recommendation and cancel the Trade Fair Partnerships with the Lubbock and Rio Grande Valley Metropolitan Planning Organizations. John Polster (M); Mark Nelson (S). The motion passed unanimously.

8. **Regional Parking Database:** Travis Liska provided an overview of the upcoming Regional Parking Database project, including requests for local governments to help identify and recruit commercial property owners and managers to volunteer to participate in a study of parking counts. Parking policies in the North Texas region will benefit from increased data on observed parking utilization. A 2018 study of parking utilization near Dallas Area Rapid Transit stations by North Central Texas Council of Governments (NCTCOG) found parking was oversupplied in most cases. Current formulas and assumptions behind parking demand estimates may be outdated. The rapidly growing North Texas region needs local parking utilization data to develop more efficiently. The Regional Parking Database will be a sample of parking counts at local commercial properties of various land uses and transportation contexts throughout the Metropolitan Planning Area. Additionally, those who have independently conducted parking studies are encouraged to share their findings with NCTCOG. A report and resource on utilization trends will be created to better inform municipal parking codes and development opportunities. Staff requested the assistance of local governments in spreading awareness of this effort with relevant property representatives and commercial real estate contacts, and also communicated that community participation is crucial to developing an appropriate sample of parking data.
  
9. **Fiscal Year 2022 Rebuilding American Infrastructure with Sustainability and Equity Discretionary Grant Program:** Jeff Neal briefed the Committee on the Fiscal Year (FY) 2022 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program, dedicated for surface transportation infrastructure projects that have a significant local or regional impact. Staff provided details highlighting grant requirements, evaluation of potential project candidacy elements, and identification of potential multimodal projects for submittal consideration. Additionally, staff discussed a proposal to generate a collaborative and comprehensive regional “conveyor belt” process and strategic evaluation matrix to optimize the targeting of various future projects considered for the multiple discretionary grant opportunities set to occur via the new Infrastructure Investment and Jobs Act (IIJA). In January 2022, the United States Department of Transportation (USDOT) announced the solicitation of project applications for the FY2022 RAISE Discretionary Grant Program regarding strategic capital investments in surface transportation projects that have significant local or regional impacts. Electronic Item 9.1 contained a copy of the Notice of Funding Opportunity (NOFO) providing specific program details and application requirements for the \$1.5 billion program. Applications are due to the USDOT by April 14, 2022. For the agencies in the region planning to submit projects, please note that the registration process must be completed at [www.grants.gov](http://www.grants.gov), usually requiring two-four weeks for completion, prior to submitting applications. Assuming the projected timing for application development, agency requests to receive a letter of support from the Regional Transportation Council should be submitted to Kyle Roy of NCTCOG by Friday, March 30, 2022, at [kroy@nctcog.org](mailto:kroy@nctcog.org). In addition to increased formula funding, the IIJA included many new competitive discretionary grant programs in addition to RAISE, significantly more than any previous surface transportation authorization. While some programs are devoted to specific purposes and project types, other programs may have compatibility where certain projects could be effective candidates in multiple instances. To maximize the region’s competitiveness, improve collective responsiveness to increased opportunities, and further streamline delivery of needed projects among all types, staff will outline a conceptual framework for a comprehensive strategic evaluation matrix encompassing characteristics of all existing and pending IIJA discretionary grant programs. With feedback and collaboration from the Committee and other partners, the objective for this tool is a more informative, effective, efficient, and proactive process for screening and selecting projects in advance of each IIJA competitive opportunity, enabling enhanced

chances for future funding to be awarded to the region. Upcoming efforts for the FY2022 RAISE Grant will help lay initial groundwork for this proposed process. Additional information was included in Electronic Item 9.2. John Polster complimented Jeff Neal on his tenacity and professionalism, and NCTCOG staff's skill set to be able to get through the minefield of these grant programs.

10. **2023-2026 Transportation Improvement Program Development:** Cody Derrick briefed the Committee on the 2023-2026 Transportation Improvement Program (TIP) development process and provided a draft listing of current Regional Transportation Council commitments. A new TIP is developed every two years through a cooperative effort among the North Central Texas Council of Governments, the Texas Department of Transportation, local governments, and transportation authorities. The TIP is a staged, multi-year listing of transportation projects with committed funding from federal, State, and local sources within the Dallas-Fort Worth Metropolitan Area. Electronic Item 10 contained an overview of the TIP development process, focus areas, and schedule. The financially constrained draft project listings for the 2023-2026 TIP were made available at <https://www.nctcog.org/trans/funds/tip/transportation-improvement-program/2023-2026tip>. Local agency comments on the draft listings must be provided to NCTCOG by March 31, 2022, in order to be included in the final listings. This item will be presented to the Regional Transportation Council in March of 2022.

Adjourned at 3:04 PM.



A monthly update on activities of the Regional Transportation Council and the North Central Texas Council of Governments Transportation Department

**April 2022**

## INSIDE

### **Car Care Awareness Spring Campaign**

Are you Car Care Aware? April is National Car Care Awareness Month and that means taking a few extra steps to ensure your vehicle is in good shape.

Critical attention must be paid to the systems that keep your vehicle operating cleanly and efficiently.

The check engine light is one of the most important indicators of how your vehicle is functioning. If it is illuminated, it must be investigated because it means your vehicle is potentially polluting more than it should.

For more car care tips, read the article on page 2.

### **NCTCOG resuming in-person outreach in April**

For the first time since the pandemic began, the North Central Texas Council of Governments is returning to in-person outreach.

NCTCOG's spring outreach season begins April 1, with UNT's University Day in Denton, where the Transportation Department will visit with students and other attendees about transportation and air quality programs and how they can become involved in the planning process. There will be several other opportunities across the region throughout April to interact with NCTCOG staff about transportation and air quality planning. Staff will be available to answer questions and talk with residents face-to-face at community events in Oak Cliff, Arlington, Fort Worth, Richardson and Lewisville. Here are the details:

Event	Location	When
UNT University Day	UNT, Denton	11 a.m. April 1
Oak Cliff Earth Day	Lake Cliff Park	Noon April 3
UT Arlington Earth Day Fair	University Center Mall	10 a.m. April 20
UNT Health Science Center Earth Day Fair	Fort Worth	11 a.m. April 21
UT Dallas Earth Day Fair	Richardson	11 a.m. April 21
ColorPalooza	Old Town Lewisville	10 a.m. April 23

The pandemic forced outreach to be conducted virtually beginning in spring 2020, and that continued for two years, with a few exceptions. NCTCOG conducted high-speed transportation open houses last fall and has begun holding hybrid public meetings, allowing residents to either attend monthly public meetings in person or watch them live online.

We are excited to once again enjoy some of the community events the region has to offer and hope to see you there!



North Central Texas  
Council of Governments

For more information about Local Motion topics, contact Brian Wilson at 817-704-2511 or [bwilson@nctcog.org](mailto:bwilson@nctcog.org). Visit [www.nctcog.org/trans](http://www.nctcog.org/trans) for more information on the department.

## NCTCOG encourages Car Care Awareness in April

Are you Car Care Aware? April is National Car Care Awareness Month, and that means taking a few extra steps to ensure your vehicle is in good shape. Critical attention must be paid to the systems that keep vehicles operating cleanly and efficiently.

The check engine light is one of the most important indicators of how your vehicle is functioning. If it is illuminated, it must be investigated because it means your vehicle is potentially polluting more than it should, affecting regional air quality for all of us. It can also cost you more money the longer you wait for repairs as more components and parts start to break down. Another obvious sign of vehicle trouble is visible smoke emitting from the tailpipe. Not only does that smoke make it harder to breathe, but it may be a sign the vehicle needs attention and repair.



April is a good time to take a few simple steps to ensure your vehicle is running safely and efficiently.

Before those April showers can bring May flowers, you may have to drive through some wet weather. Make sure your windshield wipers are doing their job and are not brittle and hard to the touch. Wipers should be replaced if they leave streaks as they wipe, affecting visibility.

While your tires may be doing their job when it is dry, worn treads can seriously impact a car's ability to stop in the rain. If your tread depth is less than 4/32", you should consider replacing the tires. Also, if you hear squeaking brakes, that is your vehicle's way of telling you that there may be an issue that needs attention. Stay safe, and remember to be Car Care Aware! For more car care tips and check engine light information, visit [www.ntxcare.org](http://www.ntxcare.org).

## Official comment period for Mobility 2045 Update begins April 1

Planners have sought input on the Mobility 2045 Update from the public through various methods, including public input opportunities, meetings and the online public engagement tool, [Map Your Experience](#).

With the RTC scheduled to adopt the Dallas-Fort Worth area's next long-range transportation plan in June, the official comment period begins April 1. Residents will have until May 31 to weigh in on the plan, which is a multimodal blueprint of transportation system improvements scheduled through 2045. As the Dallas-Fort Worth area's Metropolitan Planning Organization, NCTCOG is responsible for developing and maintaining a Metropolitan Transportation Plan. Mobility 2045 lays out the spending of federal and state transportation funds in accordance with regional goals.

Once the RTC approves the plan, the US Department of Transportation must determine if the plan complies with federal air quality regulations, allowing current and future transportation projects to proceed. Keep up with the progress of the Mobility 2045 Update at [www.nctcog.org/PlaninProgress](http://www.nctcog.org/PlaninProgress).

## **RTC**

### **Policy body welcomes return of in-person gatherings**

Regional Transportation Council Chair Theresa Daniel struck a joyful tone while calling the March 10 meeting to order, the first meeting held in person and on the NCTCOG campus in Arlington since the COVID-19 pandemic began.

“Looking around this room, the smiles are evident,” Daniel said. “It certainly gives you chills to be doing that again,” she said after meeting attendees recited together the pledge to the US and Texas flags.

The RTC held its December meeting at the Irving Convention Center, allowing members an initial opportunity to gather in person for the first time in almost two years.

One benefit of the return of in-person meetings is the strengthening of relationships, camaraderie between members and more discussion on agenda items.

NCTCOG and the RTC will continue to monitor available data regarding the state of the pandemic to ensure safety of staff and those attending meetings.

Even with the return of in-person gatherings, some people may choose to continue watching online. They may watch live at [www.nctcog.org/video](http://www.nctcog.org/video). Those unable to view live can watch a recording posted after each meeting.

# REGIONAL News

### **RTC approves Automated Vehicle 2.0 projects**

The RTC approved funding in March for the second round of projects being pursued as part of the Automated Vehicle 2.0 Program.

AV2.0 was developed in 2018 to guide NCTCOG through the next generation of connected and automated vehicle (CAV) and connected infrastructure developments.

The following were approved as part of Round 2:

- \$600,000 for a two-year continuation of Arlington’s RAPID service. Arlington began RAPID, which provides autonomous vehicle rides downtown and on the campus of the University of Texas at Arlington, last spring. The RTC’s investment will help the system as it transitions to fully driverless operations in the future.
- \$1.5 million for Dallas Fort Worth International Airport’s automated parking test bed project.
- \$5 million to McKinney and Dallas for a program using AVs to deliver key services to residents in underserved communities.
- \$4.2 million to Fort Worth for projects that include increasing broadband access to communities in southeast Fort Worth to improve access to virtual transportation, providing them with more mobility options and optimizing traffic signals for transit and emergency vehicles.

This action follows the RTC’s approval last summer of \$21.6 million in projects as part of the effort through AV2.0 to provide the funding and technical assistance to partners as they prepare for increasing vehicle and roadway automation.

Last year, NCTCOG and a consultant team launched the Connecting North Texas Communities with Emerging Transportation Technologies Program, which is a regional planning exercise included in the overall AV2.0 program.

The initiative will help community leaders plan for the future of transportation in North Texas. For more on this initiative, visit [www.connectntxfutures.org](http://www.connectntxfutures.org).

## Transportation Resources

### **Facebook**

Facebook.com/nctcogtrans

### **Twitter**

Twitter.com/nctcogtrans

### **YouTube**

YouTube.com/nctcogtrans

### **Instagram**

Instagram.com/nctcogtrans

### **Publications**

NCTCOG.org/trans/outreach/publications.asp

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## Partners

**Dallas Area Rapid Transit**  
DART.org

**Denton County  
Transportation Authority**  
DCTA.net

**North Texas Tollway Authority**  
NTTA.org

**Texas Department  
of Transportation**  
TxDOT.gov

**Trinity Metro**  
RideTrinityMetro.org

## By the Numbers

**\$11.3 million**

The amount of funding approved by the RTC as part of AV 2.0 Round 2.

# **PUBLIC** *Involvement*

## **NCTCOG to give project updates April 11**

NCTCOG will share updates on current and upcoming projects at the next public meeting, April 11 at noon. Presentation topics will include updates to the Metropolitan Transportation Plan, the department's Car Care Awareness campaign, electric vehicle charging and the Fort Worth to Dallas Regional Trail Branding and Wayfinding Project.

NCTCOG is responsible for developing and maintaining a metropolitan transportation plan. Staff has initiated the development of an update to the current MTP, Mobility 2045, and will provide an overview of Mobility 2045's nondiscrimination analysis, as well as draft plan materials, available at [www.nctcog.org/planinprogress](http://www.nctcog.org/planinprogress).

Staff will also present an ozone season update and strategies to help reduce air pollution, including the Car Care Awareness effort. The Dallas-Fort Worth area currently does not meet attainment for federal ozone standards. The Car Care Awareness campaign helps educate vehicle owners about proper maintenance so they can actively contribute to the regional air quality solution.

Additionally, NCTCOG is offering grant funding for the installation of Level 2 and Direct Current Fast Charge electric vehicle charging stations. All public entities are eligible to apply, and the stations must be publicly accessible. Applications are being accepted until April 22, for the first round. Additional details on the call for projects will be provided.

Staff will also present an overview and upcoming input opportunities of the Regional Trail Branding and Wayfinding project, the effort to develop a unified identity for the 60-mile-plus Fort Worth to Dallas Regional Trail.

Information on the department's interactive map tool, Map Your Experience; the Regional Smoking Vehicle Program; vehicle incentive opportunities; and Fair Treatment and Meaningful Involvement efforts will also be highlighted. Attend in person or watch the presentations live at [www.nctcog.org/input](http://www.nctcog.org/input). A video recording will be made available afterward. To attend the meeting via phone, dial 855-925-2801 then enter code 7747.

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