

AGENDA

REGIONAL TRANSPORTATION COUNCIL Thursday, June 11, 2020 North Central Texas Council of Governments

The RTC meeting on June 11, 2020, will be conducted as a teleconference meeting via **Zoom**. Members of the public wishing to speak may do so by calling toll free **1-855-965-2480** and entering **meeting ID 986 3052 6723#** when prompted. Following conclusion of the Opportunity for the Public to Speak in Agenda Item 1, the audio line will be disconnected. Members of the public may view a livestream of the RTC meeting at www.nctcog.org/video under the "live" tab.

1:00 pm Full RTC Business Agenda

- 1:00 – 1:10** 1. **Opportunity for the Public to Speak on Today's Agenda: Consistent with HB 2840**
- Information Minutes: 10
 - Item Summary: This item provides an opportunity for the public to comment on today's meeting agenda items. Members of the public wishing to comment on an agenda item may do so during this item by calling toll free 1-855-965-2480 and entering meeting ID 986 3052 6723# when prompted. Speakers should state their name, city of residence, the agenda number they are speaking on, and whether they are speaking on/for/against the item. Members of the public are not permitted to provide comments after the conclusion of this agenda item; therefore, the audio line will be disconnected and members of the public may view the livestream of the meeting at www.nctcog.org/video.
 - Background: N/A
- 1:10 – 1:15** 2. **Approval of May 14, 2020, Minutes**
- Action Possible Action Information Minutes: 5
 - Presenter: Andy Eads, RTC Chair
 - Item Summary: Approval of the May 14, 2020, minutes contained in [Electronic Item 2](#) will be requested.
 - Background: N/A
- 1:15 – 1:20** 3. **Consent Agenda**
- Action Possible Action Information Minutes: 5
 - 3.1. **Federal Functional Classification System Amendments**
 - Presenter: Berrien Barks, NCTCOG
 - Item Summary: Regional Transportation Council (RTC) approval of four amendments to the currently approved Federal Functional Classification System (FFCS) will be requested.
 - Background: While inclusion in the FFCS is based on a roadway's purpose and functioning capabilities, it is also used to determine eligibility for federal funding. Amendments to the FFCS occur as the function of an existing roadway

changes, or as roadways need to be added due to construction, new developments, and shifts in demographic trends. Staff is currently working with the Texas Department of Transportation (TxDOT) on four proposed FFCS amendments within the Dallas and Fort Worth TxDOT districts. Three amendments involve the construction of new roadways which are included in the current Transportation Improvement Program. The fourth amendment involves a locally supported reclassification of a roadway to indicate its function more accurately. The Surface Transportation Technical Committee recommended approval of these changes at its May 22, 2020, meeting. Additional information is provided in [Electronic Item 3.1](#).

Performance Measure(s) Addressed:

- Safety Pavement and Bridge Condition
 Transit Asset System Performance/Freight/CMAQ

1:20 – 1:35

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

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

1. Moment of Silence in Memory of George Floyd
2. Presentations on COVID-19 RTC4U and Infrastructure Program
3. Proposed House Transportation Legislation: Investing in a New Vision for the Environment and Surface Transportation
4. Trail of the Month Video (Postponed at the March 12, 2020, Meeting and will Remain Postponed)
5. Air Quality Funding Opportunities for Vehicles
(www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle)
6. Dallas-Fort Worth Clean Cities Events (www.dfwcleancities.org/dfw-clean-cities-meetings)
7. Status Report on Ozone ([Electronic Item 4.1](#))
8. Recent Podcasts in Collaboration with the North Texas Commission – Air Quality and Volkswagen Funding
(<https://podcasts.apple.com/us/podcast/topic-north-texas/id1485003695#episodeGuid=9db98ebf-23a0-4365-aa17-1e2b3750609b>)
9. East/West Equity Update ([Electronic Item 4.2](#))
10. May Online Input Opportunity Minutes ([Electronic Item 4.3](#))
11. June Online Input Opportunity Notice ([Electronic Item 4.4](#))
12. Progress North Texas
(<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/About/Publications/Progress%20North%20Texas/PNT2020.pdf>)
13. Public Comments Report ([Electronic Item 4.5](#))
14. Recent Correspondence ([Electronic Item 4.6](#))
15. Recent News Articles ([Electronic Item 4.7](#))
16. Recent Press Releases ([Electronic Item 4.8](#))

1:35 – 1:45

5. **2021-2024 Transportation Improvement Program Draft Listings**

Action Possible Action Information Minutes: 10

Presenter: Christie Gotti, NCTCOG

Item Summary: Staff will request Regional Transportation Council (RTC) approval of the 2021-2024 Transportation Improvement Program (TIP) project listings and the ability to amend the Unified Planning Work Program and other planning/administrative documents with TIP-related changes.

Background: 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 (TxDOT), 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 5.1](https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Fund/TIP/21-24TIP/RTC_Action_21_24DraftProjectListings.pdf) contains an overview of the TIP development process, scope of programming, and schedule. The financially constrained project listings can be found at https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Fund/TIP/21-24TIP/RTC_Action_21_24DraftProjectListings.pdf. Projects in fiscal years (FY) 2021-2024 will be included in the 2021-2024 TIP, and projects in FY2025 and later will be placed in the environmental clearance appendix of the TIP. The resolution contained in [Electronic 5.2](#) affirms the RTC's approval of the 2021-2024 TIP listings and will be used to transmit the document to TxDOT. On May 22, 2020, the Surface Transportation Technical Committee (STTC) recommended the 2021-2024 TIP for RTC approval. Since that approval, staff has continued to make revisions from the public, local agencies, and the TxDOT districts. As such, there may be changes to the individual project listings since STTC made its recommendation to approve the listings.

Performance Measure(s) Addressed:

Safety Pavement and Bridge Condition
 Transit Asset System Performance/Freight/CMAQ

1:45 – 1:55

6. **Southeast Dallas County Funding Partnership**

Action Possible Action Information Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will request Regional Transportation Council (RTC) approval of funding partnerships with three cities in southeast Dallas County, and the ability to amend the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other administrative/planning documents, as needed, to incorporate these changes.

Background: Funding requests for various roadway projects have been received from the Cities of Balch Springs, Sunnyvale, and Hutchins. North Central Texas Council of Governments staff

has been working with these cities and the Texas Department of Transportation on partnerships to fund these projects. Details on the proposed partnerships can be found in [Electronic Item 6](#). COVID-19 #00X Program numbers are included in this item.

Performance Measure(s) Addressed:

- Safety
- Pavement and Bridge Condition
- Transit Asset
- System Performance/Freight/CMAQ

1:55 – 2:05

7. **2021 Unified Transportation Program and Regional 10-Year Plan Update**

Action Possible Action Information Minutes: 10

Presenter: Christie Gotti, NCTCOG

Item Summary: Staff will brief the Council on the latest activities being undertaken and the plan going forward for the Regional 10-Year Plan Update and 2021 Unified Transportation Program (UTP). Regional Transportation Council (RTC) approval of the project listings will be requested.

Background: In December 2016, the RTC approved a set of projects for fiscal years 2017-2026 funded with Category 2 (MPO selection) and Category 4 (Texas Department of Transportation (TxDOT) District selection), and submitted for Texas Transportation Commission (TTC) consideration with Category 12 (Commission selection) funds. That action was the Dallas-Fort Worth region's response to the House Bill 20 10-year planning requirement. A series of updates to the 10-Year Plan were made in August 2017, August 2018, and September 2019 in conjunction with the development of TxDOT's UTPs. Since the last update in 2019, North Central Texas Council of Governments staff has been coordinating regularly with the TxDOT Dallas, Paris (Hunt County), and Fort Worth districts regarding updates to previously approved projects as well as potential additions to the 10-Year Plan to be included in the 2021 UTP. Staff has drafted a list that includes these project updates, potential new candidate projects, and scores for each project. In addition, the list of projects proposed for initial funding to allow TxDOT to continue advancing pre-construction activities has been updated. The listings will be brought back to the RTC if further refinements are negotiated with TxDOT.

[Electronic Item 7.1](#) contains the proposed list of projects. [Electronic Item 7.2](#) includes additional information about this process, the update to the 2020 UTP and the proposed next steps related to the 10-Year Plan. [Electronic Item 7.3](#) contains additional details on the scoring methodology used by staff.

Performance Measure(s) Addressed:

- Safety
- Pavement and Bridge Condition
- Transit Asset
- System Performance/Freight/CMAQ

2:05 – 2:15

8. **Effect of COVID-19 Restrictions on Transportation and Economic Opportunities**

Action Possible Action Information Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will provide an update regarding progress on the RTC4U information system. In addition, possible action may be requested to advance SH 183 (Section 2E Project).

Background: North Central Texas Council of Governments staff is continuing efforts to develop an information system of COVID-19 impacts on transportation. [Electronic Item 8.1](#) provides recent performance measures from the Texas Comptroller of Public Accounts. In addition, staff continues to work with Cintra and the Texas Department of Transportation (TxDOT) to advance the next phase of the North Tarrant Express (NTE)/SH 183 project in Tarrant and Dallas counties. To continue advancing this project, staff proposes a \$3 million financial backstop on the design to expedite implementation. It is anticipated that the Regional Transportation Council will be released of this requirement within six months when TxDOT formally requests Cintra to begin the design of this already approved Section 2E. More information is contained in [Electronic Item 8.2](#) and [Electronic Item 8.3](#). [Electronic Item 8.4](#) contains a list of candidate projects and includes an initiative that aggregates smaller projects entitled the COVID-19 #00X Program.

Performance Measure(s) Addressed:

Safety Pavement and Bridge Condition
 Transit Asset System Performance/Freight/CMAQ

2:15 – 2:25

9. **Mobility 2045 Update (High-Speed Rail Recommendations) and Metropolitan Transportation Plan Schedule (Postponed at the March 12, 2020, Meeting)**

Action Possible Action Information Minutes: 10

Presenter: Kevin Feldt, NCTCOG

Item Summary: Staff will provide a discussion regarding the Mobility 2045 high-speed rail recommendations. Dallas County Commissioner Theresa Daniel requested information identifying various high-speed transportation technologies. In addition, staff will provide a report regarding efforts to update Mobility 2045.

Background: The Regional Transportation Council (RTC) adopted Mobility 2045 on June 14, 2018. Mobility 2045 includes recommendations regarding various high-speed rail technologies and corridors. Previous discussions included the following topics:

- Mobility 2045 recommendations
- Defining various high-speed transportation technologies
- Current high-speed transportation efforts
- Future high-speed transportation opportunities

Federal guidelines require the Dallas-Fort Worth region to update the region's long-range transportation plan a minimum of every four years. In addition, the Mobility 2045 update will be required to attain Transportation Conformity. The updated plan will include a new financial plan and necessary refinements to projects in the current Mobility 2045 plan.

Performance Measure(s) Addressed:

- Safety Pavement and Bridge Condition
 Transit Asset System Performance/Freight/CMAQ

2:25 – 2:30

10. **Election of Regional Transportation Council Officers**

Action Possible Action Information Minutes: 5

Presenter: Duncan Webb, Nominating Subcommittee Chair

Item Summary: Approval of Regional Transportation Council (RTC) officers for the next 12-month period will be requested.

Background: According to the RTC Bylaws and Operating Procedures, the officers of RTC are elected to serve for a term of one year. The Nominating Subcommittee is charged with providing a slate of officers to the full Council for consideration in June of each year. The Nominating Subcommittee is tasked with confirming that the current Vice Chair and Secretary should move up to the office of Chair and Vice Chair, respectively, and nominate a new Secretary. The Nominating Subcommittee, in its deliberations, shall address issues of diversity, including sensitivity to gender, ethnicity, and geography in its recommendations. Officers shall be elected public officials appointed by and from the governing body of the member government. The slate of officers shall reflect leadership in rough proportion to the revenue distribution between the Eastern and Western Subregions. This will not be measured on a year-to-year basis, but will be aggregated over longer periods of time. The new officers will begin their terms at the conclusion of the June meeting.

Performance Measure(s) Addressed:

- Safety Pavement and Bridge Condition
 Transit Asset System Performance/Freight/CMAQ

11. **Progress Reports**

Action Possible Action Information

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

- RTC Attendance ([Electronic Item 11.1](#))
- STTC Attendance and Minutes ([Electronic Item 11.2](#))
- Local Motion ([Electronic Item 11.3](#))

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

13. **Future Agenda Items:** This item provides an opportunity for members to bring items of future interest before the Council.
14. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for ***1:00 pm, Thursday, July 9, 2020.***

REGIONAL TRANSPORTATION COUNCIL
May 14, 2020

In accordance with the Texas Governor's March 13, 2020, Disaster Declaration and subsequent suspension of certain Texas Open Meetings Act provisions, the May 14, 2020, meeting of the Regional Transportation Council (RTC) was conducted via teleconference call/WebEx. Staff conducted a roll call of members and the presence of a quorum was confirmed. The following members or representatives were present on the conference call: Richard Aubin, Adam Bazaldua, David Blewett, Ricardo Gonzalez (representing Loyl Bussell), Dianne Costa, Theresa Daniel, Jeff Davis, Pat Deen, Rudy Durham, Andy Eads, Kevin Falconer, George Fuller, Rick Grady, Lane Grayson, Mojoy Haddad, Roger Harmon, Ivan Hughes, J.J. Koch (representing Clay Lewis Jenkins), Ron Jensen, Jungus Jordan, Lee M. Kleinman, Mike Leyman, David Magness, Curtistene McCowan, Robert Miklos, Cary Moon, Barbara Odom-Wesley, John Ryan, Jeremy Tompkins, T. Oscar Trevino Jr., William Tsao, Paul N. Wageman, Dennis Webb, Duncan Webb, Chad West, B. Glen Whitley, W. Jeff Williams, and Ann Zadeh. Individual attendance was not taken for non-RTC member attendees.

1. **Opportunity for the Public to Speak on Today's Agenda: Consistent with HB 2840:**
 This item allows members of the public an opportunity to give input on agenda items. Regional Transportation Council Chair Andy Eads asked if there were any public comments. No members of the public chose to speak.
2. **Approval of the April 9, 2020, Minutes:** The minutes of the April 9, 2020, meeting were approved as submitted in Reference Item 2. B. Glen Whitley (M); Pat Deen (S). The motion passed unanimously.
3. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 3.1. **Additional Funding for Tier II Environmental Document from Fort Worth to Dallas:** Regional Transportation Council (RTC) approval of an additional \$6 million in Surface Transportation Block Grant Program funds to close the funding gap to conduct the environmental document study on high-speed passenger transportation between Fort Worth to Dallas was requested. Local match will be provided with RTC Transportation Development Credits.

 Lee M. Kleinman asked for clarification regarding what account would be used for the local match of RTC Transportation Development Credits. Mr. Morris noted that Transportation Development Credits from the general RTC account would be used as the local match, not credits provided to entities based on policies adopted as part of the Metropolitan Transportation Plan Policy Bundle Program.
 - 3.2. **Clean Fleets North Texas Funding Recommendations:** Regional Transportation Council (RTC) approval of funding recommendations for applications received for the second funding round under the Clean Fleets North Texas 2019 Call for Projects was requested. An overview of the call for projects was provided in Electronic Item 3.2.1 and additional details on recommended projects was provided in Electronic Item 3.2.2.

A motion was made to approve the items on the Consent Agenda. T. Oscar Trevino (M); Richard Aubin (S). The motion passed unanimously.

4. **Orientation to the Agenda/Director of Transportation Report:** Regional Transportation Council (RTC) Chair Andy Eads announced members appointed to serve on the RTC Nominating Subcommittee: Chair Duncan Webb, Vice Chair Barbara Odom-Wesley, Richard Aubin, Jungus Jordan, Lee M. Kleinman, Curtistene McCowan, and T. Oscar Trevino Jr.

Michael Morris presented items on the Director of Transportation Report. Regarding high-speed rail between Fort Worth and Dallas, he discussed the recent ruling by the Court of Appeals of Texas concluding that Texas Central Railroad is a railroad company. In addition, the Federal Railroad Administration recently held public hearings on Rule of Particular Applicability regarding safety standards. The next step is the environmental impact which staff anticipates providing comment on next month. Mr. Morris also discussed his recent op-ed piece regarding focus on the economy similar to the strategy used by the RTC during the 2009 financial crisis. The piece led to an opportunity to give a national presentation on the previous RTC success in partnership with the Texas Department of Transportation. Regarding the Virgin Hyperloop One (VHO) Certification Center, he noted the region is still involved and that VHO is interested in moving its headquarters to the future location of the certification center. He noted no other Texas entities are in the competition and that North Central Texas Council of Governments (NCTCOG) staff are working to respond to questions and hope to make it into Phase 3 of the competition. In addition, he noted the 2021-2024 Transportation Improvement Program would be presented for action at the June 11, 2020, RTC meeting. He also noted the United States Department of Transportation Secretary Elain Chao thanked America's public transit workers in a recent video available at <https://www.youtube.com/watch?v=5eUUVw-mirU>. Mr. Morris noted that the following items were postponed at the March 12, 2020, RTC meeting and remain postponed: 1) Mobility 2045 Update (High-Speed Rail Recommendations), 2) Metropolitan Transportation Plan Schedule, and 3) Trail of the Month Video. Information on current air quality funding opportunities for vehicles was provided at www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle and upcoming Dallas-Fort Worth Clean Cities events were provided at www.dfwcleancities.org/dfw-clean-cities-meetings. An ozone status report was provided in Electronic Item 4.1. Correspondence regarding the redesignation of Dallas-Fort Worth Clean Cities was provided in Electronic Item 4.2 and April online input opportunity minutes were provided in Electronic Item 4.3. The May online input opportunity notice was provided in Electronic Item 4.4. Electronic Item 4.5 contained the latest Public Comments Report. Recent correspondence was provided in Electronic Item 4.6, recent news articles in Electronic Item 4.7, and recent press releases in Electronic Item 4.8.

5. **Federal Transit Administration Funding in Response to COVID-19: Approval of Regional Transportation Council Funding Allocations:** Michael Morris provided an overview of the specific allocations for funding made available through the Coronavirus Aid, Relief, and Economic Security (CARES) Act. At its April 9, 2020, meeting, the Regional Transportation Council (RTC) approved the general funding made available from the Federal Transit Administration (FTA) in response to COVID-19. Funding is provided at a 100-percent federal share, with no local match required, and is available to support capital, operating, and other expenses generally eligible under those programs to prevent, prepare for, and respond to COVID-19. Funding made available through the CARES Act is not required to be included in the Transportation Improvement Program unless funding will be used for projects that have substantial functional, locational, or capacity changes. The Dallas-Fort Worth-Arlington Urbanized Area (UZA) is anticipated to receive approximately \$318 million and the Denton-Lewisville UZA approximately \$23 million. Funding for the McKinney UZA is allocated through the Texas Department of Transportation. For the

Denton-Lewisville UZA, funds are allocated directly to the Denton County Transportation Authority. In the Dallas-Fort Worth-Arlington UZA, Dallas Area Rapid Transit, Northeast Transportation Service, Trinity Metro and the cities of Grand Prairie, Mesquite, and Arlington receive funding directly from FTA. The remaining five entities are subrecipients of the North Central Texas Council of Governments (NCTCOG). Funding is allocated to all recipients using the FTA's allocation methodology. When determining allocations, staff also considered that cities/areas with no transit service still generate funds for the apportionment based on population, population density, and low-income population. Funding generated from these areas are being distributed to recipients based on vehicle revenue mileage. Funding generated from the operation of the Trinity Railway Express were split between Dallas Area Rapid Transit and Trinity Metro based on their interlocal agreement. NCTCOG proposed to retain 0.25 percent from the total apportionment for the Dallas-Fort Worth-Arlington Urbanized Area for administrative purposes to support various related staff activities. Funding allocations by recipient were highlighted and detailed in Electronic Item 5. The timeline for this effort was reviewed. Paul N. Wageman noted the presentation states the 0.25 percent retained by NCTCOG for administrative purposes includes legal and administration activities and asked if there is any connection between actual staff activities or just a percentage believed to be appropriate for such staff activities. Mr. Morris noted that NCTCOG staff developed a bottom-up cost estimate of all staff activities including legal, financial, administrative, and risk/compliance to help determine the appropriate amount for administrative purposes. Mr. Wageman also requested clarification of the process for entities to request reimbursement through NCTCOG. Mr. Morris noted that in the case of Dallas Area Rapid Transit, the entity would request reimbursement directly from the FTA. The administrative efforts include all entities with more focus on smaller agencies. RTC Secretary Theresa Daniel asked if staff has any assurance that the five entities receiving funds directly have been allocated their funds. Mr. Morris noted the funding will be provided to the entities through a reimbursement process. A motion was made to approve the specific funding allocations made available by the Federal Transit Administration through the Coronavirus Aid, Relief, and Economic Security Act as outlined in Electronic Item 5. Action also included approval for staff to revise administrative documents, as appropriate, to incorporate the funds. Capital investment or major capacity change projects will require specific Regional Transportation Council approval. Rick Grady (M); Dianne Costa (S). The motion passed unanimously.

6. **Fiscal Year 2020 Better Utilizing Investments to Leverage Development Discretionary Grant Program:** Jeff Neal presented project recommendations to be submitted for consideration of funding through the Fiscal Year (FY) 2020 Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant Program. A total of \$1 billion is nationwide and the deadline for application submittal is May 18, 2020. Additional details about the grant program were provided at https://www.transportation.gov/sites/dot.gov/files/2020-02/BUILD%202020%20NOFO_0.pdf. Three projects were proposed for submittal. Project 1 is a new iteration of the North Texas Multimodal, Operations, Velocity, Efficiency, and Safety (MOVES) Program, primarily directed at improvements for the Trinity Railway Express corridor. The proposed project includes approximately 3.5 miles of double track and rail rehabilitation, bridge replacements, and implementation of Clear Path technology. Project 2 is a 1.3-mile thoroughfare link connecting SH 360/Harwood Road and International Parkway/Rental Car Drive. The link will establish a long-distance thoroughfare that is parallel to SH 183 and allows for improved access to and from the Dallas Fort Worth International Airport, as well as the cities and large land uses that are in the area. Project 3 is the South Dallas Enhanced Mobility Project that will enhance mobility within the International Inland Port of Dallas (IIPOD) area to connect rural residents and

large employers surrounding the area to the Dallas Area Rapid Transit light rail system, the Veterans Administration Medical Center, and education/job training sites. The project will include new and upgraded bus facilities to support new vehicles and charging systems to ensure that there is adequate functioning for various trips, as well as sidewalk and traffic signal improvements that help improve safety and efficiency. Since a portion of the project involves efforts with Star Transit, whose service area extends outside of the urbanized area, the project qualifies as a rural project allowing it to compete separately from the other two projects. Mr. Neal highlighted the funding details for each of the proposed projects, along with the proposed BUILD grant request: 1) North Texas MOVES Program, \$25 million; 2) Dallas Fort Worth International Airport East-West Connector, \$13.3 million; and 3) South Dallas Enhanced Mobility Project, \$9.3 million. Details were provided in Electronic Item 6. The timeline for the effort was reviewed. Curtistene McCowan asked for clarification of the local funds identified on the funding table for the South Dallas Enhanced Mobility Project. Mr. Neal noted that \$1.63 million in Dallas County Regional Toll Revenue funds and \$1 million from the cities of Dallas and Desoto are committed for the local portion of the project. Mr. Morris added that the city staffs have indicated the commitment of those funds and North Central Texas Council of Governments staff can provide the information to Ms. McCowan. A motion was made to approve the proposed projects for submission to the Fiscal Year 2020 Better Utilizing Investments to Leverage Development Discretionary Grant Program: 1) North Texas Multimodal, Operations, Velocity, Efficiency, and Safety Program, 2) Dallas Fort Worth International Airport East-West Connector, and 3) South Dallas Enhanced Mobility Project, including the ability to administratively amend the Transportation Improvement Program, Statewide Transportation Improvement Program, and other planning/administrative documents to include the projected projects, if selected for funding. Theresa Daniel (M); Richard Aubin (S). The motion passed unanimously.

7. **Effect of COVID-19 Restrictions on Transportation: Information System RTC4U:**

Michael Morris presented performance metrics impacting transportation in the Dallas-Fort Worth region and proposed focus areas for consideration by the Regional Transportation Council (RTC), with a draft title RTC4U. The performance metrics will help members engage in transportation discussions as the region identifies the impacts of COVID-19 restrictions. The first metric is travel behavior response to COVID-19. Two things trigger travel behavior, government restrictions and the comfort individuals feel about COVID-19. Both are easily represented in the travel behavior response and staff proposes to track in real time for all modes, including pedestrian, bicycle, Uber, transit, toll roads, managed lanes, airplanes, and others. Focus on this data will help the region identify actions to reduce negative impacts. The second metric is financial implications to traditional revenue sources impacting transportation in the region. COVID-19 restrictions may impact the loan on SH 360, North Texas Tollway Authority bonds, transit agencies, Proposition 1 and Proposition 7 revenues, traditional Texas Department of Transportation (TxDOT) resources, gasoline tax, and others. The RTC may choose to adjust as a result of these impacts to revenue sources. A third metric is travel behavior responses that provide benefits to areas of RTC responsibility such as congestion management, national performance measures, and the ozone standard. The fourth metric is the prioritization of infrastructure improvements resulting in economic benefits offsetting unemployment increases, which is the source of the recent op-ed piece. Staff has begun to inventory these metrics as it works in the next Unified Transportation Program. If in fact the cost of construction index slows, there is an opportunity to use innovative approaches to fund transportation and build projects faster, resulting in economic benefits. This includes direct transportation benefits, as well as in-direct benefits such as job creation and related benefits. Mr. Morris requested that members provide feedback to confirm whether the proposed metrics are the correct

area of focus that will help drive the decisions of the RTC. RTC Chair Andy Eads asked if Texas was able to end the streak of roadway fatalities since COVID-19 restrictions were implemented. Mo Bur noted that Texas has not ended the streak. Even though traffic volumes have decreased in some cases by as much as 50 percent, a corresponding decrease in fatalities has not occurred. Paul N. Wageman asked if data related to travel behavior responses will be obtained from readily available public information or if entities would be burdened with additional requirements to provide data to the RTC. Mr. Morris noted most of the information is data already being collected and that entities will not be asked to provide any data unwillingly. Ann Zadeh noted it is important that the RTC look at the positive outcomes, determine ways to avoid returning to normal behaviors, and encourage the behaviors that brought about positive outcomes. RTC Secretary Theresa Daniel noted she appreciated the model being used to review data impacting performance metrics in the region.

8. **2020 Unified Transportation Program and 2021 Unified Transportation Program/Regional 10-Year Plan:**

Michael Morris provided an update on the latest information regarding the Fiscal Year (FY) 2020 Unified Transportation Program and the schedule and process to develop the FY2021 UTP and Regional 10-Year Plan for this year. In April 2020, the Texas Transportation Commission (TTC) approved the use of traditional revenues to fund the IH 35 project in Austin. The TTC reported 3,810 comments were received as part of the public comment process. Letters of support received by the Regional Transportation Council (RTC) were provided in Electronic Item 4.6. He noted a recent online article by Robert Poole from the Reason Foundation who was complementary of the RTC's position to take the no higher, no wider LBJ project and apply the performance metrics to IH 35 in Austin. Mr. Morris also discussed the development of the 2021 UTP. Staff has been working on projects listings with the Texas Department of Transportation (TxDOT) districts since January 2020 to integrate previous RTC actions going back to December 2016 and will present the final listings at the June 11 RTC meeting for action. This includes Collin County revenues not previously supported in the UTP. He noted staff believes a resolution has been reached regarding the control section jobs numbers to ensure funds for Collin County projects are identified in the 2021 UTP. In addition, for projects on which outyear money was borrowed to expedite other projects in the near term, funding has been reprogrammed to the original projects. Staff does not anticipate many new projects will be included due to decreases in revenue. Lastly, Mr. Morris discussed efforts to advance transportation in an innovative manner that helps the regional unemployment and economic development picture. Efforts may include discussion in the upcoming legislative session regarding a public-private partnership in the region or in Austin. For example, he highlighted funding potentially available from the private-sector provider for SH 183 for capacity improvements totaling approximately \$162 million. The improvements will create a lane imbalance near Dallas Fort Worth International Airport, and the private sector has proposed an additional \$860 million of improvements as an extension of the current facility to balance lanes between SH 121 and SH 161. In addition, \$270 million is proposed for payment to TxDOT for lane balance improvements east of SH 161 for a total of \$1.3 billion to the region. This is an example of an innovative project that can proceed through partnership with the private sector. A map of the Dallas-Fort Worth Regional 10-Year Plan projects was highlighted. Staff is continuing efforts to ensure previous RTC actions are implemented. Mr. Morris also discussed elements of the recent op-ed piece outlining how the region no longer has the luxury to do what it wants but must do what it needs. In response to the existing funding constraints, the region should return to the efforts of the financial crisis response from 2009. During that time, the cost of construction index was 25 percent lower which allowed for approximately \$2 billion in projects to proceed during this time. Staff is

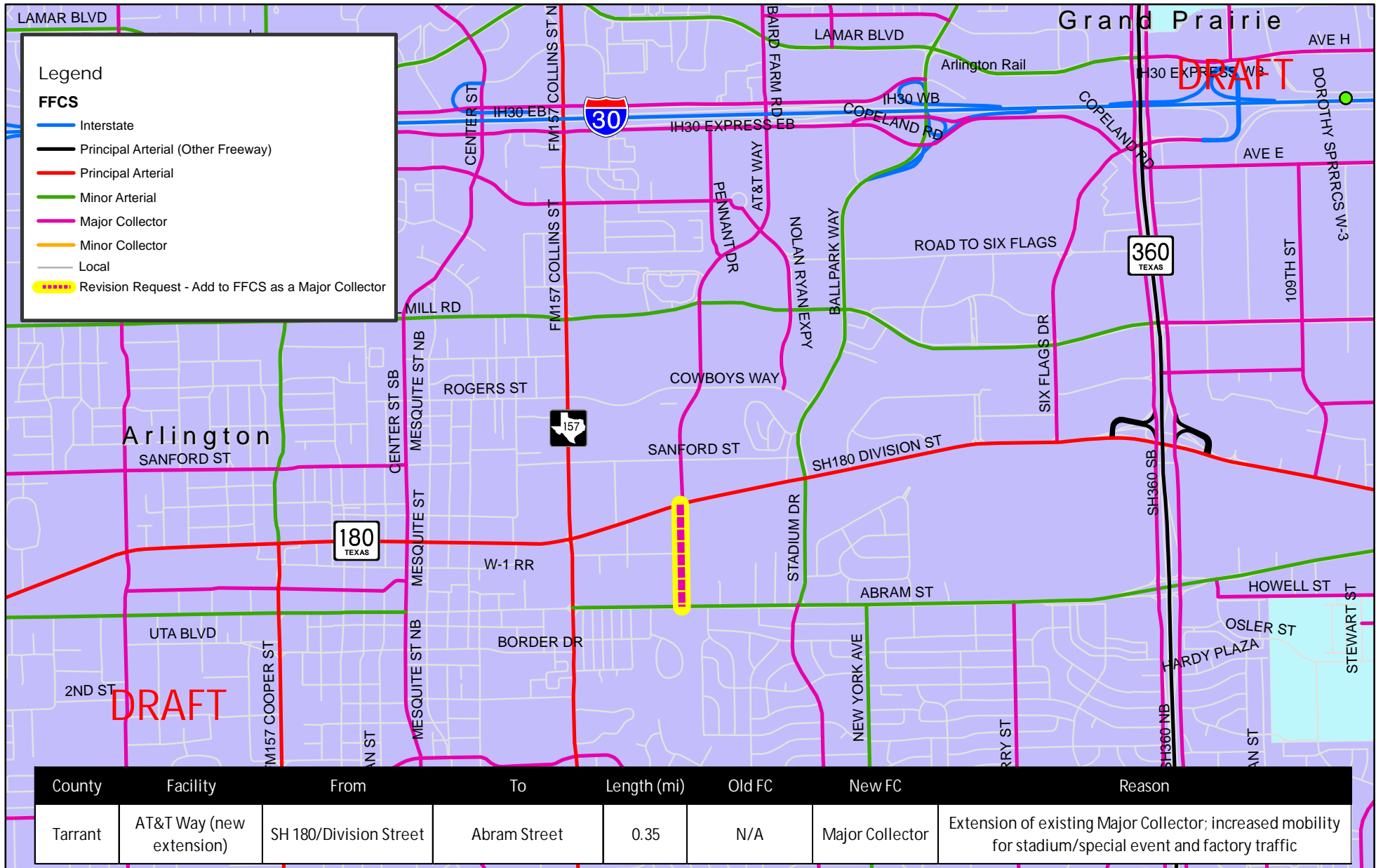
working to clear projects as quickly as possible to take advantage of potentially lower costs of construction. Other examples include public-private partnerships as part of the RTC Legislative Program, taking advantage of low interest rates, and the use of infrastructure bonds. As previously discussed, leveraging and innovative funding are important elements. Candidate projects were highlighted, including the approximate \$20 billion private-sector, high-speed rail investment between Dallas and Houston and the advancement of the environmental document for high-speed technology between Dallas and Fort Worth. Efforts continue on the Virgin Hyperloop One Certification Center, autonomous transit, freeway induction loops, SH 183 improvements by the private sector, and US 75 technology lanes. In bad times comes imagination, and the RTC can be a mechanism to create innovation around next generation technology or infrastructure improvements. Jungus Jordan discussed the importance of innovative revenues and having shovel-ready projects ready in the region should opportunities arise. Barbara Odom-Wesley discussed the use of recyclable materials in asphalt and asked if this is a viable option. Mr. Morris discussed various recycling projects and encouraged members to continue to find innovative recycling options that are applicable in the region. Duncan Webb noted that he also believed this is an opportunity to accelerate projects within the region, in particular the clearance of US 380. RTC Chair Andy Eads noted that innovation and being prepared with shovel-ready projects are guiding principles for the RTC that has served the region well.

9. **Progress Reports:** Regional Transportation Council attendance was provided in Electronic Item 9.1, Surface Transportation Technical Committee attendance and minutes in Electronic Item 9.2, and the current Local Motion was provided in Electronic Item 9.3.
10. **Other Business (Old or New):** There was no discussion on this item.
11. **Future Agenda Items:** There was no discussion on this item.
12. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for 1:00 pm, Thursday, June 11, 2020.

The meeting adjourned at 2:30 pm.

Federal Functional Classification System (FFCS) Amendment

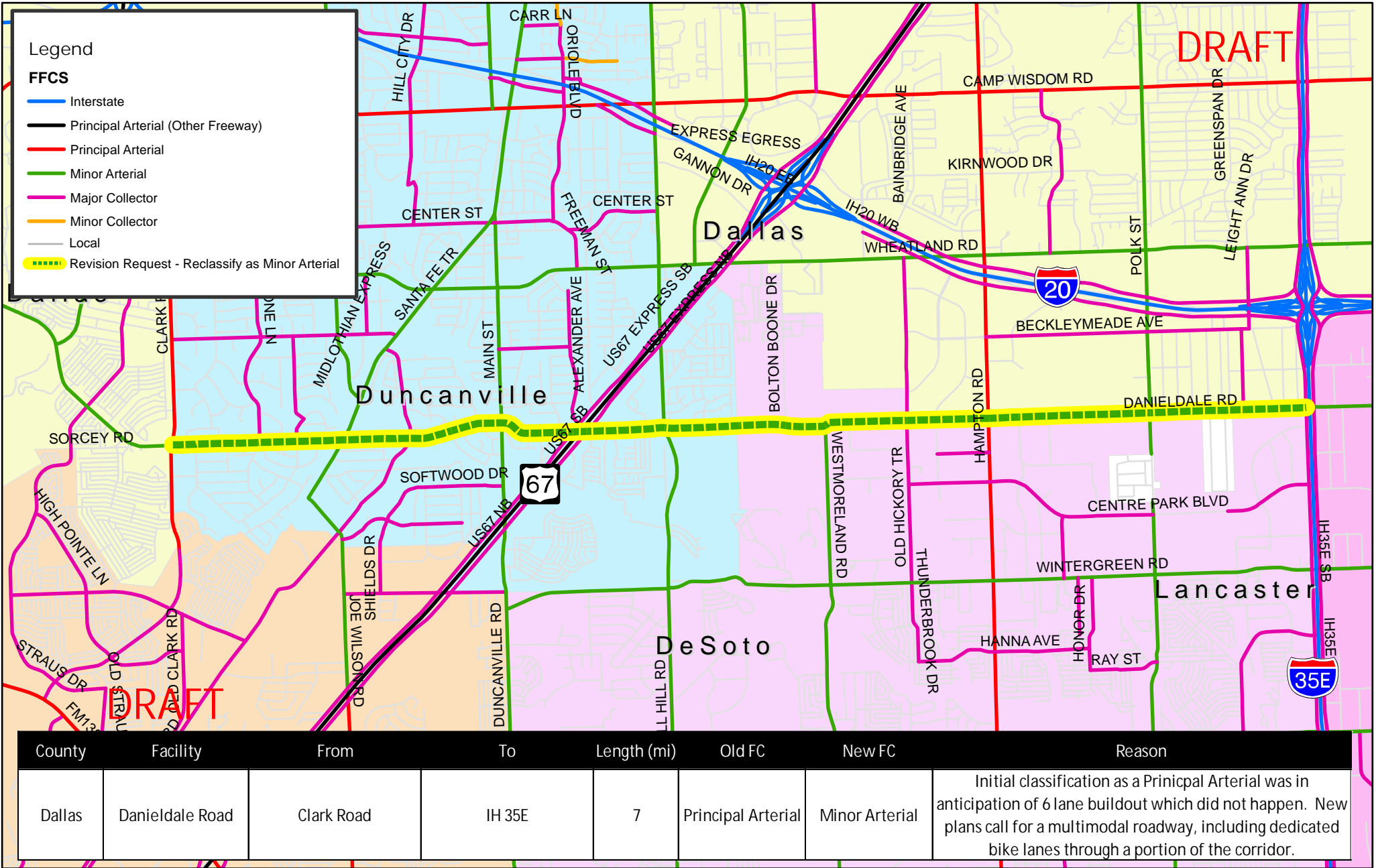
As requested by NCTCOG and TxDOT Dallas and approved as part of the Transportation Improvement Program (TIP)



April 2020

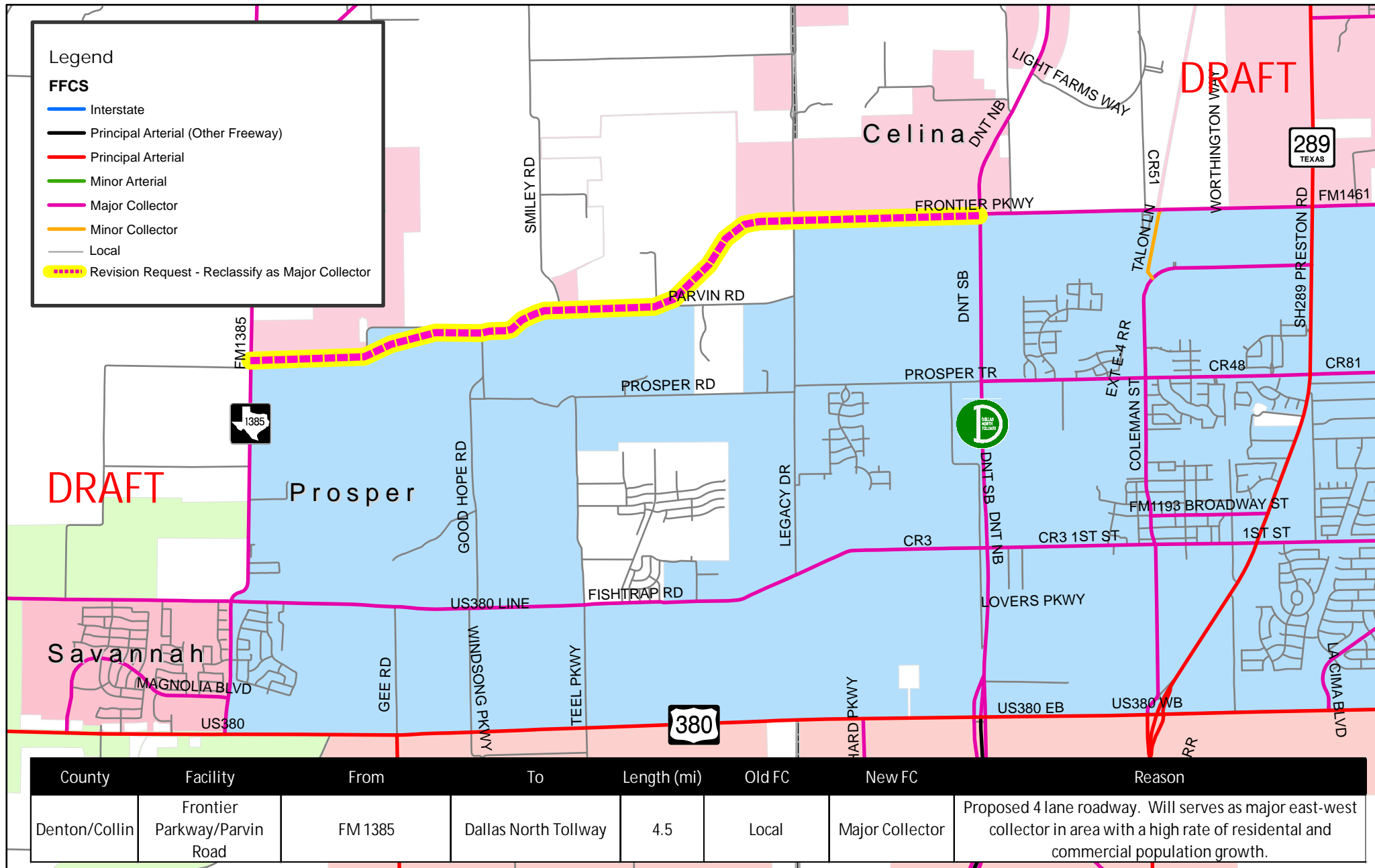
Federal Functional Classification System (FFCS) Amendment

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



Federal Functional Classification System (FFCS) Amendment

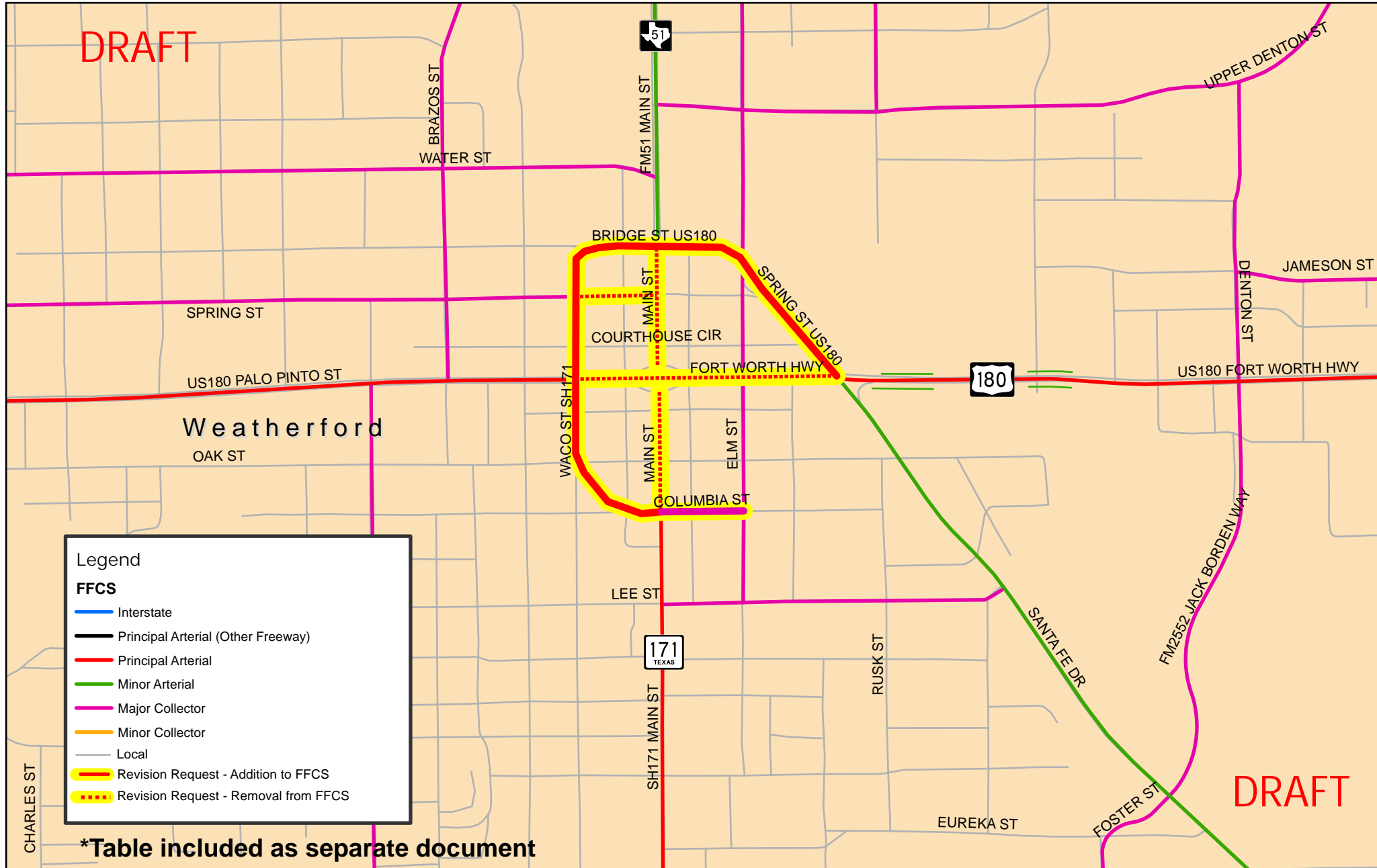
As requested by NCTCOG and TxDOT Dallas and approved as part of the Transportation Improvement Program (TIP)



Federal Functional Classification System (FFCS) Amendment

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

DRAFT

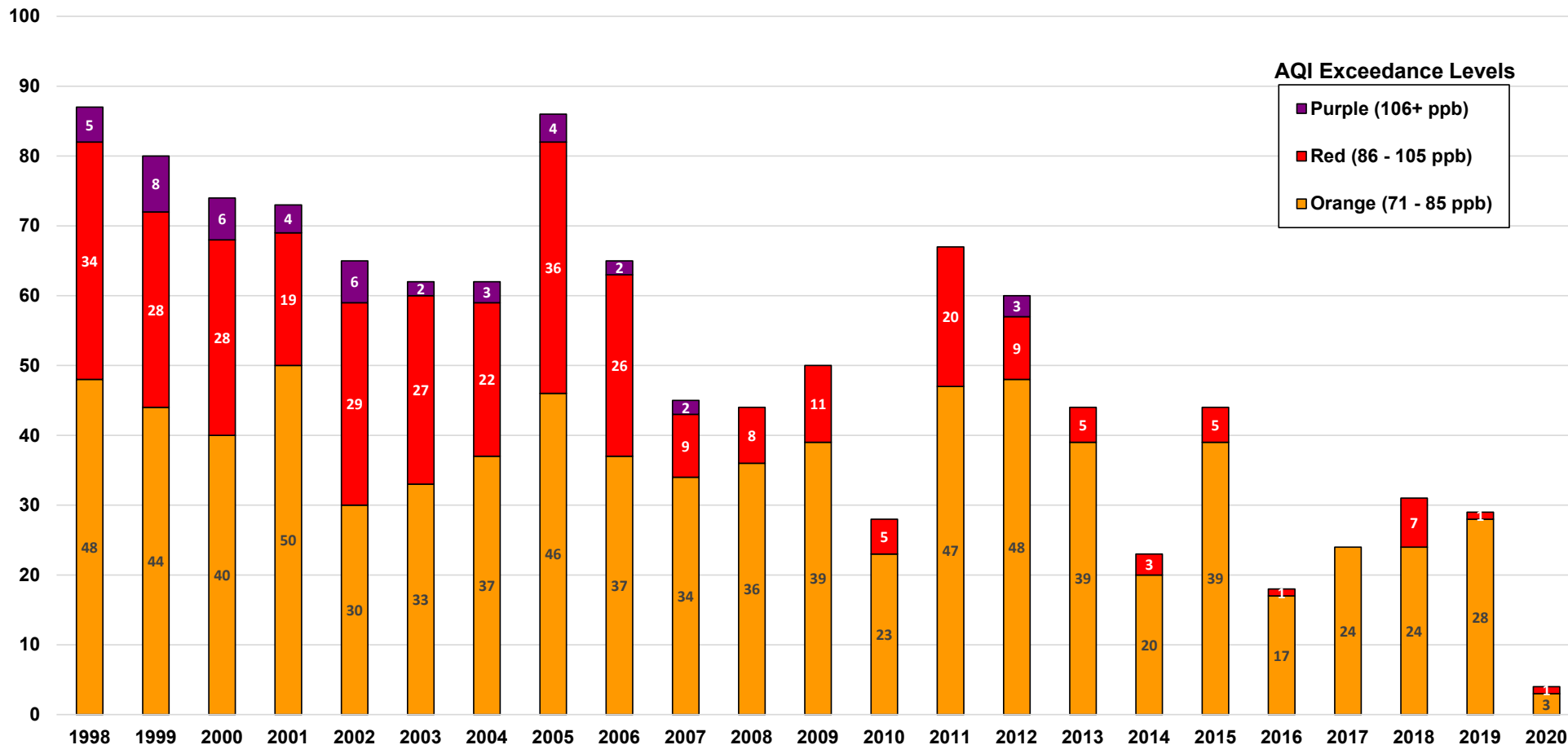


DRAFT

County	Facility	From	To	Length (mi)	Old FC	New FC	Reason
Parker	SH 171 (existing Columbia Street and Waco Street)	SH 171/Main Street	US 180/Mineral Wells Highway	0.25	Local	Principal Arterial	Safety, diverts truck and other vehicular traffic away from courthouse square; roadway will be upgraded to 4 lanes divided.
Parker	US 180 (existing Waco Street and Bridge Street)	US 180/Mineral Wells Highway	FM 51/Main Street	0.25	Local	Principal Arterial	Safety, diverts truck and other vehicular traffic away from courthouse square; roadway will be upgraded to 4 lanes divided.
Parker	US 180 (existing Bridge Street and Spring Street)	FM 51/Main Street	US 180/Fort Worth Highway	0.3	Local	Principal Arterial	Safety, diverts truck and other vehicular traffic away from courthouse square; roadway will be upgraded to 4 lanes divided.
Parker	Columbia Street	SH 171/Main Street	Elm Street	0.1	Local	Major Collector	Part of proposed east bypass; links existing Principal Arterial and Major Collector.
Parker	US 180/Mineral Wells Highway	Waco Street	Main Street	0.1	Principal Arterial	Local	Existing roadway will be downgraded to serve local traffic.
Parker	US 180/Fort Worth Highway	Main Street	Santa Fe Street/Spring Street	0.25	Principal Arterial	Local	Existing roadway will be downgraded to serve local traffic.
Parker	FM 51/Main Street	Bridge Street	Courthouse Square	0.2	Minor Arterial	Local	Existing roadway will be downgraded to serve local traffic.
Parker	SH 171/Main Street	Courthouse Square	Columbia Street	0.2	Principal Arterial	Local	Existing roadway will be downgraded to serve local traffic.

8-HOUR OZONE NAAQS HISTORICAL TRENDS

Based on ≤ 70 ppb (As of May 31, 2020)

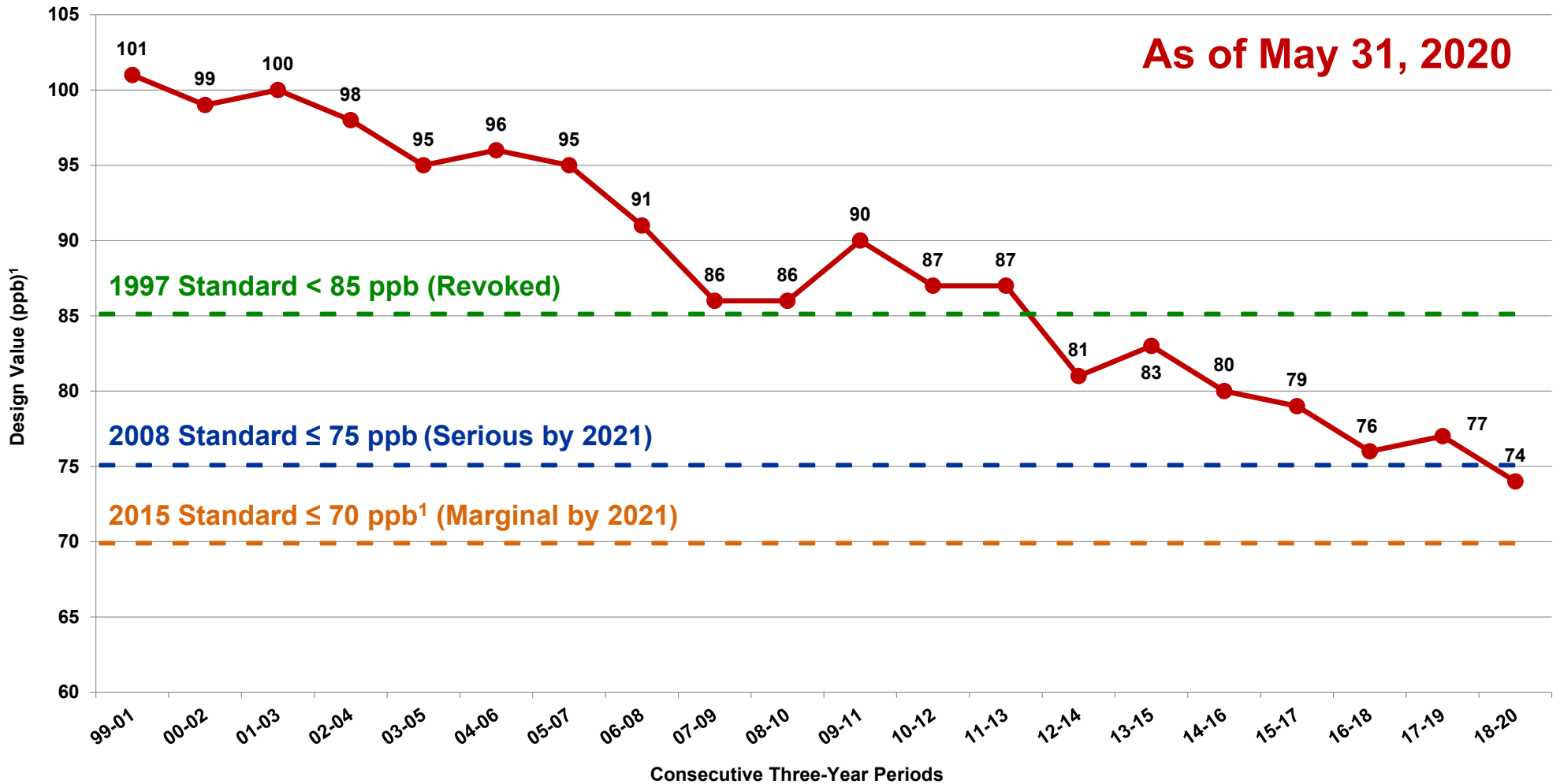


Exceedance Level indicates daily maximum eight-hour average ozone concentration.
Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the revised ozone standard of 70 ppb.

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

8-HOUR OZONE NAAQS HISTORICAL TRENDS

As of May 31, 2020



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

FOR MORE INFORMATION

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817-695-9286

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NICHOLAS VAN HAASEN
Air Quality Planner II
nvanhaasen@nctcog.org
817-608-2335

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

Overview of Actions Affecting Eastern/Western Funding Shares (\$ in Millions)

Date	Projects/Programs	Relevant Actions		Cumulative Total	
		West	East	West	East
Mar-13	Final SAFETEA-LU East-West Equity Total	\$649.76	\$1,558.48	\$649.76	\$1,558.48
Jan-16	Final MAP-21 East-West Equity Total	\$320.98	\$847.62	\$970.74	\$2,406.10
Dec-16	FY 2017-2026 Regional 10-Year Planning Effort - Category 2 Funds (Transfer from the East to the West)	\$100.00	(\$100.00)	\$1,070.74	\$2,306.10
Oct-17	Transportation Alternatives Set-Aside funding for a project in Hunt County (City of Quinlan) awarded through the Statewide TA Set-Aside Call for Projects as approved by the Texas Transportation Commission in October 2017 (Minute Order #115076)	\$0.00	\$0.30	\$1,070.74	\$2,306.40
Dec-17	Category 12 funding for various overpass reconstruction projects along the IH 30 corridor in Hunt County as approved in the December 2017 update to Unified Transportation Program (UTP)	\$0.00	\$102.00	\$1,070.74	\$2,408.40
Sep-18	Category 12 funding for the construction of an interchange at IH 45 and FM 664 in Ellis County as approved in the 2019 Unified Transportation Program (UTP)	\$0.00	\$34.00	\$1,070.74	\$2,442.40
Dec-18	Transfer of Regional Toll Revenue (RTR) funds from the East to the West as approved by the RTC in December 2018 through the CMAQ/STBG: Strategic Partnerships Round 3/Intersection Improvements/MTP Policy Bundle TDC Program	\$5.80	(\$5.80)	\$1,076.54	\$2,436.60
Aug-19	Category 12 Clear Lanes funding for various projects in the region was awarded 69% East/31% West instead of being split 68% East/32% West, which gave the East a small amount of additional revenue compared to the West	\$0.00	\$33.59	\$1,076.54	\$2,470.19
Aug-19	Category 12 Strategic Priority funding for various projects in the East (IH 30 in Dallas County, IH 35 in Denton County, and IH 30 in Hunt County) and in the West (Southeast Connector in Tarrant County and SH 170 in Denton/Tarrant Counties) as approved in the 2020 Unified Transportation Program (UTP)	\$208.33	\$1,018.85	\$1,284.87	\$3,489.04
Jan-20	Transportation Alternatives (TA) Set-Aside funding for projects in Dallas County (City of Balch Springs) and Parker County (City of Hudson Oaks) awarded through the Statewide Safe Routes to School (SRTS) and TA Set-Aside Calls for Projects as approved by the Texas Transportation Commission in January 2020 (Minute Order #115662)	\$2.13	\$0.96	\$1,287.00	\$3,490.00
Updated FAST Act Equity Percentage Share as of March 2020				26.94%	73.06%

Cumulative East-West Equity Share	Cumulative Total	
	West	East
Cumulative Total	\$1,287.00	\$3,490.00
Cumulative Percentage Shares	26.94%	73.06%
RTC Approved Target Shares	32%	68%

MINUTES**REGIONAL TRANSPORTATION COUNCIL ONLINE INPUT OPPORTUNITY****10-Year Plan Update****Mobility 2045 Update: The Metropolitan Transportation Plan for
North Central Texas****2020 Ozone Season and Transportation Trends****EV and NG Data Collection Project****Online Public Input Opportunity Dates**

Monday, May 11, 2020 - Tuesday, June 9, 2020 – The North Central Texas Council of Governments (NCTCOG) posted information at www.nctcog.org/input for public review and comment.

Purpose and Topics

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

1. 10-Year Plan Update
2. Mobility 2045 Update: The Metropolitan Transportation Plan for North Central Texas
3. 2020 Ozone Season and Transportation Trends
4. EV and NG Data Collection Project

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

Summary of Presentations***10-Year Plan Update presentation:***

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2020/05/2020-10-Year-Plan.pdf>

Metropolitan Planning Organizations (MPO) are required by law to develop 10-year plans using performance-based planning and project selection methods. A regional 10-Year Plan was approved by the Regional Transportation Council (RTC) in December 2016 and includes projects selected by NCTCOG, the Texas Department of Transportation (TxDOT) and the Texas Transportation Commission (TTC). A series of updates were made to the Plan in August 2017, August 2018 and September 2019 in conjunction with the development of TxDOT's Unified Transportation Program (UTP).

The same project scoring process used for the 2019 10-Year Plan update was used for the 2020 update. Additional projects were submitted by TxDOT for inclusion in the Corridor Preservation Program. This program consists of projects that may be added to the 10-Year Plan in the future and need a preliminary commitment in order to commence pre-construction activities like right-of-way acquisition. Some projects that were previously part of this program are being proposed for construction funding through this latest update.

TxDOT has also been developing the 2021 UTP and has coordinated with NCTCOG staff to draft a project listing that includes project scores, project revisions and potential new projects. The list was refined in February and March 2020 as a result of funding targets being received after the January 31 deadline.

An update to the 2020 UTP, which included funding for the IH 35 project in Austin, was approved by the TTC on April 30, 2020. In order to fully fund the project, the TTC opted to utilize Category 12 funds that would have otherwise been used for projects in other parts of the State, including Dallas-Fort Worth. This action, combined with lower than anticipated revenues, has led to a sharp decline in the amount of UTP funding coming to the region.

The RTC will take action on the 10-Year Plan update on June 11, 2020. The TTC is expected to take action on the 2021 UTP on August 27, 2020.

Mobility 2045 Update: The Metropolitan Transportation Plan for North Central Texas presentation:

<https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Involve/InputMeetings/2020/05/Mobility-Plan-A.pdf>

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 currently working on an update to Mobility 2045 and focused on refining objectives, developing performance measures, setting targets and initiating coordination efforts.

The official comment period for the Mobility 2045 update will take place in April and May of 2022. The RTC will take action on the update in June 2022.

2020 Ozone Season and Transportation Trends presentation:

<https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Involve/InputMeetings/2020/05/Effects-of-COVID.pdf>

In coordination with regional partners, the NCTCOG Transportation Department has collected data related to the effects of COVID-19 on the transportation system. The data has been divided into six categories: Roadway, Transit, Air Quality, Non-motorized Trips, Airport and Crash Data.

The data shows a decrease in traffic, toll road usage and transit ridership from the beginning to the end of March 2020. Air quality maps also show a decrease in nitrogen dioxides from February to March 2020.

Additionally, there was a large increase in use of regional bicycle and pedestrian trails from the beginning to the end of March 2020. There was a 52 percent decrease in passenger enplanements and deplanements at Dallas Love Field when comparing activity in March 2019 and March 2020. Data also shows a decrease in crash occurrences in every Dallas-Fort Worth county from the beginning to the end of March 2020.

EV and NG Data Collection Projects presentation:

[https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Involve/InputMeetings/2020/05/EV NG Data.pdf](https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Involve/InputMeetings/2020/05/EV%20NG%20Data.pdf)

Led by Energetics, the Electric Vehicle Widescale Analysis for Tomorrow's Transportation Solutions (EV WATTS) project will collect data from 1,600 plug-in electric vehicles (PEVs) and 10,000 charging stations nationwide. The goal is to gather and secure regional data partner commitments from organizations, fleets and projects representing a variety of applications.

The Department of Energy (DOE) has allocated \$4 million for the initiative and the Dallas-Fort Worth Clean Cities Coalition is one of 10 participating Clean Cities partners nationwide. Aggregated data and public summaries will be shared throughout the project with DOE and national laboratories. The data is being collected from all-electric vehicles, plug-in hybrid electric vehicles and various charging infrastructure sites.

If interested in becoming a data partner, you must have a PEV that tracks trip levels and longitudinal data or be willing to install free data loggers on your vehicle. Participating charging stations must be able to track session level or interval level data. For more information, interested parties should email cleancities@nctcog.org.

Led by Clean Fuels Ohio, the Natural Gas Vehicle Updated Performance Tracking Integrating Maintenance Expenses (U.P.-T.I.M.E.) Analysis will quantify differences in maintenance costs between diesel and natural gas vehicles (NGVs), determine maintenance cost changes and improvements of newer generation NGVs compared to older generation NGVs and capture impacts of different technology solutions and best practices that impact and reduce maintenance costs. The goals of the project are to recruit fleet data partners, facilitate execution of data sharing agreements and disseminate study results and individual fleet analysis reports.

The DOE has allocated \$500,000 for the initiative, and the DFWCC is one of five participating Clean Cities partners nationwide. For more information, interested parties should email cleancities@nctcog.org.

WRITTEN COMMENTS SUBMITTED BY WEBSITE, MAIL, EMAIL and SOCIAL MEDIA

10-Year Plan Update

Mail

Please see attachment for comment submitted via mail.

Other

Email

Karen Speitel

Regarding transportation issues in Tarrant County, I am unable to attend public meetings. However, I wanted to ask that you please consider my opinion.

I am not in favor whatsoever in having public buses within Tarrant County. Bus services bring crime, pollution and impede traffic flow. Please do not add any bus services whatsoever.

Thank you very much for your time.

Response by Carli Baylor, NCTCOG

Hi, Karen

Thank you for contacting the NCTCOG Transportation Department. We appreciate you taking the time to provide us with your thoughts and feedback.

If you are not able to physically attend, we live stream all of our in-person meetings so people can still participate in real time. The stream can be found at www.nctcog.org/video (just click on the live tab).

Additionally, we post presentation materials and information for all of our public input opportunities at www.nctcog.org/input. We're also happy to mail hard copies of presentations to you upon request.

Due to the current pandemic, all of our public input opportunities are currently being conducted online, but we will return to hosting in-person meetings when it is safe to do so. Again, thank you for providing your input and please don't hesitate to reach out to us with any further questions.

15720 Artist Way, #4912

Addison, TX 75001

May 25, 2020

North Central Texas Council of Governments
Transportation Department

P O Box 5888

Arlington, TX 76005-5888

Dear Carli:

Thank you for the information that you sent me at my request. Your letter indicates that comments are to be submitted by June 9, 2020.

2021 Unified Transportation Program (UTP)
and Regional 10-Year Plan Update
Public Meeting May 2020

Page 7 -

I am particularly in favor of the following principles for the development of the Regional 10-Year Plan:

• Fully fund existing projects before funding new projects

• Ensure equity of County allocations

Page 6 - Draft map - Dallas - Fort Worth Regional

Over:

10 Year Plan Projects FY 2017 FY 2030

Regarding the use of dark blue for previously approved projects and dark green for newly proposed projects -

I recommend two colors with greater contrast, as it is difficult to differentiate these two colors (dark green and dark blue) on the map.

Thank you.

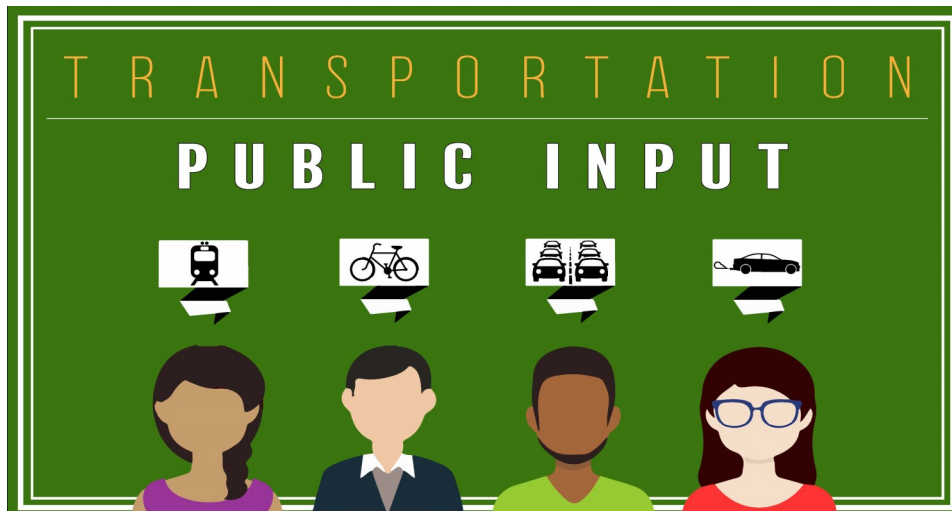
Sincerely,

Phyllis Silver

RECEIVED

MAY 28 2020

TRANSPORTATION



WHAT DO YOU THINK? TELL US.

Information will be posted online at www.nctcog.org/input for public review and comment **June 8 - July 7, 2020**. To request printed copies of the information, call 817-608-2365 or email cbaylor@nctcog.org.

COVID-19 Transportation Response: Information System & Economic Opportunities

Utilizing specific performance metrics, staff will provide an update on the economic impacts and effects of COVID-19 restrictions on the transportation system.

Coronavirus Aid and Economic Security Act: Public Transportation Funding

Staff will provide for review and comment a list of transit projects allocated funding by the Federal Transit Administration's Urbanized Area Formula Program through the Fiscal Year 2020 Coronavirus Aid, Relief, and Economic Security (CARES) Act.

Southeast Dallas County Funding Partnerships

NCTCOG staff has been working with several cities in Southeast Dallas County, including Balch Springs, Hutchins and Sunnyvale, on funding partnerships for roadway improvements in their jurisdictions. Staff will present details on these partnerships for public review and comment.

Local Government Energy Reporting

The Texas Health and Safety Code §388.005(c), requires political subdivisions in nonattainment or near nonattainment counties in Texas to reduce their electric consumption by five percent each year and report their annual energy consumption to the State Energy Conservation Office (SECO). To increase compliance and awareness of this reporting requirement, NCTCOG staff has developed resources and trainings and provided technical assistance to entities related to energy management. Staff will provide an overview of the energy reporting requirement, energy management resources developed and datapoints from FY19 reports submitted to SECO.

Work Program Modifications

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

RESOURCES AND INFORMATION

- Clean Air Action Day: <https://www.airnorthtexas.org/>
- Regional Smoking Vehicle Program (RSVP): www.smokingvehicle.net
- Vehicle Incentives & Funding Opportunities: www.nctcog.org/aqfunding
- Interactive Public Input: Map Your Experience: www.nctcog.org/mapyourexperience

WWW.NCTCOG.ORG/INPUT



NCTCOGtrans



North Central Texas
Council of Governments

REGIONAL TRANSPORTATION ONLINE INPUT OPPORTUNITY

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

Submit comments and questions to NCTCOG:

Email: transinfo@nctcog.org

Website: www.nctcog.org/input

Fax: 817-640-3028

Phone: 817-695-9240

Mail: P.O. Box 5888

Arlington, TX 76005-5888

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

PUBLIC COMMENTS REPORT

WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

Purpose

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

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

In addition, comments are currently being accepted through a new, online map tool. Users can drop a pin on a location in the region and leave a detailed comment. The tool is in test mode and open to the public through August 2020. This month, there were 38 Bicycle and Pedestrian comments, 19 Roadway comments and 15 transit comments. To read them, visit:

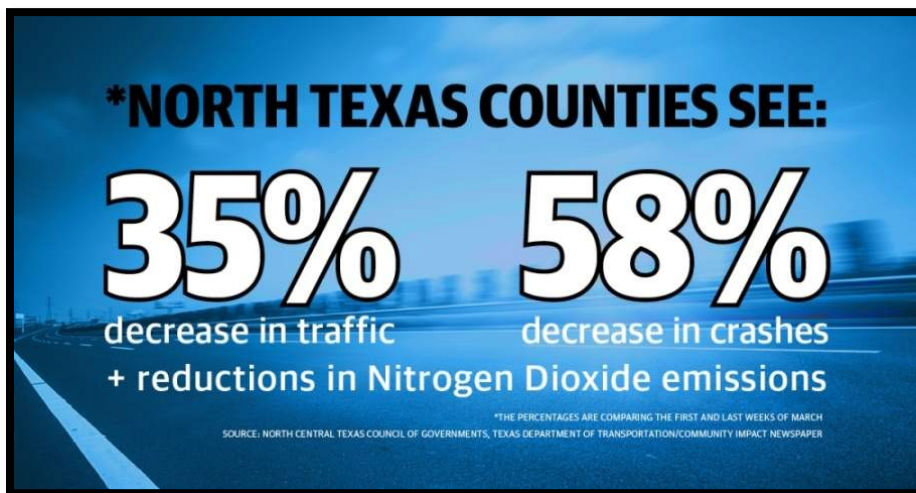
<http://nctcoggis.maps.arcgis.com/apps/CrowdsourcingReporter/index.html?appid=b014e6d39b604b3ca329d9094ed1e9e2>.

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

Air Quality

Facebook –

1. North Texas traffic trends downward as data shows regional air conditions, crash rates improve: <https://bit.ly/2T6wESQ>. – NCTCOG Transportation Department



This is one of the many reasons that I like working from home. The traffic across the living room may be a bear but it is nothing like GWB during rush hour. My stress levels

are much lower too. Round trip it saves me nearly two hours of my day by not driving into the office. I drink less. – Glen Geen

We're happy to hear you're stressing (and drinking) less. 😊 – NCTCOG Transportation Department

2. Awareness week is ending but that doesn't mean our efforts do. City of Fort Worth's Air Quality Division works hard every day to improve air quality and protect the city's health and well-being.

The City also partners with many outstanding organizations like Texas Commission on Environmental Quality NCTCOG Transportation Department and AirNorth Texas, just to name a few.

Find out about the 4 Air Quality specialized teams online at <http://fortworthtexas.gov/env/airquality/>.

Airnow has also provided several resources to stay informed on Air Quality at all different levels – local, regional, state, national and global. – Keep Fort Worth Beautiful

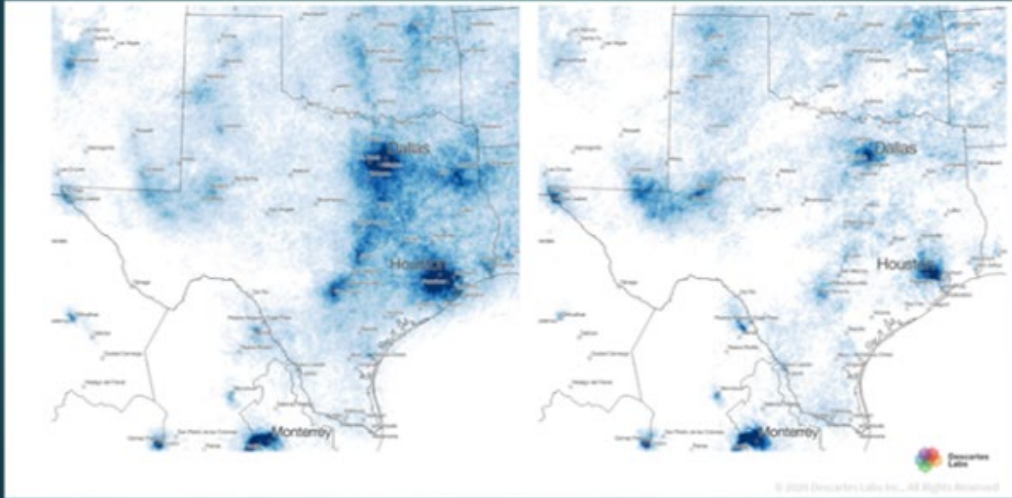


3. We can make a difference in reducing greenhouse gases. If the NO₂ is lower, I bet the CO₂ is also lower. – Julie Singleton

REGIONAL NITROGEN DIOXIDE (NO₂) TRACKING

February 2020

Week of March 29, 2020



NCTCOG Transportation Department

April 22 at 5:54 PM · 🌐

NO₂ levels are currently down due to adhering with stay-at-home orders and reductions in travel.

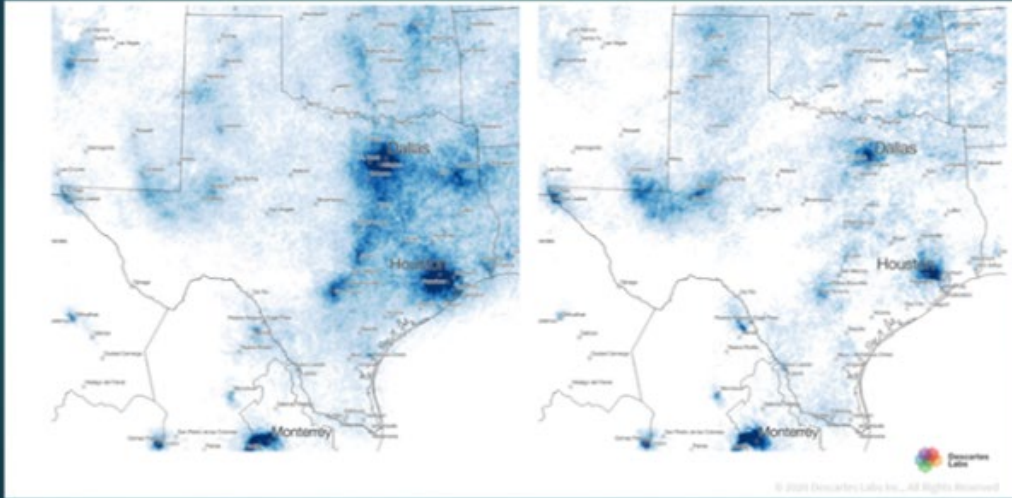
When the State and region re-opens, we encourage continued use of alternative forms of transportation to sustain lower emission levels, if possible, such as telecommuting, combining trips, etc. For more, visit: <https://www.airnorthtexas.org/>.

4. Reducing tailpipe emissions through higher gas mileage cars and adopting alternative fuel vehicles will allow us to keep this clean air we've been enjoying. – Tesla Owners Club of North Texas

REGIONAL NITROGEN DIOXIDE (NO2) TRACKING

February 2020

Week of March 29, 2020



NCTCOG Transportation Department

April 22 at 5:54 PM · 🌐

NO2 levels are currently down due to adhering with stay-at-home orders and reductions in travel.

When the State and region re-opens, we encourage continued use of alternative forms of transportation to sustain lower emission levels, if possible, such as telecommuting, combining trips, etc. For more, visit: <https://www.airnorthtexas.org/>.

5. It's #AirQualityAwarenessWeek! – Keep Grapevine Beautiful

A graphic for Air Quality Awareness Week. It features a blue sky with white clouds. A large white thought bubble contains the text "Air Quality Awareness Week is coming" in blue. Below the thought bubble is the top of a person's head with brown hair. The background is a light blue sky with several white clouds.

NCTCOG Transportation Department

May 1 at 10:14 AM · 🌐

Air Quality Awareness Week starts Monday! Be on the lookout for information about air quality and your health!

6. You can check the air quality at any time by knowing the Air Quality Index or AQI. Follow the links to Air North Texas to learn more! #AirNTX – City of Denton Sustainability



Aviation

Twitter –

1. Show us your shot of the #BlueAngels flyover! Here's ours from Downtown Dallas. – NCTCOGTransportation (@NCTCOGtrans)



<https://youtu.be/vcG7cSJeGv4> – Juan David López (@jotadelopez)

Nice! – NCTCOGTransportation (@NCTCOGtrans)

Northwest Plano – Kevin Butler (@yuorfaec)



Amazing. America loves its doctors and nurses! They deserve this honor – Anonymous Academic (@Academem2020)

💙 – NCTCOGTransportation (@NCTCOGtrans)



– Investment Architecture

Cool vid! – NCTCOGTransportation (@NCTCOGtrans)

Facebook –

1. Show us your shots of the #BlueAngels flyover! Here's ours from Downtown Dallas. – NCTCOG Transportation Department



Alas, your page permissions don't allow posting images in a reply. 😞 But here's my public link:
[https://www.facebook.com/bollar/posts/10157533762339039?__cft__\[0\]=AZXY77-xRcmInOxUYMwfZQm0SGhbhvEyYNNsXhW3Hw8sWjJ8tQzbw6CE-Nd5B9pMcOhTWBzaN2jPy11uJpV1J7sPe-1Utkgz_awRAMHRCS_hjsHwD8iZ9T7A2nhhsvCai4&__tn__=%2CO%2CP-R](https://www.facebook.com/bollar/posts/10157533762339039?__cft__[0]=AZXY77-xRcmInOxUYMwfZQm0SGhbhvEyYNNsXhW3Hw8sWjJ8tQzbw6CE-Nd5B9pMcOhTWBzaN2jPy11uJpV1J7sPe-1Utkgz_awRAMHRCS_hjsHwD8iZ9T7A2nhhsvCai4&__tn__=%2CO%2CP-R) . – Rick Bollar

Bicycle & Pedestrian

Email –

1. Ryan Oppenorth

Can you provide an update on Bomber Spur trail initiative, cost, and overall schedule?

Mr. Oppenorth,

Thank you for expressing interest in the Bomber Spur Regional Veloweb Trail corridor in Fort Worth.

Earlier this year, NCTCOG executed a contract from Kimley Horn Associates to conduct preliminary engineering for conceptual design, a preliminary environmental analysis, and discussions regarding probable construction cost of the trail corridor beginning at the intersection of SH 183 and Calmont Ave and continuing south approximately three miles to its terminus at the intersection of SH 183 and W. Vickery Blvd. This effort is in partnership with the City of Fort Worth and Streams and Valleys Inc. and also involves coordination with the Texas Department of Transportation. All work under the contract is expected to be completed by April 30, 2021.

The City of Fort Worth staff will be facilitating an upcoming public meeting to provide more information about the proposed trail alignment. The meeting is tentatively scheduled for September 2020.

For more information about the meeting, please contact Jing Yang Jing.Yang@fortworthtexas.gov or Joel McElhany Joel.McElhany@fortworthtexas.gov at the City of Fort Worth.

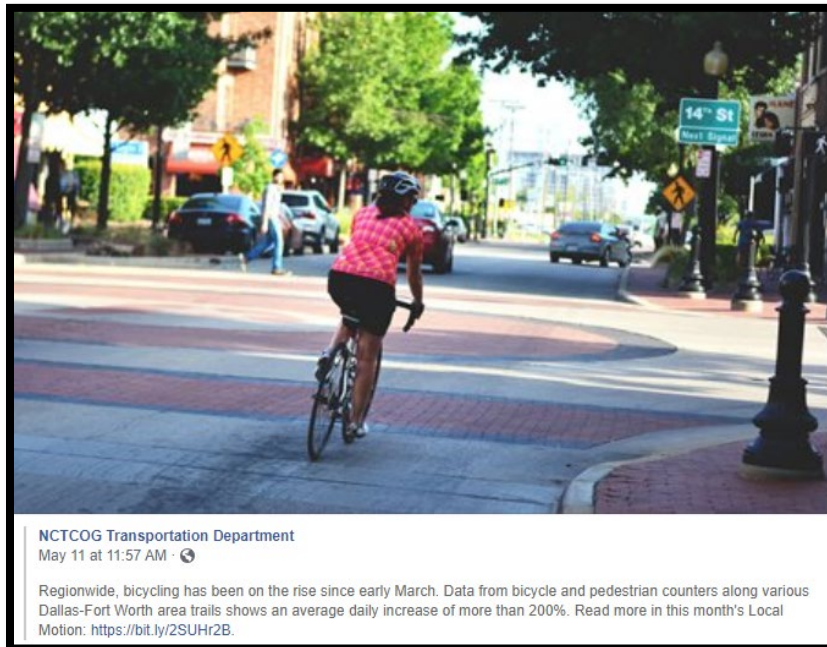
Twitter –

1. Enjoy the outdoors and take a trip on our A-train Rail Trail. Sun with rays Check out this video from @NCTCOGtrans when they named our trail their Trail of the Month! – DCTA (@RideDCTA)



Facebook –

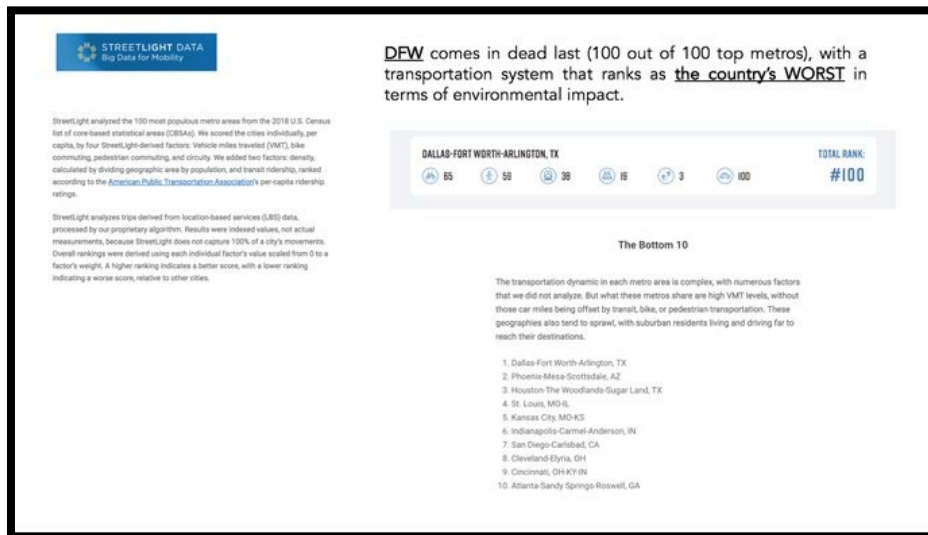
1. There has been a 200% increase in bicycling in the DFW region since early March. – Bike Denton



Environment

Twitter –

1. Big shout out to @NCTCOGtrans and @TxDOTDallas as the DFW region comes in as the #1 WORST in U.S. in terms of adverse environmental impacts from its horrible transportation infrastructure. <https://streetlightdata.com/2020-u-s-transportation-climate-impact-index/> – Wylie H Dallas (@Wylie_H_Dallas)



Does Michael Morris get some kind of plaque for winning this? – GerrardGerrard

🏆🏆🏆🏆🏆🏆 (GerardGerard7)

This criteria is based on Net VMT. In other words, sprawl. The finger can also be pointed at individual homeowners who live far from work. Lets give them a reason to move back, as DFW has been doing for the last 15 years. – Brian Fitzgerald (@fitz91ag)

In its defense, COG does encourage car pooling. – Downwinders at Risk (@cleanerair)

So no shout out to @dartmedia? 🗨️ – caraathome (@🏠)

Fleets

Facebook –

1. Help our friends out at NCTCOG Transportation Department:

Fleet Maintenance Data Needed for Study:

If your fleet operates medium- or heavy-duty natural gas vehicles (NGV) and diesel vehicles for freight and goods movement, please consider partnering with Dallas-Fort Worth Clean Cities (DFWCC) and Clean Fuels Ohio to provide maintenance data for a study, NGV Updated Performance Tracking Integrating Maintenance Expenses (U.P.-T.I.M.E.).

This study will:

provide fleets and natural gas vehicle (NGV) industry stakeholders relevant, real-world information detailing NGV maintenance costs

improve total cost of ownership calculations

determine the maintenance cost differences between NGV technology generations and current advanced clean diesel engines

Fleets that provide data for this study will receive a report containing a graphical assessment of major parameters by vehicle power train, year, and model as well as answers to important operational questions. To find out more about participating in this study, please contact Amy Hodges at ahodges@nctcog.org. – Texas NGV Alliance

High-speed Transportation

Email –

1. Norman S. Hoyt

I want to be assured that the high speed mass transit between Dallas and Fort Worth is getting proper attention. I understand the Dallas to Houston “bullet train” continues to have unfortunate delays. Reality seems to be shouting for Plan B. The reality is also in my opinion that the Plan B is the center of urban needs for Texas and rates a “do it now”. You know the traffic, environmental concerns, and available real estate along the I-30 corridor. I presented a game plan about 10-15 years ago at your public meeting. That proposal was met with enthusiasm and the engineers were asked to study it. I see it is a link to the Texas Loop. If it is ready it should start first. Hope you have a futuristic solution for us. The efficacy of DFW depends on high speed transit.

Concurrent plans to connect other Metroplex stations to Dallas & Fort Worth’s Stations will ensure optimum ridership both locally and statewide. We must have all documents ready to go out for bids or see Federal Funds go elsewhere. Hope you are ready. We need the boost and President Trump needs a pacesetter.

Mr. Hoyt,

Thank you for your interest in high-speed transportation initiatives in the Dallas-Fort Worth region.

The Dallas to Houston high-speed rail (HSR) system is being developed by a private entity. The environment and planning study is expected to receive approval to move forward this year, and construction is expected to begin in early 2021. The North Central Texas Council of Governments (NCTCOG) and the Regional Transportation Council (RTC) continue to support and monitor this project's progress.

The proposed system from Fort Worth to South Texas was initially studied by TxDOT in an effort referred to as the Texas-Oklahoma Passenger Rail Study (TOPRS). Subsequently, NCTCOG conducted the Fort Worth to Laredo High-Speed Transportation Study, reviewed the TOPRS findings and studied several additional options. The NCTCOG study concluded that hyperloop technology is viable in the corridor and consistent with the Mobility 2045 Plan.

The proposed system from Dallas to Fort Worth has also been studied by TxDOT and NCTCOG. The TxDOT project [known as the Dallas-Fort Worth Core Express Service (DFWCES)] concluded with the completion of an alternatives analysis. The NCTCOG effort will commence this week with the execution of a contract with a consultant to conduct a full National Environmental Policy Act (NEPA) analysis over the next three years. This study will analyze connections not only to the other proposed high-speed transportation projects, but also how people connect to the high-speed transportation system.

NCTCOG staff is working hard to create a system to not only better connect areas within the Dallas-Fort Worth region but also connect Dallas-Fort Worth to other major metropolitan areas in Texas.

For more information, please contact Kevin Feldt at 817.704.2529 or kfeldt@nctcog.org.

Project Planning

Email –

1. T.E. Sumner

1. Building up population density in a city center is not good planning. Jobs should be encouraged in less densely-populated areas, and traffic management policies that siphon workers out of less-densely populated area to send them to dense urban centers is counter to economic efficiency, since it leaves smaller towns without businesses in their tax bases, additional commuter needs for high-volume, high-speed traffic with resulting congestion. A policy that does not funnel all traffic into dense downtown urban areas is needed.

2. In line with the above, rings around dense urban centers connect smaller less dense towns to each other. Workers do not need to go into urban center connection points only to take another arterial back out to a suburb. The original Beltline loop, LBJ, Bush and now additional limited access roadways are being envisioned, but cross-connecting of suburban areas should be included in these plans. In addition, light train and bus traffic patterns should be used to improve traffic in less dense areas. A DART loop around Dallas just makes sense. Local buses that hook up smaller cities will help.

3. Now that urban expansion has gone beyond lake areas, e.g. Ray Hubbard, we need to provide alternative roadways to cross those natural barriers. Having only I-30 and SH-66 to

cross does not provide enough redundancy in paths and incidents push high-speed traffic into congested local arterials. Addition bridges over natural barriers (lakes) are needed.

4. Congestion control also has to do with working hours. If everyone is trying to get into dense urban centers for 9:00 opening or leaving after 5:00 closing, more congestion will result. Banning semi-trailer traffic inbound in the morning or outbound in the afternoon would relieve some congestion. Lowering toll rates during off-peak hours will also encourage drivers to shift their commutation times. Low-cost pooled-commuter parking would also encourage pooling. Public transit passes for jury duty and low fares for large events on public transit would help, too. And, all recreational destinations should be covered by transit.

5. Public transit in particular is, after decades, still in the 1970s. No covered bus stops in many areas. Little information for potential riders on how to take a bus to their destinations or return hamper use of public transit, which acts to reduce overall congestion. And safety of passengers from infected vagrants on trains and buses reduces ridership. We don't even know if they sanitize the public transit vehicles.

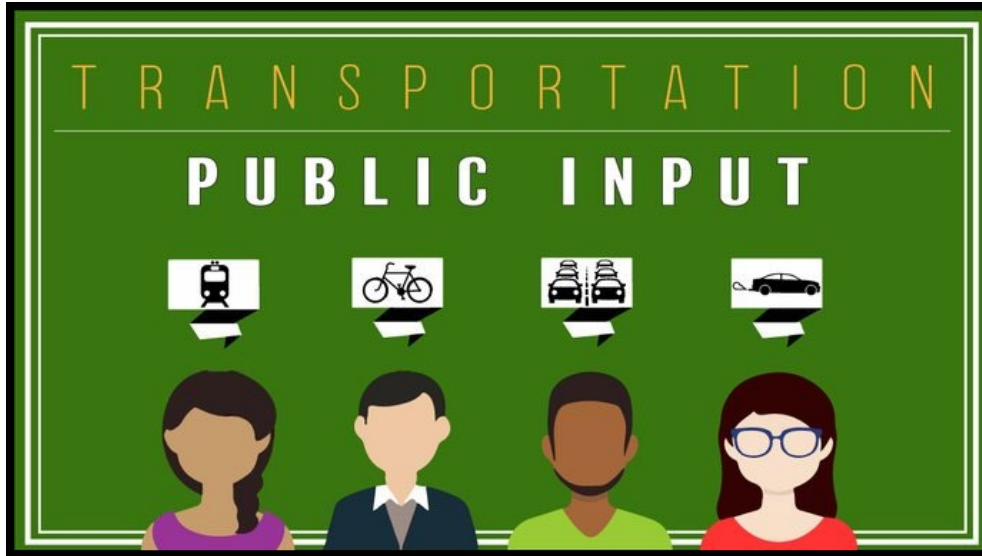
2. Oscar Pearson

428 thoroughfare through Aubrey connecting to Collin County needs to be moved up as additional lanes for 380 will not be enough to ease east and west traffic! Also, would like to see an overpass on current 428 to bypass downtown Aubrey and help with delays of fire department having to wait on trains!

Public Meetings & Input

Twitter –

1. Super excited to present with my counterparts from @AtlantaRegional, @NCTCOGtrans, & @DoverKentMPO on this nationwide webinar 😊 – Anthea Thomas (@MPOAnthea)
2. The @NCTCOGtrans is requesting input from residents, local governments & private sector on transportation & air quality policies, programs & plans for North Texas. Decisions determine how North Texans live & travel in the 12-county Dallas-Fort Worth region <http://ow.ly/GITX50zDW4E> – City of Lewisville (@LewisvilleTexas)



Thank you for sharing! – NCTCOGTransportation (@NCTCOGtrans)

3. Why this map doesn't look like a redhead's tan (all the freckles join to make one big freckle) is beyond me. Do your part put a dot where #Dallas could do better. @NCTCOGtrans
<https://nctcog.org/trans/plan/mtp/map-your-experience> – Andrew Wallace (@agwallace92)

Facebook –

1. NCTCOG Transportation Department is now accepting public input through a new, online map tool. Map Your Experience is easy to use and designed to help NCTCOG staff use public input to collaborate with partners and develop innovative solutions for transportation issues in the Dallas-Fort Worth area.

<https://www.nctcog.org/trans/plan/mtp/map-your-experience> – Lewisville Staff



Transit

Email –

1. Terra Bierschwale

I do not wish to have any type of busing public transit. However, would be open to considering train as public transit to help cut down on traffic and emissions.

2. Bryan Trachier

Need to continue making rail transit a high priority. Need commuter rail lines connecting Fort Worth to Denton, Fort Worth to Cleburne, Fort Worth to Weatherford, and second Fort Worth to Dallas commuter rail line via Arlington (w/stop at AT&T Stadium). Fort Worth should invest in streetcar lines connecting downtown/FTW Central Station to TCU and W 7th St/Museum districts. HSR between DFW and Houston, DFW and San Antonio via Austin, and DFW and OKC also should be a regional priority.

3. Dana Baldrige

I am curious if we will get any mass transit



U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

May 22, 2020

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

**Subject: Response to Comments on the Dallas to Houston High-Speed Rail Draft
Environmental Impact Statement**

Dear Mr. Morris:

The Federal Railroad Administration (FRA) has prepared an Environmental Impact Statement (EIS) to evaluate the potential human and natural environmental impacts of the proposed Dallas to Houston High-Speed Rail Project (Project). Texas Central Railroad, LLC (TCRR) proposes to construct and operate a private, for-profit, high-speed passenger rail system that would connect Dallas and Houston in approximately 90 minutes. The proposed high-speed rail system, approximately 240 miles in length, would be constructed between two terminus locations: Downtown Dallas and northwest of downtown Houston in the area near the intersection of U.S. Highway 290/Interstate Highway 610.

On December 15, 2017, the FRA released the Draft EIS for review. FRA received approximately 25,000 comments during the public comment period (December 22, 2017 to March 9, 2018), including written comments from the NCTCOG provided on March 5, 2018. The Final EIS incorporates updated Project information and environmental analysis, while also addressing comments received on the Draft EIS. Responses to all public and agency comments are included in the Final EIS in Appendix H.

Enclosed is FRA's response to comments received from the NCTCOG on March 5, 2018.

Thank you for your interest in the Dallas to Houston High-Speed Rail Project. Please contact Kevin Wright at kevin.wright@dot.gov or 202-493-0845 should you have any additional questions or concerns.

RECEIVED

MAY 27 2020

TRANSPORTATION

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Johnsen". The signature is fluid and cursive, with the first name "Michael" being more prominent than the last name "Johnsen".

Michael Johnsen
Supervisory Environmental Protection Specialist
Federal Railroad Administration

AGENCY COMMENT	PROPOSED RESPONSE
<p>1- The Dallas to Houston DEIS and supporting drawings in Appendices A thru F describe the project from Dallas to Houston. The engineering drawings are inconsistent with this description and show the project from Houston to Dallas. This compounds the complexity of the project and the review of the document.</p>	<p>FRA prepared the Final EIS and corresponding Mapbooks in Appendix D from Dallas to Houston. While the documents provided in Appendix F and G from TCRR were prepared Houston to Dallas, the entire project footprint and components are depicted in FRA's Mapbooks in Appendix D.</p>
<p>2- In the list of acronyms, DFW is listed as meaning Dallas Fort Worth Airport. However, within the document DFW is used as meaning Dallas-Fort Worth (see page 1-2).</p>	<p>The applicable sentence has been updated to show that DFW is an acronym for the Dallas-Fort Worth region and not the airport. The list of acronyms has also been updated to include the DFW region.</p>
<p>3- Suggest including a table in the executive summary (such as Table 2-13) to more clearly identify the eight segments included in each build alternative.</p>	<p>Table 2: Build Alternatives A-F in the Executive Summary of the Final EIS identifies the segments included in each Build Alternative.</p>
<p>4- Suggest adding a reference to the website with the alignment alternatives report. Executive Summary, Page ES-4</p>	<p>Text has been added to ES.4 Alternatives Analysis: "FRA's <i>Dallas to Houston High Speed Rail Project, Alignment Alternatives Analysis Report</i>, is available on the FRA Project website: https://railroads.fra.dot.gov/elibrary/dallas-houston-high-speed-rail-project-alignment-alternatives-analysis-report."</p>
<p>5- Please clarify the source of the SO₂ increase. The document states that the trains will cause a reduction. Executive Summary, Page ES-9, 4th paragraph</p>	<p>The source of SO₂ increase is the power plants that would provide electricity to the train, which is greater than the reduction in SO₂ from the reduction in Vehicle Miles Travelled and automobile emissions. Because power plants in Texas include coal in the mix, they produce proportionally more SO₂ than cars that use gasoline with negligible sulfur content. Therefore, removing cars off the road due to HSR usage does little to reduce SO₂ to offset the power plant production of SO₂, even though the fraction of electric power producing SO₂ decreases in the future. Refer to Section 3.2.5, Air Quality, Environmental Consequences.</p> <p>In addition, there would be an increase of SO₂ emissions during the construction period along the alignment resulting from fuel combustion emissions from off-road construction equipment and on-road vehicles.</p>
<p>6- The no build is only mentioned in this one statement in addressing MSATs. Because this is not discussed in the previous paragraphs, suggest remove for consistency. Executive Summary, Page ES-10, 1st paragraph</p>	<p>Refer to updated text in ES.5 Changes incorporated in the Final EIS since Draft EIS</p>
<p>7- Suggest deleting the statement that terminal impacts will not impact species habitat because of their urban environments. The Least Interior Term is known to</p>	<p>Text has been updated to state "Impacts to the interior least tern and whooping crane are not presented in Table ES-6 due to the variability of</p>

AGENCY COMMENT	PROPOSED RESPONSE
<p>next in urban environments in Dallas-Fort Worth as well as other species. Being urban does not preclude impacts to species habitats. Executive Summary, Page ES-13, 2nd paragraph.</p>	<p>the species habitat within the Study Area. A detailed assessment of the least tern is included in the Biological Assessment which can be found in Appendix K, Agency Specific Reports, Biological Assessment. The Biological Opinion and incidental take statement will be issued by USFWS and attached to the Record of Decision.</p>
<p>8- It is not clear what the difference is between "Structure Displacements (within LOD)" and "Estimated Total Structure Acquisitions*." Also, what does the asterisk after "Estimated Total Structure Acquisitions" denote? Executive Summary, Page ES-21, Table 12</p>	<p>This asterisk signifies that the estimated total structure acquisitions includes both primary and secondary structures. A footnote has been added to clarify.</p>
<p>9- What do the asterisks behind "Economic Impacts" and "Children's Health and Safety" denote? Executive Summary, Page ES-23, Table 14</p>	<p>Asterisks denoted the expected timeframe for the identified impacts. All economic impacts include the total of one-time construction impacts plus 17 years of operating impacts from 2023 to 2040. Children's health and safety impacts (See Section 3.14.5.2.4) are the result of temporary construction effects. These impacts will no longer occur once construction has ended.</p>
<p>10- Explaining the types of eligibility of a historic resource seems too detailed for an executive summary. Suggest just discussing the results. Executive Summary, Page ES-26</p>	<p>Refer to updated text in ES 9.18 Cultural Resources in the Final EIS.</p>
<p>11- Suggest revising the text. The Preferred Alternative (one alternative) is discussed along with the three Build Alternatives without the preferred being identified. If all three build alternatives would result in the same impacts, suggest referring to them as such {build alternatives} or identify the Preferred Alternative first in the section instead of at the end. Executive Summary, Section ES. 10, Pages ES-30-31</p>	<p>The text in ES.10 FRA's Preferred Alternative has been revised and now includes: "FRA identified Build Alternative A as the Preferred Alternative in the Draft EIS published December 22, 2017."</p>
<p>12- The Texas Triangle is identified as Dallas-Houston-Austin in Figure 1-1 and page 1-7. However, on page 1-11, the Texas Triangle is identified as Dallas-Houston- San Antonio. Please clarify.</p>	<p>Figure 1.1: Texas Triangle has been updated in the Final EIS to include San Antonio.</p>
<p>13- NOx is not a criteria pollutant; it is a precursor to ozone. NO₂ is the specific criteria pollutant listed in the Clean Air Act (CAA). Please revise. Section 3.2.1, Page 3.2-1, 2nd paragraph</p>	<p>Text has been revised in Section 3.2.1, Air Quality, Introduction of the Final EIS. NOx has been revised to NO₂</p>
<p>14- Suggest adding a table explaining which counties are nonattainment for ozone and which areas of a county are nonattainment for SO₂. Section 3.2.1, Page 3.2-1, 3rd paragraph</p>	<p>Table 3.2-5: Current Attainment Status by County of the Final EIS provides this information.</p>

AGENCY COMMENT	PROPOSED RESPONSE
15- Update the penultimate sentence; October 1, 2017 has passed and nonattainment designations were not made. Section 3.2.1, Page 3.2-1, 3rd paragraph	Text in Section 3.2.1, Air Quality, Introduction of the Final EIS has been revised to state “the ozone NAAQS was revised in 2015, with nonattainment designations effective August 3, 2018.”
16- The CAA did identify 188 HAPS, but the current list is 187. Suggest clarifying this in the text. Section 3.2.2, Page 3.2-4, 1st paragraph	The text in 3.2.2, Regulatory Context of the Final EIS has been updated to state, “The Clean Air Act identified 188 air toxics labeled hazardous air pollutants, of which the EPA identified a group of 21 MSATs and further identified a subset of nine priority MSATs.:
17- The first version of MOVES2014a was released on November 4, 2015. With this release, the EPA requires NONROAD modeling to be done with MOVES2014a non-road component. Previous to this release, the NONROAD2008 model could be used to calculate non-road emissions. It is unclear when the emissions were calculated; however, the terminology should be consistent with the EPA model requirements. https://nepis.epa.gov/Exe/ZyPDF.cgi?Dockey=P100NNRO.txt (see pg. 2, 3rd question.) Section 3.2.3.1.2, Page 3.2-5, 1st paragraph	All emissions have been calculated using the MOVES2014b emissions model. References to the NONROAD2008 and MOVES2014a models have been removed
18- Second sentence is difficult to understand. Suggest rephrasing as "As shown, the only air quality study area counties which are nonattainment for the 2008 8-hour Q3 standard are the counties associated with the terminating ends of the Build Alternatives." Section 3.2.4.1, Page 3.2-17, 3rd paragraph	Section 3.2.4.1, Air Quality, Regional Air Quality of the Final EIS has been updated with the following text: “As shown, the only air quality study area counties which are nonattainment for either the 2008 or 2015 8-hour O ₃ standard are Dallas and Harris counties associated with the terminating ends of the Build Alternatives.”
19- Considering moving this table to the beginning of Section 3.2. Table 3.2-5.	Due to citing specific figures from this table and the section specifically covering existing conditions of achieving air quality standards, it has been left in its current location.
20- Suggest listing the dates of the ozone season, which are January 1 - December 31 for Houston and March 1 - November 30 for Dallas-Fort Worth. Section 3.2.4.2, Page 3.2-19, 1st paragraph	The ozone season in Texas as defined by TCEQ is stated at the end of the 2 nd paragraph and cited in the report. Therefore, no change were made.
21- The document indicates that buses serving the stations will be fueled by a mixture of diesel and natural gas. However, DART will be piloting use of electric buses in 2018. Suggest rephrasing to acknowledge the possibility of other fuel types in the future. Section 3.2.5.2.5, Page 3.2-29, 2nd paragraph	Text has been added to Section 3.2.5.2 of the Final EIS to indicate potential for electric and other alternative fuel types in the future for DART.
22- Recommend expanding Mitigation Measure #AQ-MM#5 to include a requirement that TCP and its construction contractor utilize equipment that complies with EPA ner 4 final emissions standards when possible. A similar commitment to use the latest available construction equipment is mentioned in the first paragraph of page 3.2-29 with reference to minimizing MSAT emissions.	The emissions analysis using MOVES2014b was calculated based on a default mix of engine standards. Use of any specific engine performance Tier standard is not required. Therefore, no changes were made.

AGENCY COMMENT	PROPOSED RESPONSE
<p>NCTCOG recommends that TCP include contract language that requires use of such equipment. Sample contract language is available from NCTCOG at www.nctcog.org/construction, which also addresses requirements to minimize idling (AQ-MM#5) and utilize TxLED-compliant fuel (AQ-MC#1). Section 3.2.6.2, Page 3.2-35</p>	
<p>23- Suggest removing table notes for Category 5 and Sb because neither of these are used in the main table. Page 3.3-12, Table 3.3-2</p>	<p>Updates have been made as recommended in the Final EIS to Table 3.3-2.</p>
<p>24- Discussions of most of the major and minor aquifers include a description of the current health status (declining, etc.). However, no description is provided for the Trinity, Woodbine, Nacatoch, and Yegua Jackson. Add for consistency. Pages 3.3-14-16</p>	<p>Updates have been made to the text in 3.3.4, Water Quality, Affected Environment of the Final EIS.</p>
<p>25- For clarity, suggest converting the table notes to text/bullets. Table 3.5-1</p>	<p>Notes have been included in Table 3.5-1 in the Final FEIS.</p>
<p>26- The Least Interior Tern have been known to nest on flat gravel rooftops in industrial areas in Dallas County. Because the proposed Dallas Station location is in an industrial area near the Trinity River, this species needs to be discussed (and investigated if it has not). Page 3.6-45, 1st paragraph.</p>	<p>An assessment of the least tern is included in the Biological Assessment which can be found in Appendix K, Agency Specific Reports, Biological Assessment. The Biological Opinion and incidental take statement will be issued by USFWS and attached to the Record of Decision.</p>
<p>27- Suggest the amount of construction energy should be calculated using the BTU content of diesel and the narrative updated accordingly. The document indicates the amount of construction phase energy consumption was estimated by multiplying the gallons of fuel consumption by the BTU content of a gallon of gasoline. Typically, the heavy trucks and construction equipment are diesel-powered, not gasoline-powered. Recommend re-assessing the methodology to more comprehensively incorporate the vehicle and equipment inventory and activity rates used for the air quality analysis. Recommend that the fuel usage should be calculated using the total number of working hours or miles and the estimates of energy consumption for construction equipment default values found in the Air Quality Technical Memorandum from Appendix E, to be consistent with the approach to estimating pollutant emissions. Page 3.9-4</p>	<p>Construction energy (fuel) was determined based on specific schedule and equipment data estimated by TCRR (see Appendix F, TCRR Final Conceptual Engineering Design Report). This assessment used gasoline as it included both construction equipment and on and off-road vehicles during the construction and delivery of construction materials. These data were used to estimate the anticipated construction energy consumption based on total equipment working hours from the air quality analysis in Section 3.2, Air Quality.</p>
<p>28- Suggest replacing this graph with the more recent 2015 data, which is now available on EIA (https://www.eia.gov/statel?sid=TX#tabs-3). Figure 3.9-5</p>	<p>Figure 3.9-5 in the Final EIS was updated with data from 2018.</p>
<p>29- The document does not mention additional operations water demand associated with additional power generation, which is particularly water-intensive. Suggest that some acknowledgement and discussion of this water demand be added. Page 3.9-28, 6th paragraph</p>	<p>Section 3.9.5.2.2, Utilities and Energy, Energy of the Final EIS describes where the electricity would come from (the statewide grid), the power consumption involved, and the anticipated impacts to the electrical power supply considering the HSR operation power demand and</p>

AGENCY COMMENT	PROPOSED RESPONSE
	<p>statewide long-term power capacity planning. The large majority of the statewide grid is managed by the Electric Reliability Council of Texas (ERCOT). As the principle manager of the grid, ERCOT must forecast and provide for short-term and long-term growth power demand, while considering many factors such as planned industrial, commercial and residential uses, and future population growth in general. ERCOT must also identify the necessary added generation capacity to meet this need, plus a reserve margin (e.g., a contingency amount of generation capacity above the projected peak demand).</p>
<p>30- The document does not mention additional operations wastewater generation associated with additional power generation, which is particularly water-intensive and generates substantial volumes of wastewater. Suggest that some acknowledgement and discussion of this impact be added. Page 3.9-30, 3rd paragraph</p>	<p>Section 3.9.5.2.2, Utilities and Energy, Energy describes where the electricity would come from (the statewide grid), the power consumption involved, and the anticipated impacts to the electrical power supply considering the HSR operation power demand and statewide long-term power capacity planning. No new power generation is being developed to specifically provide power for the HSR. Utility providers and ERCOT would account for the estimated HSR power demand in planning for the future statewide power supply. If utility providers develop additional power generation in the future to meet statewide power demand, designs for new power generation facilities would be developed by the utility and approved through their standard regulatory and environmental review processes. Water usage and wastewater generation associated with such facilities, which varies depending on the type of facility (i.e., gas-fired, wind power, etc.), would be evaluated through those review processes.</p>
<p>31- There seems to be a missing explanation/table, or detail which could be added to Table 3.9-19, that summarizes key inputs for HSR operation energy consumed in a manner similar to the detail provided for HSR construction energy and the passenger vehicle travel energy. In addition, net energy saved should be calculated by subtracting both the HSR operation energy consumption and the HSR construction energy consumption from the passenger vehicle travel energy. As currently published, HSR construction energy is not factored into the net calculation. Pages 3.9-35-36</p>	<p>As stated at the end of Section 3.9.5.2.3, Utilities and Energy, Fuel, the fuel consumption savings estimated for the Project by reducing passenger vehicle travel would be approximately 37.4 million gallons of gasoline, or 4,285,420 MMBTUs, annually. By comparison, the annual operation of the HSR would consume approximately 1,554,571 MMBTUs, resulting in a net savings in energy of 2,730,849 MMBTUs. Because the Project would save more energy annually (2,730,849 MMBTUs) than it would take to construct the HSR system (58,043 MMBTUs one-time expenditure), the long-term impact on energy consumption would be beneficial.</p>
<p>32- The "Notes: BTU-British" appears to be incomplete. Table 3.9-19</p>	<p>This note has been revised to read "MMBTU – Millions of British Thermal Units"</p>

AGENCY COMMENT	PROPOSED RESPONSE
<p>33- In addition to water saving devices, recommend broadening mitigation measures EU-MM#7 to include energy-saving strategies (e.g., light-emitting diode lighting and other strategies consistent with energy efficient buildings, such as those listed by EnergyStar, LEED, or Better Buildings programs) that would help minimize power needs at the facilities during operations. Alternatively, an additional mitigation measure specific to energy efficiency could be added. Page 3.9-38</p>	<p>A discussion of TCRR’s proposed Low Impact Development (LID) design approach for the HSR system has been added to Section 3.9.6, Utilities and Energy. Also refer to Appendix F: TCRR Final Conceptual Engineering Design Report (Section 3.14.2.4, Basis of Design) for details of Low Impact Development.</p>
<p>34- What does the asterisk on the number of lanes denote for Illinois Avenue? Table 3.11-5</p>	<p>This asterisk signifies that the left turn lanes were included in the lane counts. A note has been added to Table 3.11-5: Roadway Crossings in Dallas County.</p>
<p>35- It appears that traffic volumes were taken while IH 30/IH 35E (Horseshoe Project), Riverfront Boulevard, and Cadiz Street were under construction. If so, these counts may be skewed because of traffic seeking alternate routes. Page 3.11-11</p>	<p>Although the Horseshoe Project was in the first half of construction at the time of the counts, access through the freeways and to Riverfront Boulevard and Cadiz Street were maintained at the time of traffic counts.</p>
<p>36- Future plans to widen Pleasant Run Road will include an off-street trail. The relocated road must include a four-lane bridge with a trail.</p>	<p>As presented in Table 3.11-5 of the Final EIS, Pleasant Run Road would not be relocated. Refer to Appendix D, Mapbooks, Project Footprint Page 17. The Project is on viaduct (rail over road) at this location.</p>
<p>37- There are future plans to widen both Pleasant Run Road and Wintergreen Road from two to four lanes. Future plans for N. Lancaster Hutchins Road will expand the facility from two to six lanes. Sufficient clearance must be provided for the roadway and sidewalks. Table 3.11-8</p>	<p>As presented in Table 3.11-5 of the Final EIS, these roads would not be relocated. Refer to Appendix D, Mapbooks, Project Footprint Pages 15 through 17. The Project is on viaduct (rail over road) at these locations.</p>
<p>38- Delete Trinity Parkway. Table 3.11-8</p>	<p>Trinity Parkway has been removed from Table 3.11-8: Planned Transportation Projects in Dallas County. The plan was rejected by the Dallas City Council in August 2017</p>
<p>39- For Loop 9, the project should not be classified as a freeway. The initial six lanes to be built by 2035 are frontage roads only but include a wide median for future mainlanes which may or may not be tolled. Table 3.11-8</p>	<p>Table 3.11-8: Planned Transportation Projects in Dallas County has been updated in the Final EIS to reflect this change. Loop 9 is now classified as a State Highway</p>
<p>40- Please add the planned widening of SH 34 from two to four lanes. The shoulders will accommodate bicycles. Table 3.11-11</p>	<p>The project will cross SH 34 on viaduct. Planned widening was not found within the Study Area.</p> <p>Within the county there is an active widening of SH 34 to connect north to Greenville, TX.</p> <p>No new transportation capacity improvements or modifications are</p>

AGENCY COMMENT	PROPOSED RESPONSE
	proposed and therefore SH 34 is not included in Table 3.11-11 .
<p>41- The proposed design has Belt Line Road and Pleasant Run Road going over the HSR in South Dallas. This area has and will have more freight-oriented developments built which will have a large number of trucks traveling through the area. The design of the overpasses need to provide appropriate horizontal and vertical geometry for an Intermodal area. Table 3.11-37</p>	<p>Since the release of the Draft EIS, TCRR continued making refinements to the preferred alternative and re-evaluated roadway crossings to minimize the modification to existing roadway infrastructure, as discussed in Section 3.11.5, Transportation. As a result, the Project would now be on viaduct (rail over road) at the crossings of both Belt Line Road and Pleasant Run Road. Most crossings required by the Project would be rail over road. All rail over road crossings for public roads would meet TxDOT vertical clearance standards at a minimum (16.5 feet). In some instances, the vertical clearance would be as high as 22 feet to accommodate the movement of heavy equipment.</p>
<p>42- The document should include a discussion on the impacts to bicycle and pedestrian movements around the Dallas station. Per the DEIS, 19 percent of access to the Dallas Terminal Station option would occur via non-motorized modes. Some of the intersection recommendations could impact bicycles and pedestrians by increasing the width of already large intersections and/or reducing sidewalk widths. Table 3.11-39</p>	<p>Discussions of impacts to non-motorized modes have been included in 3.11.4, Environmental Consequences, Transportation of the Final EIS.</p>
<p>43- Not sure if the proposed intersection improvements are possible at Lamar Street/Cadiz Street because of the grades and the historic eligibility of the Cadiz underpass. Table 3.11-39</p>	<p>As discussed in 3.11 Transportation, specifically 3.11.4 Affected Environment, the Cadiz Street/Lamar Street intersection would have one right-turn bay added to southwest bound traffic and a right-turn bay added for southeast bound traffic. Refer to Table 3.11-39: Dallas Terminal Intersection Design Modifications.</p> <p>Table 3.11-40: Dallas Terminal Impacts 2040 LOS (Delay in Seconds per Vehicle) shows that the current AM/PM LOS at this intersection is below acceptable TxDOT standards (below D). The modified shows a slight improvement over current conditions for the AM northbound movement.</p> <p>As required by TR-MM#2: Intersection Improvements, prior to construction and operation, TCRR will perform a full traffic impact analysis (TIA) that complies with the City of Dallas and/or TxDOT TIA guidelines as applicable. A list of intersections that may need to be improved based on preliminary traffic analysis and design is included in this section; however, the actual location and extent of intersection improvements will be subject to the TIA process. TCRR shall implement intersection improvements as required by the applicable TIA process.</p>

AGENCY COMMENT	PROPOSED RESPONSE
<p>44- Need to consider all modes, not just motor vehicles. The closure of sidewalks and bicycle facilities (if applicable) should also be coordinated with local governments, DART, local businesses, and property owners. Page 3.11-74, TR-MM#1</p>	<p>Discussions of impacts to non-motorized modes have been included in 3.11.4, Environmental Consequences, Transportation of the Final EIS.</p>
<p>45- The "Notes" do not consistently list all acronyms/abbreviations. Tables 3.15-4 and 3.15-5</p>	<p>Notes have been updated in Tables 3.15-4, 3.15-5 and 3.15-6 in the Final EIS to include all acronyms and abbreviations consistently. There is also a table at the beginning of Section 3.15.1, Electromagnetic Fields, Introduction with unit definitions and conversions.</p>
<p>46- The city of Dallas has recently completed The Cedars Planning Study. Additionally, HSR is under study between Dallas and Fort Worth. Recommend adding these studies to the discussion and address how HSR would impact these plan.</p>	<p>Discussion of The Cedars Planning Study and the NCTCOG High-Speed Transportation Service project have been added to Chapter 4.0, Indirect Effects and Cumulative Impacts.</p>
<p>47- Passenger rail stations can induce growth. This area could experience gentrification due to the current nature of the existing development and should be addressed.</p>	<p>Project-induced development is discussed in 4.2.2.1, Indirect and Cumulative Impacts of the Final EIS. Induced growth around the proposed stations is discussed in 4.3.1, Project-influenced Development Effects and Effects Related to Project-influenced Development Analysis.</p>
<p>48- Because the Dallas Station location is adjacent and near the original location of the Trinity River, numerous wetlands and other low areas are adjacent to and around the proposed station. Any additional growth from the station could result in impacts and should be discussed. Section 4.4.6.1, Page 4-9</p>	<p>Section 4.3.1.1.1, Indirect Effects and Cumulative Impacts, The Dallas Terminal Station, Land Use of the Final EIS states that development in the Dallas Terminal Station Area is being planned and is reasonably foreseeable with or without the Dallas High Speed Rail Terminal Station. However, the Project, including the Dallas Terminal Station would accelerate this development.</p> <p>The Dallas 360 Plan referring to Transit oriented Development in downtown Dallas states "In order to maximize the benefit of such a neighborhood for the city and in order to create a neighborhood that maximizes the livability and transit-oriented nature desired, it is important to establish a development framework that can guide development in an appropriate way, regardless of the final outcome of high speed rail."</p> <p>In addition, Section 4.4.4.4 Indirect Effects and Cumulative Impacts, Waters of the U.S. of the Final EIS states that there is a potential for cumulative impacts to waters of the U.S., including a reduction in the function and quality downstream, of nearby wetlands, and potential degradation of riparian habitat.</p>

AGENCY COMMENT	PROPOSED RESPONSE
49- Recommend rewording the first sentence. There are no areas in Dallas or Harris counties in nonattainment; the whole county is in nonattainment. Section 4.4.6.1, Page 4-27, 1 st paragraph	This text has been revised as recommended in Chapter 4, Indirect and Cumulative Impacts, Section 4.4.4.1, Air Quality of the Final EIS.
50- Recommend adding a statement that the USAGE requires mitigation greater than 1: 1 for impacts, further helping the overall health of Waters of the US. Section 4.4.7.3 Page 4-32, 6 th paragraph	Section 4.4.5.4, Indirect Effects and Cumulative Impacts, Waters of the U.S. of the Final EIS has been updated to clarify that mitigation would be required for permanent impacts exceeding district thresholds, 0.1 acre or 300 linear feet of waters of the U.S. at each single and complete crossing.
51- The list of temporary impacts from construction equipment and construction activities should include increases in air pollutant emissions. Page 5-1, 4th bullet	The text in Chapter 5.16, Relationship Between Local Short-Term Uses of the Human Environment and the Maintenance and Enhancement of Long-Term Productivity of the Final EIS has been updated to read, "Temporary increases in local and regional emissions of particulate matter (fugitive dust) and pollutant emissions from fuel combustion (diesel PM, CO, CO2, NOx, VOCs, and sulfur compounds)."
52- The tables inventorying non-road engines for construction emissions estimates appear to assume use of Tier 3 equipment exclusively. While Tier 3 is a good emissions standard, NCTCOG suggests that TCP strive to employ Tier 4 interim and/or Tier 4 final equipment to the greatest extent possible, as equipment meeting these EPA standards has been available across all horsepower classes for several years.	References to the use of specific tiered engine performance standards have been removed from the report based on the use of the MOVES2014b emissions model that incorporates national default input data for the nonattainment counties. The default data is based on a mix of engine performance standards.
53- E. Belt Line Road future plans expands from two to four lanes. Relocated road must include a four-lane bridge. All bridges should include sidewalks. The design of the overpasses needs to provide appropriate horizontal and vertical geometry for an intermodal area. Appendix G	Since the release of the Draft EIS, TCRR continued making refinements to the preferred alternative and re-evaluated roadway crossings to minimize the modification to existing roadway infrastructure, as discussed in Section 3.11.5, Transportation . As a result, the Project would now be on viaduct (rail over road) at the crossing of Belt Line Road. Most crossings required by the Project would be rail over road. All rail over road crossings for public roads would meet TxDOT vertical clearance standards at a minimum (16.5 feet). In some instances, the vertical clearance would be as high as 22 feet to accommodate the movement of heavy equipment.
54- Pleasant Run Road future plans expands from two to four lanes with an off-street trail. Relocated road must include a four-lane bridge with trail. The design of the overpasses need to provide appropriate horizontal and vertical geometry for an intermodal area. Appendix G	Since the release of the Draft EIS, TCRR continued making refinements to the preferred alternative and re-evaluated roadway crossings to minimize the modification to existing roadway infrastructure, as discussed in Section 3.11.5, Transportation . As a result, the Project would now be on viaduct (rail over road) at the crossing of Pleasant Run

AGENCY COMMENT	PROPOSED RESPONSE
	<p>Road. Most crossings required by the Project would be rail over road. All rail over road crossings for public roads would meet TxDOT vertical clearance standards at a minimum (16.5 feet). In some instances, the vertical clearance would be as high as 22 feet to accommodate the movement of heavy equipment.</p>
<p>55- Wintergreen Road future plans expands from two to four lanes. Sufficient clearance must be provided for the roadway and sidewalks. Appendix G</p>	<p>Since the release of the Draft EIS, TCRR continued making refinements to the preferred alternative and re-evaluated roadway crossings to minimize the modification to existing roadway infrastructure, as discussed in Section 3.11.5, Transportation. As a result, the Project would now be on viaduct (rail over road) at the crossing of Wintergreen Road. Most crossings required by the Project would be rail over road. All rail over road crossings for public roads would meet TxDOT vertical clearance standards at a minimum (16.5 feet). In some instances, the vertical clearance would be as high as 22 feet to accommodate the movement of heavy equipment.</p>
<p>56- N. Lancaster Hutchins Road future plans expands from two to six lanes. Sufficient clearance must be provided for the roadway and sidewalks. Appendix G</p>	<p>Since the release of the Draft EIS, TCRR continued making refinements to the preferred alternative and re-evaluated roadway crossings to minimize the modification to existing roadway infrastructure, as discussed in Section 3.11.5, Transportation. As a result, the Project would now be on viaduct (rail over road) at the crossing of Lancaster Hutchins Road. Most crossings required by the Project would be rail over road. All rail over road crossings for public roads would meet TxDOT vertical clearance standards at a minimum (16.5 feet). In some instances, the vertical clearance would be as high as 22 feet to accommodate the movement of heavy equipment.</p>



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

May 20, 2020

The Honorable Elaine L. Chao
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Room W12-140
Washington, DC 20590

Dear Secretary Chao:

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 United States Department of Transportation's Federal Railroad Administration (FRA) notice published in the March 10, 2020, Federal Register, Texas Central Railroad High-Speed Rail Safety Standards, **Docket No. FRA-2019-0068, Notice No.1.**

The RTC supports FRA's proposed rule of particular applicability to establish safety standards and regulate the Texas Central high-speed rail system from a systems approach. This approach allows Texas Central to implement a state-of-the-art, high-speed rail system that has the potential to replicate the unparalleled performance of the Japanese Tokaido Shinkansen system. Establishing the regulatory requirements at this stage is critical to advance the project in a timely manner.

Texas Central intends to implement a high-speed passenger rail system based upon the service-proven technology used on the Tokaido Shinkansen and replicate the operational and maintenance practices and procedures. The Shinkansen technology has an impeccable safety record and an impressive, on-time performance history. This technology has not experienced a single fatality in over 50 years – a remarkable achievement by any measure. Additionally, the Japanese system has an average annual delay per train of less than 30 seconds, currently having 368 trips per day and having carried over 6 billion passengers in 55+ years of operation.

The Texas Central high-speed rail system will revolutionize travel within the State of Texas and have the potential to provide multi-modal connectivity within the state. The system in Texas will set the benchmark for other US passenger rail systems, while bringing communities and businesses closer together.

The RTC appreciates the opportunity to provide these comments. If you have any questions, please feel free to contact me at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

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

Michael Morris, P.E.
Director of Transportation

RH:kw



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

May 20, 2020

Noelle Fields, PhD, LCSW
The University of Texas at Arlington
Box 19129
Arlington, TX 75019

Dear Dr. Fields:

On behalf of the Regional Transportation Council (RTC), which serves as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth area, and the North Central Texas Council of Governments (NCTCOG), I am pleased to offer our support for your general research grant proposal to the National Institute for Transportation and Communities (NITC).

We are pleased to support your project "Piloting a Smart-Phone App-based Data Collection Method to Characterize Latent Transportation Demand and Impacts on Health and Quality of Life within Environmental Justice Populations." This project will help advance innovative methods in data collection and increase the quantity and quality of data showing the physical, economic and social impact of transportation and mobility for environmental justice populations living in suburban communities. In particular, we are very interested in the custom-designed app, MyAmble. This app has been beta-tested and shows promise as a method for collecting ecological momentary assessment data related to the transportation activities of environmental justice populations; this data is missing from traditional travel surveys.

If the proposal is funded by NITC, we are committed to:

- Providing input on how to refine the app, MyAmble (e.g. adding questions, features) during the planning and design phase,
- Helping identify MyAmble users for the implementation/field deployment phase,
- Assisting with technology transfer to other MPOs, and
- Developing strategies to integrate MyAmble into the planning process and NCTCOG operations.

We support this project because the data and analysis obtained from this study will 1) help generate recommendations for improving transportation planning efforts for environmental justice populations and 2) provide insight into the latent transportation demand present in underserved populations.

The RTC understands that the goal of the proposal is to develop a method for using a smartphone app to collect data about transportation demand in environmental justice populations living in suburban communities. This research proposal is consistent with the programs and policies in our long-range transportation plan, [Mobility 2045: The Metropolitan Transportation Plan for North Central Texas](#), including the plan's goals to improve transportation options and ensure community access to the transportation system and planning process.

Again, the RTC endorses your research grant proposal to the National Institute for Transportation and Communities. If you have questions, please contact me at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

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

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

KR:kw



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

May 20, 2020

Ms. Gail Lyssy
Deputy Regional Administrator
Federal Transit Administration
819 Taylor Street, #14A02
Fort Worth, TX 76102

Dear Ms. Lyssy:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth area, I would like to congratulate you on being named the Regional Administrator for Region VI of the Federal Transit Administration. An RTC membership roster is enclosed.

The RTC and the North Central Texas Council of Governments' (NCTCOG) Transportation Department jointly work to plan coordinated transportation systems that improve mobility and safety, as well as meet the air quality needs for the Dallas-Fort Worth area. We are available to provide you with information about transportation matters in the North Texas region, upon your request, and look forward to working with you.

Again, congratulations on your appointment. If you have any questions, feel free to contact me at mmorris@nctcog.org or (817) 695-9241.

Sincerely,

A handwritten signature in black ink, appearing to read "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

NA:kw
Enclosure



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

May 20, 2020

Mr. Jay Walder
Chief Executive Officer
Virgin Hyperloop One
2159 Bay Street
Los Angeles, CA 90021

Dear Mr. Walder:

On behalf of the North Central Texas Council of Governments (NCTCOG) and the Regional Transportation Council (RTC), thank you for your recent letter on advancing the Hyperloop Certification Center during this COVID-19 pandemic. I hope this letter finds you healthy and safe. As we work remotely from our homes, NCTCOG staff continues to meet virtually on this exciting project.

The Hyperloop Certification Center provides a unique opportunity where we can focus on "Infrastructure 2.0" or new transportation technology and infrastructure in a post COVID-19 world. Investing in America's infrastructure by implementing new technology will be an enormous, economic stimulus during a time when it is needed most. As this pandemic continues to disrupt the national economy, developing and deploying new technology at scale can put millions of people back to work. There is no better time than the present to make these investments in transportation.

In our February 28 proposal, we laid out the many advantages of the Dallas-Fort Worth region as the site for the Certification Center and other VHO facilities. During this pandemic, we have been working hard with a variety of public and private partners to strengthen our proposal.

We have been in contact with Kristen Hammer and look forward to resuming our weekly calls with the VHO team. NCTCOG and the RTC look forward to working with you to bring this new mode of technology to North Texas. If you have any questions, please contact me at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

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

Michael Morris, P.E.
Director of Transportation

RH:kw

cc: Kristen Hammer, Business Development Manager, Virgin Hyperloop One

Analysis: You didn't think a pandemic could stop highway planning in Texas, did you?

All eyes in Texas are on the coronavirus and the state government's response to it. But some of the biggest state agencies are still doing what they always do, like building highways and debating oil and gas regulations.

By Ross Ramsey, Texas Tribune

While the rest of us are fretting about the pandemic, a couple of state agencies are busy with big, unrelated stuff. Government never stops.

The Texas Department of Transportation decided to [use the agency's \\$3.4 billion discretionary fund](#) on an Interstate 35 expansion through Austin, a long-term project starting during what the [state comptroller predicts](#) will be a loss of billions of dollars of state revenue due to the coronavirus-spurred recession in Texas.

Meanwhile, the Texas Railroad Commission is set to vote Tuesday on a proposal to order a [cut in the amount of oil produced](#) in the state, a serious bit of regulatory intervention designed to cut supply to match drops in demand.

The plan has found unexpected welcomes from some struggling oil companies that ordinarily bridle at any hint of intervention from Austin or Washington. Those voices are hardly unanimous, but they're out there.

The pandemic scattered most state government workers to their homes, like the rest of us. That doesn't mean they're all working on responses to the spread of coronavirus. In fact, both agencies are in the business now they've always been in, regulating oil and gas and building roads.

The energy business is [in a tailspin](#) that's only partly attributable to the pandemic. Producers are putting out more product than the world wants, pushing prices down. Mixed with a dreaded virus that stalled the economy and, with it, a large amount of that already insufficient demand, oil prices fell below zero, into negative dollars.

That prompts a classic economic debate in the conservative oil patch: Do you prefer free markets or government control of production?

Get Ross Ramsey's analysis of politics and policy delivered to your inbox

The latter was the Texas model for decades. The Texas Railroad Commission, which regulates energy in the state (it's a long story), was the original oil cartel, turning the spigots off and on to balance supply with demand and keep prices up.

That's no longer how it works; the agency stopped "proration" more than 40 years ago. But the machinery is still in place, and lame-duck Commissioner [Ryan Sitton](#), who lost his reelection primary this year, [wants the agency](#) to order a 20% cut in production.

The chairman, [Wayne Christian](#), wrote a lengthy "no" in [an op-ed in the Houston Chronicle](#) this week, setting the stage for a tiebreaker at the next RRC meeting. The third commissioner, [Christi Craddick](#), hasn't said publicly whether she's with Sitton or Christian, but she's widely believed to be against proration.

It's a big fight, though, and it's not about social distancing or testing or the other things dominating the state's attention right now.

TxDOT isn't looking at changing course — not because of the pandemic or the economy. Commissioners there voted 3-1 Thursday to use all of the agency's discretionary funds on the I-35 project, which adds lanes to the highway in Central Texas and which, according to agency officials, will eliminate 11 of the 12 worst "choke points" on state highways.

They drove past objections from state Sen. [Robert Nichols](#), R-Jacksonville, (a former TxDOT commissioner) and state Rep. [Terry Canales](#), D-Edinburg, the respective transportation committee chairs in the Senate and House, who wrote the commissioners in mid-March seeking a delay.

The lawmakers cited "immense volatility in global financial markets, a near collapse in the oil market, and a threat of potential recession" as reasons to "postpone adoption until more financial certainty is available."

The state's economic problems have escalated sharply since they wrote that letter. Comptroller [Glenn Hegar](#), watching rapid declines in sales taxes from a flagging economy and oil prices that signal drops in severance taxes, has [warned state officials](#) that they'll have billions of dollars less to spend in the current budget than he forecasted a year ago.

One commissioner, Alvin New of San Angelo, also wanted to tap the brakes. He was the lone vote against the proposal.

"Now, I want to be really clear here," he said before the vote. "I am not against this project. I am not speaking from a metro versus rural perspective. I am not speaking to protect or debate any one region of the state. That's what I am not doing. I am not against this project. However, the pandemic and its effect on our economy and revenue sources have me wanting to slow down and be more cautious with expenditures."

Commission Chairman J. Bruce Bugg Jr. pushed to stay the course, saying the vote to proceed isn't a promise the project will be built, but it commits those funds to the agency's plans. The discretionary funds would cover a little less than half of the total \$7.5 billion price tag, most of which the commission previously approved.

"The COVID-19 environment we are living through today has had historic impacts on the world economy and our economy in Texas," he said. "But we know the sun will once again shine on Texas. In the meantime, it is the responsibility of this commission to look ahead to the future needs of Texas."

DART's GoLink shuttle service to serve Carrollton business park

By Progressive Railroading

Dallas Area Rapid Transit (DART) and the North Central Texas Council of Governments (NCTCOG) yesterday reached an agreement to extend DART's GoLink on-demand shuttle service to the west Carrollton area.

In May, the service will provide first- and last-mile connections from the Valwood Industrial Business Park area in west Carrollton to DART's Green Line at the downtown Carrollton light-rail station.

Under the agreement, NCTCOG will fund the \$325,000 service for two years.

New details released about development at SMU/Mockingbird Station

By Jaime_Dunaway, Lakewood Advocate Magazine

A 22-story apartment tower will be part of a residential and commercial development at [SMU/Mockingbird Station](#), according to new details released by the developer, [Trammell Crow Company](#).

The project, called Mockingbird Station East, will include four towers, two of which are residential.

The first apartment building, designed by Dallas architect [GFF](#), would include 481 rental units and be built on a surface parking lot on the east end of the site, near Kroger, the [Dallas Morning News reported](#).

The second residential tower will be located next door. It will be completed in further phase of construction, according to the Morning News.

Dallas Area Rapid Transit [approved the development](#) in December and plans to lease the land for 99 years to Trammell Crow for the project.

The first phase includes constructing a three-level underground parking garage to replace the surface lots, where the new towers will be built. Once completed, work can begin on the towers.

The newspaper reported that GFF presented preliminary plans for the first apartment building to the City of Dallas' Urban Design Peer Review Panel.

Air Pollution Drops Across Texas During Coronavirus Shutdown

By Andrew Gibbons, The Rivard Report

If the stars at night have seemed big and bright lately, it might be because air pollution in Texas has plummeted during the coronavirus shutdown, according to satellite imagery.

Concentrations of [nitrogen dioxide](#) (NO₂), a pollutant tied to fossil fuel burning, showed a significant decline across the state, according to imagery from the European Space Agency's Sentinel 5P satellite.

Measurements from a NASA pollution monitor also confirm a dip in NO₂ levels this spring compared with the past five years. The drop coincides with a decline in traffic beginning in mid-March, according to Texas Department of Transportation data, as businesses and schools closed in response to concerns about the virus's spread.

"Satellite data from various agencies appear to show significant decreases in [NO₂] across the state and generally agree with ground-based monitors located near roadways that show decreases in nitrogen oxides," Brian McGovern, spokesman for the Texas Commission on Environmental Quality, said in a Friday email.

Launched in October 2017, the [Sentinel 5P](#) satellite is among those carrying instruments that measure a variety of trace gases in the atmosphere tied to pollution. In March and early April, satellite imagery began showing drops in NO₂ in [China](#), northern [Italy](#), and the [East Coast](#) of the U.S.

A similar clearing of the air occurred over Texas in March and April. The Sentinel 5-P imagery the *Rivard Report* obtained shows NO₂ concentrations averaged over three 40-day periods: Dec. 29 through Feb. 4, Feb. 4 through March 15, and March 15 through April 23.

However, even with the overall lower levels of pollution, Texas cities still have still experienced some days with poor air quality. On Friday, San Antonio had its first high-ozone day in 2020, with levels reaching thresholds considered unhealthy for those with lung conditions and other sensitive groups.

As the number of coronavirus cases ratcheted up, Texas cities began shutting down certain businesses the week of March 15. Gov. Greg Abbott followed with a series of shutdowns starting that week and leading up to a statewide stay-home order on April 1.

That order expired Friday, replaced with a new one allowing businesses like restaurants, malls, and movie theaters to begin serving customers at 25 percent occupancy.

During the shutdown, Texans drove significantly less than they did in February, according to TxDOT data.

Statewide, traffic volume was down between 18 percent and 44 percent weekly from March 14 to April 24 compared to a baseline week of Feb. 22-28. In San Antonio, traffic volume was down 20 percent to 50 percent weekly.

Vehicles aren't the only source of NO₂ emissions. Coal plants, natural gas plants, and industrial sites that involve fossil fuel combustion also emit NO₂.

During the pandemic, power plants also have been running at lower capacity, with many businesses and industries shut down or reducing their activity. Weekly [demand for power](#) has been down 4 percent to 5 percent since March 29, and 2 percent the week before that, according to the Electric Reliability Council of Texas, the state's electrical grid operator.

However, pollution is not the only thing that influences the presence of NO₂ in the atmosphere.

Levels of the pollutant tend to vary with the season because sunlight drives chemical reactions that eventually convert NO₂ into ozone.

"In addition to being controlled by emissions, NO₂ is also controlled by the amount of sunlight that makes it to the surface," said Daniel Anderson, a scientist at NASA's Goddard Space Flight Center who has studied ozone formation over San Antonio.

"So, even for the same amount of emissions, you'll have higher amounts of NO₂ in the winter than in the summer because there is less sunlight," Anderson said. "Some of the decrease you're seeing in NO₂ from one figure to the next is likely just due to this effect."

A video Anderson shared from the [Ozone Monitoring Instrument](#) aboard NASA's Aura research satellite [shows NO₂ levels fluctuating daily](#). The video compares NO₂ emissions over San Antonio in 2020 to data from 2015 to 2019.

However, it's clear that San Antonio's NO₂ levels in 2020 were much lower from mid-March through mid-April than they were on average over the last five years, according to a graph of the data. Similar trends can be seen for NO₂ data in Houston and the Dallas-Fort Worth area.

DCTA rebrands Lewisville Lakeway on-demand mobile app

The newly rebranded app will feature DCTA's logo as the identifying icon and will replace the current Spare Rider app.

By Denton County Transportation Authority (DCTA)

The Denton County Transportation Authority (DCTA) is rebranding its Lewisville Lakeway on-demand mobile app, which provides real-time convenient service with the tap of a button.

Beginning May 11, the newly rebranded microtransit mobile app will make it easier for users to identify. The new app will have the DCTA logo as the identifying icon and will be available in the Apple and Google Play stores. Riders will need to download the new app, which will replace the current Spre Rider app.

To book a trip, riders will need to do the following:

- Open the DCTA On-Demand app on their mobile device and link their account to DCTA.
- Enter the destination in the "Where to?" box.
- When selecting the pickup location and drop off location, riders can use the designated stops, or they can enter in an address for a specific location.
- Add in any additional information by tapping on the "Passenger" or "Wheelchair" icon and tap "Request Ride" when ready. If riders want to schedule their trips in advance, they can select a later time and/or date by tapping "Schedule" in the lower right corner.
- Receive real-time prediction of pick-up times via text and the app.
In addition, Lewisville Lakeway On-Demand service hours will be updated due to COVID-19 to the following starting May 11:

Monday through Friday from 6:00 a.m. to 9:40 p.m.

Saturdays from 8:30 a.m. to 8:00 p.m.

With climate change, more extreme weather is inevitable. Here's how Texas must prepare

By John Nielsen-Gammon and Margaret Spellings. Fort Worth Star-Telegram

Data makes hard conversations easier, and few conversations have been as difficult as the one around climate.

It was important to us — as, respectively, Texas' state climatologist and the chief executive of a nonprofit organization focused on Texas' future — to bring a new lens to this issue. We wanted to take [a data-driven look at extreme weather trends](#) for insight into the future that Texans need to prepare for.

The data shows that Texas' climate has been changing. That's the conclusion of a scientific report by Texas A&M University researchers, funded in part by Texas 2036, that observed and analyzed historical meteorological and climate data for Texas.

If, as expected, current trends continue, our changing climate will pose more challenges to Texans living here in 2036 — the year Texas turns 200 — than today in several ways:

- The number of 100-degree days will double over the next couple of decades.
- The expected average temperature in 2036 will be about 3 degrees warmer than the average over the last half of the last century.
- By 2036, extreme rainfall is expected to be 30-50 percent more frequent than the 1950-99 average, causing more flooding — especially in Houston and other Texas cities where impervious surfaces increase the intensity of rainwater runoff.
- Higher temperatures and increased rainfall variability will cause more intense droughts.
- For some parts of the Texas coast, the storm surge risk may double by 2050 due to sea level rise and more intense hurricanes.

This data is consistent with climate-prediction models widely used by scientists. And it shows that as Texas prepares to add 10 million more people by 2036 and build an economy with 7-8 million more jobs, policymakers and business leaders need to prepare for a future that looks different from the past.

Big cities such as Houston need to prepare for more frequent episodes of extreme rainfall and flooding, as the city is doing through its recently released Resilient Houston plan. At the same time, rural communities in West Texas should plan for more intense droughts.

Our growing state needs to leverage this data — and our innovation, talent and leadership — to strategically plan for what a changing climate will mean for our water supply, infrastructure and economy. Given the long-term horizon of 2036, our strong economy can help position us for the future as we rethink everything from growing crops to creating resilient infrastructure to pre-empting new government budget problems.

At the same time, we can harness the state's vast leadership and expertise to slow or even reverse these trends. Yes, Texas leads the nation in carbon emissions — largely because we

have played such a vital role in supplying energy to the nation and the world. But we are also the world's epicenter of energy innovation.

Already, business leaders in Houston and elsewhere across our state are thinking comprehensively about economically productive ways to position Texas for a low-carbon future.

In recent years, Texas has experienced the worst one-year drought on record, its wettest year, its costliest hurricane and its highest storm rainfall total. To extend its prosperity into future generations, Texas has both the responsibility to prepare for extreme weather, and the opportunity to lead on innovations that the world needs to address coming climate challenges.

The data is in: our growing population and thriving economy will face more extreme weather by our state's bicentennial. So, the question is, what are we planning to do about it?

John Nielsen-Gammon is the Texas state climatologist and a regent's professor at Texas A&M University. Margaret Pellings is president and chief executive of Texas 2036 and a former U.S. secretary of education.

DART adds dedicated new bus line to assist Carrollton commuters

By Teresa Gubbins, Culture Map Dallas

Dallas Area Rapid Transit (DART) has added a new bus service in Carrollton that will provide a "last mile" option for hundreds of workers at a Carrollton business.

DART is partnering with Western Extrusions of Carrollton, to encourage commuting via public transportation. They've added a GoLink bus that will fill the last mile gap between the transit station and Western Extrusions' office in the Valwood Industrial Park.

The new service is an on-demand, personalized, curb-to-curb GoLink service, and came in response to a project called the Last Mile, initiated by Carrollton and Western Extrusions, whose facility on Sandy Lake Road is a mile from the DART light rail station in downtown Carrollton. According to a release, service will begin in May.

Western Extrusions, which has been in business in Carrollton since 1979, does extrusion, fabrication, and finishing of aluminum, manufacturing products for clients nationally and internationally. They employ approximately 850 people.

The effort will be funded through a two-year agreement between DART and the North Central Texas Council of Governments (NCTCOG), with NCTCOG funding \$325,000 for two years and DART monitoring performance, holding a public hearing, and evaluating a long-term service approach for the entire Valwood Industrial Park area.

Located in the northwest quadrant of I-635 and I-35E, Valwood is the third largest industrial park in the Metroplex, ranked by completed square footage. It encompasses more than 2,200 acres and has over 26 million completed square footage with 500 buildings and 1,500 tenants. The GoLink service will run Monday-Friday from 5:30 am-7 pm, with a dedicated on-demand vehicle and a connection directly to Downtown Carrollton Station served by DART's Green Line light rail.

Western Extrusions will also build a transit shelter to provide covered space for employees and allow data to be collected from scanned badges for the ride share program supported by NCTCOG. The company will purchase DART transit passes for every employee using public transportation for work transportation.

Upgraded technology to be added at 60 signalized intersections in Richardson

By Olivia Lueckemeyer, Community Impact Newspaper

Sixty intersections in Richardson will be improved following council approval May 4 of an interlocal agreement between the city and the North Central Texas Council of Governments.

The Minor Intersection Improvement Program will replace aging vehicle-detection infrastructure at intersections across the city. The \$480,000 project will be paid for through a \$384,000 federal grant supplemented by a 20% local match of \$96,000, according to council documents.

The city is required to submit status reports semiannually until the project is completed. The first report is due each year on April 7 and Oct. 7.

Here is a full list of intersections that will receive upgrades:

- Coit Road at Lake Park Way
- Coit Road at Campbell Road
- Coit Road at Senior Way
- Coit Road at Round Rock Circle
- Coit Road at Belt Line Road
- Coit Road at Dumont Drive
- Plano Road at Campbell Road
- Plano Road at Apollo Road
- East Campbell Road at Lakeside Boulevard
- East Campbell Road at Greenville Avenue
- East Campbell Road at Glenville Drive
- East Campbell Road at Owens Boulevard
- East Campbell Road at Yale Boulevard
- East Campbell Road at Jupiter Road
- East Arapaho Road at Greenville Avenue
- East Arapaho Road at International Parkway
- East Arapaho Road at Glenville Drive
- East Arapaho Road at Yale Boulevard
- West Spring Valley Road at Sherman Street
- West Spring Valley Road at Lingco Drive
- Renner Road at Waterview Parkway

- Renner Road at Synergy Park Boulevard
- Renner Road at Custer Parkway
- Renner Road at Alma Road
- Renner Road at Renner Parkway
- Renner Road at Wyndham Lane
- Renner Road at Jupiter Road
- Renner Road at Shiloh Road
- Renner Road at Telecom Parkway
- Renner Road at Brand Road
- Jupiter Road at Lookout Drive
- Jupiter Road at Springpark Way
- Jupiter Road at Heather Hills/North Cliffe
- Jupiter Road at Collins Boulevard
- Jupiter Road at Spring Valley Road
- West Campbell Road at Mimosa Drive
- West Campbell Road at University Parkway
- West Campbell Road at Floyd Road
- West Campbell Road at Nantucket Drive
- West Campbell Road at Custer Parkway
- West Campbell Road at Canyon Creek Drive
- West Campbell Road at Collins Boulevard
- West Belt Line Road at Dogwood Drive/Dublin Drive
- West Belt Line Road at Mimosa Drive
- West Arapaho Road at Waterview Drive
- West Arapaho Road at West Shore Drive
- West Arapaho Road at Floyd Road
- West Arapaho Road at Hampshire Lane
- West Arapaho Road at Custer Road
- East Belt Line Road at Grove Road
- East Belt Line Road at Bowser Road
- East Belt Line Road at St. Johns Drive
- East Belt Line Road at Yale Boulevard
- Centennial Boulevard at Business Parkway

- Centennial Boulevard at Greenville Avenue
- Centennial Boulevard at Abrams Road
- Centennial Boulevard at Whitehall Drive
- Centennial Boulevard at Grove Road

SPINNING THEIR WHEELS

Dallas' paltry public transit system makes owning a car all but required. So as the metroplex booms, many low-income residents are shut out of jobs and services they need

By Mark Dent, The Dallas Observer

On a rainy Wednesday morning in January, Keidreana Sims and Kristin Johnson are headed to their first day of work at Sterilite, a plastics factory about 30 miles south of Dallas in Ennis. The sisters are excited: The warehouse job pays \$13 an hour, with a potential raise to \$14 after a few weeks of good attendance. They check their phones every few minutes, nervous about being on time for the 7 a.m. orientation.

"I like warehouse jobs," Johnson says. "And warehouse jobs are far out."

Neither Johnson, 22, nor Sims, 20, has a car—they can't afford one. So, before they could start at Sterilite, they had to figure out if they could even get there.

Just finding the job presented logistical hurdles. To get to a staffing agency in the suburb of DeSoto, Johnson and Sims walked from the home they share with their mother in Fair Park to a nearby rail station and took the train to the University of North Texas Dallas stop in far southern Dallas, just north of Interstate 20.

There, they waited on a bus that comes by once an hour, and only during morning and afternoon rush hours. Although their neighborhood is about two miles from downtown—tucked between interstates 30 and 45—a trip that would have taken 25 minutes by car was nearly two hours by transit.

The Dallas-Fort Worth metro area, which added more than 100,000 jobs in 2019, leads the nation in job growth and has boomed with new residents and amenities. But some neighborhoods—particularly south side communities like Fair Park, where 1 in 3 households is below the poverty line—have been cut off from that development.

Dallas' paltry public transit system makes it difficult to reach northern and southern suburbs, where new jobs and services have clustered, without a car. Even as their city grows around them, low- and middle-income residents are effectively shut out.

In January, a study from the nonprofit Citizens Budget Commission found that the average household in Dallas-Fort Worth spends \$1,365 on housing each month and nearly as much, \$1,165, on transportation. That makes it only slightly more affordable than New York City when both expenses are considered.

A study by the data analytics company Inrix found that it costs \$10,841 a year to own and operate a vehicle in Dallas. Unlimited rides on Dallas Area Rapid Transit (DART) bus and rail lines come in at a fraction of the cost: \$1,152 annually. But unlike in New York City, San Francisco, and other cities where residents can ditch their cars for public transit, Dallas' public transportation isn't a reliable option.

"It's a transit system that is not built to help these people."

In 2017, Shima Hamidi, then a professor at the University of Texas at Arlington, defined some populations as "transit-dependent," referring to people who lack dependable access to cars and

rely on public transit, walking, and other forms of transportation. She found that areas in Dallas-Fort Worth with high concentrations of low-income people, minorities, and zero-car households are part of a transit-dependent core. Although the suburb of Arlington and a pocket of northern Dallas that stretches into Garland were designated as transit-dependent, by far the largest affected area in Hamidi's study was southern Dallas, a broad swath of the city that reaches from I-30 south of downtown all the way to the city limits. Half a million people live there.

Hamidi found that one-third of Dallas' transit-dependent residents did not live within a quarter mile of a bus stop or a half-mile of a rail station, a common threshold for access. And people in the city's transit-dependent areas had access to less than 4 percent of jobs within a 45-minute commute time using DART. "It's a transit system that is not built to help these people," Hamidi says.

This inability to get somewhere quick—or get there, period—is more than an inconvenience. It can be the difference between a high-wage job and a low-wage job—or a low-wage job and nothing at all. A 2015 Harvard study revealed commute times to be the strongest predictor of a person's odds of escaping poverty: The longer the average commute in a given area, the harder it is for families to move up the economic ladder.

And the lack of public transit in the Dallas area makes car ownership all but a requirement, so that households spend "a substantially higher percentage of their income—even more than housing sometimes—on transportation," Hamidi says. "It means the other important items on household budgets, like for food and for health care, they have to cut from those."

DART faces a formidable task: connecting the Dallas-Fort Worth metroplex, which consists of 7.5 million people spread across more than 200 cities and towns over some 9,000 square miles, with transit. While the agency manages a fleet of more than 600 buses that service more than 11,000 stops, critics contend DART has focused too much of its funding and attention on its 93-mile rail line.

Sandy Greyson, who previously served on both the DART board and city council, describes the agency as being "fixated on rail and rail expansion."

Patrick Kennedy, an urban planner and a member of DART's board since 2016, says the agency mostly built its rail routes along old freight lines that were convenient to buy but not strategically located. Many of the 64 stations are in sparsely populated areas, and routes are designed to funnel people into downtown, which is growing in population—particularly with college-educated residents—but increasingly not where jobs are.

The longer the average commute in a given area, the harder it is for families to move up the economic ladder.

Bus service has not kept pace with Dallas' needs. Transit-dependent residents must often take two to three transfers to reach their destination, and infrequent service during midday and late-night hours, when many shift workers must commute, means a missed bus can lead to major complications. Dominique Torres, an attorney and DART board member, is well aware of the challenges.

She lives in Pleasant Grove in southeastern Dallas and often rides the 111 bus to work downtown. But she says the bus runs only every 30 minutes; on weekends, it's every hour. "I'm

lucky because I have a flexible schedule,” she says. “You have people who aren’t able to get jobs, and if they [can] it takes them a long time to get there.”

DART is further constrained by the many municipalities that don’t participate in public transit.

The 13 cities currently serviced by DART fund it through a 1-cent sales tax. But thriving suburbs like McKinney, Frisco, Allen, and Arlington don’t have DART. Instead, they are dedicating tax revenue to incentivize companies to move in and create jobs that many workers who rely on public transit will inadvertently be excluded from. “That’s kind of a messed-up situation,” Kennedy says.

In spring of 2017, Hamidi presented her findings on transit-dependent populations to the Dallas City Council. She warned that the city’s middle class would bottom out if workers weren’t better able to access jobs.

In response, then-council member Mark Clayton questioned how Dallas could continue funding DART—it receives some \$300 million annually in sales taxes—without making drastic changes. “We have got to start taking seriously our appointees,” said Clayton, referring to the seven people city council picks for DART’s 15-member board. “And if they can’t fix this then they’ve failed, and we shouldn’t have them on there.”

Within three months, the city council had replaced four of those seven members. In October, the city hired its first transportation director, Michael Rogers, who moved to Dallas from Raleigh, North Carolina, where he helped build a rapid transit system that allowed buses to bypass traffic.

Rogers says the city did not think strategically about economic development—namely, how to use housing and transportation policies to ensure everyone could benefit from Dallas’ growth. “I think we’ve been happy to let development happen, but the city has to take a better and more active role in ensuring [new developments] are where we want them to go,” he says.

Gordon Shattles, a DART spokesperson, said Hamidi’s research was “one of the reasons” DART has, since 2017, added or expanded several services geared toward bringing riders the last mile—from the end of a rail or bus line to their home or place of employment—including the on-demand shuttle service GoLink and a carpooling service called GoPool.

In 2019, DART hired transportation consultant Jarrett Walker to design a new comprehensive bus plan. After Walker overhauled Houston’s bus system in 2015 to cut down the number of routes and stops in favor of buses that pass more frequently and finish routes faster, monthly ridership increased by 3.3 percent in the first 10 months and remained steady.

But DART’s focus remains on rail, which largely does not take transit-dependent residents where they need to go. In 2019, the agency broke ground on the Cotton Belt, a long-discussed \$1.1 billion rail line that would connect the northern, wealthier suburbs to the airport.

A unanimous vote to move forward with the project happened in 2018, a year after the massive turnover of DART’s Dallas board members, who had been replaced in part because of their support of the Cotton Belt line. In January, DART announced plans for a \$1.3 billion subway line. It will serve only downtown.

In the summer of 2015, Curtis Corbins was looking for a new job. Since he’d dropped out of UT-

Arlington decades earlier, he had started a nonprofit to serve at-risk youth, run a long-distance trucking company, and sold real estate.

When he went to visit Edna Pemberton, a community activist in Oak Cliff, he told her he wanted to get back to serving his community.

While he was there, he says, then-Dallas Mayor Mike Rawlings called Pemberton and mentioned that the Inland Port, an industrial area in far southern Dallas, was beginning to take off but workers were not able to reach the area by transit. “[Pemberton] told me what the problem was,” Corbins says, “and told me to go solve it.”

Corbins, now 55, borrowed a friend’s SUV and piled in as many people he could. He took workers from the Ledbetter Station in southern Dallas to the Inland Port, which employs thousands of people in logistics and warehouse positions, and to the Texas Workforce Commission, which assists people looking for jobs and seeking unemployment benefits. Now his nonprofit, Southern Dallas Link, employs six drivers and operates seven vehicles that take people from DART stations to their jobs.

It was a Southern Dallas Link SUV, driven by Corbins’ friend Frank O’Neal, that got Sims and Johnson to Sterilite for their orientation in January. The service is not cheap: Employees at Sterilite, who work three to four 12-hour shifts per week, pay \$20 for each round trip. Still, it’s a reliable way to get to work.

Corbins says he’s hoping to find additional funding through grants that will help him reduce the price to \$5 round trip. To date, he’s received nearly \$200,000 from organizations like United Way and the Communities Foundation of Texas.

And he continues to push DART to expand its newer services to southern Dallas. Last year, he helped the South Dallas Fair Park Transportation Initiative complete a needs assessment in an attempt to convince DART to bring the GoLink on-demand shuttle services to Fair Park.

Instead, DART expanded the service to the affluent Park Cities and Lakewood communities. “They’re using it in areas that don’t need it,” Corbins says. Contrary to complaints from Corbins and residents, Shattles, the DART spokesperson, says Fair Park is one of Dallas’ best-served areas and that adding GoLink to Fair Park would be considered as part of the bus redesign project.

Meanwhile, other options are proliferating in areas without traditional transit. STAR Transit is a bus service that receives some public funding and serves a handful of suburban areas, connecting riders from outlying DART rail stations to housing complexes, retail stores, and job centers; in 2018, it launched an on-demand service that takes riders door to door for \$3 in Terrell and has since expanded to Mesquite.

At the Inland Port, employers have organized DART carpooling services to pick up workers in areas underserved by traditional bus and rail, and the agency has paired with Uber to get the ride-sharing service to offer discounted UberPool rides in the area.

Rogers, Dallas’ director of transportation, praises alternatives like Uber but cautions too much reliance on private companies that may not serve communities equally. “I always like making sure that municipal or county government is involved, and we take equity into that picture,” he says.

City Council member Tennell Atkins represents District 8, which covers the southernmost portion of the city. He fears mediocre transit options could have a cooling effect on development in southern Dallas. "We have jobs in the Inland Port," Atkins says. "But sometimes because of a lack of transportation, [employees] can't get to work on time. Then the companies have to retrain another employee, and it may cost \$3,500 a year to train another employee."

Companies, he says, will quickly realize it's more expensive to do business in a neighborhood without transit and relocate elsewhere.

Atkins' district is home to Red Bird Mall, a formerly bustling shopping center that declared bankruptcy in 2008. Now, with the help of \$22 million from the City of Dallas, it's getting new life as a mixed-use development with office space, retail stores, and apartments. Peter Brodsky, the investor behind Red Bird Mall's redevelopment, has said he wanted to provide jobs for those who have to "drive too far to Frisco or west on I-20 to Grand Prairie and Arlington to work." But by transit, southern Dallas residents located just a few miles up the road from Red Bird Mall must still take a trip that requires at least two bus lines and 40 minutes of travel. From Fair Park, the 12-mile trip would take nearly 90 minutes, requiring either two rail lines and one bus line, two bus lines and one rail line, or three bus lines.

It is, at least, faster than walking.

Fort Worth: Help Plan for The Future And Share Your Transportation Experience

The North Central Texas Council of Governments is accepting public input through a new online mapping tool.

By Press Release Desk, Patch

The interactive map allows users to comment on vehicle, bicycle, pedestrian and public transit issues.

The North Central Texas Council of Governments is accepting public input through a new online mapping tool. [Map Your Experience](#) is intuitive and designed to help the agency use public input to collaborate with partners and develop innovative solutions for regional transportation issues.

Residents can provide as many comments as they wish as well as browse and comment on pins placed by others on the map. Providing personal information is optional and will not be visible to others in the tool. However, users will be asked to provide their ZIP code.

The tool is in beta test mode and is open to the public. Staff will reassess the tool in the fall to ensure it is fully functional and meeting users' needs. Comments from the test period will be used to guide upcoming planning efforts, including an update to Mobility 2045, the region's long-range metropolitan transportation plan.

Texas bullet train inches another step closer to reality

Court rules it's a railroad, and that means eminent domain.

By Dallas Morning News Editorial

From where we sit, the plan is still a long shot. But it isn't a pipe dream.

We're talking about building a bullet train between Houston and Dallas, a plan that has been in the works for years and that keeps inching forward at a snail's speed even by the slow standard of infrastructure projects.

The key word here is forward. Last week, the train's backers gained more important ground with a ruling from the 13th Court of Appeals that essentially says that Texas Central Railroad and Infrastructure — the company behind the bullet train — is in fact a railroad, even if it doesn't yet operate a railroad.

That was the heart of the legal dispute. The outcome is important because it gives Texas Central the right to use eminent domain to purchase land required for the railroad.

The power of eminent domain is not one we take lightly, especially given historic abuses. But we must also accept that major infrastructure projects such as this will require land acquisition through a long corridor.

As Texas Central's leadership correctly argued, to declare that it is not a railroad is to determine that no new railroads can ever open in the state.

We've supported Texas Central for a number of reasons. First, this isn't a taxpayer-funded project. This has been a private venture from the word go. The company will have to raise the \$20 billion from investors if this is ever to become reality.

That's a daunting ask. But it will be the measure of what serious investors consider the market demand for this product.

That remains in question. However, we believe that Texas will continue its dynamic growth and much of that growth will be centered in Houston and Dallas.

Adding a high-speed route between the two cities would enhance both as destinations for major businesses, with growth feeding growth. After all, Interstate 45 isn't getting less crowded. And hopping on Southwest to jaunt down to Houston isn't as simple as it used to be. A 90-minute train ride sounds like a choice many travelers would make.

That's the sort of Texas we want to see, one where vision for the future meets market demand to build prosperity for all. And, in this case, it's being done the right way, with investors taking risks, not taxpayers.

Of course, this isn't a done deal. The recent ruling will surely be appealed to the state Supreme Court. Then there are federal regulatory approvals that still must be secured. And then, there's the question of the money.

But even if the bullet train is moving at a snail's pace, we're glad it's moving in the direction it is.

The public health crisis means cities need to reevaluate transit projects

By Connor Harris, The Hill

The COVID-19 crisis has started to force local governments to make painful choices about their spending priorities. The consequences will be particularly severe for public transit agencies, which face cuts in government subsidies as well as massive falls in ridership.

It's hard to predict when, if ever, public transit ridership will return to normal. Some companies that began remote work for employees may continue it indefinitely; passengers may stay off public transit for fear of infection; and corporate executives wary of traveling into large cities may push to move offices to office parks in wealthy suburbs near their own homes, as happened during the urban crises of the 1970s and 1980s.

Public transit agencies need to plan for severe near-term budget crunches and unpredictable changes in ridership plans. Unfortunately, several of them are instead investing large sums in inflexible expansion plans for a transit mode that was rarely well-considered to begin with: light rail.

Over the past few decades, dozens of American cities have built new passenger rail systems; several are now planning expansions. These new projects typically economize by using smaller light-rail trains that are slower and lower-capacity than full subways but do not need dedicated tunnels or viaducts. Backers of light-rail projects often promise that the trains will attract new riders to public transit, and that they will save money in the long run because a light-rail train can carry many more riders than a bus.

But these promises rarely pan out. In the United States, light-rail systems uniformly cost significantly more per vehicle-hour to operate than buses in the same city, according to data collected by the Federal Transit Administration in 2018 — in the majority of cases, more than twice as much. This additional expenditure might be worthwhile if each light-rail car were used by more passengers than could fit into a bus — but this seems unlikely: Except for a few compact systems that serve relatively dense urban areas, ridership on light-rail systems in the United States is a small fraction of ridership in Europe and Canada.

In a recent issue brief for the Manhattan Institute, I analyzed 23 American light-rail systems and found that this poor performance comes down to two factors. First, agencies frequently plan routes through low-value areas, such as industrial parks and along freeways and disused freight railroads, to avoid opposition from neighborhood Nimbys. This is typically a false economy, because high-ridership light-rail lines require dense construction right next to the stations.

Second, the boards of public transit agencies often are dominated by representatives from suburban areas who do not rely on their own systems. They prioritize investments that cater to infrequent suburban transit riders — such as rail connections to remote exurbs and express airport trains — rather than improvements for riders who use transit regularly.

Both of these distortions are on display, for example, in the Dallas-Fort Worth area. Dallas Area Rapid Transit (DART) is charging ahead with the Silver Line, a new commuter rail line connecting DFW International Airport with the affluent suburbs north of Dallas. These suburbs have experienced rapid job and residential growth, but the Silver Line, which follows a disused

freight railroad through mostly industrial areas, does not serve most of them. DART's own predictions, before the COVID-19 crisis, estimated that it would cost more than \$200,000 per daily rider. Meanwhile, stops on Dallas's most heavily used bus routes still lack benches and rain protection. Dallas is hardly alone: other cities from Houston to Phoenix and Seattle are proposing low-value suburban extensions of their light-rail networks, for unjustifiable costs.

Why are cities fine with constructing more passenger rail when the benefits have never been more dubious? In large part, because the federal government heavily subsidizes the costs of new systems. New Starts, for example, covers much of the construction costs for new fixed-guideway systems. Transit agencies can rely on other sources of federal funding, as well; for example, \$900 million out of the \$1.1 billion cost of the Silver Line is covered by a loan from the U.S. Department of Transportation. This isn't just a bad deal for federal taxpayers, though: Local transit agencies have to pay for operations and maintenance for white-elephant rail systems out of their own pocket, and sometimes have to cut more useful service to compensate.

It is still far from certain how COVID-19 will alter urban travel in the United States, but this lack of certainty makes now the worst time to be making costly speculative investments in new transportation, especially following a model — new rail construction in low-density areas — that so far has failed to live up to its promises. The federal government should end subsidies for new rail construction that doesn't serve areas with high jobs and residential densities, and local transit authorities should put suburban rail expansion plans on hold.

Transportation agency hacked in 2nd Texas government attack

By AP News

Texas' transportation agency has become the second part of the state government to be hit by a ransomware attack in recent days.

On Thursday, someone hacked into the Texas Department of Transportation's network in a "ransomware event," according to a statement the department posted on social media Friday.

The departments' website says some features are unavailable due to technical difficulties, but it is not clear what functions were affected by the attack. Agency officials did not respond to emailed questions Sunday.

The hack comes days after another ransomware attack took down the websites and case management systems of Texas' appellate and high courts. The courts and transportation agency both said they are working with the FBI to investigate.

Hackers use ransomware to invade computer systems and encrypt files in an effort to extort payments to unlock them.

Upon detecting the hack, staff at the transportation department "immediately" isolated the affected parts of the network and "shut down further unauthorized access," according to the statement. James Bass, the department's executive director, said his staff is "working to ensure critical operations continue during this interruption." The hacks follow a ransomware attack of unprecedented size that hit more than 20 local governments in Texas last summer.

Will Royce West's Son Get to Build Soccer Fields Under a Highway?

With no previous experience, Roddrick West has navigated TxDOT like a pro. He has his eye on the land under I-345.

By Matt Goodman, D Magazine

The proposal to install a private development of soccer fields under Interstate 345 is scheduled to return to City Hall on Monday. We haven't heard anything about this project for more than a year, after a council committee sent it back to the drawing board following concerns that it was unsafe to exercise under a highway. Some members also wondered whether the plan was the best use for the land, as the Deep Ellum Foundation had been trying for nearly a decade to turn it into special event and staff parking.

Those in opposition also note the optics of the deal. The Texas Department of Transportation is currently researching the potential for removing or burying the elevated, 1.3-mile I-345, which connects Interstate 45 to Central Expressway and occupies a whole lot of land between downtown and Deep Ellum. Tearing it out and replacing with a boulevard would free up thousands of acres that could be used to build much-needed affordable housing, create physical spaces for jobs near the city's core, and improve the pedestrian connectivity between two of Dallas' most important neighborhoods. All of this development would generate millions in tax revenue for the city.

The man driving the deal to build the soccer fields is Roddrick West, son of U.S. Senate hopeful and longtime state Sen. Royce West. Royce has been perhaps the loudest and most powerful voice against removing I-345, causing political groups to question his son's intent and [confront his father at public hearings](#). (Disclosure: one of those groups is the Coalition for a New Dallas, the Super PAC co-founded by *D Magazine* founder Wick Allison that operates independently of *D Magazine*.)

Roddrick maintains that his dad has nothing to do with this project and that the lease agreement would include a clause that requires a two-year exit should the city and the state decide to do anything to the freeway. TxDOT confirms that fact, adding that the termination clause "can be exercised at TxDOT's sole discretion." The agency will not detail the lease's financial information until the deal is final.

"Sometimes development hits a highway and doesn't want to jump over because of the psychological effects on pedestrians," Roddrick said. "With programming this site in particular, bringing life and activity to this site, it will drastically improve the pedestrian experience for folks crossing under 345 to go between Deep Ellum and the Farmers Market."

For the project's critics, the math doesn't add up. While TxDOT owns the land under the freeway, the city controls it. Council will have to agree to cede control of the land for the soccer balls to roll.

Since it was first presented, in 2018, a new City Council has been elected. And the coronavirus pandemic briefly froze the committees that would begin to vet such a project. But those meetings have begun again, and this will be among the earliest pieces of business unrelated to COVID-19 that the Transportation and Infrastructure Committee will consider.

"The soccer aspect of all of this has not necessarily been the main focus, from the city's perspective," says Michael Rogers, the city's transportation director, who notes that he had not

seen the site plan in more than a year. “We have two other concerns that have popped up that are related to needs that the city has.”

Roddrick West’s dream of five soccer fields arranged like scattered dominos between the hulking beams of the highway now appears to be a piece that city staff is packaging in a deal with TxDOT to get permission to broaden the use of the land and gain control of a similarly sized parcel farther south.

Currently, the formal arrangement—known as a Multiple Use Agreement, or MUA—only allows for parking or parks on the land in question, which extends under the freeway from just north of Martin Luther King Jr. Boulevard in South Dallas to Good Latimer Expressway at the eastern edge of Deep Ellum. The soccer fields, each of which would be large enough to host an adult 6 vs. 6 game, would be a carve-out bordered by Taylor Street, Canton Street, Henry Street, and Good Latimer near the Adam Hats Lofts.

The planned [redevelopment of the neighboring Carpenter Park](#) includes a structure, Rogers says, which wouldn’t be allowed under the current language of the MUA. TxDOT would need to agree to change the language.

The city staff proposal includes the parking that Deep Ellum covets as well as a plan to control land that would eventually become a Complete Street project in South Dallas, under I-45, along Martin Luther King Jr. Boulevard. The city would then give up control of the land where Roddrick’s soccer fields would go. All of those projects would be on TxDOT’s property.

All of them require state permission. Some on the Transportation Committee have questions.

“What are the final plans for the soccer fields? Why is it being tied into our renovation of Carpenter Park and parking lots?” says Councilman Chad West, who represents North Oak Cliff and sits on the Transportation Committee. “The most important question is, by placing a permanent structure or allowing some type of long-term contract agreement to be in place, are we jeopardizing any type of alternative design for the way I-345 is right now?”

Rogers says no. He’s comfortable with the two-year kicker. And he wouldn’t call the land that would house the soccer fields a bargaining piece. But, he says, it’s a package deal, and TxDOT agrees. “TxDOT’s goal is to take a global look at potential new uses under I-345, rather than handle it piecemeal,” the agency said in a statement issued in response to my questions.

“TxDOT wants to work with the city to better understand if the city is interested in new uses under I-345.”

Staff will ask for Council approval to cede control of that land if TxDOT grants control of a similar parcel under I-45, between [CitySquare’s Forest Theater redevelopment](#) and The Real Estate Council’s \$2.5 million [redevelopment](#) of 12,000 square feet of retail space along MLK. Rogers envisions a Complete Streets project there, with wider sidewalks, better lighting, and perhaps the removal of a lane or two.

“Everything is tied together here,” Rogers says. “There’s so much synergy that if you do one thing, it has an impact on another.”

Roddrick West doesn’t understand the controversy. He believes this to be an open and shut deal that would bring life to an unused piece of land between two vibrant neighborhoods, an

amenity that would benefit the city's core. He says he got the idea from his time working for HKS as an architect in Miami, where the popular [Stadio Soccer](#) development occupies land under an I-95 overpass.

He says he's not planning to ask for public money but would accept it if offered. Michael Morris, the director of transportation for the North Central Texas Council of Governments, has [floated](#) the idea of contributing public money to the deal. West says it would cost "north of a million dollars" and would be funded by private investors, whom he declined to name.

"I'm still not understanding what the general issue is," West says. "The project realistically does not get in the way of 345 staying up or coming down. ... It's been kind of confusing for me, and I want to understand. If it's just my last name? OK, that's something I can live with. If there's something else there, let me know. Let's see if I can solve it."

Some of the confusion has happened in recent weeks. Councilman West requested a status update on the project from Assistant City Manager Majed Al-Ghafry, who noted in his response memo that Roddrick West's project was an "indoor soccer complex." Roddrick West says that is incorrect but has declined to provide the most recent site plans. TxDOT has appealed my open records request for those site plans to the Texas Attorney General's Office.

Al-Ghafry also wanted to put the matter to a vote in front of the full Council in May. Councilman Lee Kleinman, the chair of the Transportation Committee, asked Al-Ghafry to allow the committee to vet it first, as this full Council had not yet been briefed on the project.

"I'm not sure where that indoor thing is coming from. I was not completely clear on that," Kleinman says. "I think that the soccer field deal is interesting, but I do want to find out more—if there's any more permanence on the structures going there, because the long-term plan is to do something with 345, and we don't want to impede that."

Roddrick West says the five turf fields will be "a modular system that can be taken up and put down in two to three days." He declined to name the company he plans to hire, but says it is "a reputable manufacturer who has done these fields throughout the U.S." What he's describing sounds like the work done by California-based [Urban Soccer Park](#), which advertises one-day setups that "transform underutilized land into thriving sports centers." They haven't responded to request for comment.

The fields will be encased in netting to prevent balls from leaving the property, but West says there would be no permanent structures. His plans include 60 parking spaces and an event lawn that will have space for 43 vendors. The soccer fields would hire seven people to handle operations.

All of this would, of course, happen beneath a freeway. It's not unheard of locally. Its neighbor would be the Deep Ellum Urban Garden and Bark Park Central. The Farmers Market isn't far, and there is even a futsal court and soccer field located on Cesar Chavez a few blocks south. And West himself notes the irony of the city pushing for Carpenter Park a few blocks north, a chunk of which is planned to extend under the freeway.

He points to an environmental study [commissioned by city staff last year](#), which noted that "ambient air quality for nitrogen dioxide and carbon monoxide at the proposed soccer fields under highway bridges in southeast downtown Dallas is expected to meet the applicable

National Ambient Air Quality Standards.” That study used figures from a particulate matter reader planted at the Kay Bailey Hutchison Convention Center, about a mile from the site.

You can find conflicting studies. In 2010, [the Health Effects Institute analyzed](#) 700 studies from around the world and linked traffic pollution to childhood asthma attacks, impaired lung function, cardiovascular disease, and morbidity. A distance of 980 to 1,640 feet from a highway had the greatest incidences of health problems, about the length of three to five football fields. These are matters the City Council will have to consider.

So, too, will be the process. Jon Hetzel, of Madison Partners and the chairman of the Deep Ellum Foundation, says the neighborhood has been trying to lease the land from the city for more than eight years. They drew up a deal years ago that would give the city any excess revenue from between 500 to 1,000 parking spaces it wanted in what’s known as Lot E, another section of the land under the freeway, immediately south of the proposed soccer fields.

West apparently knows how get things done faster than the Deep Ellum Foundation.

Hetzel was not aware of a process by which the foundation could have gone to the state to petition for the use of the land. And because TxDOT isn’t seeking to sell the land, only lease it, the agency doesn’t have to request competitive bids for use of its right-of-way. That’s where those in opposition aim their criticism.

“A transportation authority rewarding public land to a private developer having nothing to do with transportation prior to any strategic, long-term plans being finalized lacks prudence and raises serious questions,” read a statement from the Coalition for a New Dallas. “And now the City Council is essentially being directed to comply with this. Thankfully, this is a new City Council that was elected with a mandate to clean up the way Dallas does business. Council now has an opportunity to show strong leadership and ethics by not allowing this MUA to be amended as proposed.”

Rogers, the city’s transportation director, says he’s trying to move on these projects quickly. The city’s [projected post-COVID shortfall is already \\$33 million](#). Sales tax revenue is expected to fall off a cliff. There is uncertainty about federal and state dollars for big projects.

Small wins, like getting approval for all of Carpenter Park and control of the space along Martin Luther King Jr. Boulevard, would put the city in a position to execute quickly, he says. Letting the future of I-345 govern the space beneath it now would put the city at risk of missing out on these opportunities, he adds, especially considering those projects in South Dallas are already moving. Currently, I-345 is undergoing what’s known as a feasibility study and will still need engineering plans for whatever it determines. To Rogers, the city’s safest bet is to include exit clauses for anything that could conflict with the future of the highway and get to work. He says I-345 still has no state dollars allocated to its future, and the monetary hit from COVID-19 could push that project back even further.

“We have these items that are right before us today,” he says. “The funds for 345 could be a little ways down the road. If there are opportunities to do things in the meantime, we should do them. But they should have a caveat they can all go based on the engineering.”

We know state Sen. Royce West is against the removal of I-345. As for his son? “I am in support of tearing down 345 as long as the people in South Dallas, as well as the southern sector of Dallas, are not disproportionately affected by it,” Roddrick says. “I have brothers and

friends who live in South Dallas ... who work up north. They take 345 all the time, and it's already a hard commute for them. I'm trying to imagine 345 being gone and what that would do to the commute and them dreading the prospect of that."

The council committee has plenty to unpack next week. It is a question of land use more than anything, of whether the city believes the space under a freeway that could be torn down or buried is an appropriate home for this private development. And Roddrick West will have to escape his last name.

Cleaning up South Dallas: An environmental grant is a step forward

It's about safety, not gentrification.

By Dallas Morning News Editorial

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The relationship between poverty and pollution is all too well known. Poor areas are often the most polluted areas, the places where homes were constructed in the shadows of factories in eras when indifference or ignorance permitted such things.

To ensure real equality and opportunity for people, we must consider environmental fairness. That includes literally cleaning up the mistakes of the past.

With that, we were pleased to see a small, albeit significant, piece of news come out of City Hall a few days ago.

The Environmental Protection Agency is providing a \$600,000 Brownfields Program grant to help clean up pollution on sites in South Dallas near Fair Park where the land was damaged by chemicals used in industrial activity.

The areas to be cleaned up include Fair Park itself, as well as properties along Martin Luther King Jr. Boulevard and the neighborhood around St. Philip's School.

Where did the pollution come from? In this case, the old Ford Assembly plant and an industrial complex operated by Procter & Gamble, as well as old auto repair shops that drained cars into the dirt.

Such pollution makes it difficult and costly to redevelop. Cleaning up the area will help see that South Dallas is restored as what it is — one of Dallas' finest old neighborhoods.

What's more, it will give people who live there a safer home. There are cynics who have suggested that cleaning up the area will only speed gentrification. That's scare talk. Growth needs to come to South Dallas in a way that is respectful of the residents who have made it their home through thick and thin.

They are the ones, first and foremost, who deserve to see the land beneath them be restored.

This isn't a world-changing amount of money. It's a neighborhood-helping amount of money. A cleaner South Dallas is a better South Dallas for those who live there and for all of us.

Hemphill Street work nears completions

By Fort Worth Business Press Staff

The transformation of Hemphill Street south of downtown is nearing completion, according to a news release from the City of Fort Worth. Curb and gutter construction, pedestrian crossings and Americans with Disabilities Act-compliant curb ramps along the 4.4-stretch of Hemphill from West Boyce Avenue to West Vickery Boulevard are complete.

Paving is finished from Pennsylvania Avenue to West Boyce Street and paving from Vickery Boulevard to Pennsylvania Avenue will be completed in mid-May.

Once paving is complete, new pavement markings will be installed from West Vickery Boulevard to West Boyce Avenue. The new pavement marking plan will create one lane of traffic in each direction and include a center turn lane as well as on-street parking, bike lanes and bus stop access. This project follows the Complete Streets plan adopted by the city and creates a safer environment for all transit modes, including buses, vehicles, motorists, bicyclists, pedestrians and other users.

These changes are expected to wrap up by the end of May.

First Street Park in Frisco takes next step in development process

By Elizabeth Ucles, Community Impact Newspaper

Development to add a city park to The Rail District in Frisco is in the works.

The Frisco Planning & Zoning Commission approved a site plan for a 1.4-acre park on the southwest corner of First Street and Ash Street at a May 12 meeting.

The park plans for a playground, open-air picnic pavilion and an exercise area, according to the site plan.

The future park would contribute to the city's vision for The Rail District and Frisco's design district, according to city documents.

Trinity Metro to get \$55 million from CARES Act funds

By Fort Worth Business Press Staff

Trinity Metro will receive \$55 million as part of the Coronavirus Aid, Relief, and Economic Security (CARES) Act funding for public transportation. The Regional Transportation Council approved the funding, which can be used for financial impacts from the COVID-19 pandemic, Trinity Metro said in a news release.

Trinity Metro's \$55,161,034 will be used toward offsetting losses in the operating budget from decreased sales tax and fare box revenue. The money will also be used for COVID-19 expenses that were incurred to protect passengers and employees.

"The grant funds will primarily cover salaries, wages and lost revenues," said Bob Baulsir, CEO and president of Trinity Metro. "Most importantly, the money will be used for the health benefits and protections for our employees and customers to ensure Trinity Metro maintains a safe and healthy working and riding environment."

The funding is part of the \$2 trillion CARES Act that President Donald Trump signed into law on March 27. From the CARES Act, the Federal Transit Administration received \$25 billion for transit providers to respond to the crisis.

"The Dallas-Fort Worth Metroplex has enjoyed some of the most rapid development in the country, and Trinity Metro buses, vanpools, and commuter rail lines have played a key role in keeping our fast-growing community connected," said Rep. Kay Granger, R-Fort Worth. "Due to the coronavirus pandemic, transportation agencies like Trinity Metro have struggled to generate funding to continue running amid lockdowns, and with how to keep staff and riders safe amid the pandemic.

The Dallas-Fort Worth-Arlington Urbanized Area (UZA) received \$318 million, which is allocated among 11 transit providers. The North Central Texas Council of Governments (NCTCOG) received the funds for the region and is the designated entity for distributing the money to the area's providers.

DART receiving \$229 million in CARES Act relief to boost operations during pandemic

The federal money, which Trump touts as vital to the region's economic recovery, is relief for a hemorrhaging budget, will be used to cover PPE, other operating costs

By Charles Scudder and LaVendrick Smith, Dallas Morning News

Dallas Area Rapid Transit is receiving \$229 million in federal funding from the federal CARES Act, President Donald Trump tweeted Wednesday, calling the funding "critical to economic recovery."

The money will provide a desperately needed boost for DART, whose budget has had a serious blow from the coronavirus pandemic as both sales tax revenue and ridership fares have plummeted.

DART officials have known since April that the money was coming but said Trump's tweet caught them by surprise.

At a recent budget committee meeting, DART chief financial officer Joseph Costello said the \$229 million would help the agency in "weathering this storm."

"We don't just stop this year or even stop next year, we make sure we have a way forward for the next 20 years," Costello said at a May 12 meeting. "It isn't that we've burnt all the furniture to keep warm this year and we're wondering what happened next year."

Board member Patrick Kennedy said that until now, the agency has been hesitant to plan how to use the money. He expects more detailed discussions to take place at a DART budget meeting next week.

"We will have some difficult decisions to make," Kennedy said. "I just hope we can continue to help people get where they need to go, get them there faster and on time, and continue to improve upon the service we provide despite the projected shortfall in our 20-year financial plan."

The funds are being distributed through the Federal Transit Administration, which allows the money to be used for operating costs and other uses.

DART spokesman Mark Ball said the money will be used to offset budget losses from decreased tax revenue. It will also help reimburse the transit authority for expenses incurred "to protect passengers and employees" during the pandemic.

The transit authority predicts sales tax revenue will drop nearly \$158 million this year and \$183 million next year, while it expects ridership revenue to drop \$46.5 million over the next two years. That's a combined two-year hit of nearly \$390 million.

Cost-saving measures

[According to D Magazine](#), DART will save \$12 million by limiting or cutting various budget items. Administrative costs such as travel, conferences, training and consultants are to be limited, and the elimination of 300 jobs — perhaps largely through a hiring freeze and incentivized retirements — has been proposed.

The CARES Act is providing a combined \$318 million to the Dallas-Fort Worth region's 11 transit providers, Ball said. DART is getting the lion's share.

The North Central Texas Council of Governments is distributing the money to agencies.

Federal transit money through the CARES Act was announced in early April, including how much was to be distributed to different urban areas. Houston, for example, will receive \$258 million, and Austin will get \$104 million.

"While Texans continue doing everything they can in response to the spread of the coronavirus, we in Washington should give them everything they need to succeed," Republican U.S. Sen. John Cornyn of Texas said in a prepared statement. "I'm thankful to the Trump Administration for encouraging transit improvement in Dallas."

DART board member Jon-Bertrell Killen said the federal funds will help DART make decisions regarding major capital projects, such as the Cotton Belt "Silver Line" project.

"The grant has given us breathing room — a little bit more time to make decisions about whether or not we are going to defer big capital projects in order to continue operations," Killen said. "It's just giving us more time to really think through and maneuver in a way that we just really wouldn't have the flexibility to."

Money for safety gear

Gordon Shattles, director of external relations for DART, highlighted some of the unexpected spending DART has relied on to safely operate. While most employees who are able to work remotely have done so, he said, about 3,000 employees such as drivers and fare enforcers don't have that option. Part of the CARES Act money will go toward reimbursing DART the cost of providing essential employees personal protective equipment such as gloves and hand sanitizer.

Funds will also help offset the costs of keeping DART vehicles clean. Trains and buses are both cleaned multiple times each day, with additional deeper cleanings every night, DART officials said.

"There's no way to minimize exactly how fantastic this is to make sure that we maintain operations and to make sure our customers and our employees remain safe and healthy," Shattles said.

In addition to the pummeling DART's finances, the pandemic has taken a toll on the agency's customers. Since April 6, DART has been running a modified bus and rail schedule, and all indoor seating areas at DART stations are closed.

Then there's the deeper human toll: Two DART employees, including one bus driver, have died from COVID-19, the agency has said.

Despite the challenges it faces, though, DART has remained a player in the pandemic recovery. It is delivering groceries to Paratransit customers and meals to Dallas ISD students and their families. (Customers can call 214-828-8588 for more information on those services.)

More than dozen local cities team up for 'North Texas Innovation Alliance'

By Brian Womack, Dallas Business Journal

Dallas-area leaders have come together to make the region a little smarter.

Cities, chambers of commerce and others – more than 20 in all – have formed the North Texas Innovation Alliance, according to a statement on Tuesday.

It's a nonprofit group that's looking to use the partnership to improve quality of life, expedite inclusive economic development and increase resource efficiency through the use of data, technology and community. More immediate efforts will look at the effects of COVID-19.

"Smart City collaboration is now moving beyond municipal boundaries, and more and more regions are working together in order to create seamless interchanges for their residents," said [Jennifer Sanders](#), co-founder at the North Texas Innovation Alliance, in a statement.

"Everyone benefits from the North Texas region working collectively to create the most compelling and innovative solutions to support government, residents and businesses."

The 21 founding members of the NTXIA include cities such as Allen, Arlington, Coppell, Dallas, Frisco and Garland. There also is the Dallas Regional Chamber and Fort Worth Chamber of Commerce, along with the North Texas Commission and the Texas Research Alliance.

With the public unveiling, the group has joined Mastercard's City Possible network, an initiative that brings cities, companies and communities together to identify challenges and tackle them.

"There is a timely opportunity to make North Texas a leader in implementing integrated smart cities efforts that cross geographic boundaries," the group said on its website.

The local push — which aims to create a national model — is important amid issues such as extreme weather events, workforce availability, population inflow and technology implementations, the website said.

Wick Allison: Don't build soccer fields under I-345. Nuke the freeway and build a neighborhood

Rather than dabble in uses for the land under the freeway, the Dallas City Council should remove the freeway entirely.

By Wick Allison, Dallas Morning News

The casual reader might be forgiven for passing over the sudden flare of controversy over a soccer field proposed under a downtown highway.

But how it came about and what it represents is not something to be ignored. In fact, it is a civic lesson in how Dallas truly works and why our city government seems to accomplish so little. The facts in this case are these: Roddrick West last year signed a lease with the state transportation department for a block of public land under Interstate 345, where he intends to install youth soccer fields. West's father is state Sen. Royce West, a member of the Senate Transportation Committee.

Of course, it's not as simple as that. It never is. When asked at a City Council committee meeting how the lease came about, Roddrick West answered that he "knocked on many doors." As it happens, it seems those doors were not in Dallas, where the announcement of a lease came as a surprise, but were in Austin, where TxDOT's headquarters are.

Sen. West opposes tearing down I-345. He says it's because he's concerned that his constituents will have a more difficult time getting to work in downtown, the suburbs and the medical district. He's got a point.

Replacing I-345 with tree-lined boulevards might slow traffic, even though a Texas Department of Transportation report in 2016 said that it would not. We've learned a lot about traffic flow since 1974 when I-345 was built. A national transportation firm working under the city's aegis has developed alternatives to get I-345 drivers to their destinations more quickly and easily in ways that would free up the 245 acres the highway currently occupies.

That would allow the city to build boulevards, mixed-income housing and amenities that would simultaneously relieve our pressing need for more affordable housing while creating a major addition to our urban core. That report is due in June. Meanwhile, TxDOT is doing its own more detailed study, also due in June.

So why is the City Council being presented with this soccer field project this week, when these reports are due next month? What facts should enter into the council's considerations?

First, any soccer field under an interstate highway poses a major risk to children because of the pollution produced by vehicles, especially interstate trucks. The science is incontestable. Every major city is now scrambling to relocate elementary school play yards and youth sporting venues away from highways.

Second, Dallas has to change the way it does business. It does not matter whether the pressure comes from wealthy donors, good friends with open wallets, or a state agency. We need urban planning that sets development requirements to achieve the best quality of life for all our residents.

Third, one of the biggest beneficiaries of tearing down the elevated concrete barrier that has separated our city for 50 years will be South Dallas, which has lost 50,000 residents since it was

built. Numerous studies have proven that access to housing in high-opportunity areas is the best path to achieving economic success. What politician could be against that?

Fourth, we don't have to wait for decades to begin this reconnection of our city and rejuvenation of South Dallas. Once the public is presented with the studies, we just need to make a decision. For example, the cost of tearing down I-345 and replacing it with boulevards is \$200 million.

As one TxDOT engineer told me, it only takes a few sticks of dynamite, trucks to haul off the concrete, and pavers to reconnect streets in neighborhoods long separated along racial lines.

Interstate truckers have already begun to go around the city instead of through it; all of them should. Let's set a deadline of three years and get on with it.

A large majority of the City Council favors tearing down I-345. It should vote this proposal down and get to the hard business of reconnecting old streets, laying new boulevards, and building thousands of new homes for all classes of citizens. Don't let somebody — anybody — stick a piece of wood in the spokes to stop us.

As coronavirus results in less traffic, transportation funding in Texas and beyond takes a hit

One of the main revenue sources for road construction is a gasoline tax, both at the state and federal level

By Tom Benning, Dallas Morning News

WASHINGTON – A traffic-clogged drive between McKinney and Plano once formed a regular part of Farren Bennett’s Monday through Friday routine. Not anymore, at least since the coronavirus outbreak took hold.

The 60-year-old, like so many others, has been working from home.

“One hundred percent, the commute has disappeared,” said Bennett, who said he filled up his Toyota Highlander with only a half a tank of gas over the last couple of months to cover occasional trips to the grocery store or to get take-out for dinner.

Thousands of others in North Texas and beyond have likewise been staying off the roads amid stay-at-home orders and other social distancing guidelines, with one measurable side effect being a significant hit to the revenue streams used to fund road work.

Less driving means fewer stops at the pump. Fewer fill-ups mean fewer gas tax dollars flowing to state and federal coffers. Less money could point toward fewer or less grandiose projects.

That crunch, happening all over the U.S., is heightened in Texas by the fact that the state’s roads funding is fueled by two other sources slammed by the coronavirus’ economic fallout: oil and gas severance taxes and motor vehicle sales taxes.

While the immediate impact will likely be muted – transportation projects are lined up years in advance – planners are bracing for challenges down the road.

“Traditional revenues are bleak,” said Michael Morris, transportation director for the North Central Texas Council of Governments, which shepherds transportation dollars in its role as the region’s metropolitan planning organization.

Road traffic has decreased in Texas amid coronavirus

Traffic has declined in every region, comparing road activity in recent weeks to a normal week in late February, according to data kept by the Texas Department of Transportation.

Week	Statewide	Austin	Dallas	Fort Worth	Houston	San Antonio
March 14-20	-18%	-27%	-23%	-22%	-18%	-20%
March 21-27	-36%	-42%	-34%	-37%	-35%	-43%
March 28 - April 3	-41%	-49%	-37%	-42%	-39%	-43%
April 4-10	-44%	-49%	-39%	-41%	-41%	-50%
April 11-17	-41%	-45%	-36%	-39%	-38%	-46%
April 18-24	-37%	-42%	-31%	-34%	-36%	-43%
April 25 - May 1	-32%	-36%	-22%	-28%	-33%	-39%
May 2-8	-28%	-37%	-19%	-28%	-27%	-33%

The coronavirus outbreak has radically reshaped how people move about in their daily lives, particularly as orders designed to limit the pandemic's spread have discouraged and sometimes outright prohibited travel to and from work.

All anyone needs for proof is to take a drive.

Road traffic has fallen off so considerably so that police have noticed an uptick of speeders taking advantage of the open lanes. Air pollution has decreased in some metropolitan areas, in large part due to the lack of bumper-to-bumper congestion.

AAA didn't even bother this year to make its annual traffic forecast for Memorial Day weekend, typically one of the busiest travel periods of the year.

Data backs up those eye tests, with traffic declining in the first week of May by nearly 30% statewide and in Dallas by about 20%, as compared to a regular week in late February, according to statistics kept by the Texas Department of Transportation.

"All our models are broken," said Jeff Davis, a senior fellow at the Washington-based Eno Center for Transportation.

Simple logic makes plain the impact those traffic declines have on road money, which is funded primarily at the federal level by an 18.4-cent per gallon gasoline tax and at the state level in Texas by a 20-cent per gallon gasoline tax.

It's difficult, at this point, to know the exact size of the funding pothole.

While gasoline production has clearly dropped in recent weeks, the U.S. Treasury Department's accounting of gas tax revenues lags by several weeks, Davis explained. A TxDOT spokeswoman also said it was too early to know the overall impact on revenue in Texas.

But federal data covering the earliest stages of the outbreak already shows revenue declines worth hundreds of millions of dollars, according to Davis.

The falloff in gas tax revenue is ill-timed. Other transportation funding sources in Texas are also getting battered right now. At the federal level, the Highway Trust Fund was already heading toward insolvency sometime in the next couple of years, barring legislative action.

"We're left with an empty piggy bank," said Dallas City Council member Lee Kleinman, who leads the council's transportation committee.

Motorists won't likely notice a difference – for now. But those lost dollars were being counted on for coming construction, meaning there could now be uncertainty about the timing and scope of projects like the I-35 overhaul in Austin and the I-30 revamp in downtown Dallas.

Morris, the region's transportation director, said it may be time to return to the transportation playbook used after the 2008 financial crisis.

That approach took advantage of decreased construction costs and low interest rates to deploy transportation projects as economic drivers. But the strategy also relied heavily on public-private partnerships that included tolled managed lanes, such as those on the North Tarrant Express.

Lawmakers in the Legislature have since rejected those kinds of projects due to public backlash about the proliferation of tolled roads.

Another option could be to wait for federal assistance. Congress has already approved significant coronavirus-related relief for mass transit agencies like Dallas Area Rapid Transit, which has seen dramatic decreases in ridership amid concerns about cramming into buses or trains.

Lawmakers in Washington are said to be considering a sweeping infrastructure package as a next step, though the details are unclear.

Kleinman, the Dallas City Council member, said the plan in North Texas is to advance as much design work as possible – just like back after the 2008 financial crisis. That way the region has “shovel-ready projects” if federal dollars do come available, he said.

Then there’s the unknown about how traffic patterns will evolve, particularly now that Texas and other states have started to open back up.

Davis, the Eno Center expert, pointed to some evidence that traffic surged to new highs in some Chinese urban areas after they reopened in a significant way. That’s because commuters were apparently still not eager to take mass transit or carpool, he said.

So, the funding equation could end up changing once again.

“Long term, there is a lot of uncertainty,” Davis said.

Dallas City Council delays plan for soccer fields under I-345 in Deep Ellum

Council members in a 10-5 vote approved taking up the issue again in August.

By Hayat Norimine, Dallas Morning News

Texas transportation officials' plans to [lease out land under Interstate 345](#) in Deep Ellum to develop soccer fields have been delayed until August.

Dallas City Council members in a 10-5 vote Wednesday delayed a decision to cede control of a patch of land under the concrete [overpass that would've allowed Roddrick West](#), state Sen. Royce West's son, to create five temporary soccer fields.

The fenced-off fields on artificial turf would be bordered by Taylor, Canton and Henry streets on land that could stitch together Deep Ellum with the downtown Dallas Farmers Market neighborhood.

To build the fields, the Texas Department of Transportation would've needed control of the land to lease to Roddrick West. The state and city have been sharing land under I-345 since late 1992.

Council member Tennell Atkins, who represents part of southern Dallas, said a delay until August would allow council members to be "comfortable" with the plan and have their questions answered. Mayor Pro Tem Adam Medrano, who represents Deep Ellum, seconded the motion and said he supports the deferral.

"There are some issues that need to be addressed," Atkins said.

Despite assurances from transportation officials, urbanists fear the soccer fields could interfere with future plans to possibly remove the interstate.

[TxDOT is considering several plans for I-345](#), a 1.4-mile stretch of elevated overpass between I-30 and North Central Expressway downtown — including removing it altogether, an idea that's garnered support from most of the sitting council members.

[The state agency is conducting a two-year feasibility study started with public meetings](#) in December. Sen. West has been a staunch opponent of removing the overpass.

Transportation officials have promised the soccer fields wouldn't interfere with any future plans; the agreement would stipulate that the fields must be removed in two years if they decided to eliminate the freeway.

Council member Cara Mendelsohn, who represents Far North Dallas, said the project is clearly "an insider deal" that involved "money, and power, and influence."

"I'm astonished that this proposal even made it on the agenda," Mendelsohn said. "Whether it's today or in August, I'm a no."

Council member Jaime Resendez, who represents southeast Dallas and used to work for Royce West, said accusations of corruption were uninformed.

"I just think that that's ignorant and baseless," Resendez said.

Roddrick West in an interview Wednesday said that his father has nothing to do with the project and that organizations opposed to the plan "have been trying to bring the senator into this."

The agreement between TxDOT and the city covers land that impacts plans for both the soccer fields and [Carpenter Park, a 5.6-acre development](#) downtown widely supported by council members.

Council member Chad West, who represents north Oak Cliff, pointed out that the park could've been approved by staffers and not put to the council. Several council members criticized officials for lumping the two projects together.

Council member David Blewett, who represents part of downtown and Carpenter Park, said "there is no reason" to hold up the project.

But Medrano said he doesn't see a reason to rush Carpenter Park when problems have already come up with the project. He's been involved with the plans for the past seven years and was unaware the skate park and basketball court have been moved to phase two of construction, which has yet to secure funding.

"I know that we all want to get Carpenter Park started. But right now, I already see issues with Carpenter Park," Medrano said. "I think we really need to take a look at the final design of what's phase one and phase two."

Critics of the agreement between TxDOT and the developer also raised questions about air quality under I-345 and why Deep Ellum neighborhood advocates had no luck in securing a parking lot on the land despite efforts for the past decade.

Ultimately most of the council members agreed to the delay. Council members West, Paula Blackmon, Mendelsohn, Jennifer Staubach Gates and Blewett voted against it.

TxDOT spokesman Tony Hartzel in an earlier interview said that the agency wasn't aware of plans for a parking lot and that it's treated all lease proposals the same. The agency preferred to lump all land under one agreement so as not to create "piecemeal" agreements for land under I-345, he said.

Roddrick West said he had to convince TxDOT of the plan's merits. He said the project had been treated unfairly when it came to concerns over air quality, since the area already includes a community garden and dog park.

"I want to give back to the city that's given so much to me," he said.

Dallas City Council unanimously approves city's first climate action plan

With more than 90 action items, the plan addresses eight issues: energy-efficient and climate-resilient buildings; renewable and affordable energy; transportation; waste; water resources; green spaces; food; and clean air.

By Jesus Jimenez, Dallas Morning News

Dallas City Council on Wednesday unanimously approved the city's first climate action, aimed at making Dallas more sustainable and mitigating the effects of climate change.

"This plan takes a balanced and common-sense approach — one that sets ambitious goals, but also accounts for our economic needs," Dallas Mayor Eric Johnson said at a press conference Wednesday afternoon. "We all live in and share this environment, and it's up to us to be good stewards."

With more than 90 action items, the plan addresses eight issues: energy-efficient and climate-resilient buildings; renewable and affordable energy; transportation; waste; water resources; green spaces; food; and clean air.

Many of the plan's proposals focus on reducing greenhouse gases to set the city on a path to reaching its boldest goal — carbon neutrality by 2050. A goal of reaching carbon neutrality by 2050 matches the Paris Climate Agreement's outline for slowing global warming. The U.S. is no longer a part of the agreement since the Trump administration announced in 2017 the U.S. would withdraw its participation.

"This has been a long journey," said council member Omar Narvaez, of District 6, chairman of the Environment and Sustainability Committee, of the plan, which has been in the works for more than a year.

The plan, officially dubbed [the Comprehensive Environmental and Climate Action Plan](#), is the product of hundreds of community meetings that drew more than 9,000 suggestions from residents.

During Wednesday's council meeting, Johnson talked about the importance of environmental issues as he recalled being tested for lead poisoning when he was younger because he grew up near a lead-smelting plant in West Dallas.

"I think everyone should be able to relate to the idea of wanting to preserve our environment for our future for generations," Johnson said. "I think we can turn the environment issue into a mainstream issue and get everyday folks talking about it."

The plan has the potential to change how Dallas residents drive to work, power their homes, and the quality of the air they breathe. Of the plan's 97 action items, 19 address transportation, the largest category.

Some of the plans most notable goals include: Making all new construction in the city "net-zero energy" buildings within 10 years. (The term means that the amount of energy used by a building is equal to the amount of renewable energy produced there.) The plan aims for 50% of Dallas residents and businesses to enroll in renewable electric plans by 2050. Under the plan, all DART buses and Dallas school buses purchased after 2030 will be fully electric.

Some goals won't be as visible every day — such as the reduction of waste and water consumption per capita. But others will be very noticeable, such as the goal for the city's tree canopy to cover at least 40% of Dallas by 2050 and a target for 95% of the population to live within a mile walk to a park or trail by 2050.

The plan also aims to reduce the urban heat island index by 75% by the middle of the century. While it will be years before the city sees the full effects of the plan, Narvaez said he hopes Dallas can set an example for other cities across the country.

"What starts here today in Dallas changes the world," Narvaez said.

The plan drew support from several organizations across the state, including the Texas Trees Foundation, the Dallas Sierra Club, the Nature Conservancy in Texas, Children's Health System, Parkland Health and Hospital System, the Dallas Regional Chamber, and others.

Still before the plan went to a vote, dozens of Dallas residents voiced their thoughts about it, including some who feel it does not go far enough.

"I want you to all commit to stronger action," resident Molly Beyer said during Wednesday's council meeting.

Others like resident Valerie Plese called the plan "very weak."

Narvaez admitted more can be done, but called the plan a "roadmap" for the city.

"This is a plan to move us forward. The plan is not perfect. The plan is full of compromise," Narvaez said. "Trust me, I would have loved to have gone further."

Johnson said he was not surprised to hear some residents believed the plan didn't address enough, and others think the plan goes too far.

"It's probably the sign of a good deal," Johnson said.

CARES funds to keep emptier DCTA trains, buses rolling

By Peggy Heinkel-Wolfe, Denton Record-Chronicle

Some people call it the “ghost train.”

A-train ridership had been sliding since 2014, down to about 31,000 boardings per month before the pandemic. That cratered to 5,000 in April — or about three riders per train — after COVID-19 turned cars and trucks into personal protective equipment.

The Denton County Transportation Authority reduced A-train service in late March as a cost-saving measure, but suspending train service altogether may not be an option, DCTA staff told the board during its monthly meeting Wednesday afternoon.

DCTA is eligible for more than \$23 million in federal funding through the Coronavirus Aid, Relief and Economic Security Act. The staff estimates that about \$3.9 million of that federal funding can be used to keep the trains running this year. Another \$2.4 million can be used to keep the buses running.

In other words, the agency can do what cities and counties can't do with CARES money — use it to offset income losses and over several years.

The DCTA board approved a \$1.45 million budget amendment Wednesday, perhaps the largest in the agency's history, according to the finance staff. DCTA [expects big losses in sales tax revenue](#) for the rest of the year. But it also can tap the federal money to pay the operating expenses that would have been underwritten by the sales tax.

The budget amendment incorporates a lot of big changes — staff cuts that range from a vice president all the way down to bus and train operators, service cuts that save on fuel costs, and delayed capital improvement projects that trigger general savings.

Earlier this month, DCTA cut 8.5 positions from the front office, including four full-time staff and two interns. The other posts were vacant. The A-train reductions furloughed nine employees, and bus service cuts furloughed another 39. Many of those jobs may not return.

[Current service levels](#) mean nearly empty trains and buses, which help with social distancing, but also mean riders must plan more carefully and may still wait an hour for a ride home.

DCTA President Raymond Suarez recommended that the cuts stay for the time being.

“The ridership right now doesn't necessitate the service that's out there,” Suarez told the board. “We can hold this service level unless something suggests otherwise.”

People may also be afraid to ride because of news reports from other cities, where bus drivers and other transit employees have become sick and died from coronavirus, Suarez said. But so far, no DCTA driver or operator has contracted the virus.

The local spending reductions, in combination with the federal underwriting, could keep the agency in a strong position to bounce back when people are ready, the staff said.

And to the surprise of board members, the agency may also be in a position to help its member cities (Denton, Highland Village and Lewisville) if sales tax revenue bounces back faster than ridership does.

Board members agreed to dust off old revenue-sharing policies from back when DCTA was first founded but before the train was running. For a brief time, DCTA had excess sales tax revenue that it could devote to transportation projects in Denton, Highland Village and Lewisville.

The revenue-sharing would be restricted to transit projects, but that could mean help with things that often get shelved in hard times, such as new sidewalks, bike lanes and more.

Suarez cautioned that even though it will be hard to predict people's behavior in the coming months, the agency also needs to pay close attention to what happens at the University of North Texas, Texas Woman's University and North Central Texas College.

A large percentage of the agency's ridership — several million boarding's each year on DCTA trains and buses — happens there. Thousands of students, faculty and staff travel to and from campus, and around Denton, the county and the region via DCTA buses and the A-train.

"Let's not peel service back so far that it defeats the purpose," Suarez said.

DART awards Uber contract for rideshare services

Uber will provide additional capacity across the agency's 13 GoLink service zones.

By Mass Transit

Uber Technologies, Inc., has been awarded a three-year contract by the Dallas Area Rapid Transit (DART) Board for rideshare services to supplement the agency's GoLink program.

Uber will provide additional capacity across the agency's 13 GoLink service zones.

In January 2017, DART was awarded a Federal Transit Administration (FTA) Mobility on Demand Sandbox grant to pilot test an on-demand microtransit service integrated into DART's GoPass mobile app.

Beginning in March 2018, DART initiated the microtransit service, branded as GoLink and operated by MV Transportation, for three zones in Plano and three zones in Southern Dallas.

Under the grant agreement with FTA, the microtransit service needed to include the use of a shared ride Transportation Network Company (TNC) like Uber or Lyft to supplement the GoLink service.

On Aug. 28, 2018, DART awarded a contract to Uber Technology, Inc., to provide UberPool service as a supplement to DART's GoLink microtransit service. UberPool began operation March 2019, and by September 2019, UberPool was in operation to supplement Golink in all 13 GoLink zones.

Man calls for safety improvements after breaking leg in incident involving cyclist, jogger at Trinity Trails

Jerry Heaton, 59, would like to see signage or special safety zones, especially in narrow trail areas shared by bicyclists and runners

By Lauren Zakalik

We all have our outlets, and for Jerry Heaton of Fort Worth, running the Trinity Trails has become his. “I do about an eight or nine-mile run every Saturday morning,” said the three-time marathoner.

But last Saturday’s run was a different story—a story he’s now sharing in hopes changes will occur.

Heaton said as he neared a new foot bridge about a half-mile from Pappasito’s off Interstate 30, a man was jogging toward him, followed by a fast-moving cyclist.

“He’s in Olympic training mode, let’s put it that way,” he said of the cyclist’s speed.

But as the runner approached mud at the end of the bridge, he stepped left to avoid it and the cyclist hit the jogger, catapulting him into Jerry’s leg.

“A human being flying at you is all I remember,” Heaton said. “Had I not been there, he could’ve easily died in my opinion. Had it been one second later, he would’ve hit the concrete in a very fast fashion.”

Heaton had broken the runner’s fall, but a trip to the emergency room later that day showed something else was broken, too: Jerry’s tibia.

He’s now begging officials to make conditions on the trails safer.

“I know you can’t put speed limits, per se, but we need more warning signs, maybe some speed bumps on this bridge,” he said Wednesday.

Mayor Betsy Price, who’s an avid cyclist and runner and uses the trails regularly, acknowledges the trails have become very busy during the pandemic.

The Tarrant Regional Water District (TRWD), which maintains the trails, reports a 255% increase in trail users when comparing the last week of March this year to the last week of March in 2019.

“We’ll certainly take a look at where that accident happened,” Price said.

But she urges people to learn and use proper trail etiquette for everyone’s sake.

“Trail etiquette says if you’re on a bike, slow down and you say to people you’re passing on the left,” Price said. “Runners should run or walk on the right side and everybody should really, in an ideal world, have on one earphone, and not two.”

Price said she sees both cyclists and runners/walkers not following the rules, and she's had close calls with run-ins in both situations. She also pointed out runners and walkers should look behind them before stepping out to the left.

Price said police had already planned to increase their presence on the trails because of the large increases in people using them.

"Beginning this weekend, we'll have additional officers on the trail, not to ticket people but to stop them and caution them" if they see people behaving badly, Price said.

TRWD responded to the incident Thursday, saying in part:

"As trail usage continues to increase, we likewise will continue to encourage safe behavior.

Efforts being considered include measures to separate trail user types, striping, additional traffic calming techniques and interactive communication to improve conduct."

Heaton is frustrated by it all, including that the cyclist didn't announce himself or render aid, and that he now needs surgery to fix his broken bone.

"Bottom line is we need to find more harmony between cyclists and joggers," he said.

<https://www.wfaa.com/article/news/fort-worth-man-calls-for-safety-improvements-after-breaking-leg-in-incident-involving-cyclist-jogger-at-trinity-trails/287-0f7dc63b-f913-45e7-9d10-900b7eb16f38>

Opinion: Clearer skies show why Texas should invest in electric vehicles

By Tom 'Smitty' Smith, Statesman

Have you noticed how blue the skies were recently? Satellite images of Texas have shown a dramatic reduction in air pollution over the past two months. The Texas Department of Transportation said the stay-at-home orders have **reduced vehicle traffic in the major metropolitan areas** by 37% to 49%. It seems that COVID-19 stay-at-home orders provided an unexpected experiment revealing just how much pollution we have been living with every day. It also shows how much cleaner our air could be if Texas were to aggressively develop an electrified transportation future.

This is why Congress and the Texas Legislature should begin to develop stimulus bills that invest in tomorrow's technologies such as electric vehicles, chargers and new batteries to create new jobs.

In the early 1980s, the Texas economy and the state budget were in the tank because the price of oil collapsed. In response, state leaders put money into diversifying the state's economy by investing in microcomputer chips and other high-tech industries.

Twenty years later, state investments in Texas' renewable energy resources helped further diversify our economy and establish the state as No. 1 in the country and sixth in the world in wind energy production.

Today we are at another crossroads where state leaders have an opportunity to create another industrial "boom." Investments in electrified transportation technologies can be an antidote to the impact of cyclic oil and gas industries.

Texas is home to 55 companies, including GM, Toyota, Peterbilt and Toshiba Heavy Industries, that manufacture parts for or assemble vehicles. **More than 17,000 Texas workers** make hybrid and electric vehicles and their components. **If Tesla chooses Texas for its next gigafactory**, that number could swell by 10,000 or more.

If Texas were to encourage the production and assembly of electric vehicles here, many more Texas jobs could be created in these companies — and those of their suppliers. Alabama, Nevada, Illinois, California and Michigan have all successfully recruited electric vehicle manufacturers to create jobs and strengthen their economies.

Consumers in Texas, the United States and across the globe are increasingly choosing electric vehicles because they are cheaper to own, better for the environment and available in stylish designs. Large fleet owners such as Amazon, UPS, Frito Lay, and the HEB grocery chain are turning to electric vehicles because they cost about 60% to 75% less to fuel and their maintenance costs are far less than those of traditional cars.

Southern Dallas residents need I-345. Why is a wealthy consortium trying to tear it down?

The Roddrick West problem is just a subplot.

By Dallas Morning News Editorial

The long-running question over what to do with a tiny strip of highway in Dallas is now tied up in a weird political knot.

Roddrick West, son of powerful state Sen. Royce West (a.k.a. Democratic U.S. Senate candidate Royce West), wants to do business with the Texas Department of Transportation.

Specifically, he wants to lease land under Interstate 345, a mile-and-change stretch dividing Deep Ellum and downtown. And he wants to build soccer fields beneath the highway.

Others can debate the merit of the proposal. But given his father's role as vice chair of the Senate's transportation committee, this is raising eyebrows, as anyone would expect.

There's no evidence we've seen that Roddrick West has done anything wrong. But deals like this need not only avoid conflicts of interest; they need to avoid the appearance of conflicts of interest.

So the Dallas City Council, which shares the land with TxDOT, [was right to hit pause on this proposed lease Wednesday](#) until everything that happened around it is aired in the full light of day.

As interesting as it might be, the Roddrick West saga is really an odd subplot in a story of more lasting importance about I-345 itself.

A powerful consortium calling itself the Coalition for a New Dallas led the opposition to the West deal. Members of the coalition appear eager to use the proposed lease to draw attention to their more important goal — tearing down I-345.

The group — founded by D Magazine Partners CEO Wick Allison and including developers with transparent moneyed interests along with a smattering of current and ex-politicians — wants to replace I-345 with surface streets in the expectation that a dense and lively urban neighborhood will spring up in its place.

That sounds wonderful in a way. We think highways have done too much to divide Dallas too, and we hope to see that mitigated, beginning with the canyoning and decking of I-30 between South Dallas and East Dallas.

But the political push to tear down I-345 — issuing almost entirely from the Coalition for a New Dallas — is the sort of urbanism that gives urbanism a bad name.

The highway links I-45 to the south with Central Expressway to the north. Some 180,000 cars travel it per day. More than 75,000 of those begin their trips south of I-30, heading north.

Many of the people in those cars are middle- and lower-income residents from southern Dallas getting to their jobs in the north. They rely on the road as a way of life.

A dense urban neighborhood of pedestrian-friendly streets sounds picturesque. But it doesn't sound like the sort of place a commuter will be able to easily traverse on the way to a custodial job at Parkland Memorial Hospital or a maintenance job at Love Field.

And it sure doesn't sound like the kind of neighborhood with price points to invite working people to set up a home.

A new Dallas does need to be a place where highways don't split neighborhoods. But getting to that Dallas doesn't mean tearing down a stretch of road that serves working people who need to get to work and get home more than they need a lively pedestrian corridor.

It means considering the needs of all the people and acting not in narrow interests of a few but in the broader interests of the greater good.

Waco Can Play Key Role in Transportation Revolution

Significant progress has been made to improve the reliability of Interstate 35 from Dallas-Fort Worth to Austin. Look no further than the current effort to widen the interstate through Waco. This project will expand I-35 through a key part of Central Texas, modernizing an aging roadway originally constructed decades ago, when fewer people relied on it.

It may seem like the construction between North Texas and Austin will never end. But that is precisely because this corridor is critical to the economic future of our entire state. I-35 is a significant economic and mobility asset to the cities and counties in its path. For example, approximately 40% of the state's population and jobs are concentrated along the I-35 corridor. With thousands of cars and trucks traversing this roadway each day, and it is clear capacity will remain an issue for some time.

With the help of strong partnerships with the Texas Transportation Commission and neighboring regions, including the Waco Metropolitan Planning Organization, improvements will continue, even if that means the presence of construction barrels and concrete barriers.

Dallas-Fort Worth and Austin are among the fastest-growing regions in the country. As they attract even more new residents and businesses, Waco will feel the impact. Traffic along the I-35 corridor will intensify. However, new transportation technologies that will increase the efficient movement of people and goods may also allow Waco to experience greater benefits.

The great work by the Texas Department of Transportation to expand current facilities continues to make a significant difference. But because of the success of the state, we can't build our way out of congestion by simply adding more lanes to I-35 and other roadways.

One of the most forward-thinking opportunities to help us on this problem is high-speed transportation. This would be a game-changer, moving people efficiently and safely, as well as supplementing I-35 to create a transportation system that could serve as a model for the rest of the world.

The Waco MPO and five other metropolitan planning organizations, including the North Central Texas Council of Governments, are jointly funding a high-speed transportation study from Dallas-Fort Worth to South Texas. The study is examining the corridor from Fort Worth to Laredo to determine how we might introduce 21st century technology to complement the current transportation system.

TxDOT conducted an environmental study of the area to see how high-speed rail might fit in. The TxDOT study identified a broad corridor to examine further. The current study is narrowing the footprint while re-examining the technology piece to include hyperloop, magnetic levitation and others.

Trains similar to what is planned by Texas Central Railway, as the company works to bring high-speed rail to the Dallas-to-Houston corridor, could find their way to Waco. That is not the only possibility. In 2018, the Regional Transportation Council, NCTCOG's transportation policymaking body, committed to examine the possibility of hyperloop technology along with high-speed rail to move people and goods from Fort Worth to Laredo. And our region has hosted a team from Virgin Hyperloop One, giving us the chance to meet with the people trying to bring high-speed, magnetic-levitation travel to the US. The VHO delegation also engaged with students from our region, demonstrating the principles behind what makes hyperloop

technology work. The visit confirmed the RTC's belief that hyperloop is a serious option that deserves close consideration.

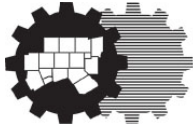
As part of the current study, the consultant is reviewing potential technologies to be used along the corridor. The answer could be one mode or a combination of options, which may also include conventional rail service in some areas. The consultant is assessing the feasibility and cost (e.g., construction, operating and maintenance) of each technology option.

The opinions of stakeholders in Central Texas will figure prominently in the final report to be delivered in early 2020. Business and civic leaders from around Waco and McLennan County are best equipped to determine the prime locations for stations in their own backyard. The same holds true in every other region along the corridor, from Temple-Killeen to Austin, San Antonio to Laredo.

Cooperation is an essential piece of this 425-mile puzzle. We don't want to dictate to our partners in Waco what will work in Waco. The goal is to leverage their expertise to create a system that enhances mobility and economic development everywhere. We hope the completion of the corridor study will provide TxDOT the information it needs to continue to refine this exciting project.

We are confident the technology selected for this corridor will enhance reliability and do so safely and cost-effectively. To solve tomorrow's mobility problems, we should look beyond yesterday's technology. With the help of our partners in Waco and McLennan County, we can find the right mix of tradition and innovation to keep our economic engine moving toward the future, regardless of what track it uses to get there.

Michael Morris, P.E., is Director of Transportation for the North Central Texas Council of Governments. He can be reached at mmorris@nctcog.org.



North Central Texas
Council of Governments

PRESS RELEASE
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NCTCOG Requests Input on Funding Initiatives

Comments accepted online through June 9

May 11, 2020 (Arlington, Texas) — The North Central Texas Council of Governments is conducting an online input opportunity beginning May 11 to give residents the chance to comment on a series of transportation initiatives in the Dallas-Fort Worth area.

North Texans are encouraged to provide their input at www.nctcog.org/input through June 9.

NCTCOG staff will present an update to the 10-Year Plan, which includes a draft list of projects through Fiscal Year 2030. This is an annual update to the original 10-Year Plan the Regional Transportation Council approved in 2016, which identified major projects to be implemented in the region by FY 2026.

Staff will also discuss the current Metropolitan Transportation Plan (MTP), Mobility 2045, and will provide an overview and proposed timeline for an update to the Plan. One of the primary responsibilities of a metropolitan planning organization is the development and maintenance of an MTP, a blueprint to guide the expenditure of transportation funds over at least 20 years.

Additionally, staff will discuss impacts from COVID-19 on the transportation system. A recent analysis of how stay-at-home orders have impacted air quality indicates that the decline in traffic has yielded emissions benefits.

NCTCOG has introduced an interactive tool allowing North Texans to provide input to help planners better serve their transportation needs. With “Map Your Experience,” users of the transportation system can post comments about what they encounter or ideas that could help other users of the system. This tool, available at www.nctcog.org/mapyourexperience, will be highlighted as part of the online input opportunity.

And staff will discuss upcoming fleet data collection projects for natural gas and electric vehicles. The natural gas vehicle data will be used to compare natural gas maintenance costs to those of diesel vehicles to help fleets make more informed decisions about future purchases. The electric vehicle project will focus on understanding vehicle and charging station patterns and performance data that will aid in research planning.

Finally, staff will provide an overview of the recently updated Air Quality Handbook. Information on the Regional Smoking Vehicle Program and vehicle incentive opportunities will also be highlighted.

To request printed copies of the information presented, call 817-608-2365 or email cbaylor@nctcog.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 serves a 16-county region of North Central Texas, which is centered in the two urban centers of Dallas and Fort Worth. Currently, NCTCOG has 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.

About the Regional Transportation Council:

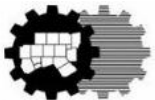
The Regional Transportation Council (RTC) of the North Central Texas Council of Governments has served as the Metropolitan Planning Organization (MPO) for regional transportation planning in the Dallas-Fort Worth area since 1974. The MPO works in cooperation with the region's transportation providers to address the complex transportation needs of the rapidly growing metropolitan area. The Dallas-Fort Worth metropolitan area includes Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties. The RTC's 44 members include local elected or appointed officials from the metropolitan area and representatives from each of the area's transportation providers. More information can be found at www.nctcog.org.

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2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM DRAFT LISTINGS

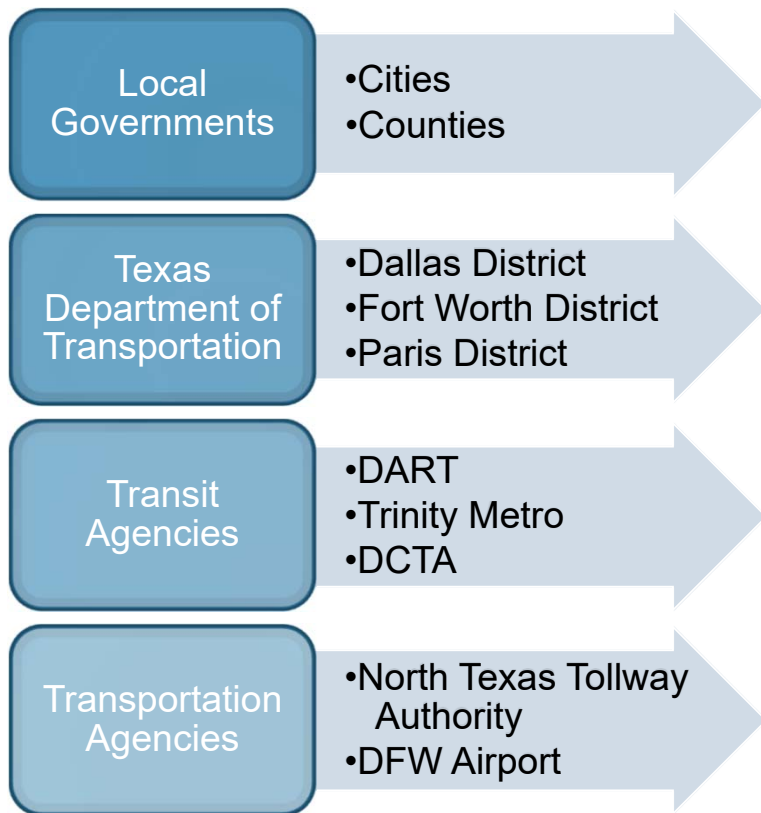
Regional Transportation Council

June 11, 2020



North Central Texas
Council of Governments
Transportation Department

TRANSPORTATION FUNDING AND PROJECT IMPLEMENTATION: A COOPERATIVE EFFORT



**2021-2024
Transportation
Improvement
Program
for North Central Texas**

North Central Texas
Council of Governments

DEVELOPMENT PROCESS

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

SCOPE OF PROGRAMMING

- \$13.62 Billion in the 2021-2024 TIP (Roadway and Transit)
 - \$6.78 Billion in Federal Commitments
 - \$1.96 Billion in State Commitments
 - \$0.19 Billion in Regional Commitments
 - \$1.46 Billion in Local Commitments
 - \$3.23 Billion in Transit Commitments
- 962 Active Projects (Roadway and Transit)
- 64 Implementing Agencies (Roadway and Transit)

REQUESTED ACTION

- RTC approval of:
 - The projects and project changes shown in the 2021-2024 TIP project listings
 - Only projects in FY 2021-2024 will be included in the new TIP
 - Projects in FY 2025+ will be included in Appendix D to allow project development activities to continue
 - Amending the Unified Planning Work Program (UPWP) and other planning/administrative documents to incorporate TIP-related changes
 - Submitting the final 2021-2024 TIP document to TxDOT for inclusion in the Statewide Transportation Improvement Program (STIP)
 - The resolution adopting the 2021-2024 TIP which will be transmitted to federal, state, and local impacted agencies

TIMELINE

May – November 2019	Conducted meetings with implementing agencies
August 2019 – February 2020	Data entry, develop listing, and financial constraint
February 2020	Present draft listings to STTC for Information
March 2020	Present draft listings to RTC for Information
March 2020	Conduct public meetings
April 9, 2020	Deadline for providing comments on draft listings
May 2020	Present final listings to STTC for Action
June 2020	Present final listings to RTC for Action
	Executive Board endorsement
July 2020	Transmit final document to TxDOT
September 2020	Anticipated approval of the STIP by Texas Transportation Commission
October/November 2020	Anticipated federal approval of the STIP

QUESTIONS/COMMENTS

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DRAFT

**RESOLUTION ADOPTING THE
2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM
FOR NORTH CENTRAL TEXAS
(R20-03)**

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 federal law, Fixing America's Surface Transportation Act (FAST Act) assigns the MPO the responsibility for carrying out the metropolitan transportation planning process, in cooperation with the State and operators of publicly owned transit services; and,

WHEREAS, the FAST Act assigns the MPO the responsibility for developing and approving the metropolitan Transportation Improvement Program (TIP) and its periodic updates; and,

WHEREAS, the Dallas-Fort Worth area is a federally designated nonattainment area for the pollutant ozone, and air quality conformity of the TIP shall be determined by the MPO; and,

WHEREAS, all regionally significant ground transportation improvements, regardless of funding source, within the Dallas-Fort Worth ozone nonattainment area must be inventoried and included in the TIP and Statewide Transportation Improvement Program (STIP) for the conformity analysis requirements of the Clean Air Act Amendments of 1990; and,

WHEREAS, the TIP was developed in cooperation with the local governments, Texas Department of Transportation, Dallas Area Rapid Transit, Denton County Transportation Authority, Fort Worth Transportation Authority (Trinity Metro), North Texas Tollway Authority, and other transportation agencies; and,

WHEREAS, all projects in the 2021-2024 Transportation Improvement Program for North Central Texas were developed in conjunction with Mobility 2045: The Metropolitan Transportation Plan for North Central Texas in a manner consistent with the federal regulations found in 23 Code of Federal Regulations (CFR) 450 and 49 CFR 613; and,

WHEREAS, the planning process used in development of the 2021-2024 Transportation Improvement Program for North Central Texas was conducted in accordance with NCTCOG's approved public involvement procedures and is consistent with the FAST Act Public Participation Plan requirements, including presentation at public meetings and the allowance of a 30-day comment period prior to Regional Transportation Council approval of the TIP; and,

WHEREAS, the air quality conformity review has indicated that the 2021-2024 Transportation Improvement Program for North Central Texas meets the transportation conformity-related requirements of the State Implementation Plan, the Clean Air Act as amended on November 15, 1990, and the conformity rule as specified in the US Environmental Protection Agency's Transportation Conformity Rule Amendments; and,

DRAFT

WHEREAS, NCTCOG's Surface Transportation Technical Committee has recommended Regional Transportation Council approval of the 2021-2024 Transportation Improvement Program for North Central Texas project listings.

NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:

- Section 1.** The Regional Transportation Council affirms that the 2021-2024 Transportation Improvement Program for North Central Texas has been developed and found to be in compliance with the FAST Act and Clean Air Act requirements.
- Section 2.** The Regional Transportation Council affirms that the 2021-2024 Transportation Improvement Program for North Central Texas is consistent with the recommendations of Mobility 2045: The Metropolitan Transportation Plan for North Central Texas and the air quality conformity results.
- Section 3.** The Regional Transportation Council adopts the 2021-2024 Transportation Improvement Program for North Central Texas.
- Section 4.** The 2021-2024 Transportation Improvement Program for North Central Texas will be submitted for inclusion in the 2021-2024 Statewide Transportation Improvement Program.
- Section 5.** The Regional Transportation Council hereby amends the FY 2020 and FY 2021 Unified Planning Work Program (UPWP), and any other planning/administrative documents, to the extent necessary to incorporate changes associated with the adoption of the 2021-2024 Transportation Improvement Program.
- Section 6.** This resolution will be transmitted to the Federal Highway Administration, Federal Transit Administration, Texas Department of Transportation, Dallas Area Rapid Transit, Fort Worth Transportation Authority/Trinity Metro, Denton County Transportation Authority, North Texas Tollway Authority, and all impacted local governments.
- Section 7.** This resolution shall be in effect immediately upon its adoption.

Andy Eads, Chair
Regional Transportation Council
County Judge, Denton 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 June 11, 2020.

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

SOUTHEAST DALLAS COUNTY FUNDING PARTNERSHIPS

REGIONAL TRANSPORTATION COUNCIL

June 11, 2020

PROPOSED PARTNERSHIP WITH BALCH SPRINGS

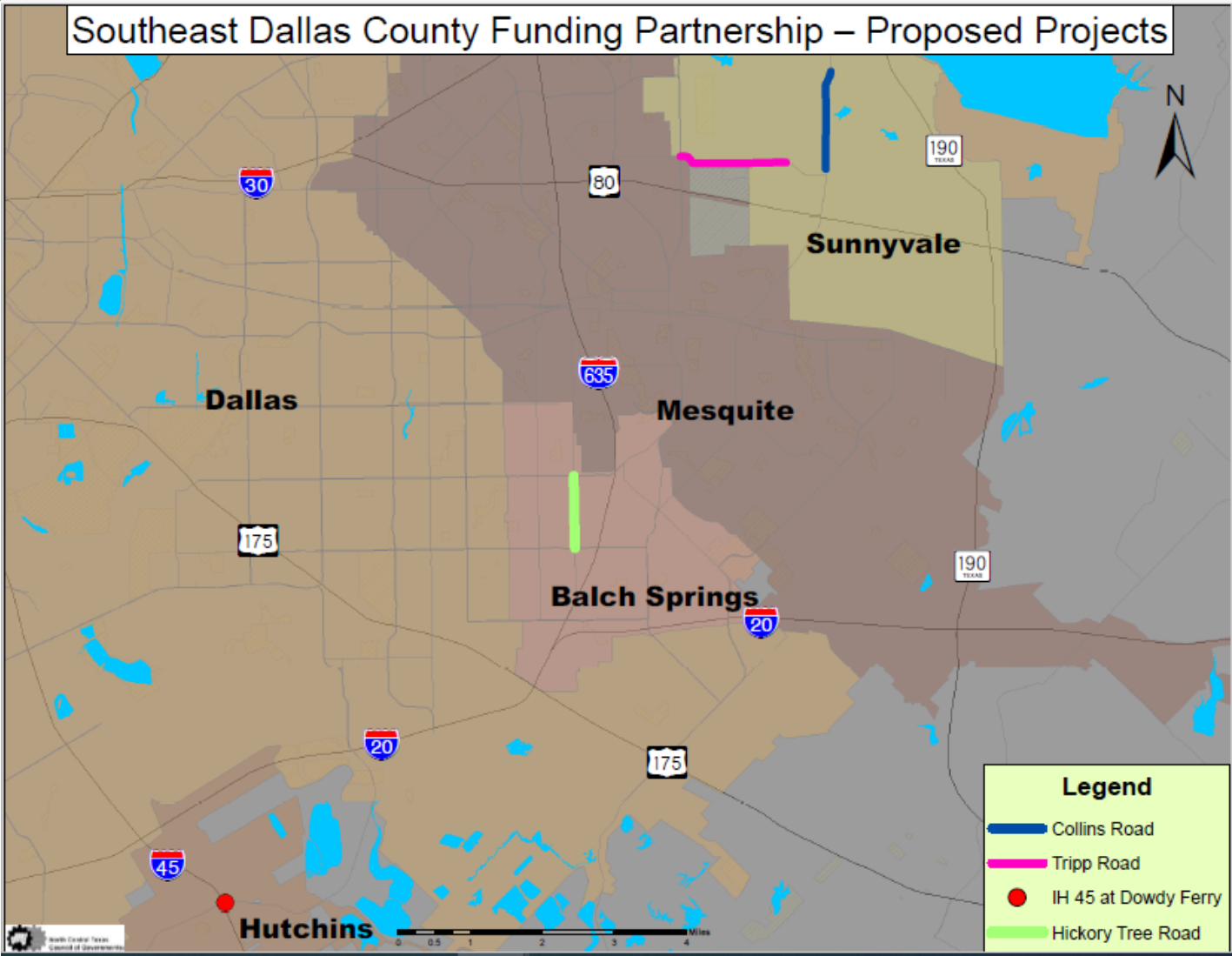
- The City of Balch Springs has requested assistance with improvements to Hickory Tree Road from Elam Road to Lake June Road.
- Staff proposes that the Regional Transportation Council (RTC) fund the design of the project with \$500,000 of Surface Transportation Block Grant (STBG) funds. NCTCOG staff will lead the initial work and use RTC Transportation Development Credits.
- North Central Texas Council of Governments (NCTCOG) staff would work with City staff to develop a project that would mitigate congestion but is also context-sensitive and facilitating future economic growth.
- This partnership would continue the RTC's investments in projects that would promote economic development and community revitalization, while also addressing a mobility issue.

PROPOSED PARTNERSHIP WITH SUNNYVALE

- The Town of Sunnyvale has requested assistance on two projects:
 - Collins Road from Tripp Road to Town East Blvd
 - \$450,000 in Regional Toll Revenue (RTR) funding for engineering
 - Scope: Reconstruct from 2 to 4 lane divided urban
 - Tripp Road from The Falls Drive to Belt Line Road (COVID-19 #004)
 - \$800,000 in RTR funding for construction
 - Scope: Reconstruct 2 lane to 2 lane rural roadway
- This partnership aids in community revitalization.
- Major partner in the President George Bush Extension

PROPOSED PARTNERSHIP WITH HUTCHINS

- The City of Hutchins has requested assistance for improvements at the intersection of IH 45 and Dowdy Ferry Road (COVID-19 #003).
- This area is a major freight hub and this project would improve mobility.
- Staff proposes to fund this project through a partnership with the TxDOT Dallas District.
- The RTC would fund the project with \$3,700,000 of Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds (includes a State match from TxDOT) with TxDOT funding the design of the project.



ACTION REQUESTED

- RTC approval of:
 - The partnerships outlined in this presentation
 - Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other administrative/planning documents as needed

QUESTIONS?

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Brian Dell
Senior Transportation Planner
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2020 North Central Texas Regional 10-Year Plan for Transportation Funding Draft Listings

Enclosed are the draft project listings for the 2020 Update to the North Central Texas Regional 10-Year Plan for transportation funding. The listings are separated by TxDOT District (Dallas, Fort Worth, and Paris). Each District's listings are then divided by county. Strikethroughs and red, underlined text indicate changes to a project's information since the last 10-Year Plan Update in September 2019. For project funding, there are two columns for each funding category:

- The first column, which is not shaded, shows the currently approved funding for the project in the Unified Transportation Program and 10-Year Plan.
- The second entry, highlighted with gray shading, shows the proposed funding amount for that given category. Red, underlined text indicates that an amount has changed from the previously approved amount. Amounts that are not in red, underlined text remain unchanged from the prior version of the plan.

Funding amounts include dollars that have not yet been approved by the Texas Transportation Commission. Projects that are part of the Corridor Preservation Program are included at the end of the listing. These projects need a preliminary commitment in order for TxDOT to commence pre-construction activities, such as engineering and right-of-way acquisition.

If you have any questions or comments on the projects, please forward them to Brian Dell (bdell@nctcoq.org) or Cody Derrick (cderrick@nctcoq.org).

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) FY 2017 - FY 2030

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2030						MPO Project Score		
												Cat 2 DAL Approved	Cat 2 DAL Proposed	Cat 4 DAL Approved	Cat 4 DAL Proposed	Cat 12 Clear Lanes DAL Approved	Cat 12 Clear Lanes DAL Proposed		Cat 12 Strategic Priority DAL Approved	Cat 12 Strategic Priority DAL Proposed
												\$3,007,359,866	\$2,619,914,466	\$1,306,054,397	\$1,223,659,249	\$1,804,094,151	\$5,747,625,106		\$1,019,238,870	\$1,019,239,279
Collin	54005	2351-01-017	FM 2478	FM 1461 to US 380	Widen 2 lane rural highway to 4 lane divided; Realign intersection at FM 1461; 6 lane ultimate	September 2017 (Actual)	September 2020	2021		\$34,793,244	\$34,793,244	\$34,793,244	\$34,793,244						89.25	
Collin	54005.1	2351-02-014	FM 2478	FM 1461 to North of FM 1461	Widen 2 lane rural highway to 4 lane divided; 6 lane ultimate; Realign intersection of FM 1461	September 2017 (Actual)	September 2020	2021	Project split out from TIP 54005/CSJ 2351-01-017	\$3,985,550	\$3,985,550	\$3,985,550	\$3,985,550						89.82	
Collin	20083	2679-02-008	FM 2514	FM 2551 to West of FM 1378	Widen 2 lane rural to 4 lane (Ultimate 6 lane) urban roadway including new pedestrian improvements and left/right turn lanes	May 2014 (Actual)	May 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Remainder of construction funded with \$2,000,000 RTR and \$1,202,000 CMAQ; \$16,867,792 low bid	\$16,867,792	\$13,600,000	\$13,600,000	\$13,600,000						N/A	
Collin	55037	2679-03-016	FM 2514	North of Drain Drive to Brown Street	Widen facility from 2 lane to 4/6 lane urban divided	February 2019 (Actual)	January 2022	2022		\$20,179,763	\$20,179,763	\$20,179,763	\$20,179,763						85.74	
Collin	55038	2679-03-015	FM 2514	East of Lavon Parkway to North of Drain Drive	Widen facility from 2 lane to 4 lane urban divided (ultimate 6 lane divided)	February 2019 (Actual)	January 2022	2022		\$11,167,795	\$11,167,795	\$11,167,795	\$11,167,795						84.96	
Collin	83209	2056-01-042	FM 2551	FM 2514 to FM 2170	Reconstruct and widen 2 lane rural to 6 lane urban divided	November 2010 (Actual)	July 2022	2022		\$44,570,571	\$44,570,571	\$44,570,571	\$44,570,571						84.79	
Collin	35004	0816-04-101	FM 455	US 75 to CR 286	Reconstruct and widen 2 lane rural to 4 lane divided	November 2017 (Actual)	December 2015 (Actual)	2016	Funds are Proposition 1 - Category 4	\$2,746,785	\$2,746,785		\$2,746,785	\$2,746,785					81.78	
Collin	TBD	TBD	North/ South Roadways	West and East of Lake Lavon			August 2025	2025	Feasibility study being done by NCTCOG; Moved \$100,000,000 of Category 12 funds to the US 380 corridor; Moved \$15,000,000 of Category 2 to TIP 13036/CSJ 0009-12-219 and \$35,000,000 of Category 2 to TIP 55221/CSJ 0009-12-215; Reduction in Category 2 funding offset by increase in Category 12 funding; Funding has not been added to the UTP; Funding moved to breakout project CSJ 0135-04-036	TBD	\$0 \$150,000,000	\$100,000,000	\$0		\$50,000,000	\$0			70.56	
Collin	TBD	TBD	Regional Outer Loop	DNT to SH 121					Working on local environmental document; Collin County desires that local funds be used on Regional Outer Loop, so federal funds were moved to North/South Roadways and US 380 projects; Collin County to contribute \$111,249,684 in bond funds over next 5 years	TBD	\$0	\$0	\$0						70.00	
Collin	TBD	TBD	Regional Outer Loop	US 380 to Rockwall County Line; North/South Arterial					Collin County desires that local funds be used on Regional Outer Loop, so federal funds moved to US 380 project; Collin County to contribute \$32,400,000 in bond funds over next 5 years	TBD	\$0	\$0	\$0						70.00	
Collin	13015	0549-03-024	SH 121	Collin County Outer Loop to North of FM 455	Reconstruct and widen from 2 lane to 4 lane rural divided; Construct 0 to 4 lane discontinuous access road and FM 455 interchange	January 2018 (Actual)	June 2020	2020		\$54,174,694 \$50,837,435	\$54,174,694 \$50,837,435		\$50,837,435	\$54,174,694					84.75	
Collin	55073	0451-03-013	SH 205	North of John King to SH 78	Widen 2 lane rural highway to 4 lane divided (6 lane ultimate)	April 2018 (Actual)	October-December 2020	2021		\$35,150,000 \$39,096,881	\$35,150,000 \$39,096,881	\$33,986,881	\$35,150,000						87.89	
Collin	13010	0047-09-034	SH 5	South of FM 1378 to Spur 399	Reconstruct and widen 2 lane undivided roadway to 4 lane divided urban roadway (ultimate 6 lanes)	April July 2020	February 2023	2023		\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000						72.39	
Collin	13026	0047-05-054	SH 5	Spur 399 to South of CR 275	Reconstruct and widen 2/4 lane undivided roadway to 4/6 lane divided urban roadway	April July 2020	December 2022	2023	Project also has \$3,092,629 of Category 1 funding	\$80,408,352 \$75,900,000	\$77,315,723 \$75,900,000	\$75,900,000	\$77,315,723						78.69	
Collin	55156	0364-04-049	Spur 399	At SH 5	Construct interchange	April 2020	March 2023	2023	Project added to the 10-Year Plan via 2020 UTP	\$19,273,554 \$16,105,069	\$19,273,554 \$16,105,069	\$16,105,069	\$19,273,554						80.91	
Collin	55233	0135-03-046	US 380	Airport Drive to 4th Street	Widen 4 lane roadway to 6 lanes divided	January 2020 (Actual)	January 2023	2023	Project added to the 10-Year Plan via 2020 UTP	\$41,097,161 \$30,000,000	\$41,097,161 \$30,000,000	\$30,000,000	\$41,097,161						81.70	

Amounts include funding not approved in UTP and only include Category 2/4/12 funding.
Red text and strikethroughs indicate changes since September 2019 RTC meeting

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) FY 2017 - FY 2030

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2030						MPO Project Score		
												Cat 2 DAL Approved	Cat 2 DAL Proposed	Cat 4 DAL Approved	Cat 4 DAL Proposed	Cat 12 Clear Lanes DAL Approved	Cat 12 Clear Lanes DAL Proposed		Cat 12 Strategic Priority DAL Approved	Cat 12 Strategic Priority DAL Proposed
												\$3,007,359,866	\$2,619,914,466	\$1,306,054,397	\$1,223,659,249	\$1,804,094,151	\$5,747,625,106		\$1,019,238,870	\$1,019,239,279
Collin	55234	0135-04-033	US 380	4th Street to CR 458	Widen 4 lane roadway to 6 lanes divided	January 2020 (Actual)	January 2023	2023	Project added to the 10-Year Plan via 2020 UTP	\$4,521,469 \$4,546,000	\$4,521,469 \$4,546,000	\$2,548,000	\$4,521,469							76.46
Collin	TBD	TBD	US 380	Denton County Line to Hunt County Line		December 2021	August 2026	2026	Collin County to contribute \$316,053,616 in bond funds over next 5 years; Funding has not been added to the UTP; Funding moved to breakout project (CSJ 0135-03-053)	\$450,000,000	-\$450,000,000 \$0	\$168,000,000	\$0	\$150,000,000	\$0	\$132,000,000	\$0			72.91
Collin	TBD	0135-03-053	US 380	SH 5 to FM 75	Reconstruct 6 lane arterial to 6 lane freeway and add 4 lane frontage roads	October 2022	July 2026	2026	US 380 breakout project. Staff proposes placing balance of US 380 placeholder funding on this project	\$602,000,000	\$602,000,000	\$0	\$320,000,000	\$0	\$0	\$132,000,000				95.51
Collin	TBD	0135-04-036	US 380	FM 75 to East of SH 78	Reconstruct 6 lane arterial to 6 lane freeway and add 4 lane frontage roads	December 2022	January 2025	2025	US 380 breakout project. Staff proposes placing Collin County North/South roadway placeholder funding on this section of US 380 as it includes a N/S roadway bridge at the lake	\$565,000,000	\$137,000,000	\$0	\$87,000,000	\$0	\$0	\$50,000,000				87.62
Collin	13025	0047-14-084	US 75	North of FM 455 to CR 370	Construct interchange	June 2012 (Actual)	June 2018 (Actual)	2018	Low bid amount of \$19,863,387	\$19,863,387	\$19,863,387	\$19,863,387	\$19,863,387							N/A
Collin	13044	0047-06-161	US 75	At Ridgeview Drive	Reconstruct interchange	June 2019 (Actual)	December 2021 2022-2023	2023	This project was funded with Category 2 funding as TxDOT does not anticipate getting Category 12; Project also has \$2,500,000 of Category 1 funding	\$28,655,102 \$28,000,000	\$26,155,102 \$25,000,000	\$25,000,000	\$26,155,102							79.42
Collin	30006	0047-06-158	US 75	Dallas County Line to Bethany Drive	Remove HOV lanes and add peak hour travel lanes	June 2020	August 2022	2022	Funded with \$15,000,000 of STBG funding. Project included on list in order to get TTC concurrence to proceed	\$15,000,000	\$0									94.24
Collin	30007	0047-06-163	US 75	Bethany Drive to SH 121	Add peak hour travel lanes	June 2020	August 2022	2022	Funded with \$10,000,000 of STBG funding. Project included on list in order to get TTC concurrence to proceed	\$10,000,000	\$0									91.62
Collin	20084	0047-14-053	US 75	North of CR 370 to CR 375 (Grayson CL)	Reconstruct and widen 4 to 6 lane freeway. Reconstruct 4 to 4/6 frontage roads	June 2012 (Actual)	September 2023	2024	TxDOT to request Category 12 funding	\$107,000,000	\$107,000,000				\$0	\$107,000,000				91.35
Total Funding - Collin County																		\$1,264,594,798		
Dallas	55240	2374-04-085	IH 20	West of Cockrell Hill Road to Hampton Road	Construct 0 to 4 lane frontage road	July 2019 (Actual)	December 2021	2022	Commitment to Red Bird Mall area	\$71,368,576 \$20,000,000	\$71,368,576 \$20,000,000	\$20,000,000	\$71,368,576							75.69
Dallas	13000	1068-04-170	IH 30	Dallas County Line to SH 161	Reconstruct and widen from 6 to 8 general purpose lanes with 2 reversible express lanes and construct 0 to 4 lane continuous frontage roads; Modifications to SH 161 connections	August 2020 2019	April 2023 January 2023	2023-2024	Project being implemented by the Fort Worth District, but using Dallas District Category 4 funding	\$11,000,000 \$9,000,000	\$11,000,000 \$9,000,000	\$9,000,000	\$11,000,000	\$9,000,000						88.54
Dallas	13018	0581-02-146	IH 30	at SL 12	Construct direct connectors (Phase 1)	December 2020	August 2024	2024	TxDOT to request Category 12 funding	\$250,000,000 \$50,000,000	\$250,000,000 \$50,000,000	\$0	\$0	\$0	\$250,000,000					76.19
Dallas	13030	0009-11-254 0009-11-181	IH 30	IH 35E to IH 45	Reconstruct and widen 6 to 12 mainlanes and 0/6 lane discontinuous to 2/8 lane discontinuous frontage roads	September 2020 June 2020	September 2022 August 2022	2023-2024	Project was awarded \$213,000,000 of Category 12 Strategic Priority funding and \$62,000,000 of \$111 funding. The RTC funded an effort that would look at design elements needed to accommodate automated and electric vehicles along this corridor (first in the country). Design would be funded with \$2,000,000 STBG and \$2,000,000 of TTC funding for the entire IH 30 corridor; TxDOT to request additional Category 12 funding	\$365,989,529 \$300,000,000	\$350,000,000 \$338,000,000	\$25,000,000	\$0	\$25,000,000	\$137,000,000	\$213,000,000	\$213,000,000			81.67
Dallas	13043	0009-11-129	IH 30	IH 45 to IH 635 to Bass Pro Drive	Reconstruct and widen 8 to 10 general purpose lanes and reconstruct 4/6/8 lane discontinuous to 4/6 lane continuous frontage roads; IH 45 to IH 80-Reconstruct and widen 8 to 10 mainlanes with 1 reversible HOV to 2 reversible managed lanes; US 80 to IH 635-Reconstruct 6 to 6 mainlanes with 1 reversible HOV lane to 3/2 reversible managed lane	June 2020	June 2023 August 2023	2023-2029	Funding moved to breakout project (CSJ 0009-11-252). The RTC funded an effort that would look at design elements needed to accommodate automated and electric vehicles along this corridor (first in the country). Design would be funded with \$2,000,000 STBG and \$2,000,000 of TTC funding for the entire IH 30 corridor; Reduce limits and break out TIP 13043.1 from this project	\$250,000,000 \$1,050,000,000	\$0									80.71

Amounts include funding not approved in UTP and only include Category 2/4/12 funding.
Red text and strikethroughs indicate changes since September 2019 RTC meeting

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) FY 2017 - FY 2030

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2030						MPO Project Score		
												Cat 2 DAL Approved	Cat 2 DAL Proposed	Cat 4 DAL Approved	Cat 4 DAL Proposed	Cat 12 Clear Lanes DAL Approved	Cat 12 Clear Lanes DAL Proposed		Cat 12 Strategic Priority DAL Approved	Cat 12 Strategic Priority DAL Proposed
												\$3,007,359,866	\$2,619,914,466	\$1,306,054,397	\$1,223,659,249	\$1,804,094,151	\$5,747,625,106		\$1,019,238,870	\$1,019,239,279
Dallas	52527	1068-04-119	IH 30	SH 161 to NW 7th Street	Construct 0 to 4 lane frontage roads	December 2016 (Actual)	June 2018 (Actual)	2018	Low bid amount of \$24,549,664. Category 1 funds to be used for change orders	\$24,549,664	\$24,549,664			\$24,549,664	\$24,549,664				N/A	
Dallas	54033	1068-04-149	IH 30	NW 7th Street to Belt Line Road	Construct 0 to 2/3 lane westbound frontage road and ramp modifications	December 2016 (Actual)	June 2018 (Actual)	2018	Low bid amount of \$13,291,213. Category 11 funds used to fund the remainder of the project	\$13,291,213	\$11,000,000			\$11,000,000	\$11,000,000				N/A	
Dallas	55169	0009-11-241	IH 30	Bass Pro Drive to Dalrock Road	Construct 0 to 6 lane frontage roads, Bayside bridge, and ramp modifications; Reconstruct Dalrock interchange	September 2018 (Actual)	March 2021	2021	Project was awarded Category 4 funds via the 2019 UTP	\$120,574,879	\$120,574,879			\$120,574,879	\$120,574,879				86.81	
Dallas	55179	0009-11-238	IH 30	Bass Pro Drive in Garland to Dalrock Road	Widen to add shoulder	March 2019 (Actual)	September 2021 March 2021	2021 2022	Project was awarded Category 12 Clear Lanes funding via the 2020 UTP	\$30,182,264 \$22,355,107	\$30,182,264 \$22,355,107	\$0		\$7,827,157	\$22,355,107	\$22,355,107			85.20	
Dallas	13043.1	0009-11-252	IH 30	IH 45 to IH 635	Reconstruct and widen from 8 to 10 general purpose lanes and reconstruct 4/6/8 discontinuous to 4/6 continuous frontage roads	April 2021 June 2020	September 2023 June 2023	2023 2024	Project was awarded Category 12 Clear Lanes funding via the 2020 UTP, but was not fully funded. The RTC funded an effort that would look at design elements needed to accommodate automated and electric vehicles along this corridor (first in the country); Design would be funded with \$2,000,000 STBG and \$2,000,000 of TTC funding for the entire IH 30 corridor. <u>TxDOT to request additional Cat 12 Clear Lanes funding and \$167,900,000 of \$111 funding</u>	\$1,108,449,456 \$940,549,456	\$940,549,456 \$25,000,000			\$25,000,000	\$940,549,456			77.40		
Dallas	13012.2	0196-03-274	IH 35E	IH 635 to Denton County Line	Reconstruct and widen 6 to 8 general purpose lanes and reconstruct existing 2/8 discontinuous frontage roads to 2/8 discontinuous frontage roads. Reconstruct 6 to 6/8 general purpose lanes. IH 635 to SH 121. Reconstruct 6 to 8 collector/distributor lanes (SH 121 to Denton 6/1). IH 35E Phase 2.	March 2013 (Actual)	August 2021	2021	Design-build project; Project was awarded \$229,655,586 of Category 12 Clear Lanes funding and \$80,105,043 \$105,220,000 of \$111 funds by the TTC	\$537,438,268 \$460,575,043	\$433,218,268 \$370,470,000	\$140,814,414		\$202,562,682	\$229,655,586	\$229,655,586			77.05	
Dallas	13012.3	0196-03-282	IH 35E	IH 635 to Denton County Line	Reconstruct existing 2 managed lanes to 2 managed lanes	March 2013 (Actual)	August 2021 2021	2021 2026	Project split out from TIP 13012.2/CSJ 0196-03-274; Category 2 funds are offset by a reduction in funding on TIP 13012.2/CSJ 0196-03-274; Project was awarded \$18,394,957 \$14,470,000 of \$111 funds for the remainder of the project	\$93,951,732 \$130,424,957	\$79,481,732 \$121,230,000	\$121,230,000		\$79,481,732				77.05		
Dallas	54119.5	0442-02-162	IH 35E	Ellis County Line to Bear Creek Road	Construct interchange at SL 9 and IH 35E	November 2017 (Actual)	March 2021 June 2021	2021	Project also has \$583,000 of STBG funds	\$13,245,644 \$6,600,395	\$12,662,644 \$6,115,395	\$8,115,295		\$12,662,644				89.30		
Dallas	55061	0196-03-199	IH 35E	IH 30 to North of Oak Lawn Avenue	Reconstruct 10 to 10 general purpose lanes, construct 0 to 2 reversible managed lanes, and reconstruct 0/2/6 discontinuous to 2/6 lane discontinuous frontage roads	July 2005 (Actual)	August 2027	2027	TxDOT to request \$300,000,000 \$364,000,000 of Category 12 Clear Lanes and \$60,000,000 \$64,320,000 of \$111 funding for this project	\$428,320,000 \$360,000,000	\$364,000,000 \$0			\$0	\$364,000,000			72.81		
Dallas	55062	0196-03-266	IH 35E	North of Oak Lawn Avenue to SH 183	Reconstruct 10 to 10 general purpose lanes, construct 0 to 2 reversible managed lanes, and reconstruct 4/6 to 4/6 lane frontage roads	August 2021	August 2027	2027	TxDOT to request \$300,000,000 \$540,000,000 of Category 12 Clear Lanes and \$150,000,000 \$56,480,000 of \$111 funding for this project	\$636,480,000 \$540,000,000	\$540,000,000 \$0			\$0	\$540,000,000			68.59		
Dallas	55094	0442-02-159	IH 35E	US 67 to Laureland Drive	Construct 0 to 1 reversible express lane		August 2027	2027 2028	Funding was previously removed from this project	\$0	\$0							74.33		
Dallas	55163	2374-01-192	IH 635	SL 354 (Denton Drive) to BNSF RR	Construction of IH 35E/IH 635 interchange, including 4 concurrent managed lanes, 10 general purpose lanes, and 4 discontinuous frontage roads	January 2023	January 2025	2025	TxDOT to request Category 12 funding	\$400,000,000	\$400,000,000			\$0	\$400,000,000			77.58		
Dallas	55164	2374-07-075	IH 635	West of Luna Road to BNSF RR	Construction of IH 35E/IH 635 interchange, including 0 to 4 concurrent managed lanes, 10 to 10 general purpose lanes, and 4 to 4/6 continuous frontage roads	January 2023	January 2025	2025	TxDOT to request Category 12 funding	\$80,000,000	\$80,000,000			\$0	\$80,000,000			78.18		
Dallas	55067	0092-14-088	IH 45	Lenway St. to Good Latimer	Reconstruct IH 45 and SM Wright Interchange (Phase 2B)	April 2017 (Actual)	December 2019 (Actual)	2020		\$30,136,047 \$26,327,302	\$30,136,047 \$26,327,302	\$26,327,302		\$30,136,047				93.22		

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10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) FY 2017 - FY 2030

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2030						MPO Project Score		
												Cat 2 DAL Approved	Cat 2 DAL Proposed	Cat 4 DAL Approved	Cat 4 DAL Proposed	Cat 12 Clear Lanes DAL Approved	Cat 12 Clear Lanes DAL Proposed		Cat 12 Strategic Priority DAL Approved	Cat 12 Strategic Priority DAL Proposed
												\$3,007,359,866	\$2,619,914,466	\$1,306,054,397	\$1,223,659,249	\$1,804,094,151	\$5,747,625,106		\$1,019,238,870	\$1,019,239,279
Dallas	55249	0092-02-130	IH 45	At SL 9	Reconstruct existing 2 to 2 lane southbound frontage road and ramp modifications	November 2017 (Actual)	September 2022 March 2022 2023	2023	Project added to the 10-Year Plan via 2020 UTP; Funding offset by reduction in funding on TIP 55094/CSJ 0442-02-159	\$3,667,581 \$2,229,936	\$3,667,581 \$2,229,936								83.30	
Dallas	54111	2374-01-171	IH 635	At Skillman/Audelia	Interchange improvements	June 2015 (Actual)	August 2019 (Actual)	2019	Project has Category 12 funds from the MPO Revolver Swap; \$7,202,000 of Design-build funding to offset reduction in Category 2 funding.	\$57,972,000 \$60,377,000	\$50,770,000 \$60,377,000	\$65,000,000	\$46,393,000			\$4,377,000	\$4,377,000		93.14	
Dallas	55060.1	2374-01-137	IH 635 (E)	Miller Road to West of the KCS RR (West of SH 78)	Widen 8 to 10 general purpose lanes and reconstruct 4/6 lane discontinuous to 4/6 lane continuous frontage roads	April 2017 (Actual)	August 2019 (Actual)	2019	Project also has \$63,193,281 of Design-build funding.	\$216,441,214 \$230,221,536	\$153,247,933 \$230,221,536	\$34,821,750	\$0	\$175,000,000	\$132,848,147	\$20,399,786	\$20,399,786		90.44	
Dallas	55060.2	2374-01-191	IH 635 (E)	Miller Road to West of the KCS RR (West of SH 78)	Reconstruct existing 2 HOV/express to 2 HOV/express lanes	April 2017 (Actual)	August 2019 (Actual)	2019	Project split out from TIP 55060.1/CSJ 2374-01-137; Project also has \$6,519,375 of Design-build funding.	\$49,935,875 \$36,650,361	\$43,422,500 \$36,650,361	\$35,650,161	\$43,422,500						83.25	
Dallas	55075.1	2374-02-053	IH 635 (E)	West of the KCS RR (West of SH 78) to IH 30	Widen 8 to 10 general purpose lanes and reconstruct 4/6 lane discontinuous to 4/8 lane continuous frontage roads	April 2017 (Actual)	August 2019 (Actual)	2019	Construction also funded with \$25,000,000 CMAQ, \$92,752,017 STBG, and \$7,014,863 Category 11; Project also has \$122,653,781 of \$111 funding.	\$408,845,661 \$322,804,655	\$161,425,000 \$60,147,610	\$58,797,257	\$8,430,000	\$0	\$42,151,853	\$31,350,353	\$110,843,147		87.35	
Dallas	55075.2	2374-02-152	IH 635 (E)	West of the KCS RR (West of SH 78) to IH 30	Reconstruct existing 2 HOV/express to 2 HOV/express lanes	April 2017 (Actual)	August 2019 (Actual)	2019	Construction also funded with \$7,142,858 STBG; Project split out from TIP 55075.1/CSJ 2374-02-053; Project also has \$26,139,846 of Design-build funding.	\$200,405,486 \$186,110,772	\$167,122,782 \$179,976,914	\$178,976,914	\$167,122,782						81.07	
Dallas	55075.3	2374-02-153	IH 635 (E)	At IH 30	Reconstruct interchange	April 2017 (Actual)	August 2019 (Actual)	2019	Construction also funded with \$25,000,000 CMAQ, \$92,752,017 STBG, and \$7,014,863 Category 11; Project also has \$83,400,711 of Design-build funding.	\$303,694,615 \$270,620,856	\$195,293,094 \$120,566,595	\$128,566,595	\$195,293,094						85.92	
Dallas	55165.1	2374-01-183	IH 635 (E)	East of US 75 to Miller Road	Widen 8 to 10 general purpose lanes and reconstruct existing 4/8 lane discontinuous to 4/6 lane continuous frontage roads	April 2017 (Actual)	August 2019 (Actual)	2019	Project also has \$125,710,331 of Design-build funds.	\$432,206,098 \$386,988,661	\$306,495,867 \$386,988,661				\$385,988,661	\$306,495,867		90.08		
Dallas	55165.2	2374-01-190	IH 635 (E)	East of US 75 to Miller Road	Reconstruct existing 2 to 2 managed lanes	April 2017 (Actual)	August 2019 (Actual)	2019	Project split out from TIP 55165.1/CSJ 2374-01-183; Project also has \$8,509,875 of Design-build funding.	\$65,242,375 \$60,956,661	\$56,732,500 \$60,956,661	\$50,956,661	\$56,732,500						82.89	
Dallas	54069	2964-01-048	SH 161	South of SH 183 to North of Belt Line Road	Widen and reconstruct 4 (6 lanes during peak period) to 8 general purpose lanes	January 2018 (Actual)	June 2018 (Actual)	2018	Project let in June 2018 for \$20,927,948; Category 1 funds to be used for any change orders	\$20,927,948	\$20,927,948			\$20,927,948	\$20,927,948				N/A	
Dallas	53198	0094-07-044	SH 183	1 mile East of Loop 12 to West end of Elm Fork Trinity River Bridge	Reconstruct existing 8 general purpose lanes, 2 to 6 concurrent Managed Lanes, and 4/6 discontinuous to 6/8 lane continuous frontage roads (Ultimate)		August 2045	2045	Funding previously moved to TIP 11527	\$0	\$0	\$0	\$0						71.09	
Dallas	54072	0094-07-045	SH 183	West End of Elm Fork Trinity River Bridge to West of IH 35E	Reconstruct and widen 6/8 to 6/8 general purpose lanes, 2 to 2/6 Managed Lanes and reconstruct 4/6 lane discontinuous to 4/8 lane continuous frontage roads (Ultimate)		August 2045	2045	Funding previously moved to TIP 11527	\$0	\$0	\$0	\$0						68.99	
Dallas	TBD	TBD	SH 183	SH 161 to Stony Road	Construct 6 to 8 general purpose lanes and 2 to 6 concurrent managed lanes	TBD	TBD	TBD	Project to be funded by the private sector	\$270,000,000	\$0	\$0	\$0						72.81	
Dallas	TBD	TBD	SH 183	PGBT Western Extension (SH 161) to SL 12					Funding previously moved to TIP 53003 and 11527	\$0	\$0	\$0	\$0						65.95	
Dallas	TBD	TBD	SH 183	SL 12 to SH 114					Funding previously moved to TIP 11527	\$0	\$0	\$0	\$0						65.95	
Dallas	55065	0092-01-059	SH 310/SM Wright Interchange	Pennsylvania Avenue to North of Al Lipscomb Way	Reconstruct IH 45 and SM Wright Interchange (Phase 2B)	April 2017 (Actual)	December 2019 (Actual)	2020	Related to TIP 55067/CSJ 0092-14-088 and TIP 20062/CSJ 0092-01-052	\$11,916,518 \$10,100,000	\$11,916,518 \$10,100,000	\$10,100,000	\$11,916,518						96.67	

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10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) FY 2017 - FY 2030

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2030						MPO Project Score		
												Cat 2 DAL Approved	Cat 2 DAL Proposed	Cat 4 DAL Approved	Cat 4 DAL Proposed	Cat 12 Clear Lanes DAL Approved	Cat 12 Clear Lanes DAL Proposed		Cat 12 Strategic Priority DAL Approved	Cat 12 Strategic Priority DAL Proposed
												\$3,007,359,866	\$2,619,914,466	\$1,306,054,397	\$1,223,659,249	\$1,804,094,151	\$5,747,625,106		\$1,019,238,870	\$1,019,239,279
Dallas	35000	0430-01-057	SH 352	North of Kearney Street to US 80 EB Frontage Road	Reconstruct 4 lane undivided rural to 4 lane divided urban roadway with intersection and sidewalk improvements	December 2016 (Actual)	March 2020 (Actual)	2020	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Remainder of construction funded with \$701,700 CMAQ and \$400,000 Category 11; Category 12 funds are part of MPO Revolver Swap; Category 1 or 11 funding to cover cost overruns	\$11,697,425 \$16,736,868	\$9,915,000	\$7,900,000	\$7,900,000			\$2,015,000	\$2,015,000	85.16		
Dallas	13032	0009-02-067	SH 78	At Gaston Ave	Reconfigure intersection with sidewalk improvements	December 2018 (Actual)	November 2020	2021	August 2017 RTC Proposition 1 Adjustment; Remainder of project funded with \$4,500,000 of CMAQ funds	\$5,500,000	\$1,000,000	\$1,000,000	\$1,000,000					84.62		
Dallas	11527	0581-02-124	SL 12	At SH 183	Reconstruct interchange (Phase 2)	April 2014 (Actual)	September-May 2020 May 2020 (Actual)	2020-2024 2024	Project was awarded Category 12 Clear Lanes funding via the 2019 UTP	\$210,000,000	\$210,000,000			\$210,000,000	\$210,000,000			83.94		
Dallas	55112	0353-05-120	SL 12	At Skillman	Reconstruct intersection grade separation	March 2025	September 2027	2028	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Discussions underway between City of Dallas, TxDOT and NCTCOG regarding project scope	\$17,200,000 \$18,346,385	\$17,200,000		\$17,200,000	\$17,200,000					78.89	
Dallas	54119.1	2964-10-008	SL 9	IH 35E to Dallas/Ellis County Line	Construct 0 to 2 lane frontage roads (ultimate 6) including ITS and turn lanes	November 2017 (Actual)	March 2021	2021	Project split out from TIP 54119/CSJ 2964-10-005; Project also has \$432,000 of CMAQ funding and \$3,788,000 of RTR funding	\$43,045,357 \$39,455,869	\$35,235,869	\$35,235,869	\$35,235,869					79.83		
Dallas	54119.2	2964-10-009	SL 9	Ellis/Dallas County Line to IH 45	Construct 0 to 2 lane frontage roads (ultimate 6) including ITS and turn lanes	November 2017 (Actual)	March 2021	2021	Project split out from TIP 54119/CSJ 2964-10-005; Project also has \$408,000 of CMAQ funding	\$67,236,678 \$69,535,798	\$53,105,708	\$53,105,708	\$53,105,708					77.62		
Dallas	53003	0094-03-060	SS 482	At SH 114 and SH 183	Reconstruct interchange (Phase 2)	April 2014 (Actual)	September 2020	2021	Project was awarded Category 12 Clear Lanes funding via the 2019 UTP	\$210,000,000	\$210,000,000			\$210,000,000	\$210,000,000			83.89		
Dallas	30005	0047-07-232	US 75	IH 635 to Collin County Line	Remove HOV lanes and add peak hour travel lanes	June 2020	August 2022	2022	Funded with \$15,000,000 of STBG funding; Project included on list in order to get TTC concurrence to proceed	\$15,000,000	\$0							92.85		
Dallas	53109	0095-02-107	US 80	East of Town East Blvd. to Belt Line Road	Reconstruct and widen 4 to 6/8 mainlanes and 2/4/6 to 4/6 lane continuous frontage roads and reconstruct IH 635 interchange	April-February-2020	September 2023	2025	TxDOT and City of Mesquite discussing specific early action "breakout" projects to utilize this funding; TxDOT to request Category 12 funding	\$305,005,199 \$386,214,458	\$305,005,199	\$105,000,000	\$105,000,000	\$0	\$200,005,199			82.45		
Dallas	53110	0095-02-096	US 80	Belt Line Road to Lawson Road	Reconstruct and widen 4 to 6 mainlanes and 2/4 to 4/6 lane continuous frontage roads	April-February-2020	September 2023	2025	Project split out from TIP 53109; TxDOT and City of Mesquite discussing specific early action "breakout" projects to utilize this funding; TxDOT to request Category 12 funding	\$192,096,816 \$163,960,872	\$192,096,816	\$100,000,000	\$100,000,000	\$0	\$92,096,816			79.95		
Dallas	53108	0005-10-033	US 80	IH 30 to East of Town East Blvd	Reconstruct and widen 4 to 6 mainlanes and 2/4 to 4/6 lane frontage roads	April 2020	September 2023	2025	TxDOT to request Category 12 funding	\$58,015,042	\$58,015,042			\$0	\$58,015,042			75.63		
Dallas	55120	0197-02-124	US 175	East of East Malloy Bridge Rd. to Kaufman County Line	Ramp modifications, mill and inlay existing frontage roads	March July 2020	August-October 2020	2020-2021		\$2,163,200	\$2,163,200	\$2,163,200	\$2,163,200					79.24		
Total Funding - Dallas County																		\$6,012,482,892		
Denton	83255	0816-02-072	FM 455	West of FM 2450 to East of Marion Road	Reconstruct and widen 2 lane rural highway to 4 lane divided urban	February 2018 (Actual)	January 2022	2022		\$42,817,890	\$42,817,890	\$42,817,890	\$42,817,890					91.11		
Denton	TBD	0081-05-049	Greenbelt/Regional Outer Loop	At FM 428	TBD	TBD	TBD	TBD	Category 2 funding previously moved to TIP 13036/CSJ 0009-12-219; Project will be funded in a future 10-Year Plan update	\$50,000,000	\$0	\$0	\$0					59.61		
Denton	13033.3	0195-03-090	IH 35	IH 35W to US 380	Reconstruct Interchange and 4 to 4/8 lane frontage roads	December 2020	January 2023	March-2023 2023-2024	Project awarded Category 12 Strategic Priority funding via the 2020 UTP	\$139,625,558	\$139,625,558				\$139,625,558	\$139,625,558	82.76			
Denton	55197	0195-02-074	IH 35	US 77 North of Denton to Cooke County Line	Reconstruct and widen 4 to 6 lane rural freeway with ramp modifications and reconstruct 4 to 4/6 lane frontage roads	December-November 2019 (Actual)	September-August 2022	2023-2024	New project awarded Category 12 Strategic Priority funding via the 2020 UTP	\$573,740,000 \$549,649,591	\$573,740,000	\$549,649,591	\$54,090,000	\$0	\$54,090,000	\$519,649,591	\$519,650,000	90.11		

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10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District)

FY 2017 - FY 2030

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2030						MPO Project Score		
												Cat 2 DAL Approved	Cat 2 DAL Proposed	Cat 4 DAL Approved	Cat 4 DAL Proposed	Cat 12 Clear Lanes DAL Approved	Cat 12 Clear Lanes DAL Proposed		Cat 12 Strategic Priority DAL Approved	Cat 12 Strategic Priority DAL Proposed
												\$3,007,359,866	\$2,619,914,466	\$1,306,054,397	\$1,223,659,249	\$1,804,094,151	\$5,747,625,106		\$1,019,238,870	\$1,019,239,279
Denton	55198	0195-03-087	IH 35	US 380 to US 77 North of Denton	Reconstruct and widen 4 to 6 lane rural freeway with ramp modifications and 4 to 6/6 lane frontage roads	December- November 2019 (Actual)	September 2022	2023	Project awarded \$79,709,425 of Category 12 Strategic Priority and \$100,000,000 of Category 12 Clear Lanes funding via the 2020 UTP	\$196,070,000 \$179,709,425	\$196,070,000 \$179,709,425		\$0	\$16,360,575	\$100,000,000	\$100,000,000	\$79,709,425	\$79,709,425	79.11	
Denton	55250	0195-02-076	IH 35	At FM 455	Reconstruct and widen 4 to 6 mainlanes and reconstruct existing 4 to 4 lane frontage roads	December- October 2019 (Actual)	August 2022	2022	New project awarded Category 12 Strategic Priority funding via the 2020 UTP	\$27,231,547 \$26,862,296	\$27,231,547 \$26,862,296		\$0	\$369,251			\$26,862,296	\$26,862,296	87.58	
Denton	13033	0196-02-124	IH 35E	FM 407 to Dallas County Line	Reconstruct and convert 2 reversible to 4 concurrent managed lanes; Reconstruct 6 to 6/8 collector-distributor lanes (Dallas C/L to SH 121); Reconstruct 8 to 8 general purpose lanes (SH 121 to FM 407); Reconstruct 2/6 to 2/8 continuous frontage (FM 407 to SRT/SH 121); and reconstruct 4/6 to 3/6 continuous frontage from (SRT/SH 121 to Dallas C/L)		August 2026	2026	Some funding previously moved to TIP 13033.2/CSI 0196-02-127 and TIP 13033.4/CSI 0196-02-126; Reduce Category 2 funding on placeholder project and move to IH 35E at Lake Sharon/Dobbs/Corinth project	\$745,933,304 \$987,611,688	\$0	\$20,723,022	\$0						78.82	
Denton	13033.1	0196-02-128	IH 35E	At FM 1171/Main Street	Reconstruct grade separation and existing 4 to 4 lane frontage roads; Reconstruct interchange and 4 to 4 lane frontage roads	March 2013 (Actual)	January 2023	2023	Project added to the 10-Year Plan via 2020 UTP; Increased Category 2 funding offset by reduction on TIP 25033.2/CSI 0196-02-125	\$43,805,797 \$41,486,682	\$43,805,797 \$41,486,682		\$41,486,682	\$43,805,797					78.08	
Denton	13033.2	0196-02-127	IH 35E	At Business 121	Reconstruct grade separation and existing 4 to 4 lane frontage roads; Reconstruct interchange and 4 to 4 lane frontage roads	March 2013 (Actual)	January 2023	2023	Project added to the 10-Year Plan via 2020 UTP; Increased Category 2 funding offset by reduction on TIP 25033.2/CSI 0196-02-125	\$82,179,822 \$65,008,508	\$82,179,822 \$65,008,508		\$65,008,508	\$82,179,822					82.90	
Denton	13033.4	0196-02-126	IH 35E	At Corporate Drive	Reconstruct grade separation and existing 4 to 4 lane frontage roads; Reconstruct interchange and 4 to 4 lane frontage roads	March 2013 (Actual)	January 2023	2023	Project added to the 10-Year Plan via 2020 UTP; Increased Category 2 funding offset by reduction on TIP 25033.2/CSI 0196-02-125	\$72,883,443 \$59,143,580	\$72,883,443 \$59,143,580		\$59,143,580	\$72,883,443					81.45	
Denton	25033.2	0196-02-125	IH 35E	Turbeville Road to FM 407	Reconstruct existing 4 general purpose lanes (WB only); Widen and convert 2 lane reversible to 4 lane concurrent managed lanes; Widen 4/6 lane continuous to 4/8 lane continuous frontage roads		May 2028	2028	Funding previously moved to TIP 13033.4/CSI 0196-02-126 and TIP 13033.1/CSI 0196-02-128; Reduce Category 2 funding on placeholder project and move to TIP 13033.1/CSI 0196-02-128; TIP 13033.2/CSI 0196-02-127; TIP 13033.4/CSI 0196-02-126; TIP 23033.3/CSI 0196-01-109; and IH 35E at Lake Sharon/Dobbs/Corinth projects	\$673,000,928 \$669,409,414	\$0	\$62,485,239	\$0						76.34	
Denton	25033.3	0196-01-109	IH 35E	South of At Mayhill Road to South of SL 288	Reconstruct grade separation and existing 4 to 4 lane frontage roads; Reconstruct interchange and 4 to 4 lane frontage roads	March 2013 (Actual)	April 2022	May 2022	Split from TIP 25033.2/CSI 0196-02-125; Increased Category 2 funding offset by reduction on TIP 25033.2/CSI 0196-02-125	\$62,176,453 \$46,212,969	\$62,176,453 \$46,212,969		\$46,212,969	\$62,176,453					89.53	
Denton	TBD	0196-01-113	IH 35E	at Lake Sharon Drive/Dobbs Road/Corinth	Construct interchange	TBD	January 2026	2026	Benton Priority Project #6; Category 2 funding offset by reduction on TIP 25033.2/CSI 0196-02-125 and TIP 13033/CSI 0196-02-124	\$45,000,000	\$34,014,485	\$0		\$34,014,485					68.29	
Denton	55230	0081-13-058	IH 35W	Tarrant County Line to SH 114	Reconstruct and widen 4 lane rural to 6 lane urban freeway and construct 4 to 4/6 lane frontage roads	October 2020	July 2021	2021	TxDOT to request Category 12 funding	\$90,000,000	\$90,000,000			\$0	\$90,000,000				91.84	
Denton	55242	0081-13-050	IH 35W	SH 114 to IH 35W/IH 35E Interchange	Widen and reconstruct 4 lane rural to 6 lane urban freeway and reconstruct 2/6 to 4/6 lane frontage roads	October 2020	July 2021	2021	TxDOT to request Category 12 funding	\$338,580,457	\$338,580,457			\$0	\$338,580,457				86.73	
Denton	55259	0081-13-065	IH 35W	Dale Earnhardt Way to South of IH 35E/IH 35W Interchange	Reconstruct 2 to 4/6 lane discontinuous frontage roads	July 2020	January 2024	2024	TxDOT to request Category 12 funding	\$310,692,449	\$310,692,449			\$0	\$310,692,449				86.76	
Denton	55177	0353-09-002	SH 114	West of US 377 to East of US 372	Construct 0 to 6 lane grade separation over US 372	November 2018 (Actual)	September 2020	2021	Staff proposes to add project to the 10-Year Plan	\$52,218,505	\$52,218,505	\$0		\$26,109,253					100.00	
Denton	55235	0353-02-037	SH 114	East of IH 35W to BUS 114K	Construct 0 to 6 main lanes; Reconstruct and widen 4 to 4/6 lane frontage roads	September 2020	March 2022	2022	TxDOT to request Category 12 funding	\$62,964,313	\$62,964,313			\$0	\$62,964,313				93.14	
Denton	55260	0353-09-003	SH 114	BUS 114K to West of US 377	Construct 0 to 6 main lanes; Reconstruct and widen 4 to 4/6 frontage roads	September 2020	March 2022	2022	TxDOT to request Category 12 funding	\$15,605,530	\$15,605,530			\$0	\$15,605,530				93.17	

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FY 2017 - FY 2030

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2030						MPO Project Score		
												Cat 2 DAL Approved	Cat 2 DAL Proposed	Cat 4 DAL Approved	Cat 4 DAL Proposed	Cat 12 Clear Lanes DAL Approved	Cat 12 Clear Lanes DAL Proposed		Cat 12 Strategic Priority DAL Approved	Cat 12 Strategic Priority DAL Proposed
												\$3,007,359,866	\$2,619,914,466	\$1,306,054,397	\$1,223,659,249	\$1,804,094,151	\$5,747,625,106		\$1,019,238,870	\$1,019,239,279
Denton	51060	0353-02-053	BS 114K	AT UP RR Underpass in Roanoke DOT No 795 342V	Replace railroad underpass and improve BS 114-K drainage	August 2015 (Actual)	November 2019 (Actual)	2020	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$3,000,000 of bridge funds and \$552,921 of CMAQ.	\$10,123,776	\$7,500,000	\$7,500,000	\$7,500,000						89.06	
Denton	20118	0081-04-025	US 377	IH 35E to South of FM 1830	Widen 2 lane to 6 lane urban divided section with sidewalk improvements	January 2018 (Actual)	July 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$12,156,936 2MP1, \$10,471,047 4P1, & \$2,901,189 CMAQ.	\$26,627,983	\$1,098,811	\$1,098,811	\$1,098,811						N/A	
Denton	20120	0081-03-048	US 377	Henrietta Creek Rd. to North of BS 114K	Reconstruct and widen 2/4 to 4 lane divided urban	August 2015 (Actual)	November 2019 (Actual)	2020	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$863,844 of Category 1 & \$1,922,275 of CMAQ.	\$16,230,232	\$13,444,113	\$13,444,113	\$13,444,113						93.81	
Denton	20215	0081-04-035	US 377	AT UP RR Overpass (0.4 miles South of IH 35E)	Replace with 6 lane overpass (2 to 6 Lanes)	January 2018 (Actual)	July 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$2,269,248 2MP1, \$4,019,642 of 4P1, and \$2,418,313 of Category 1 funds.	\$7,788,890	\$1,500,000	\$1,500,000	\$1,500,000						N/A	
Denton	55104	0135-10-057	US 377/380	SL 288 to US 377/US 380 Intersection	Add raised median with left turn lanes, add right turn lanes and re-stripe for shared use	June 2018 (Actual)	June 2020 May 2021 2020-2021		Also has \$95,000 local and \$665,000 CMAQ; local funding is the money required to pay for additional bicycle/pedestrian scope items that TxDOT will not fund.	\$18,448,040	\$17,839,014	\$17,839,014	\$17,839,014						91.90	
Denton	20096	0135-10-050	US 380	US 377 to West of CR 26 (Collin County Line)	Widen 4 to 6 lanes divided urban with new grade separations at FM 423, FM 720, Navo Rd., Teel Pkwy, and Legacy Drive with sidewalk improvements	June 2018 (Actual)	May 2021	2021	Construction also funded with \$56,200,000 CMAQ and \$22,277,120 STBG	\$140,844,543 \$129,360,761	\$62,367,423 \$54,256,244	\$51,250,941	\$62,367,423						87.93	
Total Funding - Denton County																		\$2,248,355,611		
Ellis	13020	1394-02-027	FM 1387	Midlothian Parkway to FM 664	Reconstruct and widen from 2 lane undivided rural to 4 lane urban divided (6 lane ultimate)	September 2020	September 2025	2026		\$50,718,644 \$70,000,000	\$25,000,000	\$25,000,000	\$25,000,000						70.00	
Ellis	11751	1051-01-037	FM 664	(On Ovilla Road) from Westmoreland Road to IH 35E	Widen 2 lanes to 6 lanes urban divided including intersection improvements along Ovilla Road/FM 664 with sidewalk improvements	June 2015 (Actual)	May 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$3,433,608 CMAQ & \$15,713,331 STBG; low bid in 5/2018 was \$28,247,127, leaving funds in for change orders	\$30,000,000	\$17,100,000	\$17,100,000	\$17,100,000						N/A	
Ellis	13028	1051-01-052	FM 664	FM 1387 to Westmoreland Road	Reconstruct and widen 2 lane rural to 4 lane divided urban roadway (Ultimate 6 lane)	January 2021 August 2020	July 2023	2023		\$39,017,716 \$32,145,761	\$32,145,761	\$32,145,761	\$32,145,761						82.22	
Ellis	13035.1	1051-01-051	FM 664	IH 35E to West of Ferris Road	Reconstruct and widen 2/4 lane rural roadway to 6 lane divided urban	February 2020 January 2020 (Actual)	September 2023	2025		\$93,073,891 \$98,605,947	\$25,000,000	\$25,000,000	\$25,000,000						81.42	
Ellis	13035.2	1051-03-001	FM 664	West of Ferris Road to IH 45	Construct & Realign existing 2 lane rural undivided roadway to 6 lane urban roadway; Realign at a new location	February 2020 January 2020 (Actual)	September 2023	2025	Breakout of TIP 13035.1/CSJ 1051-01-051	\$30,673,559 \$35,616,890	\$10,000,000	\$10,000,000	\$10,000,000						71.72	
Ellis	13034	0442-03-042	IH 35E	At FM 664	Reconstruct interchange	February 2020 January 2020 (Actual)	March 2022 June 2022	2022		\$41,970,617 \$39,246,463	\$41,970,617 \$39,246,463		\$29,246,463	\$41,970,617					78.12	
Ellis	13042	0048-04-094	IH 35E	At FM 387 (Butcher Road)	Reconstruct interchange; Reconstruct and widen 4 to 4/6 lane frontage roads	June 2019 (Actual)	August 2022	2022	Funding from TIP 55092/CSJ 0048-04-090	\$42,000,000	\$42,000,000		\$42,000,000	\$42,000,000					90.84	
Ellis	54119.6	0442-03-044	IH 35E	Reese Drive to Dallas County Line	Construct interchange at Loop 9 and IH 35E	November 2017 (Actual)	September 2022 June 2022	2022 2023	Breakout of SL 9 project originally listed in Dallas County (TIP 54119/CSJ 2964-10-005); Project also has \$6,650,000 of STBG	\$15,684,914 \$14,715,504	\$9,034,914 \$8,065,504	\$8,065,504	\$9,034,914						80.46	
Ellis	13029	0092-03-053	IH 45	At FM 664	Construct interchange	February 2020 January 2020 (Actual)	August 2022 March 2022	2022	Project was awarded Category 12 Strategic Priority funding via the 2019 UTP; Project also has \$4,486,132 of Category 1 funding	\$40,223,337 \$42,441,711	\$40,223,337 \$42,441,711	\$3,955,579	\$6,223,337			\$34,000,000	\$34,000,000		76.70	

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10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) FY 2017 - FY 2030

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (Cat 2, 4, 12)	FY 2017 - FY 2030						MPO Project Score		
												Cat 2 DAL Approved	Cat 2 DAL Proposed	Cat 4 DAL Approved	Cat 4 DAL Proposed	Cat 12 Clear Lanes DAL Approved	Cat 12 Clear Lanes DAL Proposed		Cat 12 Strategic Priority DAL Approved	Cat 12 Strategic Priority DAL Proposed
												\$3,007,359,866	\$2,619,914,466	\$1,306,054,397	\$1,223,659,249	\$1,804,094,151	\$5,747,625,106		\$1,019,238,870	\$1,019,239,279
Ellis	54119.3	2964-12-001	SL 9	From IH 35E to Dallas County Line	Construct 0 to 2 lane frontage roads (Ultimate 6) including ITS and turn lanes	November 2017 (Actual)	March 2021	2021	Breakout of SL 9 project originally listed in Dallas County (TIP 54119/CSJ 2964-10-005); Project also has \$734,000 of CMAQ funding	\$9,513,170	\$8,770,170	\$8,770,170	\$8,770,170						83.87	
Ellis	54119.4	2964-12-002	SL 9	Dallas/Ellis County Line to Ellis/Dallas County Line	Construct 0 to 2 lane frontage roads (Ultimate 6) including ITS and turn lanes	November 2017 (Actual)	March 2021	2021	Breakout of SL 9 project originally listed in Dallas County (TIP 54119/CSJ 2964-10-005); Project also has \$96,000 of CMAQ funding	\$10,393,729	\$10,297,729	\$10,297,729	\$10,297,729						77.58	
Ellis	35001	0172-05-115	US 287	At Walnut Grove Road	Construct interchange	April 2017 (Actual)	April 2019 (Actual)	2019		\$26,700,000	\$26,700,000		\$26,700,000	\$26,700,000					86.84	
Ellis	55014	0261-01-041	US 67	At Lake Ridge Parkway	Construct interchange Reconstruct grade separation	February 2021 December 2022	October 2023 March 2025	2024 2025	Project added to the 10-Year Plan via 2020 UTP	\$45,115,258 \$28,000,000	\$35,115,258 \$28,000,000	\$28,000,000	\$35,115,258						64.93	
Total Funding - Ellis County																			\$323,357,786	
Kaufman	T8D	0095-03-085	FM 460	at US 80	Replace bridge and approaches	March 2020	June 2022	2022	Project awarded INFRA grant funding; Category 4 funding was committed as well as part of grant application	\$6,443,588	\$6,443,588		\$0	\$6,443,588					87.33	
Kaufman	55111	2588-01-017	FM 548	North of US 80 Farms Blvd to South of SH 205 (Rockwall County Line)	Widen and reconstruct 2 lane rural to 4 lane urban divided (6 lane ultimate)	July 2019 (Actual)	March 2023	2023	Reduce Category 2 funding and move to break out project TIP 55111/CSJ 2588-01-022	\$8,448,796 \$58,000,000	\$8,448,796 \$58,000,000	\$58,000,000	\$8,448,796						80.78	
Kaufman	55111.2	2588-01-022	FM 548	North of US 80 to Windmill Farms Blvd	Widen and reconstruct 2 lane rural to 6 lane urban divided	July 2019 (Actual)	March 2023	2023	Project split out from TIP 55111/CSJ 2588-01-017; increased Category 2 funding to be offset by reduction on TIP 55111/CSJ 2588-01-017	\$49,551,204	\$49,551,204	\$0	\$49,551,204						80.78	
Kaufman	51460	0197-03-054	US 175	FM 148 to CR 4106 in Crandall	Construct new 2 lane frontage roads; Convert existing frontage road from 2 lane, 2 way to 2 lane, 1-way frontage road and ramp modifications	February 2019 (Actual)	August 2020	2020		\$12,925,618	\$12,925,618	\$12,925,618	\$12,925,618						79.23	
Kaufman	55134	0197-03-074	US 175	Dallas County Line to West of FM 1389	Ramp modifications, mill and inlay existing frontage roads	March July 2020	October 2020	2021		\$2,163,200	\$2,163,200	\$2,163,200	\$2,163,200						78.16	
Kaufman	53086	0095-03-080	US 80	Lawson Rd. (Dallas/Kaufman C/L) to FM 460	Reconstruct and widen 4 to 6 mainlanes and reconstruct and widen 2/4 lane discontinuous frontage roads to 4/6 lane continuous frontage roads	February March 2020	February June 2022	2022	TxDOT to request Category 12 funding	\$140,021,693 \$133,000,000	\$140,021,693 \$133,000,000		\$133,000,000	\$133,000,000	\$0	\$7,021,693			87.15	
Total Funding - Kaufman County																			\$219,554,099	
Rockwall	83222	1015-01-023	FM 3549	IH 30 to North of SH 66	Widen from 2 lane rural to 4 lane urban divided section with sidewalk improvements	March 2016 (Actual)	May 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project let 4/18; Project also has \$859,000 of CMAQ & \$733,798 Category 11	\$9,250,063	\$8,325,063	\$8,325,063	\$8,325,063						N/A	
Rockwall	13017	2588-02-008	FM 548	S of SH 205 (Kaufman County Line) to SH 205	Widen and reconstruct 2 lane rural to 4 lane divided urban roadway (Ultimate 6)	July 2019 (Actual)	March 2023	2023		\$6,200,000	\$6,200,000	\$6,200,000	\$6,200,000						78.71	
Rockwall	13036	0009-12-219	IH 30	SH 205 to West of FM 2642 (Hunt County Line)	Reconstruct & widen 4 to 6 main lanes; Reconstruct & widen 4 to 4/6 lane frontage roads; Construct new & reconstruct existing interchanges; Ramp modifications; Pedestrian improvements	March 2019 (Actual)	September 2022	2023	Project awarded Category 12 Clear Lanes funding via the 2020 UTP; Project also has \$50,000,000 of CMAQ funds proposed	\$260,984,096 \$287,219,578	\$210,984,096 \$207,219,578	\$65,000,000	\$68,764,518	\$142,219,578	\$142,219,578				80.07	
Rockwall	55195	0009-12-220	IH 30	Dalrock Road to East of Horizon Road	Construct 0/4 to 4/6 lane frontage roads; Reconstruct Horizon Road interchange and ramp modifications	March 2019 (Actual)	September 2022	2023	Split from TIP 13036/CSJ 0009-12-219; Project awarded Category 12 Clear Lanes funding via the 2020 UTP	\$214,025,080	\$214,025,080		\$32,000,000	\$32,000,000	\$182,025,080	\$182,025,080			81.35	
Rockwall	55221	0009-12-215	IH 30	Dalrock Road to SH 205 (Horizon Rd.)	Add shoulder; Reconstruct and widen 6 to 8 mainlanes; Reconstruct 4/6 lane discontinuous to 4/6 lane continuous frontage roads across Lake Ray Hubbard; Ramp modifications	March 2019 (Actual)	September 2022	2023	TxDOT requested Category 12 Clear Lanes funding for this project; Project awarded Category 12 Clear Lanes funding via the 2020 UTP	\$107,211,136 \$79,100,000	\$107,211,136 \$79,100,000	\$35,000,000	\$69,111,136	\$38,100,000	\$38,100,000				83.74	

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10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) FY 2017 - FY 2030

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2030								MPO Project Score	
												Cat 2 DAL Approved	Cat 2 DAL Proposed	Cat 4 DAL Approved	Cat 4 DAL Proposed	Cat 12 Clear Lanes DAL Approved	Cat 12 Clear Lanes DAL Proposed	Cat 12 Strategic Priority DAL Approved	Cat 12 Strategic Priority DAL Proposed		
												\$3,007,359,866	\$2,619,914,466	\$1,306,054,397	\$1,223,659,249	\$1,804,094,151	\$5,747,625,106	\$1,019,238,870	\$1,019,239,279		
Rockwall	55222	0009-12-221	IH 30	Dalrock Road (Rockwall County Line) to East of Dalrock Road	Transition from Dalrock Interchange including reconstruction of existing 4 to 4 lane frontage roads and ramps	September 2018 (Actual)	March 2021	2021	Project split out from TIP SS169/CSJ 0009-11-241; Project was awarded Category 4 funds via the 2019 UTP	\$7,000,000	\$7,000,000			\$7,000,000	\$7,000,000					96.33	
Rockwall	13038	0451-05-001	SH 205	JCT SH 205/John King (South Goliad Street) to JCT SH 205/John King (North Goliad Street)	Widen 4 to 6 lane divided urban roadway	January 2020 (Actual)	September 2022 February 2023	2023	Project split out from TIP 55074	\$61,219,472 \$24,032,505	\$24,032,505	\$24,032,505	\$24,032,505							83.19	
Rockwall	55074	0451-04-021	SH 205	JCT SH 205/John King (North Goliad Street) to North of John King (Collin County Line)	Widen 2 lane rural highway to 4 lane divided (6 lane ultimate)	January 2020 (Actual)	August 2022 April 2023	2022 2023		\$5,525,459 \$2,702,000	\$5,525,459	\$2,702,000	\$5,525,459							88.75	
Rockwall	2998	1290-02-017	SH 276	SH 205 to FM 549	Reconstruct and widen 2 lane rural to 4 lane divided urban (Ultimate 6)	February 2016 (Actual)	April 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project let 4/18; Project also has \$1,658,000 of CMAQ and \$399,142 of Category 1	\$16,957,142	\$14,900,000	\$14,900,000	\$14,900,000							N/A	
Rockwall	55096	1290-03-027	SH 276	FM 549 to East of FM 549	Reconstruct and widen 2 lane rural to 4 lane divided urban (Ultimate 6)	February 2016 (Actual)	April 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Category 1 funds will be used to cover overruns	\$719,165	\$719,165	\$719,165	\$719,165							N/A	
Total Funding - Rockwall County																					\$598,922,504
Total Proposed Funding											\$10,667,267,690	\$2,417,274,458	\$2,718,518,470	\$1,099,007,110	\$1,181,884,835	\$1,804,094,151	\$5,747,625,106	\$1,019,238,870	\$1,019,239,279		
Total Amount Remaining for Programming											(\$56,829,590)	\$590,085,408	(\$98,604,004)	\$247,047,287	\$41,774,414	\$0	\$0	\$0	\$0		
Total Allocation											\$10,610,438,100										

Project Lettings (includes Proposed Funding for FY 2021-FY 2029)			
	Category 2	Category 4	Category 12
2016	\$0	\$2,746,785	\$0
2018	\$77,106,426	\$56,477,612	\$0
2019	\$517,394,686	\$201,700,000	\$442,115,800
2020	\$101,661,305	\$54,174,694	\$212,015,000
2021-2029	\$2,022,356,053	\$866,785,744	\$6,112,733,585
Total	\$2,718,518,470	\$1,181,884,835	\$6,766,864,385

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10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) FY 2017 - FY 2030

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2030								MPO Project Score
												Cat 2 FTW Approved	Cat 2 FTW Proposed	Cat 4 FTW Approved	Cat 4 FTW Proposed	Cat 12 Clear Lanes FTW Approved	Cat 12 Clear Lanes FTW Proposed	Cat 12 Strategic Priority FTW Approved	Cat 12 Strategic Priority FTW Proposed	
												\$1,196,153,200	\$1,088,239,717	\$491,820,000	\$542,843,326	\$799,602,000	\$799,602,000	\$208,330,000	\$423,330,000	
Denton	54068	3559-01-004	SH 170	Denton County Line to SH 114 Interchange	Restripe 2 to 4 mainlanes and ramp modifications	August May 2020	October June 2020	2021	Project is a breakout of TIP 54088/CSJ 3559-02-007; Implemented by TxDOT, Fort Worth District	\$1,000,000	\$1,000,000					\$1,000,000	\$1,000,000	63.12		
Total Funding - Denton County																		\$1,000,000		
Hood	54114	0080-11-001	US 377	Johnson/Hood County Line to South of SH 171	Construct 0 to 4 lane divided roadway with interchange at US 377 and BU 377; Grade separation at FWWR and SH 171	September 2017 (Actual)	August 2018 (Actual)	2018	Category 2 funds for this project have been swapped for Category 7 due to increased cash flow capacity at the federal level; Project also has \$11,800,000 in local funding from Hood County	\$41,000,000	\$0	\$0	\$0					N/A		
Hood	54019	0080-03-049 0080-04-081	US 377	East of Old Acton Highway to Brazos River Bridge	Widen 4 lane continuous two-way left turn lane to 6 lane divided with interchange at BU 377H	September 2022	April 2026	2026	Staff proposes to add project to the 10-Year Plan	\$35,000,000	\$25,000,000	\$0	\$25,000,000					72.76		
Total Funding - Hood County																		\$25,000,000		
Johnson	13040	0747-05-043	FM 157	8th Street to North South of CR 3080 309	Realign roadway 2 lane rural to 2 lane urban with sidewalks and turn lanes	September 2020	August 2023	2023	Project split out from TIP 13041/CSJ 0747-05-042	\$3,227,157 \$2,500,000	\$3,227,157 \$2,500,000	\$2,500,000	\$3,227,157					78.10		
Johnson	13041	0747-05-042	FM 157	US 67 to 8th Street	Reconstruct from 2 lane rural to 2 lane urban with sidewalks and turn lanes	September 2020	August 2023	2023		\$4,124,338 \$4,300,000	\$4,124,338 \$4,300,000	\$4,300,000	\$4,124,338					87.39		
Johnson	54053	0747-05-035	FM 157	BU 287P to US 67	Realign and widen roadway and widen 2 to 4 lanes rural divided	January October 2021	August December 2022	2026 2023		\$78,000,000	\$78,000,000	\$78,000,000	\$78,000,000					72.84		
Johnson	11955.1	1181-02-033	FM 917	Eddy Avenue to South Main Street	Construct railroad grade separation and realign FM 917	December 2021	February 2023	2023		\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000					77.01		
Johnson	11955.2	1181-03-036	FM 917	South Main Street to SH 174	Construct railroad grade separation and realign FM 917	December 2021	February 2023	2023	Project split out from TIP 11955/CSJ 1181-02-033	\$3,000,000 \$3,490,748	\$3,000,000 \$3,490,748	\$3,490,748	\$3,000,000					86.06		
Johnson	13046	0014-03-088	IH 35W	At FM 917 Realign Lane to US 67	Reconstruct interchange at FM 917	June 2020	January 2023	2023		\$15,000,000	\$15,000,000		\$15,000,000	\$15,000,000				84.42		
Johnson	13060	0172-10-013	US 287	Tarrant County Line to Lone Star Road/FM 157	Construct 0 to 4 lane frontage roads and intersection improvements at US 287 and Lone Star Road/FM 157	October 2020	June November 2021	2021	Project added to the 10-Year Plan via 2020 UTP	\$22,800,000 \$17,800,000	\$22,800,000 \$17,800,000	\$17,800,000	\$22,800,000					78.96		
Johnson	54125	0080-12-001	US 377	North of SH 171 to Johnson/Hood County Line	Construct 0 to 4 lane divided roadway with an interchange at US 377 and BU 377	September 2017 (Actual)	August 2018 (Actual)	2018	Project split out from TIP 54114/CSJ 0080-11-001 in Hood County; Project also has \$10,750,000 of Category 12 (425) funds	\$14,700,000	\$3,950,000	\$3,950,000	\$3,950,000					N/A		
Total Funding - Johnson County																		\$140,101,495		
Parker	14012	0313-02-057	FM 51	North of Cottondale Road to Texas Drive	Widen 2 lane roadway to 3 lanes urban; intersection improvements including turn lanes and new signal improvements	March 2019 (Actual)	May 2019 (Actual)	2019	Flooding issue; Project also has \$3,650,000 of Category 5 and \$900,000 of Category 7 funds	\$16,354,000	\$12,000,000	\$12,000,000	\$12,000,000					85.32		
Parker	13054	0314-07-061	IH 20	FM 2552 to Bankhead Highway	Construct 0 to 4/6 westbound and eastbound frontage roads and U-turn bridges	August 2023 March 2020	October 2023 September 2021	2024 2022		\$21,000,000	\$21,000,000		\$21,000,000	\$21,000,000				75.83		
Parker	13061	0008-03-094	IH 20	FM 1187/3325 to Tarrant/Parker County Line	Construct interchange at Walsh Ranch Parkway and eastbound entrance ramp, westbound exit ramp, and U-turn at FM 1187	September 2020	July 2021	2021	Project split out from CSJ 1068-05-014	\$30,000,000 \$21,800,000	\$7,200,000 \$21,800,000		\$21,800,000	\$7,200,000				79.21		
Parker	13062	1068-05-014	IH 30	IH 20 to Tarrant/Parker County Line	Construct westbound ramps to FM 1187, construct eastbound ramps to IH 30 and IH 20	September 2020	July 2021	2021	Grouped project	\$10,000,000 \$6,000,000	\$6,000,000		\$6,000,000	\$6,000,000				78.99		
Parker	14012.1	0171-03-070	SH 199	North of Ash Street to North of Old Springtown Road	Reconstruct roadway and intersection improvements	March 2019 (Actual)	May 2019 (Actual)	2019	Project split out from TIP 14012/CSJ 0313-02-057; Grouped project; Fully funded with Category 1 funds, so remove Category 2 funds	\$0	\$0	\$0						76.15		
Total Funding - Parker County																		\$46,200,000		
Tarrant	11244.1	0718-02-045	FM 156	US 81/287 to Watauga Rd. (McElroy)	Reconstruct and widen 2 lane to 4 lane divided	July 2018 (Actual)	August 2018 (Actual)	2018	Category 2 funds for this project were swapped for Category 7 due to increased cash flow capacity at the federal level; Project already had \$13,109,245 of Category 7 before this change; Low bid of \$48.6M; TxDOT wants to keep remainder for potential change orders	\$53,000,000	\$0	\$0						N/A		

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County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2030						MPO Project Score		
												Cat 2 FTW Approved	Cat 2 FTW Proposed	Cat 4 FTW Approved	Cat 4 FTW Proposed	Cat 12 Clear Lanes FTW Approved	Cat 12 Clear Lanes FTW Proposed		Cat 12 Strategic Priority FTW Approved	Cat 12 Strategic Priority FTW Proposed
												\$1,196,153,200	\$1,088,239,717	\$491,820,000	\$542,843,326	\$799,602,000	\$799,602,000		\$208,330,000	\$423,330,000
Tarrant	13019	0008-16-043	IH 20	At Chisholm Trail Parkway	Add northbound and southbound direct connect ramps	January 2025	September 2027	2028		\$31,085,095	\$31,085,095	\$31,085,095	\$31,085,095						63.16	
Tarrant	13027.1	2374-05-084 2374-05-093	IH 20	Park Springs Blvd. to Dallas County Line	Reconstruct freeway from 8 to 10 lanes and 4/6/8 lane to 4/6/8 lane continuous frontage roads	June 2023 September 2023	January 2024	2024	Split from IH 20 from US 287 to Park Springs Blvd; <u>Funding being moved to TIP 13027.2/CSJ 2374-05-093</u>	\$300,000,000	\$0 \$50,000,000	\$50,000,000	\$0						76.01	
Tarrant	13027.2	2374-05-093	IH 20	<u>Park Springs Blvd. to Dallas County Line</u>	<u>Operational improvements</u>	June 2023	January 2024	2024	<u>Category 2 funding offset by a reduction on TIP 13027.1/CSJ 2374-05-084; TxDOT to request Category 12 funding</u>	\$300,000,000	\$125,000,000	\$0	\$50,000,000			\$0	\$75,000,000	76.01		
Tarrant	55043	2374-05-066	IH 20	IH 820 to Park Springs	Reconstruct & widen 8/10 to 10 general purpose lanes, 4/6 discontinuous frontage road lanes to 4/8 discontinuous frontage road lanes, & 0 to 8 CD lanes (from IH 820 to US 287) <u>and add shared-use path and sidewalks</u>	June 2020	September June 2021	2021 2022	Split from IH 20 from US 287 to Park Springs Blvd; Project is part of the Southeast Connector project	\$536,545,645 \$355,000,000	\$536,545,645	\$148,670,000	\$330,215,646	\$153,000,000	\$153,000,000		\$53,330,000	\$53,330,000	82.70	
Tarrant	55045	0008-13-206	IH 20	IH 20/IH 820 Interchange to Forest Hill Drive	Reconstruct and widen 8 to 12 mainlanes and 4/6 discontinuous frontage road lanes to 4/8 continuous frontage road lanes <u>and add shared-use path and sidewalks</u>	June 2020	September June 2021	2021 2022	Project is part of the Southeast Connector; Fund this project with Category 2 funding instead of Category 12	\$115,402,715 \$165,000,000	\$115,402,715	\$165,000,000	\$115,402,716						85.40	
Tarrant	55182	0008-16-042	IH 20	Bryant Irvin Road to Winscott Road	Construct 1 auxiliary lane in each direction and ramp modification	April 2019 (Actual)		2020		\$23,000,000	\$23,000,000			\$23,000,000	\$23,000,000				77.27	
Tarrant	13002	1068-01-243 230	IH 30	IH 820 to Summit Avenue Chisholm Trail Parkway	Reconstruct from 6 to 8 mainlanes; Reconstruct 2/8 lane to 2/8 lane discontinuous frontage roads and convert 2 way frontage road sections to one way eastbound and westbound (1 lane to 2 lane discontinuous)	April 2022	March 2025 December 2023	2025 2024	Category 2 funding moved to TIP 55045/CSJ 0008-13-206; Project will be re-funded in a future 10-Year Plan update	\$637,144,167	\$0	\$0	\$0						73.24	
Tarrant	13003	1068-01-214	IH 30	SS 580 (East of Linkcrest Drive) to IH 820	Reconstruct 4 to 6 main lanes; Reconstruct 4 lane discontinuous frontage to 4/6 lane continuous frontage roads; Reconstruct SS 580 interchange	October 2020	January March 2023	2023		\$90,000,000	\$90,000,000			\$90,000,000	\$90,000,000				79.63	
Tarrant	TBD	1068-02-072	IH 30	US 287 to Cooper Street	Widen 6 to 8/10 general purpose lanes	January 2025	August 2027	2027		\$500,000,000	\$10,000,000 \$0	\$0	\$10,000,000						60.78	
Tarrant	13001	1068-02-147	IH 30	West of Cooper Street to Dallas County Line	Reconstruct and widen 6 to 8 general purpose lanes, convert 2 concurrent express lanes to 2/3 concurrent express lanes, and reconstruct existing 4/6 to 4/6 discontinuous frontage road lanes	September 2020	January April 2023	2023	TxDOT to build safety barriers into managed lane design	\$103,820,000	\$103,820,000			\$103,820,000	\$103,820,000				80.82	
Tarrant	TBD	0014-02-055	IH 35W	<u>North of IH 20 to South of SH 174</u>	<u>IH 20 Interchange operational improvements</u>	November 2023	August 2027	2027	<u>TxDOT to request Category 12 funding</u>	\$75,000,000	\$75,000,000					\$0	\$75,000,000	83.01		
Tarrant	55041	0008-13-125	IH 820 (SE)	IH 20 to Brentwood Stair Road	Reconstruct freeway from 4/8 to 8/14 lane facility <u>Reconstruct and widen freeway from 4/8 to 8/14 main lanes 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</u>	June 2020	June September 2021	2021 2022	Project is part of the Southeast Connector; Design-build project; Project awarded \$340,202,000 of Category 12 Clear Lanes funding via the 2019 UTP and an additional \$89,400,000 via the 2020 UTP; Project also awarded \$350,000,000 of \$111 funding	\$819,422,670 \$1,000,000,000	\$469,422,670	\$220,398,000	\$39,820,670		\$429,602,000	\$429,602,000		81.89		
Tarrant	13005.1	0008-14-132	IH 820	Navajo Trail/Cahoba Drive to Marine Creek Parkway	Relocate ramps, realign frontage roads, add bridges	June 2021	February 2024	2024	Project is a breakout of TIP 13005/CSJ 0171-05-068	\$20,000,000	\$20,000,000	\$20,000,000	\$20,000,000						86.84	

Amounts include funding not approved in UTP and only include Category 2/4/12 funding.
Red text and strikethroughs indicate changes since September 2019 RTC meeting

10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) FY 2017 - FY 2030

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2030								MPO Project Score
												Cat 2 FTW Approved	Cat 2 FTW Proposed	Cat 4 FTW Approved	Cat 4 FTW Proposed	Cat 12 Clear Lanes FTW Approved	Cat 12 Clear Lanes FTW Proposed	Cat 12 Strategic Priority FTW Approved	Cat 12 Strategic Priority FTW Proposed	
												\$1,196,153,200	\$1,088,239,717	\$491,820,000	\$542,843,326	\$799,602,000	\$799,602,000	\$208,330,000	\$423,330,000	
Tarrant	13056	0008-05-029	Lancaster Avenue/SH 180	IH 35W to Tierney Road	Reconstruct roadway 6 to 6 lanes with pedestrian improvements	January 2023	August 2025	2025	Project has a \$5,000,000 commitment from City of Fort Worth	\$42,500,000	\$37,500,000	\$37,500,000	\$37,500,000						80.42	
Tarrant	13057	0008-06-052	Lancaster Avenue/SH 180	Tierney Road to IH 820	Reconstruct roadway 6 to 6 lanes with pedestrian improvements	January 2023	August 2025	2025	Split from TIP 13056; Project has a \$5,000,000 commitment from City of Fort Worth	\$17,500,000	\$12,500,000	\$12,500,000	\$12,500,000						79.36	
Tarrant	13006	0353-03-100	SH 114	FM 1938 to Dove Road	Construct 0 to 2 lane eastbound frontage road from FM 1938 to Solana/Kirkwood with the addition of auxiliary lanes & construct 0 to 2 lane westbound & 0 to 2 lane eastbound frontage roads from Solana/ Kirkwood to Dove with the addition of auxiliary lanes & ramp modifications	April <u>June</u> 2020	July 2020	2020	Local contribution of \$3,000,000 by the City of Southlake	\$36,000,000	\$33,000,000	\$33,000,000	\$33,000,000						80.68	
Tarrant	13007	0364-01-147	SH 121	Stars and Stripes Blvd to South of IH 635	Construct IH 635 and FM 2499 deferred connections	April 2009	March 2018 (Actual)	2018	Design-build; Project also has \$1,600,000 of Category 1 funding	\$371,600,000	\$370,000,000			\$370,000,000	\$370,000,000				N/A	
Tarrant	13049	0364-01-148	SH 121	Glade Road to SH 183	Interim operational bottleneck improvement, ITS, and illumination	August 2018 (Actual)	September 2018 (Actual)	2019	Also has \$1.6M of STBG funds & \$1.8M of Category 1 funds; Cat 2 funds replaced with \$25,000,000 of Cat 7 funds	\$0	\$0	\$0							N/A	
Tarrant	54088	3559-02-007	SH 170	IH 35W to Denton County Line	Construct 0 to 4 mainlanes for the following segments only (IH 35W to Westport Parkway; Park Vista Blvd. to Independence Parkway; UPRR to Denton County Line)	May <u>August</u> 2020	June <u>October</u> 2020	2020 <u>2021</u>	Project awarded \$154,000,000 of Category 12 Strategic Priority funding in the 2020 UTP	\$154,000,000	\$154,000,000					\$154,000,000	\$154,000,000	63.12		
Tarrant	13064	0094-05-070	SH 183	At Pumphrey	Construct intersection improvements including turn lanes and new traffic signal	TBD	TBD	TBD	Project added to the 10-Year Plan by the RTC. Funding was not placed in the 2020 UTP.	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000						61.51	
Tarrant	TBD	TBD	SH 183/IH 820	SH 183 from East of IH 820/SH 121 Interchange to Reliance Parkway and IH 820 from East of IH 35W to West of IH 820/SH 121 Interchange	SH 183. Widen from 4 to 6 managed lanes; IH 820. Widen from 4 to 6 general purpose lanes	TBD	TBD	TBD	Project to be funded by the private sector as part of the North Tarrant Express CDA, NTE Segments 1 and 2	\$162,000,000	\$0							72.81		
Tarrant	TBD	TBD	SH 183	Reliance Parkway to SH 161	Construct 6/8 to 8 general purpose lanes and 7/3 to 6 managed lanes	TBD	TBD	TBD	Project to be funded by the private sector as part of the North Tarrant Express CDA	\$862,000,000	\$0							72.81		
Tarrant	13005	0171-05-068	SH 199	Azle Avenue to IH 820	Construct 0 to 6 main lanes and interchange at IH 820	June 2021	February 2024	2024	\$20,000,000 of Category 2 funds previously moved to CS1 0008-14-132 (part of the SH 199 improvements)	\$180,000,000	\$180,000,000	\$180,000,000	\$180,000,000						86.64	
Tarrant	13037	0171-05-094	SH 199	White Settlement Road-West Fork of Trinity River to IH 820	Reconstruct and widen 4/6 to 4/6 lane divided urban	June 2021	August 2023	2023		\$68,661,515 \$100,000,000	\$68,661,515 \$100,000,000	\$100,000,000	\$68,661,515						78.28	
Tarrant	55173	0171-05-097	SH 199	South end of Lake Worth Bridge to Azle Avenue	Construct 0 to 6 lane freeway, construct bridges over SH 199	March <u>April</u> 2020	May <u>June</u> 2020	2020		\$22,000,000	\$22,000,000			\$22,000,000	\$22,000,000				90.50	
Tarrant	55176	0171-04-050	SH 199	North of FM 1886 to South end of Lake Worth Bridge	Reconstruct & widen 4 lane arterial to 6 lane freeway; Reconstruct & widen 4 lane to 4 lane frontage roads; Construct bridges over Lake Worth & traffic management system	March <u>April</u> 2020	May <u>June</u> 2020	2020		\$113,999,400	\$113,999,400	\$45,006,400	\$45,006,400	\$68,993,000	\$68,993,000				89.09	
Tarrant	13008	2266-02-148	SH 360	North of E. Randol Mill Rd. to South of E. Randol Mill Rd.	Reconstruct 6 to 8 main lanes and railroad underpass and 4/8 lane to 4/8 lane continuous frontage roads	November 2017 (Actual)	October <u>2022</u> June <u>2023</u>	2023 <u>2024</u>	Project is split out from TIP 51346	\$55,000,000 \$50,000,000	\$55,000,000 \$50,000,000	\$50,000,000	\$55,000,000						94.82	
Tarrant	13058	2266-02-150	SH 360	SH 183 to IH 30	Operational improvements	June <u>2024</u> May <u>2022</u>	August <u>2024</u> 2022 <u>2024</u>	2022 <u>2024</u>		\$22,718,955	\$20,000,000	\$20,000,000	\$20,000,000						77.49	
Tarrant	51346	2266-02-086	SH 360	North of E. Abram Street to IH 20 Interchange	Reconstruct and widen from 6 to 8 lanes	November 2017 (Actual)	February 2018 (Actual)	2018		\$62,000,000 \$53,391,000	\$62,000,000 \$56,000,000	\$55,000,000	\$62,000,000						N/A	

Amounts include funding not approved in UTP and only include Category 2/4/12 funding.
Red text and strikethroughs indicate changes since September 2019 RTC meeting

10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) FY 2017 - FY 2030

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2030								MPO Project Score	
												Cat 2 FTW Approved	Cat 2 FTW Proposed	Cat 4 FTW Approved	Cat 4 FTW Proposed	Cat 12 Clear Lanes FTW Approved	Cat 12 Clear Lanes FTW Proposed	Cat 12 Strategic Priority FTW Approved	Cat 12 Strategic Priority FTW Proposed		
												\$1,196,153,200	\$1,088,239,717	\$491,820,000	\$542,843,326	\$799,602,000	\$799,602,000	\$208,330,000	\$423,330,000		
Tarrant	13059	0172-09-037	US 287	Heritage Parkway to Johnson County Line	Construct 0/4 to 4 lane frontage roads	October 2020 November 2019	June 2021 January 2020	2021 2020	Project added to the 10-Year Plan via 2020 UTP	\$11,250,000 \$6,250,000	\$11,250,000 \$6,250,000	\$6,250,000	\$11,250,000							76.90	
Tarrant	55042	0172-09-028	US 287	IH 20 Interchange to Kennewdale /Sublett Road	Reconstruct and widen 4 to 6 general purpose lanes and 4/6 discontinuous frontage road lanes to 4/6 discontinuous frontage road lanes, <u>and add shared-use path and sidewalks</u>	June 2020	September- June 2021	2021 2022	Project is part of the Southeast Connector; Design-build project	\$30,000,000	\$30,000,000		\$30,000,000	\$30,000,000						80.36	
Tarrant	55044	0172-06-080	US 287	IH 820 to Berry Street	Reconstruct 6 to 6 mainlanes plus 0 to 2 auxiliary lanes with 4 discontinuous frontage road lanes; <u>Add shared-use path and sidewalks</u>	June 2020	September- June 2021	2021 2022	Project is part of the Southeast Connector; Design-build project	\$89,874,140 \$49,000,000	\$89,874,140 \$49,000,000	\$0	\$49,874,140	\$40,000,000	\$40,000,000					80.20	
Tarrant	13063	0014-15-078	US 81/US 287	IH 35W to Avondale Haslet Road	Construct frontage roads and intersection improvements	January 2021	August 2023	2023	Project added to the 10-Year Plan via 2020 UTP; <u>TxDOT to request Category 12 funding</u>	\$70,000,000 \$5,000,000	\$70,000,000 \$5,000,000	\$5,000,000	\$5,000,000				\$0	\$65,000,000	81.86		
Total Funding - Tarrant County																					\$2,939,061,182
Wise	13004.3	0013-09-012	BU 81-D	North of CR 1160 to North of CR 2090	Realignment of BU 81-D at realigned intersection of US 81/287 and FM 1810/BU 81-D	June July 2021	January 2024	2024	Split from TIP 13004/CSJ 2418-01-013	\$3,000,000 \$2,800,000	\$3,000,000 \$2,800,000	\$2,800,000	\$3,000,000							67.70	
Wise	13004.1	2418-01-013	FM 1810	West of CR 1170 to intersection of US 81/287 at FM 1810	Realignment of FM 1810 and grade separation & retaining walls at realigned intersection at US 81/287 & BU 81D	June July 2021	January 2024	2024		\$13,300,000 \$6,400,000	\$13,300,000 \$6,400,000	\$6,400,000	\$13,300,000							67.70	
Wise	53141	0312-04-022	FM 730	Approximately 3 miles north of SH 114 to SH 114	Widen and reconstruct from 2 lane to 2 lane urban for shoulders and safety, add turn lanes	N/A	February 2022	2022	Original Prop 1 project; Project not eligible for Category 4 funding, so changed to Category 2	\$14,000,000	\$14,000,000	\$14,000,000	\$14,000,000							72.48	
Wise	13004.2	0013-07-083	US 81	North of CR 2195 to North of US 380	Construct mainlane grade separation at relocated FM 1810 and US 81D, with addition of ramps and <u>0 to 2 lane</u> frontage roads	June July 2021	January 2024	2024	Split from TIP 13004/CSJ 2418-01-013	\$16,700,000 \$22,200,000	\$16,700,000 \$22,200,000	\$22,200,000	\$16,700,000							68.44	
Total Funding - Wise County																					\$47,000,000
Total Proposed Funding										\$3,198,362,677	\$1,366,850,243	\$1,995,417,677	\$594,613,000	\$580,013,000	\$799,602,000	\$799,602,000	\$208,330,000	\$423,330,000			
Total Amount Remaining for Programming										(\$344,347,634)	(\$170,697,043)	(\$307,177,960)	(\$102,793,000)	(\$37,169,674)	\$0	\$0	\$0	\$0			
Total Allocation										\$2,854,015,043											

Project Lettings (Includes Proposed Funding for FY 2021-FY 2029)			
	Category 2	Category 4	Category 12
2017	\$0	\$0	\$0
2018	\$65,950,000	\$0	\$370,000,000
2019	\$12,000,000	\$0	\$0
2020	\$78,006,400	\$113,993,000	\$155,000,000
2021-2029	\$1,239,461,277	\$466,020,000	\$697,932,000
Total	\$1,395,417,677	\$580,013,000	\$1,222,932,000

Amounts include funding not approved in UTP and only include Category 2/4/12 funding.
Red text and strikethroughs indicate changes since September 2019 RTC meeting

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Paris District) FY 2017 - FY 2030

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2030				MPO Project Score
												Cat 2 Hunt Approved	Cat 2 Hunt Proposed	Cat 12 Hunt Approved	Cat 12 Hunt Proposed	
												\$50,000,000	\$57,350,000	\$142,000,000	\$182,650,000	
Hunt	13052	2659-01-010	FM 1570	IH 30 to SH 66	Construct 2 lane to 4 lane divided with shoulders (HMAC pavement and RR crossing) North project	January 2021 2020	May 2024	2025 2024	Hunt County is doing environmental clearance; <u>RTC previously approved Category 2 funding and TTC concurrence is being requested</u>	\$15,000,000	\$15,000,000	\$15,000,000	\$15,000,000			82.54
Hunt	13051	0692-01-020	FM 1570	SH 34 to IH 30	Widen 2 to 4 lane divided with curbed median with shoulders	January 2021	May 2024	2025	TxDOT to request Category 12 funding	\$22,000,000	\$22,000,000		\$0	\$22,000,000	90.27	
Hunt	13039	2658-01-013	FM 2642	FM 35 to SH 66	Widen 2 lane to 4 lane divided urban with sidewalks	June 2020	September 2022	2025 2023	TxDOT previously requested \$5,550,000 of Category 12 funds; Project also has \$11,485,840 of Category 7 funds; Project was not awarded Category 12 funding; <u>RTC previously approved Category 2 funding and TTC concurrence is being requested</u>	\$17,035,840	\$5,500,000	\$5,500,000	\$5,500,000			82.30
Hunt	13050	0009-13-167	IH 30	At FM 1570	Construct interchange	June 2020	August-June-2022	2023 2022	Project was awarded Category 12 funds via the 2018 UTP; Project also has \$8,000,000 of Category 7 funds	\$30,000,000	\$22,000,000		\$22,000,000	\$22,000,000		75.78
Hunt	55223	0009-13-173	IH 30	West of FM 1903 to East of FM 1903	Reconstruct overpass and approaches	June 2020	September-2024 June-2022	2025 2022	TxDOT previously requested \$30,000,000 of Category 12 funds but was unsuccessful; Project also has \$6,450,000 of Category 7 funds; <u>TxDOT to request Category 12 funding in order to fully fund project; RTC previously approved Category 2 funding and TTC concurrence is being requested</u>	\$30,000,000	\$30,000,000 \$15,550,000	\$15,550,000	\$15,550,000	\$0	\$14,450,000	76.27
Hunt	55224	0009-13-168	IH 30	South of FM 36 to North of FM 36	Reconstruct overpass	June 2020	May 2023 June-2022	2023 2022	Project was awarded Category 12 funds via the 2018 UTP	\$25,000,000	\$25,000,000		\$25,000,000	\$25,000,000		77.26
Hunt	55225	0009-13-169	IH 30	South of FM 1565 to North of FM 1565	Construct Reconstruct overpass	June 2020	May 2023 June-2022	2023 2022	Project was awarded Category 12 funds via the 2018 UTP	\$25,000,000	\$25,000,000		\$25,000,000	\$25,000,000		76.40
Hunt	55226	0009-13-170	IH 30	South of CR 2509 to North of CR 2509	Construct new interchange	June 2020	May 2023 June-2022	2023 2022	Project was awarded Category 12 funds via the 2018 UTP	\$30,000,000	\$30,000,000		\$30,000,000	\$30,000,000		82.02
Hunt	13065	0009-13-174	IH 30	FM 2642 to FM 1570	Widen 4 to 6 lane freeway	August 2025	August 2026	2026	Project was awarded Category 12 funds via the 2020 UTP	\$40,000,000	\$40,000,000		\$40,000,000	\$40,000,000		62.27
Hunt	TBD	0009-13-175	IH 30	0.5 miles SW of Monty Stratton to 0.5 miles NE of Monty Stratton	Reconstruct overpass	June 2023	June 2024	2025 2024	TxDOT previously requested-\$4,200,000 of Category 12 funds but was unsuccessful; <u>TxDOT to request Category 12 funding</u>	\$4,200,000	\$0 \$4,200,000		\$0	\$4,200,000	64.92	
Hunt	13053	0768-01-057	SH 24/SH 11	Culver Street to Live Oak Street and SH 11 from SH 24 to Monroe Street	Construct pedestrian safety and traffic calming improvements	September 2019 (Actual)	September 2024	2025	Funding has not been added to the UTP; <u>RTC previously approved Category 2 funding and TTC concurrence is being requested</u>	\$4,900,000	\$4,900,000	\$4,900,000	\$4,900,000			65.49
Hunt	55152	1290-07-001	SH 276	West of FM 36 to SH 34	Construct 4 lane facility on new location (Quinlan Bypass) with a continuous left turn lane	November 2018 (Actual)	August 2020	2020		\$16,400,000 \$9,000,000	\$16,400,000 \$9,000,000	\$9,000,000	\$16,400,000			80.86
Total Funding - Hunt County											\$240,000,000					
Total Proposed Funding											\$240,000,000	\$49,950,000	\$57,350,000	\$142,000,000	\$182,650,000	
Total Amount Remaining for Programming											\$50,000	\$50,000	\$0	\$0	\$0	
Total Allocation											\$240,000,000					

Project Lettings (Includes Proposed Funding for FY 2021-FY 2029)			
	Category 2	Category 4	Category 12
2017	\$0	\$0	\$0
2018	\$0	\$0	\$0
2019	\$0	\$0	\$0
2020	\$16,400,000	\$0	\$0
2021-2029	\$40,950,000	\$0	\$182,650,000
Total	\$57,350,000	\$0	\$182,650,000

Amounts include funding not approved in UTP and only include Category 2/4/12 funding.
Red text and strikethroughs indicate changes since September 2019 RTC meeting

10-Year Plan Cost/Revenue Matrix for the Dallas-Fort Worth Region Corridor Preservation Program

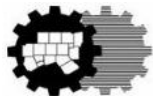
County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (STBG)
Collin	20085	0047-04-022	SH 5	SH 121 to CR 375	Reconstruct and widen 2 lane rural highway to 4 lane urban	September 2018 (Actual)	April 2023	2023		\$67,954,081	\$500,000
Collin	13026.2	0047-04-030	SH 5	South of CR 275 to South of SH 121	Reconstruct, widen, and realign 2 lane undivided roadway to 4 lane divided urban roadway (Ultimate 6); Realign SH 121/SH 5 intersection	April 2020	September 2023	2024		\$21,201,649	\$500,000
Collin	55257	0549-03-031	SH 121	at SH 5	Reconstruct interchange	April 2020	September 2023	2024		\$26,548,591	\$500,000
Collin	54023	0091-03-022	SH 289	N. Bus 289C (North of Celina) to N of CR 60/CR 107 (Grayson County Line)	Reconstruct and widen 2 lane rural highway to 4 lane divided urban (Ultimate 6)	December 2018 (Actual)	July 2023	2023		\$14,055,246	\$500,000
Collin	55236	1392-03-012	FM 1461	West of County Road 166 to CR 123	Widen and reconstruct 2 lane rural to 4 lane urban (Ultimate 6)	November 2019	January 2024	2024		\$7,795,805	\$500,000
Collin	55237	1973-01-015	FM 1461	SH 289 to West of County Road 166	Widen and reconstruct 2 lane rural to 4 lane urban (Ultimate 6)	November 2019	January 2024	2024		\$45,190,870	\$500,000
Collin	55238	2845-01-020	FM 455	SH 5 to East of Wildwood Trail	Reconstruct and widen 2 to 4 lane urban divided (Ultimate 6)	October 2019	December 2025	2026		\$8,990,001	\$500,000
Collin	TBD	1012-02-030	FM 545	FM 2933 to BS-78D	Realign existing roadway to improve horizontal and vertical alignment and add shoulders	June 2019 (Actual)	August 2022	2022		\$21,851,272	\$500,000
Dallas	55232	0095-13-038	IH 20	Lawson Road to Kaufman County Line	Add 0 to 4 lane continuous frontage roads	April 2020	August 2027	2027		\$72,990,000	\$500,000
Dallas	11930	0581-02-077	SL 12	Spur 408 to South of SH 183	Construct 0 to 2 reversible HOV/Managed lanes; SH 183 to SH 356: Widen 6 to 8 general purpose lanes and 4/6 discontinuous to 6/8 continuous frontage roads; SH 356 to Spur 408: Widen 4 discontinuous to 4/8 continuous frontage roads		August 2029	2029		\$672,000,000	\$500,000
Dallas	11950	0353-06-063	SH 114	Spur 348 to East of Rochelle Blvd	Widen 4 to 8 general purpose lanes, 2 to 4 concurrent HOV/Managed Lanes, and reconstruct 4/6 lane to 4/8 lane continuous frontage roads (Ultimate)		August 2029	2029		\$155,000,000	\$500,000
Dallas	11951	0353-04-111	SH 114	East of International Parkway to Spur 348	East of International Pkwy to SH 161: Reconstruct and widen 7 to 8 general purpose lanes, 1 westbound to 4 concurrent HOV/Managed lanes and 4 lane to 4/8 lane discontinuous frontage roads; From SH 161 to Spur 348: Widen 6 to 8 general purpose lanes, 2 to 4 concurrent HOV/Managed Lanes, and reconstruct 4/8 lane to 4/8 lane continuous frontage roads (Ultimate)		August 2029	2029		\$528,000,000	\$500,000
Dallas	52569	0353-06-064	SH 114	East of Rochelle Blvd- SL 12 to SH 183	Widen 2 to 4 concurrent managed lanes from east of Rochelle Blvd to SH 183; Widen 4 to 6 general purpose lanes and reconstruct 4/6 to 4/8 continuous frontage roads from SL 12 to SH 183 (Ultimate) Widen 4/8 to 6/8 general purpose lanes and reconstruct 4/8 to 4/6/8 continuous frontage roads (ultimate)		August 2029	2029			\$500,000
Dallas	53108	0095-10-033	US 80	IH 30 to East Town East Blvd	Reconstruct and widen 4 to 6 mainlanes and 2/6 to 4/8 lane frontage roads	February 2019 (Actual)	September 2022	2023	Construction funding now being requested for this project	\$136,301,942	\$500,000
Denton	55239	1951-01-011	FM 1515	Masch Branch Road in City of Denton to Bonnie Brae Street	Widen and reconstruct 2 lane rural to 4/6 lane urban	September 2020	August 2028	2028		\$36,775,382	\$500,000
Denton	55259	0081-13-065	IH 35W	Dale Earnhardt Way to South of IH 35E/IH 35W Interchange	Reconstruct 2 to 4/6 lane discontinuous frontage roads	July 2020	January 2024	2024	Candidate for Clear Lanes funding	\$310,692,449	\$500,000
Denton	20175	2250-02-013	SL 288	US 380 West of Denton to IH 35 at LP 288	Construct 2 lane rural roadway on new location with interchange at IH 35; NW quadrant & interchange	April 2020	September 2026	2027		\$18,200,869	\$500,000
Denton	53075	2250-02-014	SL 288	US 380 West of Denton to IH 35W South of Denton	Construct 0 to 2 lane frontage roads (Ultimate 4 lanes)	April 2020	September 2026	2027		\$40,052,869	\$500,000
Denton	55229	0081-06-040	US 377	US 380 to North of BUS 377E	Reconstruct and widen 2 lane undivided roadway to 4 lane divided facility (Ultimate 6 lane)	October 2020	August 2028	2028		\$127,615,463	\$500,000
Ellis	83223	1051-01-038	FM 664	US 287 in Waxahachie to FM 1387	Reconstruct and widen 2 lane rural to 4 lane divided urban roadway (Ultimate 6)	August 2020	September 2025	2026		\$48,559,701	\$500,000

10-Year Plan Cost/Revenue Matrix for the Dallas-Fort Worth Region Corridor Preservation Program

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (STBG)
Ellis	55227	0048-04-092	IH 35E	At FM 1446	Reconstruct interchange at FM 1446 including 4 to 4/6 lane frontage roads and ramp modifications	June 2020	November 2022	2023		\$30,000,000	\$500,000
Ellis	55228	0048-04-093	IH 35E	At FM 66	Reconstruct interchange at FM 66 including 4/6 lane frontage roads and ramp modifications	June 2020	November 2022	2023		\$30,000,000	\$500,000
Kaufman	TBD	2588-01-020	FM 548	US 80 to FM 1641	Widen and reconstruct 2 lane to 4 lane urban divided	August 2020	April 2028	2028		\$1,295,925	\$500,000
Kaufman	55256	1217-01-019	FM 1641	FM 548 to FM 148	Widen and reconstruct 2 lane to 4 lane urban divided	August 2020	April 2028	2028		\$43,573,208	\$500,000
Kaufman	55219	0095-14-027	IH 20	Dallas County Line to SP 557	Add 0 to 4 lane continuous frontage roads	April 2020	April 2027	2027		\$373,040,000	\$500,000
Kaufman	55220	0495-01-071	IH 20	SP 557 to East of CR 138 (Wilson Road)	Add 0 to 4 lane continuous frontage roads	April 2020	April 2027	2027		\$143,730,000	\$500,000
Kaufman	55072	0451-02-028	SH 205	US 80 in Terrell to South of FM 548	Widen 2 lane rural highway to 4 lane divided (Ultimate 6)	April 2019 (Actual)	February 2023	2023		\$67,147,628	\$500,000
Rockwall	51255	1290-03-016	SH 276	FM 549 to FM 551	Reconstruct and widen 2 lane rural to 4 6 lane divided urban (ultimate 6)	February 2020	March 2023	2023		\$25,455,639	\$500,000
Rockwall	52524	1290-03-020	SH 276	FM 551 to FM 548	Reconstruct and widen 2 lane rural to 4 6 lane divided urban (ultimate 6)	February 2020	March 2023	2023		\$16,278,334	\$500,000
Rockwall	54035	1290-04-011	SH 276	FM 548 to Hunt County Line	Reconstruct and widen 2 lane rural to 4 6 lane divided urban (ultimate 6)	February 2020	March 2023	2023		\$21,105,442	\$500,000
Rockwall	55006	1017-01-015	FM 552	SH 205 to SH 66	Widen from 2 lane rural to 4 lane urban section	August 2019 (Actual)	March 2023	2023		\$45,544,229	\$500,000
Rockwall	55071	0451-01-053	SH 205	South of FM 548 to Jct SH 205/John King (S. Goliad St.)	Widen 2 lane rural highway to 4 lane divided (6 lane ultimate)	April 2019 (Actual)	February 2023	2023		\$67,862,132	\$500,000
Rockwall	83221	1015-01-024	FM 549	SH 205 to SH 276	Widen from 2 lane rural to 4 lane urban section	May 2019 (Actual)	August 2026	2026		\$15,838,439	\$500,000

2021 UNIFIED TRANSPORTATION PROGRAM (UTP) AND REGIONAL 10-YEAR PLAN UPDATE

**Regional Transportation Council
June 11, 2020**



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

BACKGROUND

- Texas House Bill (HB) 20 requires that Metropolitan Planning Organizations (MPO) develop 10-Year Plans using performance-based planning and project selection methods
- Includes projects funded with Category 2 (MPO selected), Category 4 (TxDOT District selected), and Category 12 (Texas Transportation Commission selected)
- Regional 10-Year Plan was approved by the Regional Transportation Council (RTC) in December 2016
- Series of updates were made in August 2017, August 2018, and September 2019 in conjunction with the development of TxDOT's UTP

ACTIVITIES UNDERTAKEN SINCE LAST UPDATE

- Texas Department of Transportation (TxDOT) staff have begun developing the 2021 UTP.
- NCTCOG staff have coordinated with the TxDOT Districts regarding project updates (e.g., costs/funding, environmental clearance and let dates) and potential new projects.
- Projects were scored by NCTCOG staff.
- To satisfy a January 31, 2020 deadline set forth by TxDOT, NCTCOG staff drafted a project listing that included project scores, project revisions, and potential new projects.
- The list was refined in February and March 2020 as a result of funding targets being received after the January 31st deadline.

UPDATE TO THE 2020 UTP

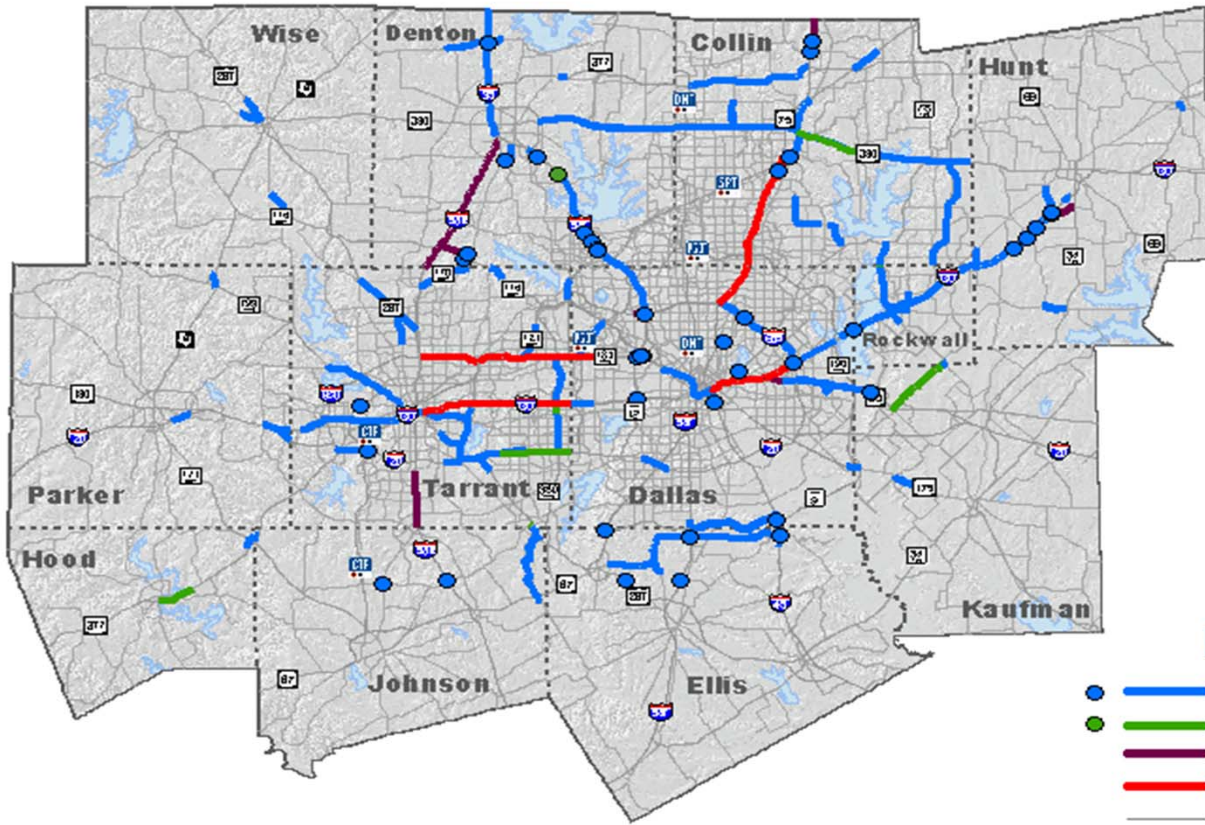
- In addition to developing the 2021 UTP, an update to the 2020 UTP was approved April 30, 2020 by the TTC.
- This update is being made to fund the IH 35 project in Austin.
- In order to fully fund that project, the TTC programmed Category 12 funds that otherwise could have been used for projects in other regions of the State, including Dallas-Fort Worth.
- This action, combined with lower than anticipated revenues, has led to a decline in the amount of funding coming to the region via the UTP.
- Existing projects are generally not impacted, but projects with cost overruns may not be able to be addressed and new projects were largely not able to be added.

10-YEAR PLAN UPDATE

- The same project scoring process used for the 2019 10-Year Plan Update was used this year.
- Additional projects were submitted by TxDOT for inclusion in the Corridor Preservation Program. This program consists of projects that may be added to the 10-Year Plan in the future and need a preliminary commitment in order to commence pre-construction activities, like right-of-way acquisition.
- Some projects that were previously part of this program are being proposed for construction funding through this latest update.

Dallas-Fort Worth Regional 10 Year Plan Projects

FY 2017 - FY 2030



Dallas CBD



Fort Worth CBD

DRAFT

Legend

- — Previously Approved 10 Year Plan Projects
- — Proposed New Category 2 and 4 Projects
- Proposed New Category 12 Projects
- Proposed Tolled Projects
- Mobility 2045 Roadways
- County Boundary
- Lakes



Date: 5/26/2020

PRINCIPLES FOR THE DEVELOPMENT OF THE REGIONAL 10-YEAR PLAN

- Project should be included in Mobility 2045
- Focus on system versus new, stand-alone projects
- Fully fund existing projects before funding new projects
- Ensure equity of county allocations
- Reintroduce toll lanes/toll managed lanes on selected corridors
- Re-fund affected projects, when possible
- Ensure all RTC projects are approved in 2021 UTP (including “placeholders”)
- Projects must be scored and should have a score sufficient to qualify for funding

NEXT STEPS

- Finalize project selection/update efforts in coordination with TxDOT staff
- Await decisions by the TTC on Category 12 funding
- Bring back any project changes to the STTC and RTC once the TTC weighs in and approves the UTP

TIMELINE

MEETING/TASK	DATE
Initial draft list due to TxDOT	January 31, 2020
Funding Targets Received	February 2020
TxDOT Public Meeting for and Approval of 2020 UTP Update	April 2020
NCTCOG Public Meeting	May 2020
STTC Action	May 22, 2020
RTC Action	June 11, 2020
TxDOT Public Meetings for 2021 UTP	June/July 2020
Anticipated TTC Approval of 2021 UTP	August 27, 2020

REQUESTED ACTION

- RTC approval of:
 - The Regional 10-Year Plan project listing
 - Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP and amending other planning/administrative documents to incorporate these changes.

CONTACT/QUESTIONS?

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Regional 10-Year Plan Scoring Process for the Dallas/Fort Worth Metropolitan Area

The following document addresses the requirements set forth in Chapter 16.105 of the Texas Administrative Code.

Is the project in the 1st 10 years of Mobility 2045? If so, project continues to be scored.
The Methodology below is a two-step process which has a theoretical maximum of 100 for MPO Score.

The scoring process includes a **System Selection** (i.e., part of a larger/regional network) and **Technical Selection** (i.e., project need). These processes run concurrently and are weighted to produce a **Selection Score** that is 40% of the total score. Because of the State's interest in projects that are ready to let within a 10-year window, the **Prioritization Score** is 60% of the total score.

System Selection (30%)					
Continuity (60%)		Regional commitment to phased implementation (20%)		Prior Funding Commitments (20%)	
Building Final Phase	100 pts	Final Phase of Multi-phase Project	50 pts	Yes	50 pts
Yes, Connects with Freeway	75 pts	Complete Ultimate Build (of Single-phase Project)	25 pts	No	0 pts
Regional Project	70 pts	First phase of Multi-phase Project	20 pts		
Connecting to a project under feasibility or pending other studies	25 pts				
No continuity	1 pt				

Technical Selection (70%)									
Congestion Reduction (20%)		System Reliability (10%)	Safety (20%)	Infrastructure Condition (20%)		Freight Movement (10%)	Economic Vitality (10%)		Environmental Sustainability (10%)
No-Build Level of Congestion (10%)	# of Networks with Level of Congestion over 1.25 (10%)	Level of Travel Time Reliability	Fatal & Incapacitating Crash Rate	Pavement Condition (10%)	National Bridge Inventory (NBI) Sufficiency (10%)	Average Truck Volume Percentage	Activity Density Change – Recent (5%)	Activity Density Change - Future (5%)	Impact by Project Type

Once projects have been selected, they are then prioritized using the following criteria.

Prioritization					
Planning Status (40%)		Ready to Let (Within 10-Year Window) (40%)		Local Support (20%)	
Environmentally Cleared	100 pts	Project Will Let During Years 1-4	100 pts	Community Support and Local Funding Support for Construction	100 pts
Environmental Clearance expected within 1-2 years	80 pts	Project Will Let During Years 5-7	70 pts	Community Support and Local Funding Support for Pre-Construction Phases	75 pts
Under evaluation or needs reevaluation	50 pts	Project Will Let During Years 8-10	40 pts	No local funding support	50 pts
Feasibility Study Ongoing	25 pts				
Planning Has Not started	1 pt				

COVID-19 Impact on State Revenues

- State sales tax revenue — \$2.61 billion, down 13.2 percent from May 2019
- Motor vehicle sales and rental taxes — \$265 million, down 38 percent from May 2019
- Motor fuel taxes — \$221 million, down 30 percent from May 2019 and the steepest drop since 1989
- Oil production tax — \$90 million, the lowest monthly amount since July 2010, down 75 percent from May 2019 and the steepest drop since 1988
- Natural gas production tax — \$31 million, down 76 percent from May 2019

Revenue based on April sales remitted in May

Source: Texas Comptroller of Public Accounts

ENGINEERING FOR THE NORTH TARRANT EXPRESS (NTE)/SH 183 PROJECT

- Cintra is coordinating with TxDOT to implement this project, engineering is anticipated to begin in approximately six months.
- In order to continue advancing this project, staff proposes to provided a \$3,000,000 financial backstop in order to expedite engineering now. It is anticipated the financial backstop will use RTC Local funds.
- Cintra will perform the design work under current TxDOT agreement. Once the project is initiated by TxDOT, RTC will be released of its financial commitment.

INCOMING PRIVATE SECTOR REVENUE FOR NORTH TARRANT EXPRESS (NTE)/SH 183

- Per prior RTC direction, staff continues to work with TxDOT and private sector partners to complete additional phases of the NTE and other public/private partnership projects.
- Recent projections indicate that general purpose and managed lane capacity improvements are anticipated to be triggered in mid-2022 with an open to traffic date of June 2024.
- The private sector is currently coordinating with TxDOT to advance the first item.
- The private sector partner will be paying for these improvements in these amounts:

Capacity Improvements	\$ in Millions	Notes
SH 183/NTE Segment 1 (from IH 35W/IH 820 Interchange to West of IH 820/SH 121 interchange) & 2W (from E. of Bedford/Eules Rd to E. of Westpark Way) Widening	\$162	Add 1 general purpose lane in NTE Segment 1 and 1 managed lane in NTE Segment 2W
Build 2+2 managed lanes from Reliance Parkway to SH 161 (former Segment 2E)	\$860	This 5.3 mile section would be built and operated by private sector as an extension of the current facility
Build 2+2 managed lane from SH 161 to Story Rd	\$270	Funding Cintra would pay to TxDOT to lane balance east of SH 161 (2 miles)

\$1,292

CANDIDATE PROJECTS

High Speed Rail: Dallas to Houston (FEIS Released May/June)

High Speed Rail: Dallas to Fort Worth

Hyperloop Certification Center

Autonomous Transit (GM, Midtown)

Freeway Induction Loops

State Highway 183 (Section 2E+)

Y Connector (FEIS June 4 – 22, 2020)

COVID-19 #00X Program

INVENTORY OF COVID-19 PROJECTS TO DATE¹

- COVID-19 #001: Loop 9 Cost Overrun - \$17.3M, STBG (June 2020 RTC Agenda Item 5)
- COVID-19 #002: IH 35E at Frankford Rd - \$5M, STBG (June 2020 RTC Agenda Item 5)
- COVID-19 #003: IH 45 at Dowdy Ferry Rd - \$3.7M, CMAQ (June 2020 RTC Agenda Item 6)
- COVID-19 #004: Tripp Rd - \$800K, RTR (June 2020 RTC Agenda Item 6)

Notes:

¹ Anticipate adding projects to inventory in 2020 and 2021

Regional Transportation Council Attendance Roster
May 2019 - May 2020

RTC MEMBER	Entity	5/9/19	6/13/19	7/11/19	9/12/19	10/10/19	11/14/19	12/12/19	1/9/20	2/27/20	3/12/20	4/9/20	5/14/20
Tennell Atkins (09/17)	Dallas	P	P	A	P	A	P	E	E(R)	P	E	P	A
Richard E. Aubin (06/18)	Garland	P	P	P	P	P	P	P	P	E	P	P	P
Adam Bazaldua (11/19)	Dallas	--	--	--	--	--	A	P	A	P	E	P	P
David Blewett (11/19)	Dallas	--	--	--	--	--	A	P	P	P	P	P	P
Mohamed Bur (06/18)	TxDOT, Dallas	P	P	E(R)	E(R)	P	E(R)	P	P	P	P	P	P
Loyl Bussell (05/17)	TxDOT, FW	P	A(R)	E(R)	P	P	P	P	P	P	P	P	E(R)
Dianne Costa (10/19)	DCTA	--	--	--	--	P	P	P	E(R)	E	P	P	P
Theresa Daniel (11/18)	Dallas Cnty	P	P	P	P	P	P	P	P	P	P	P	P
Jeff Davis (11/19)	Trinity Metro	--	--	--	--	--	P	P	E(R)	E(R)	A	P	P
Pat Deen (08/19)	Parker County	--	--	--	A	P	P	P	P	P	P	A	P
Rudy Durham (7/07)	Lewisville	P	P	P	P	P	P	P	P	P	E	P	P
Andy Eads (1/09)	Denton Cnty	E(R)	P	P	P	P	P	P	P	P	P	P	P
Kevin Falconer (07/17)	Carrollton	P	P	P	P	A	P	P	E(R)	A	A	P	P
Gary Fickes (12/10)	Tarrant Cnty	E(R)	P	P	P	E	P	P	E(R)	P	P	P	E
George Fuller (07/17)	McKinney	P	A	E	E(R)	P	P	E	A	P	P	P	P
Rick Grady (09/18)	Plano	P	P	P	E(R)	E(R)	P	P	P	P	P	P	P
Lane Grayson (01/19)	Ellis Cnty	P	P	P	P	P	P	P	P	P	P	P	P
Mojoy Haddad (10/14)	NTTA	E	A	A	P	A	P	A	A	P	E	P	P
Roger Harmon (1/02)	Johnson Cnty	P	E	P	P	E	P	P	P	P	P	P	P
Ivan Hughes (09/19)	Addison	--	--	--	P	P	P	P	P	P	P	P	P
Clay Lewis Jenkins (04/11)	Dallas Cnty	P	A(R)	E(R)	P	P	A	E(R)	P	P	E	E(R)	E(R)
Ron Jensen (06/13)	Grand Prairie	P	E	P	P	A	P	P	P	E(R)	E(R)	P	P
Jungus Jordan (4/07)	Fort Worth	P	P	P	P	P	P	P	P	P	P	P	P
John Keating (12/19)	Frisco	--	--	--	--	--	--	P	P	E(R)	E(R)	P	P
Lee M. Kleinman (09/13)	Dallas	P	P	P	P	E	P	P	P	P	A(R)	P	P
Mike Leyman (09/19)	Mansfield	--	--	--	P	P	P	P	P	P	P	P	P
David Magness (06/13)	Rockwall Cnty	P	P	P	P	E	P	P	P	P	P	P	P
Curtistene McCowan (06/19)	DeSoto	--	P	E(R)	P	E	P	P	P	P	P	P	P
William Meadows (02/17)	DFW Airport	E	A	P	E	A	P	E	P	P	E(R)	A	A
Robert Miklos (12/19)	Mesquite	--	--	--	--	--	--	P	P	E	P	P	P
Cary Moon (06/15)	Fort Worth	E	A	E	P	P	P	E(R)	P	P	P	P	P
Barbara Odom-Wesley (07/19)	Arlington	--	--	P	P	A	P	P	P	P	E(R)	P	P
John Ryan (05/18)	Denton	P	P	P	P	P	P	P	P	P	E	P	P
Jeremy Tompkins (10/19)	Euless	--	--	--	--	P	P	E(R)	P	P	P	P	P
T. Oscar Trevino Jr. (6/02)	Nrth Rch Hills	P	P	P	P	A	P	P	P	P	P	P	P
William Tsao (3/17)	Dallas	P	P	P	P	P	P	P	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
May 2019 - May 2020**

RTC MEMBER	Entity	5/9/19	6/13/19	7/11/19	9/12/19	10/10/19	11/14/19	12/12/19	1/9/20	2/27/20	3/12/20	4/9/20	5/14/20
Paul Wageman (10/19)	DART	--	--	--	--	P	P	P	P	P	P	P	P
Dennis Webb (8/18)	Irving	P	P	P	P	A	E	P	P	P	P	P	P
Duncan Webb (6/11)	Collin Cnty	P	E(R)	P	P	P	P	P	P	P	P	P	P
Chad West (11/19)	Dallas	--	--	--	--	--	P	E	P	P	P	P	P
B. Glen Whitley (2/97)	Tarrant Cnty	E(R)	P	E	E	E(R)	E(R)	E(R)	E	P	P	P	P
W. Jeff Williams (10/15)	Arlington	E(R)	E	P	P	P	E(R)	P	P	E	P	P	P
Ann Zadeh (06/17)	Fort Worth	P	P	P	P	A	P	P	P	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
February 2019 - April 2020

STTC MEMBERS	Entity	2/22/19	3/22/19	4/26/19	5/24/19	6/28/19	8/23/19	10/4/19	10/25/19	12/6/19	1/24/20	2/28/20	3/27/20	4/24/20
Onyinye Akujuo	Trinity Metro	--	--	--	--	--	--	--	--	P	P	A	*	*
Joe Atwood	Hood County	P	P	P	A	P	P	P	P	A	P	P	*	*
Melissa Baker	Irving	--	--	E	E	P	P	P	P	P	P	E	*	*
Micah Baker	Dallas County	P	A	P	A	P	P	P	P	P	P	A	*	*
Bryan Beck	Grapevine	P	P	P	A	P	P	P	P	P	P	P	*	*
Katherine Beck	Fort Worth	P	P	P	A	P	P	P	P	P	P	P	*	*
Marc Bentley	Farmers Branch	A	A	A	A	A	A	A	A	A	A	A	*	*
David Boski	Mansfield	P	P	P	P	P	P	P	P	P	P	P	*	*
Keith Brooks	Arlington	P	A	A	A	A	A	P	A	A	A	A	*	*
Shon Brooks	Waxahachie	--	--	P	P	P	P	A	P	P	P	A	*	*
Tanya Brooks	Fort Worth	P	A	P	P	A	P	P	P	P	P	E	*	*
Ceason Clemens	TxDOT Dallas	P	P	P	P	A	A	P	P	P	P	P	*	*
Robert Cohen	Southlake	A	A	A	A	A	A	A	A	A	A	A	*	*
Kent Collins	Coppell	A	A	A	A	A	A	P	A	P	A	A	*	*
John Cordary, Jr.	TxDOT FW	P	P	P	P	A	P	A	P	P	P	P	*	*
Rick Cortez	Mesquite	--	--	--	--	--	--	--	P	P	P	P	*	*
Hal Cranor	Eules	P	P	P	P	A	A	P	P	P	A(R)	P	*	*
Clarence Daugherty	Collin County	P	P	P	P	P	P	P	A(R)	P	P	A(R)	*	*
Chad Davis	Wise County	A	P	P	A	A	P	A	A	A	P	A	*	*
Arturo Del Castillo	Dallas	--	--	--	--	A(R)	A(R)	P	P	A(R)	P	P	*	*
Pritam Deshmukh	Denton	R	P	P	P	A	A(R)	P	P	P	A	P	*	*
Greg Dickens	Hurst	A	A(R)	A(R)	A	A(R)	P	A(R)	A(R)	A(R)	A(R)	A(R)	*	*
David Disheroon	Johnson County	A	P	A	A	P	A	P	P	A	P	A	*	*
Phil Dupler	FWTA	P	P	P	P	P	P	P	A(R)	P	A(R)	P	*	*
Chad Edwards	Fort Worth	P	P	P	P	P	A	P	E	P	P	P	*	*
Claud Elsom	Rockwall County	P	P	A	P	P	P	P	P	P	P	A	*	*
Eric Fladager	Fort Worth	A	P	A(R)	P	A(R)	A(R)	A(R)	A	P	A	P	*	*
Chris Flanigan	Allen	P	P	P	P	P	P	P	P	P	P	A	*	*
Ann Foss	Arlington	P	P	P	P	P	P	A	P	A(R)	P	P	*	*
Mike Galizio	Tarrant County	--	--	--	--	--	--	P	P	P	P	P	*	*
Ricardo Gonzalez	TxDOT FW	P	P	P	A	P	P	P	P	P	P	P	*	*
Gary Graham	McKinney	A	A	P	A	P	A(R)	A(R)	E(R)	A(R)	P	P	*	*
Tom Hammons	Carrollton	A	P	P	P	A(R)	P	P	A	P	A	P	*	*
Ron Hartline	The Colony	P	P	A(R)	A(R)	A	A(R)	A(R)	A(R)	P	P	A(R)	*	*
Matthew Hotelling	Flower Mound	P	P	P	P	P	P	P	P	P	P	P	*	*
John Hudspeth	TxDOT Dallas	--	--	--	--	--	--	--	--	--	--	P	*	*
Terry Hughes	Weatherford	P	P	P	P	P	P	A	P	P	P	P	*	*
Thuan Huynh	McKinney	--	--	--	--	--	--	--	--	--	--	--	--	*
Tony Irvin	DeSoto	P	A	A	P	A	P	A	P	A	A	A	*	*
Paul Iwuchukwu	Arlington	P	A(R)	P	P	P	A(R)	P	P	P	P	A(R)	*	*
Kelly Johnson	NTTA	A	P	A	A	A	A	A	A	A	A	A	*	*
Sholeh Karimi	Grand Prairie	P	P	P	P	P	A	A	P	P	P	A	*	*

P=Present A=Absent R=Represented E=Excused (personal illness, family emergency, jury duty, business necessity)
--=Not yet eligible to attend *Meeting held by WebEx/Audio Conference. Individual attendance not taken.

Surface Transportation Technical Committee Attendance Roster
February 2019 - April 2020

STTC MEMBERS	Entity	2/22/19	3/22/19	4/26/19	5/24/19	6/28/19	8/23/19	10/4/19	10/25/19	12/6/19	1/24/20	2/28/20	3/27/20	4/24/20
Gus Khankarli	Dallas	--	--	--	--	P	P	P	E(R)	P	P	P	*	*
Paul Knippel	Frisco	A	A	A	A	A	A	A	A	A	A	A	*	*
Chiamin Korngiebel	Dallas	P	A	A	P	P	P	A	P	P	P	A	*	*
Alonzo Liñán	Keller	P	P	P	A	A	P	P	P	A	A(R)	E(R)	*	*
Eron Linn	DART	--	--	--	--	--	--	P	P	A	P	A	*	*
Clay Lipscomb	Plano	P	A	P	P	A	P	A(R)	A	P	P	P	*	*
Paul Luedtke	Garland	P	A	P	A(R)	P	P	P	A(R)	P	A	P	*	*
Stanford Lynch	Hunt County	P	P	A	A	P	P	A	P	A(R)	P	P	*	*
Alberto Mares	Ellis County	P	P	P	P	P	P	P	P	A	P	P	*	*
Wes McClure	Mesquite	P	P	A(R)	P	P	P	P	P	P	P	P	*	*
Brian Moen	Frisco	P	P	P	P	A	P	A	P	P	P	P	*	*
Mark Nelson	Richardson	P	E(R)	P	E(R)	P	P	P	P	P	P	E(R)	*	*
Jim O'Connor	Irving	P	P	P	P	P	P	P	P	P	P	P	*	*
Kenneth Overstreet	Bedford	A	A	A	A	A	A	A	A	A	A	A	*	*
Kevin Overton	Dallas	P	P	E	P	P	E(R)	P	P	A	A	P	*	*
Tim Palermo	DCTA	--	--	--	--	--	P	P	P	P	P	P	*	*
Dipak Patel	Lancaster	P	A	P	A(R)	P	P	P	P	P	P	P	*	*
Todd Plesko	DART	P	P	P	P	P	P	P	P	P	A	P	*	*
Shawn Poe	Richardson	R	P	E(R)	E	P	E(R)	P	P	P	P	P	*	*
John Polster	Denton County	P	P	P	P	P	P	P	P	P	P	P	*	*
Tim Porter	Wylie	P	P	A	P	P	P	A(R)	P	P	P	P	*	*
Bryan G. Ramey II	Duncanville	P	A	A(R)	A(R)	P	P	P	P	A	A	A(R)	*	*
Greg Royster	DFW Int. Airport	P	P	P	P	P	P	E	P	P	A	P	*	*
Kathryn Rush	Dallas	--	--	--	--	--	--	--	--	--	--	--	--	*
Moosa Saghian	Kaufman County	A	P	P	P	A	A	P	A	P	P	P	*	*
David Salmon	Lewisville	P	A(R)	A(R)	P	P	A	P	P	P	A(R)	P	*	*
Brian Shewski	Plano	P	P	P	P	P	A(R)	A(R)	P	P	P	P	*	*
Walter Shumac, III	Grand Prairie	A	P	P	P	P	A	P	P	P	P	P	*	*
Ray Silva-Reyes	Colleyville	--	--	A	A	P	P	A	P	P	A	P	*	*
Randy Skinner	Tarrant County	P	P	P	A	P	P	P	P	P	P	A	*	*
Cheryl Taylor	Cleburne	P	P	P	P	A	P	P	P	A	P	P	*	*
Caleb Thornhill	Plano	A	A	A	P	A	A	A	P	P	A	A	*	*
Dave Timbrell	Garland	A	A	A	A	A	A	A	A	A	A	A	*	*
Press Tompkins	Greenville	--	--	--	--	--	--	--	--	--	P	P	*	*
Gregory Van Nieuwenhuize	Haltom City	P	A(R)	A(R)	P	P	A	A(R)	P	P	P	P	*	*
Daniel Vedral	Irving	P	A	P	P	P	P	P	P	P	P	A	*	*
Caroline Waggoner	North Richland Hills	P	P	P	P	P	P	P	P	P	P	P	*	*
Robert Woodbury	Cedar Hill	P	A	P	P	P	P	P	P	P	P	A	*	*
Jamie Zech	TCEQ	A	A	A	A	A	A	A	A	A	A	A	*	*

P=Present A=Absent R=Represented E=Excused (personal illness, family emergency, jury duty, business necessity)
--=Not yet eligible to attend *Meeting held by WebEx/Audio Conference. Individual attendance not taken.

MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE April 24, 2020

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, April 24, 2020, at 1:30 pm, by WebEx/audio conference. The Regional Transportation Council Bylaws establish that the Technical Committee approved membership in attendance at a meeting shall constitute a quorum for action to be taken; therefore, individual attendance was not taken for committee members or other participants.

1. **Approval of March 27, 2020, Minutes:** The minutes of the March 27, 2020, meeting were approved as submitted in Electronic Item 1. Daniel Vedral (M); John Polster (S). The motion passed unanimously.
2. **Consent Agenda:** The following item was included on the Consent Agenda.
 - 2.1. **Clean Fleets North Texas Funding Recommendations:** A recommendation for Regional Transportation Council approval of funding recommendations for the second funding round under the Clean Fleets North Texas 2019 Call for projects was requested. An overview of the call for projects and staff recommendations was provided in Electronic Item 2.1.1. Detailed projects listings were provided in Electronic Item 2.1.2.

A motion was made to approve the item on the Consent Agenda. John Polster (M); Jim O'Connor (S). The motion passed unanimously.

3. **Federal Transit Administration Funding in Response to the Coronavirus (COVID-19):** Shannon Stevenson presented details of the \$25 billion in Federal Transit Administration (FTA) funding allocations provided through the Coronavirus Aid, Relief, and Economic Security (CARES) Act to help the nation's public transportation systems respond to the Coronavirus (COVID-19). Funding is available for allocation to recipients of urbanized area and rural area formula funds at a 100 percent federal share, with no local match required, to support capital, operating, and other expenses generally eligible under those programs to prevent, prepare for, and respond to COVID-19. Funding made available through the CARES Act is not required to be included in the Transportation Improvement Program unless the funding will be used for projects that have substantial, functional, locational, or capacity changes. Through the CARES Act, the Dallas-Fort Worth-Arlington Urbanized Area (UZA) is anticipated to receive approximately \$318 million and the Denton-Lewisville UZA approximately \$23 million. Funding for the McKinney UZA is allocated through the Texas Department of Transportation. The recipients of FTA funding by Urbanized Area were highlighted. In the Dallas-Fort Worth-Arlington UZA, six entities receive funding directly from FTA and five are subrecipients of the North Central Texas Council of Governments (NCTCOG). For the Denton-Lewisville UZA, funds are allocated directly to the Denton Country Transportation Authority. Ms. Stevenson also highlighted FTA data points that determine the formula allocation, including population, population density, revenue vehicle miles, low-income population, and others. Staff followed this methodology to allocate the funds for the general public transportation. FTA apportionment was utilized to recreate the formula for specific data points and the formula factors specific to the CARES Act were then used to determine dollar amounts for the recipients. Details were provided in Electronic Item 3. When determining allocations, staff also considered that cities/areas with no transit

service still generate funds for the apportionment based on population, population density, and low-income population. Funding generated from these areas are being distributed to recipients based on vehicle revenue mileage. Funding generated from the operation of the Trinity Railway Express were split between Dallas Area Rapid Transit and Trinity Metro based on their interlocal agreement. She also noted NCTCOG proposed to retain .25 percent from the total apportionment for the Dallas-Fort Worth-Arlington Urbanized Area for administrative purposes to support various related staff activities. Funding allocations by recipient were highlighted and detailed in Electronic Item 3. For the City of Mesquite, an error in Electronic Item 3 was noted: the \$3,432,401 allocation should have been \$3,442,401. The timeline for this effort was highlighted. A motion was made to endorse Regional Transportation Council action on April 9, 2020, approving the overall Federal Transit Administration funding based on federal funding formula methodology in response to the Coronavirus and to recommend Regional Transportation Council approval of the specific funding allocations. Action also included a recommendation approving staff to revise administrative documents, as appropriate, to incorporate the funding. Onyinye Akujuo (M); Phil Dupler (S). The motion passed unanimously.

4. **Fiscal Year 2020 Better Utilizing Investments to Leverage Development Discretionary Grant Program:** Jeff Neal presented project recommendations to be submitted for consideration of funding through the Fiscal Year (FY) 2020 Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant Program. A total of \$1 billion is nationwide and the deadline for application submittal is May 18, 2020. Three projects were proposed for submittal. The North Texas Multimodal Operations, Velocity, Efficiency, and Safety (MOVES) Program will improve passenger/freight rail operations and capacity along the Trinity Railway Express corridor. The proposed project includes approximately 3.5 miles of double track and rail rehabilitation, five bridge replacements, and implementation of Clean Path technology. The Dallas Fort Worth International Airport East-West Connector is the second project and will complete a continuous thoroughfare connection from SH 360/Harwood Road and International Parkway/Rental Car Drive. The project will provide additional entry into and out of airport property as an alternative to SH 183 and other facilities. The interim 2-lane facility will be built with ultimate intersection capacity where appropriate. The third project is the South Dallas Enhanced Mobility Project. This project will provide new technology and infrastructure applications to increase multimodal efficiency and accessibility in the vicinity of the International Inland Port of Dallas (IIPOD) to connect rural residents and large employers surrounding the area to the Dallas Area Rapid Transit light rail system, the Veterans Administration Medical Center, and education/job training sites. The project will include new and upgraded bus facilities to support new vehicles and charging systems to ensure that there is adequate functioning for various trips, as well as sidewalk and traffic signal improvements that help improve safety and efficiency. Mr. Neal highlighted the funding details for each of the proposed projects, along with the proposed BUILD grant request: 1) North Texas MOVES Program, \$25 million; 2) Dallas Fort Worth International Airport East-West Connector, \$5.4 million; and 3) South Dallas Enhanced Mobility Project, \$9.3 million. It was noted that the South Dallas Enhanced Mobility Project can be designated as a rural project and will compete in a separate category, likely to give the project significant advantages. In addition, Oncor has provided a private commitment to the project regarding the charging systems for electric buses. The timeline for the effort was reviewed. He noted agencies that would like to receive a letter of support from the Regional Transportation Council should submit requests to staff by May 1, 2020. Phil Dupler asked if the Dallas Fort Worth International Airport East-West Connector project will include traffic signals at International Parkway and Rental Car Drive. Mr. Neal noted the project does include traffic signals at those intersections. Bryan Beck asked for clarification of the double

track miles proposed in the North Texas MOVES Program. In addition, he asked if the double tracking would support the Stadler vehicle. Mr. Neal noted the proposed projects includes approximately 1.2 miles of double track just north of Dallas and slightly more than 2 miles in Hurst and Richland Hills and that the project would support the Stadler vehicle. A motion was made to recommend Regional Transportation Council approval of the proposed projects for submission to the FY2020 Better Utilizing Investments to Leverage Development Discretionary Grant Program: 1) North Texas MOVES Program, 2) Dallas Fort Worth International Airport East-West Connector, and 3) South Dallas Enhanced Mobility Project, including the ability to administratively amend the Transportation Improvement Program, Statewide Transportation Improvement Program, and other planning/administrative documents to include the projected projects, if selected for funding. John Polster (M); Greg Royster (S). The motion passed unanimously.

5. **Effect of COVID-19 Restrictions on the Transportation System:** Francisco Torres highlighted performance measures for roadway, transit, air quality, non-motorized trips, the airport, and crashes being compiled by staff in review of data observed since the implementation of COVID-19 restrictions. Decreases in freeway volume comparing the first week of March 2020 with the last week of March 2020 were highlighted, with an overall 35 percent decrease in freeway volume experienced in the region. The decrease was slightly different for all the counties, including weekdays and weekends. Traffic counts by time of day for each of the weeks in March 2020 were also highlighted and show that the morning peak has disappeared over the time period. Mr. Torres noted the North Texas Tollway Authority has also provided information regarding toll road transactions. When comparing March 2019 and March 2020, there has been an overall 29 percent decrease in traffic with varying results by facility. When comparing data from the first week in March versus the fourth week in March, an overall 57 percent decrease was experienced after COVID-19 restrictions were implemented. In addition, toll transactions by vehicle class were highlighted. Vehicles with three or more axles experienced a less significant decrease than those with two axels. Next, Mr. Torres highlighted various speed data for freeways and major roadways in the metropolitan area during the month of March 2020. By the third week of March, speeds increased indicating congestion has disappeared and peak hours of congestion have also disappeared. In addition, he presented information provided by transit agencies regarding ridership. For Dallas Area Rapid Transit, when comparing March 2019 and March 2020 a decrease in total ridership is seen in all services except GoLink. Data includes weekend and weekdays. Average weekday ridership for the Denton County Transportation Authority decreased by 45 percent in rail and 34 percent in bus service. Trinity Metro provided similar data and shows a 22 percent decrease in average ridership in bus service and 23 percent decrease in TEXRail when comparing March 2019 and March 2020. City of Arlington Via performance also decreased by 63 percent in ridership when comparing the first week of March and the fourth week of March. Mr. Torres also discussed the effects of COVID-19 restrictions on air quality. He highlighted a five-year comparison in the changes of the yearly design value as the ozone season progresses. By April 22, 2020, the region has already reached a design value of 70 parts per billion. Staff will continue to monitor this information throughout the year to determine the impacts of COVID-19 measures on the region's design value. In addition, historical ozone cumulative weekly exceedances were shown. As of April 2020, the region has not experienced any ozone exceedance days. Also highlighted was regional nitrogen dioxide tracking comparisons between February 2020 and the week of March 29, 2020, which shows a significant reduction in emissions throughout Texas, but especially in the IH 35 corridor. Regarding non-motorized data, information collected from four cities comparing the March 2019 and March 2020, as well as the first and last weeks of March 2020 indicate a significant increase

in the usage of bike trails within the region. Dallas Love Field has provided data comparing March 2019 and March 2020 that shows a 52 percent decrease in passenger movement at the airport. Finally, Mr. Torres highlighted data regarding fatal crashes. In a comparison of March 2019 and March 2020 fatal crashes, there has been an overall increase as of April 21, 2020, but a decrease in the total number of crashes. In addition, when comparing the first and last weeks of March 2020, there has been a significant decrease in crashes. Mr. Torres thanked all agencies who shared data with the North Central Texas Council of Governments. John Polster noted that toll roads were tracked for reductions in transactions and asked if there was similar data available for IH 35E managed lanes. Mr. Morris noted that staff will compile the managed lane data for the region and provide to members.

6. **Transportation Infrastructure Post COVID-19 and Regional 10-Year Plan Update:**

Michael Morris presented the latest information related to the 2021 Unified Transportation Program (UTP). Staff continues to work with the Texas Department of Transportation districts on the schedule and project selection and proposes to bring the Regional 10-Year Plan listings to the Committee at the May 22, 2020, meeting. The Texas Transportation Commission is anticipated to take action on the 2021 UTP in August 2020. Staff does not anticipate many new projects will be included due to decreases in revenue forecasts. For Collin County, he noted staff believes a resolution has been reached regarding the control section jobs numbers to ensure funds for Collin County projects are identified in the 2021 UTP. In addition, staff will continue efforts to advance the four tolled projects in the region as discussed at the January meeting. Mr. Morris also discussed the 2020 UTP proposed update. The public hearing was held earlier in the day and four comments were made: 1) the revenue forecast in Texas will decrease by more than the amount of money the Commission has proposed to include for IH 35 in Austin and more money is needed in the 2021 UTP, 2) conversations are needed regarding the process of opening the UTP after it has been approved and canceling projects that were previously approved, 3) post COVID-19 infrastructure efforts will be to advance shovel-ready projects, the opposite of the Commission's proposal to cancel projects, and 4) the Commission should see all comments received before consideration of the proposed changes to the 2020 UTP. Mr. Morris also discussed the op-ed piece outlining a change of focus from not only transportation but also in getting people back to work that was recently published in the Dallas Morning News and Fort Worth Star Telegram, as well as a recent request to speak at a national town hall meeting to present how the Dallas-Fort Worth region was able to expedite project completions with innovative funding during the financial crisis of 2007-2008. In addition, he further discussed how the planning process moving forward must include job creation. For every job created in transportation, three additional jobs are created in other industries. Staff will continue to provide updates to members on these efforts.

7. **Fast Facts:** Staff presentations were not given. Information was provided to members electronically for the following items.

1. Postponement Announcement for the May 2020 Traffic Incident Management Executive Level Course (Electronic Item 7.1)
2. East/West Equity Update (Electronic Item 7.2)
3. Metropolitan Transportation Plan Policy Bundle Round 4 (Electronic Item 7.3)
4. Air Quality Funding Opportunities or Vehicles (<https://www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle>)
5. Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/dfw-clean-cities-meetings>)

6. Department of Energy Redesignates Dallas-Fort Worth Clean Cities (Electronic Item 7.4)
 7. May Online Input Opportunity Notice (Electronic Item 7.5)
 8. Public Comments Report (Electronic Item 7.6)
 9. Written Progress Report:
 - Local Motion (Electronic Item 7.7)
8. **Other Business (Old and New)**: There was no discussion on this item.
9. **Next Meeting**: The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on May 22, 2020.

The meeting adjourned at 2:30 pm.



A monthly update on activities of the Regional Transportation Council and the North Central Texas Council of Governments Transportation Department

June 2020

INSIDE

DART expands GoLink service to W. Carrollton

The Dallas Area Rapid Transit board recently approved a two-year agreement with the North Central Texas Council of Governments for the full funding of GoLink service to the west Carrollton area.

Last year, the City of Carrollton and Western Extrusions, a private-sector employer in west Carrollton, approached DART about a lack of last-mile transit connections from the light rail station in downtown Carrollton to the manufacturing business development. See more on page 2.

Clean Air Action Day celebration moved to Aug. 5

Clean Air Action Day (CAAD) has been rescheduled for August 5 this year. Traditionally held at the beginning of summer, CAAD is a day when Air North Texas asks residents to pledge to do simple things in their everyday lives to positively impact air quality. This year, to encourage social distancing, North Texans can still participate in CAAD by choosing to work from home when able to, as well as by packing lunch in a reusable bag, buying locally grown foods and/or purchasing an eco-friendly vehicle.

CAAD was created more than 10 years ago to educate the public on air quality measures. Since its inception, CAAD has helped people determine what they can do to improve air quality both inside and outside the home. The hope is to reduce the number of high-ozone level days in the Dallas-Fort Worth area and protect people's health.

Clean air actions are not limited to August 5. Make it a habit to think about and act on how you can improve air quality every day in multiple ways. A good first step in the fight for better air quality is signing up for air pollution alerts at www.airnorthtexas.org/signup. You will be notified when ozone levels are predicted to be unhealthy so you can take extra precautions and limit actions that affect air quality on those days.

You can continue to take action after that first step by visiting www.airnorthtexas.org/howto for resources and information on programs that can help you continue improving air quality in your daily life. These resources include how to find ways to work from home efficiently, reduce idling, enforce smoking vehicle law, conserve water and electricity and much more. Check out www.airnorthtexas.org/socialdistancing for ways to make a difference in air quality and select the actions you plan to take. Then show us and others what you have done by posting on social media, using #CAAD2020 and tagging @NCTCOGtrans.

For more information about Local Motion topics, contact Brian Wilson at 817-704-2511 or bwilson@nctcog.org. Visit www.nctcog.org/trans for more information on the department.



North Central Texas
Council of Governments

DART expands GoLink service to western Carrollton

The Dallas Area Rapid Transit board recently approved a two-year agreement with the North Central Texas Council of Governments for the full funding of GoLink service to the west Carrollton area. Last year, the City of Carrollton and Western Extrusions, a private-sector employer in west Carrollton, approached



DART about a lack of last-mile transit connections from the light rail station in downtown Carrollton to the manufacturing business development. The solution was an on-demand, personalized, curb-to-curb GoLink service with NCTCOG funding \$325,000 for two years and DART monitoring performance, holding a public hearing and evaluating a long-term service approach for the entire Valwood Industrial Business Park area, where the company is located.

Service will run Monday through Friday from 5:30 am to 7 pm with a dedicated on-demand vehicle and a connection directly to DART's Green Line via the Downtown Carrollton light rail station. GoLink is also available in Farmers Branch, Glenn Heights, Inland Port, Kleberg and Rylie, Lake Highlands, Lakewood, north Dallas, Park Cities, Legacy West, far north Plano, north central Plano/Chase Oaks and Rowlett. — Submitted by DART

Take a (virtual) trip to learn about transportation history

School is out, and despite the gradual easing of COVID-19 restrictions, many parents are still working from home. Those looking for creative ways to keep their kids occupied should consider a virtual trip to the museum.

NCTCOG has developed a resource with transportation activities for students learning remotely — and now home for the summer. Visit www.nctcog.org/trans/about/educate/transportation-activities to see local facilities such as the Cavanaugh Fight Museum, the C.R. Smith Museum or Love Field's Frontiers of Flight.

A little farther from home is the Texas Transportation Museum in San Antonio or the Children's Museum of Houston. The site also provides links to several Smithsonian exhibits, where students can learn about the Wright brothers, the history of transportation, solar power and more. Keep an eye out for more adventures from the NCTCOG Transportation Department to help your kids navigate the COVID-19 pandemic.

Clean vehicle funding available from TCEQ

The Texas Clean Fleet Program has approximately \$7.7 million available to fund the replacement of light-duty or heavy-duty diesel vehicles with new alternative fuel or hybrid vehicles. Up to 80% of the project cost may be funded. Grants will be awarded based on a combination of emissions reductions and cost-effectiveness. Any person or entity who owns, leases or commercially finances a fleet of 75 or more on-road vehicles may be eligible to apply. Projects must replace at least 10 diesel vehicles.

The application deadline is June 30. Program details are available at www.tceq.texas.gov/airquality/terp/tcf.html.

Additionally, the Light-Duty Motor Vehicle Purchase or Lease Incentive Program offers rebates for eligible light-duty vehicles purchased or leased in Texas since September 1, 2019.

- Rebates of up to \$5,000 are available for up to 1,000 eligible compressed natural gas and liquefied petroleum gas (LPG or propane) vehicles.
- Rebates of up to \$2,500 are available for up to 2,000 eligible electric drive or hydrogen fuel cell vehicles. Details are available at www.tceq.texas.gov/airquality/terp/ld.html.

REGIONAL News

Clean Cities seeks partners for data project

The Dallas Fort Worth Clean Cities Coalition is seeking data partners to share Plug-in Electric Vehicles (PEVs) and EV charging station data for the next three years to understand end user charging and driving patterns as well as vehicle and infrastructure performance. The results will inform important EV industry research and planning. The effort is part of a national data collection project called EV-WATTS.

Data partners must have PEVs with existing telematics or have networked EV charging stations. All data will be anonymous and free of any personally identifiable information. Data partners will receive free individualized reports of their data and usage trend analysis.

To learn more about becoming a data partner for this project, please contact DFWCC at cleancities@nctcog.org.

Study to compare natural gas, diesel vehicles

Dallas-Fort Worth Clean Cities is partnering with Clean Fuels Ohio on a Department of Energy funded project called NGV Updated Performance Tracking Integrating Maintenance Expenses (UP-TIME).

The project will compare the maintenance cost data of medium- or heavy-duty natural gas and diesel vehicles operating in freight and goods movement and will provide fleets and natural gas vehicle industry stakeholders relevant, real-world information detailing NGV maintenance costs. DFWCC is seeking fleet data partners to share their maintenance and repair data for this project.

The data will help improve total cost of ownership calculations and determine the maintenance cost differences between NGV technology generations and current advanced clean diesel engines. Fleet data partners will receive a report containing a graphical assessment of major parameters by vehicle powertrain, year, and model as well as answers to important operational questions.

To learn more about participating in this study, please contact Amy Hodges at ahodges@nctcog.org or 817-704-2508 or DFWCC at cleancities@nctcog.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

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

\$7.7 million

Funding available through the Texas Clean Fleet Program for the replacement of light-duty or heavy-duty diesel vehicles with new alternative fuel or hybrid vehicles.

PUBLIC *Involvement*

NCTCOG to give COVID-19 Transportation update

North Texans can provide online input for regional transportation planning and air quality initiatives beginning June 8.

NCTCOG staff will provide information related to performance measures outlining the impacts of COVID-19 on the transportation system at www.nctcog.org/input. COVID-19 has had an unprecedented effect on travel behavior in North Texas, decreasing freeway congestion and toll road transactions, while improving air quality and increasing bike-pedestrian activity.

The pandemic has also affected transit operations throughout the Dallas-Fort Worth area. Staff will post information related to long-term effects as well as provide a list of transit providers allocated funding by the Federal Transit Administration's Urbanized Area Formula Program through the Fiscal Year 2020 Coronavirus Aid, Relief and Economic Security (CARES) Act.

In addition to tracking COVID-19 effects, NCTCOG staff has been working on many planning initiatives, including funding partnerships with cities in Southeast Dallas County for roadway improvements as well as modifications to the Unified Planning Work Program (UPWP). The UPWP identifies transportation and air quality-related planning tasks to be carried out by NCTCOG as the metropolitan planning organization. Information on both initiatives will be posted for public review and comment.

Finally, staff will provide an overview of an energy reporting requirement submitted to the State Energy Conservation Office each year. Details will include energy management resources and training sessions, as well as data from the Fiscal Year 2019 report.

Information on Clean Air Action Day, Map Your Experience tool, Regional Smoking Vehicle Program and vehicle incentive opportunities will also be highlighted. Comments on the aforementioned topics will be accepted through July 7.

Prepared in cooperation with the US Department of Transportation (Federal Highway Administration and Federal Transit Administration) and the Texas Department of Transportation. The contents of this report reflect the views of the authors who are responsible for the opinions, findings and conclusions presented herein. The contents do not necessarily reflect the views or policies of the Federal Highway Administration or the Texas Department of Transportation. Additional imagery provided by DART.